

CASE STUDY

WIGMAN ROAD, NOTTINGHAM

Permatrack H Structural Roadway Reinstatement

PERMATRACK



Wigman Road on the outskirts of the City of Nottingham is a major thoroughfare for both light and heavy traffic. Built originally of concrete on mud flats by Italian prisoners of war in the 1940's, the road was subsequently black topped. However, City engineers have been faced with almost non-stop maintenance ever since, particularly in the areas of high stress at roadway junctions, traffic islands and areas of relative cracking where the asphalt surfacing passes over the underlying concrete joints.

Excavation of the existing road surfacing revealed the full extent of the engineers' problems, where it was found that the underlying concrete structure had completely broken down and had to be removed.

With the knowledge that the laying and curing of a new concrete sub-base would cause prolonged traffic disruption, the engineer selected Permatrack H high modulus polymer modified asphalt for its qualities as a structural repair material.

Permatrack H was installed in one operation, resulting in minimal disruption to traffic flow on a busy roadway island. Firstly the area was excavated down to a solid and compact hardcore base, varying in depth from 250mm to 80mm.

Permatrack H was then installed to a level 40mm below the

Project Sector: Public Sector

Client: Nottingham City Council

System: Permatrack H

Products Used: Permatrack H

Date: June 2002

Contact: Denzil Udell



finished roadway level. GlasGrid reinforcement was then introduced to add stability and dissipate stress before the final layer of Permatrack H was applied. Pre-coated chippings were then rolled into place.

Permatrack H was supplied direct to site 'ready to lay' in Permanite's hot charge tankers enabling the works to be completed in 12 hours.



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