

## Skidding Resistance

**Table 4.1** - Site categories and Investigatory Levels, DMRB Volume 7 Section 3.

In service skidding resistance of roads using a SCRIM (Sideway-Force Coefficient Routine Investigation Machine).  
Table taken from the Design Manual for Roads and Bridges.

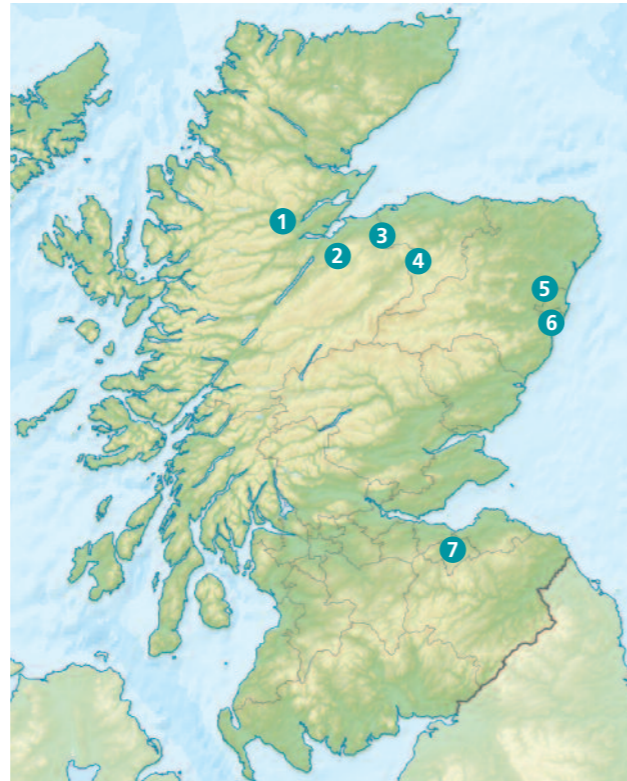
Site category and definition	Investigatory Level at 50km/h							
	0.30	0.35	0.40	0.45	0.50	0.55	0.60	0.65
A Motorway								
B Dual carriageway non-event								
C Single carriageway non-event								
Q Approaches to and across minor and major junctions, approaches to roundabouts								
K Approaches to pedestrian crossings and other high risk situations								
R Roundabout								
G1 Gradient 5-10% longer than 50m								
G2 Gradient >10% longer than 50m								
S1 Bend radius <500m - dual carriageway								
S2 Bend radius <500m - single carriageway								

0.55 is the minimum value recorded on sites using 6mm Rigatex.

The values shaded above are considered appropriate for the site category as shown. The table above clearly demonstrates that Rigatex is a good anti-skid surfacing for all potentially difficult sites.

## Locations

- |   |   |
|---|---|
| <p><b>1. Achilty Quarry</b><br/><b>Contin</b><br/>IV14 9EG<br/>Tel: 01997 421122</p>              | <p><b>5. Loch Hills Quarry</b><br/><b>Dyce, Aberdeen</b><br/>AB21 7AT<br/>Tel: 01224 774422</p>                   |
| <p><b>2. Mid Lairgs Quarry</b><br/><b>Daviot, Inverness</b><br/>IV2 6XN<br/>Tel: 01463 772211</p> | <p><b>6. Blackhills Quarry</b><br/><b>Cove, Aberdeen</b><br/>AB12 3LR<br/>Tel: 01224 897568</p>                   |
| <p><b>3. New Forres Quarry</b><br/><b>Forres</b><br/>IV36 2RQ<br/>Tel: 01309 671188</p>           | <p><b>7. Newtongrange</b><br/><b>Asphalt Plant</b><br/><b>Newtongrange</b><br/>EH22 4QN<br/>Tel: 01316 604454</p> |
| <p><b>4. Bluehills Quarry</b><br/><b>Aberlour</b><br/>AB55 4BW<br/>Tel: 01340 820200</p>          |   |



For further guidance or information, please call Leith's Technical Services:  
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# Surface Course Systems

## Built on Quality

A series of thin surface course systems to cope with all aspects of surfacing from driveways to airfields.



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BS EN ISO 14001  
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# Thin Bituminous Surface Course Systems

**Leiths** have developed a series of thin surface course systems to cope with all aspects of surfacing from driveways to airfields. Materials are formulated to give a dense durable mix with a surface, providing a combination of micro and macro texture to ensure high levels of skid resistance.

The design of the material is such that aggregate interlock provides a material that is not prone to rutting. Different types of aggregate and binder can be used to meet the UK's safety requirements for all surfaces. Latest test results show; using an aggregate from one of Leiths Scottish quarries, with superior hardness and polished stone values, mixes are produced that will, in early life, provide skid resistance equivalent to high friction surfacing. Leiths thin surfacing offers a quick, cost effective means of resurfacing roads. Faster construction times will potentially reduce traffic management costs and delays to the public. The uniform negative surface texture and machine laid surfaces produce a significantly quieter surface when compared with other conventional surface courses. Thin surfacing is not designed to treat pavements where structural deterioration or cracking is present in the underlying layer.

A well designed thin surfacing system requires low maintenance and is very durable when applied in properly designed construction. Longer life, thinner construction and reduced noise levels impart sustainable environmental benefits.

## Rigatex

Rigatex is Leiths thin surface course, manufactured using a range of polymer modified binders. Rigatex is tailored to meet the specific performance attributes required by each application. These attributes can include durability, workability, resistance to deformation, cohesive strength, temperature susceptibility and resistance to fuels or de-icing fluids.

When evaluating surface course requirements, Leiths will ascertain which performance characteristics are required in a particular application. The Rigatex supplied will then be designed and manufactured to meet these requirements.

Rigatex is always designed to offer the highest levels of durability combined with increased resistance to permanent deformation (rutting). The use of modified binders also enhances the flexibility of Rigatex providing higher elasticity and strain capacity at in-service temperatures, as well as the ability to withstand brittle failure and cracking at lower temperatures.

Rigatex benefits from a high cohesive strength which allows the material to cope with a high degree of shearing forces induced by turning and braking traffic particularly during periods of hot weather.

**Whatever the challenge, there is a Rigatex product that can meet it.**

