

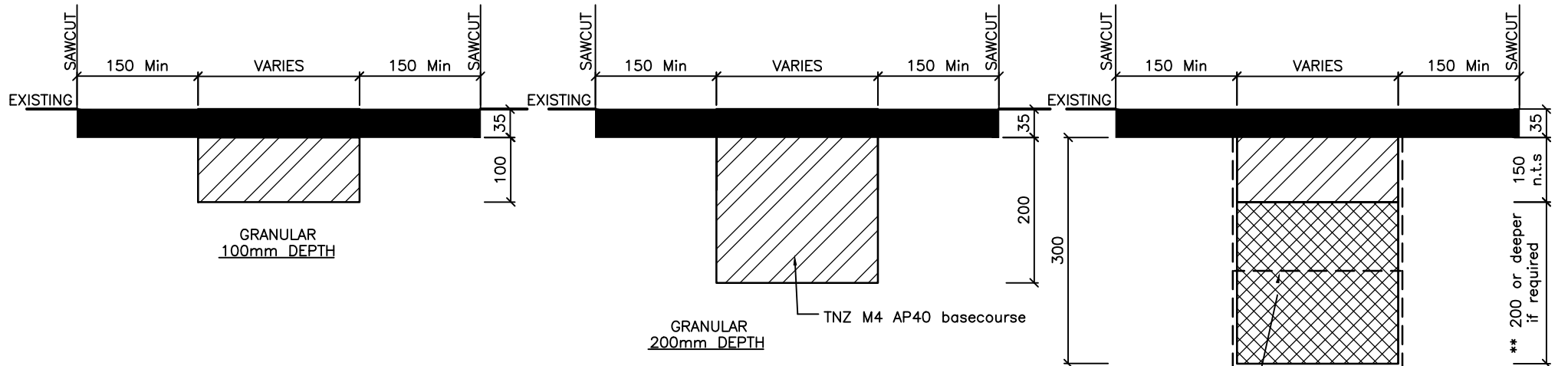
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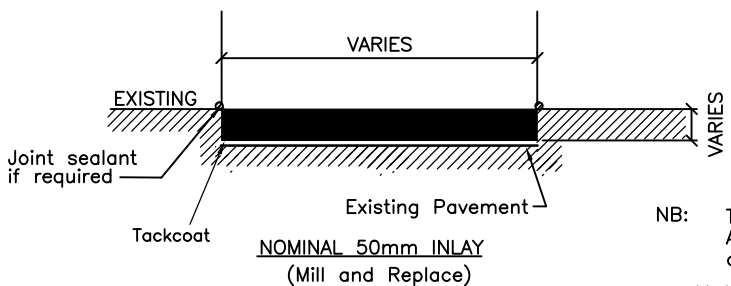
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TITLE MAINTENANCE	DRAWING No. MT000
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** Geogrid reinforcing if required and as directed by the relevant AT Engineer

** Geotextile as required

GRANULAR 300mm DEPTH
** (Deeper if required)



SURFACE PATCHING

STRUCTURAL PATCHING

NB: These drawings illustrate the minimum requirements of Auckland Transport. The contractor may elect to use superior alternatives with the approval of the relevant AT Engineer.

** Where full depth repairs are required the subgrade CBR is to be tested and pavement depth design approved by the relevant AT Engineer.

All repairs to be finished flush with the existing road surface.

If the edge of the repair is within 1 metre of a construction joint, a crack or the edge of existing pavement, then the existing pavement within this zone is to be replaced as part of the repair reinstatement.

All joints must be sealed.

- ASPHALTIC CONCRETE TO MATCH EXISTING
 - TNZ M4 AP40 BITUMINOUS EMULSION MIX / OR TNZ M4 AP40 BASECOURSE
 - APPROVED SUBBASE GAP65
- ALL WORK TO COMPLY WITH TNZ STANDARDS

