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Specification (Measurement)

**Transport and Main Roads Specifications
MRS30 Dense Graded and Open Graded Asphalt**

June 2013

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1 Introduction

This Specification applies to the construction of asphalt pavements and surfacings using dense graded and open graded asphalt.

This Specification shall be read in conjunction with Specification MRS01 *Introduction to Specifications* and other Specifications as appropriate.

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

2 Measurement of work

2.1 Standard Work Items

In accordance with the provisions of Clause 2 of MRS01 *Introduction to Specifications*, the standard work items covered by this Specification are listed in Table 2.1.

Table 2.1 – Standard Work Items

Standard Item No.	Description	Unit of Measurement
Preparation of the Existing Surface		
5401	Preparation of the existing surface	m ²
5402P	Crack filling (Provisional Quantity)	m
5403P	Strain alleviating fabric strips (Provisional Quantity)	m
5404P	Tack coat [<i>application rate</i>] litres/m ² , residual bitumen (Provisional Quantity)	litre
5405	Dense graded asphalt corrector layer, DG [<i>nominal size</i>] mix	tonne
Dense Graded Asphalt		
5501	Dense graded asphalt, DG7 mix	tonne
5502	Dense graded asphalt, DG10 mix	tonne
5503	Dense graded asphalt, DG14 mix	tonne
5504	Dense graded asphalt, DG20 mix	tonne
5505	Dense graded asphalt, DG28 mix	tonne
Open Graded Asphalt		
5542	Open graded asphalt, OG10 mix	tonne
5543	Open graded asphalt, OG14 mix	tonne

2.2 Work Operations

Item 5401 Preparation of the existing surface

Work Operations incorporated in the above item include:

- a) Work Operations listed in Clause 2.1.5 of MRS01 *Introduction to Specifications*
- b) cutting back existing adjoining pavement to a vertical face
- c) cleaning/sweeping the existing surface and
- d) treatment of surface imperfections.

Item 5402P Crack filling (Provisional Quantity)

Work Operations incorporated in the above item include:

- a) Work Operations listed in Clause 2.1.5 of MRS01 *Introduction to Specifications*
- b) supply of crack sealant and
- c) filling of cracks.

Item 5403P Strain alleviating fabric strips (Provisional Quantity)

Work Operations incorporated in the above item include:

- a) Work Operations listed in Clause 2.1.5 of MRS01 *Introduction to Specifications*
- b) supply of all materials
- c) preparing existing surfaces
- d) applying bituminous emulsion or proprietary primer and
- e) laying and rolling fabric.

Item 5404P Tack coat [*application rate*] litres/m², residual bitumen (Provisional Quantity)

Work Operations incorporated in the above item include:

- a) Work Operations listed in Clause 2.1.5 of MRS01 *Introduction to Specifications* and
- b) supply and application of tack coat.

Item 5405 Dense graded asphalt corrector layer, DG [*nominal size*] mix

Item 5501 Dense graded asphalt, DG7 mix

Item 5502 Dense graded asphalt, DG10 mix

Item 5503 Dense graded asphalt, DG14 mix

Item 5504 Dense graded asphalt, DG20 mix

Item 5505 Dense graded asphalt, DG28 mix

Work Operations incorporated in the above item include:

- a) Work Operations listed in Clause 2.1.5 of MRS01 *Introduction to Specifications*
- b) being a registered asphalt manufacturer or engaging a subcontractor who is a registered asphalt manufacturer
- c) having a registered mix design or obtaining a registered mix design under the asphalt supplier registration system
- d) manufacture of the dense graded asphalt in accordance with the registered mix design(s)
- e) delivery of the dense graded asphalt to the Works
- f) being a registered asphalt paving organisation or engaging a registered asphalt paving organisation
- g) laying, compacting and finishing the production asphalt
- h) providing an allowance for production asphalt used in temporary ramps and asphalt lost from cut-offs from joints

- i) provision of a laboratory and compliance testing facilities
- j) sampling, testing and quality assurance requirements
- k) delivery of the results for all tests and inspections to the Administrator within the nominated time and
- l) removal and disposal of any nonconforming material or product, or any material or product not utilised for a reduced level of service, and replacement with conforming material or product.

