

Technical Specification

**Transport and Main Roads Specifications
MRTS104 Asphalt Geosynthetics for Delaying Pavement
Reflective Cracking**

November 2025

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1 Introduction

This Technical Specification applies to the material and construction requirements for asphalt geosynthetics used to delay reflective cracking in road pavement applications. The asphalt geosynthetic is installed to delay reflective cracking in the overlying asphalt layer(s), thereby reducing future maintenance activities. The asphalt geosynthetics types used in road pavements are described in Table 1.

Table 1 – Asphalt geosynthetic types

Asphalt geosynthetic type	Description
Geogrid without geotextile backing	A geogrid without a geotextile backing. The geogrid mesh structure typically has a self-adhesive backing (or glue) for assisting with installation and bonding to the underlying surface. A bituminous emulsion tack coat or bitumen bond coat may also be required to assist with installation and bonding.
Geogrid with geotextile backing	A geogrid with a geotextile backing. The geotextile backing is primarily for assisting with installation and bonding to the underlying surface. A bitumen bond coat is required to assist with installation and bonding. The geotextile backing typically has a mass of between 15 to 150 g/m ² .

This Technical Specification shall be read in conjunction with MRTS01 *Introduction to Technical Specifications*, MRTS50 *Specific Quality System Requirements* and other Technical Specifications as appropriate.

This Technical Specification forms part of the Transport and Main Roads Specifications Manual.

Delaying reflective cracking

Reflective cracking in road pavements are typically induced by 3 failure modes:

1. thermal expansion
2. shear, and
3. bending (fatigue).

These failure modes cause cracking in the lower pavement layers which eventually propagate to the surface of the pavement.

Figure 1(a) - Thermal expansion induced crack

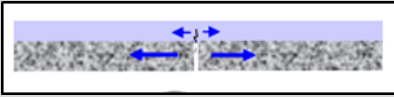


Figure 1(b) - Shear induced crack

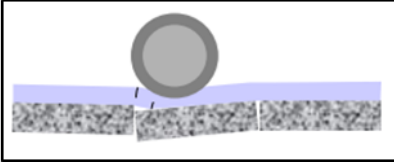
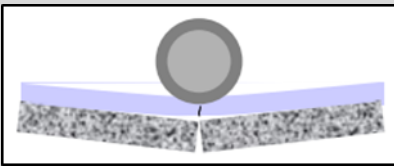


Figure 1(c) - Bending (fatigue) induced crack



Using an asphalt geosynthetic as an interlayer system, assists in delaying any cracking from propagating through the overlying asphalt layer(s). Asphalt geosynthetics can dampen stress, relieve strain, and provide reinforcement to the asphalt overlay. The asphalt geosynthetics used must provide tensile strength at low (<2%) deformation (or strain). When designed and installed correctly, asphalt geosynthetics can provide a more effective crack mitigation treatment than a Strain Alleviating Membrane Interlayer (SAMI) seal, or Geotextile Reinforced Seal (GRS).

Figure 1(d) - Typical asphalt overlay reflective cracking treatment

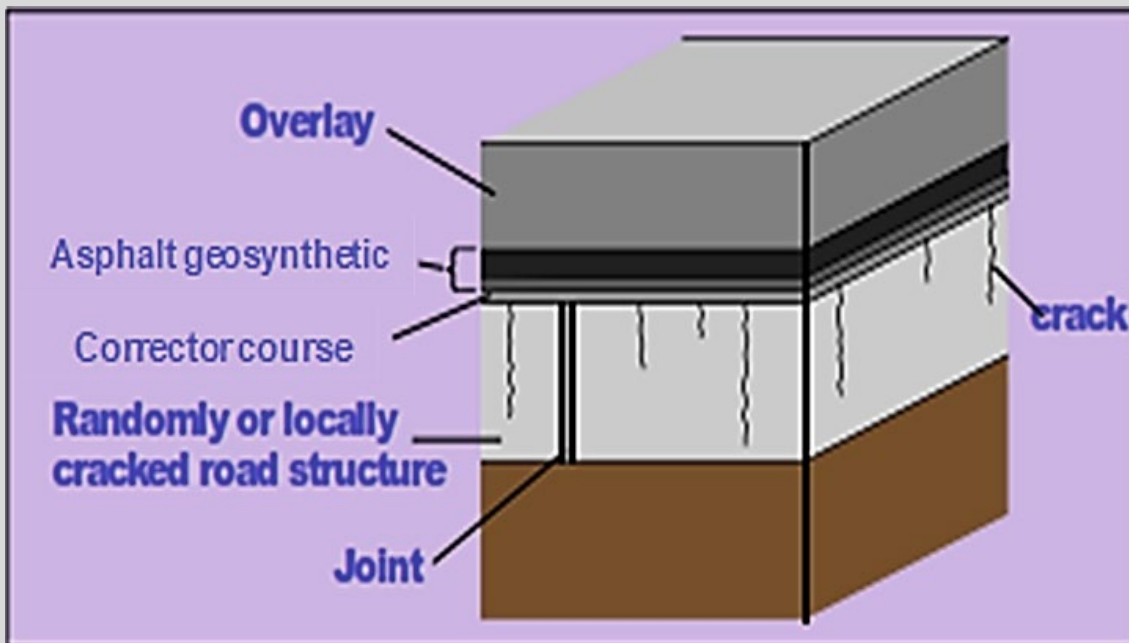
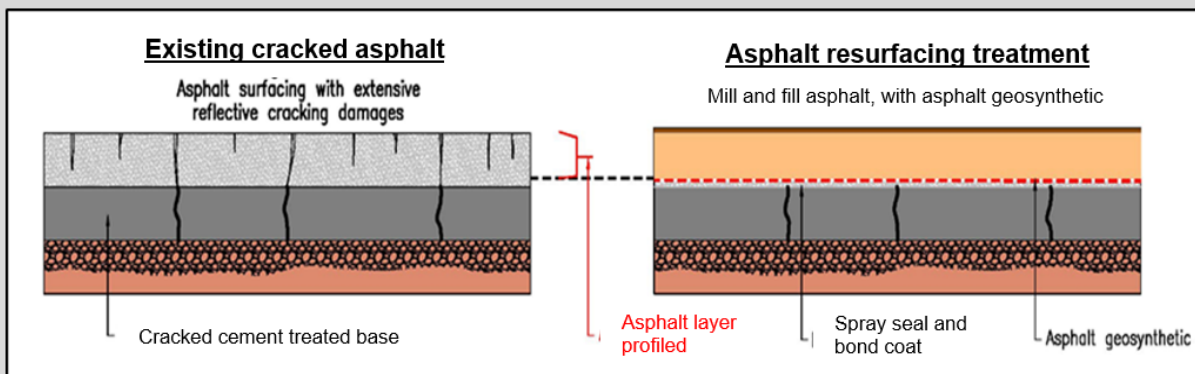


Figure 1(e) – Typical asphalt inlay (or 'mill and fill') reflective cracking treatment



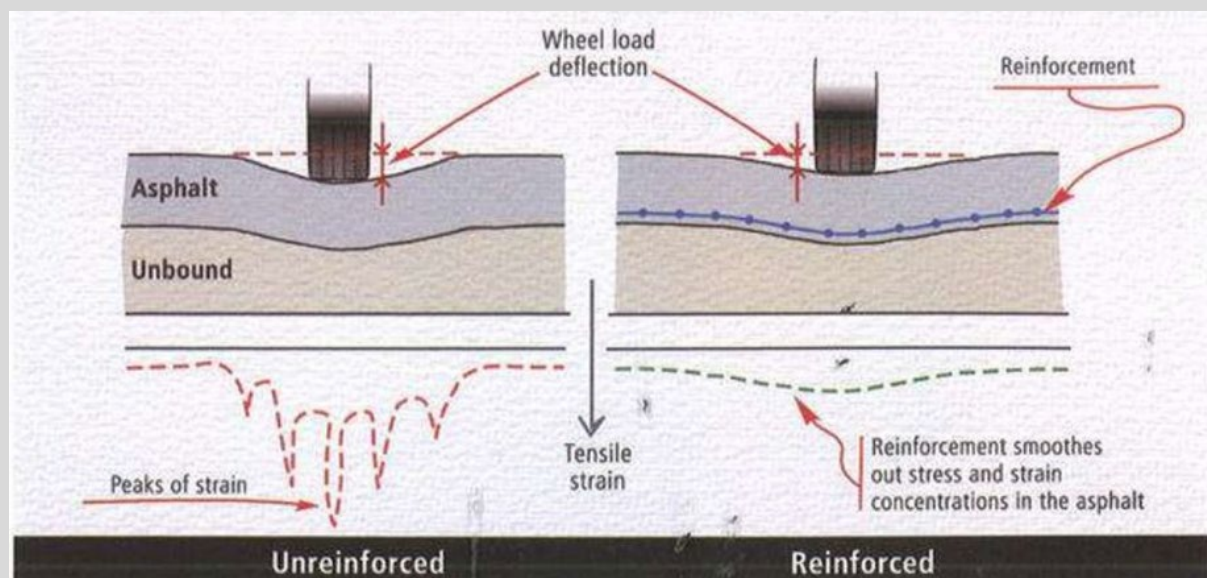
Reinforcement function for improved fatigue performance

It is acknowledged that in addition to delaying reflective cracking in road pavements, asphalt geosynthetics can also provide a reinforcement function that can improve the fatigue performance of the overlying asphalt layer(s).

Strong interlayer bonding between the asphalt layers and asphalt geosynthetics act as a combined reinforced system which reduces the horizontal tensile strain at the bottom of the asphalt layer, leading to increased fatigue life.

Transport and Main Roads currently has no published design approach for this reinforcement function and does not consider this function when determining a pavement's fatigue life. This Technical Specification only applies to asphalt geosynthetics used to delay reflective cracking in road pavements.

Figure 1(f) – Asphalt geosynthetic reinforcement function



2 Definitions of terms

The terms defined in MRTS01 *Introduction to Technical Specifications* apply to this Technical Specification. Additional terminology relevant to this Technical Specification is defined in Table 2 below. Where indicated in Table 2, more complete definition is contained in the referenced clause.

Table 2 – Definitions of terms

Term	Definition
Asphalt geosynthetic	A geosynthetic type such as <i>geogrid without geotextile backing or geogrid with geotextile backing</i> . The asphalt geosynthetic is placed under overlying asphalt layer(s) to delay reflective cracking from propagating through the overlying asphalt layer(s).
Asphalt geosynthetic Manufacturer	The entity or company which is responsible for the manufacture of the asphalt geosynthetic materials. In most cases, asphalt geosynthetic materials are manufactured overseas and imported into Australia for distribution.
Asphalt geosynthetic Supplier	The entity or company which is responsible for the supply and distribution of the asphalt geosynthetic rolls to Site.
Bitumen impregnation factor (<i>I</i>)	A percentage (%) of the geotextile backing's Bitumen Retention (B_r) which prescribes how saturated the geotextile shall be for installation purposes. It contributes to the calculation of the Bitumen Bond Coat Application Rate (B_t). Typically, it is 60 to 100% and shall be nominated by the <i>Supplier's Installation Guidelines</i> .
Bitumen retention (B_r)	The amount of bitumen required (in L/m ²) to completely saturate the geotextile backing. It contributes to the calculation of the Bitumen Bond Coat Application Rate (B_t). It shall be determined using Test Method ASTM D6140 <i>Bitumen Retention</i> .
Bitumen bond coat	A bitumen bond coat sprayed onto the prepared pavement surface to ensure a good bond between the underlying pavement surface, the asphalt geosynthetic and the overlying asphalt layer. Typically, the binder is unmodified Class 170 bitumen or bituminous emulsion. The bitumen bond coat shall be sprayed from a sprayer. Hand spraying may be carried out only in those areas where it is impractical to use a sprayer. A 'crew truck' (or similar) shall not be used for spraying the bitumen bond coat.
Bitumen bond coat application rate (B_t)	Bitumen bond coat application rate (L/m ²) is calculated and nominated as per Clause 9.5.2. It shall be measured as residual bitumen. It needs to consider the underlying prepared pavement surface texture and impregnation into the geotextile backing. Recommended bitumen bond coat application rates which are nominated in the <i>Supplier's Installation Guidelines</i> , shall be considered by the Contractor.

