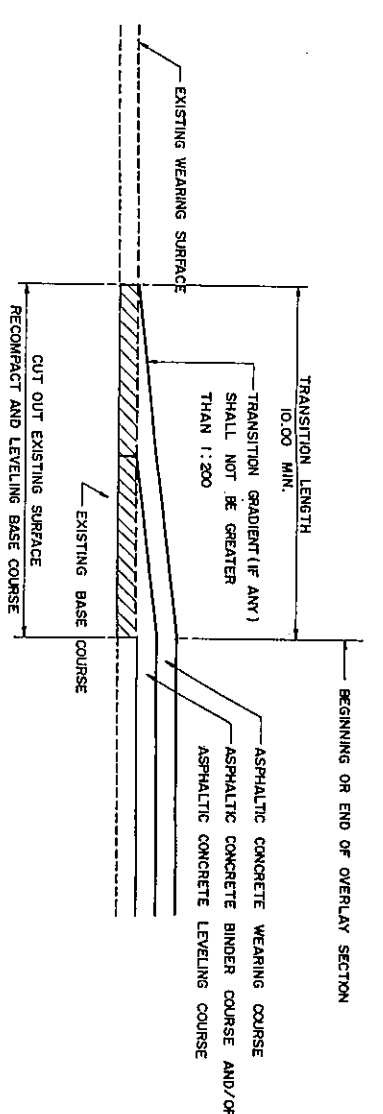
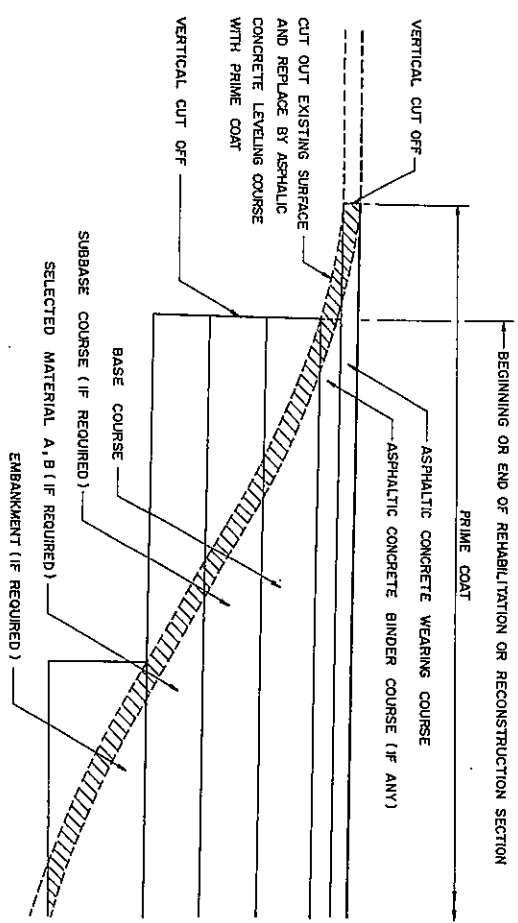


