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| **Annexure MRTS30.1 (March 2024)** | | |
| **Asphalt Pavements** | | |
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| **Specific Contract Requirements** | | |
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| **Contract Number** | |  |
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| Note: | Clause references within brackets in this Annexure refer to Clauses in the parent Technical Specification MRTS30 unless otherwise noted. | | |

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| Binder (Clause 7.1.6) | | | | | |
|  | The following binder requirements apply. | | | | |
| Location | | Course | Asphalt Designation | Binder Class | Binder Specification |
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| Where no indication is given, the Contractor shall use a binder complying with the requirements of the guide note contained within Clause 1.1 of MRTS30 Asphalt Pavements. | | | | | |

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| Crack filling (Clause 8.2.3) | |
|  | Cracks are to be filled in the following areas. |
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| Strain alleviating fabric strips (Clause 8.2.4) | |
|  | Strain alleviating strips are required in the following areas. |
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| Material transfer vehicle (Clause 8.3) | |
|  | A material transfer vehicle is required to be used in the paving process for the following dense graded asphalt layers. |
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| Structures (Clause 8.3) | | | |
|  | Load limits apply on structures within the Works as follows. | | |
| Structure | | Chainages | Details |
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| Placement trial (Clause 8.11)  |  | | --- | | An example of where a placement trial may be specified is a large scale/high risk project. | | |
|  | A placement trial is required for each of the following layers. |
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| Vertical tolerance control (Clause 9.4.2.1) | | | | | | |
|  | The following vertical tolerance controls shall apply. | | | | | |
| Item Number | |  |  |  |  |  |
| Level Control | |  |  |  |  |  |
| Thickness Control | |  |  |  |  |  |
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| Road roughness (Clauses 9.6.1 & 9.6.2)  |  | | --- | | A better road roughness (i.e., lower roughness count) costs more to achieve than a poorer road roughness. Therefore, it is important that an appropriate road roughness requirement is specified for the surfacing layer of the particular project involved.  A maximum international roughness index of 1.93 m/km (i.e., NAASRA roughness count of 50 counts per kilometre) typically applies for the department’s roads. However, a lower maximum international roughness index of 1.56 m/km (i.e., NAASRA roughness count of 40 counts per kilometre) may be specified in some instances (e.g., for heavily trafficked, high speed roads such as motorways, arterial roads and national highways).  For road resurfacing work where the existing asphalt surface is milled/profiled to a nominal depth prior to the placement of a single layer of asphalt, the roughness reduction formula provided in Clause 9.6.2 applies.  Road roughness is not typically specified for routine maintenance works (i.e., pavement repairs / patching). | | |
|  | The road roughness requirements for the Works (including areas of pavement where road roughness is not a requirement) shall be as follows. |
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| If no indication is given, a maximum international roughness index of 1.93 m/km shall apply. | |

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| Supplementary requirements (Clause 11) | |
|  | The following supplementary requirements shall apply. |
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