Term	Definition
Bituminous emulsion tack coat	A grade of bituminous emulsion that complies with AS 1160. It may be required for a <i>geogrid without geotextile backing</i> and is typically applied at a low rate (0.1 to 0.3L/m ² residual bitumen at 15°C).
Construction bond strength	The resulting connection force (or bond strength) between the installed asphalt geosynthetic and the underlying pavement surface. It is measured after the placement of the asphalt geosynthetic and prior to asphalt paving. It shall be tested and measured as described in Clause 9.6.5 and 10.2.4.
Cross Machine Direction (CMD)	Direction of the asphalt geosynthetic that is perpendicular to the Machine Direction (MD).
Geogrid	A synthetic planar structure (or mesh) formed by a regular network of tensile strength elements, with relatively large apertures to allow for interlocking of particles. The geogrid shall be made from <i>polymeric</i> or <i>glass fibre</i> materials that provide tensile strength at low deformation (or strain). A bituminous coating may be applied to the geogrid, to assist with bonding to the underlying pavement surface, the bitumen bond coat and the overlying asphalt layer. A polymer coating may be applied to the geogrid to reduce the construction damage. Refer to Table 7.2(a) for geogrid types and property requirements.
Geotextile (also referred to as geotextile backing)	A planar, permeable, polymeric (synthetic) textile material used in contact with the prepared pavement surface to assist with installation and bonding. The geotextile backing typically has a mass of between 15 g/m ² to 150 g/m ² . Refer to Table 7.2(b) for geotextile backing types and property requirements.
Glass fibre geogrid	A geogrid made of glass fibres with protective coating. It has very high stiffness, very high temperature resistance and low elongation (less than 4%) at breaking point.
Levelling course	A term that is sometimes used by asphalt geosynthetic Suppliers. Refer to 'corrector course', as per MRTS30 <i>Asphalt Pavements</i> .
Machine Direction (MD)	The manufacture production direction of the asphalt geosynthetic.
Manufacture batch	The amount of geosynthetic produced under the same standard operating conditions. Each manufacture batch shall have a unique identification code which can be traced to the manufacture test reports and the asphalt geosynthetic rolls delivered to site.
Manufacture sample	A representative sample taken during a manufacture batch. This sample shall be tested in accordance with Clause 10.2.1.
Melting point	The temperature at which the elastic modulus of the geosynthetic material changes significantly. It shall be determined using Test Method ASTM D276, or ASTM E794 <i>Melting Point</i> .

Term	Definition
Onsite sample	A representative sample taken from the asphalt geosynthetic product supplied to the Works. The sample shall be taken and tested in accordance with Clause 10.2.2.
Polyester (PET) geogrid	A geogrid made of polyester (PET). It has high temperature resistance and high elongation (up to 16%) at breaking point.
Polymeric geogrid	A polymeric geogrid made of Polypropylene (PP), Polyester (PET) or Polyvinyl Alcohol (PVA).
Polypropylene (PP) geogrid	A geogrid made of Polypropylene (PP). If punched and drawn (extruded), it generally has memory issues when unrolled and placed. Therefore, holding pins / nails are typically required in conjunction with the geotextile backing placed on the bitumen bond coat to keep the geogrid in place during asphalt paving operations.
Polyvinyl alcohol (PVA) geogrid	A geogrid made of Polyvinyl Alcohol (PVA). It has high stiffness, high temperature resistance (similar to polyester), but low elongation (less than 6%) at breaking point. It has a high resistance to alkaline environments.
Reflective cracking	Reflection cracks which arise from the underlying pavement layer(s) and propagate through the overlying pavement layer(s).
Resistance to construction damage	Damage during the construction process which can reduce the ultimate tensile strength of an asphalt geosynthetic. An asphalt geosynthetic's resistance to construction damage, shall be determined using Test Method ISO 10722 <i>Evaluate Construction Damage of Geosynthetics</i> .
Resistance to weathering (UV, moisture, and heat)	Deterioration of geosynthetics through exposure to ultraviolet (UV) light, moisture, and heat. An asphalt geosynthetic's resistance to weathering (UV, moisture, and heat) shall be determined using Test Method ASTM D4355 or EN 12224 <i>Resistance to Weathering</i> .
Self-adhesive backing	Typically, a glue-based non-bituminous adhesive backing which is laminated to the geogrid for assisting with installation and bonding. A geogrid can have a self-adhesive backing which covers the entire surface area, or only laminated to the geogrid ribs.
Serviceability tensile strength / stiffness	The tensile resistance of the geosynthetic to deformation developed at a specified allowable serviceability level (at 2% strain). It shall be determined using Test Method ASTM D6637 or ISO 10319 <i>Tensile Properties</i> .
Strain	The ratio of extension to the original length.
Surface texture allowance (B_s)	A measure of the surface texture of the underlying prepared pavement surface which contributes to the calculation of the Bitumen Bond Coat Application Rate (B_t). It shall be determined using Test Method ATM 250 <i>Modified Surface Texture Depth (Pestle Method)</i> .

Term	Definition
Ultimate tensile strength	The maximum tensile strength of the geosynthetic to deformation developed for a specific material when subject to tension by an external force. Tensile strength of the geosynthetic is the characteristic of a sample as distinct from a specimen and is expressed in force per unit width. It shall be determined using Test Method ASTM D6637 or ISO 10319 <i>Tensile Properties</i> .

3 Referenced documents

The requirements of the referenced documents listed in Table 3 below apply to this Technical Specification. Where there are inconsistencies between this Technical Specification and the referenced documents, the requirements specified in this Technical Specification shall take precedence.

Table 3 – Referenced documents

Reference	Title
AGPT Part 4G	<i>Austrroads Guide to Pavement Technology Part 4G: Geotextiles and Geogrids</i>
AGPT Part 4K	<i>Austrroads Guide to Pavement Technology Part 4K: Selection and Design of Sprayed Seals</i>
AS 1160	<i>Bituminous emulsions for the construction and maintenance of pavements</i>
AS 3705	<i>Geotextiles – Identification, marking and general data</i>
AS 3706.1	<i>Geotextiles – Methods of test – Method 1 – General requirements, sampling, conditioning, basic physical properties and statistical analysis</i>
MRTS01	<i>Introduction to Technical Specifications</i>
MRTS11	<i>Sprayed Bituminous Treatments (Excluding Emulsion)</i>
MRTS12	<i>Sprayed Bituminous Emulsion Surfacing</i>
MRTS17	<i>Bitumen and Multigrade Bitumen</i>
MRTS21	<i>Bituminous Emulsion</i>
MRTS30	<i>Asphalt Pavements</i>
MRTS50	<i>Specific Quality System Requirements</i>
MRTS57	<i>Geotextiles for Geotextile Reinforced Seals</i>
MRTS84	<i>Deck Wearing Surface</i>
PRM	<i>Transport and Main Roads Pavement Rehabilitation Manual</i>
TN175	<i>Selection and Design of Sprayed Bituminous Treatments</i>
-	<i>Geosynthetic Supplier's Installation Guidelines</i>

Reference	Title
-	<i>Geosynthetic Supplier's Product Specifications</i>

4 Standard Test Methods

The standard Test Methods listed in Table 4 shall be used in this Technical Specification. Further testing details and requirements are given in Clauses 7 to 10.

Further details of Test Method Numbers and test descriptions are given in Clause 4 of MRTS01 *Introduction to Technical Specifications*.

Table 4 – Standard Test Methods

Property to be tested	Method No	Test description
Bitumen retention	ASTM D6140	Determines the bitumen retention of geotextiles used in road pavement applications.
Mass per unit area	AS 3706.1 or ASTM D5261 or ISO 9864	Determines the mass per unit area of geotextiles for identification purposes and for use in technical data sheets.
Melting point	ASTM D276 or ASTM E794	Identification of fibres in geosynthetic materials.
Resistance to construction damage	ISO 10722	Index test procedure for the evaluation of mechanical damage under repeated loading. For the test, the damage is simulated using granular materials.
Resistance to weathering (UV, moisture, and heat)	ASTM D4355 or EN 12224	Deterioration of geosynthetics by exposure to light, moisture and heat.
Sampling of geosynthetics	ASTM D4354	Standard practice for sampling of geosynthetics for testing
Texture depth	ATM 250	Determines the surface texture depth of road surfaces, by the pestle technique using glass beads. The pestle technique is only applicable to surface texture depths greater than 0.3 mm.

Property to be tested	Method No	Test description
Elongation (MD / CMD)	ASTM D6637 or ISO 10319	Determines the tensile strength properties of geogrids by the single or multi-rib tensile method.
Ultimate tensile strength (MD / CMD)		
Serviceability tensile strength (at 2% strain) (MD / CMD)		

Resistance to construction damage

The placement and compaction of the asphalt on top of an asphalt geosynthetic may damage the asphalt geosynthetic. This damage is typically reflected by a reduction of the tensile strength properties of the asphalt geosynthetic.

Quantifying the amount of construction damage is determined by subjecting the asphalt geosynthetic to a placement and compaction cycle, exhuming the asphalt geosynthetic, and determining the ultimate tensile strength retained within the asphalt geosynthetic. The ultimate tensile strength of the uninstalled asphalt geosynthetic is compared to the ultimate tensile strength of the installed asphalt geosynthetic to derive at the construction damage reduction factor.

ISO 10722 is a laboratory index test which nominates a granular material to be placed and compacted on the geosynthetic sample to simulate the construction damage. Even though asphalt materials are not used, this test is considered a reasonable indication of the construction durability of asphalt geosynthetics.

ASTM D5818 is an alternative test method for assessing a geosynthetic’s resistance to construction damage. ASTM D5818 defines the standard practise for exposure and retrieval of geosynthetic samples to evaluate construction damage in full-scale test sections.

4.1 Accreditation of laboratories and technical facilities

All asphalt geosynthetic materials shall be manufactured under controlled conditions and shall have quality assurance to ensure a high standard of long-term performance. Testing under ASTM / EN / ISO Test Methods shall be conducted by a laboratory accredited under the following:

- a) National Association of Testing Authorities (NATA)
- b) NATA’s partners by Mutual Recognition Arrangements (MRA), or
- c) GAI-LAP.

The requirement for the laboratory to be a registered Construction Materials Testing (CMT) Supplier in accordance with MRTS50 *Specific Quality System Requirements*, shall be relaxed.

There is a very limited number of accredited geosynthetic testing laboratories located in Australia, with most laboratories located overseas. Therefore, provided the geosynthetic testing laboratory meets the accreditation requirements of this clause, the requirement for the laboratory to be a registered CMT Supplier can be relaxed.

5 Quality system requirements

5.1 Hold Points, Witness Points and Milestones

General requirements for Hold Points, Witness Points and Milestones are specified in Clause 5.2 of MRTS01 *Introduction to Technical Specifications*.

The Hold Points, Witness Points and Milestones applicable to this Technical Specification are summarised in Table 5.1.

