

PAVEMENT NOTES:

1. PAVEMENT PROFILES ARE PROVIDED ON DRG PV-1731.
2. PAVEMENT INTERFACE JOINTS SHALL BE LOCATED OUTSIDE VEHICULAR WHEEL PATHS.
3. THE NOMINATED THICKNESS OF A LAYER OF DENSE GRADED ASPHALT MUST BE WITHIN THE LIMITS SPECIFIED IN TRITS04. LAYER THICKNESS SHOULD EXCEED THE MAXIMUM NOMINAL STONE SIZE BY AT LEAST 3.0 TIMES, BUT NO MORE THAN 5 TIMES. NOMINAL LAYER THICKNESS TO BE IN ACCORDANCE WITH TRITS04.

| NOMINAL AGGREGATE SIZE (mm) | RECOMMENDED THICKNESS (mm) |
|-----------------------------|----------------------------|
| 7 | 20 |
| 10 | 30 |
| 14 | 45 |
| 20 | 75 |

4. CUTTING FLOOR AND EMBANKMENT TREATMENTS ARE CONSIDERED TO FORM PART OF THE SUBGRADE DEPTH. THESE INCLUDE ONE OF THE FOLLOWING TREATMENTS DEPENDING ON SUBGRADE STRENGTH AND CONDITION, AS APPROVED BY THE NOMINATED AUTHORITY AND IN ACCORDANCE WITH TNSW D&C R44 REQUIREMENTS.
 - 4.1. TREATMENTS C1/E1 - LOOSEN AND RECOMPACT WHERE SUBGRADE LOT HAS EFFECTIVE CBR >= DESIGN CBR INDICATED ON "PROFILES" DRAWING, WHERE THE IN-SITU MATERIAL, AFTER TREATMENT IS COMPLETE, PASS THE PROOF ROLLING TEST AND BENKELMAN BEAM TESTS AND WHERE NO SHALLOW WATER TABLE HAS BEEN OBSERVED.
 - 4.2. TREATMENTS C2/E2 - EXCAVATION AND BACKFILL - BACKFILL MATERIAL OF CHARACTERISTICS AND THICKNESS SUITABLE TO ACHIEVE SUBGRADE LOT EFFECTIVE CBR >= SUBGRADE DESIGN CBR INDICATED ON "PROFILES" DRAWING AND/OR WHERE THE IN-SITU SUBGRADE MATERIALS DO NOT PASS THE PROOF ROLL AND BENKELMAN BEAM TESTS.
 - 4.3. TREATMENTS C3/E3 - WORKING PLATFORM - ROCKFILL WRAPPED IN GEOTEXTILE - SOFT SUBGRADE AREAS. THE INCLUSION OF GEOGRIDS UNDER OR WITHIN THE ROCK FILL LAYER MUST BE DECIDED ON SITE BASED ON OUTCOMES FROM TRIAL SECTIONS.
 - 4.4. TREATMENTS C5/E5 - DRAINAGE LAYER WRAPPED IN GEOTEXTILE AS - ROCKFILL WRAPPED IN GEOTEXTILE - AREAS WHERE SHALLOW WATER TABLE HAS BEEN OBSERVED DURING SUBGRADE INVESTIGATION SURVEY OR EXPECTED DURING THE SERVICE LIFE OF THE PAVEMENT.
 - 4.5. TREATMENT C6/E7 - DRAINAGE LAYER WRAPPED IN GEOTEXTILE - ROCKFILL WRAPPED IN GEOTEXTILE - SHALLOW WATER TABLE AREAS.
5. THE AGGREGATE SPREAD RATE AND BINDER APPLICATION RATE FOR SPRAYED SEALS ARE SUBJECT TO CONFIRMATION AT CONSTRUCTION.
6. QUICK DRY PRIME (QDP) TO BE CONSTRUCTED TO MANUFACTURERS SPECIFICATIONS
7. PRIME, AMC00, AMC4 AND AMC7 TO BE CONSTRUCTED IN ACCORDANCE WITH TRITS04.
8. PAVEMENT TYPE PT-3, PT-6A, PT-6B AND PT-6C:
 - 8.1. EXISTING PAVEMENT AREAS IDENTIFIED FOR RESURFACING OR FOR RECEIVE THIN ASPHALT OVERLAY WILL REQUIRE THE ASSESSMENT OF THE EXISTING PAVEMENT CONDITION, IDENTIFICATION OF DISTRESS, INVESTIGATION OF DISTRESS MECHANISM, IDENTIFICATION OF POTENTIAL CAUSES AND SELECTION OF POTENTIAL TREATMENTS.
 - 8.2. PRIOR TO RESURFACING AND PLACEMENT OF AN ASPHALT OVERLAY, THE PROCEDURE BELOW SHALL FOLLOW BELOW WORK PROCEDURE:
 - a. A DETAILED PAVEMENT CONDITION VISUAL ASSESSMENT SHALL BE CONDUCTED BY BOTH THE CONTRACTOR AND THE NOMINATED AUTHORITY REPRESENTATIVE (E.G. A SUITABLY QUALIFIED PAVEMENT ENGINEER). THE INSPECTION OF THE PAVEMENT WILL ALSO REQUIRE THE MEASUREMENT OF RUT DEPTH BY MEANS OF STRAIGHT EDGE IN PLACES WHERE RUTTING IS EVIDENT AND PHOTOS TAKEN AT THOSE LOCATIONS.
 - b. THE PAVEMENT VISUAL CONDITION ASSESSMENT TEAM IS REQUIRED TO IDENTIFY DISTRESSED PAVEMENT AREAS REQUIRING REPAIRS. DISTRESSED PAVEMENT AREAS REQUIRING PATCHING SHALL BE MARKED OUT (PAINTED) ON THE EXISTING PAVEMENT SURFACE AND AREAS IDENTIFIED BY GPS COORDINATES. REPAIRS AND EXPECTED REPAIR TYPES ARE LISTED IN NOTE 4.
 - c. THE AREAS REQUIRING PATCHING AS MARKED OUT ON THE ROAD SURFACE WILL BE DOCUMENTED IN PAVEMENT LAYOUT PLANS. THOSE AREAS THAT ARE CLOSE ENOUGH TO OTHER AREAS REQUIRING PATCHING SHOULD BE COMBINED INTO LARGER PATCHING AREAS. PATCHES CONSTRUCTION JOINTS SHOULD BE LOCATED OUTSIDE WHEEL PATHS.
 - d. DEEP PATCHING SHALL BE UNDERTAKEN ON AREAS THAT ARE AT LEAST 10m². ANY AREA > 2m²/ AND < 10m²/ SHALL BE ENLARGED TO A MINIMUM SIZE OF 10m²/ SO THAT A MINIMUM WIDTH OF 1.5m SO THAT A MINIMUM 3 TONNE TWIN DRUM ROLLER COMPACTOR CAN BE USED TO ACHIEVE DENSITY AND RIDE QUALITY REQUIREMENTS. ASPHALT COMPACTION VIA HANDWORK IS NOT ACCEPTABLE.

