ROAD NOTES 3:

1. CONCRETE STRENGTH
- A) KERB, KERB & GUTTER, FOOTPATH, CYCLEWAY, VEHICLE CROSSING, PRAM RAMP, EDGE STRIP: 25MPA @ 28 DAYS
- B) DISH CROSSING, ROAD PLATFORM/HUMP, ROAD SLAB: 40MPA @ 28 DAYS
- C) FOR TRAFFICKED AREAS WHERE FACILITY MUST BE OPEN TO TRAFFIC WITHIN 12 HOURS (EG VEHICLE CROSSING, ROAD SLAB, DISH CROSSING, ROAD PLATFORM/HUMP: 40 MPA WITH ACCELERATOR SUCH AS 2% CACL (REFER TO SP40HC).

2. CONCRETE FINISH
- A) KERB, GUTTER, LAYBACK, DISH CROSSING, PIT (OUTER EXPOSED) – STEEL TROWEL
- B) VEHICLE CROSSINGS, FOOTPATH, CYCLEWAY, ROAD SLABS, PRAM RAMP, ROAD HUMPS/RAMPS – BROOM/BRUSH.

3. REINFORCEMENT
- A) TO AS 4671
- B) MINIMUM COVER: 50MM

4. JOINTING, MINIMUM DIMENSIONS, AND REINFORCEMENT AT PITS IN CONCRETE ROAD SLABS
- A) ANY RECONSTRUCTED SECTION OF CONCRETE SHALL HAVE A MINIMUM DIMENSION OF 900MM IN ANY DIRECTION.
- B) ALL JOINTS SHALL BE AT RIGHT ANGLES UNLESS DIRECTED OTHERWISE BY THE COUNCIL ENGINEER.
- C) EXPANSION JOINTS FULL DEPTH MASTIC EXPANSION JOINTS SHALL BE PROVIDED EVERY 50M (MAX).
- D) ALL DOWELS SHALL BE PERFECTLY ALIGNED IN PLAN VIEW AND IN ELEVATION, IE THE DOWELS SHALL NOT BE SPLAYED RELEVANT TO EACH OTHER.
- E) ALL EXPANSION JOINT MATERIAL SHALL BE THE SAME THICKNESS OF THE CONCRETE AND BE IN ONE LENGTH & WIDTH.
- F) AT ALL EXPANSION JOINTS, ANY 'SPILL' CONCRETE FROM THE PREVIOUS POUR (IE SEPARATE TO THE FINISHED CONCRETE) SHALL BE REMOVED.
- G) CONTRACTION/DUMMY JOINTS – NOMINALLY AT 15M INTERVALS (EQUALLY BETWEEN EXPANSION JOINTS).

6. EXCAVATION
- A) AT ALL JOINS TO EXISTING CONCRETE/ASPHALT – THE JOIN SHALL BE SAW CUT BEFORE EXCAVATION.
- B) ALL EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE AND DISPOSED OF AT A LICENSED WASTE DISPOSAL FACILITY.

7. ROAD BASE
- A) COMPACTION: 95% STANDARD.
- B) RECYCLED DGB SPECIFICATION: FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS, AND DRAINAGE REFER TO SPECIFICATION FOR SUPPLY OF RECYCLED MATERIAL FOR PAVEMENTS, EARTHWORKS AND DRAINAGE' BY IPWEA (NSW) (LATEST EDITION).

8. RESTORATION OF ADJOINING ROAD PAVEMENT
- A) SHALL MATCH EXISTING IF APPROVED BY COUNCIL ENGINEER OR BE CARRIED OUT WITH FULL DEPTH AC20 AND AC10, WITH THE SURFACE FINISH BEING WITH AC10 (MINIMUM THICKNESS 30MM).
- B) AC SHALL CONFORM TO RMS SPECIFICATION R116 – 'ASPHALT (DENSE AND OPEN GRADED)'.

