

Mastic asphalt paving

General

The number of coats should be appropriate to the waterproofing requirements and traffic conditions of the area involved.

Due to the nature of mastic asphalt, the nominal thicknesses given are indicative rather than precise. Any irregularities in the horizontal substrate will be reflected in the final surface with accompanying inconsistencies of thickness.

Surface finishes

It is normal practice to sand-rub mastic asphalt paving. In addition, the surface can be crimped but the advice of the asphalt contractor should be sought as the gradient of the ramps may make control of the crimping roller difficult or it may be physically impossible to crimp edges.

Alternatively, if superior skid resistance is necessary a synthetic resin-bonded grit or other surface dressing can be applied subject to specification.

Trafficked applications

Mastic asphalt provides a versatile answer to the problem of providing paving or combined waterproofing and paving to structures and areas subject to traffic. The specification to be used is dependent on a number of factors such as the type and degree of traffic to which the paved area will be subjected, whether point loading is anticipated and whether the paving is over accommodation areas.

Solar reflective treatment

The use of solar reflective paint on mastic asphalt skirtings and vertical work is recommended. The solar reflective treatment should be applied as soon as practicable after the mastic asphalt has been laid.

Care should be taken to ensure that paints specified as a solar reflective treatment on mastic asphalt are suitable for the purpose and that the specification requires their application in accordance with the manufacturer's instructions.

