



ULTIFASTPAVE

The ultimate fast maintenance resurfacing solution

AVAILABLE WITH
ULTILOW
TECHNOLOGY



**Tarmac ULTIFASTPAVE
combines fast single
layer construction
with proven long term
performance**

ULTIFASTPAVE has been developed as a single layer application for urban estate and rural roads, providing a cost effective and durable surface course, negating the need for the conventional binder and surface course approach, reducing construction time accordingly.

A 14mm dense continuously graded asphalt using a 40/60 pen binder designed to alleviate the inherent weaknesses of two layer construction and provide a tough low texture and low permeability finish.

The asphalt has a proven track record of long term performance for over ten years, being continually used on local authority maintenance regimes.



**ULTIMATE
SOLUTIONS**

ULTIMATE RESULTS

Ultimate time saving

Single pass application means significant reductions in project delivery times compared to conventional dual layer resurfacing.

Faster completion

Shorter project delivery times means less disruption to the road users.

Lasting durability

Single layer construction improves compaction and reduces the insitu voids in the finished layer thereby improving long term durability.

Ultimate solutions

A designed 14mm nominal sized product to be laid up to 75mm thick. ULTIFASTPAVE is a proven invaluable single layer solution for planned cost effective maintenance.

HOW IT WORKS

ULTIFASTPAVE is a modern asphalt with clear practical advantages when surfacing urban and rural roads.

High technology asphalt solutions

ULTIFASTPAVE is based on EME2 advanced asphalt technology originally developed for base and binder courses for use on the strategic road network.

By taking this technology to surface course level , ULTIFASTPAVE provides a dense, low texture durable solution that can be aid quickly while enhancing the long-life performance of the pavement.

Proven performance

Occasionally despite the best preparations, site conditions can turn out to be worse than anticipated, requiring deeper excavation and associated resurfacing than planned.

ULTIFASTPAVE has been designed for better compaction and higher densities in layers up to 75mm thick. As a result it allows deeper reconstruction to be an invaluable solution where sites are known to have issues or where projects need to stay on schedule after encountering unforeseen problems. As a result it is the ideal solution for fast effective resurfacing.



PROVEN PERFORMANCE

A639 Doncaster Road, East Hardwick

THE CHALLENGE

As part of their plans to continuously improve their highways maintenance activities, Wakefield MDC approached Tarmac, one of their key supply chain partners, to investigate new paving materials. By using high performance asphalts and increasing standardisation of materials across their Highways Maintenance teams, they hoped to improve the quality and consistency of resurfacing work. This in turn would help to reduce failure, extend pavement life and decrease long-term highway maintenance costs.

OUR SOLUTION

The council worked with technical representatives from Tarmac to look at a number of different materials, including ULTIFASTPAVE a 14 mm dense continuously graded asphalt using a 40/60 pen binder, designed to be laid in a single layer at up to 75mm thick. The new material would need to provide good workability and compaction and be self regulating to cope with underlying pavement conditions. It would also need to avoid coarse aggregate segregation that had previously occurred in alternative HRA materials when raked by hand. The plan was to conduct trials to compare the performance of ULTIFASTPAVE against the existing material used, a 55% Type C hot rolled asphalt.

RESULTS AND BENEFITS

Initial trials by two separate surfacing gangs using Tarmac ULTIFASTPAVE delivered an excellent finish with minimal segregation and hit all the Council's performance criteria. Both laying teams reported on how well the material performed on site and said they would be keen to use the material again in the future. The client was impressed with the results and were considering using ULTIFASTPAVE as their default surfacing material. "Using this new innovative product, has resulted in major improvements in quality, productivity and meterage gained per tonne as well as environmental performance" Craig Pritchard - Highways Resource Team Lead.



EXPERT ADVICE AND SUPPORT

TYPICAL APPLICATIONS

- In addition to estate roads and rural roads, ULTIFASTPAVE has a proven track record as an asphalt for single layer car park construction. The shorter construction timescales and high durability are ideal for high volume car parks or where time critical constraints are evident.
- ULTIFASTPAVE provides high performing and long lasting roads and car parks and is also utilised as quick cost effective surfacing for site compounds and access roads.

TECHNICAL DATA

The table provides a comparison between ULTIFASTPAVE and AC 20 Dense Binder and AC 10 Close, which are the typical materials used for two layer construction of urban and estate road maintenance.

ULTIFASTPAVE	Typical Air Voids	Typical Stiffness (ITSM)	Typical Wheel Tracking	
			WTS _{AIR}	PRD _{AIR}
Standard	BS EN 12697-8	BS EN 12697-26	BS EN 12697-22 (Proc. B at 60°C)	
ULTIFASTPAVE	3.0%	4300MPa	0.25mm/10 ³ load cycles	12.6%
AC 10 Close Surf 100/150	8.0%	1300MPa	0.58mm/10 ³ load cycles	26.7%
AC 20 Dense Bin 40/60	4.5%	4500MPa	0.40mm/10 ³ load cycles	8.0%
AC 20 Dense Bin 100/150	4.5%	2000MPa	0.19mm/10 ³ load cycles	9.5%



SCOTLAND
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Birtley Regional
0191 492 4000



MIDLANDS
Mountsorrel Regional
0116 264 8540

WALES
Hendy Satellite
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SOUTH WEST
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MORE ANSWERS

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