

Reseal

**GENERAL SITE INFORMATION**

Client

Auckland City

Season

FY 2025/2026

Contract

AT Central

Design Date

01-Oct-2025

Site Name

MELANESIA RD-50-372-all-39182

Project No

553303

Road Name

MELANESIA RD

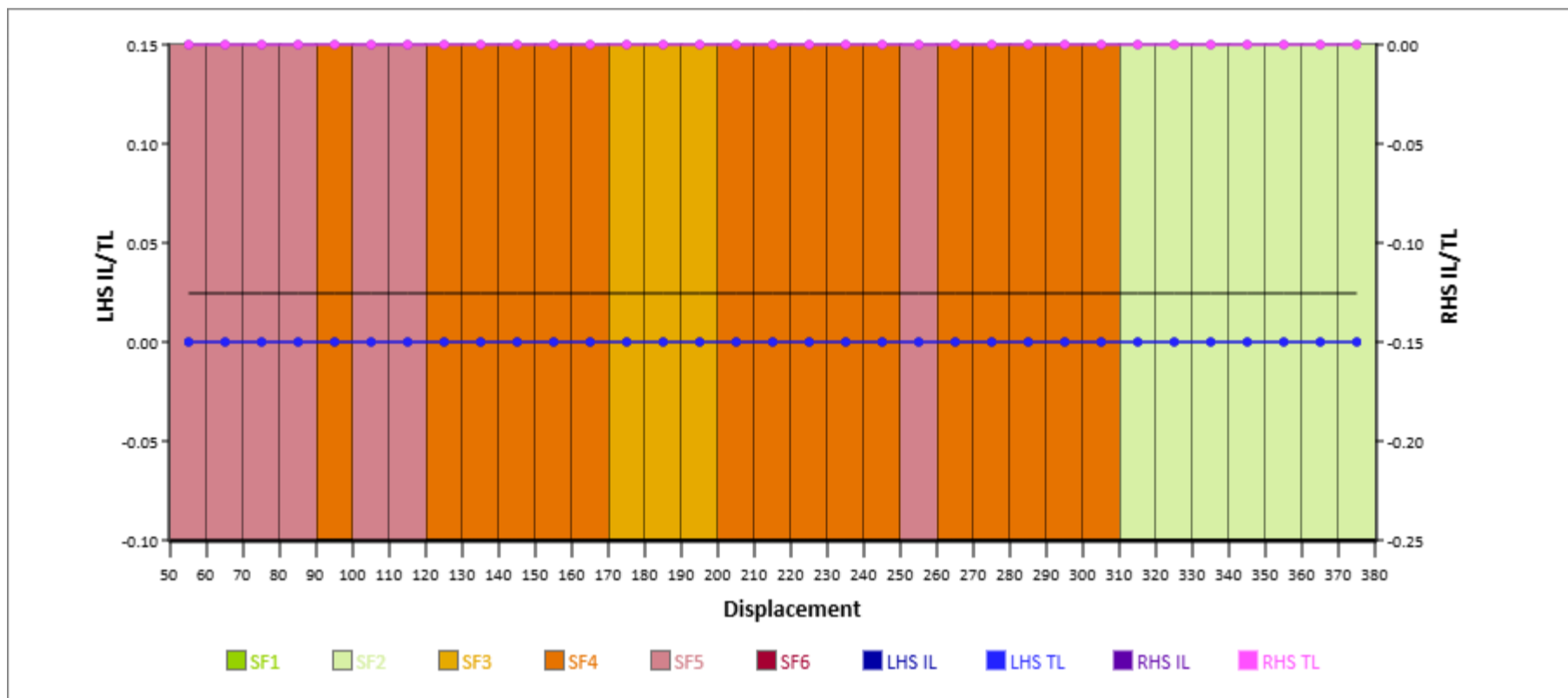
RP Start

50

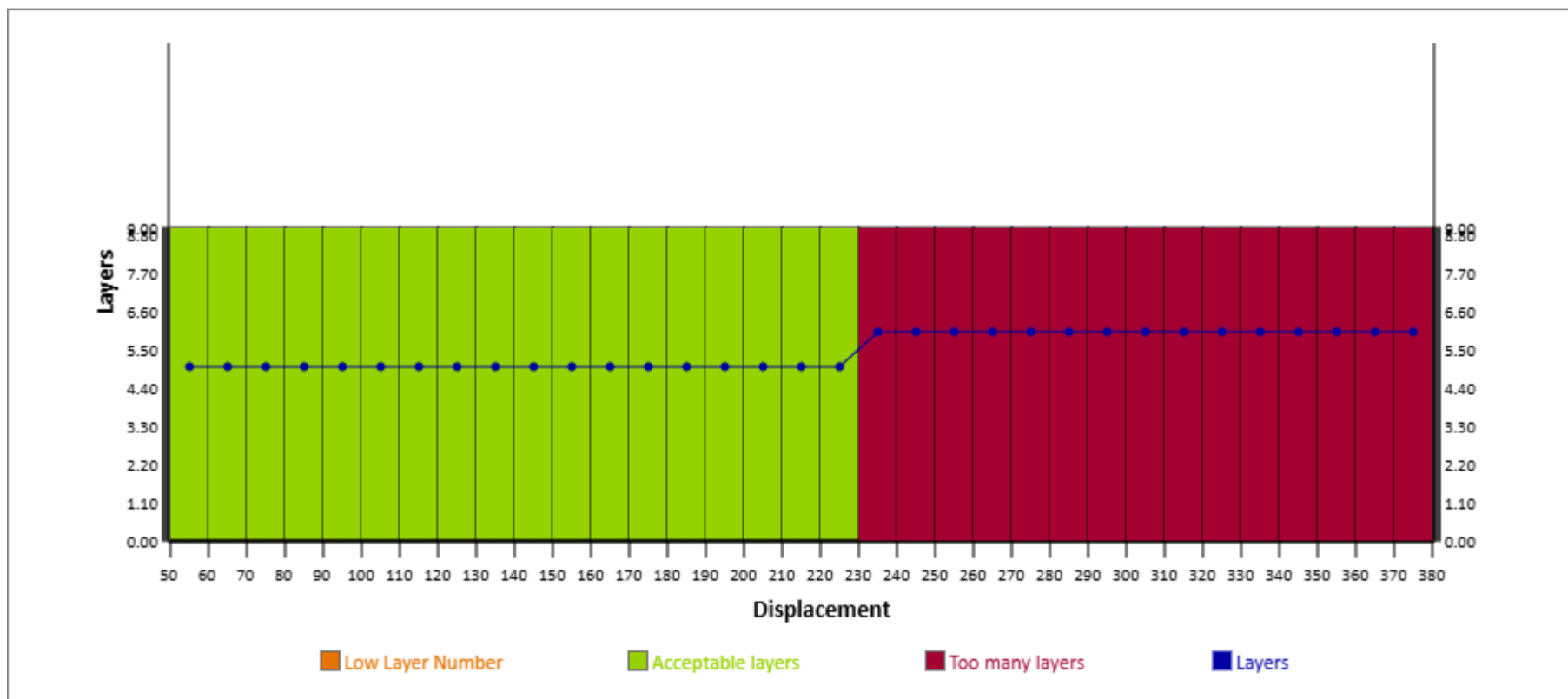
RP End

372

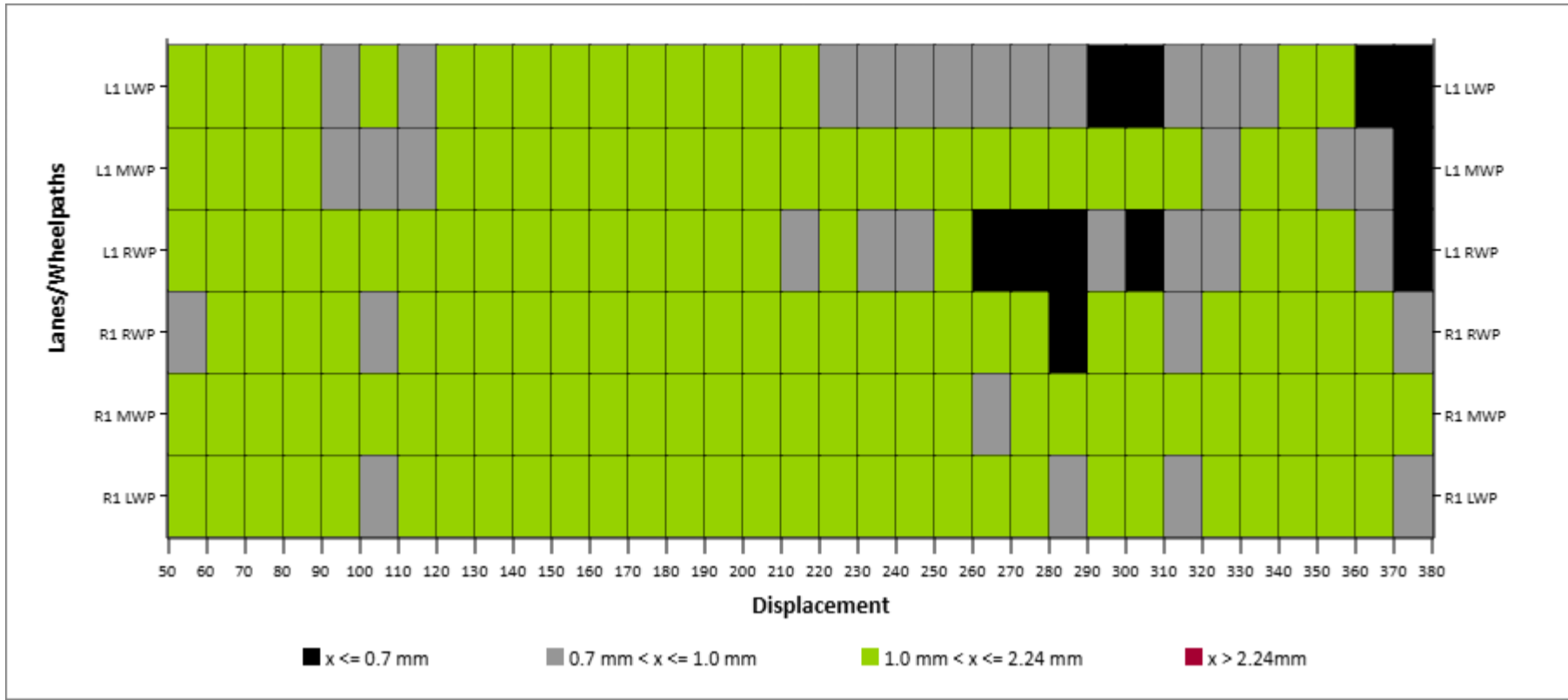
**STRESS MAP GRAPH**



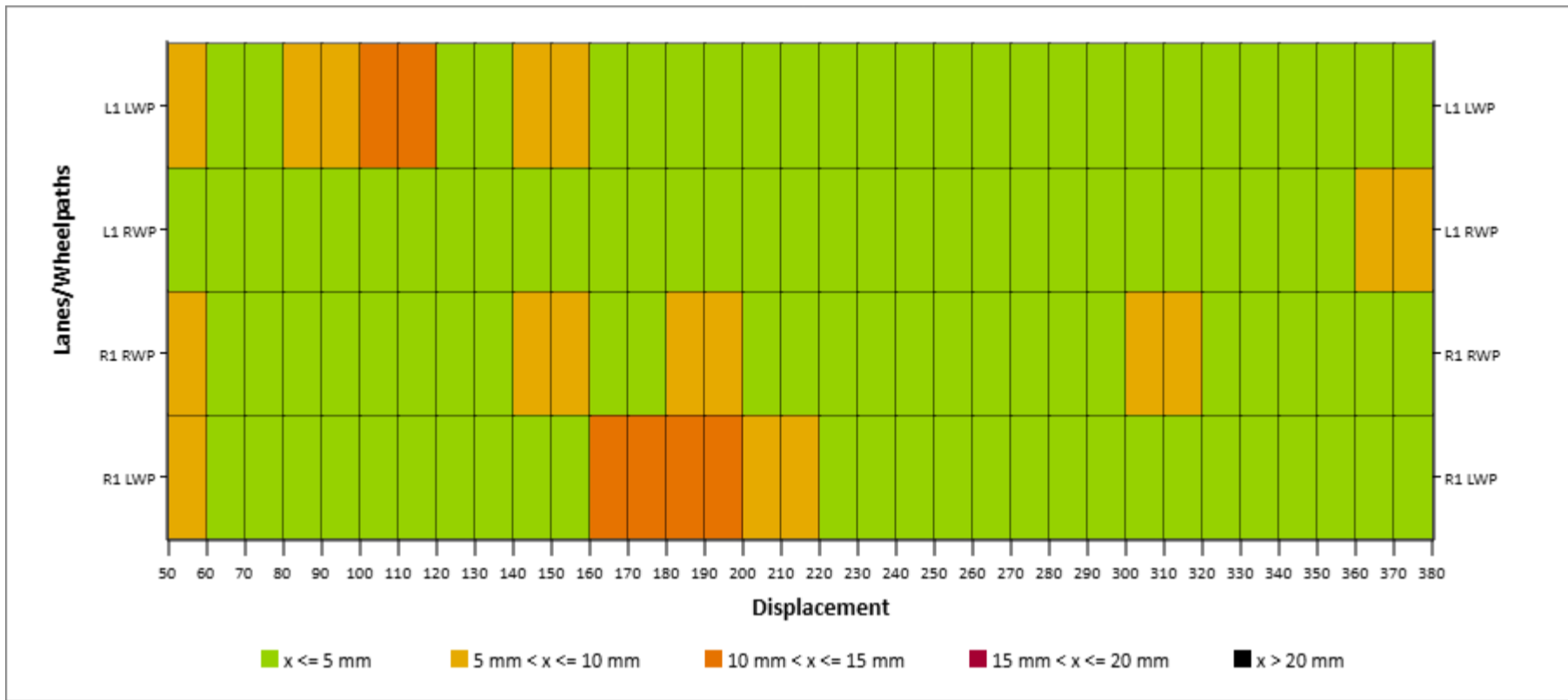
**LAYER STABILITY GRAPH**



### TEXTURE HEATMAP GRAPH



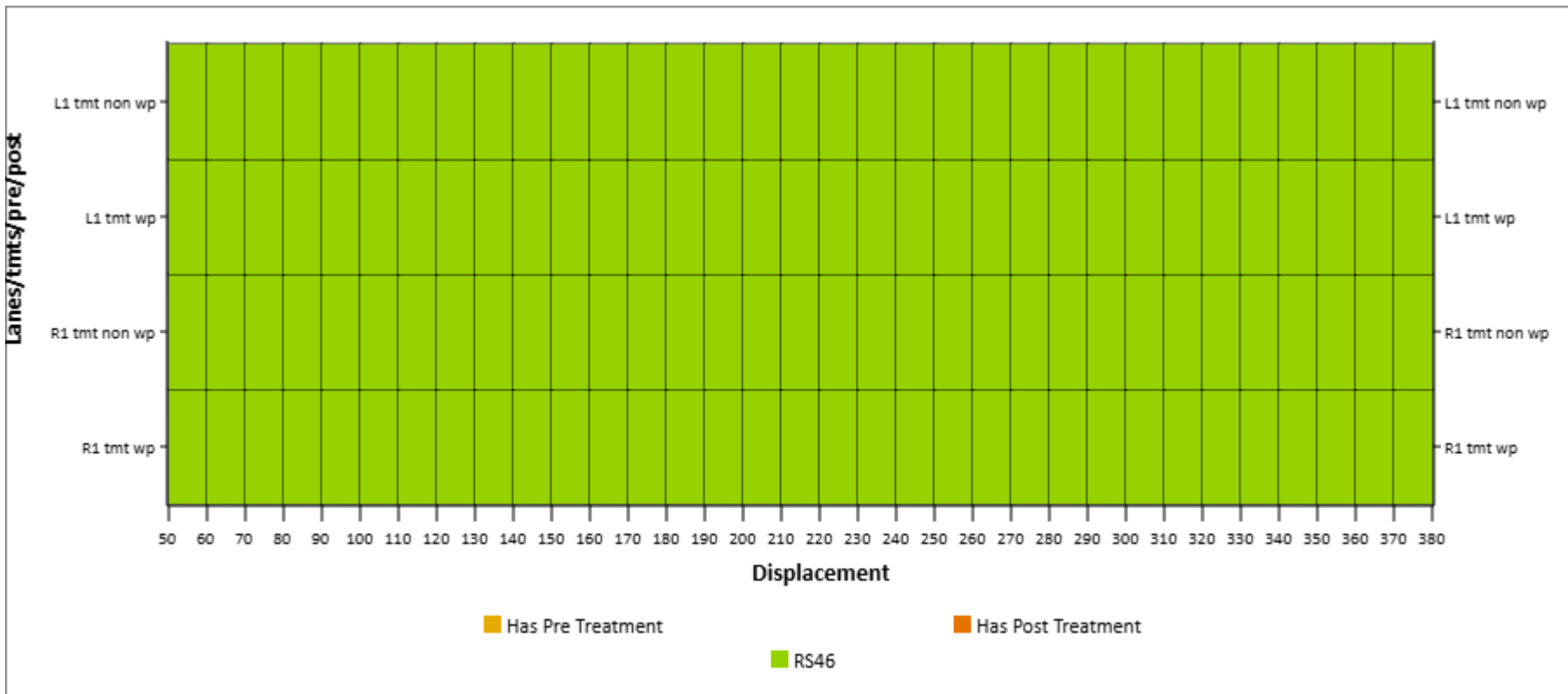
### RUTTING HEATMAP GRAPH



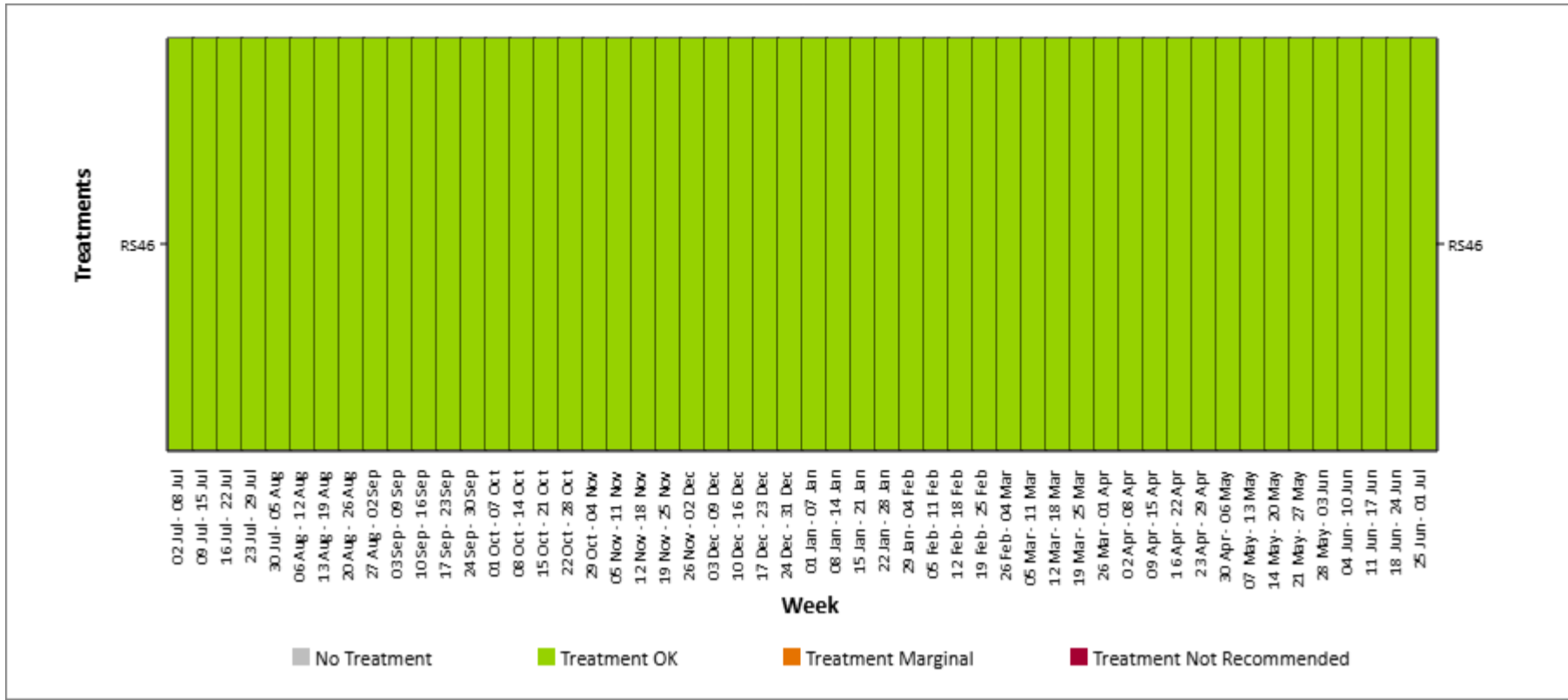
### Treatments

Treatment Instruction

