

PART R08**REINSTATEMENT OF EXISTING PAVEMENTS****CONTENTS**

1.	GENERAL
2.	CONSTRUCTION OF PAVEMENT
3.	SHOULDERS
4.	UNBOUND AND CEMENT TREATED PAVEMENTS
5.	TEMPORARY PAVEMENT SURFACE
6.	SURFACING - GENERAL
7.	ASPHALT SURFACING
8.	JOINT SEALING
9.	SPRAYED BITUMINOUS SURFACING
10.	REINSTATEMENT OF OTHER INFRASTRUCTURE
ATTACHMENT R08A:	MINIMUM SURFACING REINSTATEMENT REQUIREMENTS

1. GENERAL

- .1 This Part specifies the requirements for the reinstatement of an existing pavement above an excavation carried out for purposes such as the installation, maintenance or inspection of culverts, drainage structures, pits, cables, conduits and pipes.

2. CONSTRUCTION OF PAVEMENT

- .1 Unless specified otherwise, reinstatement of an existing pavement must be undertaken in accordance with the applicable figure specified in the "Pavement Reinstatement Configurations", available from: [Pavement Reinstatement Configurations](#)
- .2 Notwithstanding the above requirement, a reinstated pavement must not be of a lesser standard and thickness than the existing pavement.
- .3 The supply of pavement materials must comply with Part R15.

3. SHOULDERS

- .1 The reinstatement of unsealed shoulders must match finished shoulder level and existing crossfall.
- .2 Sealed shoulders must be resealed with materials matching the original surface.
- .3 If traffic is diverted onto the road shoulder as part of traffic management, the shoulder must be returned to the condition that existed prior to the Works taking place.

4. UNBOUND AND CEMENT TREATED PAVEMENTS

- .1 Unbound granular pavement layers must be uniformly compacted in horizontal layers not exceeding 200 mm thickness (loose).
- .2 Specified compaction must be determined using AS 1289, test method 5.2.1 (modified compaction) and tested at the frequency specified in Table 4.2.

0 - 25 m ²	one test per layer
25 - 100 m ²	minimum 2 tests per layer
over 100 m ²	2 tests per layer and an additional test per layer for every 100 m ² or part thereof over 100 m ²

- .3 Cement treated pavements must comply with Part R22.

5. TEMPORARY PAVEMENT SURFACE

- .1 The open surface of any pavement layer must be maintained to prevent deterioration and the ingress of water prior to the application of the final surfacing.
- .2 In the event that the reinstatement and / or surrounding pavement layers become affected by the ingress of water prior to the application of final surfacing, all affected material must be removed and replaced with conforming material.
- .3 If the final surfacing is not placed before the reinstatement is opened to traffic, a temporary asphalt or bituminous surface, similar to that previously existing, must be provided and maintained in a safe and trafficable condition for all road users, including cyclists and pedestrians.
- .4 Where asphalt is used as the temporary surface, the minimum depth of asphalt must be 50 mm.

6. SURFACING - GENERAL

- .1 The supply and placing of the surfacing must be undertaken in accordance with the requirements of the applicable figure in the Pavement Reinstatement Configurations document.
- .2 Unless approved otherwise in writing, the final surfacing must extend:
 - For a transverse Trench: Not less than that shown in Attachment R08A.
 - For a longitudinal Trench: Full lane width.
- .3 The joint between the existing and reinstated final surfacing must not be positioned within the wheel path.

7. ASPHALT SURFACING

- .1 The final wearing course of the reinstatement of asphalt surfaced pavements must be extended beyond the sides of the Trench by cold planning and reinstating to a minimum depth of 50 mm.
- .2 Unless approved otherwise in writing, the wearing course must be laid with a paver. Within the DPTI Metropolitan Region, the wearing course must contain polymer modified binder.
- .3 Asphalt layers, including the final surfacing, must comply with the quality requirements, level tolerances and surface irregularity acceptance criteria of Part R27 "Supply of Asphalt" and Part R28 "Construction of Asphalt Pavements", except that the frequency of sampling and testing must be in accordance with Table 6.6.

TABLE 6.6: SAMPLING AND TESTING FREQUENCY - ASPHALT

0 - 30 tonnes	2 samples & tests
31 - 150 tonnes	4 samples & tests
151 - 300 tonnes	6 samples & tests
> 300 tonnes	6 samples & tests plus 1 sample & tests for each additional 200 tonnes or part thereof

- .4 The asphalt mix must be registered with DPTI in accordance with Part R27 and be identified as such on cartnotes.
- .5 Attention is drawn to Clause 6.4 "Tack Coating" of Part R28 which requires tack coating to be applied to vertical edges between old and new asphalt pavements. On completion of reinstatement, any residual saw cuts must be sealed to prevent water ingress into the pavement in accordance with Clause 6.3 "Joint Sealing".

8. JOINT SEALING

- .1 The joint sealing compound must:
 - (a) be Class 170 bitumen to AS 2008 "Residual Bitumen for Pavements", modified with an appropriate polymer;
 - (b) be designed to penetrate the joint or saw cut, adhere to the surface and resist crack propagation; and
 - (c) remain stable on the pavement surface during periods of extreme temperature and must be approved in accordance with Part R37 "Pavement Crack Sealing" prior to use.

