

Superseded

**Technical Specification**

**MRTS110 Coloured Surface Treatments**

**July 2021**

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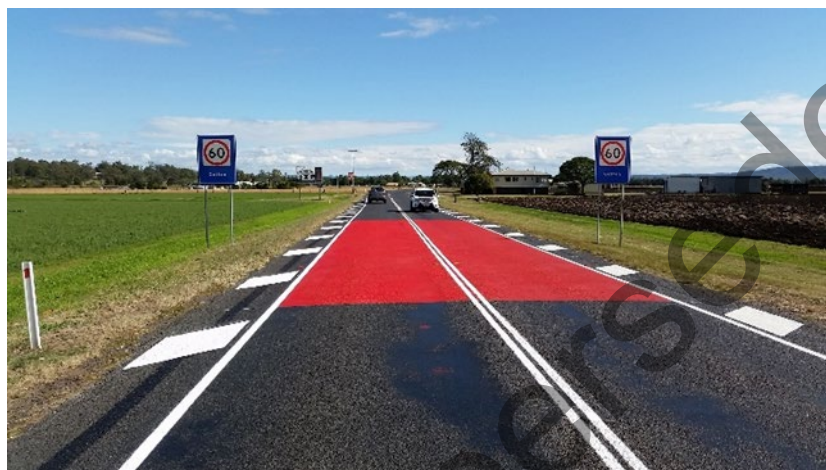
## 1 Introduction

This Technical Specification details the requirements for construction of coloured surface treatments for road surfaces. Coloured Surface Treatments (CST) are used to delineate different parts of the road surface using a coloured binder and fine, uniformly graded aggregate.

CST is typically used in the following applications:

- a) cycleways / bike lanes
- b) bus lanes
- c) threshold treatments for school zones
- d) threshold treatments for wildlife conservation areas, and
- e) township entry treatments.

**Figure 1 – Typical township entry treatment**



This Technical Specification shall be read in conjunction with MRTS01 *Introduction to Technical Specifications*, MRTS50 *Specific Quality System Requirements* and other Technical Specifications as appropriate.

This Technical Specification forms part of the Transport and Main Roads Specifications Manual.

## 2 Definitions of terms

The terms defined in MRTS01 *Introduction to Technical Specifications* apply to this Technical Specification. Further definitions are defined in Table 2.

**Table 2 – Definitions of terms**

Term	Definition
aggregate	Any natural or synthetic particles used as a material applied to the binder, to provide a coloured and textured surface treatment.
binder	Any thermosetting resin used to bond the aggregate to the road surface.
cleaning agents	Any chemical material used to remove dirt, grime, fuel, oil and other materials from the road surface.
delamination	Failure of the CST to adhere to the road surface.
pavement markings	Longitudinal lines, transverse lines and pavement messages.

<b>Term</b>	<b>Definition</b>
pavement temperature	The temperature measured at the surface of the pavement.
priming material	Any substance used to prepare the road surface for the application of binder and improve the adhesion of the binder to the road surface.
ravelling	A CST defect involving the progressive disintegration of the CST though loss of both binder and aggregates.
road surface	The surface onto which the CST is applied.
road surface delineation	Pavement markings, raised pavement markers and audiotactile line marking.
stripping	The loss of aggregate from a CST, caused by the action of traffic, usually in the presence of water.
TIPES <i>Certified</i>	The process by which the suitability of products are assessed for inclusion on department's registered products list.
TIPES Product Evaluation Panel	The TIPES Product Evaluation Panel will be comprised of one ARRB technical staff member, and one Transport and Main Roads Engineering and Technology technical staff member. A Transport and Main Roads District representative may also be nominated. The panel assess the suitability of a product to be TIPES Certified and included on department's registered products list.

### 3 Referenced documents

Table 3 lists the documents referenced in this Technical Specification.