Item 5542 Open graded asphalt, OG10 mix

Item 5543 Open graded asphalt, OG14 mix

Work Operations incorporated in the above items include:

- a) Work Operations listed in Clause 2.1.5 of MRS01 *Introduction to Specifications*
- b) being a registered asphalt manufacturer or engaging a subcontractor who is a registered asphalt manufacturer
- c) having a registered mix design or obtaining a registered mix design under the asphalt supplier registration system
- d) manufacture of the open graded asphalt in accordance with the registered mix design(s)
- e) delivery of the open graded asphalt to the Works
- f) being a registered asphalt paving organisation or engaging a registered asphalt paving organisation
- g) laying, compacting and finishing the production asphalt
- h) providing an allowance for production asphalt used in temporary ramps and asphalt lost from cut-offs from joints
- i) provision of a laboratory and compliance testing facilities
- j) sampling, testing and quality assurance requirements
- k) delivery of the results for all tests and inspections to the Administrator within the nominated time and
- l) removal and disposal of any nonconforming material or product, or any material or product not utilised for a reduced level of service, and replacement with conforming material or product.

2.3 Calculation of quantities

2.3.1 Preparation of the existing surface

The preparation of the existing surface shall be measured as the area over which the asphalt is laid.

2.3.2 Tack coat

The quantity of the tack coat, as residual bitumen at 15°C, shall be determined from the area on which the tack coat is placed and the application rate stated in Clause 6 of Annexure MRTS30.1 *Dense Graded and Open Graded Asphalt*.

2.3.3 Dense graded asphalt and open graded asphalt

The quantity of asphalt shall be determined from the tally of the weighbridge dockets of the delivered asphalt, less:

- a) the quantity of asphalt which does not remain in the Works (such as asphalt in temporary ramps, cut off joints and spillages or that remaining on or in the Construction Plant) and
- b) any amount of asphalt which exceeds the upper vertical and horizontal geometric tolerances but is accepted to remain in the Works by the Administrator.

3 Utilisation of a rejected lot for a reduced level of service

3.1 Production asphalt

3.1.1 Assessment of a production lot

The assessment of a rejected production lot for utilisation for a reduced level of service shall be based on the number of defects associated with nonconformance with the requirements for grading and binder content only, as determined from Clause 3.1.2.

A production lot which has a number of defects greater than 6 shall not be utilised for a reduced level of service, and shall be removed and replaced with material that conforms to the requirements of *MRTS30 Dense Graded and Open Graded Asphalt*.

A production lot which has a number of defects up to and including two may be utilised for a reduced level of service, provided that the Contractor takes the necessary action within two working days to prevent recurrence of the nonconformance and states, on the nonconformance report, what action is to be taken.

Where approved by the Administrator, a production lot which has a number of defects greater than two but not greater than six may be utilised for a reduced level of service provided that:

- a) the Contractor takes the necessary action to prevent recurrence of the nonconformance and states, on the nonconformance report, what action is to be taken and
- b) the Contractor accepts payment for the lot at the reduced value stated in Clause 3.1.3.

3.1.2 Calculation of defects for a production lot

Calculation of defects for a production lot shall be based on variations from the job limits on the mix design certificate as shown in Table 3.1.2.

The number of defects in a production lot shall be calculated as the total number of defects in the two samples representing that production lot.

In the case of a terminated or small production lot, where only one sample has been obtained, the number of defects in the production lot shall be calculated by doubling the number of defects in the sample.