Table 5.1 – Hold Points, Witness Points and Milestones

Clause	Hold Point	Witness Point	Milestone
5.2	1. Acceptance of construction procedures		Supply of construction procedure (14 days)
7.2	2. Acceptance of technical data sheets, test reports and certificates		Supply of technical data sheets, test reports and certificates (14 days)
8	3. Acceptance of onsite storage		Delivery of asphalt geosynthetic material to the Site (14 days)
9.1			Technical prestart meeting (3 days)
9.2	4. Placement trial (approval to proceed)		
9.3.3		1. Marking out of cracks to be filled	
9.3.4		2. Inspection of prepared pavement surface	
9.5.2	5. Confirmation of bitumen bond coat application rate		

Clause	Hold Point	Witness Point	Milestone
9.5.3	6. Demonstration trials of bituminous emulsion bond coat (where applicable)		
9.5.6		3. Inspection of sprayed bitumen bond coat prior to placement of asphalt geosynthetic	
9.6.4		4. Inspection of asphalt geosynthetic joints and overlaps prior to asphalt paving	
9.6.5		5. Construction bond strength testing prior to asphalt paving	
9.6.7		6. Inspection of placed asphalt geosynthetic prior to asphalt paving	
10.2.2		7. Onsite sampling of asphalt geosynthetic material	
10.3	7. Acceptance		

5.2 Construction procedures

The Contractor shall prepare documented procedures for all construction processes as defined in Clause 6 of MRTS50 *Specific Quality System Requirements*.

The Contractor shall prepare documented procedures detailing all work described in this Technical Specification.

The Contractor's construction procedure should consider the details provided in the following documents:

- Transport and Main Roads *Pavement Rehabilitation Manual*
- Austroads *Guide to Pavement Technology Part 4G: Geotextiles and Geogrids*
- Asphalt geosynthetic *Supplier's Installation Guidelines*, and
- Asphalt geosynthetic *Supplier's Product Specifications*.

The construction procedure shall include, but not be limited to, the following:

- a) Details of the nominated asphalt geosynthetic product.
- b) Asphalt geosynthetic manufacture test reports and certificates (refer to Clauses 7.2 and 10.2.1).
- c) Details of all bituminous materials to be used (refer to Clause 7.1).
- d) Details for the transport, handling and onsite storage of the asphalt geosynthetic (refer to Clause 8).
- e) Details for the onsite sampling and testing of the asphalt geosynthetic (refer to Clauses 7.2 and 10.2.2).
- f) Details for all aspects of the asphalt geosynthetic placement Works, including:
 - i. Details of any construction contingencies and mitigating actions that may be associated with the Works, for example:
 - breakdown of plant (for example, sprayer or roller)
 - wet weather
 - extreme heat, or
 - reheating bitumen binder as it cools during the work shift.
 - ii. Details for working up to or against to structures, kerbs, road safety barriers, access chambers, drainage gullies and other fixed infrastructure within or adjacent to the pavement.
 - iii. Details of all plant and equipment associated with the Works, including the sprayer, application frame and roller(s) to be used to place the asphalt geosynthetic.
 - iv. Details for the management of construction traffic over the prepared pavement surface, sprayed bitumen bond coat and installed asphalt geosynthetic to prevent contamination, damage and/or pick-up.
 - v. Procedures for the preparation and inspection of the pavement surface (refer to Clause 9.3) and any contingencies and mitigating actions that may be associated with the Works, for example:
 - crack filling (refer to Clause 9.3.3)
 - complete removal of any thin delaminated stabilised or asphalt lens

- additional profiler passes to remove pavement height differentials (steps), or
 - identification of areas of weak, saturated or otherwise unsuitable pavement materials, which will negatively impact the placement of the asphalt geosynthetic.
- vi. Details for the management of pavement surface temperatures and weather conditions (refer to Clause 9.4).
- vii. Details of the texture depth testing (refer to Clause 9.5.1).
- viii. Calculation and nomination of the bitumen bond coat application rate (B_t) (refer to Clause 9.5.2).
- ix. Procedures for the transport, handling, spraying and inspection of the bitumen bond coat or bituminous emulsion tack coat (refer to Clauses 9.4.2, 9.4.3, 9.4.4, 9.4.5 and 9.4.6).
- x. Details on how the underlying pavement and bitumen bond coat temperatures will be managed as per the requirements of MRTS11 *Sprayed Bituminous Treatments (Excluding Emulsion)* or MRTS12 *Sprayed Bituminous Emulsion Surfacing*.
- xi. Placement plan which details the lengths and widths of each asphalt geosynthetic placement run considering the pavement geometry, joint and overlap requirements (refer to Clause 9.6.2). Particular attention needs to be given to the placement of asphalt geosynthetic in challenging geometric areas such as steep grades, steep crossfalls, and small radius curves.
- xii. Procedures for the placement and inspection of the asphalt geosynthetic (refer to Clause 9.6).
- xiii. Procedures for the transport, loading and placement of the asphalt geosynthetic using a suitable application frame (refer to Clause 9.6.2).
- xiv. Rolling pattern and estimated number of passes (refer to Clause 9.6.3).
- xv. Procedures for joints and overlaps (transverse and longitudinal) of the asphalt geosynthetic (refer to Clause 9.6.4) including:
- details for staggering or offsetting multiple overlaps which are in the same area
 - overlaps between work shifts, and
 - overlaps at the centreline or crown.

- xvi. Details for the construction bond strength testing (refer to Clause 9.6.5), and
 - xvii. Any procedures for the asphalt placement which will supplement the *Asphalt Quality Plan* (AQP) prescribed in the relevant asphalt Technical Specification (refer to Clauses 9.6.1 and 9.6.2).
- g) Details for all material and construction compliance testing, including:
- i. all materials compliance testing for the *manufacture sample*
 - ii. all materials compliance testing for the *onsite sample*, and
 - iii. all construction compliance testing.

The Contractor's construction procedure shall be submitted to the Administrator at least 14 days prior to the commencement of any Works related to the placement of the asphalt geosynthetic. **Milestone**

No Works related to the placement of asphalt geosynthetic shall commence until the construction procedure has been accepted by the Administrator, and the Administrator has given the Contractor permission to proceed. **Hold Point 1**

5.3 Conformance requirements

The conformance requirements that apply to the asphalt geosynthetic materials and construction processes covered by this Technical Specification are stated in Clauses 7 to 11.

5.4 Testing frequencies and lot sizes

The maximum lot sizes shall be as specified in Table A.1 of Appendix A.

Material compliance testing requirements and minimum testing frequencies shall be as specified in Table A.2(a) and A.2(b) of Appendix A.

Construction compliance testing requirements and minimum testing frequencies shall be as specified in Table A.3 of Appendix A.

6 Pre-construction considerations

6.1 Minimum asphalt cover

The Designer, Supplier and/or Contractor shall consider the minimum thickness of the overlying asphalt layer(s) with guidance provided in Figure 6.1.

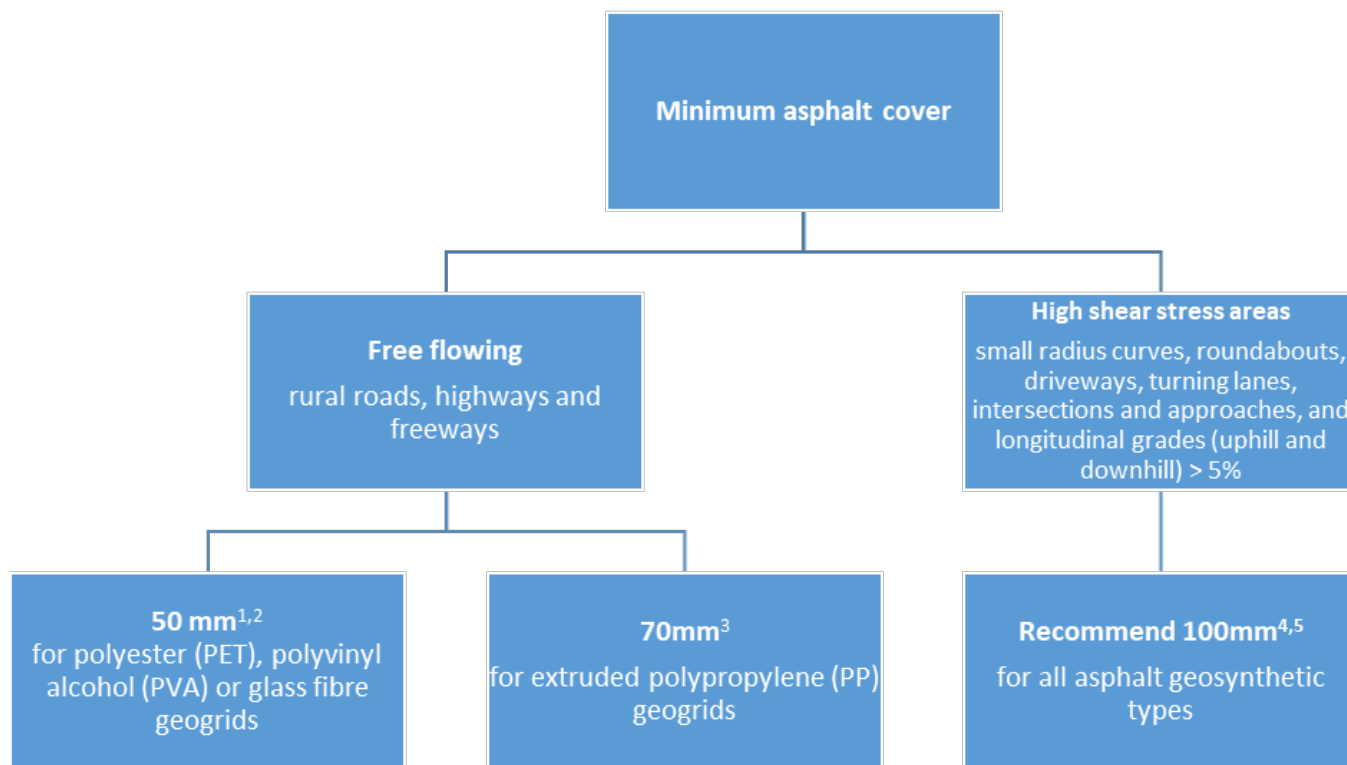
High shear stress areas are where there are high horizontal shear forces induced by braking, slow moving and/or turning traffic. These areas include steep grades (>5%), signalised intersections and approaches, roundabouts and approaches, speed bumps and approaches, bus stops and turnarounds and other areas with very slow-moving heavy vehicles.

The Pavement Designer must carefully consider the installation of an asphalt geosynthetic underneath a thin asphalt surfacing layer in high shear stress areas, as it may contribute to the risk of the thin asphalt surfacing layer delaminating (or de-bonding). In high shear stress areas, there are many factors that can contribute to the risk of a thin asphalt surfacing layer delaminating. These include, but are not limited to, the following:

- Poor preparation of the underlying pavement surface (for example, wet and/or dusty pavement surface and minimal penetration of the bitumen binder into the underlying pavement surface).
- Poor spray sealing practises directly underneath the asphalt geosynthetic (for example, wet aggregate, insufficient rolling of the aggregate, inappropriate spray sealing binder selection, excessive spray rate, loose aggregate and not allowing sufficient time for the bitumen emulsion to fully break).
- Poor asphalt geosynthetic placement practises (for example, inappropriate bitumen bond coat binder selection, insufficient or excessive bitumen bond coat application rate, folding wrinkling and/or damaging of the asphalt geosynthetic, insufficient rolling of the asphalt geosynthetic and inadequate impregnation of the bitumen binder into the geotextile backing).
- Poor asphalt placement practises on top of the asphalt geosynthetic (for example, inappropriate mix design selection, asphalt temperature too low at the time of placement and insufficient compaction), and
- Very high environmental and pavement temperatures during the early stages of trafficking.

To help manage and reduce the potential risk of a thin asphalt surfacing layer delaminating in high shear stress areas, a minimum of 100 mm asphalt cover is typically recommended on top of the asphalt geosynthetic (as shown in Figure 6.1).