**Table 3 – Referenced documents**

<b>Reference</b>	<b>Title</b>
AGTP/T250	<i>Modified Surface Texture Depth (Pestle Method)</i>
AS 1580.601.1	<i>Paints and related materials - Methods of test Colour - Visual comparison</i>
AS 2700	<i>Colour Standards for General Purposes</i>
AS 4663	<i>Slip resistance measurement of existing pedestrian surfaces</i>
MRTS01	<i>Introduction to Technical Specifications</i>
MRTS45	<i>Road Surface Delineation</i>
MRTS50	<i>Specific Quality System Requirements</i>
MRTS51	<i>Environmental Management</i>
-	<i>Registration of Products used for Surface Treatments</i>

### 4 Standard test methods

The standard test methods given in Table 4 shall be used in this Technical Specification. Further details of test numbers and test descriptions are given in Clause 4 of MRTS01 *Introduction to Technical Specifications*.

**Table 4 – Standards test methods**

Property to be Tested	Method No.
Colour – visual comparison	AS 1580.601.11.2
Skid resistance (wet method)	AS 4663 <sup>3</sup>
Selection of sampling or test locations	Q050
Surface texture depth	AGPT/T250

Notes:

<sup>1</sup> NATA accreditation for this test is not required.

<sup>2</sup> Testing shall be undertaken under daylight conditions only.

<sup>3</sup> Use of equivalent alternative test methods require Administrator approval prior to use.

## 5 Quality system requirements

### 5.1 Hold Points, Witness Points and Milestones

General requirements for Hold Points, Witness Points and Milestones are specified in Clause 5.2 of MRTS01 *Introduction to Technical Specifications*.

The Hold Points and Milestones applicable to this Technical Specification are summarised in Table 5.1. There are no Witness Points defined.

**Table 5.1 – Hold Points, Witness Points and Milestones**

Clause	Hold Point	Witness Point	Milestone
6			Submission of product details, and construction procedure
9.1	1. Inspection of road surface condition		
9.2.1	2. Readiness of the road surface for application of CST		
12	3. Proposed treatment for defects		

### 5.2 Minimum testing frequencies

The minimum testing frequencies for coloured surface treatments are given in Table 5.2.

**Table 5.2 – Testing frequencies**

Property	Test Method	Minimum Testing Frequency
Skid resistance (British pendulum number)	AS 4663 (wet method)	Immediately after installation and curing <sup>1</sup> : a) First lot: 3 tests. b) Other lots: Testing is only required if ordered by the Administrator. During the defect liability period <sup>2</sup> : If testing only required if it is ordered by the Administrator

Property	Test Method	Minimum Testing Frequency
Surface texture	AGPT/T250	Immediately after installation and curing <sup>1</sup> : a) First lot: 3 tests. b) Other lots: Testing is only required if ordered by the Administrator. During the defect liability period <sup>2</sup> : If testing only required if it is ordered by the Administrator
Colour	AS 1580.601.1	1 test per lot

Notes:

<sup>1</sup> For lots tested immediately after installation and curing, test locations shall be determined in accordance with Q050.

<sup>2</sup> For lots tested during the defect liability period, test locations shall be determined by the Administrator.

For lots, other than the first lot incorporated into the works, skid resistance and surface texture testing may be ordered by the Administrator and is paid for separately under Work Items 44502P and 44506P. The cost of testing the first lot incorporated into the works is deemed to be included under Work Item 44501. Testing during the defect liability period would typically be completed in the wheel paths so that the effect of traffic on the conformity of the CST can be assessed.

### 5.3 Maximum lot size

A lot shall consist of an area of work that is constructed during a single work shift using a single batch of binder.

## 6 Registration of products used for coloured surface treatments

Transport and Main Roads maintains a list of registered products used for CST. The criteria for registration is detailed in the department's *Registration of Products used for Surface Treatments*.

Only registered products shall be used and any conditions of registration listed on the register (including usage limitations) must be complied with.

