

**HARLOW DISTRICT COUNCIL WITH ESSEX COUNTY COUNCIL
LOCAL HIGHWAY PANEL – 3rd SEPT 2013
REPORT 5: CAPITAL MAINTENANCE**

The following is a list of the Capital maintenance schemes being undertaken this financial year. This list is still subject to change unless a date has been specified.

At the bottom of the page is a reminder of the different types of surfacing works which Essex Highways use.

Capital Programme HARLOW 2013/14

CARRIAGEWAYS			
Principal Carriageways			
SITE	LOCATION	TREATMENT	ESTIMATED START DATE
A1025 Third Ave	From Harberts Road to Roundabout	Inlay	
A1169 Elizabeth Way Harlow	Burnt Mill Roundabout to Roydon Road Roundabout	Surface Dressing	
A414 Harlow	Between Southern Way & Second Avenue	Surface Dressing & Joints	
A414 Harlow	Between Second Avenue & Church Langley Way	Surface Dressing & Joints	
A414 Harlow	Between First Avenue & Edinburgh Way	Surface Dressing & Joints	

A414 Harlow	Between Church Langley Way & First Avenue	Surface Dressing & Joints	
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B & C Carriageways

SITE	LOCATION	TREATMENT	
Second Avenue/Tripton Roadroundabout	Roundabout	Inlay	

Unclassified Carriageways

SITE	LOCATION	TREATMENT	ESTIMATED START DATE
Carters Mead Harlow	Balance of Road	Inlay	08/08/2013
Garden Terrace Road	wayrest to o/s health centre	Inlay	27/08/2013
Northbrooks Harlow	All	Inlay	
The Fairway	All	Inlay	
River Way Harlow	From Roundabout to Bridge	Inlay	21/08/2013
Willowfield Harlow	Main Loop	Inlay	30/08/2013

FOOTWAYS

Cat 1 & 2 Footways

SITE	LOCATION	TREATMENT	
Elizabeth Way Harlow	Burnt Mill Roundabout to Roydon Road Roundabout	Reconstruction	
Howard Way Harlow	From River to Second Ave Roundabout	Reconstruction	

Cat 3 & 4 Footways

SITE	LOCATION	TREATMENT	
Carters Mead	Balance	Reconstruction	08/08/2013

TYPES OF TREATMENT

Surface dressing - Surface Dressing is a relatively low cost road maintenance process which involves the spraying of bitumen onto the road surface and then covering it with a layer of stone chippings.

Initially the chippings are simply held in place by the fresh bitumen. The new chippings are then rolled into the bitumen but only become fully embedded under the action of vehicle tyres. The action of traffic soon begins to embed the chips, forming a stable and hard wearing new surface.

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Joint sealing

The process of joint and crack sealing will seal the surface layers of a road against the entry of water and should repair the surface material against any further deterioration.

Joint and crack sealing/over banding should be regarded as a preventative measure, NOT a remedial process, it will not restore strength to a road pavement that has already been lost through water action.

It is normal practice to seal the cracks with a hot bituminous material poured into and screeded over the crack, having first prepared the area by removing loose material and dirt, usually by blasting with hot compressed air.

Basic crack sealing in bituminous surfacing is an extremely cost effective way of preserving a road surface that apart from isolated cracks or failing joints is in good condition, with remaining life, before overlaying.

Slurry sealing

Slurry sealing is regarded as a preventative maintenance process which will prolong the life of a footway or road that is in sound structural condition, it is not able to strengthen a surface which has failed structurally.

When used on a footway this is in effect a thin layer of material that is evenly distributed over the top of a surface which then protects the under-surface from the effects of aging and the environment.

Micro-surfacing

One of the most versatile tools in the road maintenance arsenal, Micro Surfacing is a polymer-modified cold-mix paving system that can remedy a broad range of problems on today's streets, highways, and airfields.

Like its parent product, slurry seal, Micro Surfacing begins as a mixture of dense-graded aggregate, asphalt emulsion, water, and mineral fillers. While conventional slurry seal is used around the world as an economical treatment for sealing and extending the service life of both urban and rural roads, Micro Surfacing has added capabilities, thanks to the use of high-quality, carefully monitored materials, including advanced polymers and other modern additives and is a slightly more advanced option than slurry sealing.

Machine – surfacing

This is a complete refurbishment of a road involving removing the existing road surface and replacing it with a newly laid surface thus addressing structural and textural issues.