Figure 6.1 – Minimum asphalt cover over asphalt geosynthetics



Notes:

¹ A minimum of 50 mm asphalt cover has been nominated as this thickness aligns with the minimum layer thicknesses prescribed in MRTS30 *Asphalt Pavements* for the most common asphalt surfacing types AC14 and SMA14.

² Installing an asphalt geosynthetic directly beneath an open graded asphalt surfacing shall be avoided as this will cause difficulties during the routine mill and resurfacing treatments. Where an open graded asphalt surfacing is nominated, the asphalt geosynthetic should be installed directly beneath a dense graded intermediate asphalt layer, or lower in the pavement structure³.

³ For extruded Polypropylene (PP) geogrids, the minimum asphalt cover of 70 mm shall be used as per the *Supplier's Installation Guidelines*.

⁴ A minimum of 100 mm asphalt cover is typically recommended for high shear stress areas to help manage and reduce the potential risk of a thin asphalt surfacing layer delaminating (or de-bonding). Further to this, by installing the asphalt geosynthetic lower in the pavement structure, it allows the asphalt geosynthetic to remain in place during future asphalt mill and resurface Works.

⁵ For some Projects (for example, where there are cost and constructability constraints), the Pavement Designer may consider a minimum asphalt cover of 50 mm in high shear stress areas. Asphalt geosynthetic Supplier(s) shall provide laboratory test and/or field data that demonstrates adequate interlayer bonding and performance when asphalt geosynthetics have been correctly designed and installed underneath a thin asphalt surfacing layer in high shear stress areas.

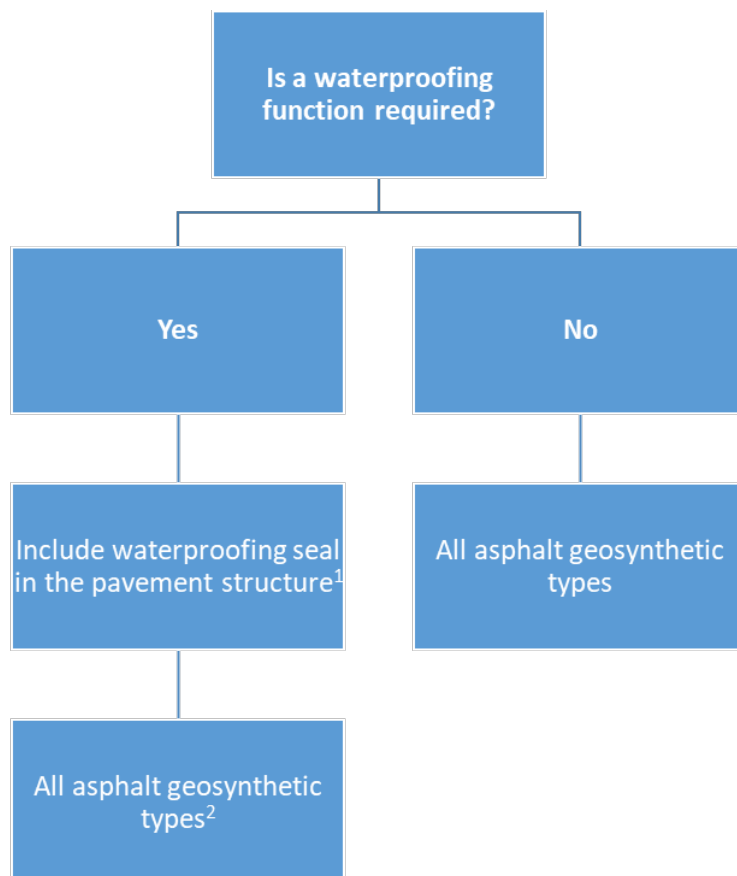
Where an asphalt geosynthetic is proposed under a thin asphalt surface in a high shear stress area, the Pavement Designer is required to seek further advice from the Director (Pavement Rehabilitation).

6.2 Waterproofing function

The Designer, Supplier and/or Contractor shall consider the waterproofing function needs of the pavement system with guidance provided in Figure 6.2.

There are asphalt geosynthetic products that incorporate a 'heavy' geotextile backing with a mass per unit area of 130–160 g/m² (sometimes referred to as a 'paving grade' geotextile in reference to MRTS57 *Geotextiles for Geotextile Reinforced Seals*). When this geotextile backing is completely saturated with bitumen, it may act as moisture barrier. However, further research is required to better understand and quantify the waterproofing effectiveness of a 'heavy' geotextile backing partially impregnated with bitumen. Therefore, to ensure waterproofing is achieved in the pavement structure, a waterproofing seal is typically recommended (as shown in Figure 6.2).

Figure 6.2 – Waterproofing function



Notes:

¹ Waterproofing seal shall be as per Transport and Main Roads Technical Note 175 Selection and Design of Sprayed Bituminous Treatments and Austroads Guide to Pavement Technology Part 4K: Selection and Design of Sprayed Seals. Typically, a waterproofing seal is applied directly beneath the asphalt surfacing layer. A waterproofing seal shall not be applied directly on top of the asphalt geosynthetic. An asphalt geosynthetic can be placed on top of a waterproofing seal (or other bitumen spray seal) prior to placement of the overlying asphalt.

² The potential for the bitumen binder to bleed through the asphalt surfacing layer shall be considered, particularly when the asphalt geosynthetic is installed on top of the waterproofing seal directly beneath the asphalt surfacing layer. To mitigate the risk of bleeding, the following could be considered:

- a) the spray rate of the waterproofing seal could be lowered
- b) extra care and attention need to be taken when nominating the bitumen bond coat application rate (refer to Clause 9.5.2). The bitumen bond coat application rate needs to account for the underlying prepared pavement surface texture and avoid over-saturating the geotextile backing, and
- c) the asphalt cover above the waterproofing seal / asphalt geosynthetic can be increased to create a thicker barrier to bitumen bleeding.

The risk of the underlying bitumen binder to bleed through the asphalt surfacing is higher when SMA is used. The Pavement Designer can seek further advice from the Director (Pavement Rehabilitation) on the risks and mitigation of bitumen binder bleeding.

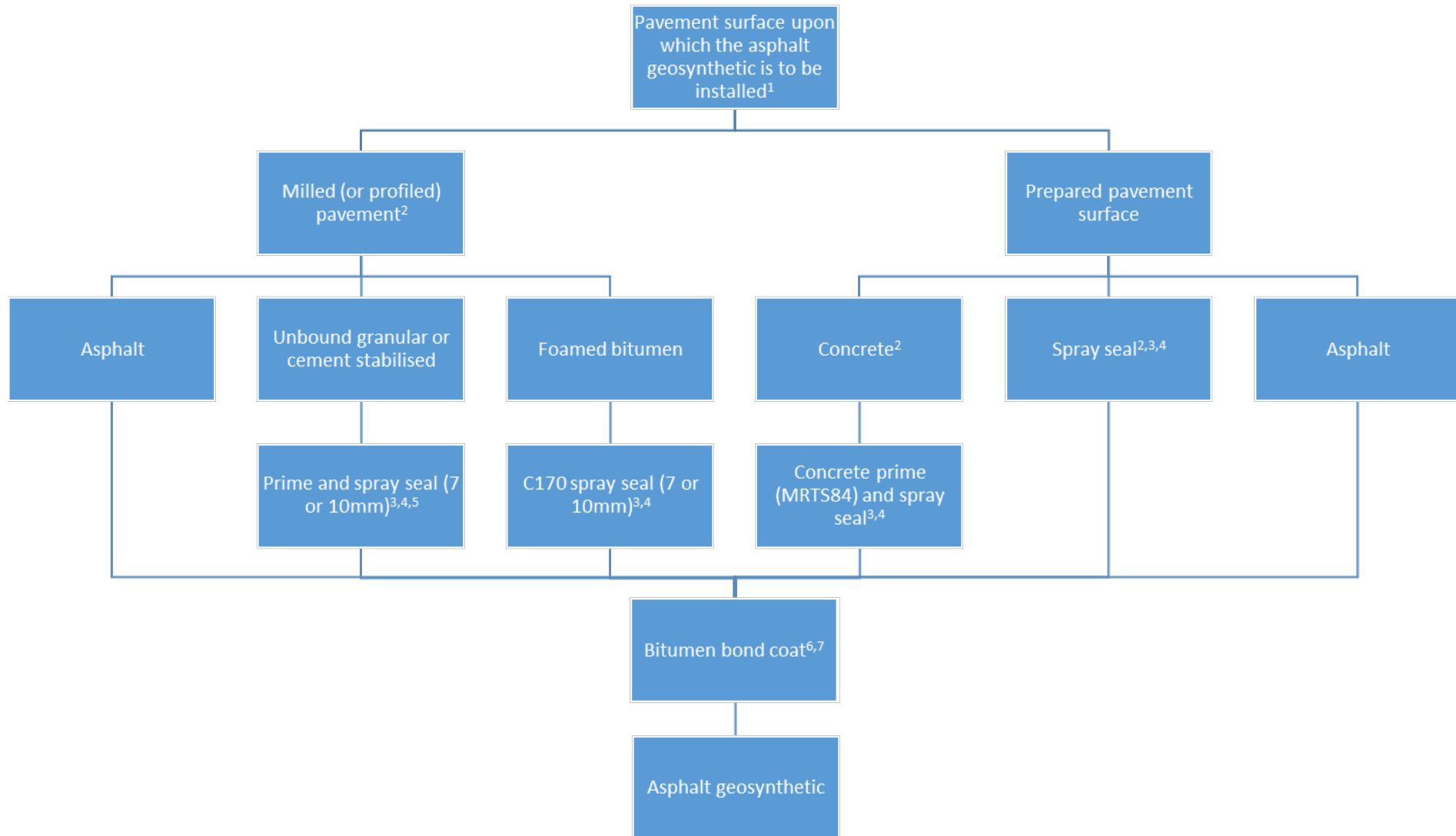
6.3 Surfaces upon which the asphalt geosynthetic is to be installed

The Designer, Supplier and/or Contractor shall consider the prepared pavement surface upon which the asphalt geosynthetic is to be installed with guidance provided in Figure 6.3.

The details provided in Figure 6.3 are recommended options based on project learnings which have achieved successful outcomes.

It is recommended to undertake an upfront pavement investigation during the design development to determine the underlying pavement profile, materials and strength.

Figure 6.3 – Installation of the asphalt geosynthetic on different pavement surfaces



Notes:

¹ All pavement surfaces shall be prepared in accordance with Clause 9.3.

² For a milled (or profiled) surface, a geogrid with geotextile backing is typically nominated to achieve a good bond. Where a glass fibre geogrid product is to be placed directly on a milled, spray seal or rough pavement surface, the requirement for an asphalt corrector layer shall be prescribed in the Supplier's Installation Guidelines.

³ Where a waterproofing function is required within the pavement system (refer to Clause 6.2), the spray seal elements (binder type, spray rate and aggregate size) shall be designed in accordance with MRTS11 Sprayed Bituminous Treatments (Excluding Emulsion).

⁴ It is critical to ensure that the sprayed seal surface is adequately designed and constructed, with the binder bonded to the underlying pavement surface and the sealing aggregate bonded to the binder. Where the bitumen spray seal is 'fresh' and has had limited curing or exposure to traffic, there may be a risk of the asphalt geosynthetic instability (that is, moving or slipping) when paving the overlying asphalt. Care needs to be taken during asphalt paving operations to not wrinkle or fold the asphalt geosynthetic. Additional roller passes of the spray seal aggregate and/or placed asphalt geosynthetic, may be required to improve the asphalt geosynthetic's stability when paving the overlying asphalt.

