CASE STUDY

roadtechs group

Surface preservation to support good asset management and carbon reduction

PROJECT – **A249 DELTING HILL WITH KENT COUNTY COUNCIL**

BACKGROUND

Why are Kent County Council using surface preservation and rejuvenation treatments now?

Client comment:

"Consideration has been given to Asphalt Preservation / Road Rejuvenation as far back as 2019 when we identified a gap in genuine first line treatment for roads to extend their usable life. 2019 was also the point where budgets increased relative to previous years and more inlay works have been undertaken. It was identified at the same time that that investment would need protecting around the 5-year mark which we are approaching. In conjunction, as well as the need for good asset management practice and evolution, we are facing a climate emergency (as declared by KCC and many other public bodies) and so consideration has to be given to lowering the carbon footprint of our maintenance, both as individual activities and broader strategy."

Kent County Council

SOLUTION

Working collaboratively with the client, and their term maintenance contractor Amey, from survey through to installation, Roadtechs completed the application of the surface rejuvention treatment, Reclamite, on the A249 Delting Hill site. The road surface material is a TSCS 10 which was installed in 2018.

Roadtechs has been installing Reclamite, the only BBA HAPAS certificated penetrative bitumen rejuvenator in the UK, since 2012. Existing adopters include Norfolk County Council, Amey Birmingham, Coventry City Council, Luton Council, Cormac on behalf of Cornwall Council, Kier in Surrey, and Costain in East Sussex amongst others.

Reclamite is a spray applied treatment which penetrates and chemically modifies the bitumen binder in the asphalt, reversing the detrimental effects caused by oxidation and weathering, preventing the formation of cracks and defects, and prolonging the life of the asphalt. This means that there is less reactive maintenance required - saving money and reducing carbon emissions.

The level of post works maintenance is reduced compared to untreated sections of the carriageway as confirmed by customers' independent survey data. Importantly – it keeps good roads in good condition for longer.

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OUTCOME

The use of Reclamite on this site saved 10 tCO_2e and this supports Kent County Council's objective of achieving net zero by 2030.

A tonne of carbon is the equivalent of driving a family car for 23,000 miles (which is once round the world) or the equivalent to 25,000 plastic straws.

What was your experience of working with the team from Roadtechs

'Working with Roadtechs on this scheme has been a pleasure from start to finish for both Kent County Council staff and Amey PLC our term maintenance contractor. Roadtechs understood our requirements and constraints on this site which was particularly important considering the strategic nature of the road. They worked with us and our traffic management suppliers to get the works completed quickly and efficiently, and ensured the works were programmed to avoid key events such as the Kent County Show.

A big thank you to Roadtechs and all their personnel for delivering this scheme, and assisting Kent County Council on our journey to expand our highway asset management toolkit to include asphalt preservation and rejuvenation products."

Comment from Jonathan Dean, MIHE, Asset Team Leader (Road & Footway), Highways Kent County Council

Reclamite has been applied

Reclamite has penetrated the surface

WHY CHOOSE SURFACE PRESERVATION TREATMENTS?

ENVIRONMENTAL

- This process has a reduced carbon footprint **by at least 90% compared** to traditional repair methods.
- A no-dig solution so no landfill produced.
- Only 3 vehicles are involved in the largely automated process - minimising vehicle emissions.

FINANCIAL

- Value for money
- Whole life **cost reduction of 40%**

OPERATIONAL

- **Fast & efficient installation –** minimising disruption to the public.
- The process uses minimal plant and equipment - a spray tanker, a gritter and a support vehicle for signs etc. (plus supervisor pickup).
- With regard to noise, the loudest element of the installation is the reversing beacon on the vehicles.

SAFETY

- Primarily a mechanical process with minimal human interaction which significantly reduces H&S risks to our operational workforce.
- The process is quick and requires minimal machinery/ vehicles which reduces the risk to the traveling public and local residents

Speak to our experts, contact us today

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