**Proforma for Recording Designs**

**Design of road surface dressings to Road Note 39 (Seventh Edition)**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Road number: | | |  | | | | | | | | | | | | | | | | | | |  | | | | | | Region/Area: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| Section location: | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Length: | | m | | | | | | | | | Width: | | | | | | m | | | | | | | | | | | | | | No. of lanes: | | | | | | | | | | | | | | | | | |  | | | Area: | | | | | | | | | m2 | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lane(s) |  | |  | | | | Medium/Heavy Traffic: | | | | | | | | | | | | | | | | | cv/l/d | | | | | | | | | | | | | | | |  | | | | | | NRSWA road type: | | | | | | | | | | | | | | | | | | | |  | | | | |
| Traffic Speed: \* | | | | | | | mph | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Traffic category: \* | | | | | | | *A* | | | | *B* | | | | | | | | | | *C* | | | | | | | | | *D* | | | | | | | | | | | | | *E* | | | | | *F* | | | | | | | | | | | *G* | | | | | | | | *H* | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Location: \* | | South | | | | | Central | | | | | | North | | | | | | | | | Temperature Category: \* | | | | | | | | | | | | | | | | | | | | | | | | | | | | | *A* | | | | | | *B* | | | | | | | | *C* | | | | *D* | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road Hardness (RH) probe depth: | | | | | | | | | | | mm | | | | | | | | | at | | | | | | | | | °C | | | | Min. PSV: | | | | | | | | | | | | | | | |  | | | | | | | Max. AAV: | | | | | | | | | | | |  | | |
| RH Category:\* | | Very Hard | | | | | | | | | Hard | | | | | | | | | | | Normal | | | | | | | | | | | | | Soft | | | | | | | | | | | | | | Very Soft | | | | | | | | | | | | Variable | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Surface condition: \* | | | | | | | | | | | Very binder rich | | | | | | | | | | | Binder rich | | | | | | | | | | | | | | | Normal | | | | | | | | | | | | | Texture in wheel tracks | | | | | | | | | | | | | | Binder lean/porous | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Radius of curvature: \* | | | | | | | | | | Under 100 m | | | | | | | | | | | | | 100 – 250 m | | | | | | | | | | | | | | | | over 250 m | | | | | | | | | | |  | | Expected Month on Site: | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | |
| Junction or crossing: \* | | | | | | | | | | | Approach | | | | | | | | | | | Non-approach | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Overall gradient: \* | | | | | | | | | | | up to 5 % | | | | | | | | | | | 5 – 10 % | | | | | | | | | | | | | Over 10 % | | | | | | | | | | | | | |  | | | Uphill | | | | | | | | | | | | | | Downhill | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Type of surface dressing: \* | | | | | | | | | Single | | | | | | Racked-In | | | | | | | | | | | Double | | | | | | | | | | | | Inverted Double | | | | | | | | | | | | | | Sandwich | | | | | | | | | | | | |  | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Chipping size: \* | | | | 8/14 mm | | | | | | | | | | | | 6.3/10 mm | | | | | | | | | | | | | | | | | | | | | | | | | | | 2.8/6.3 mm | | | | | | | | | | | | Other: | | | | | | | | | | | | | | | |
|  | | | | 8/14 & 2.8/6.3 mm | | | | | | | | | | | | 6.3/10 & 2.8/6.3 mm | | | | | | | | | | | | | | | | | | | | | | | | | | | 6.3/10 & 4/2 mm | | | | | | | | | | | |  | | | | | | | | | | | | | | | |
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| Aggregate type: \* | | | | | | | | | | | Crushed rock | | | | | | | | | | | | | | Blast-furnace ~~slag~~ | | | | | | | | | | | | | | | | | | | | Steel slag | | | | | | | | | | | | | | | Gravel | | | | | | | | | | |
| Flakiness index: \* | | | | | | | | | | | Less than 10 % | | | | | | | | | | | | | | 10 % to 15 % | | | | | | | | | | | | | | | | | | | | 15 % to 20 % | | | | | | | | | | | | | | | More than 20 % | | | | | | | | | | |
| Bituminous emulsion binder: | | | | | | | | | | | Unmodified | | | | | | | | | | | | | | Intermediate | | | | | | | | | | | | | | | | | | | | Premium Grade | | | | | | | | | | | | | | | Super-Premium | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Seasonal risk category: | | | | | | | | | | | High | | | | | | | | | | | | | | | | | | | | | Significant | | | | | | | | | | | | | | | | | | | | | | Low | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Binder spread rate: | | | | | First layer | | | | | | | | | | | | | | L/m² | | | | | | | | | | | | | | | | | | | | | | Second layer \* | | | | | | | | | | | | | | | | | L/m² | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Location | | Season | | | | Aggregate type | | Flakiness | | | | Increase of chipping size | | | | | | | | | Shade | | | | | | Surface condition | | | | | | | Gradient | | | | | | | | | | Traffic Speed | | | Untrafficked area | | | | | | Sum of factors | | | | | | | | | | Rate of spread of binder | | | | | | | |
| First Layer | |  | | | |  | |  | | | |  | | | | | | | | |  | | | | | |  | | | | | | |  | | | | | | | | | |  | | |  | | | | | |  | | | | | | | | | | L/m² | | | | | | | |
|  | |  | | | | | |  | | | | | | |  | | | | | | | | | |  | | |  | | | | | |  | | | | | | | | | | L/m² | | | | | | | |
|  | |  | | | | | |  | | | | | | |  | | | | | | | | | |  | | |  | | | | | |  | | | | | | | | | | L/m² | | | | | | | |
|  | |  | | | | | |  | | | | | | |  | | | | | | | | | |  | | |  | | | | | |  | | | | | | | | | | L/m² | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Designer: | |  | | | | | | | | | | | |  | | | | Initials: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | |  | | | | Date: | | | | | | | | | / / | | | | | | | | |