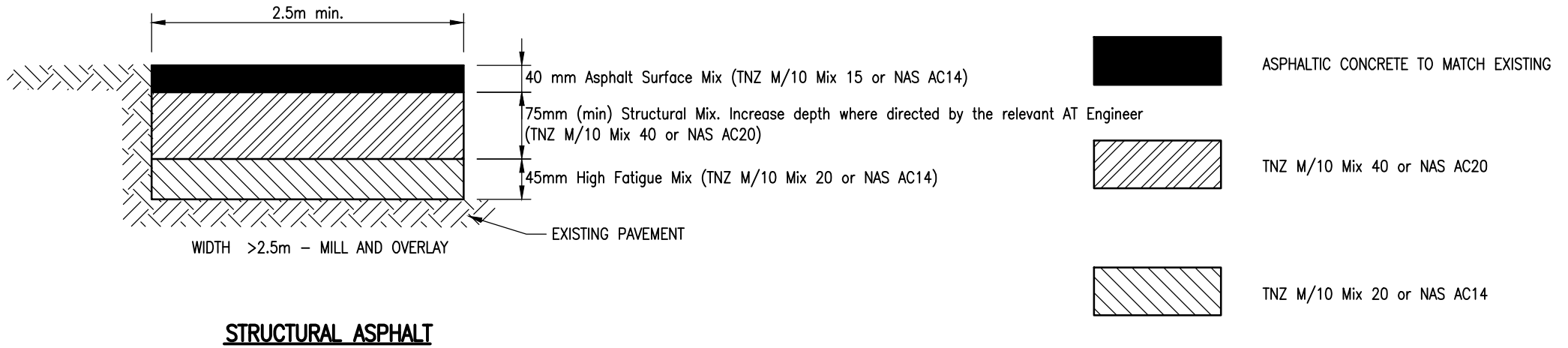
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AUCKLAND TRANSPORT
CODE OF PRACTICE

PAVEMENT REPAIRS

SCALE: N.T.S.
DRAWING No. MT001
VERSION 1.0



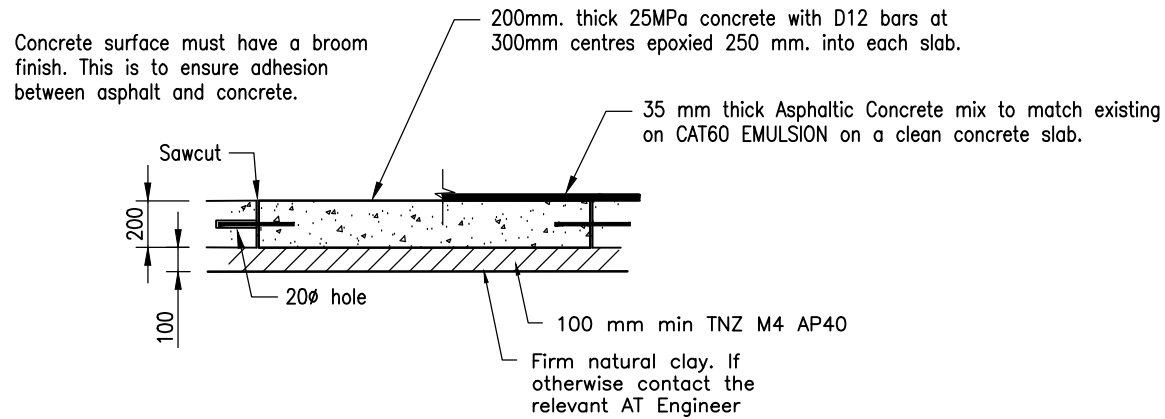
STRUCTURAL PATCHING NOTES

1. These drawings illustrate the minimum requirements of Auckland Transport. The contractor may elect to use superior alternatives with the approval of the relevant AT Engineer.
2. Where full depth repairs are required the subgrade CBR is to be tested and pavement depth design approved by the relevant AT Engineer.
3. All repairs to be finished flush with the existing road surface.
4. If the edge of the repair is within 1 metre of a construction joint, a crack or the edge of existing pavement, then the existing pavement within this zone must be replaced as part of the repair reinstatement.

REVISION	BY	DATE



AUCKLAND TRANSPORT CODE OF PRACTICE		SCALE: N.T.S
TITLE STRUCTURAL ASPHALT PAVEMENT REPAIRS		DRAWING No. MT002
		VERSION 1.0



CONCRETE PAVEMENT REPAIR

1. These drawings illustrate the minimum requirements of Auckland Transport. The contractor may elect to use superior alternatives with the approval of the relevant AT Engineer.
2. Reinforcement bars must be D12 (300MPa) and 500mm long. Set into a 20mm diameter drill hole with Epoxcrete UA or alternative.
3. Existing concrete is to be clean and free of any debris, dirt and loose material. The concrete edge must be vertical to prevent breaking and cracking at the lower face.
4. Where full depth repairs are required the subgrade CBR is to be tested and pavement depth design approved by the Engineer. All repairs to be finished flush with the existing road surface.
5. If the edge of the repair is within 1 metre of a construction joint, a crack or the edge of existing pavement, then the existing pavement within this zone must be replaced as part of the repair reinstatement.

