

Diary



Bitumen Demystified
 Thursday 26 October 2006
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National Event:
 Friday 3 November
 Northern Conference, Asphalt the future –
 the Northern Way
 Marriot Hotel, Gosforth Park, Newcastle
 For full regional listing:
www.instofasphalt.org



Presidential Conference
 Best Practice – the Way Ahead
 22 September 2006, Liverpool
info@aldercross.com
www.presidentialconference.iht.org

Earthworks & Pavement Foundations –
 Motorway Widening
 31 January 2007
 Royal Spa Centre, leamington Spa
conferences@iht.org
www.iht.org

Analysis



Onwards and upwards

This magazine is in its tenth year of production and as the features contained in this nineteenth issue show, the sponsors of Modern Asphalts have not let up in their quest for material developments. Their work naturally follows political change and what their customers want, and now is a good time to look at stories published in Modern Asphalts to assess where the highway and airfields paving sector is heading.

In 1997, Modern Asphalts was launched to help companies of the asphalt sector with collective promotion of their efforts. Major changes at the time were the introduction of performance based specifications and proprietary products. Recipe based mixes and hot rolled asphalt surfaces were on the way out, to be replaced by branded thin surfacings as the UK started to adopt more European practices.

These developments are all archived on the Modern Asphalts website. A look back through the archives – we've included a brief selection on pages 14 and 15 – shows the magazine's sponsors have continued to produce plentiful innovations. Various forms of recycling, for example, have remained an important theme.

Sustainability is now the word for a host of environmental issues – global warming, greenhouse gas emission and energy use, as well as materials reuse. Airport operators take note: the asphalt sector has shown recycling works in terms of performance. Nynas Bitumen is advocating more use of cold mix technology for increasing sustainability (see pages 6-7). And CEMEX has completed the first UK project to recycle a large proportion of high PSV aggregate back into a high

performance road surface (pages 4-5). This will only increase in frequency as the first generation of thin surfacings start to reach the end of their expected lifetime after 10 years.

Long life pavements are key to sustainability, according to some. Build it strong and bond it all together for a longer lasting, more sustainable pavement requiring less maintenance they say. The sponsors of Modern Asphalts are well aware though, that long life pavements are only practical for heavily trafficked trunk roads.

With some exceptions, local highway authorities responsible for the majority of the UK's roads are facing the reality of deteriorating networks and diminishing funds. A suggested solution and arguably current best practice is adoption of asset management methods for better use of resources and more consideration of long term costs. And on the subject of funds, this year whole of government accounting has ushered in a need to put figures to the value of highway networks – often a local authority's most valuable asset.

All this points to more inspection of highway condition and the most 'cost effective' way of maintaining roads. Use of the whole range of what's available perhaps, including quicker patching and repair techniques (Velocity pages 10-11). Modern Asphalts has promoted a solution to most pavement problems over the years and its sponsors are still developing their materials. Lafarge is taking driveways to the 'next level' for housebuilders (pages 8-9) and Colas (pages 12-13) has carried out what could be the first of a new influx of higher performing surfacing projects at UK airports. Asphalt development is not old. It is young.