

# 19 Potholes

## 19.1 Scope

This Section sets out the requirements for repairing **potholes** in sealed roads.

## 19.2 Definitions

Terms defined in Table 3.2, Definitions, appear in **bold**.

## 19.3 Cyclic Inspections

The Contractor shall inspect all roads within the Contract area at least within the frequency listed in Table 19.1. The Contractor shall ensure that all **potholes** found during these inspections are repaired at the time of inspection.

Class	Inspection Frequency
M	Daily
U and R1	Every 2 Days
R2	Every 3 Days
R3	Weekly
R4	Weekly

## 19.4 Response Times

All **potholes** shall be repaired within the response times detailed in Table 19.2. The response times in Table 19.2 apply from the time of **notification**.

Class	Response Time	
	May – September	October – April
M	24 Hours	24 Hours
U and R1	24 Hours	48 Hours
R2	24 Hours	3 Days
R3	2 Days	4 Days
R4	3 Days	6 Days

### 19.4.1. Large Potholes

If an individual **pothole** exceeds 1m<sup>2</sup> in area, the Contractor must:

- i) within the response times, provide the most practical repair that is reasonably possible given the conditions of the surrounding **pavement**.
- ii) notify the Engineer in writing, within 24 hours of first observing and repairing the **pothole**, of the location of the area of **pavement** which is considered to have failed or is unsound, and the proposed method of permanent repair.

# 19 Potholes

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iii) **programme** and complete the permanent repair of the area, as **urgent work**.

## 19.4.2. Unstable Pavement

When, in the opinion of the Contractor, the **pothole** is due to underlying instability of the road **pavement**, the Contractor shall report such **potholes** after repair to the Engineer.

## 19.5 Specific Requirements

### 19.5.1. Repair Method

The immediate area surrounding the **pothole** shall be excavated to remove distressed material.

Ragged and/or proud edges shall not be permitted and vertical squaring up of the existing edge around the perimeter of the area to be treated is required. In unbound granular materials the sides of the excavation shall be **trimmed** to a **battered** slope.

The Contractor shall select the repair method most appropriate to correct the defect. The materials used shall comply with TNZ M/10 or any other mix approved by Transit's Engineering Policy Manager.

### 19.5.2. Temporary Repair Method

When the weather is unsuitable for a permanent repair, the **pothole** will be filled with a suitable material to make the area safe until a permanent repair can be effected.

### 19.5.3. Surfacing

The finished running surface of the repair shall be waterproof, dense and stable and not move under the action of traffic.

## 19.6 Performance Criteria

The performance of the Contractor during the Contract period will be measured by the following criteria:

- a) the safety of road users is not impaired by unrepaired **potholes**
- b) inspections are completed on time and inspection records are available when requested by the engineer
- c) inspections are completed within the specified frequencies
- d) **potholes** are repaired within the response times required
- e) the **pothole** repair remains intact
- f) repaired **potholes** continue to remain waterproof and maintain a smooth riding surface
- g) there is no **flushing** or **bleeding** of the surface of **potholes**

## 19 Potholes

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- h) appropriate **notification** to the engineer within the response time required, of individual **potholes** exceeding  $1\text{m}^2$
- i) the excavation of the repaired area is carried out in such a manner that the integrity of adjacent sections of **pavement** is not disturbed
- j) repairs shall be constructed to the tolerances in Appendix 2.3.