



An Roinn Iompair  
Turasóireachta agus Spóirt

Department of Transport,  
Tourism and Sport

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RW 18/2015

### Road Pavement Management on Regional and Local Roads

Dear Director,

With reference to the carrying out of pavement works on Regional and Local Roads the Department of Transport, Tourism and Sport (DTTAS) has a number of requirements, technical conditions and procedures that are to be met and these are set out hereunder.

#### 1. Road Surface Courses

Local authorities should follow the requirements of Figure 1 below regarding permitted finished surfacing materials for use on regional and local roads.

Figure 1

Finished Surface <sup>Note 3</sup>	Urban Road <sup>Note 1</sup> Regulatory Speed Limit ≤ 60 km/h	Rural Road <sup>Note 1</sup> Regulatory Speed Limit > 60 km/h
Dense Asphalt Concrete Surface Course (to Clause 909 & 912)	✓	X
Stone Mastic Asphalt (SMA) Surface Course (to Clause 942)	✓	X <sup>Note2</sup>
Surface Dressing (to Clause 919)	✓	✓
Hot Rolled Asphalt Surface Course (to Clauses 910 & 915)	✓	✓

- ✓ Permitted  
X Not permitted

**Note 1:** A High Speed road is one where the 85 percentile speed exceeds 65 km/h. In order to match this to the regulatory speed limit regime in Ireland a lower threshold of 60 km/h has been selected. Accordingly an Urban Road (Regulatory Speed Limit ≤ 60 km/h) equates to a Low Speed road and a Rural Road (Regulatory Speed Limit > 60 km/h) equates to a High Speed road.

**Note 2:** except in exceptional circumstances and where prior written approval has been obtained from DTTAS

**Note 3:** Specification clauses are to the NRA Specification dated December 2014

The uses of other surface materials require specific written permission from DTTAS.

## **2. Road Pavement Construction**

The "*Guidelines on the Depth of Overlay to be used on Rural Regional and Local Roads*" document should be followed. In addition, significant difference in level between finished road and verge should be addressed before a road project is considered complete.

It should be noted that Dense Base and Binder Course Asphalt Concrete are not finished road surfaces. In view of this:

- All such Dense Base and Binder Course overlays which are carrying traffic should receive a surface dressing (or other suitable surface course) as soon as is practicable. A local authority should plan work so as to avoid the need to have traffic travelling on such overlays for long periods.
- Pending the application of the final surface adequate signage to alert drivers to the temporary nature of the road surface should be provided. If the time period becomes extended due to unforeseen events it is essential to maintain the necessary signage in place until the surface course is laid.

## **3. Road Pavement Surveys**

Department Circular RW21/2014 sets out requirements for pavement surveys, which are to be carried out both on a network basis as well as in relation to all projects. The Road Management Office (RMO) has set up a framework from which mechanical surveys may be procured and the MapRoad software solutions have been developed in support of carrying out visual surveys.

## **4. Specification**

Series 900 of the NRA Specification for Road Works dated December 2014 should continue to be used for pavement works on regional and local roads until advised otherwise by the Department. The latest version of Series 900 dated March 2015 which uses performance based mixes should not be used on regional and local roads. For all other series in the Specification the latest version should be used.

## **5. Road Drainage**

The "*Guidelines for Road Drainage*" document should be followed by local authorities to ensure that any drainage issues are addressed in advance of commencing a road project. These guidelines emphasise the need for drainage issues to be fully addressed when undertaking any road works. Lack of attention to drainage can cause safety problems and can undermine the integrity of the road pavement.

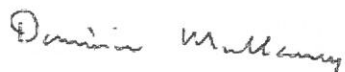
## **6. Surface Dressing**

Your attention is also drawn to the need to comply with the Institute of Asphalt Technology (IAT) Guidelines for Surface Dressing (third edition - issued in 2014) when carrying out surface dressing operations. Adequate testing should be carried out in accordance with this document. The requirements set out in the IAT document are particularly important and road

authorities should satisfy themselves that all surface dressing chippings used, have the required polished stone value, for the type of road, on which the chippings are to be applied.

**Full records of all projects including data in relation to this circular must be maintained on MapRoad (GIS) and be made available for inspection, if required.**

Yours Sincerely,



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Dominic Mullaney  
Principal Adviser  
Roads Division