

Asphalt Pavement for Local Road A100.03



DESIGN STATEMENT

A typical road is made up of two distinct components, the pavement and the wearing surface. Both the pavement and the wearing surface are considered as separate components because of the vastly different functions they serve and the vastly useful lives applied before the need to renew.

Fundamentally, the pavement provides the strength of the road. This differs to the wearing surface, where its main purpose is to provide a durable, all weather, dust free barrier that seals and protects the pavement from moisture whilst providing a smooth driving surface.

APPLICABLE LOCATION

This typical pavement structure should be used as part of full street reconstruction projects.

A road hierarchy has been set to establish the importance of a road in terms of traffic volumes and types of vehicles they carry. Refer to Moreland City Council's Register of Public Roads (available on the internet) to ascertain the road hierarchy.

Note: This road profile has been specified for subgrades with a CBR value of 3% or greater. Weak subgrades with a CBR value less than 3% will require further detailed pavement design to be approved by Council.

COUNCIL STANDARD DRAWING

SD 290C

CROSS REFERENCE DOCUMENT

- ARRB's SRNo.41 'Into a New Age Pavement Design Guide for Flexible Residential Street Pavements'.
- ARRG Report No.21 'A Guide to the Design of New Pavements for Light Traffic'.

STANDARD SPECIFICATION

Refer to Notes 1&2 as detailed on the drawing on the next page for the standard specifications.

SUPPLIER

N/A

MAINTENANCE

Road Maintenance Unit: Repair failed areas of road with full depth asphalt treatment.

Street Cleansing Unit: Cleaning will be undertaken as per current schedule.

GENERAL NOTES

1. Subbase depth to be adopted shall be determined in accordance with the ARRB's SRNo.41 'Into a New Age Pavement Design – A Structural Guide for Flexible Residential Street Pavements' or the ARRG RRG Report No.21 'A Guide to the Design of New Pavements for Light Traffic,' but not less than 100mm. A 95% confidence limit shall be used.
2. When the construction of asphalt wearing course is deferred after the construction of the asphalt base course, a tack coat shall be applied to the surface of the asphalt base course.



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