



Highway Resurfacing Strategy and 3 Year Plan

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Background and Context

- The Local Highway Network is a significant Council Asset
- Used by Public, Business & Visitors and vital to economic and transportation needs of the Vale
- The Council has some 1,067km of road comprising A, B, C Class roads as well as unclassified roads

Highway Maintenance Responsibilities

- Statutory Function to maintain the highway
- Reactive Maintenance involves regular inspections to identify defects
- Planned Maintenance programme uses 3 year plan as a basis to prioritise works

The 3 year Plan

- 'Carriageway Surface Prioritisation Scoring System' considers 8 criteria (see next slide)
- The criteria allows a weighted score out of 400
- Assists decision making to targets capital expenditure where it is most effective
- Road surface condition is continually changing

Carriageway Resurfacing Prioritisation Scoring System

Column	Description	Key	Data Factor	Maximum Score
A	Road classification	A Road	30	
		B Road	25	
		C Road	20	
		Unclassified/Rural	15	30
B	Scanner Survey Data	Red	50	
		Yellow	30	
		Green	0	50
C	Visual Assessment	V1 – No defects	0	
		V2 – Cracking	10	
		V3 – Defects present	20	
		V4 – Multiple Defects	50	
		V5- Unserviceable	80	80
D	Engineers Assessment	0 to 80	80	80
E	Third Party Claims (last 3 years)	1	0	
		2	20	
		3 or more	30	30
F	ONE VALE complaints	1	10	
		2	20	
		3 or more	30	30
G	Bus routes		20	20
H	Maintenance Costs (over one year)	Under £1000	0	
		£1000>£3000	40	
		Over £3000	80	80

Theoretical Maximum is 400

Maintenance Methods

- Resurfacing
- Surface Dressing
- Micro Asphalt

Resurfacing

- Used where the road surface profile or drainage is generally poor
- Various specifications available depending on traffic flows / turning movements
- Selection of aggregates, binders and PSV available



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Surface Dressing

- Generally used on busy rural or urban roads (> 40mph) to provide more grip and seal surface from water ingress
- Potholes and other defects fixed and the surface made level
- The existing road surface is sprayed with an adhesive layer of hot bitumen.
- Chippings are rolled into the bitumen to form a water-resistant protective layer which makes the road less slippery and extends its life
- Works are carried out in summer months
- Vehicles using the new surface help to embed the loose chippings
- The road is swept to remove any chippings that have not been pressed into the bitumen and appropriate road markings added

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BASED AS HAIT



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TOTAL FAT RE SO YOU ABLE FOR
HIGH QUALITY SURFACE DRESSING.
BEFORE



MINOR SURFACE STRIP
DUE TO FAILURE OF SURFACE COURSE

BEFORE



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Micro Asphalt

- Generally used on urban roads and lasts up to 10 years
- Any faults fixed including potholes filled
- Comprises mixture of bitumen, small aggregate & cement
- First coat fills imperfections and undulations
- Second coat provides final sealed surface and texture of road



Wayland Court
AR-4

AR-4

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Neyland Court
(Surry)

SURFACE CONCRETE
PATCH

UTILITY
REINSTATEMENTS / PATCHING

EXISTING
BREAKING DOWN

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APTEL NICK'S ASPHALT



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Typical Costs

- Resurfacing works on average £16m²
- Micro Asphalt is approx. £4.10m²
- Surface dressing is approx. £5.10m²
- Surface dressing and Micro Asphalt most cost effective if carried out at appropriate time

Summary Position

- Effective Asset Management requires lower cost preventative treatments
- To maintain steady state of road condition requires some £2.06m budget annually
- Reactive maintenance essential to reduce the incidents of third party claims
- Strategy long-term corrective treatments rather than patch repairs

Thank you for listening
&
Any questions