

# **Administration of Asphalt Pavements Specification**

## **Queensland Transport and Main Roads Technical & Measurement Specifications**

- 1. MRS30 Asphalt Pavements**
- 2. MRTS30 Asphalt Pavements**
- 3. MRTS101 Aggregates for Asphalt**
- 4. MRTS102 Reclaimed Asphalt Pavement Material**
- 5. MRTS103 Fillers for Asphalt**

*As at January 2016*

**Specification (Measurement)**

**Transport and Main Roads Specifications  
MRS30 Asphalt Pavements**

**January 2016**

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## 1 Introduction

This Specification applies to the construction of asphalt pavements using the following asphalt types:

- a) Medium duty dense graded asphalt (AC7M, AC10M, AC14M and AC20M)
- b) Heavy duty dense graded asphalt (AC7H, AC10H, AC14H and AC20H)
- c) Open graded asphalt (OG10 and OG14), and
- d) Stone mastic asphalt (SMA10 and SMA14).

This Specification shall be read in conjunction with 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
<b>Preparation of the Existing Surface</b>		
5401	Preparation of the existing surface	m <sup>2</sup>
5402P	Crack filling (Provisional Quantity)	m
5403P	Strain alleviating membrane fabric strips (Provisional Quantity)	m
5404P	Tack coat, residual bitumen (Provisional Quantity)	litre
<b>Medium Duty Dense Graded Asphalt</b>		
4156	Medium duty dense graded asphalt in corrector course, AC [nominal size] M mix	tonne
4157	Medium duty dense graded asphalt in base course, AC [nominal size] M mix	tonne
4158	Medium duty dense graded asphalt in intermediate course, AC [nominal size] M mix	tonne
4159	Medium duty dense graded asphalt in surfacing course, AC [nominal size] M mix	tonne
<b>Heavy Duty Dense Graded Asphalt</b>		
4161	Heavy duty dense graded asphalt in corrector course, AC [nominal size] H mix	tonne
4162	Heavy duty dense graded asphalt in base course, AC [nominal size] H mix	tonne
4163	Heavy duty dense graded asphalt in intermediate course, AC [nominal size] H mix	tonne
4164	Heavy duty dense graded asphalt in surfacing course, AC [nominal size] H mix	tonne

Standard Item No.	Description	Unit of Measurement
<b>Open Graded Asphalt</b>		
4165	Open graded asphalt in surfacing course, OG [ <i>nominal size</i> ] mix	tonne
<b>Stone Mastic Asphalt</b>		
4166	Stone mastic asphalt in surfacing course, SMA [ <i>nominal size</i> ] mix	tonne
4167	Supply and application of grit to the surface of stone mastic asphalt	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
- d) treatment of surface imperfections, and
- e) removal of raised extruded thermoplastic road markings and raised pavement markers.

### 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) cleaning and filling of cracks.

### Item 5403P Strain alleviating membrane 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) installing strain alleviating membrane fabric strips.

### Item 5404P Tack coat, 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 4156 Medium duty dense graded asphalt in corrector course, AC [*nominal size*] M mix

### Item 4157 Medium duty dense graded asphalt in base course, AC [*nominal size*] M mix

- Item 4158 Medium duty dense graded asphalt in intermediate course, AC [nominal size] M mix**
- Item 4159 Medium duty dense graded asphalt in surfacing course, AC [nominal size] M mix**
- Item 4161 Heavy duty dense graded asphalt in corrector course, AC [nominal size] H mix**
- Item 4162 Heavy duty dense graded asphalt in base course, AC [nominal size] H mix**
- Item 4163 Heavy duty dense graded asphalt in intermediate course, AC [nominal size] H mix**
- Item 4164 Heavy duty dense graded asphalt in surfacing course, AC [nominal size] H mix**
- Item 4165 Open graded asphalt in surfacing course, OG [nominal size] mix**
- Item 4166 Stone mastic asphalt in surfacing course, SMA [nominal size] 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 prequalified asphalt contractor or engaging a subcontractor who is a prequalified asphalt contractor
- c) having a registered mix design or obtaining a registered mix design
- d) manufacture of asphalt in accordance with the registered mix design(s)
- e) delivery of asphalt to the Works
- f) laying, compacting and finishing the asphalt
- g) providing an allowance for asphalt used in temporary ramps and asphalt lost from cut-offs from joints
- h) provision of laboratory and compliance testing facilities
- i) sampling, testing and quality assurance requirements
- j) delivery of the results for all tests and inspections to the Administrator by the nominated time, and
- k) 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.

Where paving open graded and stone mastic asphalt over an existing pavement with levels specified, a dense graded asphalt layer should be placed first.

For new pavements, finished surface levels are typically specified and are shown on the Drawings.

For asphalt placed over existing pavement (including mill and fill situations), the finished surface levels may or may not be specified. Where these levels are specified, they are shown on the Drawings and 'levels specified' is nominated in the relevant work item(s).

### **Item 4167 Supply and application of grit to the surface of stone mastic asphalt**

Work Operations incorporated in the above item include:

- a) Work Operations listed in Clause 2.1.5 of MRS01 *Introduction to Specifications*
- b) winning and processing of the material, and
- c) loading, delivery, stockpiling, hauling, spreading and rolling of the grit.

### **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 nominated application rate of residual bitumen.

#### **2.3.3 Asphalt**

The quantity of asphalt incorporated in the final work must be mutually agreed using the tally of the weighbridge docket of 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 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.

Weighbridge dockets must be issued at a certified weighbridge and collected at the point of delivery.

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

The Contractor may elect to approach the Principal, via the Administrator, with a written proposal about how rejected lots, or rejected lots not accepted for a reduced level of service, may be retained. If accepted, the relevant details about the outcome should be captured on the TMR asphalt warranty register.

#### **3.1 Acceptance of nonconformances**

Pre-determined acceptance criteria in the form of payment deduction(s), as provided in this Specification, may be applied to nonconformances for the following properties:

- a) particle size distribution and binder content in asphalt
- b) insitu air voids, and
- c) ride quality.

Deductions apply to the scheduled rate for the quantity of asphalt represented by the test sample (lot or sub-lot as appropriate).

The requirements of Clause 1.2 of MRTS30 still apply to asphalt accepted for utilisation at a reduced level of service under this Clause.



TMR may accept asphalt for utilisation at a reduced level of service based on the requirements of Clause 3.1 being satisfied. However, it may not be appropriate to apply these pre-determined dispositions for specific high risk / high profile projects. Where it is determined that application of these pre-determined dispositions is not appropriate, it will be stated elsewhere in the Contract that the requirements of Clause 3.1 do not apply.

### 3.2 Combined particle size distribution and binder content

Deductions in accordance with Table 3.2 will be applied to accepted nonconformances in combined particle size distribution and binder content provided that:

- a) for any individual sieve size or binder content, nonconformances greater than twice the production tolerance specified in Table 7.4.3.2 of MRTS30 will not be accepted
- b) deductions are cumulative and nonconformances will not be accepted if the combined particle size distribution and binder content deductions exceed 20%, and
- c) for stone mastic asphalt, acceptance of nonconformances on the 4.75 mm sieve for SM14 and 2.36 mm sieve for SM10 is subject to the mix volume ratio being  $\leq 1.04$ .

**Table 3.2 - Deductions for particle size distribution and binder content nonconformances**

Combined Particle Size Distribution Element	% by which Nonconformance exceeds Production Tolerance (Clause 7.4.3.2 of MRTS30)	Deductions (% of Schedule Rate)
	(% by mass of total aggregate)	
Passing 37.5 mm	Each 2 or part thereof	1
Passing 26.5 mm	Each 2 or part thereof	1
Passing 19.0 mm	Each 2 or part thereof	1
Passing 13.2 mm	Each 2 or part thereof	1
Passing 9.50 mm	Each 2 or part thereof	1
Passing 6.70 mm	Each 2 or part thereof	1
Passing 4.75 mm	Each 2 or part thereof	1
Passing 2.36 mm	Each 1 or part thereof	1
Passing 1.18 mm	Each 1 or part thereof	1
Passing 0.600 mm	Each 1 or part thereof	1
Passing 0.300 mm	Each 1 or part thereof	2
Passing 0.150 mm	Each 0.5 or part thereof	2
Passing 0.075 mm	Each 0.5 or part thereof	2
<b>Binder Content</b>	<b>(% by mass of total asphalt mix)</b>	
All asphalt mix	Each 0.1 or part thereof	3

### 3.3 *In situ air voids*

Deductions in accordance with Table 3.3 will be applied to nonconformances in excess of the upper limit of the characteristic value of in situ air voids ( $V_u$ ), provided the nonconformance does not exceed the limit specified in Table 9.2.1 of MRTS30 by more than 2.0%.

**Table 3.3 – Deductions for nonconforming in situ air voids**

Insitu Air Voids in Excess of Specified Limit $V_u$ by (%)	Deduction (% of Lot Value)	
	AC7M, AC7H, AC10M, AC10H, AC14M, AC14H, SMA10 and SMA14	AC20M and AC20H
≤ 0.5	2.5	5
0.6 - 1.0	7.5	15
1.1 - 1.5	15	30
1.6 - 2.0	30	50

### 3.4 *Ride quality*

Deductions in accordance with Table 3.4 will be applied to accepted nonconformances in ride quality provided that the roughness count does not exceed the specified limit by more than 20 counts per kilometre.

**Table 3.4 - Deductions for ride quality**

Ride Quality in Excess of Specified Limit by (counts/km)	Deduction (% of Lot Value)
≤ 5	2
6 - 10	4
11 - 15	8
16 - 20	16

Calculation of surface roughness should accurately represent the ride quality of the complete pavement. It is generally accepted that the inclusion of other road features within the pavement are likely to reduce ride quality.

In accordance with the test method adopted, these features are required to be noted during roughness testing. In accordance with MRTS30, the following features are allowed to be excluded from ride quality assessment:

- roundabouts
- railway lines
- bridge joints, and
- inspection pit covers (for example, drainage manholes).

The Contractor should nominate a methodology and provide calculations on ride quality for the Administrators acceptance, showing how each feature has been excluded from the assessment and the subsequent lot structure.

Under no circumstances should pavement features including joints or signalised/unsignalised intersections be excluded from the ride quality assessment without the express agreement of the Administrator.

#### 4 Incentives

Pre-determined asphalt surface course ride quality incentives shall be applied in accordance with Table 4.

TMR typically pays an incentive for achieving a higher standard of ride quality provided the requirements of Clause 4 are satisfied. However, it may not be appropriate to apply these pre-determined incentives for specific projects. Where it is determined that application of these pre-determined incentives is not appropriate, it will be stated elsewhere in the Contract that the requirements of Clause 4 do not apply.

**Table 4 - Incentives for ride quality**

Ride Quality below the Specified Limit by (counts/km)	Incentive (% of Lot Value)
≤ 10	0
11 - 15	1
16 - 20	2
> 20	3



**Technical Specification**

**Transport and Main Roads Specifications  
MRTS30 Asphalt Pavements**

**January 2016**

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## 1 Introduction

### 1.1 Overview

This Technical Specification sets out the requirements for asphalt used in road pavements and includes the following asphalt types:

- Medium duty dense graded asphalt (AC7M, AC10M, AC14M and AC20M)
- Heavy duty dense graded asphalt (AC7H, AC10H, AC14H and AC20H)
- Open graded asphalt (OG10 and OG14), and
- Stone mastic asphalt (SMA10 and SMA14).

The term “dense graded asphalt” is used throughout this Technical Specification to refer to both medium duty and heavy duty dense graded asphalt.

Guidance on the selection of dense graded asphalt mix type and binder grade is provided in the table below.

Application	Traffic Volume (Average Daily ESAs in the Design Lane in the Year of Opening)		Dense Graded Asphalt Mix Type	Typical Binders
	Free Flowing	High Shear <sup>1</sup>		
Top two asphalt layers in the pavement structure	< 1000	< 300	Medium duty	C320
	< 3000	< 1000	Medium duty	C600 <sup>2,3</sup>
	All	< 3000	Medium duty	A5S <sup>4</sup>
	All	300 to < 3000	Heavy duty	C600 <sup>2,3</sup>
	≥ 3000	≥ 1000	Heavy duty	A5S <sup>4,5</sup>
Layers covered by at least two layers of asphalt	< 3000	< 1000	Medium duty	C320
	All	< 3000	Medium duty	C600 <sup>6</sup>
	≥ 3000	≥ 1000	Heavy duty	C600 <sup>6</sup>

1. High shear areas include signalised intersections and approaches, and other areas with very slow moving heavy vehicles.
2. M1000 and A0.6S could be considered for the proposed application. However, there has been limited experience with these binder types in these applications on TMR projects.
3. C600 is generally not used in the surfacing course.
4. A5S binder is typically used in situations where enhanced deformation and/or fatigue resistance is desired.
5. A2V could be considered based on a project specific engineering assessment. A2V provides additional deformation resistance when compared to A5S but is more prone to cracking.
6. M1000 could be considered for the proposed application. However, there has been limited experience with this binder type in these applications on TMR projects.

The asphalt can be manufactured using either conventional or warm mix asphalt (WMA) technology. In addition, dense graded asphalt may contain reclaimed asphalt pavement material.

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.

For projects that utilise this Technical Specification, the following personnel should have completed and have a certificate of attainment for the AAPA course “ASA407A Administration of Specifications - MRTS30 *Asphalt Pavements*”: Contractor’s and Prequalified Asphalt Contractor’s (PAC) Project Manager(s), Engineer(s) and Site Supervisor(s) for the asphalt works, and Administrator and Inspector.

The Administrator should implement an audit and surveillance plan. Typically a minimum of 10% of asphalt lots should be audited on TMR projects. An increased or reduced frequency may apply based on the PAC’s historical performance and the project’s risk profile.

This Technical Specification is based on the principles outlined in Austroads *Guide to Pavement Technology Part 4B: Asphalt*. The Austroads Guide should be used by PACs and Administrators, in conjunction with the material from the above mentioned AAPA course and Austroads Pavement Work Tips, as the first point of reference.

Administrators can seek further advice on interpretation of this Technical Specification from the Principal Engineer (Asphalt and Surfacing).

## 1.2 Performance requirements

The asphalt must not ravel, rut, shove, strip or bleed for the first 24 months after the Date of Practical Completion, and the surface of the asphalt must comply with the surface shape requirements specified in Table 9.6.2 for the first 12 months after the Date of Practical Completion.

The requirements of Clause 1.2 are based on the assumption that the asphalt works will be completed shortly before the date of practical completion. Adjustment to these requirements may be required for other scenarios.

## 2 Definitions

The terms used in this Technical Specification are defined in Clause 2 of MRTS01 *Introduction to Technical Specifications*, Table 2 of this Technical Specification and AGPT04B/14.

**Table 2 - Definition of terms**

Term	Definition
Asphalt mix design registrar	Person(s) nominated by the Deputy Chief Engineer (Pavements, Materials and Geotechnical) to register asphalt mix designs for use on Department of Transport and Main Roads projects

Term	Definition
Prequalified asphalt contractor (PAC)	An entity prequalified, in accordance with the requirements of the Transport Infrastructure Project Delivery System, to supply (i.e. manufacturing and paving, or paving only) asphalt to TMR projects. The prequalification category level applicable to a project is specified in the Contract
Registered mix design	The mix design, of a particular nominal size of asphalt, which has been submitted by a manufacturer and registered by the Department of Transport and Main Roads

### 3 Referenced documents

Table 3 lists the documents referenced in this Technical Specification.

**Table 3 - Referenced documents**

Reference	Documents
<b>Transport and Main Roads (TMR)</b>	
Pavement Design Supplement	Pavement Design Supplement: Supplement to 'Part 2: Pavement Structural Design' of the Austroads Guide to Pavement Technology
TIPDS Manual	Transport Infrastructure Project Delivery System Manual
Technical Note 148	Asphalt Mix Design Registration
<b>Australian Standards (AS)</b>	
AS 1141.11.1	Methods for sampling and testing aggregates - Particle size distribution - Sieving method
AS/NZS 1141.17	Methods for sampling and testing aggregates - Voids in dry compacted filler
AS 1141.66	Methods for sampling and testing aggregates - Methylene blue adsorption value of fine aggregate and mineral fillers
AS 1160	Bituminous emulsions for the construction and maintenance of pavements
AS 1289.1.4.2	Methods of testing soils for engineering purposes - Sampling and preparation of soils - Selection of sampling or test sites - Stratified random number method
AS 2150	Hot mix asphalt - A guide to good practice
AS/NZS 2891.1.1	Methods of sampling and testing asphalt - Sampling - Loose asphalt
AS 2891.1.2	Methods of sampling and testing asphalt - Sampling - Coring method
AS/NZS 2891.2.2	Methods of sampling and testing asphalt - Sample preparation - Compaction of asphalt test specimens using a gyratory compactor
AS/NZS 2891.3.1	Methods of sampling and testing asphalt - Binder content and aggregate grading - Reflux method
AS/NZS 2891.7.1	Methods of sampling and testing asphalt - Determination of maximum density of asphalt - Water displacement method
AS/NZS 2891.8	Methods of sampling and testing asphalt - Voids and volumetric properties of compacted asphalt mixes
AS/NZS 2891.9.2	Methods of sampling and testing asphalt - Determination of bulk density of compacted asphalt - Presaturation method
AS/NZS 2891.9.3	Methods of sampling and testing asphalt - Determination of bulk density of compacted asphalt - Mensuration method

Reference	Documents
AS/NZS 2891.10	Methods of sampling and testing asphalt – Moisture content of asphalt
AS/NZS 2891.11	Methods of sampling and testing asphalt - Degree of particle coating
AS/NZS 2891.13.1	Methods of sampling and testing asphalt - Determination of the resilient modulus of asphalt - Indirect tensile method
<b>Austrroads</b>	
AGPT/T192	Characterisation of the viscosity of reclaimed asphalt pavement (RAP) binder using the dynamic shear rheometer (DSR)
AGPT/T193	Design of bituminous binder blends to a specified viscosity value
AG:PT/T220	Sample preparation - Compaction of asphalt slabs suitable for characterisation
AG:PT/T231	Deformation resistance of asphalt mixtures by the wheel tracking test
AG:PT/T232	Stripping potential of asphalt - Tensile strength ratio
AG:PT/T233	Fatigue life of compacted bituminous mixes subject to repeated flexural bending
AG:PT/T234	Asphalt binder content (ignition oven method)
AG:PT/T235	Asphalt binder drain-off
AG:PT/T236	Asphalt particle loss
AG:PT/T237	Binder film index
AG:PT/T250	Modified surface texture depth (pestle method)
AG:PT04B/14	Guide to pavement technology Part 4B: Asphalt
AP-PWT13	Temperature characteristics of binders in asphalt
AP-PWT15	Asphalt production process control
AP-PWT30	Asphalt shape correction
AP-PWT51	Asphalt tack coating
<b>Australian Asphalt Pavement Association (AAPA)</b>	
Advisory Note 7	Guide to the selection, heating and storage of binders for sprayed sealing and hot mix asphalt
<b>Roads and Maritime Services (RMS)</b>	
RMS T662	Compaction of asphalt test specimens (using a gyratory compactor)

#### 4 Standard test methods

The standard test methods given in Table 4 shall be used in this Technical Specification.

