GENERAL NOTES

DEFINITIONS:

Effective Length 'L_{Eff}' : Length of proposed trench parallel to the road centre line.
Depth of Trench 'D' : Proposed depth of trench to be excavated (for overlap dimensions, depth to be taken until rock bed.
Reinstatement Overlap 'r' : Distance of reinstatement overlap between the initial saw cut and the extremity of the final reinstatement.
Buffer Distance 'b' : Distance between final reinstatement saw cut and any existing kerb / footpath / trench line / edge / joint.
Transverse Overlap : reinstatement width extending perpendicularly to the road centre line (across the road).
Longitudinal Overlap : reinstatement width extending parallel to the road centre line (along the road).
Existing centre joint / line / trench / edge: Any existing building lines / kerbs / footpaths / line markings / road infrastructure / road equipment / street furniture / concrete joints / asphalt joints / existing trenches covered by a valid road works permit.

DEFINING THE ROAD CONDITION:

For proposed trenches with Effective Length 'L_{Eff}' > 20.00m:
Less than 30% having existing trenches/defects within the Effective Length 'L_{Eff}' : **Intervention Category 1**
30% or more having existing trenches/defects within the Effective Length 'L_{Eff}' : **Intervention Category 2**

For proposed trenches with Effective Length 'L_{Eff}' < 20.00m:

Take 30 metres before (to the left of) the Effective Length of the trench -
Less than 30% having existing trenches/defects within the Effective Length and 30 metres: **Intervention Category 1**
30% or more having existing trenches/defects within the Effective Length and 30 metres: **Intervention Category 2**

Take 30 metres after (to the right of) the Effective Length of the trench -
Less than 30% having existing trenches/defects within the Effective Length and 30 metres: **Intervention Category 1**
30% or more having existing trenches/defects within the Effective Length and 30 metres: **Intervention Category 2**

If **at least one side is considered as a Intervention Category 1**, the proposed trench is to be considered as being a **Intervention Category 1**.
If **both sides are considered as a Intervention Category 2**, the proposed trench is to be considered as being a **Intervention Category 2**.

CALCULATING REINSTATEMENT OVERLAPS:

For all Intervention Categories;

Reinstatement overlaps are to be calculated according to the largest depth within stretches of works not larger than 20 metres.

For reinstatement having one bituminous layer
Reinstatement Overlap 'r' = 0.30m (for the first 2 metres depth) + 0.30m for every additional metre + distance of collapse/cracks/caving-in (until solid rock is found).

For resintatement having more than one bituminous layers
Reinstatement Overlap 'r' = 0.15m for every layer (for the first 2 metres depth) + 0.3m for every additional metre (base course only) + distance of collapse/cracks/caving-in (until solid rock is found).

If the Buffer **Distance 'b'** between the final reinstatement saw cut and any existing kerb/trench line/edge/joint is less than 0.5 metres, the reinstatement shall extend perpendicular to the nearest kerb/trench line/edge/joint with no acute angles.

For Intervention Category 1 (cases 4 / 5 / 6) :

The transverse (across the road) overlaps are to extend to the nearest parking bay width / centre of wheel path /asphalt joint / centre line / edge / kerb.

The longitudinal (along the road) overlaps are to extend in a rectangular and orthogonal fashion, with no acute angles.

LEGEND:

- Initial saw cut
- Trench excavation area
- Area of damage/collapse
- Final reinstatement overlap saw cut

Transport Malta
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