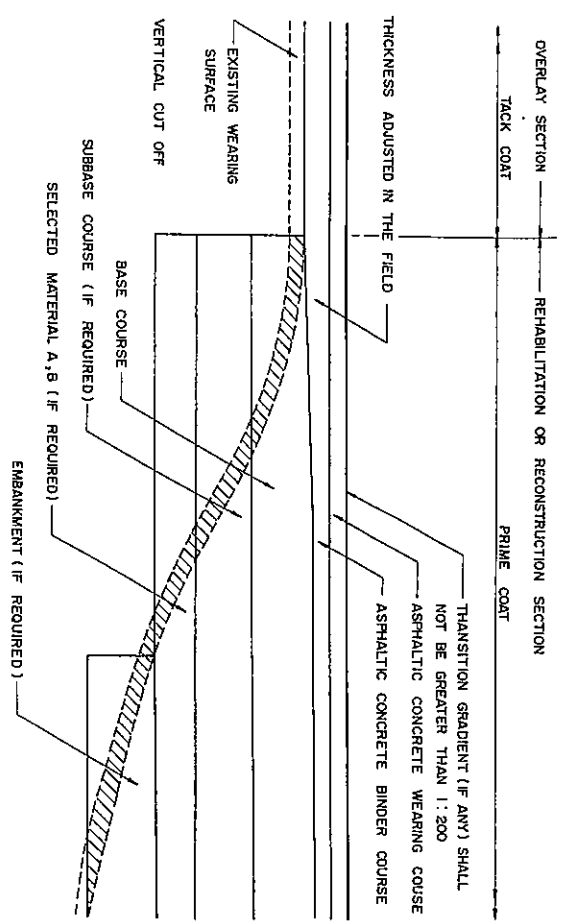
ชุดแบบมาตรฐาน LEVELLING COURSE



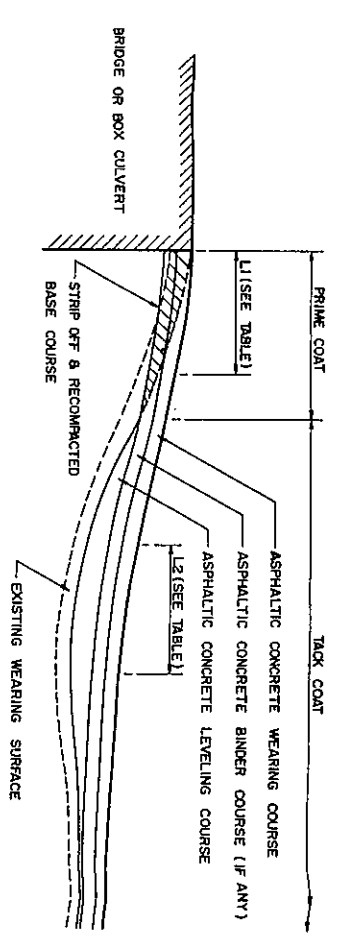
TRANSITION OF OVERLAY SECTION TO EXISTING ROAD  
NOT TO SCALE



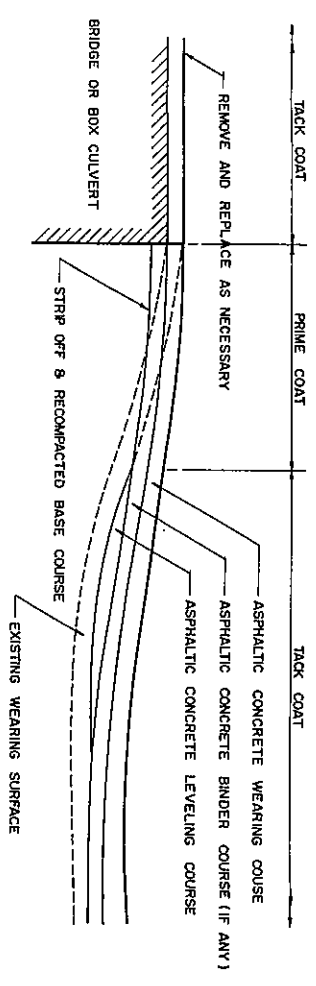
TRANSITION OF REHABILITATION OR RECONSTRUCTION TO EXISTING ROAD  
NOT TO SCALE



TRANSITION OF OVERLAY SECTION TO REHABILITATION OR RECONSTRUCTION SECTION  
NOT TO SCALE



CASE 1 : PAVE TO EXISTING STRUCTURE



CASE 2 : PAVE OVER EXISTING STRUCTURE

OVERLAY AT BRIDGE / BOX CULVERT APPROACH  
NOT TO SCALE

TABLE

SUGGESTED MINIMUM LENGTH OF VERTICAL CURVE AT BRIDGE APPROACH		
ALGEBRAIC DIFFERENT OF PROPOSED GRADE	LENGTH OF CREST CURVE, L1 M.	LENGTH OF SAG CURVE, L2 M.
0 - 2 %	10	20
2 - 4 %	20	35
4 - 6 %	30	50
6 - 8 %	40	65

NOTES :

