

BREEDONPolytex IS DURABLE, IMPERMEABLE, DEFORMATION RESISTANT THIN SURFACING.

**APPLICATIONS**

- Major routes
- Urban areas
- High stress regions
- Problematic sites (e.g. sea fronts)
- Car parks

**OVERVIEW**

BREEDONPolytex is designed on aspects of German Stone Mastic Asphalt (originally termed 'Split Mastic Asphalt') and French Béton Bitumineux Très Mince ('Asphalt Concrete for Very Thin Layers'). Utilising polymer modified bitumen, BREEDONPolytex is a very durable, impermeable, deformation resistant thin surfacing. The product can be supplied with a variety of different polished stone value (PSV) aggregates, as required.

**TECHNICAL DATA**

BREEDONPolytex was derived as a result of Customers and Local Authorities requesting a more durable alternative to U.K. Stone Mastic Asphalt and Thin Surface Course Systems for certain applications. Grading is comparable with German Stone Mastic Asphalt specifications (although different sized aggregates are used) and binder contents are higher than French BBTM or 'standard' Stone Mastic Asphalts. This results in a bituminous material with low air voids and exceptional deformation, fretting and raveling resistance. BREEDONPolytex has been successfully used on many problematic areas. Examples include roundabouts, junctions, overlaying tram lines and sea fronts.

**CONSTRUCTION**

BREEDONPolytex is available in three sizes, and the nominal and minimum compacted layer thicknesses and typical initial macrotexture depths are as follows:



Largest Nominal Aggregate Size (mm)	Nominal Layer Thickness (mm)	Minimum Thickness at Any Point (mm)	Typical Initial Texture Depth (mm)
6	20 - 40	15	0.5 - 0.9
10	25 - 50	20	0.8 - 1.2
14	35 - 50	30	1.1 - 1.5

Wherever possible, tanker applied bond coats are used beneath BREEDONPolytex and allowed to fully 'break' (i.e. turn from brown to black). Installation is completed in accordance with the general requirements of BS 594987.

**BENEFITS**

- Outstanding durability.
- Excellent deformation, fretting and raveling resistance.
- Smooth, homogenous surface ensuring first-rate rideability.
- Good surface textures.
- Superb climate (water and ageing) resistance.
- Extremely low traffic noise.
- Resistance to reflective cracking from underlying joints or metalwork.
- May be customised to specific site requirements.
- BREEDONPolytex Plus variation is available for very heavy duty applications.

**MAINTENANCE AND REPAIR**

BREEDONPolytex is not subject to any specialised routine maintenance processes, and should be maintained in accordance with the Design Manual for Roads and Bridges HD 31/94 "Maintenance of Bituminous Roads".

**Motorways, trunk roads and other major repairs**

Any damaged areas are to be removed by planing to the appropriate depth to provide a minimum length of 15m for paver resurfacing. The planed area will be resurfaced using material to the same specification, in accordance with Breedon's installation procedures.

**Minor repairs**

- Minor repairs can be carried out by cutting out the damaged section and replacing it with a material of suitable specification agreed between Breedon and the Client.
- A K1-40 (C40 B 4) or K1-60 (C60 B 4) tack coat, or an acceptable proprietary bond coat, will be used on the receiving substrate.
- Wherever possible, a diamond patch reinstatement shall be used, extending a minimum of 0.25m beyond the damaged section.
- Joints must be saw cut vertical, cleaned and painted with a thick uniform coating of hot bitumen, hot elastomeric polymer modified bituminous binder, or cold applied thixotropic bituminous compound prior to laying.

**WHY CHOOSE BREEDON PROPRIETARY MATERIALS?**

The Proprietary Materials offered by Breedon are extensively designed and rigorously tested to exceed the performances of traditionally used asphalts in specific applications. Our Proprietary Materials often include additives to achieve these high levels of operation.

**PRECAUTIONS AND LIMITATIONS**

Asphalt remains relatively soft for up to one year after laying; until it has time to oxidise and harden (i.e. elasticity is reduced). It is recommended that the surface is not trafficked for at least 2 hours following installation, when it is most susceptible to damage. When trafficked by vehicles, it is recommended that they are moving when the wheels are turned. If a vehicle is stationary when tyres are turned (particularly with modern power steering), the asphalt can be displaced and marked by stresses applied at that particular point.

It is also recommended that (wherever possible) vehicles are parked in different positions to avoid marking the asphalt, and heavy vehicles, trailers, plant, machinery and ladders with small footprints are parked on wooden boards to disperse the loading. Fuel spillages should also be contained and cleaned up as soon as possible as these will compromise durability. Recommended procedure for removing diesel spillages is as follows:

- Stem the leak.
- If necessary, contain the spillage by deploying booms around the source and block any drains.
- Apply absorbent granules (e.g. cat litter) or sand to the spillage area.
- Sweep up the absorbent granules and dispose of in accordance with environmental regulations.
- Scrub the surface using a mild detergent. Any effluent resulting from the clean-up activity must not be washed into surface water drains as it is an offence under the Water Resources Act 1991.

**QUANTITY REQUIRED**

As a guide, please refer to the Material Calculator on our website ([www.breedongroup.com](http://www.breedongroup.com)).

**AVAILABILITY**

BREEDONPolytex can be installed all year round (depending on climatic conditions), and is supplied and installed by Breedon.

**TO DISCUSS YOUR PROJECT REQUIREMENTS, AND FOR MORE INFORMATION ABOUT OUR PRODUCTS CONTACT:**

**01382 537600** (Scotland)

**01332 694010** (England/Wales)

[enquiries.breedon@breedongroup.com](mailto:enquiries.breedon@breedongroup.com)

[www.breedongroup.com](http://www.breedongroup.com)

The information given in this technical datasheet is based on our current knowledge and is intended to provide general notes on our products and their uses. Breedon Group plc endeavours to ensure that the information given is accurate but accept no liability for its use or its suitability for a particular application because of the product being used by the third party without our supervision.

Breedon Group Head Office:  
Pinnacle House, Breedon Quarry,  
Breedon on the Hill, Derby DE73 8AP