- .2 The grit must comply with Sealing Aggregate SA5-2.
- .3 Prior to placement of sealant, joints or saw cuts must be thoroughly cleaned of foreign material, without damage to the adjoining sound pavement, to provide a clean, dry environment.
- .4 If the pavement is damp, warm/hot compressed air may be used to dry of the surface of the joints or saw cut.
- .5 Sealing must not be undertaken unless the surfaces that the sealant will be applied to are dry.
- .6 Joints and saw cuts must be cleaned to a minimum depth 15 mm.
- .7 In excessively deep cuts, the void may be plugged with grit to within 15 mm of the pavement surface.
- .8 All voids must be filled with sealant material to a level of not less than 15 mm below the pavement surface.
- .9 The level of sealant after gritting must be flush with the adjoining road pavement.
- .10 The width of the visible bond on the pavement surface must be as narrow as practical.
- .11 The sealant must not run out over the pavement surface beyond the extent of the joint or saw cut.
- .12 Grit must be placed on the surface of all sealant while it is sufficiently hot for the grit to adhere to the sealant.
- .13 Grit must be placed at the minimum application necessary to provide adequate skid resistance and prevent pick-up of the sealant by traffic.

9. **SPRAYED BITUMINOUS SURFACING**

- .1 The reinstatement of sprayed bituminous surfacing must be undertaken in accordance with the requirements of Part R26.
- .2 Sprayed bituminous surfacing must comprise of a primerseal and sprayed bituminous surfacing, with the surfacing placed not less than 48 hours after the primerseal has been placed.
- .3 The surfacing must match the size and texture of the existing adjacent road and be finished off evenly and flush with the adjoining pavement surface.
- .4 The resultant surfacing must be within the tolerance of 15 mm as measured by a 3 m straight edge in any direction.

10. **REINSTATEMENT OF OTHER INFRASTRUCTURE**

- .1 All pavement marking, road furniture, drainage systems, secondary paving and similar infrastructure which has been removed or damaged during the excavation and reinstatement work must be replaced to the standard matching the existing and in accordance with the relevant parts of the DPTI Master Specification as listed in Table 10.

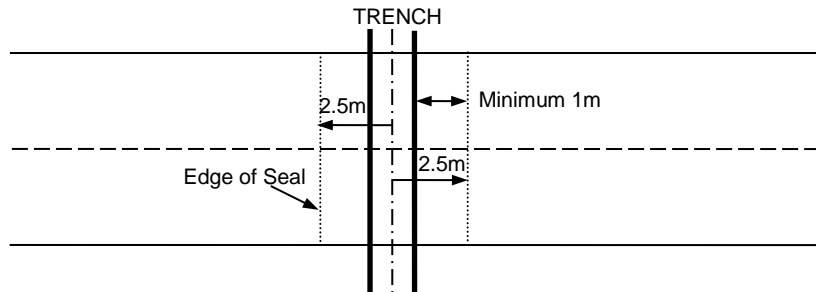
<u>TABLE 10</u>	
<u>INFRASTRUCTURE TYPE</u>	<u>REQUIREMENT</u>
Pavement marking (includes raised pavement markers or pavement bars)	Replacement in accordance with Part R46 "Application of Pavement Marking". The marking must be completed within 5 working days of the completion of the final surfacing.
Road Furniture (includes road signs, guide posts, safety barrier)	Replacement in accordance with: <ul style="list-style-type: none"> • Part R42 "Supply and Installation of Steel Beam Road Safety Barrier Systems", • Part R48 "Supply of Signs and Supports"; and • Part R49 "Installation of Signs". Suppliers of signs must be prequalified with DPTI.
Concrete kerb and gutter or median type kerb	Replacement in accordance with Part R06 "Kerbing". Kerb reinstatement must be completed within 3 days of reinstatement of the road pavement.

<u>TABLE 10</u>	
<u>INFRASTRUCTURE TYPE</u>	<u>REQUIREMENT</u>
Vegetation	Any vegetation must be replaced with vegetation that is of the same type and in the same positions as that removed or damaged in accordance with Division L "Landscaping" of the DPTI Master Specification.
Medians and traffic islands	Where the existing median consists of compacted granular material, the median must be reinstated with PM2/20 compacted to no less than 92% of the dry density determined using AS 1289, test method 5.2.1 (modified compaction).
Footpaths and brick paved areas	Match existing pavement (ie base and any sub-base) configuration and surfacing type.
Road drainage systems	Report damage.

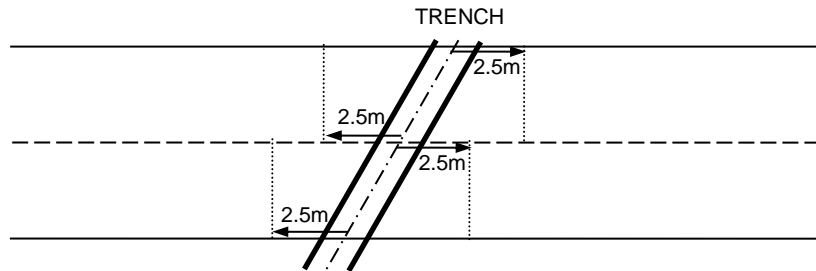
ATTACHMENT R08A

MINIMUM SURFACING REINSTATEMENT REQUIREMENTS

Trenching at 90 degrees to the road



Trenching diagonally across the road



Trenching along the road