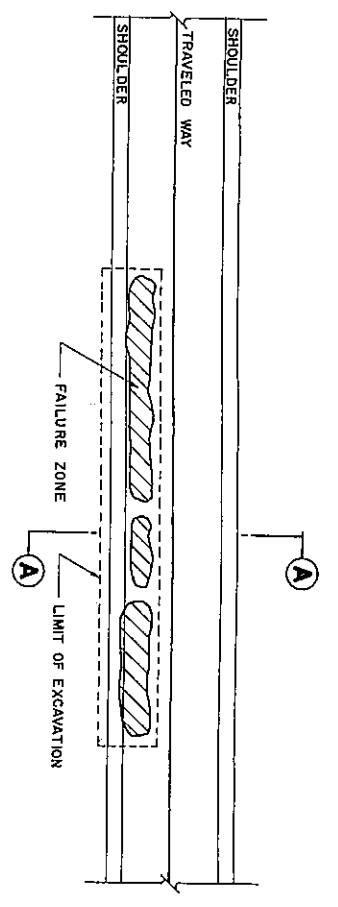
1. THE DETAILS AT LEFT ARE NOT TO SCALE AND ARE EXAGGERATED IN ORDER TO SHOW DETAIL. THE ENGINEER WILL MAKE NECESSARY.
2. PRIME COAT SHALL BE APPLIED TO A COMPACTED BASE AFTER STRIPPING OFF OF THE EXISTING SURFACE APPLICATION RATE SHALL BE KEPT TO A MINIMUM DEPENDING ON THE POROSITY AND TEXTURE OF THE EXPOSED BASE COURSE.
3. TACK COAT SHALL BE APPLIED TO EACH LAYER OF ASPHALTIC CONCRETE
4. WHERE POSSIBLE, ASPHALTIC LEVELING COURSE SHALL BE PLACED IN LAYERS BY AN ASPHALTIC FINISHER COMPACTED IN THE GENERAL SPECIFICATION.

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DEPARTMENT OF HIGHWAYS

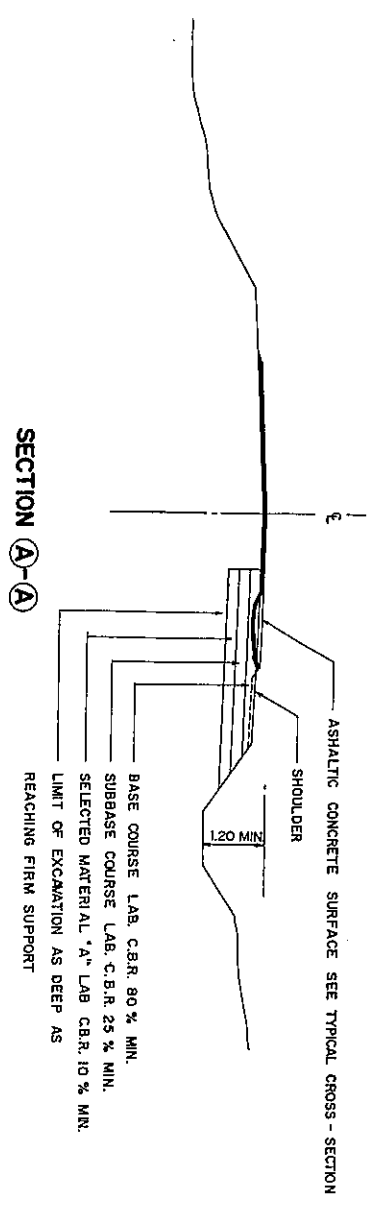
STANDARD DRAWING

PAVEMENT TRANSITION DETAILS

DESIGNED : D.O.H. & CONSULTANTS	CHECKED : <i>[Signature]</i>	DATE : JULY 1994
SUBMITTED : <i>[Signature]</i>	DIRECTOR OF LOCATION & DESIGN DIVISION	SCALE : NONE
APPROVED : <i>[Signature]</i>	(If the Director General)	DWG. NO. TS-60
		SHEET NO. 15