\* Highlight or delete as appropriate. Shaded box indicates data that a Client should provide when seeking tenders

**Proforma for Record of Construction Data**

**Design of road surface dressings to Road Note 39 (Seventh Edition)**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
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| Road Number: | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | Location: | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date of Construction: | | | | | | | | | | | | | / / | | | | | | | | | | | | | | Time Start: | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | Time Finish: | | | | | | | | | | |  | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather: \* | | | | | Sunny | | | | | | | | | Cloudy | | | | | | | | | | | Showers | | | | | | | | | | | | | Drizzle | | | | | | | | | | Air Temp: | | | | | | | | | | | | | | | ºC | | | | | | Humidity: | | | | | | | | | | | | % | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Road Condition: \* | | | | | | | | | | | | Dry | | | | | | | | | | | | | | Damp | | | | | | | | | | | | | | | | Road Temp.: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | ºC | | | | | | | | | | | | | | |
| **Chippings** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supplier: | | | |  | | | | | | | | | | | | | | | | | | | | | | Quarry: | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | Depot: | | | | | | | | | | |  | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1st Layer | | | Size: | | | | | |  | | | | | | PSV: | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | AAV: | | | | | | | | | |  | | | | | | | | | | | Flakiness: | | | | | | | | |  | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | Condition: \* | | | | | | | | | | | | | | Dry | | | | | | | | | | | Damp | | | | | | | | | | | | | | | Sample Ref. No.: | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | |
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|  | | | Tonnage: | | | | | | | | | | | | T | | | | | | | | | | | Area: | | | | | | | | | | | | | | | m² | | | | | | | | | | | | Ave. rate of spread: | | | | | | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Spot check (box) results: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | kg/m² | | | | | | | | | kg/m² | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2nd Layer | | | | Size: | | | | | |  | | | | | PSV: | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | AAV: | | | | | | | | | | |  | | | | | | | | | | | Flakiness: | | | | | | | | |  | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|  | | | Condition: \* | | | | | | | | | | | | | | | Dry | | | | | | | | | | Damp | | | | | | | | | | | | | | | Sample Ref. No.: | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | |
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|  | | | Tonnage: | | | | | | | | | | | | | T | | | | | | | | | | Area: | | | | | | | | | | | | | | | m² | | | | | | | | | | | Ave. rate of spread: | | | | | | | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Spot check (box) results: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | kg/m² | | | | | | | | | | | | | kg/m² | | | | | | | | | kg/m² | | | | | | |
| **Binder** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supplier: | | | |  | | | | | | | | | | | | | | | | | | | | Type of binder: | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | Sample Ref. No.: | | | | | | | | | | | | | | | | |  | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1st Layer | | | | Quantity used: | | | | | | | | | | | | | | | | | L | | | | | | | | | | Area: | | | | | | | | | | | | m² | | | | | | | | | | | Ave. rate of spread: | | | | | | | | | | | | | | | | | L/m² | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Spot check (carpet tile) results: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | L/m² | | | | | | | | | | | | | | | | L/m² | | | | | | | | | | L/m² | | | | | | | | | | | L/m² | | | | | | | | | | L/m² | | | | | | | | | |