The Department of Transport and Main Roads maintains a list of registered CST products on its website ([www.tmr.qld.gov.au](http://www.tmr.qld.gov.au)). The Administrator can check the registration status of a product using this register. Further details about the suitability of various CST products can be found on this register. The information contained on the register is based on information submitted by the supplier to Transport and Main Roads.

At least 14 days before placement of a CST, the Contractor shall submit to the Administrator:

- details of the registered product, and
- construction procedure to be used. **Milestone**

The construction procedure to be used for the Works shall be consistent with:

- the procedure included in the supplier's submission for the product to be *TIPES Certified*, and
- the manufacturer's current recommendations.

Any variations to the construction procedure must be discussed with the Administrator and agreed prior to use.

The construction procedure provided by the contractor must be as detailed as the procedure provided by the product supplier and preferably more detailed.

## **7 Coloured surface treatment system and materials**

### **7.1 General**

The CST (and its components) shall be:

- a) able to withstand the action of traffic (e.g. acceleration, braking, turning and scrubbing forces) without damage
- b) resistant to fuel and oil spills from traffic
- c) non-flammable after placement and curing
- d) free from offensive odours after placement and curing
- e) able to be swept using a mechanical broom and cleaned with high pressure water without damage
- f) free from any environmental contaminants such as lead and other heavy metals, and
- g) chemically stable when subjected to prolonged ultraviolet radiation exposure.

### **7.2 Constituent materials**

#### **7.2.1 General**

The materials used in the CST shall be consistent with those nominated for the registered product. No substitution of materials is allowed.

#### **7.2.2 Binder**

The binder shall:

- be a two or more component thermosetting resin (or alternative binder type) that has been certified by the TIPES Product Evaluation Panel and suitably pigmented to provide the necessary colour in the finished surface coating, and
- provide adhesion to the aggregate and substrate.

The following binders are not acceptable:

- thermoplastic materials, and/or
- waterborne paints.



### 7.2.3 Aggregate

Aggregate shall be hard, tough, durable, moderately sharp grains of pre-coated natural stone or synthetic material of uniform quality and grading, free of dust, dirt and other deleterious matter.

The aggregate shall be from the same source and be of the same quality, particle size distribution and resistance to polishing as that nominated by the supplier in their submission for the product to be *TIPES Certified*.

### 7.3 Colour

The colour to be used shall be an approximate match for the colour as shown in the Drawings, or as listed in Table 7.3 where the colour is not shown in the Drawings.

**Table 7.3 – Colours of coloured surface treatments**

Application	Standard	Colour
Cycleways / bicycle lane	AS 2700	G13 Emerald
Bus lane	AS 2700	R13 Signal Red
Threshold treatment for School Zone	AS 2700	R13 Signal Red Y42 Mustard
Threshold treatment for Wildlife Conservation Area	AS 2700	G13 Emerald Y42 Mustard
Township entry treatment	AS 2700	R13 Signal Red

## 8 Scope of Works

The extent and location for the application of the CST shall be as specified on the Drawings and/or Clause 1 of Annexure MRTS110.1.

Unless otherwise specified in the Clause 2 of Annexure MRTS110.1, the default Transport and Main Roads Registration Level for the CST product used in the Works shall be Level 2.

## 9 Construction

### 9.1 Assessment of existing surface

At least 14 days before application of the CST, the Contractor and Administrator shall jointly inspect the site to confirm the suitability of the road surface. **Hold Point 1**

The Contractor and Administrator should discuss the condition of the existing surface before Hold Point 1 is released. A joint inspection is suggested as part of this process. Any decision(s) related to Hold Point 1 should be documented in writing and the hold point formally released when / if appropriate.

CST is a rigid layer of material that provides delineation. CST does not correct defects such as shape loss or cracking. Where the road surface is already cracked, the CST will also crack within a short time.

CST may extend the life of an existing road surface but should not be applied to very old road surfaces that are in poor condition.