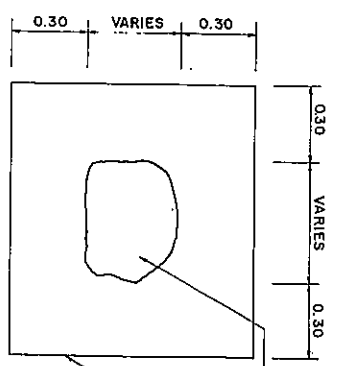
PLAN



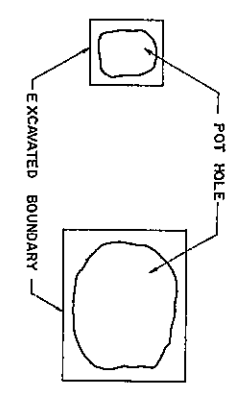
SECTION A-A

PAVEMENT REPAIR FOR FAILURE SETTLEMENT OR UPHEAVAL ZONE

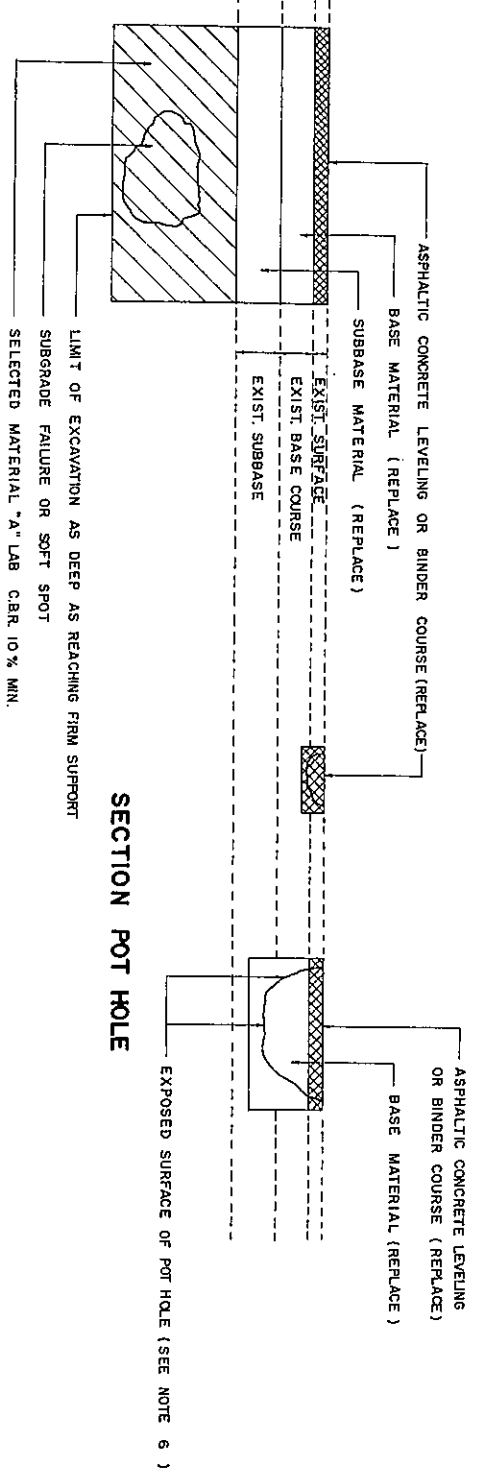
NOT TO SCALE



PLAN

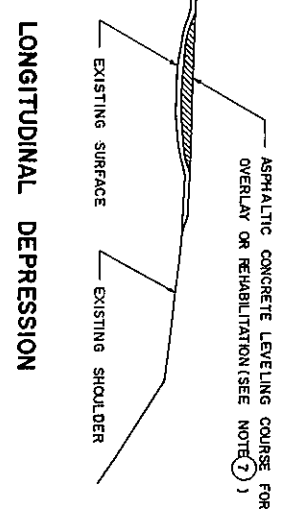


PLAN

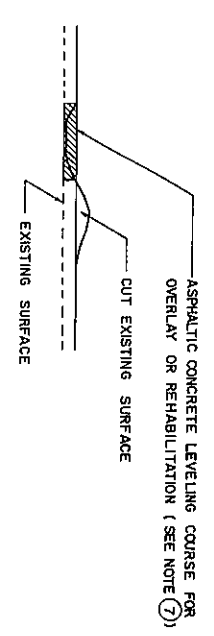


SECTION LOCALIZED FAILURE

SECTION POT HOLE



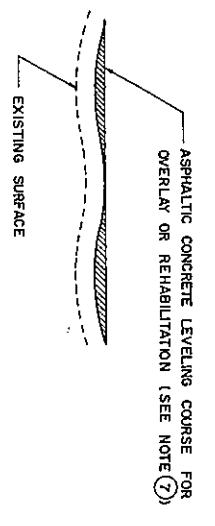
LONGITUDINAL DEPRESSION



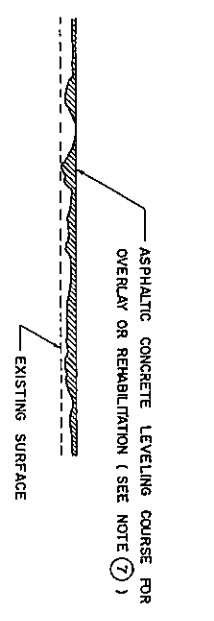
SHOVING

PAVEMENT PATCHING FOR DEPRESSION CORRUGATION, SHOVING AND RAVELING

NOT TO SCALE



CORRUGATION



RAVELING

REPAIR OF CRACKS

1. ALLIGATOR CRACKS ARE NORMALLY CAUSED BY EXCESSIVE DEFLECTION OF THE SURFACE OVER UNSUITABLE LOWER COURSES OF THE PAVEMENT. ALLIGATOR CRACKS SHOULD THEN BE TREATED AND REPAIRED AS LOCALIZED FAILURE.
2. REFLECTION CRACKS AND SHRINKAGE CRACKS SHALL BE SEALED BY EITHER TACK COAT OF A HIGHER APPLICATION RATES OR ASPHALTIC SLURRY SEAL AS DIRECTED BY THE ENGINEER.
3. SLURRY CRACKS ARE CAUSED BY THE LACK OF A GOOD BOND BETWEEN THE SURFACE LAYER AND THE COURSE BENEATH. REMOVE THE SURFACE LAYER AND CLEAN THE SURFACE OF THE EXPOSED UNDERLYING LAYER AND APPLY A SUITABLE APPLICATION RATE OF TACK COAT AS DIRECTED BY THE ENGINEER.

NOTES :

1. FOR CONTINUOUS FAILURE SECTIONS AND LOCALIZED FAILURE, FAILURE ZONES SHALL BE EXCAVATED TO THE UNDERMINATED LAYER UNSUITABLE MATERIAL OR SOFT SPOT SHALL BE REMOVED TO THE SATISFACTION OF THE ENGINEER.
2. A SOFT SPOT IN AN EXISTING ROAD CAN BE VISUALLY DETERMINED BY THE MOVEMENT OF THE PAVEMENT UNDER PROOF ROLLING.
