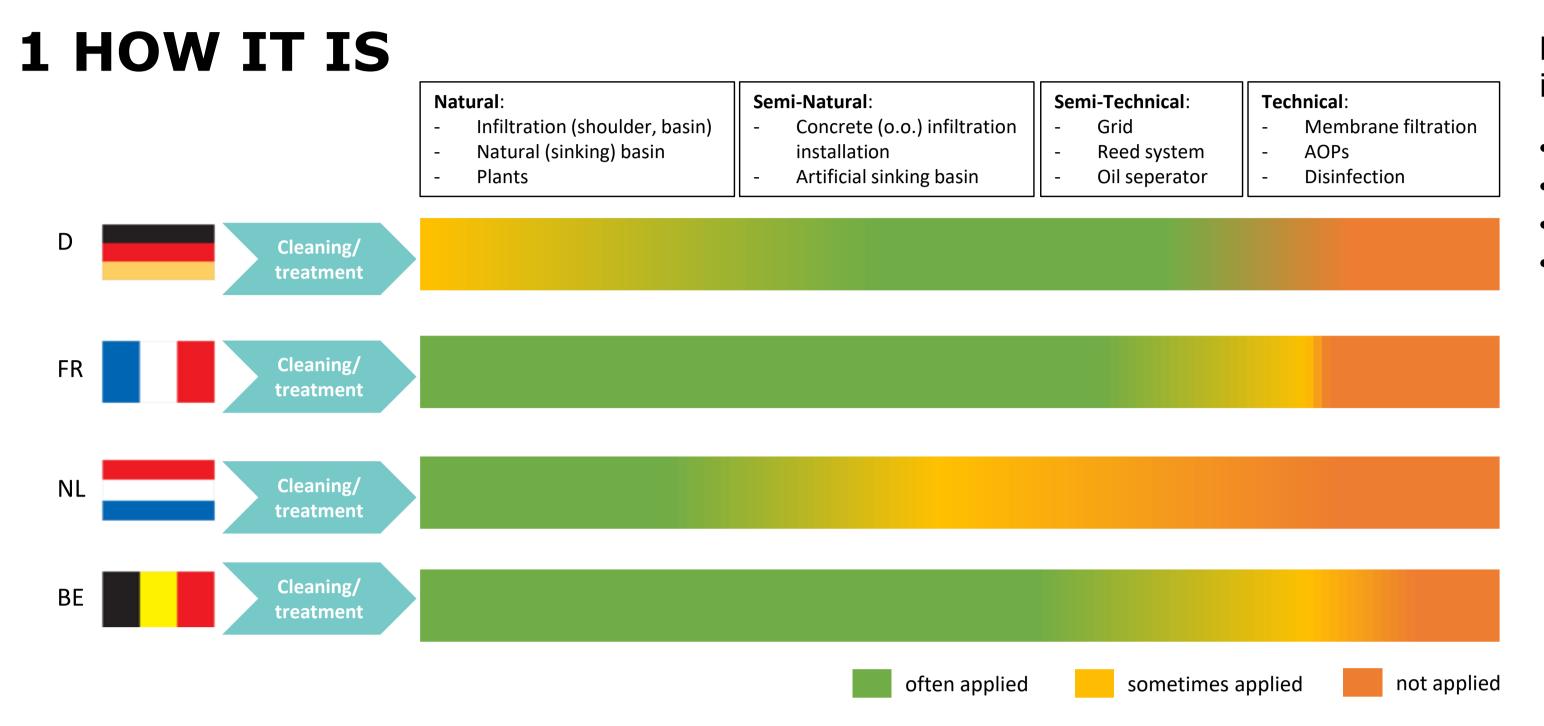
Rural Roadwater Rescue

Roadwater re-use & treatment options

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MOTIVATION With climate change, extreme periods of both too much water and a shortage of water are getting more frequent. In both situations, roads and especially highways can help in conserving and transporting water, however, the water of roads is highly polluted. The goal of the RRR-project is to achieve that highways are contributing to solving local water problems in both directions. Cleaning the water is obligatory to make it available for local use. Therefore, possible, integrated, cross-sectoral solutions for the use of runoff roadwater depending on water quality and legal boundaries are presented here.



3 HOW TO GET THERE

Roadwater is usually contaminated with particles, dissolved hydrocarbons, heavy metals and other materials, that are spread from tyre wear, accidents and wastes. Moreover, as it is in contact with wastes on the roads and on the shoulders next to roads, it will normally be contaminated microbiologically. The cleaning and treatment solutions are ranked according to different categories. With these categories it can be seen, that natural and seminatural treatments are easier to use than technical treatment steps. Tiles are more green for natural and more red for technical treatments.