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| 2nd Layer | | | | Quantity used: | | | | | | | | | | | | | | | | | L | | | | | | | | | | Area: | | | | | | | | | | | | m² | | | | | | | | | | | Ave. rate of spread: | | | | | | | | | | | | | | | | | L/m² | | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Spot check (carpet tile) results: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | L/m² | | | | | | | | | | | | | | | | L/m² | | | | | | | | | | L/m² | | | | | | | | | | | L/m² | | | | | | | | | | L/m² | | | | | | | | | |
| **Plant** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sprayer Reg. No.: | | | | | | | | | | | | | | | |  | | | | | | | | | | | Sprayer type: | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | Cone test: \* | | | | | | | | | Yes | | | | | | | | | No | |
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| Spray bar height: | | | | | | | | | | | | | | | | mm | | | | | | | | | | | Pressure: | | | | | | | | | | | | | | | | | | | bar/psi | | | | | | | | | | | | | | | | | | Temp.: | | | | | | | | | ºC | | | | | | | | | | |
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| Gritter type: \* | | | | | | | | | | | | Tailgate | | | | | | | | | | | | | | | | | | | | | Self-propelled | | | | | | | | | | | | | | | | | | Expanding | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | |
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| Roller type: \* | | | | | | | | Pneumatic | | | | | | | | | | | | | | | Steel (vibrate) | | | | | | | | | | | | | | | | | Steel (static) | | | | | | | | | | | | | | | | | Other (specify): | | | | | | | | | | | | | | | | | | |  | | | | | | | | | |
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| Sweeper type: \* | | | | | | | | | Suction | | | | | | | | | | | | Brush | | | | | | | | | | | | | | Before: \* | | | | | | | | | | | | | | | | | Yes | | | | | | | | No | | | | | After: \* | | | | | | | | | Yes | | | | | | | No | | | |
| How soon: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | h | | | | | | | | | | |
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| Traffic control: \* | | | | | | | | | Speed control vehicle | | | | | | | | | | | | | | | | | | | | | | | | | | | | Stop/Go boards | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Traffic lights | | | | | | | | | | | | | | | | |
| **Signing** Attach sketches for signing during and after | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| During: | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| After: | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| How long were the signs left in place after surface dressing: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | |
| **Aftercare** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weather after surface dressing: | | | | | | | | | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Overnight temp.: | | | | | | | | | | | | | | | ºC | | | | |
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| Traffic control following surface dressing: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Yes | | | | | No | | | | | | | | | Time maintained: | | | | | | | | | | | | | | | | | | | | | | | | | | | | h | | | | |
| **Inspections** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Date | | | Texture | | | | | | | | | | | | | | | | | Comments | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Signature: | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | Name: | | | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | Date: | | | | | | | | | / / | | | | | | | | | | | |

\* Delete as appropriate