

Retexture for landmark Welsh tunnels

The North Wales Trunk Road Agency (NWTRA), which is responsible for the management and maintenance of over 480km of trunk (major) roads in north Wales, has been using Klaruwtex190 (K190) controlled mechanical retexturing for four years. This is part of cyclical procedures for maintaining road surface skid resistance on the A55 North Wales Coast Road (including three major tunnels) and other trunk roads in the region.



The immersed tube Conwy Estuary Crossing in Wales where Klaruwtex190 (K190) is used to maintain road surface skid resistance

By rehabilitating the existing surface without using remedial materials, the Klaruwtex190 process is said to eliminate the costs and minimise the carbon footprint involved with the quarrying, processing, transport and heat-reliant application of overlay solutions, as well as disposal of worn overlay.

The process has been used on road sections through the A55's three landmark tunnels: the 660m long Penmaenbach tunnel; the 930m long Pen-y-Clip hard rock tunnel, and the 1,060m Conwy Estuary Crossing, Britain's first immersed tube road tunnel at the time of its completion in 1991.

Klaruw
www.klaruw.co.uk

Published in: World Highways May 2009 (TUNNEL CONSTRUCTION/SERVICES)