

Council

Asphalt Surfacing

of Local Roads



Council will be conducting planned road works in your area.

This brochure will answer some general questions about the pavement treatments that will be used.

Asphalt (hotmix) Process

Asphalt surfacing of your Council's road network has been carried out over a number of years as a pavement treatment. It is a high performance surface treatment normally used for high traffic or where there is a need for higher strength, such as roads carrying more heavy vehicles.

Asphalt is a mixture of bituminous binder, aggregate and filler, mixed to specific recipes, produced hot from a purpose built plant and delivered, spread and compacted on site by vibrating and static rollers. Unlike sprayed seals asphalt usually acts as a structural layer in a pavement. In your Council's road network asphalt surfacing can vary in depth, from a simple resurfacing of the existing road consisting of a thin asphalt layer, between 25 – 50mm, to a more complex deep-lift pavement made up of multiple individual asphalt layers to create a thicker structural asphalt pavement between 100 – 300mm.

Please DO NOT attempt to drive a vehicle or walk on the road while the works are being performed without first obtaining approval to do so from the Contractor's work team.

Where a dual process pavement treatment has been designated it will involve the combination of Spray Sealing (primary treatment) and Asphalt (secondary treatment).

For specific details on the Spray Seal treatment please refer to the Spray Sealing brochure.

Aggregate Loss

The nature of the asphalt pavement treatment means that a minor amount of loose stone (gravel) will be generated as part of the process. Within a week of surfacing the asphalted road is swept by a suction sweeper to remove any fine loose stones.

Why has this pavement treatment been chosen?

The most appropriate maintenance treatment depends on a number of factors:

The age of the existing road surface:

As the existing road surface ages, the effects of weathering allows moisture into the underlying granular base. This increase in moisture will lead to accelerated deterioration of the road pavement.

Environmental conditions:

Trees and weather conditions such as droughts may dry out localised soil, resulting in cracks within the pavement. Clay soils that shrink and swell with the changes in seasons also result in cracking, which can adversely impact the life of the pavement by allowing moisture into the underlying granular base.

Asphalt surfacing allows existing road surfaces to be corrected, providing a smooth surface for an improved and more comfortable ride. It has structural properties that allow the existing road to be reconstructed when it is beyond its serviceable life. Alternative pavement treatment such as spray seals or microsurfacing do not provide the same heavy loading capability or durability required for industrial areas or for specific applications (e.g. bus stops).

Sustainability and the Asphalt Process

Asphalt is a 100% recyclable product. Asphalt removed from your existing road can be reused in the manufacture of the replacement surfacing as well as in other road building materials.

Asphalt construction projects can be completed and roads opened for traffic much faster than traditional granular pavement construction and at a lower cost than concrete construction projects. Maintenance and repair of asphalt pavement is also faster and less costly than that of other pavement types.

Your Council's choice of road surfacing treatment has the ability to lower greenhouse gas emissions and reduce our carbon footprint.



FREQUENTLY ASKED QUESTIONS

“When is the work going to happen?”

Closer to the date of the planned works, you will receive information in a letter notification placed in your letterbox. This will provide more details on the works and when they will occur.

“What can I do to help?”

You can help by:

- not parking your car on the street or near the work area when work is scheduled
- not allowing water to run into gutters when work is scheduled
- keeping your family and pets clear of any heavy machinery and bitumen products when work is underway
- driving on the new surface at low speeds and with care.

“Can I drive my vehicle in or out of my driveway on the day of resurfacing?”

Yes, access to your property will be allowed, however, access may be restricted and delayed at certain times, particularly when the resurfacing works are happening close to or directly in front of your property. Please allow additional time for this process and access.

If you need to leave your house during resurfacing operations, please ensure that you plan ahead.

If possible, the best option is to park your car in a side street prior to works starting on that day. If this is not possible then please allow extra time and notify the Contractor’s traffic control or surfacing teams at least 30 minutes before leaving, so they can minimise any delays due to machinery working in your street.

The Contractor's work team will escort vehicles from the work site when safe to do so. Where traffic is required to turn sharply on the new road surface during the first 24-hours following surfacing (such as entering or exiting driveways), drivers are requested to maintain a slow speed to prevent possible damage to the new surface.

“What about my vehicle?”

A minor amount of loose stone may be generated as part of the pavement treatment process. On the new section of road it is advisable to drive to the conditions, keep a low speed and travel with care.

“What about my safety?”

Safety is important to both your Council and the Contractor's team carrying out the work on site. By staying clear of the works and driving at low speeds you can help to ensure everyone's safety. If you need to speak with the Contractor's work team please stay on the footpaths and catch their attention.

Please DO NOT enter the construction work area.

In addition, if you notice someone driving dangerously on the new road surface, please report them to Council or to the Police.

“My street looks OK, why is it being resurfaced?”

When the road surface gets old it can become brittle and crack. Cracks allow water to penetrate and undermine the surface causing potholes. Most resurfacing is done to prevent water damage in advance to avoid possible major repairs.

“Why has this surface treatment been chosen?”

Bituminous surfacing treatments are also known as “flexible pavements” because they can move and rebound under stress without cracking. This is essential to prevent traffic damage, to prevent water undermining the pavement and to extend road life.

Bitumen-based surfaces are easily repairable and therefore more cost-friendly to maintain.

The choice of treatment is a balance between the existing surface condition, traffic volumes and safety and yearly funding/budgetary considerations. Your Council will assess all options to decide the right treatment for each street.

“This is inconvenient, why should I co-operate?”

Your Council appreciates that the pavement treatment process can cause some inconvenience, however, allowing the Contractor’s work team full access to your street will allow them to complete the works efficiently. This will reduce the period of disruption on your street and ultimately benefit you as a resident and road user.

“How do I get more information?”

Please read this brochure thoroughly, as it should answer many of your questions. However, if you still have concerns you can:

- Wait until closer to the time the works will be happening when you will receive a letter of notification in your letterbox from the Contractor. This will provide more details on the works, when they will occur and the contact phone numbers for the Contractor’s work team who can answer your specific questions.
- If you have any questions that cannot wait, please contact your Council via the details provided in this brochure (see last page).

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