New asphalt surfaces (including patches) should be trafficked for some time (typically 4 to 6 weeks) prior to application of CST. The bond between new asphalt and CST may be compromised if the layer of binder covering the aggregates in the asphalt surface is not removed / polished prior to application of the CST. The minimum period for trafficking prior to application varies between CST products and will be stated in the construction procedure for the registered product.

## **9.2 Road surface preparation**

### **9.2.1 Cleaning**

Immediately prior to installation of the CST, the Contractor shall clean and prepare the road surface in accordance with the construction procedure for the registered product to ensure the CST adheres to the road surface. This cleaning process shall remove all oil, grease, dirt and any foreign material from the road surface.

Cleaning and preparation shall not cause damage to the road surface or structural damage to the pavement. All cleaning agents and collected material shall be removed from site and disposed in accordance with MRTS51 *Environmental Management*.

The CST shall not be applied until the Administrator agrees the prepared road surface is ready.

#### **Hold Point 2**

The success of CST application depends on the preparation of the road surface and the application process. The road surface preparation should be observed by the Administrator.

Oil and other deleterious materials on the road surface are likely to reduce bond. These materials should be removed prior to application.

Cleaning the road surface usually involves:

- removing all loose material, grit, stones, vegetative matter, rubbish and other deleterious material from the road surface, and
- water blasting the road surface to remove oil, grease, dirt and hydrocarbons from the road surface.

Use of a cleaning agent may be required.

### **9.2.2 Protection of road surface delineation**

Unless otherwise approved by the Administrator, the CST shall not be applied over existing road surface delineation. The road surface delineations shall be masked to ensure protection of the road surface delineation.

This Technical Specification is written to retain existing road surface delineation.

Where road surface delineations are altered, the Principal should include these alterations as supplementary requirements in the Annexure. Removal and replacement of road surface delineations are covered under the standard work items in MRS45 *Road Surface Delineation*.

### 9.2.3 Protection of pavement saw cuts

Saw cuts that exist due to the installation of traffic detector loops or similar services shall be masked with tape less than 50 mm width to ensure the CST is not applied to them.

Saw cuts are normally masked to prevent fretting of the CST.

Where the area to be treated contains very significant amounts of saw cuts, the Principal should consider specifying supplementary requirements in the Annexure to allow the CST being placed over the saw cuts and accept the CST may fret or chip at these locations.

### 9.2.4 Service pits, covers, and drainages

Unless otherwise approved by the Administrator, large pits and valve covers shall be covered with the CST. All lifting mechanisms and joints between the lid and frame shall be masked and protected such that the CST does not impede lifting and replacing lids. Service pits and valve covers less than 0.03 m<sup>2</sup> and drainage grates and frames shall be masked to ensure the CST is not applied to them.

Small pits and covers are fully masked from the application (not only masking the lifting mechanisms and joints) for the ease of construction. Large pits and covers (except the lifting mechanisms and joints) are treated with CST to achieve a consistent and uniform colour across the road surface.

## 9.3 Application

The Contractor shall apply the CST to achieve:

- a) an effective bond between the binder and the road surface
- b) an effective bond between the binder and aggregate, and
- c) a visually uniform coloured and textured surface. The edges of the work shall provide a neat and clean line onto the adjacent surface.

### 9.3.1 Pavement surface temperature and weather conditions

The Contractor shall comply with any weather or pavement temperature restrictions nominated in the construction procedure and manufacturer's recommendations for the registered product.

In addition to these requirements, the following shall apply:

- a) the surface on which the CST is to be placed shall be dry, and
- b) the application of the colour surface treatment shall not commence or take place during rain or when rain is likely to fall during construction.

The Contractor shall measure and record, as a minimum, air temperature, humidity, dew point and pavement temperature at the following times:

- one hour before application of the binder, and
- hourly thereafter until the binder is cured and the CST is ready for trafficking.

A suitable thermometer shall be used to measure the temperature. A wet / dry bulb hygrometer shall be used to measure the dew point and relative humidity. The weather conditions throughout the construction process and curing shall be recorded and included in the construction lot record for each lot.