Natural treatment	Installation costs	Maintanance costs	Personnel requirements	Robustness	Material requirements	Applicability	Water throughput	Space needed
Natural infiltration (shoulder, basin)	5	5	4	5	5	5	3	5
Natural (sinking) basin	5	4	5	5	5	5	4	3
Plants	5	4	5	4	5	5	4	4
Semi-Natural / Semi- Technical treatment	Installation costs	Maintanance costs	Personnel requirements	Robustness	Material requirements	Applicability	Water throughput	Space needed
Artificial sinking basin	4	4	5	5	3	5	5	3
Infiltration installation	4	4	4	5	4	5	4	4
Grids	4	3	3	4	3	5	5	5
Reed systems	4	3	4	4	4	5	4	4
Oil Separators	4	4	3	4	3	5	5	4
Technical treatment	Installation costs	Maintanance costs	Personnel requirements	Robustness	Material requirements	Applicability	Water throughput	Space needed
Rapid sand filters	3	3	3	3	3	3	3	2
Slow sand filters	3	3	3	3	3	3	3	2
Aeration basin	3	3	3	3	3	3	3	2
Lime	2	3	3	3	3	3	3	2
Chlorine-Dosage	2	3	2	3	3	2	3	3
Aquatextiles	3	2	2	2	3	3	3	3
Flocculation	2	2	2	2	2	2	3	3
Adsorption: Activated Carbon	2	2	2	2	2	2	3	3
STOPPOL® plant	2	2	2	2	2	2	2	2
Disinfection: UV	2	2	2	2	1	2	2	3
Nanobubbles	2	1	2	2	2	2	3	2
Membrane filtration: UF	2	2	1	1	1	1	2	3
Ozonation	2	1	1	1	1	1	3	3
H ₂ O ₂₋ Dosage	2	1	1	1	1	1	2	3
Membrane filtration: NF	1	1	1	1	1	1	1	3
Membrane filtration: RO	1	1	1	1	1	1	1	3
Installation costs very cheap Maintenance costs very cheap	5 4 35 4 3	2 1 very expe2 1 very expe			d for the installation d for the maintainar			ng personell co

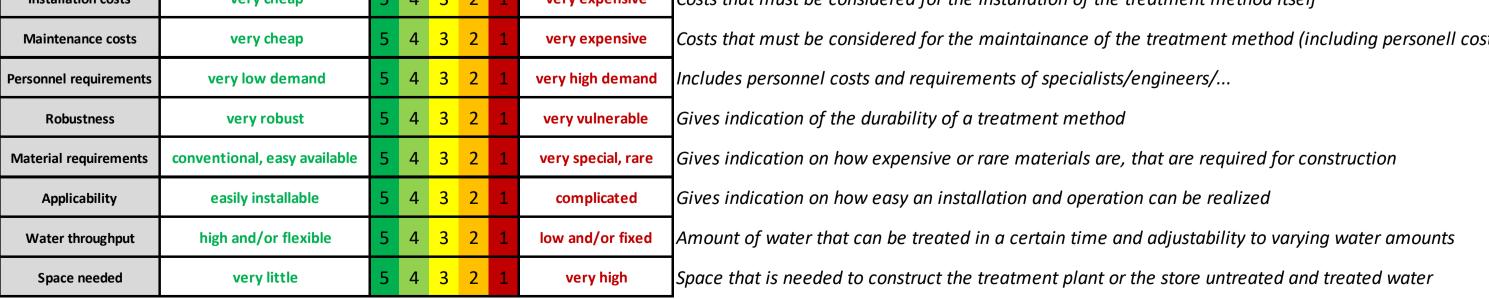


Figure 4: Ranking of installation categories for the treatment solutions with definitions of water treatment method ranking categories.

Figure 1: Current degree of roadwater cleaning strategies in NWE partner countries.