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

**Table 4 - Standard test methods**

Property to be Tested	Test Method Number
<b>General</b>	
Selection of sampling or test locations (random stratified sampling)	AS 1289.1.4.2 or Q050
Calculation of characteristic value of a lot	Q020

Property to be Tested	Test Method Number
<b>Aggregate</b>	
Particle Size Distribution	AS 1141.11.1
<b>Filler</b>	
Voids in dry compacted filler	AS 1141.17
Methylene blue value	AS 1141.66
<b>Asphalt</b>	
Sampling loose asphalt mix	AS/NZS 2891.1
Sampling of compacted asphalt – coring	AS 2891.1.2
Compaction of asphalt test specimens (using a Marshall compactor)	Q305 <sup>1</sup>
Compaction of asphalt test specimens (using a gyratory compactor)	AS/NZS 2891.2.2 <sup>1</sup> or RMS T662 <sup>1</sup>
Compacted density	AS/NZS 2891.9.2 <sup>2</sup> , AS/NZS 2891.9.3, Q306B <sup>2</sup> , Q306C, Q306D or Q306E
Asphalt binder drain-off	AG:PT/T235
Asphalt particle loss	AG:PT/T236
Maximum density	AS/NZS 2891.7.1 or Q307A
Mix volume ratio	Q318
Binder content and aggregate grading	AS/NZS 2891.3.1, Q308A, AG:PT/T234 or Q308D
Voids calculations for compacted asphalt	AS/NZS 2891.8 or Q311
Tensile strength and tensile strength ratio	Q315 or AG:PT/T232 <sup>1,3</sup>
Texture depth	AG:PT/T250
Binder film index	AS/NZS 2891.8, AG:PT/T237 or Q317
Compaction of asphalt slabs	AG:PT/T220
Deformation resistance	AG:PT/T231
Moisture content of bituminous mixes	AS/NZS 2891.10
Fixed binder fraction	Q321
Surface evenness	Q708B, Q708C or Q708D
Three metre straightedge	Q712
Degree of particle coating	AS/NZS 2891.11
Resilient modulus	AS/NZS 2891.13.1
Fatigue life	AG:PT/T233
Equivalent compaction temperature for warm mix asphalt	Q323
Viscosity of RAP binder	AGPT/T192
Design of bituminous binder blends to a specified viscosity value	AGPT/T193

1. Where a temperature less than the standard laboratory conditioning and compaction temperature is used for mixes containing a warm mix asphalt additive, the temperature shall be determined in accordance with Q323.

2. AS/NZS 2891.9.2 and Q306B shall not be used where the water absorption of the test specimens is greater than 2.0%.
3. The freeze/thaw moisture conditioning of specimens detailed in Section 5.2 of AG:PT/T232 is mandatory.

## 5 Quality system requirements

### 5.1 Hold Points, Witness Points and Milestones

General requirements for Hold Points, Witness Points and Milestones are stated 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			Submission of Asphalt Quality Plan (seven days)
7.2.5	1. Recommencement of production after nonconforming Tensile Strength Ratio		
7.3.3			Submission of asphalt mix design certificate (seven days)
7.4.1	2. Incorporation of asphalt into the Works		
7.4.1	3. Acceptance of nonconforming mix design for incorporation into the Works		
8.2.3		Marking out of cracks to be filled	
8.2.4		Marking out of areas on which strain alleviating fabric strips are to be applied	
8.6.2	4. Approval to place asphalt at a nonconforming layer thickness		
8.7	5. Approval to place asphalt at a nonconforming pavement temperature		
8.11	6. Placing of the nominated mix (after placement trial)		

### 5.2 Asphalt quality plan

The Contractor must develop an Asphalt Quality Plan (AQP) for the asphalt work in accordance with the requirements of Clause 5 of MRTS50 *Specific Quality System Requirements*. In addition to these

requirements, the plan must include the documents shown in Table 5.2. The AQP must be submitted to the Administrator for consideration at least seven days prior to work commencing and must be implemented. **Milestone**

It is anticipated that the initial submission of the AQP will establish the structure for asphalt works for the remainder of the Contract. However it is expected that ongoing updates to the AQP will be required to reflect changes in the work methodology that are associated with progress of the works under the Contract.

In this sense, the AQP is considered to be a 'living' document.

**Table 5.2 - Asphalt quality plan (AQP) requirements**

Clause	Planning Documents
5.4 & 5.6	Inspection and test plan (ITP), including methods and frequencies of sampling, methods and frequencies of testing, verification checklists, and timeframe for submission of test results
MRTS50 Clause 7	Asphalt materials - for each constituent material, lot/stockpile size, method of defining each lot and allocating a unique lot number
7.1	Procurement, handling and storage of each constituent material
	Nominated particle size distribution and tolerances for each constituent aggregate
7.3	Development, certification and registration of the nominated mix design
MRTS50 Clause 7	Asphalt production - for each nominated mix, the method of defining each lot and allocating a unique lot number
7.4	Calibration of the asphalt manufacturing plant, including all weigh scales, flowmeters and thermometers
	Process control, including plant operating instructions, key temperature targets and records, and responses to process control charts
	Acquisition, storage and handling of binder, including identification and prevention of segregation and/or contamination
	Control of plant feed proportions, including regular checks on grading and moisture content
	Daily asphalt manufacturing plan to ensure timely and uninterrupted progress on site
7.5	Loading, delivery and unloading procedures that maintain adequate mix temperature and do not interrupt progress of the paving train
MRTS50 Clause 7	Asphalt placement - for each paving and related activity, the method of defining each lot and allocating a unique lot number
8	Calibration of all thermometers and other measuring equipment
	Process control for surface preparation, tack coating, placing, joint construction, compaction and clean-up, including plant operating instructions, key temperature targets and records, patterns for paving and compaction operations, and process monitoring
8.3	Allocation of appropriate plant and equipment, including backup in case of breakdown
8.3	Compaction procedure and the factors affecting/determining rolling patterns



Clause	Planning Documents
8.6.2	Work method for placing corrective courses and tie-ins in nonconforming thicknesses (where applicable)
8.7	Measurement and recording of pavement temperatures and weather conditions
8.8	Paving and compaction temperatures
8.9	Bituminous emulsion grade and application rate for tack coat
8.10	Construction joints
8.11	Design, execution and quality verification of a placement trial
9.4	Requirements for course thickness

### 5.3 Conformance requirements

#### 5.3.1 General

The conformance requirements which apply to asphalt lots covered by this Technical Specification are summarised in Clauses 7.1, 7.2 and 9.

The Contractor shall verify conformance with this Technical Specification by sampling and testing, and providing records of process control.

### 5.4 Compliance testing

#### 5.4.1 General

Compliance testing shall be carried out for each lot.

The Contractor is responsible for performing sufficient tests to ensure that the asphalt complies with this Technical Specification and requirements of the Contract.

However, the Contractor's testing program shall be such that the testing frequencies and number of tests are not less than those specified in Tables 5.4.1-A, 5.4.1-B, 5.4.1-C and 5.4.1-D.

Minimum testing frequencies for constituent materials are nominated in the relevant constituent material specification (i.e. MRTS17 *Bitumen*, MRTS18 *Polymer Modified Binder*, MRTS101 *Aggregates for Asphalt*, MRTS102 *Reclaimed Asphalt Pavement Material* and MRTS103 *Fillers for Asphalt*).

**Table 5.4.1-A - Minimum frequency for sampling and testing asphalt**

Quantity of Asphalt Supplied in each Shift (tonnes)	Minimum Testing Frequency	Minimum Number of Tests
≤ 100	-	1
101 - 500	-	2 <sup>1</sup>
501 - 1000	1 per 250 tonnes	3
1001 - 2100	1 per 350 tonnes	5
> 2100	1 per 500 tonnes	6

1. The first sample shall be taken from within the first 40% of asphalt produced and the second sample from within the last 40% of asphalt produced for the lot.

**Table 5.4.1-B - Asphalt production**

Clause	Property	Test Method / Procedure	Minimum Testing Frequency
7.1.5	Filler in asphalt - Dry compacted voids for the combined filler	AS/NZS 1141.17	Monthly for each mix design
7.1.5	Filler in asphalt - Methylene blue value for the combined filler (excluding hydrated lime)	AS 1141.66	Monthly for each mix design that contains materials which have a methylene blue value > 10 mg/g and ≤ 18 mg/g. Three monthly for each mix design that contains materials which have a methylene blue value ≤ 10 mg/g
7.1.5	Filler in asphalt - Methylene blue value for the combined filler	AS 1141.66	Monthly for mix designs that contain materials which have a methylene blue value for the combined filler (excluding hydrated lime) > 10 mg/g
7.2.1.1 and 7.4.3.2	Combined particle size distribution	Q308A or AS/NZS 2891.3.1	As per Table 5.4.1-A
7.2.1.2 and 7.4.3.2	Binder content (by mass)	Q308A, AS/NZS 2891.3.1, AG:PT/T234 or Q308D	As per Table 5.4.1-A
7.4.3.2	Maximum density	Q307A or AS/NZS 2891.7.1	As per Table 5.4.1-A
7.2.2	Filler/binder ratio (Dense graded asphalt only)	-	As per Table 5.4.1-A
7.2.2	Air voids in laboratory compacted specimens: <ul style="list-style-type: none"> <li>• 120 cycles gyratory compaction or</li> <li>• 50 blows per face Marshall compaction</li> </ul> (Medium duty dense graded asphalt only)	a) AS/NZS 2891.2.2, RMS T662 or Q305 b) Q307A or AS/NZS 2891.7.1 c) AS/NZS 2891.9.2 or Q306B and d) Q311 or AS/NZS 2891.8	As per Table 5.4.1-A

Clause	Property	Test Method / Procedure	Minimum Testing Frequency
7.2.2	Air voids in laboratory compacted specimens <sup>1</sup> : <ul style="list-style-type: none"> <li>• 120 cycles gyratory compaction</li> <li>• 75 blows per face Marshall compaction or</li> <li>• 50 blows per face Marshall compaction</li> </ul> (Heavy duty dense graded asphalt only)	a) AS/NZS 2891.2.2, RMS T662 or Q305 b) Q307A or AS/NZS 2891.7.1 c) AS/NZS 2891.9.2 or Q306B and d) Q311 or AS/NZS 2891.8	As per Table 5.4.1-A
7.2.2	Air voids in laboratory compacted specimens <sup>1</sup> : <ul style="list-style-type: none"> <li>• 350 cycles gyratory compaction</li> </ul> (Heavy duty dense graded asphalt only - where conformance with the requirements of Table 7.2.2 is assessed using gyratory compaction)	a) AS/NZS 2891.2.2 or RMS T662 b) Q307A or AS/NZS 2891.7.1 c) AS 2891.9.2 or Q306B and d) Q311 or AS/NZS 2891.8	1 per lot
7.2.2	Air voids in laboratory compacted specimens (Stone mastic asphalt only)	a) Q305 b) Q307A or AS/NZS 2891.7.1 c) AS/NZS 2891.9.2 or Q306B and d) Q311 or AS/NZS 2891.8	As per Table 5.4.1-A
7.2.2	Air voids in laboratory compacted specimens (Open graded asphalt only)	a) Q305 b) Q307A or AS/NZS 2891.7.1 c) AS/NZS 2891.9.3 or Q306D and d) Q311 or AS/NZS 2891.8	As per Table 5.4.1-A
7.2.3	Moisture content	AS/NZS 2891.10	Contractor to nominate testing frequency in ITP
7.2.4	Degree of particle coating	AS/NZS 2891.11	Contractor to nominate testing frequency in ITP
7.2.5	Tensile strength ratio (Dense graded asphalt only)	Q315 or AG:PT/T232	For each mix design, once as part of the first lot incorporated into the Works and every 5000 tonnes thereafter <sup>2</sup>

Clause	Property	Test Method / Procedure	Minimum Testing Frequency
7.2.7	Deformation resistance (Heavy duty dense graded asphalt only - where conformance with the requirements of Table 7.2.2 is assessed using 50 blows Marshall compaction)	AG:PT/T231	<ul style="list-style-type: none"> <li>once as part of the first lot incorporated into the Works for each mix design<sup>3</sup> and</li> <li>every 5000 tonnes thereafter for AC7H, AC10H and AC14H mixes<sup>3</sup> and</li> <li>every 10000 tonnes thereafter for AC20H mixes<sup>3</sup></li> </ul>
7.2.11	Mix volume ratio (Stone mastic asphalt only)	Q318	For each mix design, once as part of the first lot incorporated into the Works and every 5000 tonnes thereafter <sup>2,4</sup>
7.2.12	Marshall stability, flow and stiffness (Dense graded asphalt only)	Q305	For each mix design, once as part of the first lot incorporated into the Works and every 5000 tonnes thereafter <sup>5</sup>
7.4.6	Production temperature of asphalt	The Contractor's documented procedure	Frequency to be nominated in the Contractor's ITP
7.4.6	Dispatch temperature of asphalt	The Contractor's documented procedure	Each delivered load

1. Testing is not required for mixes where Marshall compaction is used to demonstrate the asphalt mix complies with the requirements of Table 7.2.2.
2. Testing is not required where the Works involves less than 500 tonnes of a particular mix type, nominal size and binder class.
3. Testing is not required where the Works involves less than 2000 tonnes of AC7H, AC10H or AC14H mix, or less than 5000 tonnes of AC20H mix.
4. Testing shall also be completed for each particle size distribution nonconformance on the AS 4.75 mm sieve for SMA14 and AS 2.36 mm sieve for SMA10.
5. Testing is only required for dense graded asphalt mixes that use Marshall compaction in the determination of air voids in laboratory compacted specimens.

**Table 5.4.1-C - Asphalt placement**

Clause	Property	Test Method / Procedures	Minimum Testing Frequency
8.7	Pavement surface temperature	The Contractor's documented procedure	One measurement every two hours
8.8	Temperature of asphalt at initial compaction	The Contractor's documented procedure	Each delivered load

Clause	Property	Test Method / Procedures	Minimum Testing Frequency
8.9	Tack coat application rate	The Contractor's documented procedure	Each lot
9.1	Homogeneity	Visual assessment	Each lot

**Table 5.4.1-D - Finished pavement**

Clause	Property	Test Method	Lot Size	Minimum Number of Tests	Minimum Testing Frequency
9.2	Insitu air voids (mat) (Dense graded asphalt only)	a) AS/NZS 2891.1.2 b) AS/NZS 2891.9.2, Q306B, Q306C or Q306E c) Q307A or AS/NZS 2891.7.1 and d) Q311 or AS/NZS 2891.8	≤ 50 m <sup>2</sup>	1 per layer	N/A
			51 – 500 m <sup>2</sup>	3 per layer	N/A
			501 – 1000 m <sup>2</sup>	4 per layer	N/A
			1001 – 5000 m <sup>2</sup>	5 per layer	1 per 500 m <sup>2</sup> per layer
			> 5000 m <sup>2</sup>	10 per layer	1 per 1000 m <sup>2</sup> per layer
9.2	Insitu air voids (mat) (Stone mastic asphalt only)	a) AS/NZS 2891.1.2 b) Q306C or Q306E c) Q307A or AS/NZS 2891.7.1 and d) Q311 or AS/NZS 2891.8	≤ 50 m <sup>2</sup>	1 per layer	N/A
			51 – 500 m <sup>2</sup>	3 per layer	N/A
			501 – 1000 m <sup>2</sup>	4 per layer	N/A
			1001 – 5000 m <sup>2</sup>	5 per layer	1 per 500 m <sup>2</sup> per layer
			> 5000 m <sup>2</sup>	10 per layer	1 per 1000 m <sup>2</sup> per layer
9.3	Surface texture depth (Stone mastic asphalt only)	AG:PT/T250	≤ 50 m <sup>2</sup>	1	N/A
			51 – 500 m <sup>2</sup>	3	N/A
			501 – 1000 m <sup>2</sup>	4	N/A
			1001 - 5000 m <sup>2</sup>	5	1 per 500 m <sup>2</sup>
			> 5000 m <sup>2</sup>	10	1 per 1000 m <sup>2</sup>
9.4	Layer thickness (average)	Cause 9.4.4 (a)	One calculation per lot for the following applications: <ul style="list-style-type: none"> <li>• all layers where no levels are specified</li> <li>• surfacing course where levels are specified</li> </ul>		

Clause	Property	Test Method	Lot Size	Minimum Number of Tests	Minimum Testing Frequency
	Layer thickness (individual locations)	Clause 9.4.4 (b)	a) coring: as specified for insitu air voids, or b) measured dips: for each layer - three points on cross section per 20 lineal metres		
			Applications:		
			<ul style="list-style-type: none"> <li>layers where no levels are specified and the layer is placed over one or more layers placed by the Contractor</li> <li>surfacing course and intermediate course where levels are specified</li> </ul>		
9.5	Vertical levels and horizontal position (where levels are specified only)	Survey	For each layer – one test per 20 lineal metres at shoulder edge, lane lines and other changes in grade (where applicable)		
9.5	Horizontal position (where levels are not specified)	Contractor's documented procedure	For each layer – one test per 20 lineal metres at shoulder edge, lane lines and other changes in grade (where applicable)		
9.6	Surface shape (completed course level)	Q712	<p>a) <b>within lane</b>: one per 20 metres along each paver run, unless otherwise approved by the Administrator<sup>1</sup>. Measurements shall be taken in both the transverse and longitudinal directions.</p> <p>b) <b>longitudinal joint</b>: one per 20 lineal metres along each joint, unless otherwise approved by the Administrator<sup>1</sup>.</p> <p>c) <b>transverse joint</b>: one measurement per joint in each wheel path in each lane.</p> <p>For all joints located within the works, place the straightedge on the road surface perpendicular to the joint. With the end of the straightedge directly over the joint, gradually move the straightedge across the joint for its full length and identify the point on the road surface that produces the largest deviation under the straightedge (between two points of contact). Record the deviation at this point.</p> <p>For all joints that tie the new works to existing pavement (not constructed under the Contract), place the straightedge on the road surface perpendicular to the joint. With the end of the straightedge directly over the joint and the other end located within the works, record the largest deviation under the straightedge (between two points of contact).</p>		
9.7	Ride Quality	Q708B, Q708C or Q708D	As defined in the relevant test method.		

