



Background:

Transport for New South Wales (TfNSW) is responsible for assessing damages and proposed restoration works for sealed pavements that are impacted by an eligible Natural Disaster. Sealed pavement damage can range from minor potholes right through to the complete loss of a sealed surface. The NSW Natural Disaster Essential Public Asset Restoration Guidelines 2018 (EPARG) provides examples of eligible pavement reconstruction works in Appendix E Clause 2.2.

Clauses 4.8 and 4.9 of The Guidelines outlines that TfNSW will consider the age and design life of the asset, the extent and appropriateness of maintenance undertaken, the original design and construction of the asset, and other factors that may be relevant. Funding may be rejected or reduced based on this information.

This fact sheet provides further clarifications on the eligibility of sealed pavement damages, with the goal of assisting Councils in submitting claims for eligible road restoration works.

Eligible sealed pavement damages:

Some common pavement Natural Disaster Recovery damage repair methods are:

- Patching/pothole repairs:
 - This involves filling holes that have developed in a sealed road with a mixture of bitumen and stone.
 - This repair may be either temporary or permanent with a focus on reducing further deterioration of the pavement and is generally performed during the Emergency Works period.
 - TfNSW may decline applications for potholes that are considered part of Council's general maintenance practice, such as small, isolated potholes.
- Heavy Patching or In-situ Modified:
 - This is required only when the eligible damage warrants removal or replacement of existing pavement material, or through a stabilisation treatment.
 - The repair is to be limited to the direct area of the damage, and not half or full width pavement unless the damage extent can justify this.
 - The intention is to repair the damage to a design life commensurate with the remaining life of the adjacent pavement.

- Stripped seal:
 - The stripping of a seal because of storm or flood damage. For example, flood waters penetrate the seal causing bubbling, folding or complete loss of the seal. Loss of seal on the edge of a pavement due to fast moving water along table drains may also be considered eligible.
 - The repair method may require re-working or replacement of missing materials from the pre-existing pavement before being re-sealed.
 - Council may be asked to provide evidence such as rainfall data, flood map, published road closure notifications, or photo evidence of inundation of pavement showing that the damage occurred during the disaster.
- Rehabilitation:
 - Eligible when the road pavement has failed beyond the viability of conducting heavy patching repairs at individual locations. This repair method must provide value for money over other repair methods.
 - Pavement rehabilitation may include:
 - Applying a partial asphalt overlay on top of the deteriorated road surface;
 - Reworking and/or in situ modification of the existing pavement;
 - Improving the existing pavement with the addition of new material; or
 - Removal of the old pavement and replacement with new pavement.
 - In limited scenarios, large sections of rehabilitation greater than 1,000m² may be eligible where the degree of damage is substantial. TfNSW may request further information, such as geotechnical investigation, as part of the assessment.
 - Rehabilitation will be limited to existing road pavement width, thickness and material type. For example, a bitumen sealed pavement with 200mm thick DGB20 that is damaged full width will be eligible for a rip and recompact, and replacement with a new seal. Stabilisation with additives will be limited to volumes that assist with workability and trafficability of the repaired pavement.

Ineligible sealed pavement damages:

- Any damage that meets the criteria of Clause 3.5.3 – Ineligible restoration:
 - Damages not as a direct result of an eligible disaster.
 - Damages that occurred outside of the boundaries of the geographical area of the eligible disaster.
 - Damages attributed to poor maintenance, poor design or poor construction.
 - Damages within the council's responsibility to address during normal operations and maintenance circumstances.
- General pavement failures:
 - Rutting and depressions
 - Shoving or upheaval
 - Shoulder breakoffs
 - Cracking, such as block, crocodile, linear, transverse and edge cracks
 - Flushed seals
 - Raveling
 - The above standard failure types may be eligible if Council can prove that they are the direct result of a natural disaster, such as culvert failures, landslips, or shoulder loss due to storm/flood damage. Damage due to heavy equipment responding to bushfire emergencies will also be considered.
- Saturated pavements:
 - Clause 3.5.3 'Damage to pavements and subgrades that is caused by prolonged wet weather. This type of deterioration is considered to be a normal maintenance liability'.
 - TfNSW will assess these on a case-by-case basis, taking into account the nature, duration and extent of the disaster. For example, a pavement that fails quickly after being fully inundated by flood water might be deemed as eligible, but a pavement that fails after the event's emergency period may not.

- Asset upgrades:
 - Restorations that create new assets or significantly enhance the asset in place.
 - These include, but are not limited to:
 - Road widening
 - Drainage system upgrades
 - Sealing un-sealed shoulders
 - Re-sealing or asphalt overlays
 - New line-marking/signage, not in place prior to disaster
 - New kerb and gutter
 - Footpaths
 - New guardrail
 - Restoration work that enhances the road asset beyond its existing condition and/or significantly extends the function and design life of the asset, i.e. > 10 years, the Council must co-contribute the cost difference between the existing and proposed work as outlined in Clause 3.6 'Complementary Funding by Councils'.

Contact us

If you have any questions or would like more information on Natural Disaster Recovery, please contact the Local Government Team in our regional offices.



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