**Testing of subgrades in new PDS: Standardised investigation and testing requirement**

NZTA previously moved to a risk-based investigation and testing approach so that the most appropriate risk is chosen for specific works, be they new works or rehabilitations. Although still applicable, with the move to the Pavement Design Standard where the expectations are clearly and unambiguously stated, this risk-based approach needed to be modified.

In pavement engineering, risk is generally expressed in terms of the Project Reliability factor (PR), where a Project Reliability of 95%, means that over the design period there should only be around 5% failure. The PR was based on the ONRC road classification, but investigation and testing, based on Levels 1-4.

After much debate, the NZTA Pavement Design Standard now applies PR to all aspects of the pavement design, including pavement / geotechnical investigations and testing. However, the PR includes other factors such traffic levels, the desired service level and place situated. As such the risk coverage has increased significantly.

In the investigation and testing area, we have standardised requirements based on the PR, meaning that for a specific PR factor, the investigation and testing requirements will be similar.