1. The Administrator may approve the adoption of a reduced testing frequency of 1 per 50 m in 'mid-block' applications (i.e. areas of asphalt not located in the vicinity of intersections, roundabouts, steep grades and/or sharp curves).

Where a minimum frequency of testing has not been specified, the Contractor shall nominate an appropriate testing frequency in accordance with Clause 8.5 of MRTS50 *Specific Quality System Requirements*.

## **5.4.2 Sampling**

### **5.4.2.1 General**

The Contractor shall nominate all sampling locations, frequencies and test methods in the AQP.

For the determination of insitu air voids and thickness of cores, sampling locations shall be selected using random stratified methods in accordance with AS 1289.1.4.2 or Q050.

For the determination of levels, horizontal position, thickness (by dip readings) and deviation from a three metre straightedge, sampling locations shall be selected using the minimum nominated frequency.

Asphalt samples must be taken in accordance with AS/NZS 2891.1.1 or AS 2891.1.2 as appropriate.

### **5.4.2.2 Sub-lotting**

In addition to the requirements of MRTS50 *Specific Quality System Requirements*, and unless otherwise specified or agreed with the Administrator, boundaries of sub-lots represented by individual tested samples are deemed to be the midpoint between the adjacent sample locations.

Sub-lotting should be undertaken, where necessary, to reflect portions of work that are essentially uniform in their construction with testing that demonstrates compliance with the relevant Technical Specification(s), including MRTS50.

### **5.4.3 Sampling and testing requested by the Administrator**

When the Administrator requests loose asphalt samples for testing, the Contractor must riffle and/or quarter the samples.

All samples, including core samples, must be delivered in sealed and labelled containers identifying the following:

- lot number
- sample description
- sampler
- date produced and/or laid
- date sampled, and
- any other quality system references, as appropriate.

### **5.5 Maximum lot size**

The maximum lot size shall consist of:

- asphalt of the same nominal size manufactured and supplied from the same plant to the same registered mix design
- material that is essentially homogeneous and manufactured, placed and compacted under essentially uniform conditions
- asphalt placed during a single work shift, and
- multiple layers of asphalt provided that the minimum testing frequencies are observed, and the tonnage of asphalt in each layer and the conformance of each layer are recorded separately.

Multiple layers may be placed in a single lot, however in this instance it would generally be considered that inherent variance in the placement process would support classification of each layer as a sub-lot for conformance purposes.

The minimum number of tests shall be applied at the minimum testing frequency given in Table 5.4.1-D.

To achieve the requirements for air voids and layer thickness measurement, the Contractor may elect to deep core the full thickness of asphalt placed in the lot at the completion of the final layer of the lot. In this instance, it is accepted that random stratification will not vary between layers, however care must be taken in reporting results to ensure that the layers are appropriately recorded and described for future reference.

### **5.6 Time for submission of test results**

For each lot, the Contractor shall report to the Administrator:

- a) within one working day of completing asphalt placement - preliminary test results for binder content, combined particle size distribution and air voids in laboratory compacted mix, and
- b) within three working days of completing asphalt placement - preliminary test results for moisture sensitivity (where applicable), insitu air voids, layer thickness and vertical level tolerance and horizontal position.

### **5.7 Process control**

The Contractor shall employ a capable process and implement process control in accordance with or exceeding the requirements of AP-PWT15 - *Asphalt Production Process Control*.

### **5.8 Nonconformances**

If a lot fails to conform to this Technical Specification, such failure will constitute a nonconformance under the Contract.

If a nonconformance is not accepted in accordance with the requirements of the Contract, the Contractor shall rectify or replace the lot so that the asphalt conforms to the requirements of this Technical Specification.



Engineering judgement should be applied when evaluating nonconformances on a case-by-case basis.

## **6 Asphalt contractor prequalification**

Asphalt shall be manufactured, placed and compacted by a prequalified asphalt contractor (PAC). At least seven days before asphalt is to be incorporated into the Works, the Contractor shall notify the Administrator in writing of the identity and address of the PAC(s) who will undertake the manufacture, placement and compaction of asphalt that will be incorporated into the Works.

The criteria for asphalt contractor prequalification are detailed in Volume 3 of the *TIPDS Manual*.

TMR maintains a Contractor prequalification register on its website. Administrators can check the prequalification status of a particular Contractor using this register.

## **7 Supply of asphalt**

### **7.1 Materials for asphalt**

#### **7.1.1 General**

All materials used in the manufacture of asphalt must comply with the requirements of this Technical Specification and maintain an essentially uniform appearance for the duration of the Works.

#### **7.1.2 Coarse aggregate**

Coarse aggregate must comply with MRTS101 *Aggregates for Asphalt*.

#### **7.1.3 Fine aggregate**

Fine aggregate must comply with MRTS101 *Aggregates for Asphalt*.

Fine aggregates for stone mastic asphalt are typically crushed. Use of natural (ie not crushed) sand should be minimised where possible.

#### **7.1.4 Reclaimed asphalt pavement (RAP) material**

RAP material may be utilised in dense graded asphalt and must comply with MRTS102 *Reclaimed Asphalt Pavement Material*. RAP material shall not be utilised in stone mastic and open graded asphalt.

#### **7.1.5 Filler**

The total filler in asphalt comprises the combined fractions of fines produced from the crushing of aggregates and any added filler which passes the 0.075 mm AS sieve.

Filler must meet the following requirements:

- a) added filler must comply with MRTS103 *Fillers for Asphalt*.
- b) the combined filler must have voids in dry compacted filler determined in accordance with AS/NZS 1141.17 that comply with the following requirements:

- i. 40% or greater for dense graded asphalt, and
  - ii. 38% or greater for stone mastic asphalt and open graded asphalt.
- c) methylene blue value of the combined filler in asphalt (excluding hydrated lime) determined in accordance with AS/NZS 1141.66 must not exceed 18 mg/g. Where the methylene blue value of the combined filler in asphalt (excluding hydrated lime) exceeds 10 mg/g, the methylene blue value of the combined filler in asphalt (including hydrated lime) must not exceed 10 mg/g.

#### **7.1.6 Binder**

For open graded and stone mastic asphalt, A5S polymer modified binder shall be used unless otherwise specified in Clause 1 of Annexure MRTS30.1 *Asphalt Pavements*. For dense graded asphalt, the class of binder used in the Works must be as nominated in Clause 1 of Annexure MRTS30.1 or on the Drawings.

The Contractor may also propose an alternative class of binder, subject to the approval of the Administrator, provided the proposed change does not reduce the life of the pavement structure. The Contractor shall support the proposal with appropriate test data.

The binder must comply with the requirements of MRTS17 *Bitumen* or MRTS18 *Polymer Modified Binder* for the class of binder specified.

The Contractor shall provide documentary evidence to the Administrator, as specified in MRTS17 and MRTS18, of the binder conformance.

Guidance on binder selection is provided in the guide note in Clause 1.1 of this Technical Specification. Irrespective of the binder specified, the requirements of Clause 1.2 of this Technical Specification apply.

A Contractor's proposal to substitute a more deformation resistant binder would typically be accepted provided:

- a) the binder proposed does not reduce the fatigue life of the asphalt pavement, and
- b) the alternative binder is provided at no additional cost to the Principal.

Where the Contractor proposes to substitute a binder that may reduce the deformation resistance or fatigue life of the asphalt, a risk assessment must be completed and the proposal evaluated against the risk profile and objectives of the project.

Proposals to adjust the binder grade should be submitted at the time of tender and considered as part of the tender assessment process.

For dense graded asphalt mix designs containing > 15% RAP, the Contractor may use lower viscosity bitumen binder to achieve a binder blend with the same viscosity at 60°C as the nominated binder grade. AGPT/T193 outlines the process for designing a bituminous binder blend. Mix designs meeting these requirements will be identified on the department's mix design register.

#### **7.1.7 Additives**

##### **7.1.7.1 Bitumen adhesion agent**

Bitumen adhesion agent may be added to improve the asphalt's resistance to stripping.

#### **7.1.7.2 Warm mix asphalt additive**

Warm mix asphalt additive may be added to asphalt to reduce the asphalt manufacturing temperature and/or to improve workability during the paving and compaction operations.

Warm mix asphalt may be used on any project subject to the requirements of this Technical Specification being met.

#### **7.1.7.3 Fibre additive**

Cellulose fibre must be used in stone mastic asphalt and the fibre content shall be not less than 0.3% by mass of the mix. Cellulose fibre may also be used in open graded asphalt.

The Contractor may propose and use, subject to a technical review by the Asphalt Mix Design Registrar, an alternative fibre additive provided that the Contractor submits, as part of the mix design submission, documented evidence of successful use or trial of such fibre additive under circumstances similar to those which exist under the Contract.

In all cases, the technical specification for the fibre additive and manufacturer's recommendations on the application, handling and incorporation of the additive into asphalt must be included in the mix design submission and the Contractor's AQP.

#### **7.1.8 Bituminous emulsion tack coat**

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

### **7.2 Requirements for asphalt**

#### **7.2.1 Constituent material proportions**

The constituent material proportions must comply with the requirements of Clauses 7.2.1.1 to 7.2.1.6.

##### **7.2.1.1 Particle size distribution of combined aggregate and filler**

The particle size distribution of the asphalt aggregate and filler must conform to Table 7.2.1.1-A for dense graded asphalt, and to Table 7.2.1.1-B for open graded asphalt and stone mastic asphalt. The particle size distribution of asphalt aggregate and filler shall be determined in accordance with AS/NZS 2891.3.1, Q308A, AG:PT/T234 or Q308D.

**Table 7.2.1.1-A - Particle size distribution limits for dense graded asphalt**

AS Sieve Size (mm)	Particle Size Distribution Limits (% passing by mass) for Different Asphalt Nominal Size (Asphalt Designation)			
	7 mm (AC7M and AC7H)	10 mm (AC10M and AC10H)	14 mm (AC14M and AC14H)	20 mm (AC20M and AC20H)
26.5				100
19.0			100	80 - 100
13.2		100	80 - 100	65 - 93
9.50	100	80 - 100	#	#
6.70	80 - 100	65 - 90	55 - 80	45 - 70
4.75	#	#	#	#
2.36	45 - 65	35 - 65	25 - 45	20 - 40
1.18	#	#	#	#
0.600	15 - 40	15 - 35	10 - 30	5 - 25
0.300	#	#	#	#
0.150	#	#	#	#
0.075	3 - 11	3 - 11	2 - 8	2 - 8

# The particle size distribution limits must be stated in the nominated mix design submission and in the test report for the trial production mixes.

**Table 7.2.1.1-B - Particle size distribution limits for open graded asphalt and stone mastic asphalt**

AS Sieve Size (mm)	Particle Size Distribution Limits (% passing by Mass) for Different Asphalt Nominal Size (Asphalt Designation)			
	Open Graded Asphalt		Stone Mastic Asphalt <sup>1</sup>	
	10 mm (OG10)	14 mm (OG14)	10 mm (SMA10)	14 mm (SMA14)
19.0		100		100
13.2	100	85 - 100	100	84 - 100
9.50	85 - 100	44 - 76	85 - 100	40 - 65
6.70	45 - 75	23 - 47	40 - 62	25 - 45
4.75	24 - 46	12 - 30	25 - 45	18 - 32
2.36	6 - 20	5 - 17	18 - 31	14 - 28
1.18	4 - 16	3 - 14	14 - 28	12 - 24
0.600	#	#	12 - 24	10 - 20
0.300	2 - 10	1 - 9	10 - 20	9 - 17
0.150	#	#	8.0 - 17.0	7.5 - 14.5
0.075	0.5 - 5.5	0.5 - 5.5	6.5 - 12.5	6.5 - 12.5

1. For stone mastic asphalt, where the apparent particle density of the combined filler is lower than the aggregate particle density (dry) by more than 0.4 t/m<sup>3</sup>, the lower limit on the 0.075 mm sieve shall be reduced by 1% for density differences up to 0.8 t/m<sup>3</sup> and 2% for density differences greater than 0.8 t/m<sup>3</sup>.

# The particle size distribution limits must be stated in the nominated mix design submission and in the test reports for the trial and production mixes.

### 7.2.1.2 Binder

For the nominated asphalt mix design, the proportion of effective binder, expressed as a percentage by volume of the total mix, must comply with the requirements of Table 7.2.1.2-A for dense graded asphalt and Table 7.2.1.2-B for open graded asphalt and stone mastic asphalt. Effective binder volume shall be determined in accordance with Q311 or AS/NZS 2891.8.

**Table 7.2.1.2-A - Minimum dense graded asphalt binder content**

Asphalt Type	Minimum Binder Content for Different Asphalt Nominal Size (Asphalt Designation) <sup>1</sup>			
	7 mm (AC7M and AC7H)	10 mm (AC10M and AC10H)	14 mm (AC14M and AC14H)	20 mm (AC20M and AC20H)
Nominal Size of Asphalt (Asphalt Designation)				
Effective Binder Volume (%)	≥ 11.5 (≥ 11.0)	≥ 11.0 (≥ 10.5)	≥ 10.5 (≥ 10.0)	≥ 10.0 (≥ 9.5)

1. Values in brackets apply when the percentage of absorbed binder is determined using the binder absorption/water absorption relationship referenced in Q311.

**Table 7.2.1.2-B - Minimum open graded asphalt and stone mastic asphalt binder content**

Asphalt Type	Minimum Binder Content for Different Asphalt Nominal Size (Asphalt Designation) <sup>1</sup>			
	10 mm (OG10)	14 mm (OG14)	10 mm (SMA10)	14 mm (SMA14)
Nominal Size of Asphalt (Asphalt Designation)				
Effective Binder Volume (%)	≥ 9.0 (≥ 8.5)	≥ 8.0 (≥ 7.5)	≥ 14.5 (≥ 14.0)	≥ 13.5 (≥ 13.0)

1. Values in brackets apply when the percentage of absorbed binder is determined using the binder absorption/water absorption relationship referenced in Q311.

### 7.2.1.3 Reclaimed asphalt pavement material

#### 7.2.1.3.1 Dense graded asphalt mixes containing bitumen or multigrade bitumen

Where bitumen or multigrade bitumen is used as the binder in dense graded asphalt, the Contractor is permitted to use RAP material in the surfacing and other courses up to a maximum of 15% by mass (Approval Level 1 or 1S as shown in Table 7.2.1.3-A), subject to compliance with the testing requirements of Section A of Table 7.2.1.3-B.

**Table 7.2.1.3-A - Prerequisites for allowable percentage of reclaimed asphalt pavement material in asphalt**

RAP Approval Level	Maximum Percentage <sup>(1)</sup> (%)	Testing Required (Table 7.2.1.3-B)	Performance Period
<b>Surfacing Course</b>			
1S	15	Section A	N/A

RAP Approval Level	Maximum Percentage <sup>(1)</sup> (%)	Testing Required (Table 7.2.1.3-B)	Performance Period
2S	20	Section B	3 years
<b>Other than Surfacing Course</b>			
1	15	Section A	N/A
2	25	Section B	2 years
3	30	Section C	3 years
4	40	Section C	5 years

1. Determined as percentage by mass of RAP material to mass of total mix.

To progress from RAP Approval Level 1 or 1S to a higher Approval Level (which allows the inclusion of greater percentages of RAP), the asphalt manufacturer must demonstrate to the satisfaction of the Asphalt Mix Design Registrar:

- a) compliance with this Technical Specification, including the requirements for RAP Level progression as specified in Table 7.2.1.3-B, and
- b) a history of proven performance (the “Performance Period”) and ability to produce conforming asphalt for the RAP Approval Level requested as shown in Table 7.2.1.3-A.

A history of ‘proven performance’ would typically involve demonstrating the following:

- a) performance testing demonstrating that the resilient modulus, fatigue, deformation resistance and moisture sensitivity are not adversely affected by the inclusion of the proposed RAP content, and
- b) field investigation involving condition monitoring for the duration of the performance period and sampling and testing cores from the pavement (which has been subject to medium to heavy traffic) at the end of the performance period.

The approval level applies to similar designs supplied from the same asphalt plant using the same binder grade.

**Table 7.2.1.3-B - RAP level of progression criteria**

Submission Type	Testing
<b>Section A</b>	
Mix design submission (to be resubmitted every two years)	Binder content and grading of RAP in accordance with Q308A or AS/NZS 2891.3.1
Contract frequency testing (each Lot of RAP used in asphalt production)	Binder content and grading of RAP in accordance with Q308A or AS/NZS 2891.3.1
Contract frequency testing (daily on RAP incorporated into asphalt)	a) Moisture content of RAP in accordance with RMS T660 b) Visual monitoring of incoming RAP by a person experienced in the process

Submission Type	Testing
<b>Section B</b>	
Mix design submission (to be resubmitted every two years)	All testing required in Section A, plus: a) resilient modulus (refer Clause 7.2.6) b) wheel tracking (refer Clause 7.2.7) c) fatigue resistance (refer Clause 7.2.8) d) recovered binder viscosity of RAP in accordance with AGPT/T192
Contract testing frequency (refer MRTS102)	Recovered binder viscosity for RAP in accordance with AGPT/T192
<b>Section C</b>	
Mix design submission (to be resubmitted every two years)	All testing required in Sections A and B plus testing to confirm the suitability of the mix design based on performance testing <sup>1</sup> of at least three separate samples of asphalt containing the nominated percentage of RAP
Contract testing frequency (refer MRTS102)	All testing required in Sections A and B

1. Performance testing refers to testing for moisture sensitivity, resilient modulus, deformation resistance and fatigue resistance.