Table 3.1.2 – Schedule for calculating defects in a production lot

Measurement	Variations	No. of Defects
% passing 6.70 mm and larger sieves	Tolerances exceeded on 1 or more sieves	1
% passing – 4.75 mm sieve	Tolerances exceeded on 1 or 2 sieves	1
2.36 mm sieve	Tolerances exceeded on all 3 sieves	2
1.18 mm sieve		
% passing – 0.600 mm sieve	<i>Dense Graded Asphalt</i> Tolerances exceeded on 1 or 2 sieves	1
0.300 mm sieve	Tolerances exceeded on all 3 sieves	2
0.150 mm sieve	<i>Open Graded Asphalt</i> Tolerance exceeded on 0.300 mm sieve	1
% passing – 0.075 mm sieve	Up to 0.5% outside the limits Each additional 0.5% (or part thereof) beyond 0.5% outside the limits	0 1
Binder Content (%)	DG7, DG10, DG14, DG20, OG10, OG14 mixes – Each 0.1% (or part thereof) outside the limits	1
	DG28 mix – Each 0.15% (or part thereof) outside the limits	1

3.1.3 Determination of the reduced value

The reduced value for defects in a production lot shall be determined from Table 3.1.3.

Table 3.1.3 – Reduction in value for defects in a production lot

Number of Defects in a Lot	% Reduction in Value
3	5
4	10
5	15
6	20

3.2 Placement

3.2.1 Assessment of a pavement lot

The assessment of a rejected pavement lot for utilisation for a reduced level of service shall be based on the compaction standard and surface evenness.

3.2.2 Compaction standards

3.2.2.1 Open graded asphalt

A pavement lot which has not received the minimum number of roller passes as required by Clause 12.2.7.3.1 of MRTS30 shall not be utilised for a reduced level of service.

3.2.2.2 Dense graded asphalt

A pavement lot which has a characteristic value (CV) of relative compaction less than 88% shall not be utilised for a reduced level of service.

DG20 and DG28 pavement lots which have a characteristic value of relative compaction less than 93.0% but greater than or equal to 92.0% shall be utilised for a reduced level of service at a reduced value. The reduced value shall be determined in accordance with Table 3.2.4-A.

Where approved by the Administrator, a pavement lot which has a characteristic value of relative compaction less than the stated minimum value for DG7, DG10 and DG14 layers or 92.0% for DG20 and DG28 layers, may be utilised for a reduced level of service at a reduced value, provided that:

- a) the pavement lot has a characteristic value of relative compaction greater than or equal to 88.0%
- b) the Contractor takes the necessary action to prevent recurrence of the non-conformance and
- c) the Contractor accepts payment for the lot the reduced value given in Clause 3.2.4.

3.2.2.3 Corrector layers

A pavement lot which has an average value (AV) of relative compaction less than 88% shall not be utilised for a reduced level of service.

DG20 pavement lots which have an average value of relative compaction less than 93.0% but greater than or equal to 92.0% shall be utilised for a reduced level of service at a reduced value. The reduced value shall be determined in accordance with Table 3.2.4-A.

Where approved by the Administrator, a pavement lot which has an average value of relative compaction less than the stated minimum value for DG7, DG10 and DG14 layers or 92.0% for DG20 layers, may be utilised for a reduced level of service at a reduced value, provided that:

- a) the pavement lot has a characteristic value of relative compaction greater than or equal to 88.0%
- b) the Contractor takes the necessary action to prevent recurrence of the non-conformance and
- c) the Contractor accepts payment for the lot the reduced value given in Clause 3.2.4.

3.2.3 Surface evenness

3.2.3.1 New works and overlays with correction or profiling

In the case of works other than for single layer asphalt overlays, a lot which has a road roughness count rate greater than 70 shall not be utilised for a reduced level of service.

Where approved by the Administrator, a lot which has a road roughness count rate greater than R_s but not greater than 70 may be utilised for a reduced level of service at a reduced rate provided that:

- a) the Contractor takes the necessary action to prevent recurrence of the non-conformance, and
- b) the Contractor accepts payment for the lot the reduced value given in Clause 3.2.4.

3.2.3.2 Single layer overlays

In the case of lots for single layer asphalt pavement overlays without a nominal full length corrector layer, a lot which has a road roughness count rate greater than $R_s + 20$ counts per kilometre (where R_s is as stated in Clause 12.3.3.5 of MRTS30) shall not be utilised for a reduced level of service.

A lot which has a road roughness count rate up to $R_s + 20$ counts per kilometre may be utilised for a reduced level of service at a reduced value provided that:

- the Contractor takes the necessary action to prevent recurrence of the non-conformance and
- the Contractor accepts payment for the lot the reduced value given in Clause 3.2.4.

