

# Micro-Asphalt FAQs

## What is Micro surfacing?

Micro surfacing (also referred to as 'micro asphalt', 'micro' or 'thin surfacing') is a 'surface treatment' for roads. It is laid over the top of the existing surface to seal and protect it. It consists of a water-based mix of stones and bitumen which is spread over the existing surface by a special machine. It can take out minor dips and bumps; restores grip and texture and creates a new, waterproof surface.

## Why do we use Micro surfacing?

The treatments allows us to carry out work on more roads, particularly in residential areas, as it is cheaper than other treatments. This helps to extend the life of the existing roads, meaning they will not require full resurfacing, by up to seven years.

## When do we use Micro surfacing?

We tend to use micro surfacing in urban areas, often on less-busy roads, where we need to seal and maintain the surface. It repairs cracks and other limited defects before the road gets into a poor condition.

Advantages:

- Cost effective
- Seals the surface
- Extends road life
- Restores texture and grip
- Quick to apply, meaning less disruption
- Low carbon footprint
- Removes minor dips and fills small defects like potholes

Disadvantages:

- Does not remove major structural unevenness
- Not suitable for very high-stress sites

## What are the access arrangements?

Pedestrian access will be maintained at all times. Vehicular access to private properties will be maintained when safe to do so, at the discretion of site supervisors. It is very unlikely that residents will be refused entry, but short delays may occur (for instance if work is taking place near their property or on the drive up to it). Residents are asked to speak to members of staff on site, and they will accommodate their accessibility needs as far as possible.

## Will my road be closed?

The road will be closed to through traffic for the duration of the works. This will be indicated by barriers and temporary traffic signs, as well as marshals located at the main junctions leading to the road. The road will be opened back to traffic as soon as works are completed.

## Will I be able to park on the road?

Prohibition of parking will apply from the night before works start. This is to enable works to be carried out from kerb to kerb, ensure safety of operatives and road users and avoid damage to parked vehicles. No parking cones will be placed the night before.

## Pre patching

Where necessary a patching team will repair existing pot holes and badly damaged areas of the carriageway on the days before surfacing takes place. There are a variety of methods that may be applied. Depending on size and location, this might require partial closure of the road for a short period of time (a few hours).

## The process

**Stage 1** – A wet mixture of bitumen and aggregate is applied over the road surface in two layers. Each layer requires approximately 20 minutes to dry before the surface is rolled and the road is suitable to be used by traffic. At this stage the surface will look un-finished with some rough textured areas and ridges. This is a normal characteristic of the process and the appearance of the surface will improve considerably with use.



**Stage 2** - The micro-asphalt will be left to fully cure for approximately three to seven days following which the road will be swept of loose material. The condition of the road will continue to be monitored with further sweeping being carried out on an ad-hoc basis as required.



**Drivers need to be aware that there will be no road markings at this stage. Service covers and gully gratings (ironwork) may also be lower than the new road surface.**

**Stage 3** - When the road has fully stabilised the white and yellow road-markings will be remarked. Any ironwork lower than the new road surface will be broken out and raised or replaced. Once the concrete bedding and surround has cured, the operatives will reinstate the surfacing with microasphalt material. These reinstatements will blend into the rest of the surface with use.



## Advice for motorists

- Be safety aware – follow signs and instructions from site operatives
- Do not drive on newly laid surface until it has had time to dry. If in doubt operatives on site will provide guidance when the surface is suitable to use. If operatives have left the site and the road is open, it is safe to use.
- Pay attention to advisory signs and please do not park on the road when signs request you not to
- Drivers should keep to the temporary speed limits and avoid sharp turns to allow the surface to stabilise
- Check your shoes before entering your home or car after surfacing work has taken place. Bitumen stains can be removed with cleaner.
- Accesses to businesses will be protected. Temporary floor covering is recommended in shops and offices