The percentage of RAP material must not exceed the percentages shown in Table 7.2.1.3-A for the RAP Approval Level at which the asphalt mix has been registered.

For RAP Approval Level 3 and Level 4, the following additional requirements apply:

- a) processed RAP material must be screened into at least two fractions (coarse and fine) and each fraction must be separately metered into the asphalt mixing process
- b) a statement must be provided in the RAP Management Plan detailing how the processed RAP material within a stockpile will be controlled at a moisture content which will not affect the asphalt properties, and
- c) performance testing must be conducted to establish an optimised mix design.

The RAP approval level is stated on the asphalt mix design register.

#### **7.2.1.3.2 Dense graded asphalt mixes containing polymer modified binder**

For dense graded asphalt containing polymer modified binder (PMB), the RAP Approval Level cannot progress beyond Level 1 or 1S as defined in Table 7.2.1.3-A. RAP shall not be included in PMB mixes that are used in the lowest asphalt layer (excluding corrector or pavement repairs) to be constructed as part of the Works unless the Contractor can demonstrate to the satisfaction of the Asphalt Mix Design Registrar that the inclusion of RAP will not adversely affect the performance characteristics of the asphalt. The Contractor shall support any such application with appropriate test data. RAP may be used in PMB mixes in all other situations.

Where the pavement design is reliant on the enhanced fatigue performance of the polymer modified binder, this Technical Specification does not allow RAP to be included in these mixes unless the Contractor can demonstrate the performance characteristics of the asphalt mix have not been adversely affected by the inclusion of RAP. Fatigue and resilient modulus testing of the mix, with and without RAP, would typically be required to demonstrate the performance characteristics of the asphalt mix have not been adversely affected. Mix designs meeting these requirements will be identified on the asphalt mix design register.

#### 7.2.1.4 Hydrated lime

Dense graded asphalt manufactured using an asphalt plant that reincorporates baghouse fines into the mix must contain, by mass of total aggregate, not less than 1.0% hydrated lime.

Dense graded asphalt manufactured using an asphalt plant that does not reincorporate baghouse fines into the mix must contain, by mass of total aggregate, not less than 1.5% hydrated lime.

Stone mastic asphalt, must contain, by mass of total aggregate, not less than 1.0% hydrated lime if the combined filler (excluding hydrated lime) has a methylene blue value >10 mg/g and ≤18 mg/g.

Open graded asphalt must contain, by mass of total aggregate, not less than 1.0% hydrated lime.

All hydrated lime incorporated into asphalt mixes must comply with the requirements of MRTS103 *Fillers for Asphalt*.

#### 7.2.1.5 Adhesion agent

Binder may contain bitumen adhesion agent not exceeding 1.0% by mass of the binder.

#### 7.2.1.6 Warm mix asphalt additive

The maximum proportion of additive shall comply with Table 7.2.1.6.

**Table 7.2.1.6 - Maximum proportion of additive in warm mix asphalt**

Additive	Maximum Proportion
Wax	2.0% by mass of binder
Surfactants	Limit to be nominated by the Contractor
Water (either directly, or in the form of water containing crystals)	3% by mass of the binder

#### 7.2.2 Volumetric characteristics

Asphalt mix must comply with the following requirements:

- a) Air voids in laboratory compacted specimens as stated in Table 7.2.2.
- b) For dense graded asphalt, the filler-binder ratio of the design mix, measured as the ratio of the percentage passing 0.075 mm AS sieve by mass of total aggregate to the percentage of binder by mass of total mix, shall be ≥ 0.8 and ≤ 1.4. In production, the filler - binder ratio shall be ≤ 1.6.
- c) For stone mastic asphalt, the fixed binder fraction of the design mix must be ≤ 0.55 when determined in accordance with Q321.



- d) For dense graded asphalt, the binder film index of the design mix must be greater than 7.5 when determined in accordance with Q317, AS/NZS 2891.8 or AG PT/T237. However, when the binder film index is determined in accordance with Q317 and the percentage of absorbed binder is determined using the binder absorption/water absorption relationship referenced in Q311, the binder film index of the design mix must be greater than 7.1.
- e) For open graded asphalt, the binder film index of the design mix must be greater than 16.0 when determined in accordance with Q317, AS/NZS 2891.8 or AG PT/T237. However, when the binder film index is determined in accordance with Q317 and the percentage of absorbed binder is determined using the binder absorption/water absorption relationship referenced in Q311, the binder film index of the design mix must be greater than 15.0.

The workability of stone mastic asphalt mixes at placement temperatures reduces as the fixed binder fraction of the binder-filler mastic increases. Although the maximum specification limit is set at 0.55, mixes with a fixed binder fraction exceeding 0.50 may also exhibit poor workability.

**Table 7.2.2 - Requirements for laboratory compacted specimens**

Asphalt Type	Laboratory Compaction Method <sup>1</sup>	Air Voids in Laboratory Compacted Specimens <sup>2</sup> (%)	Applicable Test Methods
Medium duty dense graded asphalt	Marshall compaction (50 blows per face) or gyratory compaction (120 cycles)	≥ 3.0	<ul style="list-style-type: none"> <li>• AS/NZS 2891.2.2, RMS T662 or Q305</li> <li>• AS/NZS 2891.7.1 or Q307A</li> </ul>
Heavy duty dense graded asphalt	Marshall compaction (50 blows per face) or Marshall compaction (75 blows per face) or Gyratory compaction (120 cycles) and (350 cycles)	≥ 3.0  ≥ 3.0  ≥ 3.0 ≥ 2.0 <sup>3</sup>	<ul style="list-style-type: none"> <li>• AS/NZS 2891.8 or Q311 and</li> <li>• AS/NZS 2891.9.2 or Q306B</li> </ul>
	Marshall compaction (50 blows per face)	≥ 1.5	<ul style="list-style-type: none"> <li>• Q305</li> <li>• AS 2891.7.1 or Q307A</li> <li>• AS 2891.8 or Q311 and</li> <li>• AS 2891.9.2<sup>4</sup> or Q306B<sup>4</sup></li> </ul>
	Marshall compaction (50 blows per face)	≥ 20.0	<ul style="list-style-type: none"> <li>• Q305</li> <li>• AS/NZS 2891.7.1 or Q307A</li> <li>• AS/NZS 2891.8 or Q311 and</li> <li>• AS/NZS 2891.9.3 or Q306D</li> </ul>

1. The laboratory compaction method to be used for a particular mix design must be stated on the asphalt mix design certificate.
2. Compliance shall be assessed using the average of results from duplicate test specimens.
3. Lot average.
4. Compacted density and air voids test results using Q306C shall also be reported as part of the mix design submission.

For dense graded asphalt and stone mastic asphalt, air voids in laboratory compacted specimens below the minimum value(s) may lead to rutting, flushing, bleeding and/or mix instability. Factors that influence the performance of the asphalt include:

- the magnitude of the nonconformance
- traffic loading
- depth of the layer from the pavement surface, and
- the binder used in the asphalt mix.

### 7.2.3 Moisture content

For all mixes produced in a drum plant and/or containing a warm mix asphalt additive and/or containing RAP, the moisture content must be < 0.5% by mass of total mix when determined in accordance with AS/NZS 2891.10. The Contractor need not have NATA accreditation for this test.

### 7.2.4 Particle coating

For all mixes, the degree of particle coating shall be not less than 99%, when determined in accordance with AS/NZS 2891.11, once discharged from the asphalt plant into delivery vehicles.

### 7.2.5 Moisture sensitivity

For dense graded asphalt, the tensile strength ratio (TSR) must be ≥ 80% and the average tensile strength of the freeze/thaw group must be greater than 600 kPa when determined in accordance with Q315 or AG:PT/T232. The procedures detailed in Table 7.2.5 apply to accepted nonconformances in tensile strength ratio. However, when the TSR is less than 70% and the air voids in laboratory compacted mix are nonconforming, the nonconformance will not be accepted.

**Table 7.2.5 - Procedures for nonconforming TSR**

Condition	Action Required
70% ≥ TSR < 80% and previous result ≥ 80%	a) Promptly implement corrective action and b) Test after implementing corrective action and report results to the Administrator within four working days
70% ≥ TSR < 80% and previous result < 80%	Observe Hold Point 1
TSR < 70%	Observe Hold Point 1
Tests not carried out at required frequency or test results not reported within specified timeframe or corrective action not promptly implemented	Observe Hold Point 1

Where a Hold Point is required to be observed, the Contractor shall investigate the causes of the nonconformance and propose corrective action to prevent recurrence of the nonconformance. The Contractor shall submit:

- a) test results covering the same Lot for insitu air voids and all characteristics specified in Clause 9.2, and
- b) the proposed corrective action to achieve conformance.

The Administrator shall consider the submitted documents prior to authorising the release of the Hold Point allowing recommencement of asphalt production. **Hold Point 1** The Contractor shall not recommence production of asphalt until the corrective action is implemented. The Contractor shall test the tensile strength ratio after implementing corrective action, and report results within four working days of the resumption of production.

### 7.2.6 Resilient modulus

Resilient modulus testing shall be completed on dense graded asphalt and stone mastic asphalt mixes and the test results reported as part of the mix design submission, unless otherwise advised by the Asphalt Mix Design Registrar. Triplicate test specimens shall be prepared in accordance with AS/NZS 2891.2.2 or RMS T662 (to  $5.0 \pm 0.5\%$  air voids) and tested in accordance with AS/NZS 2891.13.1 at a temperature of  $25 \pm 0.5^\circ\text{C}$ . Testing shall also be completed at a temperature of  $32 \pm 0.5^\circ\text{C}$  for mixes containing polymer modified binder.

### 7.2.7 Deformation resistance

Deformation resistance testing shall be completed on the following mixes as part of the mix design submission:

- a) dense graded asphalt containing in excess of 15% RAP material
- b) heavy duty dense graded asphalt mixes (where conformance with the requirements of Table 7.2.2 is assessed using 50 blows per face Marshall compaction), and
- c) stone mastic asphalt.

Two test specimens shall be prepared in accordance with AG:PT/T220 and tested in accordance with AG:PT/T231.

Heavy duty dense graded asphalt mixes (where conformance with the requirements of Table 7.2.2 is assessed using 50 blows per face Marshall compaction) and stone mastic asphalt mixes must comply with the requirements of Table 7.2.7.

**Table 7.2.7 - Deformation resistance requirements for heavy duty dense graded asphalt and stone mastic asphalt**

Asphalt Designation	Binder Type	Final Ruth Depth (mm)	
		Mix Design Submission	Production Compliance
AC7H, AC10H and AC14H	Polymer modified binder	$\leq 2.0$	$\leq 2.5$
	Bitumen and multigrade bitumen	$\leq 3.5$	$\leq 4.0$
AC20H	Polymer modified binder	$\leq 3.0$	$\leq 3.5$
	Bitumen and multigrade bitumen	$\leq 4.0$	$\leq 4.5$

Asphalt Designation	Binder Type	Final Ruth Depth (mm)	
		Mix Design Submission	Production Compliance
SMA10 and SMA14	All	≤ 2.0	–

### 7.2.8 Fatigue resistance

For dense graded asphalt containing in excess of 15% RAP material, three test specimens shall be tested in accordance with AG:PT/T233 using the standard reference conditions. The fatigue life of the sample must be reported as part of the mix design submission.

### 7.2.9 Asphalt binder drain-off

For open graded asphalt and stone mastic asphalt, a sample of production mix shall be prepared and tested in accordance with AG:PT/T235. Testing shall be completed at the maximum production temperature to be adopted for the mix. The asphalt binder drain-off shall be ≤ 0.3%. The results must be reported as part of the mix design submission.

### 7.2.10 Asphalt particle loss

For open graded asphalt containing binder other than A5S polymer modified binder, triplicate test specimens of production mix shall be prepared and tested in accordance with AG:PT/T236. The asphalt particle loss shall be ≤ 20%. The results must be reported as part of the mix design submission.

### 7.2.11 Mix volume ratio

For stone mastic asphalt, the mix volume ratio of the mix shall be calculated in accordance with Q318 using the grading and air voids test results. The compacted unit mass of the coarse aggregate shall be determined from the same stockpile of coarse aggregate as that used for asphalt production. The coarse aggregate sample shall be prepared by combining the current raw materials in the production mix proportions. The mix volume ratio shall be ≤ 1.04. The results must be reported as part of the mix submission and at a frequency not less than that specified Table 5.4.1-B.

### 7.2.12 Marshall stability, stiffness and flow

Where the Marshall method is used for the design of dense graded asphalt, triplicate test specimens shall be prepared and tested in accordance with Q305 for stability, stiffness and flow. The results shall be reported as part of the mix design submission and comply with the following requirements:

- stability: ≥ 6.0 kN for AC7M and AC7H mixes, ≥ 7.5 kN for AC10M, AC10H, AC14M, AC14H, AC20M and AC20H mixes
- flow: ≥ 2.0 mm for all dense graded asphalt mixes, and
- stiffness: ≥ 2.0 kN/mm for all dense graded asphalt mixes.

## 7.3 Nominated mixes

### 7.3.1 Nominated mix design

The nominated mix design to be used for the Works must:

- satisfy the requirements of this Technical Specification
- be registered in accordance with the requirements of Clause 7.3.2, and

- c) be targeted during production of the asphalt.

Nominated mix designs are:

- a) materials specific, and substitution of constituents is not permitted
- b) design specific, and variation to the registered mix design is not permitted
- c) asphalt plant specific and, except for component maintenance, changes in the components and/or configuration of the plant are not permitted.

### **7.3.2 Asphalt mix design registration**

The process for asphalt mix design registration is defined in Technical Note 148 *Asphalt Mix Design Registration*. An asphalt mix design certificate, that has been signed by the Contractor's mix designer, certifying that the mix design complies with the requirements of MRTS30 shall be included as part of the mix design submission.

It is recommended that mix design(s) are submitted to the Asphalt Mix Design Registrar for registration not less than 28 days prior to asphalt being incorporated into the Works. This will allow sufficient time for review and resubmission of the mix design (if required) without the Works being delayed.

#### **7.3.2.1 Constituent materials**

The following information must be supplied for the constituent materials:

- a) quarry registration certificate for each coarse and fine aggregate source
- b) added filler: type, grade and source for each filler
- c) binder: source and class or grade
- d) RAP material: binder content and grading. Where the Contractor proposes to include more than 15% RAP in the mix, the viscosity of the recovered RAP binder shall also be provided
- e) additives: type, source, trade name and manufacturer's recommendations.

#### **7.3.2.2 Mix design**

The following information must be supplied for the mix design:

- a) proportion of each constituent as a percentage by mass of total mix
- b) where RAP material is a constituent, the RAP Approval Level being requested and a copy of the Contractor's RAP Management Plan
- c) for each nominated mix design, the nominated values and allowable tolerances, where required, for each requirement for the asphalt specified in Clause 7.2
- d) graphical representation of the nominated mix design particle size distribution with control points as required by the limits of Table 7.2.1.1 and the production tolerances of Table 7.4.3.2
- e) type and identification number of the asphalt mixing plant, and
- f) temperature at which the asphalt is to be manufactured.

### 7.3.2.3 Production trial and testing requirements

A production trial must be undertaken for each mix design to demonstrate it fully complies with the requirements of this Technical Specification. All production trial test results must be from one trial batch. The tests on the constituent materials must represent the materials used in this trial batch.

All tests relating to the mix design submission must be carried out within a twelve month period prior to the date of submission to the Asphalt Mix Design Registrar. All phases of any particular test must be performed at the same laboratory.

### 7.3.2.4 Warm mix asphalt additives

When using warm mix asphalt additives, the PAC must provide details of the additive(s) nominated in the mix design submission. In addition, evidence acceptable to the Asphalt Mix Design Registrar that the additive is designed, supplied and has proven performance for the purpose described in this Technical Specification must be provided.

The proposed mix design will not be registered if the nature, intended purpose and dosage of the warm mix asphalt additive are not clear in the nominated mix design submission. The submission must clearly state:

- a) any proposed amendments to the mix design procedure, operational processes and/or test methods as a result of the inclusion of a warm mix asphalt additive, and
- b) the classification of the warm mix asphalt additive.

Where a warm mix asphalt additive is included in the mix design and the Contractor proposes to use a lower temperature than specified in Q305 or AS/NZS 2891.2.2 (as appropriate) for the compaction of laboratory specimens, Q323 test results shall be included in the mix design submission demonstrating the suitability of the temperature to be adopted. The temperature must be stated on the mix design certificate.

### 7.3.3 Nomination of registered mix designs

At least seven days before asphalt is to be incorporated into the Works, the Contractor shall submit to the Administrator a copy of the mix design certificate(s) for each nominal size and type of asphalt mix to be incorporated into the Works. **Milestone** The asphalt mix design(s) must be listed on the TMR asphalt mix design register. Only asphalt complying with the nominated mix design(s) shall be incorporated into the Works. Where more than one mix design certificate is submitted to the Administrator for a nominal size and type of asphalt, the Contractor shall nominate one 'primary' mix design to be incorporated into the Works. Nominated mix designs, other than the 'primary' mix design, may only be incorporated into the Works with the prior approval of the Administrator. The Contractor may use a different mix design as the 'primary' mix design (provided it is selected from the list of nominated mix designs) at any time during the Works provided the Contractor advises the Administrator in writing at least 24 hours prior to the implementation of this change.

At any time during the Works, the Contractor may submit a revision to a nominated mix design to ensure ongoing compliance with specification requirements. Prior to the revised mix design being incorporated into the Works, the Contractor must:

- a) submit a certified copy of an updated mix design certificate (and supporting documentation) for the revised mix design to the Administrator and Asphalt Mix Design Registrar, and

- b) allow not less than three working days for the Administrator to consider the Contractor's submission.

A heavy duty dense graded asphalt mix design may be used where medium duty dense graded asphalt is specified for the Works.

TMR maintains an asphalt mix design register on the TMR website. Administrators can check the currency of an asphalt mix design certificate using this register. For recently submitted mix designs, the Administrator should check their registration status with the Asphalt Mix Design Registrar.

