

# VIADRIVE®

## » DURABLE SURFACING FOR DRIVEWAYS AND ACCESS AREAS

### ADVICE NOTE – SURFACING CONTRACTOR GUIDE

VIADRIVE® is a specialist surfacing material designed to provide enhanced performance when compared with conventional asphalt surfacing materials.

VIADRIVE's® superior performance is due to its design and mix components which include a high proportion of coarse aggregate, a hard bitumen binder and the use of cellulose fibres as a Stabilising agent. This combination of aggregates and binder results in an extremely effective material because it is stiffer than conventional surfacing materials; however, it can be more susceptible to the effects of the weather during the surfacing operation and it therefore requires a different laying technique to conventional materials.

As a result the following method is recommended when VIADRIVE® is laid:

#### LAYING TECHNIQUES

- › It is essential that this guide is followed to ensure material performance.
- › It is important that VIADRIVE® retains its required laying temperature and therefore when removed from the lorry, it must be spread without delay.
- › A minimum rolling temperature of 140°C must be observed and rolling should be immediate.
- › VIADRIVE® must be laid with the minimum of raking. If levels have to be built up, this should be done by removing the freshly laid materials and replacing it rather than throwing back on to the laid surface to achieve a thicker lift.
- › Joints must be formed by laying to a batten and all joints formed must be painted with bitumen or another suitable compound (cold applied materials etc).
- › Rolling must be carried out with a twin steel wheel roller of a minimum of 1.5 tonnes dead weight. Vibration must NOT be used; therefore, the roller selected must be capable of compacting the VIADRIVE® layer in NON Vibratory mode.
- › VIADRIVE® must be laid at a nominal thickness of 20mm in 6mm nominal size with a minimum thickness at any point of not less than 15mm.
- › VIADRIVE® has the same structural properties for design purposes as other conventional surfacing materials; therefore it should be placed on a sub bases and Binder course layer capable of supporting the traffic for which the road, access area or driveway has been designed.

#### HEALTH AND SAFETY

A complete asphalt COSHH health and safety datasheet is also available on request or from our website.

#### TECHNICAL SUPPORT

CEMEX has a fully equipped laboratory at the National Technical Centre in Warwickshire. This is where all development, design and support comes from for all of the 'VIA' range of products as well as a wide range of standard and non-standard mixes. This laboratory is equipped with the latest technology and staffed by a dedicated management team and highly skilled operatives.

CEMEX also operates high standards of Quality Assurance within the UK as follows:

- › BS EN ISO 9001 for Quality Management Systems.
- › BS EN ISO 14001 for Environmental Management Systems.
- › National Highway Sector Scheme Number 14 for the Production of Asphalt Mixes.
- › National Highway Sector Scheme Number 16 for the Installation Pavement Layers.

PERFORMANCE

INNOVATION

QUALITY

DURABILITY

TECHNOLOGY

ASSURANCE

SUPPORT

PROFESSIONALISM

SERVICE

EFFICIENCY

SUSTAINABILITY

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