**Technical guidelines for laying colored asphalt mixtures based on B2Color transparent polymer binder produced by ABZ-1 JSC, as well as guidelines for maintenance of pavements made from colored asphalt mixtures.**

Our processing centers:

* Two Benninghoven CONCEPT TBA 4000 asphalt mixing plants located at 30 Gusarskaya str., Pushkin, St. Petersburg
* Amomatic 240 asphalt-mixing plant located at 33 Novoselkovskaya str., St. Petersburg.

The production of colored asphalt mixtures is performed by one of the Benninghoven CONCEPT TBA 4000 asphalt-mixing plants.

1. **Transportation, laying and compaction guidelines.**

1. Bodies should be thoroughly cleaned and treated with suds before loading colored asphalt mixtures. Treatment of the dump truck body with diesel fuel and other light oil products shall be prohibited. Colored asphalt mixtures almost do not stick to dump truck bodies. When loaded to the truck body treated with suds, the mixture being shipped forms minor crust at the bottom part of the mixture; this prevents the material from building up. The truck covers must be kept clean.
2. The same shall apply to construction equipment (pavers, rollers), as well as to the service tools of the crew performing the colored mixture paving work. The paver hopper should be cleaned and treated with suds. In order to clean clean the extrusion chamber of the paver from the remains of conventional black asphalt mixtures, hot crushed stone can be fed through the hopper. Smooth drum rollers shall be used to avoid coloring agent buildup. The rollers should be cleaned.
3. The surface or substrate to be paved with colored asphalt mixture must be coated with EBK-1 type (quick-setting) emulsion to achieve bonding with the bottom layer and to avoid mobility of the top coloured asphalt pavement layer during compaction.
4. The outlet temperature of compacted colored mixtures should not exceed 170 °C (the temperature depends on the mixture type).
5. Paving of compacted color mixtures is similar to the paving of conventional compacted mixtures based on polymer-bitumen binder.

2. **Pavement maintenance and operation guidelines**

1. Once paved, the surface has a darker shade, which becomes lighter after the complete asphalt concrete pavement cooling.
2. Whitish tint may appear after the compaction; it disappears in a few weeks.
3. Solvents should not be used to clean colored asphalt pavements, as they could impair the properties of colored asphalt pavements.
4. For better color preservation, frequent wet cleaning with suds and traffic control (limiting acceleration/deceleration and overall velocity) should be performed.
5. Avoid spot turn operation of truck wheels, for example, in turnaround areas.
6. Slight fading of the binder due to ultraviolet light and vehicle tires is inevitable, and it is much more noticeable with light asphalt pavement. Tire marks from trucks can stay on the pavement. Chemicals, which could compromise the colored pavement integrity should not be used to remove these marks. The safest method is to hand wash these marks with suds to remove them mechanically.

**Contact details of our specialists:**

Technical consulting can be provided by:

1. Binder, coloring agent and coloured asphalt mixture selection: Head, R&D Center of ABZ-1 JSC, Candidate of Engineering Sciences

Natalya V. Maydanova

Cell phone: + 7921-786-18-87   
e-mail: [**nmaydanova@abz- 1.ru**](mailto:nmaydanova@abz-1.ru)

1. Production process modes, transportation, arrangement of ABZ-1 JSC process engineer's visit for the generation of a trial compaction report and on-site consulting: Chief process engineer, ABZ-1 JSC

Sergey A. Shibalov

Cell phone: +7-911-247-15-62   
e-mail: [sshibalov@abz-1.ru](mailto:vmusalov@abz-1.ru)

1. Progress coordination, general issues

Head of Laboratory, ABZ-1 JSC

Kirill I. Melnik

Cell phone: +7-911-230-86-62   
e-mail: kmelnik@abz -1.ru