For the purposes of this clause, a mix design revision only relates to a minor change in grading, binder content, maximum density and constituent proportions. A change to the mix design constituents constitutes a new mix design. The Administrator may seek advice from the Asphalt Mix Design Registrar when assessing the suitability of a revised mix design.

Test reports for properties that are not for conformance (i.e. test results are 'report only') do not need to be included in a revised mix design submission.

## **7.4 Production of asphalt**

### **7.4.1 General**

Asphalt shall be produced by a registered asphalt manufacturer from the nominated asphalt plant in accordance with the nominated mix design for the Works. Asphalt shall not be incorporated into the Works until the Contractor has demonstrated to the Administrator that the underlying lots conform to the specified requirements or have been accepted by the Administrator for utilisation at a reduced level of service, and the following documents have been received and reviewed by the Administrator.

#### **Hold Point 2:**

- a) identity of the PAC(s) who will undertake the asphalt production, placement and compaction and the address of the asphalt plant that will produce the asphalt (refer Section 6)
- b) the mix design certificate, which holds current registration with TMR, for each conforming mix design to be used in the Works (refer Section 7.3) or conforming revised mix design submissions (where applicable) (refer Clause 7.3.3)
- c) the Contractor's AQP (refer Section 5.2)
- d) the Contractor's Aggregate Production Procedure (refer MRTS101), and
- e) the Contractor's RAP Management Plan (where applicable).

These documents shall be submitted to the Administrator not less than seven days prior to the commencement of asphalt being incorporated into the Works.

Any subsequent changes to any of the above documents will require re-submission and re-release of the Hold Point.

The requirements of this Technical Specification represent the minimum standards that generally apply to asphalt incorporated into TMR projects. However, in some regional localities, the use of asphalt fully conforming with the requirements of this Technical Specification may be prohibitively expensive, particularly if conforming constituent materials are not locally available. In these

situations, an engineering risk assessment should be undertaken to evaluate whether a departure from the specified requirements is appropriate. The designer for the works may seek advice from the Principal Engineer (Asphalt and Surfacing) when undertaking these assessments. These assessments should consider:

- the estimated cost savings or additional costs of the departure
- potential performance impacts, including those on road users, serviceability, durability and overall functionality
- whole-of-life performance including maintenance requirements
- construction programme impacts, and
- safety impacts.

The need for project specific variations of the minimum standards of this Technical Specification should be endorsed by the Principal and determined during the preconstruction phase of the project. The accepted standards should then be nominated in Annexure MRTS30.1 to enable competitive tendering for the Works.

Hold Point 3 provides a mechanism for acceptance of a mix design that does not conform to the default requirements of MRTS30 *Asphalt Pavements* and/or MRTS101 *Aggregates for Asphalt*, but conforms to project specific requirements listed in Annexure MRTS30.1 and/or Annexure MRTS101.1 to be accepted on a project specific basis. The Administrator may seek advice from the Principal Engineer (Asphalt and Surfacing) when undertaking this assessment.

Nonconforming mix designs, that hold current registration with TMR, shall not be incorporated into the Works unless otherwise accepted in writing by the Administrator prior to the commencement of asphalt production. **Hold Point 3**

#### **7.4.2 Method of production**

A method of production shall be adopted that:

- a) controls the process and targets the nominated mix, and
- b) supplies an essentially homogeneous and consistent product at the nominated manufacturing temperature.

#### **7.4.3 Production tolerances**

##### **7.4.3.1 Proportions of constituents**

The proportion of each constituent may be varied for the purpose of process control provided that:

- a) the asphalt produced remains essentially uniform and consistent and in compliance with the nominated mix submission, and
- b) the proportion of RAP does not exceed the maximum allowed for the RAP Approval Level stated on the asphalt mix design register.



### 7.4.3.2 Combined particle size distribution binder content and maximum density

The actual particle size distribution and maximum density of the production mix may vary from the nominated value within the limits shown in Table 7.4.3.2, provided it also complies with Table 7.2.1.1-A or Table 7.2.1.1-B, as appropriate.

The actual binder content and maximum density of the production mix may vary from the nominated value within the limits shown in Table 7.4.3.2.

For a particular mix design, the nominated design with the tolerances applied represents the job limits. The job limits for a particular design are stated on the asphalt mix design certificate.

**Table 7.4.3.2 - Production tolerances**

Description	Tolerance
Permissible variation to nominated combined particle size distribution during production (% by mass of total aggregate), (Q308A, AS/NZS 2891.3.1, AG:PT/T234 or Q308D)	
Passing 4.75 mm and larger	± 7
Passing 2.36 mm and 1.18 mm	± 5
Passing 0.600 mm and 0.300 mm	± 4
Passing 0.150 mm	± 2.5
Passing 0.075 mm	± 1.5
Permissible variation to the nominated binder content during production (% by mass of total mix), (Q308A, AS/NZS 2891.3.1, AG:PT/T234 or Q308D)	± 0.3
Permissible variation to the nominated maximum density during production (t/m <sup>3</sup> ), (Q307A or AS/NZS 2891.7.1)	± 0.035 <sup>1</sup>

1. A larger tolerance may apply provided the Contractor can demonstrate to the satisfaction of the Asphalt Mix Design Registrar that a larger tolerance is appropriate for the particular design. The limits applicable to a particular design shall be stated on the mix design certificate.

### 7.4.4 Asphalt manufacturing plant

The asphalt manufacturing plant shall be operated with adequate production process controls to produce asphalt of a consistent quality and conforming to the requirements of this Technical Specification. The production control system must produce auditable records of key process parameters including individual aggregate and filler feed rates/batch masses, binder feed rate/batch mass and various process temperatures.

A documented procedure for the management and control of the moisture content of each constituent aggregate material, including RAP material, shall be implemented and the asphalt manufacturing process controls adjusted accordingly.

RAP materials where added must be dispersed uniformly throughout the mix such that there is no apparent variability or temperature segregation in the mix.

The asphalt manufacturing plant must have sufficient capacity to supply asphalt for continuous operation of the paver.

#### **7.4.5 Storage and handling**

##### **7.4.5.1 Binder**

Heating and storage of binder must comply with the temperature and time limits set out in Advisory Note 7 published by the Australian Asphalt Pavement Association.

The Contractor shall provide details in the AQP of the procedures for acquisition, storage and handling of binder which identify and prevent segregation and/or contamination of the binder, and shall implement these procedures.

At the asphalt manufacturing plant, binder supplied in accordance with MRTS18 *Polymer Modified Binder* must be recirculated in delivery and/or storage tanks to a uniform consistency immediately prior to its use in the manufacturing process.

##### **7.4.5.2 Asphalt**

Asphalt that is retained in hot storage silos shall be stored in such a manner that minimises oxidation of the binder and maintains temperature uniformity.

Dense graded asphalt mix may be retained in hot storage silos for a period not exceeding 30 hours, unless otherwise approved by the Administrator.

Open graded and stone mastic asphalt mix shall be loaded into delivery vehicles as soon as practical and the total storage and transportation time shall not exceed four hours, unless otherwise approved by the Administrator.

Storing asphalt at elevated temperatures may lead to excessive degradation of the binder and a reduced service life for the asphalt. This Technical Specification provides for overnight storage of hot dense graded asphalt if unexpected events (such as wet weather or traffic management issues on the job site) mean that all the asphalt produced during a day's production cannot be incorporated into the Works during that work shift. Provided the asphalt is stored in such a way that minimises oxidation, does not cool excessively and maintains temperature uniformity, it may be incorporated into the Works on the following day. Some plants may be able to achieve longer storage times without causing excessive degradation of the asphalt binder. In these cases, the Contractor must demonstrate this to the satisfaction of the Administrator.

#### **7.4.6 Manufacturing temperatures**

The temperatures of constituent materials shall be controlled using suitable thermometer elements placed in the flow of materials from the drier, and in the binder storage system or binder supply line.

The temperature of the asphalt shall be measured and recorded when:

- a) the asphalt leaves the pugmill or mixing drum or
- b) the asphalt discharges from the hot storage bin(s), or
- c) in the trucks prior to leaving the plant.

The dispatch temperature of the asphalt must facilitate achieving the specified compaction level in the finished product. Details of the project specific process temperatures and the frequency of recording must be provided in the AQP.

The temperature of asphalt must not at any time in the process exceed the temperatures stated in Table 7.4.6.

**Table 7.4.6 – Maximum asphalt temperature**

<b>Asphalt Binder Type</b>	<b>Maximum Mix Temperature (°C)</b>
Bitumen and multigrade bitumen	175°C
Polymer modified binder	185°C

### **7.5 Transport of asphalt**

The transport of asphalt must be in accordance with the requirements in AS/NZS 2150.

The Contractor shall state in the AQP the method of control and application of release agent to ensure a uniform, light coating of the transport vehicle’s tray without causing ponding of surplus release agent.

Continuous operation of the paving train shall be facilitated as best as practicable by:

- a) providing and allocating sufficient transport capacity, and
- b) ensuring efficient on-site management of asphalt deliveries.

## **8 Placing of asphalt**

### **8.1 General**

The Contractor's method of placing and finishing the asphalt must:

- a) produce a homogeneous product with a tightly bound surface
- b) achieve a strong bond to the surface below, and
- c) achieve the finished pavement properties, specified in Clause 9, within the specified tolerances.

The application of water to induce rapid cooling in the asphalt shall not be used at any stage in the process, including preparation for trafficking, unless approved by the Administrator.

### **8.2 Preparation of pavement**

#### **8.2.1 General**

The Contractor shall carry out the preparation work detailed in Clauses 8.2.2 to 8.2.4 on existing surfaces on or against which the asphalt is to be placed.

#### **8.2.2 Preparation**

The surface of the pavement base/bridge deck or existing substrate shall not be wet, and shall be thoroughly swept using a rotary broom to remove any loose material or other deleterious material which may be present. Any deleterious material which still adheres to the surface after sweeping shall be removed by other means. Following mechanical sweeping:

- a) areas of oil or fuel spillage shall be cleaned with detergent, flushed with clean water and allowed to dry prior to application of the tack coat, and
- b) cracks, joints or holes in the pavement/bridge deck shall be rectified as stated in Clause 8.2.3.

Frames for manhole covers, gully pits, kerb/channels and other structures shall have joint surfaces cleaned free of any extraneous material.

Raised extruded thermoplastic road markings and raised pavement markers shall be removed prior to tack coating and placing asphalt.

### **8.2.3 Crack filling**

In areas shown in the Drawings or stated in Clause 2 of Annexure MRTS30.1, cracks greater than 2 mm wide shall be filled prior to placement of any asphalt. The Contractor shall mark out in the presence of the Administrator, the extent of crack filling to be carried out. **Witness Point**

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 with a polymer modified sealant approved by the Administrator.

### **8.2.4 Strain alleviating fabric strips**

In the areas shown on the Drawings or stated in Clause 3 of Annexure MRTS30.1, strain alleviating fabric strips shall be applied to existing cracks prior to placement of asphalt or sprayed sealing.

The Contractor shall mark out, in the presence of the Administrator, the extent of the strain alleviating fabric strips to be applied. **Witness Point**

Strain alleviating fabric strips shall be non-woven polyester fabric strips precoated with a rubberised bitumen adhesive base.

Prior to application of the fabric strips, the existing surface shall be swept clean so that it is free of dust, grit, surface moisture and vegetation. Any cracks or joints wider than 2 mm shall be filled as detailed in Clause 8.2.3.

The surface to which the strain alleviating fabric strip is to be applied shall be sprayed with a bituminous emulsion tack coat or proprietary primer. The fabric strips shall be laid to cover a minimum width of 250 mm (normally 125 mm on each side of the crack).

Placement of the strain alleviating fabric strip shall be carried out only under the following conditions:

- a) the pavement temperature is sufficient for a strong bond to be achieved between the fabric and the pavement surface and rain is not likely to fall prior to completing the installation, and
- b) the pavement surface is clean and dry.

Installation, including overlapping of joints, shall be in accordance with the manufacturer's recommendations.

After placement, the strain alleviating fabric strip shall be rolled with at least one pass of a pneumatic-tyred roller to ensure proper adhesion. The strain alleviating fabric strip shall be placed free of wrinkles and creases.

Traffic shall not be permitted to traverse the strain alleviating fabric strip for at least 20 minutes after rolling.

Prior to placing the asphalt, the normal application of bituminous emulsion tack coat shall be applied over the strain alleviating fabric strip, unless otherwise approved by the Administrator.

### **8.3 Method of placement**

The asphalt must be placed by a self-propelled paving machine equipped with the ability to be operated with automatic thickness control and automatic joint matching facility.

Hand placement of asphalt is only permitted for minor corrections of the existing surface and in areas where placement with a paving machine is impractical.

The Contractor must state in the AQP the method of achieving conforming insitu air voids within the asphalt layer, and the factors affecting/determining rolling patterns.

For stone mastic asphalt and open graded asphalt, a Material Transfer Vehicle (MTV) must be used in the paving process except for areas to be paved at tapers, turning lanes less than 100 m in length, roundabouts of radius less than 50 m and other areas approved to be excluded by the Administrator.

If specified in Clause 4 of Annexure MRTS30.1, a Material Transfer Vehicle (MTV) must be used in the paving process for dense graded asphalt except for areas to be paved at tapers, turning lanes less than 100 m in length, roundabouts of radius less than 50 m and other areas approved to be excluded by the Administrator.

When released, Technical Note 28 *Material Transfer Vehicles in Asphalt Paving* will provide guidance on the selection and use of an MTV in the paving process. The designer should assess these guidelines prior to specifying the use of an MTV in the asphalt Works.

The MTV must be a self-propelled machine with independent controls which will receive asphalt from delivery vehicles, and store, remix and transfer the asphalt to the paving machine without contact and be equipped with:

- a) a receiving hopper compatible with delivery vehicles
- b) conveying mechanisms and anti-segregation devices for remixing asphalt
- c) conveying mechanisms capable of delivering asphalt to the paver at a minimum rate to suit the paving output
- d) a minimum nominal on-board storage capacity of 15 tonnes
- e) an additional holding bin in the paving machine hopper or the paver hopper enclosed by other means to prevent asphalt from falling out of the front of the paver during paving operations, and
- f) sufficient power output from the motor to operate with full load on grades up to 6% and travel in tandem with the paver, either directly in front or in an offset position.

Where asphalt paving occurs across structures, the Contractor shall control the gross mass of the MTV to the maximum permissible loadings as set out in Clause 5 of Annexure MRTS30.1.

Where asphalt paving occurs on bridge decks, the additional requirements specified in MRTS84 *Deck Wearing Surface* shall apply.

#### 8.4 Protection of work

Traffic shall be controlled in accordance with the requirements of MRTS02 *Provision for Traffic* while undertaking the Works.

The Works shall be protected until the required thickness of asphalt has been placed, compacted and cooled sufficiently to carry traffic without damage to the Works.

It is the Contractor's responsibility to ensure the asphalt has cooled sufficiently to minimise deformation of the asphalt when trafficked. The Contractor must consider the traffic management requirements outlined in MRTS02 *Provision for Traffic* (particularly any restriction on lane closure times) when developing the construction program.

#### 8.5 Protection of services and road fixtures

Asphalt or other material used in the Works shall not be allowed to enter or adhere to pits, grates, drains, pipes, hydrants or valve boxes, service covers, bridge joints and other road fixtures and furniture. Immediately after the asphalt has been placed, any affected services and road fixtures shall be cleaned to remove all waste asphalt.

#### 8.6 Course and layer thicknesses

A course of dense graded asphalt may be comprised of more than one layer. Where a course is comprised of more than one layer, and the layer thicknesses have not been specified, the Contractor shall nominate the thickness of each layer in the AQP.

##### 8.6.1 Nominated layer thickness

The nominated thickness of a layer of asphalt must be within the limits specified in Table 8.6.1.

**Table 8.6.1 - Nominated layer thickness limits**

Asphalt Type	Nominal Size of Asphalt (Asphalt Designation)	Layer Thickness (mm)	
		Minimum	Maximum
Dense Graded Asphalt	7 mm (AC7M and AC7H)	25	35
	10 mm (AC10M and AC10H)	35	50
	14 mm (AC14M and AC14H)	50	70
	20 mm (AC20M and AC20H)	60	100
Open Graded Asphalt	10 mm (OG10)	25	35
	14 mm (OG14)	35	45
Stone Mastic Asphalt	10 mm (SMA10)	35	40
	14 mm (SMA14)	50	60

##### 8.6.2 Corrective courses and tie-ins to existing pavement

For corrective courses and tie-ins to an existing pavement, the Contractor may be required to implement a layer thickness that does not conform to the thickness requirements of Clause 8.6.1.

Where this is required, the Contractor shall detail the work methods to be adopted in the AQP, and notify the Administrator prior to implementation. These work methods shall provide a layer that is essentially dense and homogeneous.

Placement of asphalt in a nonconforming layer thickness shall not occur unless approved by the Administrator prior to each instance the work method is required to be implemented. **Hold Point 4**

### 8.7 Pavement temperature and weather conditions

The pavement surface temperature shall be measured and recorded at the point of asphalt placement on a regular basis during paving operations. The Contractor shall document the method of measuring and recording pavement temperatures in the AQP. Unless otherwise accepted by the Administrator, asphalt placement shall not commence or continue, unless the pavement surface temperature complies with the requirements of Table 8.7. **Hold Point 5**

Tack coat and/or asphalt shall not be placed during weather conditions that will lead to the formation of a poor bond between the new asphalt and the underlying pavement, the minimum rolling temperatures cannot be achieved, and/or essentially homogeneous and conforming air voids cannot be achieved in the compacted asphalt.

Tack coat and/or asphalt shall not be placed when the pavement surface is wet or rain is imminent.

**Table 8.7 - Minimum pavement surface temperature for asphalt placement**

Asphalt Type	Nominal Size of Asphalt (Asphalt Designation)	Minimum Surface Temperature for Asphalt Placement (°C) <sup>1</sup>	
		Bitumen and Multigrade Bitumen	Polymer Modified Binder
Dense Graded Asphalt	7 mm (AC7M and AC7H)	15	20
	10 mm (AC10M and AC10H)	10 (5)	15 (10)
	14 mm (AC14M and AC14H)	10 (5)	15 (5)
	20 mm (AC20M and AC20H)	5	10 (5)
Open Graded Asphalt	10 mm (OG10)	-	15 (10)
	14 mm (OG14)	-	15 (10)
Stone Mastic Asphalt	10 mm (SMA10)	-	15 (10)
	14 mm (SMA14)	-	15 (5)

1. The minimum surface temperature requirements shown in brackets apply when the Contractor uses a material transfer vehicle as part of the asphalt paving process.

