JORDAN
ROAD SURFACING LTD


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## CONTACT US

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Jordan Road Surfacing is a well-established company with extensive expertise in various surfacing disciplines. We cater to a diverse client base, including local authorities and private clients, and provide comprehensive solutions for all pavement and material installation requirements.

Our aim is to offer the finest one-stop services that encompass every aspect of surfacing, ensuring a convenient and efficient experience for their clients.

# Sustainability

## Working towards Carbon neutral.

Jordans are paving the way for environmental changes within the construction industry which is why we are one of the key industry leaders in providing an environmental solution to your surfacing needs.
We offer clients low carbon solutions with our with our range of in-house services which reduce pollution, minimise odour and noise. Working in tandem with our clients to achieve sustainable and reduced carbon projects.

# Cold Recycled Bound Materials

## JRS Re-Cycler Foam .

- Manufactured to SHW cl. 948 and BS9228
- JRS ReCycler Foam is a permanent cold bitumen base & binder course alternative.
- JRS – ReCycler Foam is less dense that conventional hot mix achieving better coverage offering savings on material.
- High recycled content, using up to 92% recycled materials.
- Can be laid with traditional asphalt equipment.
- Uses 5% of the energy of hot asphalt during manufacture.
- Approved treatment for the reuse of tar bound material.

## CBGM (cement bound granular material)

- CBGM is manufactured to BSEN 14227-1.
- CBGM can be used in the foundation, subbase, lower base and upper base layers in composite pavement designs reducing the asphalt thicknesses.
- Allows savings by using more cost effective thinner designs with the same results as traditional asphalt designs.

# AWCCT

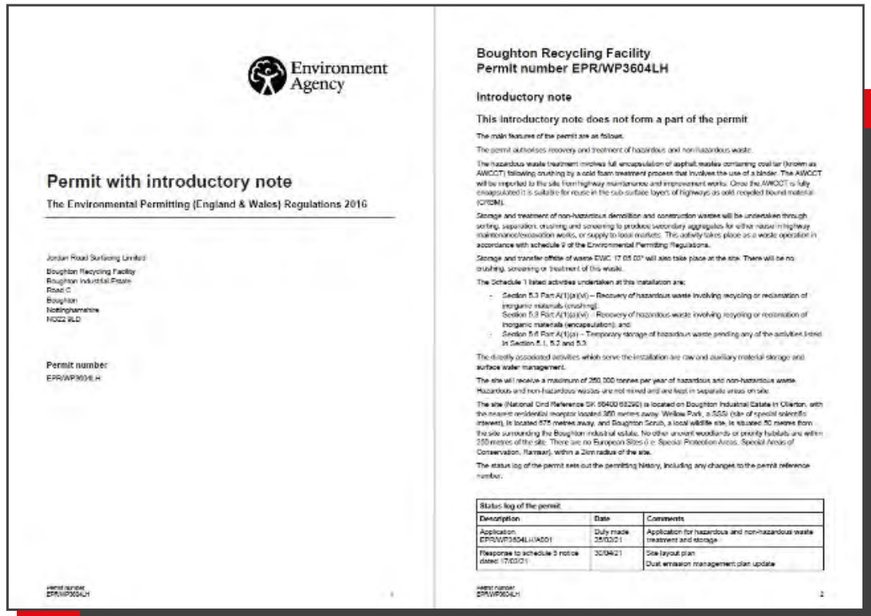
## Asphalt waste containing coal tar

JRS Recycler FOAM is an approved and environmentally friendly method for reusing hazardous wastes. By utilizing this process, our clients can effectively avoid costly disposal expenses and prevent the waste from being sent to limited and expensive landfill sites. The scarcity and difficulty of accessing such sites often lead to high transportation costs.
One of the notable advantages of our JRS Recycler FOAM process is that it operates at low temperatures, eliminating the generation of harmful aromatics. Additionally, it effectively binds the contaminants within the product, making it suitable for reuse in various surfacing applications.
We possess all the necessary permits and licenses at our facility to treat these wastes either at our depots or through national contracts. In cases where it's more convenient, we can even transport the processing module to the client's job site.
By offering this approved and sustainable solution, we aim to provide our clients with cost-effective waste management options while ensuring compliance with regulations.

- Avoids high disposal costs.
- Enables use of like for like asphalt replacement.
- Reduces carbon footprint.
- Savings on overall project costs.

