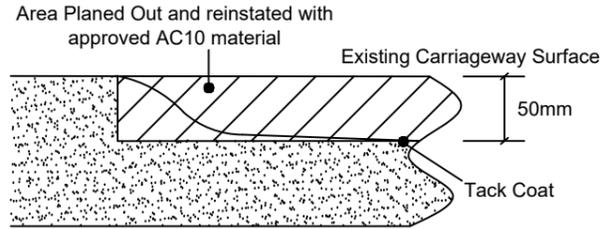
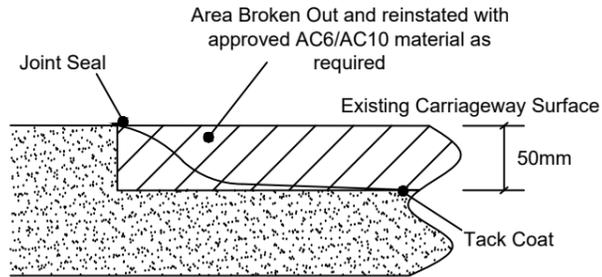


Detail of Type 1 Repair - Plane Out Defective Area of Wearing Course - Reinstatement with Approved Material



Reinstatement to be either machine laid or hand laid where appropriate and compacted to material specification to ensure that voids are removed.

Detail of Type 2 Repair - Break Out Defective Area of Wearing Course to Create Vertical Edge - Reinstatement with Approved Material

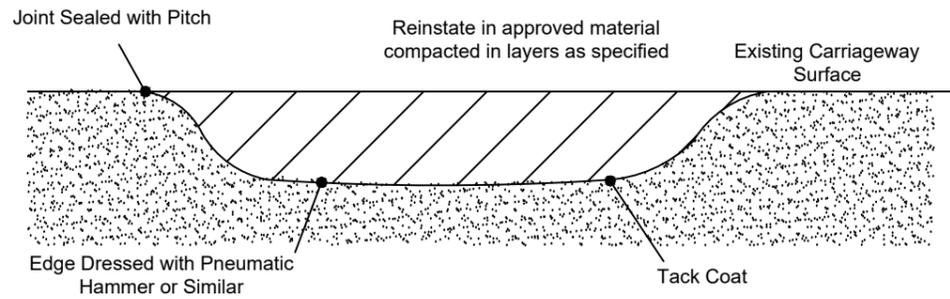


Reinstatement to be hand laid where appropriate and compacted with Vibrating Plate to material specification to ensure that voids are removed.

NOTES:

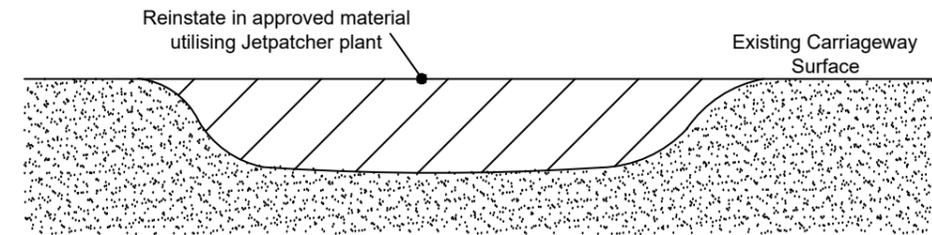
1. It is important to recognise that during and following periods of severe weather and prolonged winter conditions the demand on this service may reach levels that exceed the capacity of the resources that are immediately available to the council to respond. Triggers will be set in each year's Annual Plan for the number of recorded category 1 and 2a defects that will trigger an adjustment in the allowable repair regimes. It is intended that such action would only be taken for such periods as are necessary to meet such escalation in demand through enabling a higher volume of repairs to be delivered using the available resources.
2. In all cases a 'right first time' approach should be taken to repair. Each of the repair options has a service life of its own, for example a cut out, machine laid patch in an asphalt material may have a service life of around 10 years, whereas a hand compacted 6mm cold laid repair may have a service life of 12 to 18 months. If the residual service life of the carriageway surface in question is in fact drawing to its close, then deploying a reinstatement (or repair) that has a 12 to 18 month service life is likely to be both adequate and will represent good value. However if the service life remaining is more significant, then a higher quality reinstatement (repair) should, ideally, be deployed in order to secure the condition of the carriageway (as best as is able) over its residual life.
3. Type 1 Repairs can also be deployed to prepare the network for road surface treatments as appropriate.
4. Suitable Joint Sealant Materials shall be used as appropriate and the specification of products made available to the client upon request.
5. This Standard Detail Sheet should be reviewed when innovation in materials or working practices are available to ensure that the repairs deployed represent the most appropriate suite of treatments for the network.
6. This sheet should be reviewed in conjunction with the relevant Annual Plan.

Detail of Type 3 Repair - Not Cut Out Hotbox Reinstatement



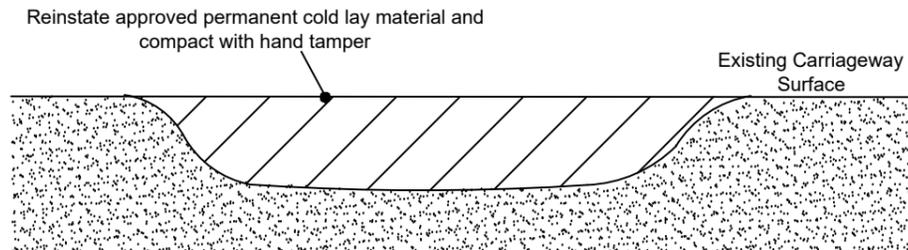
Reinstatement to be hand laid where appropriate and compacted with Vibrating Plate to material specification to ensure that voids are removed.

Detail of Type 4 Repair - Jetpatcher

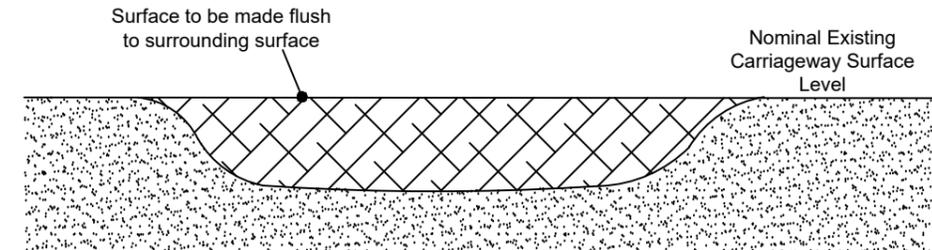


Reinstatement to be delivered in accordance with RSTA ADEPT Code of Practice for Innovative Patching Systems : 2013

Detail of Type 5 (Emergency) Repair



Detail of Type 6 Repair for Unmetalled Roads



Reinstatement in GSB or Road Planings as available and as assessed, compacted where possible or appropriate

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Proposed Pothole Reinstatement Details - To be Finalised

No.	Revision	By	Date
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SCALE: NTS

Survey	Date
Designed By	Date
Drawn By	MSL Date 06/22
Checked By	Date

ROSS COOK
DIRECTOR of ECONOMY
and ENVIRONMENT
HEREFORDSHIRE

Drg.No. : REINSTATEMENT/01/02