- e. AREAS IDENTIFIED FOR ASPHALT PATCH REPAIRS SHALL BE CLEARLY MARKED OUT ON SITE. MARKED OUT AREAS SHALL HAVE SQUARED CORNERS, STRAIGHT SIDES AND DEPTH OF REPAIR INDICATED. ASPHALT PATCH EXTENTS SHOULD WORK + 300mm OF TO MID-LANE OR LANE LINES TO ENSURE JOINTS ARE NOT CONSTRUCTED WITHIN THE PROPOSED WHEEL PATHS. IF JOINTS ARE PLACED ON WHEELPATHS, THEN A 2m (MIN) WIDE ASPHALT REINFORCEMENT GEOSYNTHETIC IS TO BE PLACED BETWEEN THE WEARING COURSE AND INTERMEDIATE COURSE CENTRALLY ON TOP OF THE PAVEMENT JOINT AT THAT LOCATION.
- f. ASPHALT LAYERS WITHIN PATCH (I.E. ALL COLD JOINTS) SHOULD BE STEPPING INTO THE ADJACENT EXISTING ASPHALT LAYERS IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS. A HEAVY TACK COAT TO BE APPLIED TO VERTICAL/HORIZONTAL EDGES BETWEEN EXISTING/NEW PAVEMENT
- g. THE PAVEMENT LAYOUT PLANS INCLUDING PATCH AREAS AND TARGET PATCH DEPTHS AND PROFILE SHALL BE SUBMITTED TO THE NOMINATED AUTHORITY PRIOR TO PRECEEDING WITH THE MILLING OF THE EXISTING ASPHALT SURFACING.
- h. ONCE THE PATCH AREAS ARE ADEQUATELY SHOWN ON THE LAYOUT PLANS, THE POTENTIAL CAUSE(S) OF DISTRESS WILL BE IDENTIFIED AND THE TARGET TREATMENT DEPTH SELECTED. TO CONFIRM THE CONFIGURATION OF THE EXISTING PAVEMENT, PAVEMENT LAYERS CONDITION AND TREATMENT DEPTH, THE NOMINATED AUTHORITY MAY REQUIRE TESTING (CORES AND / OR BOREHOLES).
- i. IF MILLING OF THE EXISTING ASPHALT WEARING COURSE IS REQUIRED, THE CONTRACTOR HAS THE FOLLOWING OPTIONS:
 - j. UNDERTAKE PAVEMENT REPAIRS PRIOR TO MILLING THE EXISTING ASPHALT SURFACING, IN WHICH CASE THE UPPER ASPHALT COURSE IN THE PATCH WILL BE SACRIFICIAL AS IT WILL NEED TO BE MILLED OUT WITH THE EXISTING SURFACING,
 - UNDERTAKE PAVEMENT PATCHING AFTER THE MILLING OF THE EXISTING ASPHALT SURFACING HAS BEEN COMPLETED. IN THIS CASE, EXTENT OF ASPHALT PATCHES COULD BE INCREASED IF ADDITIONAL DISTRESSED PAVEMENT AREAS ARE IDENTIFIED.
- 8.3. FOLLOWING PROFILING THE EXISTING WEARING COURSE. VISUALLY ASSESS THE CONDITION OF EXISTING MILLED SURFACE (BY A SUITABLY QUALIFIED PAVEMENT ENGINEER) AND CONFIRM AREAS FOR PATCHING SHOWN PAVEMENT LAYOUT PLANS (REFER TO NOTE 5.2(g)). REMNANT ASPHALT (AFTER MILLING) THAT IS TOO THIN, CRACKED/BRITTLE AND HENCE PRONE TO DELAMINATION OR RAVELLING SHALL BE