⁵ Best practice is to spray cutback bitumen prime and initial seal the underlying unbound granular or cement stabilised prepared pavement surface to achieve a good bond. However, a cutback bitumen prime will require minimum curing times before being covered. As an alternative, a prime with bitumen emulsion binder could be considered to improve the penetration into the prepared pavement surface. However, the time required for the emulsion to completely break shall be allowed for in the construction programming. Where there are construction programming and traffic management constraints, a C170 spray seal (7 or 10 mm) on the prepared pavement surface typically provides a satisfactory outcome while avoiding the need for a cutback bitumen prime or bitumen emulsion.

The recommendations provided for the bitumen sealing of a milled pavement surface are based on project learnings which have achieved successful outcomes. For unique and/or challenging asphalt inlay Works, the Pavement Designer can seek further advice from the Director (Pavement Rehabilitation).

⁶ The Bitumen Bond Coat Application Rate (B_t) is calculated and nominated as per Clause 9.5.2. The bitumen bond coat shall be sprayed from a sprayer (refer to Clause 9.5.3). Where geogrid without geotextile backing is used, a bituminous emulsion tack coat may be applied at a low rate (typically 0.1 to 0.3L/m² residual binder at 15°C). Recommended bitumen bond coat / bituminous emulsion tack coat requirements and application rates are detailed in the Supplier's Installation Guidelines and shall be considered by the Contractor.

⁷ The potential for the bitumen binder to bleed through the asphalt surfacing layer shall be considered, particularly when the asphalt geosynthetic is installed on top of the bitumen spray seal directly beneath the asphalt surfacing layer. To mitigate the risk of bleeding, the following could be considered:

- a) the spray rate of the bitumen binder could be lowered
- b) extra care and attention need to be taken when nominating the bitumen bond coat application rate (refer to Clause 9.5.2). The bitumen bond coat application rate needs to account for the pavement surface texture and avoid over-saturating the geotextile backing, and
- c) the asphalt cover above the bitumen spray seal / asphalt geosynthetic can be increased to create a thicker barrier to bitumen bleeding.

The risk of the underlying bitumen binder to bleed through the asphalt surfacing is higher when SMA is used. The Pavement Designer can seek further advice from the Director (Pavement Rehabilitation) on the risks and mitigation of bitumen binder bleeding.

7 Material requirements

7.1 Bituminous materials

7.1.1 Bitumen bond coat

Typically, the bitumen bond coat binder is Class 170 (refer to Clause 7.1.1.1). Bituminous emulsion (refer to Clause 7.1.1.2) may be used for specific applications.

An alternative bitumen bond coat binder (for example, C320, M500, polymer modified, crumb rubber modified or 'trackless') may be nominated by the Contractor to better suit project specific constraints and environmental conditions (for example, mitigation strategy for high pavement temperatures and/or utilising the same binder that is specified as the waterproof seal which is to be constructed in the same shift). In this case, the Contractor must undertake a placement trial (refer to Clause 9.2) to demonstrate to the Administrator's satisfaction that the alternative binder does not negatively impact the placement of the asphalt geosynthetic and overlying asphalt.

In all cases, cutback bitumen binder shall not be used as the bond coat. Cutback bitumen trapped underneath asphalt may lead to bleeding during the next period of significant hot weather.

7.1.1.1 Class 170 bitumen

Unless otherwise approved by the Administrator, Class 170 bitumen shall comply with MRTS17 *Bitumen and Multigrade Bitumen*.

Class 170 binder is a very effective bitumen bond coat and is commonly recommended in the *Supplier's Product Specifications and/or Installation Guidelines*.

7.1.1.2 Bituminous emulsion

Where a bituminous emulsion is used, the emulsion grade shall be prescribed in the *Supplier's Installation Guidelines*. Unless otherwise approved by the Administrator, bituminous emulsion shall comply with MRTS21 *Bituminous Emulsion*.

Bituminous emulsion bond coats are typically adopted for small obscure shaped areas where spraying of hot binder is not feasible. Common issues encountered when using bituminous emulsion bond coats may include:

- relatively high spray rates required to achieve minimum residual bitumen;
- excessive runoff due to steep crossfalls and/or longitudinal grades; and
- delays incurred waiting for the emulsion to completely break (particularly in cold environments).

7.1.2 Bituminous emulsion tack coat

Unless otherwise approved by the Administrator, bituminous emulsion tack coat shall comply with AS 1160. The Contractor shall select a grade of bituminous emulsion that provides a strong bond between the existing surface, the asphalt geosynthetic and new asphalt layer and results in minimal pick-up on truck tyres or paving equipment during paving operations.

Bituminous emulsion tack coat may be required for a *geogrid without geotextile backing* and is typically applied at a low rate (0.1–0.3 L/m² residual bitumen at 15°C).

7.2 Asphalt geosynthetics

The asphalt geogrid shall have high tensile modulus in relation to the material being reinforced and shall also have high continuity of tensile strength through the entire geogrid structure to absorb transient stress in Machine Direction (MD) and Cross Machine Direction (CMD). The asphalt geogrid shall maintain its tensile strength under repeated dynamic loads while in service and shall also be resistant to weathering, UV induced deterioration and damage during construction practices. More importantly, asphalt geogrid shall have a high melting point characteristic as it is placed under hot mix asphalt paved at high temperatures.

The asphalt geogrid material to be used in the Works shall be as stated in Clause 1 of Annexure MRTS104.1. Where it is not so stated in the Annexure or shown in the Drawings, it shall be nominated by the Contractor and be *glass fibre or polymeric*.

The asphalt geosynthetic type to be used in the Works shall be as stated in Clause 1 of Annexure MRTS104.1. Where it is not so stated in the Annexure or shown in the Drawings, it shall be *geogrid with geotextile backing*.

Identification and traceability information including asphalt geosynthetic type, materials source, Manufacturer, manufacture batch identification code, sample date and roll directional markings shall be shown on or attached to the test reports.

Test reports and certificates demonstrating compliance with this Technical Specification shall be provided by the Contractor to the Administrator for each asphalt geosynthetic product to be used in the Works. The testing can be undertaken through the asphalt geosynthetic Manufacturer, asphalt geosynthetic Supplier and/or Contractor.

All manufacture test reports and certificates (refer to Clause 10.2.1) shall be submitted to the Administrator at least 14 days prior to the commencement of any Works related to the placement of the asphalt geosynthetic material(s). **Milestone**

No asphalt geosynthetic products shall be incorporated into the Works until all manufacture test reports and certificates (refer to Clause 10.2.1) have been accepted by the Administrator, and the Administrator has given the Contractor permission to proceed.

Hold Point 2

The asphalt geosynthetic shall conform in all respects to the property requirements listed in Tables 7.2(a) and 7.2(b).

Table 7.2(a) – Property requirements of asphalt geosynthetic: geogrids

Property	Test Method	Unit	Polymeric geogrid	Glass fibre geogrid
Geogrid aperture size ¹	-	mm	25–50	
Melting point ²	ASTM D276 or ASTM E794	°C	≥180	
Resistance to construction damage	EN ISO 10722	%	≥90	
Resistance to weathering ³	ASTM D4355 or EN 12224	%	≥90 ⁴	
Elongation (MD / CMD) ⁵	ASTM D6637 or EN ISO 10319	%	≤16	≤4
Serviceability tensile strength (at 2% strain) (MD / CMD) ⁵	ASTM D6637 or EN ISO 10319	kN/m	≥6	≥40
Ultimate tensile strength (MD / CMD) ⁵	ASTM D6637 or ISO 10319	kN/m	≥20	≥50

Notes:

¹ Measure the maximum inside dimension of the aperture in each principal direction (MD and CMD). Take 5 measurements from apertures in each direction by means of vernier callipers.

² If the melting point of the geogrid is less than 180°C but more than 140°C, then the geogrid may be used, provided when placing asphalt, the contact temperature between the asphalt layer and the geogrid shall be less than geogrid melting point.

³ Weathering shall be measured and reported at 500 hours of exposure for ASTM D4355, or, at 50 MJ/m² radiant exposure for EN 12224.

⁴ For geogrids products whose resistance to weathering is <90%, the following shall apply:

- the geogrid's resistance to weathering shall be ≥50%, and
- the geogrid's reduced ultimate tensile strength shall be ≥20 kN/m for a polymeric geogrid and ≥50 kN/m for a glass fibre geogrid in each principal direction (MD and CMD).

It is important to minimise the detrimental effects caused by weathering (moisture, heat, and UV) by managing the exposure of the asphalt geosynthetic during transport, handling, storage, and placement. By doing so, the tensile capacity of the geosynthetic is not diminished.

The detrimental effects of weathering can be minimised by adhering to the requirements of MRTS104:

- Storage and protection of rolls (refer to Clause 8)
- Weather conditions (refer to Clause 9.4)
- Minimise trafficking of the geosynthetic (refer to Clause 9.6.6), and
- Immediately cover the geosynthetic with asphalt (refer to Clause 9.7.1).

⁵ Tensile strength tests shall be carried out on the finished manufactured product. Testing products or elements prior to their final manufacture processing, may not be representative of the finished manufactured product.

Table 7.2(b) – Property requirements of asphalt geosynthetic: geotextile backings

Property	Test Method	Unit	Geotextile backing
Mass per unit area	AS 3706.1 or ASTM D5261 or ISO 9864	g/m ²	15 to 160
Bitumen retention ^{1,2}	ASTM D6140	L/m ²	0.3 to 1.5
Bitumen impregnation factor	-	%	Nominated by the asphalt geosynthetic Supplier ^{3,4}

Notes:

¹ Testing shall be completed in accordance with ASTM D6140 with the following amendment: where possible, Class 170 bitumen complying with MRTS17 *Bitumen and Multigrade Bitumen* shall be used, and testing shall be undertaken at 160°C.

² For asphalt geosynthetic composite products (that is, geogrid with geotextile backing), the bitumen retention test can be undertaken on the geotextile backing or on the entire composite.

³ 60-100% bitumen impregnation typically results in a successful placement, with minimal pick-up on truck tyres or paving equipment during asphalt paving operations. The actual *Bitumen Impregnation Factor* percentage shall be nominated in the *Supplier's Installation Guidelines*.

⁴ The Bitumen Bond Coat Application Rate (B_t) is calculated and nominated as per Clause 9.5.2.

⁵ For a *geogrid without geotextile backing* which has a self-adhesive backing, there are no property requirements for the self-adhesive backing.

A geotextile backing is a nonwoven textile material used in contact with the prepared pavement surface to assist with installation and bonding. There are a variety of geotextile backing types available with different properties. Table 7.2(b) allows the use of the most common geotextile backing types:

- 'ultra-light' (typically 20 g/m²)
- 'light' (typically 80 g/m²), and
- 'heavy' (typically 130 g/m²).

It is important to consider the properties of the geotextile backing with regards to installation and bonding to the prepared pavement surface. Table 7.2(b) requires that the asphalt geosynthetic's geotextile backing mass and bitumen retention be specified to help determine the appropriate bitumen bond coat application rate (refer to Clause 9.5.2).

The quality of the installation and bonding of the asphalt geosynthetic to the prepared pavement surface depends on many factors. These factors include but not limited to the surface preparation, spray sealing practises, asphalt geosynthetic installation, asphalt placement, and environmental conditions. The asphalt geosynthetic's properties (in particular, the geotextile backing type) will influence the installation process, with different asphalt geosynthetic products requiring different installation processes. Therefore, to maximise the quality of the installation and bonding, it is important to nominate and install the asphalt geosynthetic in accordance with the requirements of this Technical Specification and the *Supplier's Product Specifications* and/or *Installation Guidelines*.

8 Identification, packaging, delivery, storage and protection

Asphalt geosynthetic material shall be delivered to the Site at least 14 days prior to commencement of installation. **Milestone**

14 days has been nominated to allow enough time for onsite sampling and testing, as described in Clause 10.2.2. Where a Contractor has a limited Site establishment period (for example, road maintenance activities), the Administrator may choose to reduce the 14 days requirement. However, based on the Contractor's limited Site establishment period, the Contractor will need to consider the risks of placing the asphalt geosynthetic without confirmation of the *onsite sample* test results.