CST is sensitive to dew point and temperatures during application and curing. The presence of moisture during application and/or curing can cause the CST to delaminate from the existing surface and/or aggregate to strip from the binder. A decrease in the temperature will usually result in an increase in the curing time of the binder.

### **9.3.2 Materials**

Priming material (where applicable), binder and aggregate shall be uniformly applied over the area to be treated in accordance with the construction procedures for the registered product. The actual application rate of each constituent material shall be recorded and included in the construction lot record for each lot.

### **9.3.3 Protection of structures**

The Contractor shall take all necessary precautions to prevent unintended overspray of the binder onto features / structures.

### **9.3.4 Protection of work**

The Contractor shall take all necessary precautions to protect the work from damage and/or contamination, until such time that the new CST has developed sufficient strength to carry normal traffic without damage.

### **9.3.5 Clean up of work**

All excess material shall be removed from the site.

Prior to opening the site to traffic:

- all masking shall be removed, and
- excess aggregate shall be removed from the roadway, kerb and channel, driveways and any adjacent trafficked and un trafficked areas.

All material which becomes loose after the initial clean-up shall be removed at 24 hours, 3 days and 14 days after placement, unless otherwise directed by the Administrator.

CST uses a small size aggregate. Excess and loose aggregates need to be removed from site for safety reasons (i.e. maintain sufficient road surface friction).

## 10 Maintenance after completion

The Contractor shall be responsible for monitoring and maintaining the CST from the time of placement to the end of the defect liability period.

## 11 Finished Surface Properties

CST shall have a visually uniform appearance and comply with the requirements in Table 11 from the time of placement until the end of the defect liability period.

**Table 11 – Finished surface properties**

Property	Requirement
Skid resistance (British pendulum number)	≥ 55 when tested in accordance with AS 4663 (wet method)
Surface texture	≥ 0.6 mm when tested in accordance with AGPT/T250
Colour	Colour match when tested in accordance with AS 1580.601.1 (rating 3 approximate match or better) immediately after installation and at the end of the defect liability period
Delamination	Area of CST that has delaminated from underlying road surface: a) ≤ 1% in any square metre, and b) ≤ 0.1% of the total area of work.
Stripping or ravelling	Area of CST that has stripped (i.e. loss of aggregate and/or binder): a) ≤ 1% in any square metre, and b) ≤ 0.1% of the total area of work.

A visual assessment must be conducted to assess the uniformity of appearance and acceptance of the Works. The inspection should be done immediately after installation and immediately prior to the end of the defect liability period.

The colour test is visual and subjective. The Contractor will need the AS Colour Plate for the test. The test should be conducted with the Administrator present to ensure agreement on the outcome.

Figure 11 shows inconsistent coloured areas that is not acceptable.

**Figure 11 – Inconsistent application**



## 12 Rectification of nonconformances

Work that fails to meet the requirements of Clause 11 at any time during the Defect Liability Period shall be rectified.

The Contractor shall carry out any works necessary to protect and maintain the condition of the road surface and repair all surface failures, including stripping and/or ravelling (loss of aggregate), bleeding, fatty areas, flushing, loss of skid resistance, and delamination from the existing surface.

Repairs shall be undertaken within four weeks of notification by the Administrator. Urgent repairs, as determined by the Administrator, shall be started onsite within 24 hours of notice by the Administrator.

Urgent repairs are normally required for defects which impact road safety such as a large area (> 1 m<sup>2</sup>) of stripping and/or ravelling where the aggregate has been removed from the CST and the binder remains.

The Contractor shall advise the Administrator in writing of the proposed treatment for repair of defects before undertaking the work. **Hold Point 3**

## 13 Supplementary Requirements

The requirements of this Technical Specification are varied by the supplementary requirements given in Clause 3 of Annexure MRTS110.1.

Superseded