## DRAWING SET INDEX

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**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.

** SURFACE PATCHING **

** Geogrid reinforcing if required and as directed by the relevant AT Engineer**

** Geotextile as required **

** ASPHALTIC CONCRETE TO MATCH EXISTING **

TNZ M4 AP40 BITUMINOUS EMULSION MIX / OR TNZ M4 AP40 BASE COURSE

APPROVED SUBBASE GAP65

ALL WORK TO COMPLY WITH TNZ STANDARDS
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.
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 Epoxycrete 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.
## Drawings for Chapter 25 - Maintenance

<table>
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<tr>
<th>Carriageway Width</th>
<th>Minimum Sub-base Depth</th>
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<tbody>
<tr>
<td>5.4m</td>
<td>150mm</td>
</tr>
<tr>
<td>7.8m</td>
<td>200mm</td>
</tr>
<tr>
<td>10.8m</td>
<td>250mm</td>
</tr>
<tr>
<td>12.2m</td>
<td>Specific approval by relevant AT Engineer only</td>
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**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.

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**Diagram Notes:**
- **Herringbone pattern need not be at 45° to channel edge**
- **Full block laid parallel to channel edge**
- **80mm Interlocking paving blocks (Unipave type) or other Auckland Transport approved paving laid in Herringbone Pattern**
- **Bedding sand**
- **Compacted sub-basecourse, minimum depth as above**
- **110mm ND subsoil drain with filter sock**
- **No chamfer on channel and completed blocks to be 5mm proud of channel**