

## **Interim Advice Note 194/16**

### **Guidance on the management of risk when permitting traffic on planed asphalt surfaces**

#### **Summary**

This Interim Advice Note provides details This IAN provides guidance on the management of risk when traffic is temporarily running on planed asphalt surfacing whilst pavement works are carried out.

#### **Instructions for Use**

This document supplements the requirements of HD27- Pavement Construction Methods and takes immediate effect.

## **1. Introduction**

This IAN provides guidance on the management of risk when permitting traffic to run on planed asphalt surfaces. The advice and guidance is for situations where surface course is being removed and vehicles are permitted to traffic the exposed asphalt binder course under controlled conditions. This practice can facilitate longer lengths of surfacing to be undertaken in a single operation. This has benefits in terms of improved durability due to the reduced number of joints in the finished pavement surface. Joints are inherent weaknesses that allow water to enter the pavement structure and cause degradation. As such, they should be minimised wherever possible. There is also likely to be financial benefits through the more efficient usage of the planning machinery with greater outputs per a shift by permitting traffic to temporarily run on planed surfaces.

### **1.1 Purpose**

It is anticipated that the introduction of this IAN should deliver capital efficiency savings and longer term durability of the surfacing.

### **1.2 Relationship**

This IAN supplements the requirements and guidance given in HD27. It shall be read in conjunction with HD27 and Series 900.

### **1.3 Implementation**

This IAN must be implemented in conjunction with the GD04 Risk Assessment (DMRB, Volume 0).

### **1.4 Scope**

This Interim Advice Note provides advice on the technical requirements for allowing traffic to temporarily run on planed asphalt surfacing whilst pavement renewal works are being carried out.

### **1.5 Guidance**

Trials have shown that when traffic is allowed to run on planed binder course for periods greater than 5 days there is excessive surface deterioration. It is therefore advised that the planed surface is not used as a temporary running surface for more than five days in any one location. If the works are due to extend beyond five days then the use of a low cost surface treatment with an appropriate PSV applied directly to the planed binder course should be considered. The condition of the existing pavement is a critical factor affecting the performance of planed surface during construction work. Suitable pavement surveys must be conducted prior to commencing works and that all construction details and pavement condition are clearly recorded within the GD04 risk assessment. Running of traffic on planed surfacing should be avoided in severe weather conditions (e.g. prolonged heavy rainfall, sub-zero temperatures) as experience has shown the planed surface will not perform adequately under these weather conditions.

Construction plant and traffic used on pavements under construction shall be suitable in relation to the material, condition and thickness of the courses it traverses so that damage is not caused. The drainage system must be assessed prior to the work being carried out. A clear detailed procedure should be included within the GD04 risk assessment to ensure an adequate surface drainage system is in place during the work.

It is recommended that the following requirements are implemented when running on temporary planed surfacing:

- A temporary speed limit for the duration of the work;
- Appropriate Speed Enforcement in place for the duration of the work;
- Traffic Signs with the legend ‘TEMPORARY ROAD SURFACE’ in accordance with Schedule 13 Part 9 Item 8 of the Traffic Signs Regulations and General Directions 2016 in place for the duration of the works at regular intervals on the section of road where traffic is running on the planed surface;
- Regular road inspections and a Visual Condition Survey (VCS) to monitor any deterioration in surface condition;
- Sweeper and operatives available on site; impact protection vehicles shall also be available on site where these are necessary for the safe operation of the Sweeper.
- Skid resistance measurements to be taken at regular intervals.

Low speed skid resistance is normally measured using a Sideways-force Coefficient Routine Investigation Machine. However this is unlikely to be practical or cost effective in this situation. Alternative methods of measuring skid resistance can be considered to manage the risk of skidding accidents whilst the works are being undertaken. These can be used to measure relative change in skid resistance and the absolute value is of less importance.

The GD04 process shall be used to manage site specific risk.

This Interim Advice Note only provides guidance on temporary running of traffic on planed asphalt binder surfacing. Where any other bituminous layer is to be opened to highway traffic as a temporary running surface, Series 900 of MCHW should be implemented.

## **2. Withdrawal Conditions**

This IAN will remain current until these requirements are either included in, or revised by, a subsequent document issued by Highways England.

## **3. Contacts**

For queries regarding this IAN please contact:

Email: [standards\\_enquiries@highways.gsi.gov.uk](mailto:standards_enquiries@highways.gsi.gov.uk)

## **4. Normative References**

The Design Manual for Roads and Bridges, Volume 0 Section 2 Part 3 – GD04/12 Standard for Safety Risk Assessment on the Strategic Road Network

The Design Manual for Roads and Bridges, Volume 7, Section 2 Part 4 - HD27 Pavement Construction Methods

Traffic Signs Regulations and General Directions 2016

## **5. Informative References**

The Design Manual for Roads and Bridges, Volume 7, Section 3 Part 1 - HD28 Skidding Resistance

The Design Manual for Roads and Bridges, Volume 7, Section 5 Part 1 – HD36 Surfacing Materials for new and Maintenance Construction