

Issues to Consider when Planning Resurfacing Works

When considering resurfacing works there is a large number of issues that need to be considered. The following is a guide to the thinking used when resurfacing roads within the ACT.

Considering the Treatment

The treatment to adopt will depend on the condition of the pavement, the traffic volume using the road, the type of traffic which uses the road, the type of environment the road travels through, turning movements on sections of the road, etc.

Municipal

In general Municipal streets are resealed with 7 or 10mm aggregate using either a conventional or Polymer modified binder. High stress areas where many or heavy vehicles turn on the pavement may necessitate the use of an asphalt solution.

Careful consideration must be taken if a 14mm reseal is proposed as this surface will often generate higher traffic noise levels and a rougher surface which is not pedestrian or cycle friendly.

Territorial - Arterial / Highway

These roads carry heavy traffic volumes and depending on the pavement condition often require to be resealed with a 10 or 14 mm aggregate using either a conventional or Polymer modified binder. On extremely heavy trafficked roads and major intersections asphalt solutions are recommended.

Where the surface is badly cracked but has not lost shape, consideration should be given to a geotextile seal on areas other than curves and intersections.

The use of 14 mm aggregate on reseals close to residential areas may generate high noise levels and this should be considered.

There is a need to consider if the same treatment is desired right across the carriageway as the traffic volume will vary in different lanes and the shoulder may be used for on road cycling.

Territorial - Urban

These roads carry moderate traffic volumes, are bus routes and often require to be resealed with a 10 or 14 mm aggregate using either a conventional or

Polymer modified binder. On major intersections asphalt solutions are recommended.

Where the surface is badly cracked but has not lost shape, consideration should be given to a geotextile seal on areas other than curves and intersections.

The use of 14 mm aggregate on reseals close to residential areas may generate high noise levels and this should be considered.

There is a need to consider if the same treatment is desired right across the carriageway as the traffic volume will vary in different areas of wide lanes and the shoulders may be used for cycling facilities.

Territorial Rural

These roads usually have lower traffic volumes and higher traffic speeds, 7, 10 and 14 mm aggregates are used with conventional and polymer binders

General Resealing

Cyclists tend to prefer to travel on smoother surfaces and to achieve this aggregate size of 10 mm or less are recommended. Where a 14 mm reseal is applied consideration should be taken into possible resealing with a smaller aggregate size or a cold overlay in subsequent years.

Two coat reseals have led to bleeding problems in the past and a reasonable time should be allowed between coats to allow the volatiles to escape (one year is desired).