The Administrator may consider accepting the placement of asphalt at temperatures below the temperatures nominated in Table 8.7 in situations where the Contractor can demonstrate to the satisfaction of the Administrator that their construction process ensures a strong bond is formed between the new asphalt and the underlying pavement, the specified level of compaction is achieved and the air voids in the compacted asphalt is essentially homogeneous. These objectives are typically demonstrated by:

- extracting cores from the pavement to show that a strong bond has been achieved
- for dense graded asphalt (with a nominal size not less than 10 mm) and stone mastic asphalt, testing for insitu air voids to show the air voids in the compacted asphalt is essentially homogeneous and conforming, and

- for dense graded asphalt (with a nominal size of 7 mm) and open graded asphalt, measuring the asphalt temperature at the commencement of rolling to show the requirement of Table 8.8 has been achieved.

Acceptance to pave asphalt at temperatures below the minimum values stated in Table 8.7, does not discharge the Contractor's responsibilities under Clause 1.2.

### **8.8 Paving and compaction temperatures**

The Contractor's AQP must document the temperatures at which the asphalt is placed and compacted to achieve the insitu air voids requirements specified in Clause 9.2.1. The Contractor shall nominate the following requirements in the AQP:

- a) the minimum temperature at which asphalt is to be delivered to the pavement
- b) the minimum temperature at which initial compaction of the asphalt is to commence, and
- c) the method of temperature measurement (e.g. internal probe, infrared surface thermometer etc.).

The Contractor must not incorporate asphalt in the Works that exhibits a temperature variation unless it has been remixed to a consistent and adequate temperature for compaction.

At the commencement of rolling, the temperature of dense graded asphalt with a nominal size of 7 mm and open graded asphalt shall not be less than that stated in Table 8.8.

**Table 8.8 - Minimum temperature at commencement of rolling for dense graded asphalt with a nominal size of 7 mm and open graded asphalt**

<b>Asphalt Mix Type (Asphalt Designation)</b>	<b>Minimum Mix Temperature (°C)</b>
Dense graded asphalt (AC7M and AC7H)	115°C
Open graded asphalt (OG10 and OG14)	120°C

For open graded asphalt, the Contractor's compaction procedure shall include not less than five passes of the steel-wheeled roller within 20 minutes of discharge of the asphalt into the paver receiving hopper. Rollers used to compact open graded asphalt shall have a minimum static weight of 6 tonnes.

For dense graded asphalt and stone mastic asphalt, each asphalt mix design has its own optimal temperature range for compaction and therefore specific temperature limits are not stated in this Technical Specification. However, the objective of the asphalt placement and compaction process is to achieve an asphalt layer that is relatively uniform in thickness and density. Achieving a relatively uniform density requires the asphalt to be placed and compacted at relatively uniform temperatures. Intermittent supply of asphalt to the paver is a common cause for stop/start paving and significant temperature variation at the commencement of rolling. Such variations should be avoided wherever possible, as they often lead to variation in density (air voids) and premature



distress. Areas may be sub-lotted and tested separately to confirm they comply with the specification requirements for air voids.

AP-PWT13 - *Temperature Characteristics of Binders in Asphalt* provides guidance on minimum temperatures for effective compaction of asphalt mixes.

For open graded asphalt and dense graded asphalt with a nominal size less than 10 mm, insitu air voids is not typically tested. For this reason, a minimum temperature at the commencement of rolling is specified.

The temperatures referenced in Table 8.8 are the internal temperatures of the paved layer.

The Contractor shall measure, monitor, and record paving and compaction temperatures as described in the AQP with a hand held or machine mounted infrared thermometer or other suitable temperature measuring device at the discharge point from a tipper truck or at the distribution auger on the paver.

### **8.9 Tack coat**

Prior to applying the tack coat, the existing surface must be clean, dry and free from loose and other deleterious material.

The Contractor shall nominate in the AQP the bituminous emulsion grade and proposed tack coat application rate(s). The Contractor shall advise the Administrator in writing of any change to the nominated application rate due to site conditions prior to applying the tack coat. The tack coat shall be:

- a) evenly applied to the pavement surface at a rate that achieves a strong bond between pavement layers (i.e.  $\geq 0.10$  L/m<sup>2</sup> residual binder at 15°C), and
- b) allowed to break prior to laying asphalt.

The nominated application rate for joints and chases shall be doubled.

Tack coat is not required where asphalt is placed directly over:

- a) new sprayed bituminous surfacing, and
- b) clean freshly laid asphalt where:
  - i. successive asphalt layers are placed on the same or following day, and
  - ii. the asphalt surface has not been subjected to trafficking.

It is the Contractor's responsibility to ensure that the tack coat type and application rate achieve a strong bond to the underlying pavement and between asphalt layers. AP-PWT51 - *Asphalt Tack Coating* provides guidance on asphalt tack coating.

Asphalt layers may be lightly trafficked for construction purposes without the need for tack coating. This would typically be limited to trafficking with the paving train and associated equipment such as traffic control and other service vehicles provided the asphalt surface remains free of any material or contamination that may compromise bonding to the underlying layer. Asphalt layers that are open to general traffic or used for broader construction access would typically require tack coating.

A sprayed bituminous surfacing (instead of a tack coat) is typically placed immediately below open graded asphalt to waterproof the underlying pavement.

The Contractor shall provide an endorsed daily record to the Administrator, of the average tack coat application rate applied to each lot. The tack coat application rate shall be reported in terms of residual bitumen and the percentage dilution of the tack coat used during spraying shall be stated.

Tack coat shall be applied by spray bar fitted to a mechanical sprayer. Hand spraying shall be carried out only in those areas where it is impractical to use a mechanical sprayer. Precautions shall be taken to protect kerbs, channels, adjoining structures, traffic and parked vehicles from tack coat spray.

The tack coat must be intact at the commencement of asphalt placement.

The tack coated surface shall not be opened to public traffic.

### **8.10 Joints**

The Contractor shall describe in the AQP the procedure for the construction of asphalt joints. The Contractor's procedure must maximise joint density and include mechanised edge compaction or mechanised edge trimming. Hand tamping of edges is permitted only where the use of a machine is impractical. Excess material resulting from hand preparation of edges must not be spread on the surface of the Works.

All loose, cracked and/or boney material at the edge of a paved run must be removed prior to placing the adjacent run. Asphalt resulting from the clean-up and trimming of joints shall be discarded and shall not be incorporated into the Works.

Each joint must be finished with a smooth, planar surface aligning with the surface of the rest of the layer and satisfying the surface shape requirements specified in Clause 9.6.

Unless otherwise approved by the Administrator, longitudinal joints must be:

- a) offset by 150 mm from the joint in the underlying layers, except for longitudinal joints on a crowned pavement
- b) within 150 mm of the line of change in crossfall, and
- c) for the final surfacing layer, coinciding with the final traffic lane markings.

The Administrator may approve pavement joints to be constructed away from lane marking where this represents the best outcome to achieve the pavement design intent. For example, when paving a single lane ramp with asphalt shoulders, the Administrator may allow the Contractor to form a single longitudinal joint along the centre of the ramp rather than paving the ramp lane between the edge line marking and subsequently paving narrow shoulders on either side.

In certain circumstances it may be necessary for joints in underlying pavement layers to not be offset where geometric design requirements apply, e.g. when paving in a mill and fill situation or where minimum paving widths apply.

Unless otherwise approved by the Administrator, transverse joints must be:

- a) located a minimum of 25 m apart
- b) offset by a minimum of 1 m from the joint in the underlying layer or as shown on the drawings
- c) formed at the commencement of each paving run, and
- d) formed when a delay in paving causes asphalt temperature to fall below the initial compaction temperature nominated in Clause 8.8.

### **8.11 Placement trial**

If specified in Clause 6 of Annexure MRTS30.1 and prior to commencing work, the plant and personnel proposed for use for the Works must be subjected to a placement trial.

Each nominated mix must be subjected to a separate placement trial. Each placement trial may be located within the Works. The size of each placement trial must be limited to one lot. The Contractor must design the trial to implement all the procedures described in the AQP and demonstrate conformance with this Technical Specification, including:

- a) homogeneity
- b) insitu air voids
- c) course thickness
- d) course position
- e) surface shape, and
- f) joint quality.

The Contractor shall submit a copy of the completed inspection and test plan and all relevant test results and records from the placement trial. Prior to further placement of the Contractor's nominated mix(s) in the works, the Administrator shall review the outcomes of the placement trial. No further work shall be undertaken until the Administrator has given approval to proceed. **Hold Point 6**

In the event of a nonconformance in the placement trial, or when the Administrator determines that a previous trial is not representative of the materials, asphalt mix proportions, temperature, plant, rate of output and/or method of placement, a new trial must be undertaken and the Hold Point re-released, prior to full-scale placement resuming.

Where a placement trial forms part of the Works, all nonconformances in respect of materials, process and finished pavement properties shall be managed in accordance with Clause 5.

### **8.12 Temporary ramps to existing pavement and structures**

#### **8.12.1 General**

Temporary ramps that are constructed for the safe trafficking of the Works must be constructed by placement of asphalt complying with this Technical Specification as appropriate for the application, or by cold milling of existing or new asphalt.

The dimensions of ramps shall be determined by the Contractor to suit the situation and be of a standard not less than that stated in Clauses 8.12.2 to 8.12.4.

### 8.12.2 Transverse joints

Where the speed limit exceeds 60 km/h, a minimum taper length of 2.5 metres shall be provided for each 50 mm variation in levels (or part thereof).

Where the speed limit is less than or equal to 60 km/h, a minimum taper length of 1.5 metres shall be provided for each 50 mm variation in levels (or part thereof).

### 8.12.3 Longitudinal joints

Where traffic can reasonably be expected to travel across a longitudinal edge, a ramp of minimum 1.0 m length shall be provided for each 50 mm variation in levels (or part thereof).

### 8.12.4 Interface with structures

Asphalt ramps shall be formed and compacted around manholes, gully pits, utility covers or other similar structures that fall within the traffic lanes and shoulders, unless otherwise directed by the Administrator.

The ramps must have a minimum taper length of 1.5 metres for each 50 mm variation in levels (or part thereof).

### 8.13 Surface gritting

Stone mastic asphalt shall be gritted. The material used for gritting shall consist of natural sand particles having a grading complying with the requirements shown in Table 8.13, or other material as approved by the Administrator. The grit shall be dry, clean, hard, angular, durable, and free from clay and other aggregations of fine material, soil, organic matter and any other deleterious material.

**Table 8.13 - Particle size distribution limits for grit material**

AS Sieve Size (mm)	% Passing by Mass
4.75	100
2.36	90 - 100
0.600	0 - 20
0.075	0 - 1.0

The grit shall be uniformly spread and rolled into the surface of the hot asphalt during the compaction process. The temperature at which the grit material is applied shall be such that the grit forms a strong bond with, and is partially coated by, the binder in the asphalt mix. The grit material shall be applied at a rate  $\geq 0.3 \text{ kg/m}^2$  for SMA14 and  $\geq 0.2 \text{ kg/m}^2$  for SMA10.

## 9 Finished pavement properties

### 9.1 Homogeneity

All asphalt must be homogeneous in appearance.

Areas of asphalt that exhibit cracking, ravelling, bony or fatty material, or have been damaged during construction must be rectified or replaced.

Any proposal by the Contractor that the Administrator accept non-homogeneous and/or segregated material or work must be in writing and must show:

- a) the technical reasons for acceptance

- b) justification that the non-homogeneous section complies with this Technical Specification, and
- c) sub-lotting that minimises performance risk to the surface and structure of the pavement.

## 9.2 *In situ air voids*

### 9.2.1 Requirements for insitu air voids

The asphalt must have a dense appearance. Each layer of asphalt must be uniformly compacted to achieve the specified characteristic values for insitu air voids.

Asphalt layers of  $\leq 30$  mm thickness shall not be tested for insitu air voids.

The characteristic values of insitu air voids for the lot must comply with Table 9.2.1-A for dense graded asphalt, and with Table 9.2.1-B for stone mastic asphalt.

Joints are not usually tested unless the Administrator suspects the specified requirements have not been achieved. Where this occurs, the Administrator may order tests to confirm compliance.

**Table 9.2.1-A - Insitu air voids requirements for dense graded asphalt**

Location	Limits of Characteristic Value of the Insitu Air Voids (%)	
	Specified layer thickness > 30 mm and < 50 mm	Specified layer thickness $\geq 50$ mm
Mat	$V_L = 3.0^2$ and $V_U = 8.0$	$V_L = 3.0^2$ and $V_U = 7.0$
Joints <sup>1</sup>	$V_L = 3.0^2$ and $V_U = 11.0$	$V_L = 3.0^2$ and $V_U = 10.0$

Note:

$V_L$  is the lower limit for characteristic value of insitu air voids and  $V_U$  is the upper limit for characteristic value of insitu air voids.

1 Only asphalt constructed as part of the Works shall be tested (including asphalt abutting existing pavement or other infrastructure).

2  $V_L$  requirement is reduced to 2.0% when the asphalt layer will be covered by at least 125 mm of dense graded asphalt.

**Table 9.2.1-B - Insitu air voids requirements for stone mastic asphalt**

Location	Limits of Characteristic Values of Insitu Air Voids (%)	
	SMA10	SMA14
Mat	$V_L = 2.0$ and $V_U = 7.0$	$V_L = 2.0$ and $V_U = 6.0$
Joints <sup>1</sup>	$V_L = 2.0$ and $V_U = 10.0$	$V_L = 2.0$ and $V_U = 9.0$

Note:

$V_L$  is the lower limit for characteristic value of insitu air voids and  $V_U$  is the upper limit for characteristic value of insitu air voids.

1 Only asphalt constructed as part of the Works shall be tested (including asphalt abutting existing pavement or other infrastructure).

For dense graded asphalt and stone mastic asphalt, insitu air voids below the minimum value may lead to rutting, flushing, bleeding and/or mix instability. Factors that influence the performance of

the asphalt include traffic loading, depth of the layer from the pavement surface and the binder used in the asphalt mix.

Insitu air voids above the maximum value may lead to accelerated hardening of the binder (through oxidation), ravelling, ingress of moisture and/or stripping of the asphalt layer.

Pavement joints are typically accepted as areas with insitu air voids below the minimum value for the mat, as is represented by the lower compaction standard specified. However, under some circumstances the Administrator may consider testing of joint compaction by the Contractor where there are concerns that these reduced compaction standards may not have been achieved, for example:

- process concerns brought about by visual or other surveillance indications, or
- process verification at the commencement of the works, or where construction methods substantially change.

Typically joint compaction would be tested across joints where both adjoining sections of asphalt have been placed under the same contract, or within 150 mm of joints where the asphalt being tested is adjacent to asphalt not placed under the same contract.

### 9.2.2 Determination of insitu air voids

The characteristic values of insitu air voids for dense graded asphalt and stone mastic asphalt shall be determined using the following process:

- a) for dense graded asphalt, determine the bulk density either from cores in accordance with AS/NZS 2891.9.2, Q306B or Q306C, or from nuclear gauge density measurements taken in accordance with Q306E. Trimming must not reduce the core layer thickness by more than 5 mm. The nuclear gauge density method is not to be used when steel reinforcement exists within 300 mm of the surface of the layer.
- b) for stone mastic asphalt, determine the bulk density either from cores in accordance with Q306C, or from nuclear gauge density measurements taken in accordance with Q306E. Trimming must not reduce the core layer thickness by more than 5 mm. The nuclear gauge density method is not to be used when steel reinforcement exists within 300 mm of the surface of the layer.
- c) determine the reference density for the purpose of insitu air voids calculations as the mean maximum density of the lot, where the individual values are determined in accordance with Q307A or AS/NZS 2891.7.1.
- d) calculate the characteristic values of insitu air voids in accordance with Q311 or AS/NZS 2891.8 and Q020.

### 9.3 Surface texture

For each construction lot, the average surface texture depth of stone mastic asphalt after gritting shall not be less than:

- 0.7 mm for SMA10, and
- 1.1 mm for SMA14.

## 9.4 Course and layer thickness

### 9.4.1 Requirement for course and layer thickness

The specified course thickness shall be as detailed on the Drawings.

### 9.4.2 Tolerances (where finished surface levels are not specified)

Unless otherwise approved by the Administrator, asphalt layers shall be placed at an essentially uniform thickness over the areas to be paved, with due consideration given to the shape of the surface to be paved over.

The requirements for layer thickness shall be as follows:

- a) the average compacted layer thickness for each lot, when determined in accordance with Clause 9.4.4 (a), shall not vary from the nominated layer thickness by more than the average value tolerance given in Table 9.4.2, and
- b) where the layer being placed is over one or more layers placed by the Contractor, the thickness of the compacted layer at any point, when measured in accordance with Clause 9.4.4 (b), shall not vary from the nominated layer thickness by more than the individual value tolerance given in Table 9.4.2.

For the purposes of this clause, the use of isolated areas of corrector does not constitute a layer.

**Table 9.4.2 - Allowable tolerances for layer thickness (when levels are not specified)**

Asphalt Type	Nominal Size of Asphalt (Asphalt Designation)	Layer Thickness Tolerance (mm)	
		Average Value	Individual Value <sup>1</sup>
Dense graded asphalt	7 mm (AC7M and AC7H)	± 3	± 5
	10 mm (AC10M and AC10H)	± 3	± 5
	14 mm (AC14M and AC14H)	± 4	± 7
	20 mm (AC20M and AC20H)	± 5	± 10
Open graded asphalt	10 mm (OG10)	± 3	± 5
	14 mm (OG14)	± 4	± 7
Stone mastic asphalt	10 mm (SMA10)	± 3	± 5
	14 mm (SMA14)	± 4	± 7

1. Individual value only applies to layers placed over one or more layers placed by the Contractor.

### 9.4.3 Tolerances (where finished surface levels are specified)

The course thickness shall be controlled by maintaining the design levels and the surface shape requirements specified in Clause 9.6 provided that:

- a) the average compacted thickness of each lot of the surfacing course, when determined in accordance with Clause 9.4.4 (a), shall not vary from the nominated thickness by more than 10%, and

- b) the compacted thickness of the surfacing and intermediate courses at any point when measured in accordance with Clause 9.4.4 (b), does not vary from the nominated thickness by more than 20%.

