JTJ

Professional Standard of the People's Republic of China

JTJ 034-2000

公路路面基层施工技术规范

Technical Specifications for Construction of Highway Roadbases

Issued on Jun 02, 2000 **Implemented on Oct 01, 2000**

Issued by the Ministry of Transport of the People's Republic of China

(JTJ034-2000) Notice on Publishing the *Technical Specifications for Construction of Highway Roadbase*

JGLF [2000] 278

To all provincial, autonomous regions' departments of communications, Beijing Municipal Highway Bureau, Shanghai Municipal Engineering Administration, Tianjin Municipal Engineering Bureau and Chongqing Bureau of Communications and other relevant units:

We hereby approve the releasing of the *Technical Specifications for Construction of Highway Roadbase* (JTJ034-2000) as an industrial standard, to be effective from October 1, 2000; while the *Technical Specifications for Construction of Highway Roadbase* (JTJ034-93) published in 1993 shall be annulled simultaneously.

This standard is chiefly edited and interpreted by the Highway Research Institute, the Ministry of Communications, and published by China Communications Press. Please accumulate materials and sum up experience during practice and inform the Highway Research Institute, the Ministry of Communications, of the problems found (if any) and your revision opinions, for the reference of revision.

The Ministry of Communications of the People's Republic of China
June 2, 2000

Foreword

In the 1980s, China's road construction began to enter a new historical period represented by highway construction. To meet the needs of road construction in the new period, the Ministry of Communications published the first edition of *Technical Specifications for Construction of Highway Roadbase* (JTJ034-85) in 1985. Summarizing the practices of initial highway and first-class road construction in China and road pavement performance, the Ministry of Communications published the second edition of *Technical Specifications for Construction of Highway Roadbase* (JTJ034-93) in 1993. Five years of practice proved that roadbase of different classes of road pavement constructed seriously in accordance with the technical specifications of construction has achieved good technical effect and the overall pavement carrying capacity has been significantly improved, avoiding early pavement damage due to poor pavement quality while accumulating much experience in pavement construction.

As the sustained and rapid growth of national economy, China's road traffic situation has obviously changed. The traffic volume grows rapidly; heavy-duty trucks number has increased significantly and overloaded vehicles are common. The new traffic situation has put forward higher technical requirements for pavement.

To improve the overall pavement quality, some highways constructed in recent years also used central plant mixing method and paver to pave semi-rigid materials for subbase course; during different periods after the semi-rigid roadbase maintenance is completed, drill the test piece with pavement drill to test the integrity of the base course, and good effects had been achieved.

The above new situation is the main basis for revising the *Technical Specifications for Construction of Highway Roadbase* (JTJ034-93) and formulating the current specifications.

The main contents of this revision: listed the terms in a separate single; adjusted the screen size of material screening to make it in conformity with the "*Technical Specifications for Construction of Highway Asphalt Pavements"* (JTJ032); when the base course is constructed by two layers, use pavers to pave the mixture; it enhanced the requirements for base course materials and technological levels of secondary roads; improved the base course materials strength standard to meet the needs of roads with more heavy-duty vehicles; added the process of drilling test piece to test the base course integrity after base course maintenance.

China has a vast territory with very different climates, transportations, materials, construction techniques and other natural conditions. A unified Technical Specifications for Construction can not meet specific conditions at different places. When implementing the Specifications, you should sum up practical experience and make supplementary provisions in case of technical contents not specified or explicitly specified in the Specifications.

Please inform the Highway Research Institute (Add: No.8, Xitucheng Road, Beijing, Zip Code: 100088), the Ministry of Communications, of the problems (if any) found in implementing the Specifications and your opinions, for the reference of next revision.

Editor unit: Highway Research Institute, the Ministry of Communications
Main drafter: Sha Qinglin

Contents

1 General

1.0.1 The specifications are hereby formulated for purposes of meeting the needs for highway construction in China, constructing highway base of the required quality and preventing the occurrence of premature failure in the surface as a result of base of poor quality.

1.0.2 The specifications are applicable to the construction of base and sub-base of rigid (cement concrete) pavements, semirigid (semirigid base asphalt) pavements and flexible (flexible base asphalt or of middle grade) pavements of highways of all grades, newly built or rebuilt.

1.0.3 The specifications provide for requirements on the construction and quality control with respect of cement stabilized soil, lime stabilized soil, lime industrial waste stabilized soil, graded crushed rocks, graded gravel and dry bound macadam.

1.0.4 When the base is made of asphalt macadam mixture and bituminous penetration crushed rocks, the technical requirements, construction method and quality control shall be subject to national standard Code for Construction and Acceptance of Asphalt Pavement (GB50092).

1.0.5 When the base is made of lean concrete and roller compaction concrete, the technical requirements, construction method and quality control shall be subject to national standard Specifications for Constructions and Acceptance of Road Concrete Pavement (GBJ97) and the specifications.

1.0.6 For a middle grade pavement to be rebuilt for upgrading the grade, its base structure shall be of that set forth in the specifications as the main supporting course and sandy gravel, screenings soil, sand soil, etc above it may be used as the wearing course.

1.0.7 Technical requirements, construction method and quality control of the cushion course shall conform to provisions of the specifications on the sub-base of similar materials.

1.0.8 The specifications adopt the maximum dry density of the heavy compaction test method as the standard dry density.

1.0.9 Test methods referred to in the specifications shall conform to provisions on related testing regulations now in effect as issued by the Ministry of Communications.

完整版本请在线下单

或咨询：

TEL: 400-678-1309

QQ: 19315219

Email：info@lancarver.com

http://www.lancarver.com

线下付款方式：

1. 对公账户：

单位名称：北京文心雕语翻译有限公司

开 户 行：中国工商银行北京清河镇支行

账　　号：0200 1486 0900 0006 131

2. 支付宝账户：info@lancarver.com

注: 付款成功后，请预留电邮，完整版本将在一个工作日内通过电子 PDF 或 Word 形式发送至您的预留邮箱，如需索取发票，下单成功后的三个工作日内安排开具并寄出，预祝合作愉快！