The asphalt geosynthetic materials used for the Works shall be new and shall not have been exposed to UV radiation or moisture (for example, during transportation or storage). Asphalt geosynthetic materials which have been affected by UV radiation or moisture (for example, prior to or during supply and onsite storage) shall not be used. Any asphalt geosynthetic materials delivered to the Site which has evidence of prolonged exposure to UV radiation or moisture or any other damage, shall be removed from Site and replaced with conforming asphalt geosynthetic materials at no additional cost to the Principal.

All asphalt geosynthetic rolls delivered to the Site shall comply with AS 3705 for identification and marking. Each asphalt geosynthetic roll supplied to Site shall have a unique identification code and a reference to its representative manufacture batch code. If the asphalt geosynthetic product to be used for the Works has difficulties with labelling / printing, the asphalt geosynthetic Supplier shall propose a method of identification to be considered by the Administrator.

It is imperative that there is clear traceability between the asphalt geosynthetic rolls delivered to the Site, its representative *manufacture batch* and manufacture test reports provided to the Administrator.

Rolled asphalt geosynthetic materials may be laid flat or stood on end. Asphalt geosynthetic materials shall be stored under protective cover or wrapped with a waterproof, opaque UV protective sheeting to avoid any exposure and damage prior to installation. Asphalt geosynthetic materials shall not be left directly exposed to sunlight. The asphalt geosynthetic materials shall not be stored directly on the ground or in any way that it may be affected by heat or moisture. The method of storage shall be in accordance with any other recommendations set by the Manufacturer and/or Supplier.

Where a *geogrid without geotextile backing* with a self-adhesive backing is supplied, these shall be stored in a dust-free environment and kept dry on the job Site.

The *Supplier's Product Specifications and/or Installation Guidelines* shall be adhered to with regards to protection and storage.

All asphalt geosynthetics shall be transported and stored at a temperature range between -15°C and 80°C.

No asphalt geosynthetic products shall be incorporated into the Works unless it has been stored correctly onsite and the Administrator has given the Contractor permission to proceed. **Hold Point 3**

9 Construction requirements

9.1 *Technical prestart meeting*

At least 3 days prior to the commencement of any Works related to the placement of the asphalt geosynthetic, the Contractor shall facilitate a *Technical Prestart Meeting*. **Milestone**

At the *Technical Prestart Meeting* the Contractor's Construction Procedure which has been deemed suitable by the Administrator (refer to Clause 5.2) and the *Supplier's Installation Guidelines* shall be read through and discussed in detail.

Attendees to the *Technical Prestart Meeting* shall include (but not be limited to) the following:

- Contractor Representative(s)
- Administrator and/or Administrator Representative(s)
- Asphalt Geosynthetic Supplier Representative(s)
- Spray Seal Sub-Contractor Representative(s)
- Asphalt Sub-Contractor Representative(s), and
- Pavement Designer Representative(s) (where possible).

All agreed outcomes and actions from the *Technical Prestart Meeting* shall be recorded and distributed to the attendees.

9.2 *Placement trial*

Clause 2 of Annexure MRTS104.1, specifies whether a placement trial of the asphalt geosynthetic shall be undertaken by the Contractor. If no indication is given, the placement trial shall be undertaken.

For the placement trial, the Contractor shall undertake the construction and compliance requirements in accordance with this Technical Specification.

After completing the placement trial, construction Works shall not proceed until the Administrator is satisfied that the requirements of this Technical Specification have been met. **Hold Point 4**

If the placement trial does not conform to the requirements of this Technical Specification, the Contractor shall review their construction procedure and a further placement trial may be undertaken at the direction of the Administrator.

It is recommended that the first asphalt geosynthetic placement lot be nominated as a small placement area to check and refine the bitumen bond coat and asphalt geosynthetic placement procedure.

The placement trial will provide the Contractor with the opportunity to demonstrate to the Administrator that the Contractor's construction procedures and processes are suitable.

It is recommended that an *Asphalt Geosynthetic Supplier's Representative* should be onsite for the asphalt geosynthetic placement trial(s) to observe and provide guidance to the Contractor.

9.3 Pavement surface preparation

9.3.1 General

Refer to Clause 6.3 for guidance on what to consider when assessing the surface upon which the asphalt geosynthetic is installed.

In all cases, the pavement surface shall be adequately prepared prior to spraying the bitumen bond coat and placing the asphalt geosynthetic.

Any additional surface preparation as specified in the Contract and/or Drawings, shall be adhered to by the Contractor.

Any additional surface preparation as outlined in the *Supplier's Installation Guidelines*, shall be adhered to by the Contractor.

9.3.2 Preparation

The pavement surface shall be prepared in accordance with the relevant Technical Specification.

For an existing or milled asphalt surface, the pavement surface is prepared in accordance with MRTS30 *Asphalt Pavements*.

For bitumen spray sealing and bitumen bond coat Works, the pavement surface is prepared in accordance with MRTS11 *Sprayed Bituminous Treatments (Excluding Emulsion)* or MRTS12 *Sprayed Bituminous Emulsion Surfacing* as applicable.

The pavement surface shall be dry. The pavement surface shall be thoroughly swept using a rotary broom or suction sweeper to remove any loose material, loose spray sealing aggregate, or other deleterious material in order to provide a dry, even, clean uniform surface free of dirt and other loose material.

The pavement area adjacent or surrounding the construction lot, shall also be thoroughly swept to prevent construction traffic dragging contaminants onto the prepared pavement surface, sprayed bitumen bond coat and installed asphalt geosynthetic.

Manhole covers, gully pits, kerb / channels and other structures shall be identified and have surfaces cleaned free of any extraneous material.

For a milled (or profiled) pavement surface, the Contractor shall identify and report to the Administrator any areas of weak, saturated or otherwise unsuitable pavement materials, which will negatively impact the placement of the asphalt geosynthetic.

For an asphalt overlay, all raised extruded thermoplastic road markings and Raised Pavement Markers (RPMs), shall be removed prior to spraying the bitumen bond coat or emulsion tack coat.

9.3.3 Crack filling

Existing cracks between 3 mm and 10 mm shall be filled prior to spraying the bitumen bond coat and placing the asphalt geosynthetic.

The Contractor shall mark out, in the presence of the Administrator, the extent of crack filling to be carried out. **Witness Point 1**

Prior to filling of cracks, the existing cracks shall be cleaned with compressed air or vacuumed.

Cracks shall be filled level with the surrounding surface using a polymer modified bituminous sealant approved by the Administrator.

Strain alleviating fabric strips shall not be applied to existing cracks directly underneath or on top of the asphalt geosynthetic.

Potholes or larger cracks shall be treated with proper backfill and compaction as per the Drawings and/or Contract requirements prior to spraying the bitumen bond coat and placing the asphalt geosynthetic.

9.3.4 Inspection of the prepared pavement surface

Prior to spraying the bitumen bond coat and placing the asphalt geosynthetic, the prepared pavement surface shall be inspected by the Administrator to ensure that the prepared pavement surface is in accordance with this Technical Specification.

Witness Point 2

9.4 Pavement temperature and weather conditions

Spraying of bitumen and placement of asphalt geosynthetic shall not be undertaken during rainfall or when the rainfall is expected.

Spraying of bitumen bond coat, placement of asphalt geosynthetic and paving of asphalt shall not commence until the surface temperature of the pavement is above the temperature limits specified in MRTS30 *Asphalt Pavements*, unless otherwise directed by the Administrator.

When the surface temperature of the pavement is likely to exceed 50°C during work operations, the Contractor shall undertake necessary precautionary actions when spraying the bitumen bond coat, placing the asphalt geosynthetic, and paving the asphalt.

Where there are high environmental and pavement temperatures, there is an increased the risk of pick-up and instability during the placement of the asphalt geosynthetic and overlying asphalt.

Additional care and attention is required by the Contractor when completing the Works in hot conditions. For example, managing plant movements during geosynthetic and asphalt placement, undertaking the Works at night, or during the cooler periods of day, and/or, using an alternative bitumen bond coat binder (as per the guidance provided in Clause 7.1.1).

In warm and hot environments, Transport and Main Roads has successfully used M500 multigrade bitumen for geotextile reinforced seals.

9.5 Bitumen bond coat

9.5.1 Surface texture

Once the pavement has been adequately prepared as per the requirements of Clause 9.3, surface texture testing shall be undertaken by the Contractor in accordance with Clause 10.2.3.

9.5.2 Bitumen bond coat application rate

The *Supplier's Installation Guidelines* shall be referred to, and any recommended bitumen bond coat application rates shall be considered by the Contractor and adjusted on Site as required.

The bitumen bond coat application rate shall be confirmed with the Administrator prior to commencement of spraying. **Hold Point 5**

As a guide, the *bitumen bond coat application rate* (B_t) measured as residual bitumen, can be estimated using the equation below:

$$B_t = B_s + (B_r \times I)$$

B_t = bitumen bond coat application rate (L/m²)

B_s = surface texture allowance from texture depth results (L/m²) refer to guidance given in Table 9.5.2 below

B_r = the bitumen retention (L/m²) to be submitted to the Administrator at least 14 days prior to the commencement of Works (refer to Clause 7.2)

I = Supplier's nominated bitumen impregnation factor (%) to be submitted to the Administrator at least 14 days prior to the commencement of Works (refer to Clause 7.2)

Table 9.5.2 – Guidance on surface texture allowance from sand patch results

Texture depth (mm) (refer to Clause 9.5.1)	Estimated surface texture allowance (B_s) (L/m ² of residual bitumen)
0.3-0.6	0
0.7-0.9	0.1
1.0-1.3	0.2
1.4-1.6	0.3
1.7-2.0	0.4
>2	0.5
Milled (or profiled) surface	0.5 ¹

Notes:

¹ In case of a milled (or profiled) surface, additional amount of bitumen bond coat may be required to ensure adequate bonding is achieved.

The bitumen bond coat application rate is a critical element in achieving a successful asphalt geosynthetic installation. Too much bitumen bond coat can lead to pick-up and instability when paving the overlying asphalt. Too little bitumen bond coat can lead to poor bonding between the underlying pavement surface, the asphalt geosynthetic and the overlying asphalt.

After nominating the bitumen bond coat application rate (B_t), check that the sprayer can successfully spray the nominated spray rate. This is particularly critical when the nominated bitumen bond coat application rate is low ($< 0.5 \text{ L/m}^2$), as sprayers may not be able to spray at this low rate effectively or safely.

9.5.3 Spraying bitumen bond coat

The relevant bitumen spraying requirements detailed in MRTS11 *Sprayed Bituminous Treatments (Excluding Emulsion)* or MRTS12 *Sprayed Bituminous Emulsion Surfacing*, shall be adhered to by the Contractor.

A 'crew truck' (or similar) shall not be used for spraying the bitumen bond coat.

For each spray run, the Contractor shall record all details of the spraying operations on a suitable Spray Sheet and provide it to the Administrator.

The sprayer shall avoid driving through already sprayed bitumen, or undertaking multiple spray runs over the same location.

Precautions shall be taken to protect kerbs, channels, adjoining structures, traffic and parked vehicles from the bitumen spray.

If a bituminous emulsion product used, the asphalt geosynthetic material shall not be installed until the emulsion completely breaks. The actual required application rate and time required for breaking, shall be verified and adjusted for specific Site conditions through field trial(s). **Hold Point 6**

As a guide, the bitumen bond coated surface shall have a 'mirror' effect, which can be observed and assessed by the Administrator.

