

Testing

SLIP RESISTANCE (FOOT TRAFFICKED AREAS)

Independent tests have been conducted on samples of sand rubbed mastic asphalt paving with further samples being tested with the addition of a 'crimped' finish.

Table I

The slip resistance value is calculated as the mean of five readings and was as follows:

Temp 21°C		Sand rubbed finish	Sand rubbed & crimped
Leather	(dry)	44	50
4S (1)	(dry)	58	62
Male heel rubber	(dry)	72	72
Female heel plastic	(dry)	41	44
TRL dry (2)	(dry)	84	87
TRL wet (2)	(wet)	55	74

It will be seen that against normal shoe heel materials the surfaces as tested are 'safe' in all conditions although in the wet the slight reduction in slip resistance may just cause the ladies heel material to become marginal.

- (1) Rubber & Plastic Research Association standardised rubber test.
(2) Transport Research Laboratory standard rubber.

Classification

Below 20 - dangerous • 20 to 39 - marginal • 40+ - satisfactory

Maintenance and repair

REPAIR PROCEDURES

It should be appreciated that mastic asphalt paving like all other trafficked surfaces requires maintenance. All repair work to a mastic asphalt surface must be performed by a specialist mastic asphalt contractor. If it is necessary to remove an area of mastic asphalt, the lines of the cuts should be covered with molten mastic asphalt until the underlying material has softened. The asphalt should not be removed until this has taken place. In no circumstances should a hammer and chisel be used to cut cold mastic asphalt. Alternatively, a disc cutter may be used to remove mastic asphalt, especially where paving grade mastic asphalt has been used.

Defective areas should be carefully removed. When jointing new mastic asphalt to existing mastic asphalt, the principle of the lapped joint should be observed. In multi-layer applications the perimeter of existing mastic asphalt should be softened to permit removal of material to a depth of the original coat thickness for a width of not less than 75mm.

The use of a forced flow hot air torch, or the controlled use of a gas gun may be acceptable for specific requirements, in the case of the latter, extreme care should be taken to minimise contact between naked flame and the mastic asphalt.