REMOVED AND REPLACED WITH NEW ASPHALT. AFTER MILLING OF EXISTING ASPHALT SURFACING TO THE SPECIFIED TARGET DEPTH IS COMPLETE, THE AREAS IDENTIFIED FOR PATCHING DURING THE INITIAL VISUAL PAVEMENT CONDITION ASSESSMENT WILL BE MARKED OUT ON THE MILLED ASPHALT SURFACE, AND EXTENDED WHERE DEEMED NECESSARY FOLLOWING THE INSPECTION OF THE MILLED SURFACE.
- 8.4. AS SPECIFIED IN NOTE 5.2(g) ABOVE, THE PAVEMENT LAYOUT PLANS INCLUDING PATCHING AREAS AND A SCHEDULE OF PATCH EXTENTS AND PROFILES MUST BE SUBMITTED TO THE NOMINATED AUTHORITY FOR APPROVAL PRIOR TO COMMENCEMENT OF PATCHING WORKS. PAVEMENT DISTRESS AND REPAIR TYPES: FATIGUE CRACKING COMPRISING LONGITUDINAL AND CROCODILE CRACKS
 - DIAGONAL, TRANSVERSE CRACKING > 3 mm
 - BLOCK CRACKS WITH AND WITHOUT PUMPING OF FINES
 - POTHLES (SURFACING OR DEEP)
 - SLIPPAGE (CRESCENT) CRACKS
 - RAVELLING
 - RUTTING IN EXCESS OF 10 mm
 - SHOING AND DEPRESSION
- 8.5. THE FOLLOWING DISTRESS TYPES WILL REQUIRE SURFACE PATCHING IF THEY EXTENT BEYOND THE SURFACING COURSE (TO BE MILLED OFF):
 - POTHOLE CONTAINED WITHIN EXISTING ASPHALT COURSES / DELAMINATION OF ASPHALT COURSES
 - SLIPPAGE (CRESCENT) CRACKS
 - RAVELLING OF TOP ASPHALT COURSE(S)
- 8.6. THE FOLLOWING DISTRESS TYPES WILL REQUIRE DEEP PATCHING:
 - FATIGUE CRACKING COMPRISING LONGITUDINAL AND CROCODILE CRACKS
 - BLOCK CRACKS COMBINED WITH PUMPING OF FINES
 - POTHLES CLOSE TO EACH OTHER
 - RUTTING IN EXCESS OF 10 mm
 - SHOING AND DEPRESSION
- 8.7. CRACK SEALING SHALL BE UNDERTAKEN ON EXISTING PAVEMENT JOINTS/CRACKS (<3mm) USING A HOT HIGHLY MODIFIED RUBBERIZED BITUMEN. PRIOR TO CRACK SEALING, ALL CRACKS SHALL BE CLEANED AND DRIED. FOR CRACKS WIDER THAN 3mm, THE CRACK SHALL BE ROUTED, CLEANED AND DRIED USING COMPRESSED AIR PRIOR TO PLACEMENT OF THE HOT HIGHLY MODIFIED RUBBERIZED BITUMEN. THE FOLLOWING DISTRESS TYPES WILL REQUIRE CRACK SEALING:
 - DIAGONAL, TRANSVERSE CRACKING > 3 mm
 - BLOCK CRACKS WITHOUT PUMPING OF FINES
- 8.8. MILLED SURFACE, AFTER PATCHING WORKS HAVE BEEN COMPLETED, SHALL BE VISUALLY INSPECTED BY THE CONTRACTOR IN THE PRESENCE OF THE NOMINATED AUTHORITY OR HIS/HER REPRESENTATIVE.

150 mm ON ORIGINAL

150
140
130
120
110
100
90
80
70
60
50
40
30
20
10
0

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