Figure 9.5.3 – C170 bitumen bond coat being sprayed on a prepared pavement surface



9.5.4 Bituminous emulsion tack coat or bitumen bond coat for *geogrid without geotextile backing*

For most *geogrid without geotextile backing* products, a bituminous emulsion tack coat is specified. The bituminous emulsion tack coat shall be applied at a low rate (typically 0.1 to 0.3L/m² residual binder at 15°C), and shall be:

- a) evenly applied to the prepared pavement surface at a rate specified in the *Supplier's Installation Guidelines*
- b) sprayed using a job-truck or hand spray, and
- c) allowed to break and be dry to touch prior to placing the geogrid.

For some *geogrid without geotextile backing* products, a bitumen bond coat (refer to Clause 9.5.3) is specified.

In all cases, the *geogrid without geotextile backing* shall be installed as per *Supplier's Installation Guidelines*. Any bituminous emulsion tack coat, bitumen bond coat and additional surface preparation requirements, as outlined in the *Supplier's Installation Guidelines* (for example, asphalt corrector layer required directly underneath certain glass fibre geogrid products), shall be adhered to by the Contractor.

9.5.5 Trafficking the bitumen bond coat

The bitumen bond coated (or emulsion tack coated) surface shall not be opened to public traffic. Trafficking of the bitumen bond coat (or emulsion tack coat) shall be restricted to the asphalt and asphalt geosynthetic placement machinery vehicles only.

9.5.6 Inspection of the bitumen bond coat

Prior to installation of the asphalt geosynthetic material, the Administrator shall inspect the bitumen coated surface to ensure even coverage and complete breaking of emulsion (where applicable). **Witness Point 3**

9.6 Placement of asphalt geosynthetic

9.6.1 General

The asphalt geosynthetic material shall not be placed during rainfall or when the rainfall is expected.

Where a hot bitumen bond coat is used, placement of the asphalt geosynthetic shall commence immediately following spraying of the bitumen bond coat. Under no circumstances shall any portion of the bitumen bond coat be left uncovered after spraying for longer than 5 minutes. The bitumen bond coat temperature shall not exceed 145°C when the asphalt geosynthetic material is placed.

Where a bituminous emulsion bond coat is used, sufficient time shall be allowed for the emulsion to completely break prior to placing the asphalt geosynthetic (refer to Clause 9.5.3).

9.6.2 Placing asphalt geosynthetic

As part of the Contractor's construction procedure (refer to Clause 5.2), a placement plan shall be prepared which considers the pavement geometry (lane widths, grades, crossfalls and so on), joints and overlaps.

Placement shall be undertaken mechanically using the *Asphalt Geosynthetic Supplier's* recommended specialised application frame capable of handling full roll widths. Manual hand installation shall be carried out only in areas where it is impractical to use machinery.

The asphalt geosynthetic material shall be placed in accordance with the lines and grades as shown on the Drawings and/or Contract. The asphalt geosynthetic material shall be oriented such that the roll length runs parallel to the road direction. Where practical, the asphalt geosynthetic material shall be laid across the full width of the pavement lot prior to asphalt paving.

Using inappropriate application frames will result in an unsuccessful placement of the asphalt geosynthetics.

Project learnings have shown that a front-steer tractor fitted with a suitable application frame is typically adequate for the successful placement of the asphalt geosynthetic. Brooms, brushes and/or rubber bars attached to the application frame are used to help press the geosynthetic into the surface.

Figure 9.6.2 – Installation of asphalt geosynthetics using application frame attached to a tractor



Asphalt geosynthetic material shall be laid flat and smooth directly on the prepared pavement surface, bitumen bond coat or emulsion tack coat.

A roller (or rollers) shall follow the placement of the asphalt geosynthetic, to ensure a flat and smooth product and where applicable, adequate impregnation of the bitumen bond coat into the geotextile backing (refer to Clause 9.6.3).

Due to memory issues, extruded Polypropylene (PP) asphalt geogrids shall use pins / nails to hold the asphalt geosynthetic in place, during placement and subsequent asphalt paving operations.

For *geogrid without geotextile* backing with a self-adhesive backing, the product shall be placed as per *Supplier's Installation Guidelines* to ensure that the adhesive side is facedown. After the initial bedding roller pass, multiple passes with a multi-tyre roller shall be undertaken to activate the adhesive face.

Asphalt geosynthetic shall be installed by the Contractor to avoid wrinkles and folds. Any wrinkles and folds shall be removed and replaced by the Contractor at no additional cost to the Principal.

9.6.3 Rolling asphalt geosynthetic

A roller (or rollers) shall follow the placement of the asphalt geosynthetic to ensure a flat and smooth product and adequate adhesion to the underlying bitumen bond coat / prepared pavement surface.

For asphalt geosynthetics installed using a bitumen bond coat, there shall be minimal pick-up on truck tyres or paving equipment during asphalt paving operations.

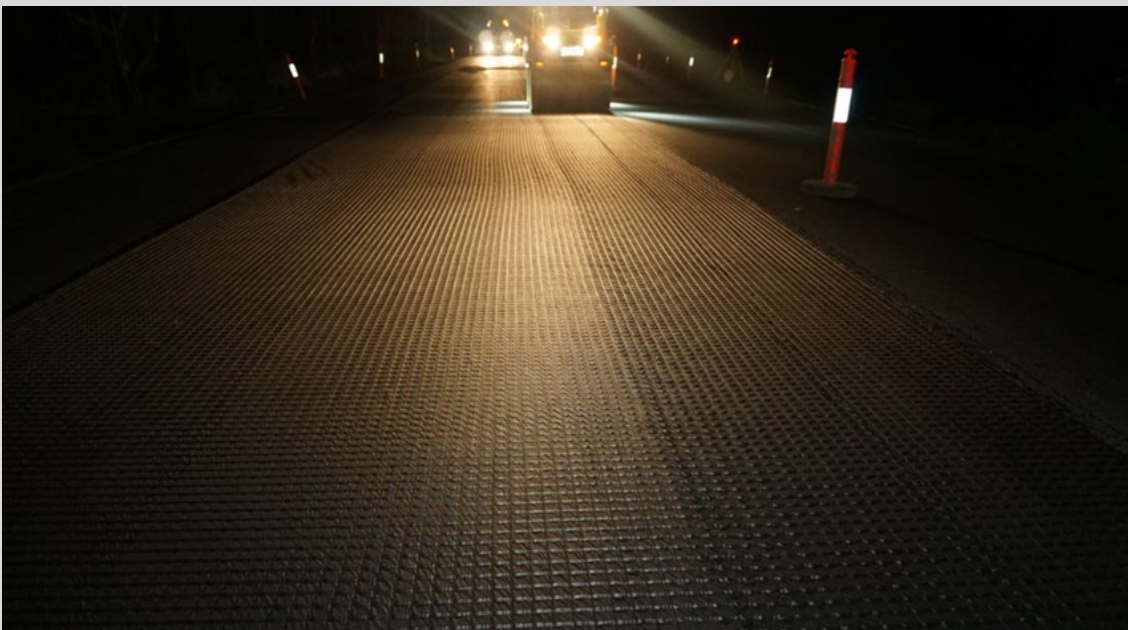
Initial bedding roller pass

A small CC10 smooth drum roller is recommended for the initial bedding roller pass(es) immediately after placement of the asphalt geosynthetic. A rubber coated drum / combination roller is further recommended as it significantly reduces the risk of crushing any spray seal cover aggregate, and significantly reduces the risk of damaging the asphalt geosynthetic. Vibration shall not be used during the initial bedding roller pass(es).

Large tandem asphalt rollers are not recommended for the initial bedding roller pass as they tend to crush any spray seal cover aggregate and may also damage the asphalt geosynthetic.

Multi-tyre rollers are also not recommended for the initial bedding roller pass as they tend to 'pull in' the edges of the asphalt geosynthetic.

Figure 9.6.3(a) - CC10 roller being used for the initial bedding of the asphalt geosynthetic



Subsequent roller passes

A multi tyre roller is recommended for the subsequent roller passes, to ensure adequate adhesion of the asphalt geosynthetic to the underlying bitumen bond coat / prepared pavement surface.

Large tandem asphalt rollers are not recommended for the subsequent roller passes, as they tend to crush any spray seal cover aggregate and may also damage the asphalt geosynthetic.

The roller should travel at walking speed in the reverse direction for its first pass, and then double-back on rolled section. This should be repeated on the subsequent passes, until the entire asphalt geosynthetic has been rolled in. Vibration should not be used during the subsequent roller passes.

Bitumen impregnation into the geotextile backing

As a guide for some asphalt geosynthetic products, the black boot prints of workers over the freshly installed geosynthetic, can be considered as a good indication that sufficient bitumen bond coat has impregnated into the geotextile backing.

The Contractor should implement controls to prevent tracking bitumen up the road.

Figure 9.6.3(b) – Minimum bitumen pick-up or wrinkling of the asphalt geosynthetic under the construction plant



9.6.4 Joints and overlaps

The *Supplier's Installation Guidelines* shall be referred to for details regarding the asphalt geosynthetic joint requirements.

Joints and overlaps shall be staggered or offset from each other to avoid this having multiple overlaps coinciding in the same area.

Where possible, the asphalt geosynthetic shall be placed in such a manner that longitudinal joints occur at centreline, lane line, edge line or in the shoulder. Longitudinal joints shall avoid being located underneath wheel paths, unless otherwise directed by the Administrator.

A minimum overlap of 150 mm is required for both longitudinal and transverse joints for all asphalt geosynthetics (refer to Figure 9.6.4), unless otherwise directed by the Administrator.

The overlaps shall be made in the direction of asphalt paving (refer to Figure 9.6.4).

Due to memory issues, extruded Polypropylene (PP) asphalt geogrids shall be connected with ties or butt jointing at overlapping joints.

Bituminous emulsion tack coat or bitumen bond coat shall be applied at the overlapping joints to provide adequate bonding but not exceed the asphalt geosynthetic's bitumen retention rate (L/m^2) submitted to the Administrator (refer to Clause 7.2).

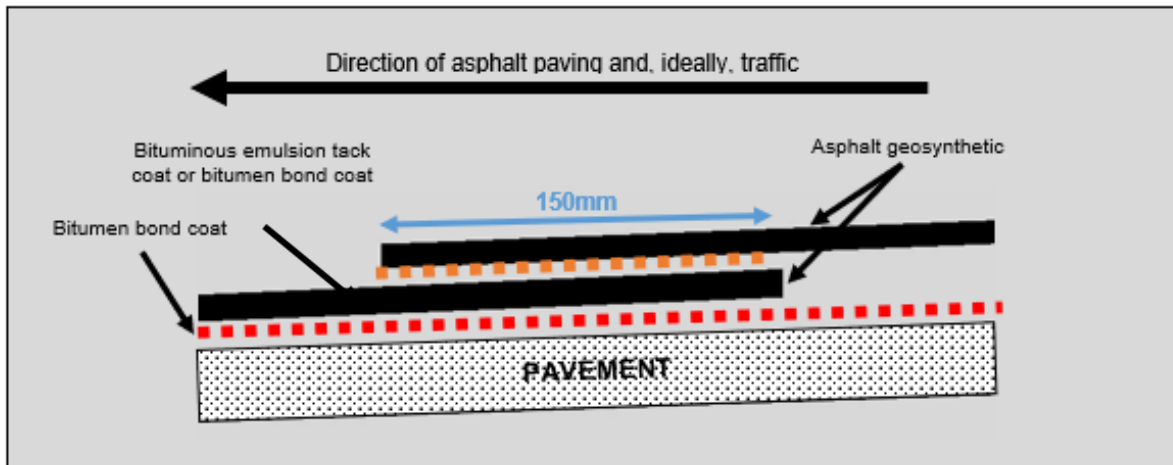
The Administrator shall inspect the completed asphalt geosynthetic joints and overlaps.