Clients we currently treat tar waste for:

- VIA East Midland
- Derbyshire County Council
- Rutland County Council
- Kirklees Council
- Sheffield City Council



Environment Agency

Permit with introductory note

The Environmental Permitting (England & Wales) Regulations 2016

Jordan Road Surfacing Limited

Boughton Recycling Facility
Boughton Industrial Estate
Road C
Boughton
Nottinghamshire
NG22 9LD

Permit number
EPR/WP3604LH

Boughton Recycling Facility
Permit number EPR/WP3604LH

Introductory note

This introductory note does not form a part of the permit

The main features of the permit are as follows:

The permit authorises recovery and treatment of hazardous and non-hazardous waste.

The hazardous waste treatment involves full encapsulation of asphalt wastes containing coal tar (known as AWCCT) following crushing by a cold foam treatment process that involves the use of a binder. The AWCCT will be imported to the site from highway maintenance and improvement works. Once the AWCCT is fully encapsulated it is suitable for reuse in the sub-surface layers of highways as cold recycled bound material (CRBM).

Storage and treatment of non-hazardous demolition and construction wastes will be undertaken through sorting, separation, crushing and screening to produce secondary aggregates for either reuse in highway maintenance/excavation works, or supply to local markets. This activity takes place as a waste operation in accordance with schedule 2 of the Environmental Permitting Regulations.

Storage and transfer (offsite of waste EWC 17 05 03* will also take place at the site. There will be no crushing, screening or treatment of this waste.

The Schedule 1 listed activities undertaken at this installation are:

- Section 5.3 Part A(1)(a)(vi) – Recovery of hazardous waste involving recycling or reclamation of inorganic materials (crushing);
- Section 5.3 Part A(1)(a)(vi) - Recovery of hazardous waste involving recycling or reclamation of inorganic materials (encapsulation); and
- Section 5.6 Part A(1)(a) – Temporary storage of hazardous waste pending any of the activities listed in Section 5.1, 5.2 and 5.3.

The directly associated activities which serve the installation are raw and auxiliary material storage and surface water management.

The site will receive a maximum of 250,000 tonnes per year of hazardous and non-hazardous waste.

Hazardous and non-hazardous wastes are not mixed and kept in separate areas on site.

The site (National Grid Reference SK 66400 69290) is located on Boughton Industrial Estate in Ollerton, with the nearest residential receptor located 360 metres away. Wellow Park, a SSSI (site of special scientific interest), is located 675 metres away, and Boughton Sands, a local wildlife site, is located 50 metres from the site surrounding the Boughton industrial estate. No other relevant woodlands or priority habitats are within 250 metres of the site. There are no European Sites (i.e. Special Protection Areas, Special Areas of Conservation, Ramsar), within a 2km radius of the site.

The status log of the permit sets out the permitting history, including any changes to the permit reference number.

Status log of the permit

| Description | Date | Comments |
|---|---|---|
| Application EPR/WP3604LH/A001 | Duly made 25/03/21 | Application for hazardous and non-hazardous waste treatment and storage |
| Response to schedule 5 notice dated 17/03/21 | 30/09/21 | Site layout plan<br>Dust emission management plan update |

permit number
EPR/WP3604LH

1

permit number
EPR/WP3604LH

2

# Case Study

**Location:** North Leverton
**Client:** VIA East Midlands

## Project overview

Main Street is a busy single carriageway road running through the centre of North Leverton. The road services various business and houses, including farmaccess, bus and HGV traffic. The scheme was originally designed for a traditional flexible pavement, however, following investigation TAR bound material was found throughout so a recycling solution was proposed by Jordan surfacing.

# Case Study

**Location:** North Leverton
**Client:** VIA East Midlands

## The Solution

Early contractor engagement by Jordan Surfacing and a strong commitment from the Local Authority to deliver a low carbon scheme led to the development of a low carbon pavement solution. Jordan Surfacing agreed that full recycling of the existing carriageway was both the greenest and most costeffective solution. All the existing TAR bound material would be recycled back into the new carriageway, using JRS Re-Cycler FOAM Solution. This would be batched on at their local facility at Boughton to minimise vehicle movements, increase daily volumes and reduce the schemes carbon footprint.

The pavement design consisted of a 100mm thick inlay treatment, 60mm JRS Re-Cycler FOAM and 40mm of asphalt surfacing. This treatment encapsulated the existing TAR bound material reducing waste to landfill, lower carbon footprint and overall cost reduction to the client.

## Facts and Figures

- 910tonof existing asphalt removed
- 400ton identified as Asphalt Waste Containing Coal Tar
- 470 ton of Re-Cycler FOAM installed (utilising tar waste)
- 70ton of clean inert RAP back into asphalt layer.
- 48% reduction in scheme carbon
- 997 road miles saved
- 317t saved in virgin aggregate from quarry


KOMATSU
KLEEMANN
VOLVO