PAVEMENT STANDARD DRAWINGS

ASPHALT

Volume 2 - Maintenance

Related drawings:
Volume 1 - New Construction
TABLE 2.1: ABBREVIATIONS

<table>
<thead>
<tr>
<th>SYMBOL</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>CRCP</td>
<td>Continuously Reinforced Concrete Pavement</td>
</tr>
<tr>
<td>LCS</td>
<td>Lean-Mix Concrete Subbase</td>
</tr>
<tr>
<td>SMZ</td>
<td>Selected Material Zone (upper subgrade)</td>
</tr>
<tr>
<td>PCP</td>
<td>Plain Concrete Pavement</td>
</tr>
<tr>
<td>UNO</td>
<td>Unless Noted Otherwise</td>
</tr>
<tr>
<td>DG/DGA/AC</td>
<td>Dense Graded Asphalt</td>
</tr>
<tr>
<td>SMA</td>
<td>Stone Mastic Asphalt</td>
</tr>
<tr>
<td>OGA/QGA</td>
<td>Open Graded Asphalt</td>
</tr>
<tr>
<td>QDP</td>
<td>Quick Drying Prime</td>
</tr>
<tr>
<td>CR8</td>
<td>Cationic Rapid Set</td>
</tr>
</tbody>
</table>

NOTE 5; ALL NUMERIC NOTES ARE LOCATED ON SHEET 03.

SHEET A, TABLE B (LIKEWISE "FIGURE A.B")

OVERLAY CONSTRUCTION - TRANSVERSE TIE-IN

OVERLAY CONSTRUCTION - LONGITUDINAL TIE-IN
TABLE 3.1: ALLOWABLE ASPHALT LAYER THICKNESS (mm)

<table>
<thead>
<tr>
<th>ASPHALT TYPE</th>
<th>ALLOWABLE ASPHALT LAYER THICKNESS FOR DIFFERENT NOMINAL ASPHALT SIZE (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 mm</td>
</tr>
<tr>
<td>DENSE GRADED ASPHALT (OGA)</td>
<td>15 - 25</td>
</tr>
<tr>
<td>STONE MASTIC ASPHALT (SMA)</td>
<td>-</td>
</tr>
<tr>
<td>OPEN GRADED ASPHALT (OGA)</td>
<td>-</td>
</tr>
</tbody>
</table>

NOTES
1. Table 3.1 provides the allowable asphalt layer thickness for different nominal asphalt sizes.
2. The values are given for various thicknesses ranging from 6 mm to 20 mm.
3. For DENSE GRADED ASPHALT (OGA), the thickness ranges from 15 mm to 20 mm.
4. For STONE MASTIC ASPHALT (SMA), the thickness is not specified.
5. For OPEN GRADED ASPHALT (OGA), the thickness is not specified.
6. The table does not include values for asphalt types with nominal sizes outside the range covered in Table 3.1.
7. For more detailed requirements, refer to the specifications provided in the referenced documents.
If third lane is required, second lane to be offset as per first lane.

NOTE:

LONGITUDINAL JOINT - SECTIONS AND DETAILS

Table: PAVEMENT
Plot Driver: ASPHALT
File Path: PAVEMENT
Printed by:

A3 ORIGINAL
THIS SHEET MAY BE PREPARED USING COLOUR AND MAY BE INCOMPLETE IF COPIED

ASPHALT BASE AND GUTTER
SA OR SO KERB

OPEN GRADED ASPHALT WEARING COURSE
DENSE GRADED ASPHALT WEARING COURSE
STONE MASTIC ASPHALT WEARING COURSE

WEARING COURSES ADJACENT TO KERB AND GUTTER

NOTE:
(a) If third lane is required, second lane to be offset as per first lane.
ASPHALT OVER CONCRETE BASE

CONCRETE TRANSVERSE JOINTS NOT SHOWN FOR CLARITY

NOTES:

(a) PAVEMENT TYPES:

- ASPHALT WEARING COURSE
- ASPHALT OVER CONCRETE BASE
- FLEXIBLE PAVEMENT

(b) Refer to RMS Rigid Pavement Standard Drawings for all concrete details.

(c) Refer to RMS standard pavement subsurface drainage details.

(d) Slab widths and all lane widths are indicative only.

(e) All dimensions are in metres unless noted otherwise.

LONGITUDINAL JOINTS

PCP LONGITUDINAL JOINTS SEE NOTE (b)

SMZ SELECT MATERIAL ZONE (TYPICAL)

LCS SUBBASE (TYPICAL)

ASPHALT JOINT AND LANE MARKING

CONCRETE BASE

LONGITUDINAL JOINTS

ASPHALT JOINT PLACEMENT

SMZ SELECT MATERIAL ZONE (TYPICAL)

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CONCRETE BASE

LONGITUDINAL JOINTS

ASPHALT JOINT PLACEMENT

SMZ SELECT MATERIAL ZONE (TYPICAL)

LCS SUBBASE (TYPICAL)
**NOTES:**

- SHORTER LENGTHS MAY COMPROMISE RIDE QUALITY
- Heavy tackcoat should be sprayed within the transition zone, particularly on exposed granular pavement.

### TABLE 7.1

<table>
<thead>
<tr>
<th>POSTED SPEED LIMIT</th>
<th>60 km/h</th>
<th>80 km/h</th>
<th>≥ 100 km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRANSITION LENGTH (m)</td>
<td>3</td>
<td>5</td>
<td>10</td>
</tr>
</tbody>
</table>

**NOTES:**

- Potential areas of weakness are located within the transition zone.

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**Stage 1 (Existing):**

- Existing Asphalt
- Area to be Overlayed
- Gravel Pavement

**Stage 1 (Existing):**

- Existing Seal
- Area to be Overlayed
- Gravel Pavement

**Stage 2:**

- Existing Asphalt
- Cut Chamfer into Existing Pavement
- Gravel Pavement

**Stage 2:**

- Existing Seal
- Cut Chamfer into Existing Pavement
- Gravel Pavement

**Stage 3:**

- T denotes thickness of existing wearing course.

**Stage 3:**

- X denotes thickness of new asphalt overlay.

**Longitudinal Cross Section:**

- Asphalt Overlay Construction Tie-In Drawings

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**Overview:**

- Stage 1: EXISTING ASPHALT
- Stage 2: TRANSITION LENGTHS FOR ASPHALT OVERLAYS
- Stage 3: NEW ASPHALT OVERLAY

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**Transverse Tie-In:**

- Refer to Table 7.1

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</tr>
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**Notes:**

- Potential areas of weakness are located within the transition zone.
- Heavy tackcoat should be sprayed within the transition zone, particularly on exposed granular pavement.
TABLE 8.1: MINIMUM ASPHALT WEARING COURSE THICKNESS

<table>
<thead>
<tr>
<th>OVERLAY THICKNESS</th>
<th>30 mm</th>
<th>40 mm</th>
<th>50 mm</th>
<th>60 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEPTH OF CUT (mm)</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
</tr>
<tr>
<td>THICKNESS AT THINNEST POINT (mm)</td>
<td>16</td>
<td>19</td>
<td>21</td>
<td>24</td>
</tr>
</tbody>
</table>

NOTE: BASED ON 11 CHAMFER FROM KERB.

NOTES:
(a) New asphalt overlay to be placed maximum 10 mm above level of existing gutter.
(b) Cross sections only applicable to Dense Graded and Stone Mastic Asphalt Overlays. Open Graded Asphalt is to be laid above the level of the kerb and tapered at edge.