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**TENTATIVE SPECIFICATION
FOR
TWO-COAT SURFACE
DRESSING USING CATIONIC
BITUMEN EMULSION**

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TENTATIVE SPECIFICATION FOR TWO-COAT SURFACE DRESSING USING CATIONIC BITUMEN EMULSION

1. INTRODUCTION

1.1. Bitumen emulsion offers a new set of possibilities for the solution of problems faced in road paving works. Its usefulness in reducing the consumption of fuel, reduction in pollution while heating and spraying, wide adoptability to all types of aggregates, lesser susceptibility to wet weather conditions, lower equipment investments and easier mobilisation in remote regions makes it a viable choice for road works. Recognising these benefits, the Bituminous Pavements Committee took up the drafting of this Specification.

1.2. The initial draft for this Specification was prepared by Shri M.B. Jaywant. The Bituminous Pavements Committee in their meeting held on the 29th September, 1977 modified the Specification. The modified Specification was circulated by the Indian Roads Congress to the Chief Engineers of States and the Director General Border Roads, to carry out trials and report on their performance for taking a decision on the Specification to be recommended. The Bituminous Pavements Committee (personnel given below) after considering all relevant information finalised this Specification at its meeting held at Madras on the 13th March, 1987.

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—*Ex-officio*

1.3. The above draft document as approved by the Bituminous Pavements Committee in their meeting mentioned above was considered by the Specifications and Standards Committee in their meeting held on the 23rd April, 1987. Later on the draft document was approved by the Executive Committee and the Council in their meetings held on the 28th April, 1987 and 22nd May, 1987 respectively for being published as the finalised Specification of the Indian Roads Congress.

2. SCOPE

2.1. The method of construction for two-coat surface dressing using cationic bitumen emulsion differs from that using paving grade bitumen. Owing to its low viscosity, cationic bitumen emulsion tends to flow if the quantity of emulsion for the first coat is more. Hence for the first coat, less quantity of emulsion is recommended and more quantity is used for the second coat, since the surface developed after the first coat can hold this extra quantity in place.

2.2. The method of surfacing detailed in this specification consists of the application of cationic bitumen emulsion on the previously prepared pavement surface, covering it with aggregate and rolling. A second coat using the same procedure is followed to complete the treatment. The quantities of aggregate and emulsion for each coat shall be as in para 3.3.

3. MATERIALS

3.1. Binder

The binder shall be of cationic type bitumen emulsion of RS Grade (Rapid Setting) complying with IS : 8887-1978 and having bitumen content 60 per cent minimum by weight. The emulsion is said to have set when the water breaks away leaving the black residual bitumen on the surface.

3.2. Aggregate

3.2.1. General requirements : The cover aggregate shall consist of crushed rock or crushed gravel and shall have fairly cubical fragments free from deleterious matter, dust, ash or other adherent coatings. Uncrushed, rounded gravel shall not be used.

Wet aggregate can be used for surface dressing, with cationic bitumen emulsions and hence when aggregates are dusty, they

should be cleaned by dipping or washing or by sprinkling water copiously.

Aggregates having stripping value higher than the permissible limit can be considered for use, limited to the extent of the anti-stripping properties of such emulsions, as directed by the Engineer-in-Charge. Cationic emulsions, because of their very nature, have better adhesive properties with wet aggregates as well as aggregates having stripping tendencies.

3.2.2. Physical requirements : The aggregate shall satisfy the following physical requirements :

<i>Test</i>	<i>Requirement</i>	<i>Test Method</i>
(1) Los Angeles Abrasion Value or Aggregate Impact Value	Max. 40% Max. 30%	IS : 2386 (Part-IV) —do—
(2) Flakiness Index	Max. 25%	IS : 2386 (Part-I)
(3) Stripping Value ¹	Max. 25%	IS : 6241
(4) Water Absorption ²	Max. 1%	IS : 2386 (Part-II)
(5) Soundness : Loss with sodium sulphate 5 cycles Loss with Magnesium sulphate 5 cycles	Max. 12% Max. 18%	IS : 2386 (Part-V) —do—

- Notes :*
1. Stripping value need not be given too much importance when cationic emulsion is used. See also para 3.2.1.
 2. Water absorption upto 2 per cent might be permitted in exceptional cases.