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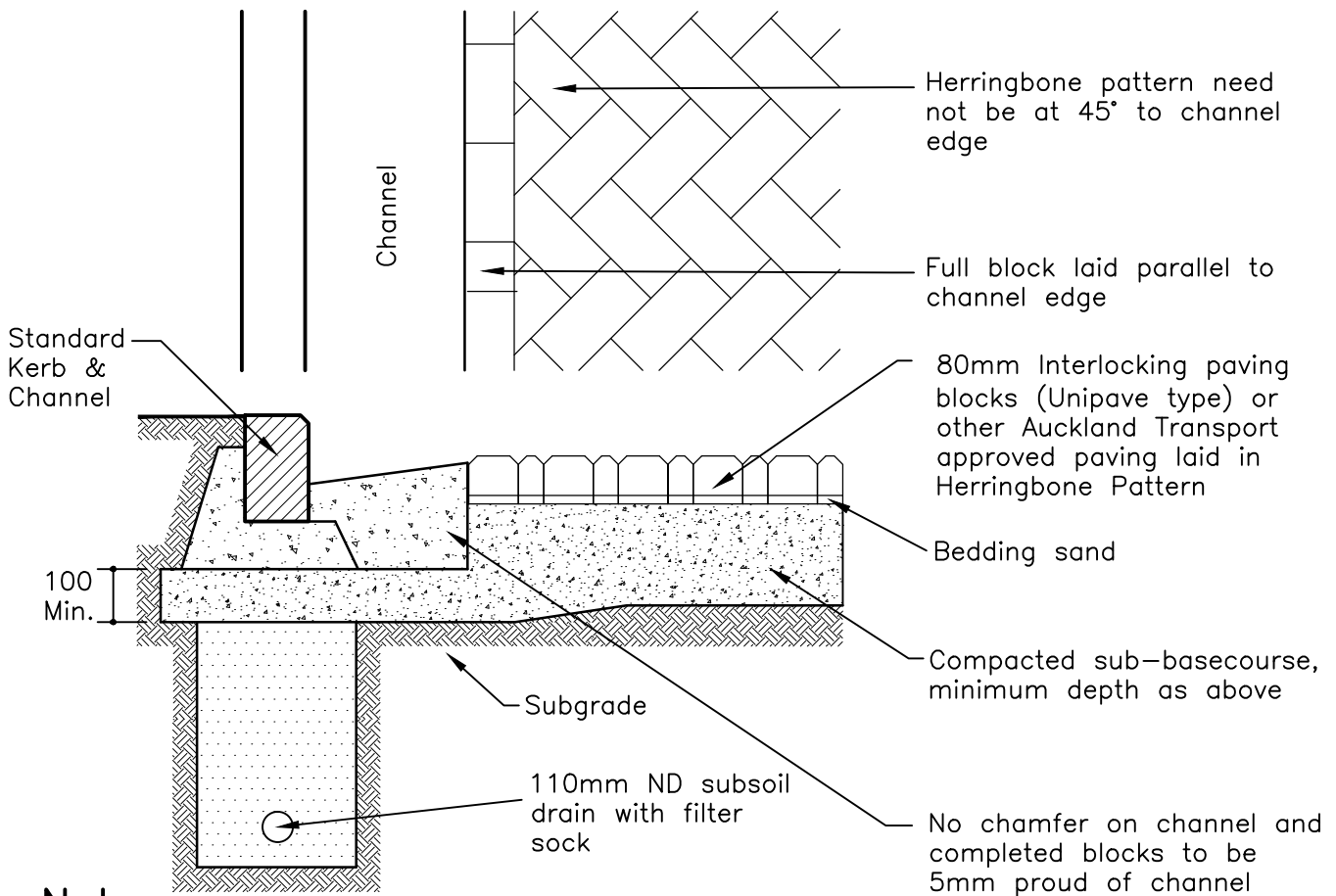
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CONCRETE PAVEMENT REPAIRS

AUCKLAND TRANSPORT
CODE OF PRACTICE

SCALE:
N.T.S
DRAWING No.
MT003
VERSION
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CARRIAGEWAY WIDTH	MINIMUM SUB-BASE DEPTH
5.4m	150mm
7.8m	200mm
10.8m	250mm
12.2m	Specific approval by relevant AT Engineer only



Note:

1. Paving blocks, design and construction to be in accordance with NZS 3116.
2. Depth of granular construction, maximum allowable deflection and gradient as per design charts in Auckland Transport Standard Plans Section RP000.

REVISION	BY	DATE



AUCKLAND TRANSPORT CODE OF PRACTICE	
TITLE	INTERLOCKING BLOCK PAVING

SCALE:	NTS
DRAWING No.	MT004
VERSION	1.0