

Carriageway Patching 2021/22 Potential Treatment Types

There are a number of innovative and sustainable patching repair processes and materials available. Some of these are seasonal some can only be used where the deterioration is not too severe.

Where appropriate in consultation with suppliers it is intended that some of these processes shall be used.

1 High Pressure Jet Patching

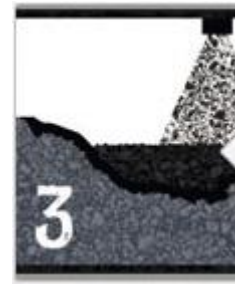


Before



After

1. High-velocity air is used to remove all dust and debris from the defect.
2. A cold bitumen emulsion is forced into every crack and crevice, sealing the defect and protecting it by preventing the ingress of water.
3. The aggregate mix is fired at high velocity through the delivery hose, evenly coating the granules with bitumen emulsion.



Note: the new material is keyed into the existing road surface. Compaction levels are better than conventional material due to the layer by layer compaction from the bottom up, not top down.

As heat is not involved in the repair, this greener method involves exceptionally low CO2 emissions. The process produces minimal waste material and causes no further damage to the road base.

Suitable for rural and urban roads, the system can be adapted for repairs to potholes, edge deterioration, depressions, cracking, crazing and extending the life of worn conventional repairs.

The process isn't just used to remove defects, as it is an excellent preventative tool to halt road surface deterioration.

The Velocity team will work alone, once they know which roads need repairing. Due to the speed of the process, road closures are not required in

2 Planing and Patching

Certain areas will require conventional solutions. In these sites, the only solution will be to undertake planing and patching. This process will involve the removal of up to 100mm thickness of existing worn macadam layers and replacement with new macadam layers with sealed joints.