For new pavements, finished surface levels are typically specified and are shown on the Drawings. For asphalt placed over existing pavement, the finished surface levels may or may not be specified. Where these levels are specified, they are typically shown on the Drawings.

#### **9.4.4 Determination of actual layer thickness**

The thickness of the layer shall be determined as follows:

- a) the average compacted thickness of the layer shall be determined using the following formula:

$$T_A = 1000 \times M / (D \times A)$$

where:

$T_A$  = average thickness of compacted layer, in millimetres

$M$  = mass of asphalt in the lot, in tonnes

$D$  = average compacted density of the lot, in tonnes per cubic metre

$A$  = area of the lot, in square metres.

- b) the compacted layer thickness at any point shall be determined using one of the following methods:
- i. cores sampled in accordance with AS 1289.1.4.2 or Q050, and AS 2891.1.2 where:
    - the core layer thickness is determined prior to trimming of the core
    - the core diameter can be less than 95 mm, and
    - the test specimen may comprise more than one layer.

or

  - ii. where compaction testing is determined using a nuclear gauge, measured dip records taken in accordance with procedures documented in the Contractor's AQP where measured loose dip readings are converted to a compacted thickness value using the mean bulk density for the lot.

### **9.5 Course position**

#### **9.5.1 Requirement for vertical level**

When design finished surface levels are specified for a course, the levels of the top surface of the course must not vary from the design levels by more than 10 mm.

Where the new asphalt surfacing course is required to match the surface levels of a road structure (e.g. tie-in to existing pavement or bridge joints, pavement gutter, utility access point, etc.), the pavement must be constructed so as to drain the surface of water and match the surface levels of the existing road structure, unless otherwise directed by the Administrator.



Dispositions for nonconformity must be approved before a subsequent course is placed over a nonconforming course accepted by the Administrator.

It is common practice to place multiple layers of asphalt that make up an asphalt course within a single work shift. Level nonconformities are usually assessed on the surface of each course rather than on individual layers.

### **9.5.2 Requirement for horizontal location**

The horizontal location of any point on the surface of a course must be located within 50 mm from the corresponding point determined from the Drawings.

However, where alignment of the pavement with an existing road or other existing road structure is necessary, the new work shall be joined to the existing work in a smooth manner.

## **9.6 Surface shape**

### **9.6.1 Determination of surface shape**

The surface shape shall be determined and reported in accordance with Q712.

The maximum lot size must be in accordance with Clause 5.5 and extended to include the adjacent longitudinal joints, transverse joints and tie-ins. Testing shall be conducted at a frequency not less than that specified in Table 5.4.1-D.

### **9.6.2 Requirement for surface shape**

The surface of any trafficked layer must not pond water.

The surface shape of each course within and across traffic lanes at the time of construction must not deviate from the bottom of a straightedge laid in any direction by more than the tolerances shown in Table 9.6.2 with due allowance being made for design shape, where relevant. Where the deviations from a straightedge for an existing surface exceed 10 mm, rectification of those areas shall be carried out before the subsequent asphalt layer (other than corrector) is placed, unless directed otherwise by the Administrator.

Shape correction is typically completed using a dense graded asphalt corrector course under Work Item(s) 4156 or 4161 (as relevant), or milling (which is not covered by the Technical Specification). Further guidance about asphalt shape correction can be found in *AP-PWT30 Asphalt Shape Correction*.

All nonconformances shall be corrected before testing ride quality and before any subsequent course is placed.

**Table 9.6.2 - Maximum deviation from a straightedge placed within or across traffic lanes**

Course	Maximum Deviation from a Three Metre Straightedge (mm)	
	Through Carriageways (< 70 km/h Traffic Speed) Roundabouts & Signalised Intersections (including approaches)	Through Carriageways (≥ 70 km/h Traffic Speed)
<b>At Actual Completion Date</b>		
Surfacing course	5	3 <sup>2</sup>
Course immediately below the surfacing course	10 [5] <sup>1</sup>	5
All other courses	10	10
<b>12 months after Date of Practical Completion</b>		
Asphalt surface	8	6

1 The maximum straightedge deviation in brackets applies when the surfacing course is open graded asphalt.

2 A maximum deviation from a three metre straightedge of 5 mm shall apply to joints.

## 9.7 Ride quality

### 9.7.1 Determination of ride quality

Unless otherwise specified in Clause 7 of Annexure MRTS30.1, the ride quality (R) shall be determined from measurements of longitudinal profile in accordance with Q708B, Q708C or Q708D. All surfacing layers shall be measured and each trafficked lane tested with a lot size not less than 100 m or greater than 500 m in length, unless otherwise approved by the Administrator. Areas of pavement affected by roundabouts, railway lines, bridge joints and inspection pit covers may be excluded from ride quality assessment.

The Contractor shall prepare and implement a specific Inspection and Test Plan (ITP) for ride quality that meets the requirements of this Technical Specification. The lot description and the start and end locations for testing shall be defined in the ITP.

### 9.7.2 Requirement for ride quality

The surfacing course must have a smooth longitudinal profile.

Ride quality of each lot of the asphalt surfacing must not exceed the road roughness count limits given in Clause 7 of Annexure MRTS30.1 where:

- a) the construction of the underlying pavement forms part of the contract, or
- b) asphalt is placed in more than one layer including any full length, full width corrective course over a pavement constructed by others.

Where not otherwise specified in Clause 7 of Annexure MRTS30.1, the road roughness count rate shall not exceed 50 counts per kilometre for the above situations.

For road resurfacing work where the existing asphalt surface is milled/profiled to a nominal depth prior to the placement of a single layer of asphalt, the roughness reduction formula provided below applies.

Where a single layer of asphalt (including sections where isolated corrector is required) is placed over pavement constructed by others, the ride quality for each lot must not exceed the  $R_a$  values determined as follows:

$R_a = 0.6 \times R_b + 5$ , or the value nominated in Clause 7 of Annexure MRTS30.1, whichever is the greater.

where:

$R_a$  is the road roughness count rate after placing the asphalt layer (counts/km)

$R_b$  is the road roughness count rate before placing the asphalt layer (counts/km).

$R_b$  measurement shall be undertaken by the Contractor and reported to the Administrator a minimum of seven days prior to the commencement of works. Measurement of surface evenness shall be undertaken such that it coincides with lots for measurement of surface evenness of the finished work.

## 10 Asphalt contractor performance

A Performance Report - *Asphalt Prequalification* shall be prepared in accordance with the requirements of the TIPDS Manual. A performance report is not required for a project or program of works that involves less than 2000 tonnes of asphalt.

## 11 Supplementary requirements

The requirements of MRTS30 are varied by the supplementary requirements given in Clause 8 of Annexure MRTS30.1.



# Annexure MRTS30.1 Asphalt Pavements

## Specific Contract Requirements



**Contract Number**

**Note:** Clause references within brackets in this Annexure refer to Clauses in the parent Technical Specification MRTS30 unless otherwise noted.

### 1 Binder (Clause 7.1.6)

The following binder requirements apply.

Location	Course	Asphalt Designation	Binder Class	Binder Specification

Where no indication is given, the Contractor shall use a binder complying with the requirements of the guide note contained within Clause 1.1 of MRTS30 *Asphalt Pavements*.

### 2 Crack Filling (Clause 8.2.3)

Cracks are to be filled in the following areas.

**3 Strain Alleviating Fabric Strips (Clause 8.2.4)**

Strain alleviating fabric strips are required in the following areas.

--

**4 Material Transfer Vehicle (Clause 8.3)**

When released, Technical Note 28 will provide guidance on the appropriate selection and use of Material Transfer Vehicles.

A material transfer vehicle is required to be used in the paving process for the following dense graded asphalt layers.

--

**5 Structures (Clause 8.3)**

Load limits apply on structures within the Work as follows.

<b>Structure</b>	<b>Chainages</b>	<b>Details</b>

## 6 Placement Trial (Clause 8.11)

An example of where a placement trial may be specified is a large scale/high risk project.

A placement trial is required for each of the following layers.

## 7 Ride Quality (Clauses 9.7.1 & 9.7.2)

A better ride quality (i.e. lower roughness count) costs more to achieve than a poorer ride quality. Therefore it is important that an appropriate ride quality requirement is specified for the surfacing layer of the particular project involved.

A maximum roughness count of 50 counts per kilometre typically applies on TMR roads. However, a lower maximum roughness count of 40 counts per kilometre may be specified in some instances (e.g. for heavily trafficked, high speed roads such as motorways, arterial roads and national highways).

For road resurfacing work where the existing asphalt surface is milled/profiled to a nominal depth prior to the placement of a single layer of asphalt, the roughness reduction formula provided in Clause 9.7.2 applies.

Ride quality is not typically specified for routine maintenance works (i.e. pavement repairs / patching).

The ride quality requirement for the Works shall be as follows.

If no indication is given, a maximum roughness count of 50 counts per kilometre shall apply.

## 8 Supplementary Requirements (Clause 11)

The following supplementary requirements shall apply.

**Technical Specification**

**Transport and Main Roads Specifications  
MRTS101 Aggregates for Asphalt**

**October 2015**



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## 1 Introduction

This Technical Specification sets out the requirements for coarse and fine aggregates that are used in asphalt.

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.

## 2 Definition of terms

The terms used in this Technical Specification are as defined in Clause 2 of MRTS01 *Introduction to Technical Specifications*, and Table 2 of this Technical Specification.

**Table 2 - Definition of terms**

Term	Definition
Asphalt Mix Design Registrar	Person(s) nominated by the Deputy Chief Engineer (Pavements, Materials and Geotechnical) to register asphalt mix designs for use on Department of Transport and Main Roads projects
QRS	Quarry Registration System as defined in MRTS50 <i>Specific Quality System Requirements</i>

## 3 Referenced documents

Table 3 lists the documents referenced in this Technical Specification.

**Table 3 - Referenced documents**

Reference	Title
<b>Australian Standards</b>	
AS 1141.3.1	Methods for sampling and testing aggregates - Sampling - Aggregates
AS 1141.5	Methods for sampling and testing aggregates - Particle density and water absorption of fine aggregate
AS 1141.6.1	Methods for sampling and testing aggregates - Particle density and water absorption of coarse aggregate - Weighing-in-water method
AS 1141.11.1	Methods for sampling and testing aggregates - Particle size distribution - Sieving method
AS 1141.12	Methods for sampling and testing aggregates - Materials finer than 75 µm in aggregates (by washing)
AS 1141.22	Methods for sampling and testing aggregates - Wet/dry strength variation
AS 1141.24	Methods for sampling and testing aggregates - Aggregate soundness - Evaluation by exposure to sodium sulphate solution
<b>Roads and Maritime Services</b>	
RMS T239	Fractured faces of coarse aggregate
<b>ASTM</b>	
ASTM C295	Standard Guide for Petrographic Examination of Aggregate for Concrete

## 4 Standard test methods

The standard test methods listed in Table 4 shall be used in this Technical Specification.

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

**Table 4 - Standard test methods**

Property to be Tested	Test Method Number
Sampling of aggregates	AS 1141.3.1 or Q060
Particle size distribution	AS 1141.11.1
Materials finer than 75 µm	AS 1141.12
Petrographic analysis	ASTM C295
<b>Coarse Aggregate</b>	
Flakiness index	Q201
Fractured faces	RMS T239
Wet ten percent fines value	AS 1141.22 or Q205B
Wet/dry strength variation	AS 1141.22 or Q205C
Degradation factor	Q208B
Polished aggregate friction value (PAFV)	Q203
Water absorption	AS 1141.6.1 or Q214B
Particle density (dry basis)	AS 1141.6.1 or Q214B
<b>Fine Aggregate</b>	
Water absorption	AS 1141.5 or Q214A
Particle density (dry basis)	AS 1141.5 or Q214A
Aggregate soundness (total weighted loss)	AS 1141.24

## 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
6	1. Use of quarry		Submit Quarry Registration Certificate, including its Testing Frequency Schedule
8.2			Submit aggregate production procedure

### 5.2 Conformance requirements

The conformance requirements that apply to this Technical Specification are summarised in Clause 7.

## 6 Quarry assessment and registration

Coarse aggregate and fine aggregate (other than natural sand) shall be supplied by a quarry registered and operated in accordance with the TMR Quarry Registration System (QRS) requirements. The current Quarry Registration Certificate, including its Testing Frequency Schedule shall be submitted to the Administrator at least seven working days before a material's supply or use.

**Milestone** For a QRS registered quarry source that does not have a testing frequency schedule nominated on the Quarry Registration Certificate, the Default Level testing frequencies stated in the QRS shall apply.

Material from a quarry shall be neither supplied nor used in the Works without written permission of the Administrator. **Hold Point 1**

The Contractor shall notify the Administrator within three days of any change to the Quarry Registration Certificate, including its Testing Frequency Schedule. In this event, Hold Point 1 shall be reapplied.

## 7 Materials

Each type and source of aggregate shall be tested separately.

All materials must maintain conformity and have a homogeneous appearance for the duration of the work.

Measures shall be taken to ensure that materials supplied to the work do not exhibit any expansive reactions resulting from the presence of free calcium oxide, magnesium oxide or other expansive materials.

### 7.1 Coarse aggregate

Coarse aggregates are materials having a nominal size greater than 5 mm and consisting of crushed rock gravel that is clean, dry, hard, tough, sound and free from dust, clay, dirt or other deleterious matter.

Coarse aggregates must not break or disintegrate under compaction equipment or deteriorate rapidly in stockpiles or at the quarry face.

Coarse aggregates must conform to the requirements of Table 7.1.

**Table 7.1 - Coarse aggregate requirements**

Coarse Aggregate Properties	Acceptance Criteria	Test Method
<b>Source Rock Tests</b>		
Petrographic analysis	Interpretative report	ASTM C295
Strength and durability: Wet ten percent fines value	$\geq 150$ kN	AS 1141.22 or Q205B
Wet/dry strength variation	$\leq 35\%^2$	AS 1141.22 or Q205C
Degradation factor	$\geq 40\%$	Q208B
Polished aggregate friction value (PAFV)	Surfacing course $\geq 48$ (unless otherwise specified in Clause 1 of Annexure MRTS101.1) All other courses $\geq 44$	Q203
Water absorption	$\leq 2.5\%$	AS 1141.6.1 or Q214B

Coarse Aggregate Properties	Acceptance Criteria	Test Method
Particle density (dry basis)	Report	AS 1141.6.1 or Q214B
<b>Product Tests</b>		
Particle size distribution	Contractor's nominated grading envelope	AS 1141.11.1
Materials finer than 75 µm	Report	AS 1141.12
Flakiness index (for coarse aggregate combined in the asphalt mix proportions):		
• Dense graded asphalt	≤ 30%	Q201
• Open graded asphalt	≤ 25%	Q201
• Stone mastic asphalt.	≤ 20%	Q201
Fractured face(s) for aggregates derived from gravels and meta-sediments <sup>1</sup> :		
• at least two fractured faces	≥ 85%	RMS T239
• at least one fractured face.	100%	RMS T239

<sup>1</sup> Testing only required where aggregate is obtained from other than a blasted face in a quarry.

<sup>2</sup> For Greenstone material only, nonconformance with the stated maximum wet/dry strength variation limit may be accepted, provided the wet ten percent fines value is at least 210 kN.

## 7.2 Fine aggregate

Fine aggregates are materials having a nominal size of 5 mm or less and consisting of one or a combination of the following:

- a) aggregate, including crusher dust generated from tertiary crushers (such crusher dusts may be washed and/or classified prior to use), resulting from the manufacture of the coarse aggregate. The fine aggregate source material must also meet the strength and durability requirements specified in Table 7.1
- b) clean natural quartz sands.

Fine aggregates must conform to the requirements of Table 7.2.

The aggregate shall be clean, hard, durable and free from clay and other aggregations of fine material, soil, organic matter and other deleterious material.

**Table 7.2 - Fine aggregate requirements**

Fine Aggregate Properties	Acceptance Criteria	Test Method
<b>Source Rock Tests</b>		
Petrographic analysis	Interpretative report	ASTM C295
Aggregate soundness (total weighted loss)	≤ 12%	AS 1141.24
Water absorption <sup>1</sup> :		
• quartz sands	≤ 1.5%	AS 1141.5 or Q214A
• all other types of aggregates	≤ 3.0%	
Particle density (dry basis) <sup>1</sup> :	Report	AS 1141.5

Fine Aggregate Properties	Acceptance Criteria	Test Method
<b>Product Tests</b>		
Particle size distribution	Contractor's nominated grading envelope	AS 1141.11.1
Materials finer than 75 µm	Report	AS 1141.12

<sup>1</sup> Testing shall be completed on material passing the 4.75 mm sieve and retained on the 0.075 mm sieve.

### 7.3 Particle size distribution

The nominated particle size distribution and associated nominated grading envelope for each material must form part of the Contractor's aggregate production procedure. The actual particle size distribution of each coarse and fine aggregate material may vary from the nominated value within the tolerances shown in Table 7.3. The Contractor may adopt wider tolerances where they can demonstrate to the satisfaction of the Administrator that the proposed tolerances will not impact on the quality of the asphalt.

**Table 7.3 - Permissible variation to nominated particle size distribution of coarse and fine aggregates (% by mass of aggregate)**

Description	Tolerance
Passing 26.5 mm and larger	± 10
Passing 4.75 mm to 19.0 mm	± 8
Passing 1.18 mm and 2.36 mm	± 6
Passing 0.300 mm and 0.600 mm	± 5
Passing 0.150 mm	± 3
Passing 0.075 mm	± 2

## 8 Nominated aggregates

The nominated aggregate and aggregate production procedure submission is the Contractor's statement of the quality of the aggregates that they:

- a) consider will satisfy the requirements of this Technical Specification, and
- b) will target during production and supply.

