

35362 Pothole Repair Specifications

In a follow-up to 34973, I understand that the use of proprietary materials is covered by each manufacturer's instructions for use.

My interest is specifically in what specifications your organisation has for your own staff in the use of hot rolled asphalt, or any other hot bitumen-based material, which you use to infill/repair potholes in your authority's geographic area which have been noted by your own inspectors as part of their regular inspections.

Bearing in mind the above (specific) details, please provide me with the following information:

Do you have a drawing for the "overlay" repair which was mentioned in your reply? If no, please state that. If yes, please provide a copy.

No, we do not have a standard drawing for this. However, staff are trained to SVQ Level 2 in Road Maintenance which covers working with hot asphaltic material and know how to work with Hot Asphalt, how to lay and compact it and how best to leave a feathered edge depending upon the defect and road conditions present. Due to the varied nature of the defects it is not feasible to have a standard drawing.

Do you have a description, in terms of the works required on a step-by-step basis, for the "overlay" repair which was mentioned in your reply? If no, please state that. If yes, please provide a copy.

No. As above, staff are trained to SVQ Level 2 in Road Maintenance and so understand how to undertake this type of repair.

Do you have a rate/cost per repair (dependent on size if applicable) for the "overlay" repair mentioned in your reply? If no, please explain how costs for that work are charged. If yes, please confirm.

The work is recharged internally on a 'Cost-plus' basis.

What training is, or has been, given to your repair squads on the standard and/or specification required for the "overlay" repair mentioned in your reply? If no training is provided, please state that. If training is provided, then please provide copies of any documentation used, or issued to your repair squads, as part of that training.

Staff are trained to SVQ in Road Maintenance and NRSWA – Streetworks. These are nationally recognised training courses for highways maintenance. Further detail is available on the SQA website at:

<https://www.sqa.org.uk/sqa/65653.html>

From previous EIRs, I have seen street histories along with descriptions of defects/repairs and nowhere have I noticed your inspectors specifying a particular type of repair. Therefore, how do your repair squads know which type of repair is required at each location before attending each site?

The type of repair is often based upon a vast number of functions as highlighted in the previous response. Many of these the inspector may not be aware of at the time of inspection. The inspector will log the specific nature and conditions of the defect and the management team scheduling the works will allocate the type of repair which can be

achieved within the broad range of circumstances. Where the inspector feels there is a strong need for a particular type of repair, they will note this in the report or will escalate with their team leader for review.

Has training been provided to your inspectors in terms of specifying which type of repair is applicable and appropriate for each pothole/defect noted on inspections? If no training is, or has been, given please state that. If training is, or has been, given then please provide copies of any documentation used, or issued to your inspectors, as part of that training.

Our Road Inspectors have been trained to Highway Safety Inspectors Modular Training and Assessment which is an industry-recognised qualification and entitles them to be registered on the National Register of Highway Inspectors. Further detail is published on the Institute of Highway Engineers website at:

<https://www.theihe.org/registers/highway-inspectors-register/>

How do your inspectors notify and record the type/specification of repair instructed for each pothole/defect noted on inspections? Please provide an example to illustrate how this is recorded and if it appears on orders and in the street history.

They provide a description in the works description and select the relevant Schedule of Rates (SOR). They can also escalate internally to their team leader or call through to the depot as they feel necessary.

Please refer to the screen print example of the Works Order below:

Job		Additional		Current Status	
Job Number	50104821	Placed on W.O.	ROAD/82059559	Committed	Parent Job
Site	Wolseley Crescent		7902298		
Willowbrae, Edinburgh, City of Edinburgh					
Asset Id		Location	Ward 14 - From Jock's Lodge south & south-east to Abercom Road		
Asset No	1.00	Road Asset			
Area	North East Locality	Ward	14-Craigentinny/Duddingston		
Description	2 x CW potholes as marked (RD: CW Pothole)		Work Location	O/S no 9	
Job Type	RDSR	RD: Surfacing Response	Estimated Value	40.00	
Hazard Type	RD: Standard		Price Factor	Zero Rated	
Priority	RD: Cat 3 - 60 Day		Partial Payments	<input checked="" type="checkbox"/>	
Cost Code			Est. Start Date	00/00/0000 00:00:00	
Customer	CEC Roads		Actual Start Date	00/00/0000 00:00:00	
Customer Reference			Est. Completion	25/04/2022 14:30:23	
Pref. Contr.	ROAD	Roads: Reactive	Est. Completion	25/04/2022 14:30:23	
Status	200	Job Committed	Target Completion	25/04/2022 14:30:23	
Officer	SCW		Actual Completion	00/00/0000 00:00:00	

SOR Items		Status Log		Child Jobs	
Job Item No.	SOR Item Code	SOR Item Name		Item Quantity	Detail
1	RD0023	Pothole - Repair with Hot Asphalt		2.00	

The costing is done separately.