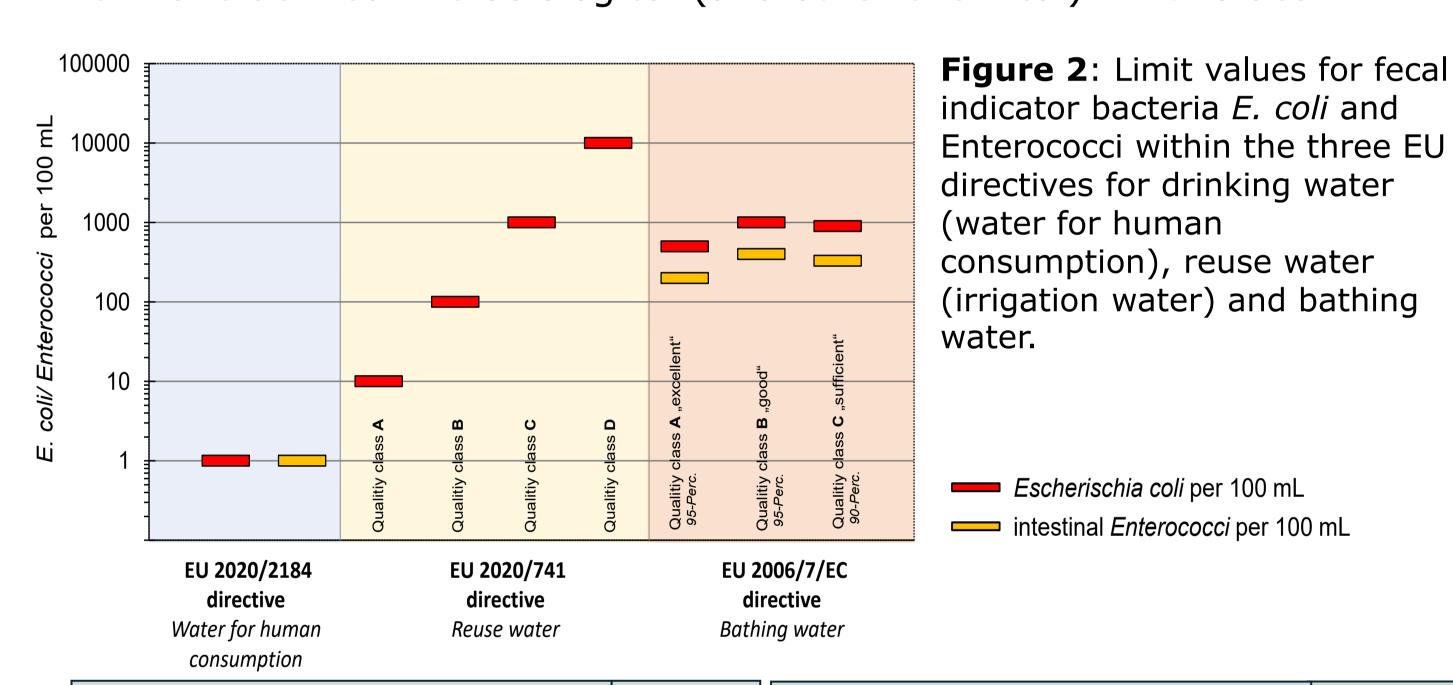
- GERMANY: mainly semi-natural and semi-technical solutions
- FRANCE: natural and semi-natural solutions
- NETHERLANDS: only natural solutions BELGIUM: natural and semi-natural solutions

There are no unique EU-wide regulations or recommendations how to deal with

polluted water coming

from roads! 2 WHERE TO GO

Roads and especially federal highways in NWE are always very close to industrial, municipal or private facilities, which could make use of the roadwater, often automatically collected by existing gullies. The uses mentioned below are potential uses among many other opportunities not considered here. Several categories could be identified to be useful when evaluating if roadwater could have advantages over the water usually utilised for a certain purpose. The uses require different water qualities which have defined microbiological (and other chemical) limit values.



Roadwater re-use options	Water quality	Roadwater re-use options	Water quality
Industrial water utilization (e.g. industrial cooling, greenhouse warming)	5	Industrial plant cleaning	4
Firefighting	5	Toilet flushing (private, highway petrol stations,)	4
Road cooling → prolonging road lifetime	5	Cementries	4
Particle extraction to make e.g. new tires	5	WWTP network cleaning	4
Air washing along highways	5	Gardening (private gardens, green streets)	3
Groundwater infiltration	4	Carwash	3
Forestry	4	Paper recycling	3
Re-weat of moors	4	Road cleaning	3
Recharge dried out rivers	4	Industrial tool cleaning	3
Concrete production	4	Sports facilities (golf gardens,)	3
low quality		Agriculture: eaten crops, vegetables, fruits	2

Figure 3: Roadwater reuse opportunities and their ranking for required water qualities. Water quality categories that indicate how low a water quality could be for a certain reuse and thus, how low the effort would be to make use of it. The categories 1, 2 and 3 are derived from the EU directives.

Drinking Water (intended for human consumption) EU regulation 2020/2184 (2020)

Bathing water (Quality B: not for consumption but contact to human body) EU regulation 2006/7/EG (2006)

Irrigation Water (Quality A: not for consumption but contact to human consumables) EU regulation 2020/741 (2020)

Surface Water (such as rivers and lakes) **EU regulation 2000/60/EC (2000)**

Wastewater (untreated greywater)

CONCLUSION The suggested treatments can help authorities to find solutions when they struggle with too high amounts of water after heavy rains, too low amounts for agricultural, cultural, municipal or industrial use in dry periods or water users looking for cheaper, more sustainable or generally available water resources for a specific application. Decision makers hopefully will be motivated to take these and similar solutions into account when planning future infrastructures with more circulatory water systems.