3. THE RECONSTRUCTION OF PAVEMENT STRUCTURE SHALL BE DONE LAYER BY LAYER ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE DRAWING AND THE SPECIFICATION.
4. BENCHING INTO SIDE SLOPES SHALL BE DONE WITH CARE IN ORDER TO PREVENT THE EXISTING PAVEMENT FROM COLLAPSING UNDER TRAFFIC CONDITIONS.
5. THE NEED FOR SIDE DITCHES FOR PAVEMENT SUBSURFACE DRAINAGE SHALL BE VERIFIED BY THE ENGINEER AND EXCAVATION SHALL COMMENCE AS EARLY IN THE CONTRACT AS POSSIBLE TO REDUCE THE EXCESS WATER CONTENT FROM THE ROAD STRUCTURE.
6. FOR POT HOLES, THE HOLE SHALL BE SQUARED, DRESSED AND DATCHED AS SHOWN USING GOOD FIELD PRACTICE AND IN ACCORDANCE WITH THE SPECIFICATIONS.
7. FOR LONGITUDINAL DEPRESSION, CORRUGATION, SHOVING AND PITTING THE EXISTING SURFACE SHALL BE THOROUGHLY CLEANED AND LOOSE GRAVEL REMOVED HAMMERS IN THE EXISTING SURFACE SHALL BE CUT TO THE ADJACENT SURFACE LEVEL PRIOR TO OVERLAY OR REHABILITATION.
8. TACK COAT APPLIED TO PAVEMENT CRACKS OR PITTING AREA SHALL BE ADJUSTED HIGHER APPLICATION RATES IF DIRECTED BY THE ENGINEER.
9. BLEEDING SURFACE SHALL BE REMOVED AS APPLICABLE OR SEALED WITH ASPHALTIC CONCRETE LEVELING OR BINDER COURSE THE ASPHALT CONTENT SHALL BE KEPT AT A SUITABLE RATE AS APPROVED BY PROJECT ENGINEER.
10. TRAFFIC SIGN, BARRICADES, LIGHTS, ETC. SHALL BE PROVIDED AT EACH UNCOMPLETED REPAIR SECTIONS FOR SAFETY MEASURES.

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**DEPARTMENT OF HIGHWAYS**

STANDARD DRAWING  
 TYPICAL SURFACE OVERLAY SECTION

DESIGNED : DOH & CONSULTANTS	CHECKED :	DATE JULY 1994
SUBMITTED :	SCALE NONE	
APPROVED :	DWG. NO. TS-601	SHEET NO. 16

PAVEMENT REPAIR FOR LOCALIZED FAILURE AND POT HOLE

NOT TO SCALE