### 8.1 Submission of details of nominated aggregates to the Asphalt Mix Design Registrar

The Contractor shall submit the following to the Asphalt Mix Design Registrar as part of the asphalt mix design submission:

- a) Quarry Registration Certificate and registered testing frequencies for each aggregate source.
- b) Aggregate test results from a production trial for the quarry which will supply the aggregates. Test results must be provided for each nominated aggregate and for each aggregate requirement in Clause 7. All test results for each nominated aggregate must be from the same production trial.

All tests relating to the submission must be carried out within twelve months prior to the date of submission to the Asphalt Mix Design Registrar.

All phases of any particular test must be performed at the same laboratory.

## **8.2 Aggregate production procedure**

For each quarry that will supply material(s) to be used in the Works, the Contractor shall prepare a construction procedure for aggregate production in accordance with Clause 6 of MRTS50 *Specific Quality System Requirements* and detail the following for each nominated material:

- a) area (e.g. face number, bench number and reduced level) of the quarry from which the material in the lot will be won
- b) production process and method of winning the material
- c) procedures for stockpile management and traceability as part of lot control and, as applicable, stockpile sub-lot control, and
- d) quality control procedures.

The aggregate production procedure shall be submitted to the Administrator at least seven days prior to the commencement of aggregate production for the Works. **Milestone**

## **9 Material conformance**

For all aggregates the conformance with this Technical Specification shall be verified by sampling and testing, and providing records of process control.

### **9.1 Homogeneity**

Aggregate of segregated appearance shall be divided into sub-lots such that each sub-lot contains only that quantity of aggregate which is visually homogeneous. Each sub-lot must separately comply with the requirements of this Technical Specification.

### **9.2 Sampling**

The Contractor shall nominate all sampling locations, frequencies and test methods in their inspection and test plan (ITP). Samples must be representative of materials used in asphalt production.

In addition to the requirements of AS 1141.3.1 or Q060, and unless otherwise specified or agreed with the Administrator, defined boundaries of sub-lots represented by individual tested samples are deemed to be the midpoints in production between the samples.

When the Administrator requests samples, the Contractor shall riffle and/or quarter the samples taken for testing, and deliver the samples in sealed and labelled containers identifying the following:

- a) lot number
- b) sample description
- c) sampler
- d) date produced and/or supplied
- e) date sampled, and
- f) any other quality system references, as appropriate.



### 9.3 Testing

#### 9.3.1 Minimum frequency of testing

##### 9.3.1.1 General

The Contractor shall nominate in their inspection and test plan(s) (ITP) the frequency of testing for coarse and fine aggregates.

##### 9.3.1.2 Coarse aggregate

Testing frequencies for the following coarse aggregate source rock test properties shall comply with the requirements of Clause 8.1.1 of MRTS50 *Specific Quality System Requirements* and Clause 6 of this Technical Specification:

- a) petrographic analysis
- b) wet ten percent fines value
- c) wet/dry strength variation
- d) degradation factor
- e) water absorption
- f) particle density, and
- g) polished aggregate friction value.

Testing frequencies for coarse aggregate product test properties shall comply with the requirements of Table 9.3.1-A.

**Table 9.3.1-A - Minimum testing frequencies for coarse aggregate product tests**

Property	Test Method	Minimum Frequency of Testing	
		Normal Testing Level	Reduced Testing Level
Particle size distribution	AS 1141.11.1	1 per 1,000 tonnes	1 per 1,000 tonnes
Materials finer than 75 µm	AS 1141.12	1 per 1,000 tonnes	1 per 1,000 tonnes
Flakiness index	Q201	1 per 2,500 tonnes	1 per 5,000 tonnes
Fractured faces <sup>1</sup>	RMS T239	1 per 10,000 tonnes	1 per 20,000 tonnes

<sup>1</sup> Testing only required where aggregate is obtained from other than a blasted face in a quarry.

##### 9.3.1.3 Fine aggregate

Testing frequencies for fine aggregate source rock test properties shall comply with the following requirements:

- a) for quarries registered and operated in accordance with the TMR Quarry Registration System requirements, testing frequencies for the following fine aggregate source rock test properties shall comply with the requirements of Clause 8.1.1 of MRTS50 *Specific Quality System Requirements* and Clause 6 of this Technical Specification:
  - i. petrographic analysis
  - ii. water absorption
  - iii. particle density, and

## iv. aggregate soundness.

Testing for wet ten percent fines value, wet/dry strength variation and degradation factor is also required for the source material used to produce the fine aggregate. This requirement does not apply to natural sands or fine aggregates produced from the same source material as the coarse aggregate.

For natural sand sources that are not registered and operated in accordance with the TMR Quarry Registration System requirements, testing frequencies shall comply with the requirements of Table 9.3.1-B.

Testing frequencies for fine aggregate product tests shall comply with the requirements of Table 9.3.1-C.

**Table 9.3.1-B - Minimum testing frequencies for source rock test properties of natural sand sources that are not TMR registered sources**

Property	Test Method	Minimum Frequency of Testing	
		Normal Testing Level	Reduced Testing Level
Petrographic analysis	ASTM C295	1 per 6 months	1 per 6 months
Water absorption	AS 1141.5 or Q214A	1 per 6 months	1 per 6 months
Particle density	AS 1141.5 or Q214A	1 per 6 months	1 per 6 months
Aggregate soundness (total weighted loss)	AS 1141.24	1 per 5,000 tonnes	1 per 5,000 tonnes

**Table 9.3.1-C - Minimum testing frequencies for fine aggregate product tests**

Property	Test Method	Minimum Frequency of Testing	
		Normal Testing Level	Reduced Testing Level
Particle size distribution	AS 1141.11.1	1 per 1,000 tonnes	1 per 1,000 tonnes
Materials finer than 75 µm	AS 1141.12	1 per 1,000 tonnes	1 per 1,000 tonnes

### 9.3.2 Maximum lot size

The maximum lot size must be nominated by the Contractor in accordance with the requirements of Clause 8.1.1 of MRTS50 *Specific Quality System Requirements*.

### 9.4 Nonconformances

If a lot fails to conform to this Technical Specification, such failure will constitute a nonconformance under the Contract.

Where it is deemed by the Administrator that a nonconformance in the aggregate supply will adversely affect asphalt performance, the aggregate must not be used in asphalt production.

Grading nonconformances are typically acceptable provided the contractor takes corrective action to address the nonconformance and the properties of the asphalt mix (such as combined grading and air voids) are not compromised by the nonconformance.



**Technical Specification**

**Transport and Main Roads Specifications  
MRTS102 Reclaimed Asphalt Pavement Material**

**October 2015**

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## 1 Introduction

This Technical Specification sets out the requirements for reclaimed asphalt pavement (RAP) material that is used in asphalt.

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.

## 2 Definition of terms

The terms used in this Technical Specification are as defined in Clause 2 of MRTS01 *Introduction to Technical Specifications*, and Table 2 of this Technical Specification.

**Table 2 - Definition of terms**

Term	Definition
Asphalt Mix Design Registrar	Person(s) nominated by the Deputy Chief Engineer (Pavements, Materials and Geotechnical) to register asphalt mix designs for use on Department of Transport and Main Roads projects
Reclaimed asphalt pavement material	Asphalt which has been milled or excavated from existing asphalt pavements, or returned from job sites

## 3 Referenced documents

Table 3 lists the documents referenced in this Technical Specification.

**Table 3 - Referenced documents**

Reference	Title
<b>Australian Standards</b>	
AS 1141.3.1	Methods for sampling and testing aggregates - Sampling - Aggregates
AS/NZS 2891.3.1	Methods of sampling and testing asphalt - Binder content and aggregate grading - Reflux method
<b>Austrroads</b>	
AGPT/T191	Extractions of bituminous binder from asphalt
AGPT/T192	Characterisation of the viscosity of reclaimed asphalt pavement (RAP) binder using the dynamic shear rheometer (DSR)
<b>Roads and Maritime Services</b>	
RMS T276	Foreign materials content of recycled crushed concrete

## 4 Standard test methods

The standard test methods listed in Table 4 shall be used in this Technical Specification.

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

**Table 4 - Standard test methods**

Property to be Tested	Test Method Number
Sampling of aggregates	AS 1141.3.1 or Q060
Binder content and grading	Q308A or AS/NZS 2891.3.1
Extraction of bituminous binder from RAP	AGPT/T191
Characterisation of the viscosity of reclaimed asphalt pavement (RAP) binder	AGPT/T192

## 5 Quality system requirements

### 5.1 General

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

The Contractor shall submit to the Administrator a detailed RAP management plan not less than seven days prior to the commencement of asphalt production **Milestone**. A copy of the RAP management plan shall also be submitted to the Asphalt Mix Design Registrar as part of the Contractor's mix design submission. The plan shall include detailed procedures and inspection and test plans (ITPs) for the excavation, processing and stockpiling of RAP.

### 5.2 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 5.2.

**Table 5.2 – Hold Points, Witness Points and Milestones**

Clause	Hold Point	Witness Point	Milestone
5.1			Submission of RAP management plan

### 5.3 Conformance requirements

The conformance requirements that apply to this Technical Specification are summarised in Clause 6.

## 6 Materials

RAP materials must comply with the following requirements:

- a) they must be sourced totally from asphalt and must not contain any foreign materials such as road base, concrete, coal tar, plastics, brick, timber, scrap rubber etc as defined in Test Method RMS T276, and must be free from dust, clay, dirt and other deleterious matter.
- b) the aggregates must conform to the requirements of Tables 7.1 and 7.2 of MRTS101 *Aggregates for Asphalt*. The particle size distribution and materials finer than 75 µm must be determined on the total fraction after removal of the binder using toluene.



## **7 Process control**

Production of RAP material must be subject to process control in accordance with Clauses 7.1 to 7.5.

### **7.1 Processing**

Reclaimed asphalt pavement material must be blended, crushed and screened to ensure that:

- a) 100% passes the 26.5 mm AS sieve
- b) it is free flowing with consistent particle size distribution and complying with the tolerances specified in Table 7.3 of MRTS101 *Aggregates for Asphalt*, and
- c) it has minimal fracture of aggregate particles.

### **7.2 Stockpiling**

At the processing site, separate stockpiles shall be established for processed and unprocessed RAP material. Each processed stockpile must not exceed 1,000 tonnes.

### **7.3 Transport of processed material from the processing site to the asphalt plant**

Processed RAP material shall be transported from the processing site to the asphalt plant in a manner such that there is:

- a) no segregation or contamination of the processed RAP material
- b) no adverse impact on productivity, and
- c) no change in the mix during production.

### **7.4 Stockpiles at asphalt plant**

At the asphalt plant:

- a) each stockpile of processed RAP material must not exceed 500 tonnes
- b) stockpiles must be configured to prevent contamination, and
- c) each stockpile must remain free flowing without agglomeration of the material prior to use.

Where RAP material in a stockpile is found to contain lumps or is not free flowing, it must not be used in asphalt production. Such materials may be processed to comply with this Technical Specification.

### **7.5 Traceability of material in asphalt production**

The RAP material used in asphalt production must be traceable to a designated stockpile.

## **8 Material conformance**

Conformance of the RAP material with this Technical Specification shall be verified by sampling and testing, and providing records of process control.

### **8.1 Homogeneity**

The Contractor's procedures, as detailed in their RAP management plan, must ensure the distribution of RAP aggregate in each stockpile is visually homogeneous and meets the requirements to control moisture content in stockpiles.

## 8.2 Sampling

All samples for testing must be taken from stockpiles as described in the Contactor's ITP. Sampling shall be undertaken in accordance with AS 1141.3.1 or Q060. The Contractor shall carry out sampling and testing within a two week period prior to the incorporation of RAP in the asphalt manufacturing process.

## 8.3 Testing

### 8.3.1 Minimum frequency of testing

Minimum testing frequencies for coarse and fine aggregate properties of RAP shall be nominated by the Contractor in accordance with the requirements of Clause 8.5 of MRTS50 *Specific Quality System Requirements*.

Unless otherwise stated in the asphalt mix design register, the frequency of testing for the processed RAP material must not be less than the minimum specified in Table 8.3.1.

**Table 8.3.1 - Minimum testing frequencies for processed RAP**

Material Property	Minimum Frequency of Testing
Binder content and aggregate grading	1 per 500 tonnes
Recovered binder viscosity of RAP (only required where the percentage of RAP binder exceeds 15% of the total binder in the mix)	1 per 1,000 tonnes

### 8.3.2 Maximum lot size

The maximum lot size must conform to the requirements of MRTS50 *Specific Quality System Requirements* and, notwithstanding these requirements, must not exceed the quantities specified in Clause 7.

## 8.4 Nonconformances

If a lot fails to conform to this Technical Specification, such failure will constitute a nonconformance under the Contract. A nonconforming lot shall not be used in the production of asphalt.



**Technical Specification**

**Transport and Main Roads Specifications  
MRTS103 Fillers for Asphalt**

**July 2015**

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## 1 Introduction

This Technical Specification applies to the material requirements for added filler for use in asphalt.

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.

## 2 Definition of terms

The terms used in this Technical Specification are as defined in Clause 2 of MRTS01 *Introduction to Technical Specifications*. Additional terms used in this specification shall be as defined in Table 2.

**Table 2 - Definition of terms**

Term	Definition
Added filler	A material which is introduced from an external source, the majority of which passes a 0.075 mm AS sieve
Available lime	Alkaline constituents which are readily soluble in a sucrose solution as determined by AS 4489.6.1, using the calculation for calcium hydroxide
Cement works flue dust	A mineral material derived from the cement manufacturing process, also known as "cement kiln dust"
Fly ash	The solid material extracted from the flue gases of a boiler fired with pulverized coal
Ground limestone	A calcium carbonate-rich rock dust derived from the grinding of sound unfired limestone and complying with this Technical Specification
Hydrated lime	Essentially calcium hydroxide in the form of a white powder produced by the addition of sufficient water to slake quicklime

## 3 Referenced documents

Table 3 lists the documents referenced in this Technical Specification.

**Table 3 - Referenced documents**

Reference	Title
<b>Australian Standards</b>	
AS 1141.8	Methods for sampling and testing aggregates - Water-soluble fraction of filler
AS 1141.11.1	Methods for sampling and testing aggregates - Particle size distribution - Sieving method
AS 1141.17	Methods for sampling and testing aggregates - Voids in dry compacted filler
AS 1672.1	Limes and limestones - Limes for building
AS 2150	Hot mix asphalt - A guide to good practice
AS 3582.1	Supplementary cementitious materials for use with portland and blended cement - Fly ash

Reference	Title
AS 3583.1	Methods of test for supplementary cementitious materials for use with portland and blended cement - Determination of fineness by the 45 micrometre sieve
AS 4489.2.1	Test methods for limes and limestones - Fineness - Wet sieving
AS 4489.6.1	Test methods for limes and limestones - Lime index - Available lime
AS 4489.8.1	Test methods for limes and limestones - Free moisture - Convection oven
European Standards	
EN 13639	Determination of total organic carbon in limestone

#### 4 Standard test methods

The standard test methods listed in Table 4 shall be used in this Technical Specification.

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

**Table 4 - Standard test methods**

Property to be Tested	Test Method Number
Water-soluble fraction	AS 1141.8
Particle size distribution	AS 1141.11.1
Fineness	AS 3583.1
Sieve residue	AS 4489.2.1
Available lime content	AS 4489.6.1
Moisture content	AS 4489.8.1
Total organic carbon	EN 13639

#### 5 Quality system requirements

##### 5.1 Conformance requirements

Materials supplied to this Technical Specification shall be sampled and tested in accordance with Clause 7.7.

The conformance requirements that apply to this Technical Specification are summarised in Clause 7.

#### 6 Storage

Filler materials shall be stored in silos, bins or sheds that keep the contents dry and free from contamination.

Materials are to be used in the order they were delivered with the earliest delivered batches to be used first. Materials are to be rejected if they contain lumps or signs of moisture absorption.



## 7 Added fillers for asphalt

### 7.1 General

The following types of added fillers may be used in asphalt:

- a) cement works flue dust
- b) ground limestone
- c) fly ash
- d) hydrated lime
- e) rock dust, and
- f) other mineral fillers.

Each type of added filler from each source shall be mineral material, dry and free from lumps, organic material or other deleterious matter, and conform to AS 2150.

### 7.2 Cement works flue dust

Cement works flue dust shall be obtained from a cement manufacturing plant. Its particle size distribution determined in accordance with AS 1141.11.1 shall conform to Table 2 of AS 2150.

### 7.3 Ground limestone

Ground limestone shall contain more than 75% by mass of CaCO<sub>3</sub>. If the CaCO<sub>3</sub> content is less than 80%, the total organic carbon content, determined in accordance with EN 13639, shall be less than 0.50% by mass.

The particle size distribution determined in accordance with AS 1141.11.1 shall conform to Table 2 of AS 2150.

### 7.4 Fly ash

Fly ash shall be fine or medium grade conforming to AS 3582.1.

### 7.5 Hydrated lime

Hydrated lime shall conform to AS 1672.1 and the additional requirements in Table 7.5.

**Table 7.5 - Hydrated lime requirements**

Property	Test Method	Requirement
Available lime content, calculated as calcium hydroxide	AS 4489.6.1	≥ 80.0%
Sieve residue: % retained 300 µm sieve	AS 4489.2.1	≤ 2.0%
Moisture content before use	AS 4489.8.1	≤ 1.0%

### 7.6 Rock dust

Rock dust is filler derived from rock conforming to the requirements of MRTS101 *Aggregates for Asphalt*.

### 7.7 Testing

Fillers for asphalt materials shall be sampled and tested in accordance with Table 7.7.

**Table 7.7 - Minimum testing frequencies for asphalt fillers**

<b>Material Property</b>	<b>Test Method</b>	<b>Minimum Frequency of Testing</b>
Particle size distribution (flue dust and ground limestone)	AS 1141.11.1	One per 500 tonnes of production of each added filler type
Fineness (fly ash)	AS 3583.1	One per 500 tonnes per source of supply
Available lime (hydrated lime)	AS 4489.6.1	One per 500 tonnes per source of supply
Sieve residue (hydrated lime)	AS 4489.2.1	One per 500 tonnes per source of supply
Moisture content (hydrated lime)	AS 4489.8.1	One per 500 tonnes per source of supply