The aggregate shall conform to following sizes :

- (1) For first coat: 13.2 mm size —passing 19 mm sieve and retained on 9.5 mm sieve
- (2) For second coat: 6.7 mm size —passing 9.5 mm sieve and retained on 2.36 mm sieve

3.3. Quantities of Materials

	<i>Per 10 sq. metre area</i>	
	<i>For first coat</i>	<i>For second coat</i>
Cationic bitumen emulsion	12 to 14 kg	16 to 18 kg
Aggregate	0.10 to 0.12 m ³	0.06 to 0.08 m ³

4. CONSTRUCTION

4.1. Weather Limitations

Cationic bitumen emulsions should not normally be stored below zero degree Celsius. However, surface dressing with the emulsion should be carried out only when the atmospheric temperature is above 10°C. The work can be carried out when the base is damp. All standing water in depressions should be removed.

4.2. Preparation of Base

4.2.1. The existing base on which surface dressing is to be laid shall be prepared, shaped and corrected to a uniform grade and camber. All depressions and potholes shall be filled up and well compacted sufficiently in advance.

4.2.2. The surface should be cleaned to remove all loose particles, dust and foreign matter. It is preferable to spray water on the surface to wash away the loose dust and to expose a clean surface of aggregate in the case of granular base courses.

4.3. Preparation of Binder

Before opening, the cationic bitumen emulsion drums should be rolled at slow speed, to and fro, for a distance of about 10 metres, 5 to 6 times to mix the contents properly.

4.4. First Coat

4.4.1. **Application of binder :** Cationic bitumen emulsion should be sprayed uniformly on the prepared base by mechanical sprayers. In exceptional cases, spraying from a spraying-can may be resorted to as directed by the Engineer-in-Charge. An emulsion tank of 30 litre capacity pressurised by compressed air from a hand pump and a 12 mm flexible pipe with a spray nozzle is a simple and efficient arrangement for spraying.

While using pouring-cans, the holes should be kept as 6 mm diameter spaced 30 mm apart, to prevent clogging.

4.4.2. Application of aggregate : Immediately after spraying of the cationic emulsion, aggregate of 13.2 mm size shall be spread uniformly to cover the surface completely and evenly. Any oversize aggregate, if seen, should be removed.

4.4.3. Rolling : Immediately after the application of cover material, the surface shall be rolled with a 6 to 8 tonne roller, preferably a smooth wheeled tandem type. Rolling shall begin at the edges and proceed towards the centre, parallel to the centre line except in superelevated portions where it shall proceed from the inner edge to the outer. While rolling, aggregate shall be added or removed so as to ensure an uniformly covered surface. Each pass of roller shall uniformly overlap not less than one-third of the track made in the preceding pass. Rolling shall continue for just enough time to embed the aggregates in the binder and present an uniform closed surface. Excessive rolling, resulting in crushing of aggregate should be avoided.

4.5. Second Coat

4.5.1. Time interval : The second coat of surface dressing should be applied on the same day as the first coat but not earlier than one hour after the rolling of the first coat.

4.5.2. Application of emulsion for the second coat : Traffic should not be allowed on the first coat before the application of second coat. The aggregates of the first coat are likely to appear loose and unbonded in a few spots. These should not be disturbed. They will get bonded once the emulsion breaks or sets.

The cationic bitumen emulsion for second coat should be sprayed by mechanical sprayer or in exceptional cases by using pouring—can taking care not to disturb the first layer while walking over it.

4.5.3. Application of aggregate : Immediately after the application of emulsion, 6.7 mm size chips should be spread uniformly to cover the whole surface.

4.5.4. Rolling : Rolling shall start soon after spreading the aggregate and all operations carried out as per para 4.4.3, to achieve a uniform closed surface.

Normally, 6 to 8 passes with 6-8 tonne smooth-wheel roller are adequate.

4.6. Finishing

After one pass of the roller, depressions should be filled up with 6.7 mm size aggregate. If excess of aggregate is found in isolated spots, the bigger size aggregate should be removed to give an uniform surface. Finish rolling on the next day, this helps to give a firm surface.

4.7. Opening to Traffic

Though the road may be opened to traffic 4 hours after completing rolling of the second coat, it is however, preferable that 24 hours lapse before traffic is allowed.

Where the road is of single lane, traffic can be allowed at a slow speed of not more than 10 km per hour making sure to add aggregate and emulsion wherever the surface has been picked up by traffic.

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