



ARE YOUR ROADS BONDED?

In 2017 the Road Emulsion Association launched a new Bond Coat Video to inform and remind the highways industry of the importance of correctly bonding the individual layers within a road construction using polymer modified emulsion bond coats. The video identifies the overall performance benefits of bond coats including reduced interventions, longer life, and better stress and downward force distribution.

The video can be viewed with the following link: <http://rea.org.uk/2017/05/24/bond-coat-video/>

Following a winter of extensive rain, snow and low temperatures it is not hard to find more roads where the layer structure has separated, (if they were ever first truly bonded?), resulting a break-up of the surface layer and more pot holes.

Independent research has identified the following key performance benefits of applying bond coats:

- The service life of a bond coated pavement is increased by a factor of 3.8 compared to a non-bonded structure.
- Over 3 times greater bonding strength between layers than a non-bonded structure
- Twice the bond strength compared to unmodified tack coat.
- A fully bonded structure provides the highest design life and is therefore cost effective over the life of the pavement.

Highways England specify the use of bond coats on all Motorways and Major Trunk Roads, however, these highways still represent a small proportion of the overall roads network. As Highways England believe the benefits are necessary for their sector then should the same benefits of using Bond Coats not be equally applied to our local road networks? BS594987 recommends the use of bond coats as 'best practice' on all roads.

Having fewer potholes and reduced interventions must be the aim for all. See Technical Data Sheet 5: <http://www.rea.org.uk/>