T4/6 PME -  
Spray full width of 1.12 L/m2 - Lay Grade 4 on bottom coat.



### Construction Timing Risk



### Design Life

	1	-	-	-	-	-	-	-	-
<b>Treatment</b>									
Code	RS46	-	-	-	-	-	-	-	-
Use In Design	Yes								
Design Life	8.13								
ELV	2,608								
Largest Chip Size	4								
Largest Chip ALD	7.22								
Texture Life	10.00								
Binder Life	8.13								
Polishing Life	-								
Use In Design	Yes								
Design Life Reduction	Required								
Proposed Design Life (years)	7								

**RISK PROFILE**

Treatment 1 - High Stress. A percentage of this site, identified as Stress Factor 4-5 sections will be susceptible to increasing degrees of chip roll-over and associated binder tracking or even chip loss; particularly whilst the seal is orientating and/or during periods of sustained high temperature. CSNS 174-176. T10 performance is likely to be compromised in this situation.

RS46

SCRIM. Summer traffic loading from access road turning may cause chip roll over with binder tracking. This could result in early texture P17 and T10 (SCRIM) failure.

SCRIM. Expect P17 texture and T10 failure to occur in the first summer.

Residential. Property accessway turning stress (dinner plate power steering) are likely to cause chip rollover, binder rise, binder tracking and flushing, especially in elevated pavement temperatures.

