ROAD SURFACE SURVEYS – OBJECTS

Since the beginning of 1980's, the RST has set the standard for speed independent road condition surveys based on laser technology. Road surveys using RST provide a foundation for cost efficient road management.

Safety and comfort
Survey with Laser RST is a safe and comprehensive method for assessing the quality of the road surface. Laser RST surveys can also be used by the contractor before pavement work, to identify road sections that require special attention, thus enabling special efforts to be targeted to these sections. Appropriate maintenance quality increases safety for the users and provides hard-wearing, durable roads, a higher level of comfort and reduces damage to the vehicles utilizing the road. To inspect the quality of a pavement project, the road surface is measured by the Laser RST, as soon as the work is complete. Laser RST surveys are performed in accordance with the Road Administration's methodology description, which ensures data reliability and quality.Based on the Laser RST survey, one can calculate e.g. transversal unevenness (rut depth), longitudinal roughness (IRI) and cross fall.

The result is presented in comprehensible tables and diagrams. This enables you to determine if the performed work has achieved the required quality, and shows what can be improved in future projects.

Ramboll RST's credentials
A Laser RST survey before pavement maintenance work provides objective knowledge concerning the road's longitudinal and transversal profiles, so that the most appropriate method can be chosen for the different road sections. This makes it easier for the contractor to deliver the required pavement quality. In conjunction with the preparatory Laser RST survey, an analysis using the PAVE SELECT tool may be useful.The analysis enables simulation of the result (IRI) of the pavement project before the work is actually executed. This lets the contractor see which sections of the road, given the selected pavement method, will end up above or below the customer's evenness requirements.

Should the survey show a low cross fall, a simplified pavement plan may well suffice. Such a plan facilitates producing a suggestion on how to efficiently rectify the section. Milling and filling quantities are calculated and presented for each section.
One can also weigh different pavement methods against each other to determine the best overall solution.→

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Reference projects

Peab Asfalt AB, 2015
Control of evenness and crossfall at new highway. O40 Dållebo – Hester Etapp 3

Skanska Asfalt & Betong AB, 2016
Control of evenness and crossfall at new highway. E6 Pålen – Tanumshede

Skanska Asfalt & Betong AB, 2016
Control of evenness and crossfall at new road. M19 Förbifart St Herrestad

Peab Anläggning AB, 2017
Control of evenness and crossfall at new highway. E22 Linderöd

Serneke Anläggning AB, 2018
Control of evenness and crossfall at rebuilt road. 798 Esarp – Genarp

Skanska Sverige AB, 2019
Control of evenness and crossfall at new road 44. Lidköping