



Reseal Guidelines

Asset Management and Systems

1. Guideline Definitions

Asphaltic Concrete (AC) is a dense, continuously graded mixture of coarse and fine aggregates, mineral filler and bitumen produced hot in a mixing plant. It is delivered, spread and compacted while hot. For the purposes of these guidelines, AC also includes slurry seals (due to its smooth finish) and other forms of asphalt.

AT - Auckland Transport

ATCOP - Auckland Transport Code of Practice

CCO – Council Controlled Organisation

Legal road has the same meaning as **road** in the Local Government Act 1974 (Section 315). In short, it covers the total area of land between road boundaries but is limited to the formed carriageway in these guidelines.

NZTA– New Zealand Transport Agency

Road Corridor has the same meaning as **road** in the Local Government Act 1974 (Section 315). In short, it covers the total area of land between road boundaries including:

- carriageway (formed road)
- footpath including kerb and channelling
- cycle ways, cycle paths
- walkways
- land that is legally designated as road but is not currently formed as carriageway or footpath

SOI – Statement of Intent

Terminology is used in this document to describe whether an aspect or statement is a requirement under law/mandatory or good practice:

- **Must** – indicates something that is mandatory or required by law
- **Should** – indicates a recommendation
- **May** – indicates something that is optional and may be considered for use.

2. Guideline Statement

The Mayor's vision outlines turning Auckland into the world's most liveable city by 2040. The Auckland Plan has identified that an efficient and integrated network of roads and public transport is vital to delivering this vision. As a Council Controlled Organisation (CCO), AT is responsible for delivering the region's transport services – from roads and footpaths to cycling, parking and public transport. Through the Statement of Intent (SOI) and to contribute to the achievement of priority areas and targets contained in the Auckland Plan, AT is required to prioritise and optimise investment across transport modes and related infrastructure.

AT has developed a set of guidelines to ensure that the transport services will be delivered on a consistent basis around the Auckland region. These guidelines identify the approach that AT will apply when managing the transport assets. The approach identified in the guidelines is cognizant with the Level of Service identified in the Integrated Transport Programme and Asset Management Plan (AMP).

The Auckland Transport Reseal Guidelines provide transparent criteria for determining the selection of the appropriate resurfacing material for resealing a road surface. With this in mind, it is appropriate to reseal most roads with chip seal unless circumstances exist where engineering best practice indicates that an asphaltic seal should be used.

Where practicable, reseal decisions are to take into account the whole-of-life cost of assets and consider an equitable allocation of resources.

3. Background

Following the transition from multiple local authorities to a single organisation, Auckland Transport is responsible for resealing the roads in the Auckland region. It is estimated that there is greater than 7,000 km of legal road around the region and Gulf Islands. These guidelines are required to provide the criteria for determining which resealing material to use when a road is due for resealing.

4. Purpose and Scope

Sealed roads provide greater skid-resistance and improved safety for road users. The purpose of these guidelines is to provide guidance on the principles and process for resealing decisions across the region.

The scope includes resealing of roads subject to high wear and tear, vehicle volumes and to roads subject to high pedestrian volumes. These guidelines provide the criteria for determining which seal material should be used and when.

The Reseal guidelines are aligned with the Street Amenities and Road Markings Guidelines. Technical specifications and engineering standards that related to the construction and maintenance of reseal or resurfacing works are provided in the Road Surfacing section of the Auckland Transport Code of Practice (ATCOP) and AT Road Network Asset Management Plan.

5. Guidelines

5.1 Selection of Seal Type

Chip seal surfacing must be used for resealing, except for roads which satisfy one or more of the criteria listed below, in which case asphaltic concrete surfacing must be used. The selection of the seal type in areas which fall within the Waitakere Ranges Heritage Area Act (2008) must comply with the provisions of this act.

Asphaltic concrete surfacing must be used for resealing roads:

- a) Where the volume of traffic exceeds 10,000 vehicles per day, or
- b) Subject to high wear and tear (such most cul-de-sac heads, roundabouts, sharp bends with severe flushing, stripping or skid resistance, aprons/main road intersections), or
- c) In industrial/commercial areas where there is a high concentration of truck traffic, or
- d) With short sections between two adjacent asphaltic concrete areas where the use of chip seal is uneconomic, or
- e) Subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools, or
- f) Requiring special treatment due to the engineers discretion (such as steep gradients exceeding 15% or a cross-fall of >6%), or
- g) Where intervention periods of greater than 20 years are required.

Resealing of CBD and other special amenity areas is subject to further assessment under the Street Amenities Guidelines, where the provisions for alternative paving and resealing materials must be considered.

All other road surfaces should be resealed with chip seal. In practice, this means that a low vehicle volume residential street that was previously sealed with asphaltic concrete (perhaps at the time of development) may be resealed with chip seal in accordance with the above criteria.

5.2 Seal Design

The actual seal material will, once the seal type has been selected under S5.1 above, be designed appropriately in accordance with the technical criteria stipulated in the ATCOP.

5.3 Reinstatement

Following the completion of the reseal works, the road markings must be reinstated in accordance with the Road Markings Guidelines unless otherwise directed by the AT Project Engineer.

5.4 Skid Resistance

Road surfaces must be constructed in accordance with the ATCOP and the standards therein to ensure sufficient skid resistance is provided.

6. Monitoring and Review

These guidelines shall be reviewed in 12 months and thereafter as part of the three year review cycle aligned to the Long Term Plan.

7. Related Guidelines

The detailed specifications for the provision of seal design in the road corridor are given in the ATCOP.


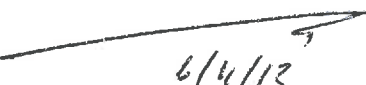

These guidelines also rely on the AT Street Amenities Guidelines, Seal Extension Guidelines and Road Marking Guidelines.

The Street Amenities Guidelines must be considered for the selection of the seal material in CBD or Town Centre areas, where replacement of like for like may be appropriate.

The assessment criteria used to determine whether to seal an unsealed road are discussed in the Seal Extension Guidelines.

8. Document Status

Owner (contact for updates, clarity etc.)	Siri Rangamuwa (Asset Management Planning Manager)	
Version no:	1.0 (Final)	
Issue date:	October 2013	
Review date:	October 2014	
Document ref no:	P-0001	Intranet Ref:

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