Performance. Downer NZ accept no liability for chip-loss or flushing as a result of this treatment selection.

Layer Stability. Please note - Where seal depths exceed 40mm expect layer instability. Due to the depth of seals on site the expected seal design life is difficult to access and is very likely to be significantly shorter than previous seal lives. Chipsealing NZ pages 113 & 177 refers.

Layer Stability. Surface Hardness (Layer Stability)

This site has in excess of 5 seal layers (>40mm) potentially affecting Layer Stability.

Texture Measurement Performance Criteria for Table 2 P17 and Table 3 T10 cannot be guaranteed particularly with consideration of traffic volume and prolonged elevated pavement temperature.

Isolated G4 dry chipping treatments may be required on arrival to site for flushed areas. Keep G4 Dry chip windows open.

Coarse texture/ Scab areas must be texturised as a pre seal repair.

Spray rate on shaded areas will be adjusted while spraying the bottom coat on the run. Adjustment factor of (+/-) 0.05 L/m<sup>2</sup> decided by the foreman according to the site conditions.

**Sign Off**

Seal Design:	Designed By:	Hari AshokKumarNandhini	Date:	01-Oct-2025
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Peer Review:	Reviewed By:	Paul Reilly	Date:	02-Oct-2025
Melanesia Road – Site ID 12968 – RP 50–372 – G4/6 PME – Steep gradient, existing flushing, pre reseal repairs are required prior to sealing. Dry chipping on flushed areas will be required prior to sealing. Parking bays on both shoulders, spray rate will need to be increased with additional rolling on these untrafficked areas. This is an urban site, damage may occur from slow turning vehicles entering and exiting driveways / parking bays. The prescribed treatment is suitable for the existing surface texture, environment and site conditions.				

Client:
Awaiting Client agreement/rejection