Witness Point 4

The Contractor needs to consider how to manage overspray when applying the bituminous emulsion tack coat or bitumen bond coat at the overlapping joints. Excess binder can lead to pick-up and instability when paving the overlying asphalt.

Alternative methods for applying the bituminous emulsion tack coat or bitumen bond coat at the overlapping joints can be demonstrated by the Contractor to the Administrator. For example, 150 mm wide paint roller.

Figure 9.6.4 – Asphalt geosynthetic overlaps



9.6.5 Construction bond strength

After the placement of the asphalt geosynthetic, construction bond strength testing shall be undertaken by the Contractor in accordance with Clause 10.2.4. **Witness Point 5**

9.6.6 Trafficking the asphalt geosynthetic

The placed asphalt geosynthetic shall not be opened to public traffic. Trafficking of the asphalt geosynthetic shall be restricted to the asphalt paving machine and asphalt delivery vehicles only. Sharp braking and turning on the asphalt geosynthetic material shall be avoided.

Where possible, the asphalt Material Transfer Vehicle (MTV) should not traffic the asphalt geosynthetic. Further to this, the MTV should avoid parking for long periods of time on the asphalt geosynthetic as the belly can reheat and liven the bitumen bond coat.

The asphalt delivery trucks should have clean tyres to avoid dragging contaminants onto the asphalt geosynthetic. Further to this, the asphalt delivery trucks should avoid parking on the asphalt geosynthetic as the hot tyres can reheat and liven the bitumen bond coat.

9.6.7 Inspection of the asphalt geosynthetic

Prior to placement of the asphalt, the asphalt geosynthetic material shall be inspected by the Administrator to ensure that the asphalt geosynthetic is installed as per the requirements of this Technical Specification and is not damaged, wrinkled or folded.

Witness Point 6

Any damaged, wrinkled or folded asphalt geosynthetic, shall be removed and replaced by the Contractor at no additional cost to the Principal prior to asphalt placement.

9.7 Asphalt placement

9.7.1 General

Placement of the asphalt shall commence immediately following the placement of the asphalt geosynthetic.

Asphalt shall be placed in accordance with the Drawings, Contract and the relevant Technical Specifications.

The asphalt shall be laid at the temperature lower than the melting point of the asphalt geogrid specified in Table 7.2(a) to prevent melting of the asphalt geogrid.

During paving operations, the asphalt geosynthetic shall not bow-wave, wrinkle or fold. Any wrinkles and folds shall be rectified by the Contractor at no additional cost to the Principal.

Figure 9.7.1 – Asphalt being paved on asphalt geosynthetic with no bow-waves, wrinkles or folds



9.7.2 Trafficking the asphalt

The asphalt works shall be protected until the required thickness of asphalt has been placed, compacted, and cooled sufficiently to carry traffic without damaging the asphalt works (refer to MRTS30 *Asphalt Pavements*).

The asphalt layer shall not be open to public traffic until the greater of the following asphalt thicknesses has been laid over the asphalt geosynthetic:

- a) minimum asphalt layer thickness in accordance with the relevant Technical Specification, or
- b) minimum overlying asphalt thickness prescribed in the *Supplier's Product Specifications* and/or *Installation Guidelines*.

The minimum overlying asphalt thickness (or cover) is to ensure the following:

- a) the overlying asphalt layer thickness complies with the relevant Technical Specification, and
- b) there is enough dead load placed upon the asphalt geosynthetic product to resist any uplifting and premature cracking.

9.8 Installation damage and replacement

During construction, some degree of damage may occur to the asphalt geosynthetic material caused by asphalt delivery trucks, wheel loads from the paver or compaction of the asphalt. In case excessive damage occurs prior to or during construction, the damaged geosynthetic shall be removed and replaced by the Contractor at no additional cost to the Principal. The degree of damage should be assessed and determined by the Administrator, Designer and Supplier's Representative prior to replacement.

10 Compliance testing

10.1 General

Compliance testing of asphalt geosynthetics shall be undertaken on a lot basis in accordance with MRTS01 *Introduction to Technical Specifications*.

For each lot, the Contractor is responsible for undertaking sufficient testing to ensure that the asphalt geosynthetic complies in all regards with the requirements of this Technical Specification.

The Contractor shall ensure that sufficient, clearly documented construction compliance records are provided to the Administrator to ensure that traceability of the asphalt geosynthetic materials from its manufacture to the constructed pavement.

Maximum lot sizes, minimum test frequencies and the minimum number of tests required are specified in Appendix A.

10.2 Compliance testing requirements

10.2.1 Manufacture sampling and testing requirements

A representative sample shall be taken during a manufacture batch and tested. The manufacture batch and corresponding test results shall be clearly traceable to the asphalt geosynthetic rolls supplied for the Works.

The following properties of the manufacture sample shall be tested as per the requirements of Table A.2(a) of Appendix A:

- Bitumen retention (geotextile backing only)
- Mass per unit area (geotextile backing only)
- Melting Point
- Elongation
- Ultimate tensile strength
- Serviceability tensile strength / stiffness (at 2% strain)
- Resistance to weathering, and
- Resistance to construction damage.

Refer to Tables 7.2(a) and 7.2(b) for minimum requirements for abovementioned property tests.

The testing can be undertaken through the asphalt geosynthetic Manufacturer, asphalt geosynthetic Supplier and/or the Contractor.

Identification and traceability information including asphalt geosynthetic type, materials source, Manufacturer, manufacture batch identification code, sample date and roll directional markings shall be shown on or attached to the test reports.

All manufacture test reports and certificates shall be provided to the Administrator as per the requirements of Clause 7.2 (Hold Point 2).

10.2.2 Onsite sampling and testing requirements

Where the total size supplied for the Works is less than 2000 m², the requirements for onsite sampling and subsequent testing, shall be relaxed by the Administrator, provided the manufacture test reports and certificates (refer to Clause 10.2.1) comply with the requirements of Tables 7.2(a) and 7.2(b).

Where the total size supplied for the Works is more than 2000 m², onsite sampling shall be carried out in accordance with ASTM D4354 at the frequency stated in Table A.2(b) of Appendix A.

Upon delivery of the asphalt geosynthetic material to the Site (refer to Clause 8), a representative sample shall be taken from the roll(s) to be tested in accordance with ASTM D4354. The representative sample shall be no less than 1.2 m along the roll for the full production width, but not within 2 m of the start or end of the roll. **Witness Point 7**

Each sample shall be clearly marked with a large arrow, showing the longitudinal direction (Machine Direction) of the asphalt geosynthetic products. The directional marking shall be used to identify the direction of samples for tensile strength tests in both longitudinal and transversal (Cross Machine Direction) directions.

The Administrator may select additional samples to be taken at the Site for audit testing (refer to Clause 10.4).

The following properties of the *onsite sample* asphalt geosynthetic material shall be tested as per the requirements of Table A.2(b) of Appendix A:

- Ultimate tensile strength, and
- Serviceability tensile strength / stiffness (at 2% strain).

Refer to Tables 7.2(a) and 7.2(b) for minimum requirements for abovementioned property tests.

The testing can be undertaken through the asphalt geosynthetic Supplier and/or the Contractor.

All *onsite sample* test reports and certificates shall be provided to the Administrator as soon as practical.

10.2.3 Surface texture

Minimum testing frequencies for texture depth testing shall be as specified in Table A.3 of Appendix A.

The surface texture for each construction lot shall be represented by an average of the individual results.

10.2.4 Construction bond strength

Minimum testing frequencies for construction bond strength testing (pull-out) shall be as specified in Table A.3 of Appendix A.

Practical 'pull-out' field tests shall be undertaken for the verification of the bitumen bond coat application rate, and, to ensure adequate bonding of the asphalt geosynthetic to the underlying pavement surface has occurred.

A spring balance test shall be conducted on a minimum 1 m² section of the asphalt geosynthetic, placed on the area to be paved, to ensure that adequate bonding is achieved.

The construction bond strength for each construction lot shall be represented by an average of the individual results.

Spring balance testing

Insert the hook of a spring balance through the asphalt geosynthetic in the centre of the test section. Pull the spring balance upward until the asphalt geosynthetic material starts to pull from the surface. Record these results in 'kg' and if the reading is 9 kg or greater, continue to pave asphalt. If less than 9 kg is achieved, the Contractor and Administrator should apply corrective action in line with Supplier's recommendation.

Figure 10.2.4 – Spring balance test to measure the construction bond strength



10.3 Acceptance

An asphalt geosynthetic supply and placement lot, shall be deemed to achieve conformance and be accepted by the Administrator if all material and construction requirements comply with this Technical Specification. **Hold Point 7**

If an asphalt geosynthetic lot fails to comply with the properties defined in Tables 7.2(a) and 7.2(b), this will constitute a Nonconformance under the Contract. As part of the corrective action, the asphalt geosynthetic lot can be resampled and retested in accordance with Clause 10.2.2 to verify whether the lot conforms or not. If upon retesting the asphalt geosynthetic lot fails to achieve conformance, then the lot should be rejected.

For spray sealing and asphalt Works, any Nonconformances are to be raised and actioned as per the relevant Technical Specifications.

10.4 Audit testing

The Administrator may select samples from the Site and make arrangements for audit testing to be carried out, regardless of the quantity of asphalt geosynthetic material supplied.

11 Supplementary requirements

The requirements of this Technical Specification are varied by the supplementary requirements specified in Clause 3 of Annexure MRTS104.1.

Appendix A: Maximum lot sizes and minimum testing frequencies

Table A.1 – Maximum lot size requirements

Construction activity	Maximum lot size
Supply of asphalt geosynthetic (refer to Clause 10.2.2)	10,000 m ²
Placement of asphalt geosynthetic	The area (in m ²) of placement achieved during a single work period

Table A.2(a) – Manufacture material testing compliance requirements (refer to Clause 10.2.1)

Material property	Test Method	Normal testing level	
		Minimum testing frequency	Minimum no. of tests
Geotextile backing			
Bitumen retention	ASTM D6140	The currency of test reports and certificates shall be no older than 12 months from the date of the supply to the Works.	1 test on the manufacturing batch for the rolls supplied to the Works.
Mass per unit area	AS 3706.1 or ASTM D5261 or ISO 9864		
Geogrid			
Melting Point	ASTM D276 or ASTM E794	The currency of test reports and certificates shall be no older than 12 months from the date of the supply to the Works.	1 test on the manufacturing batch for the rolls supplied to the Works.
Elongation	ASTM D6637 or ISO 10319		
Ultimate tensile strength			
Serviceability tensile strength (at 2% strain)			
Resistance to weathering	ASTM D4355 or EN 12224	The currency of test reports and certificates shall be no older than 5 years from the date of the supply to the Works.	1 test on a manufacturing batch which is representative of the rolls supplied for the Works.
Resistance to construction damage	EN ISO 10722		

Table A.2(b) – Onsite material testing compliance requirements (refer to Clause 10.2.2)

Material property	Test Method	Normal testing level		Reduced testing level	
		Minimum testing frequency	Minimum no. of tests	Minimum testing frequency	Minimum no. of tests
Geogrid					
Ultimate tensile strength	ASTM D6637 or ISO 10319	1 test per 5,000 m ²	1 test per lot	1 test per 10,000m ²	1 test per lot
Serviceability tensile strength (at 2% strain)					

Table A.3 – Construction compliance testing requirements

Material property	Test Method	Normal testing level		Reduced testing level	
		Minimum testing frequency	Minimum no. of tests	Minimum testing frequency	Minimum no. of tests
Texture depth	ATM 250	1 test per 500 m ²	4 tests per lot	1 test per 1000 m ²	2 tests per lot
Construction bond strength	Refer to Clauses 9.5.5 and 10.2.4	1 test per 500 m ²	4 tests per lot	1 test per 1000 m ²	2 tests per lot