3.2.4 Determination of the reduced value

The reduced value for reduced compaction of a pavement lot shall be determined from Table 3.2.4-A.

Table 3.2.4-A – Reduction in value for reduced compaction

Asphalt Mix Nominal Size (mm)	Surfacing, Binder and Base Layers	Correct Layers
	Percentage Reduction in Value	Percentage Reduction in Value
DG7	$7.5 \times (90\% - CV)$	-----
DG10	$7.5 \times (90\% - CV)$	$7.5 \times (90.0\% - AV)$
DG14 < 50 mm layer thickness	$5 \times (91\% - CV)$	$5 \times (91.0\% - AV)$
DG14 \geq 50 mm layer thickness	$3.75 \times (92\% - CV)$	$3.75 \times (92.0\% - AV)$
DG20	$3 \times (93\% - CV)$	$3 \times (93.0\% - AV)$
DG28	$3 \times (93\% - CV)$	–

CV = characteristic value of relative compaction (%)

AV = average value of relative compaction (%)

The reduced value for an increased road roughness count rate for a pavement lot shall be determined from Table 3.2.4-B for single layer asphalt pavement overlays and from the following formula for other than single layer asphalt overlays:

$$\text{Percentage reduction} = 0.5 \times (R_a - R_s)$$

where:

R_a = the actual road roughness count rate and

R_s = the stated road roughness count rate defined in Clause 12.3.3.4 of MRTS30.

Table 3.2.4-B – Reduction in value, surface evenness – overlays

Road Roughness Count Rate (counts/km)	% Reduction in Value
$> R_s$ to $(R_s + 5)$	1
$> (R_s + 5)$ to $(R_s + 10)$	2
$> (R_s + 10)$ to $(R_s + 15)$	4
$> (R_s + 15)$ to $(R_s + 20)$	8

Note: R_s is as defined in Clause 12.3.3.5 of MRTS30.

3.3 Application of the reduced payments

The percentage reductions in value calculated in accordance with Clauses 3.1.3 and 3.2.4 shall be summed for each lot and shall be applied to the value of the lot as determined by the Administrator.

4 Additional payment for a higher standard of surface evenness

4.1 General

Unless indicated otherwise in Clause 1 of Annexure MRS30.1, an additional payment shall be made for the additional benefit of an improved standard of surface evenness as represented by the road roughness count rate.

4.2 Payment

Any such additional payment shall be made for each lot of asphalt which has been determined to have an improved standard of road roughness compared with the stated count rate calculated in accordance with the following:

- a) a percentage increase in the scheduled rate shall be determined from the formula:

$$\text{Percentage increase} = 0.4 \times (R_s - R_a - 5)$$

where:

R_s = the stated road roughness count rate as defined in Clause 12.3.3.4 or Clause 12.3.3.5 of MRS30 as relevant, and

R_a = the road roughness count rate measured after placement and compaction of the asphalt.

- b) the additional payment shall apply only to the top layer of asphalt placed over the relevant pavement lots or sections thereof, and shall be determined from the value of the placed asphalt in the lot, based on the dimensions shown on the Drawings, as determined by the Administrator, and the percentage increase determined from (a) above and
- c) the maximum percentage increase shall be 4%.

5 Additional payment for a tighter and more uniform standard of relative compaction

5.1 General

Unless indicated otherwise in Clause 2 of Annexure MRS30.1, an additional payment shall be made for achieving the additional benefit of a tighter and more uniform standard of compaction in DG14 surfacing, binder and base layers.

5.2 Payment

A 2% increase in the scheduled rate shall apply, provided that:

- a) the relevant asphalt production and pavement lots fully conform to the requirements of this Technical Standard and
- b) the relative compaction of the pavement lot complies with the additional requirements of Table 5.2.

Table 5.2 – Compaction standard requirements for additional payment

Asphalt Mix Nominal Size (mm)	Surfacing, Binder and Base Layers	
	Characteristic Value (%)	
	Minimum	Maximum
DG10	92.0	96.0
DG14	93.0	96.0

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