9. UTILITIES, SERVICES & SURVEY MARKS
- A) ALL UNDERGROUND UTILITY SERVICES SHALL BE CHECKED FOR LEVEL AND LOCATION PRIOR TO COMMENCEMENT OF WORKS, BY THE CONTRACTOR.
- B) ALL SERVICE COVERS AFFECTED BY THE WORKS SHALL BE ADJUSTED AS REQUIRED AND TO SUIT THE LEVELS OF THE NEW WORK. NO SERVICE FITTINGS SHALL BE COVERED.
- C) PROPERTY STORMWATER PIPES: WHERE AFFECTED, SHALL BE REPLACED WITH 90MM UPVC OR TO SUIT EXISTING AND INVERT SHALL MATCH THE GUTTER LEVEL.
- D) STATE SURVEY MARKS (SSM'S) – SHALL NOT BE DISTURBED UNLESS APPROVED BY THE COUNCIL ENGINEER.
- E) AT ALL LIGHT/POWER POLES, THE CONCRETE SHALL BE ENDED 150MM CLEAR OF THE POLE AND THE GAP FILLED WITH 30MM OF 10MM COLDMIX/ASPHALTIC CONCRETE.

10. NATURE STRIP RESTORATION
- A) MATCH EXISTING TURF.
- B) IF NEW TURF IS SPECIFIED – USE SOFT LEAF BUFFALO 'SHADEMASTER', LAID ON 100MM THICK PREPARED TOPSOIL, AS SPECIFIED BY THE COUNCIL ENGINEER.

11. EXISTING SIGNAGE
- A) SUCH SIGNAGE SHALL BE REINSTATED UNLESS THE COUNCIL ENGINEER ADVISES OTHERWISE.
- B) SIGNS REPLACED OR NEW, WITHIN THE NEW CONCRETE SHALL BE INSTALLED WITH A V–LOK.
- C) HERITAGE STREET NAME SIGNS EMBEDDED IN FOOTPATH PAVING AND KERBS – CAUTION SHALL BE EXERCISED TO NOT DAMAGE THESE SIGNS AND THE CONTRACTOR SHALL LIAISE WITH THE COUNCIL ENGINEER TO DETERMINE WHAT ACTION TO IMPLEMENT WHERE DISTURBANCE OF THE SIGN IS ESSENTIAL.

12. RESIDENT NOTIFICATION
- A) ALL RESIDENTS AFFECTED BY THE WORKS SHALL BE NOTIFIED AT LEAST 2 WORKING DAYS BEFORE THE RELEVANT WORK COMMENCES AND ANY REASONABLE REQUESTS ACCOMMODATED.

13. SAFETY/SIGNAGE/ACCESS
- A) DURING CONSTRUCTION, ADEQUATE WARNING SIGNS AND BARRICADING SHALL BE PROVIDED TO ENSURE THAT THE WORK SITE MEETS THE REQUIREMENTS OF AS 1742.2 & 1743.3, AND TO PROVIDE ADEQUATE PROTECTION TO PEDESTRIANS & MOTORISTS.
- B) ADEQUATE AND SAFE ACCESS FOR PEDESTRIANS SHALL BE PROVIDED AT ALL TIMES.
- C) AT DRIVEWAYS – PREVENTION OF ACCESS SHALL BE KEPT TO AN ABSOLUTE MINIMUM AND ARRANGEMENTS SHALL BE MADE WITH THE RESIDENT/BUSINESS, BY THE CONTRACTOR, FOR A SUITABLE DAY/TIME FOR THIS WORK. USE OF HIGHER STRENGTH CONCRETE, WITH SHORTER CURING TIME MAY BE NECESSARY.

14. DIMENSIONS
- A) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS SHOWN OTHERWISE.

15. GENERAL
- A) ALL WORKS SHALL BE CARRIED OUT TO COUNCIL'S SPECIFICATION, TO BEST PRACTICE STANDARDS, AND TO THE SATISFACTION OF COUNCIL'S SUPERVISING ENGINEER.
- B) DURING AND AFTER EXCAVATION, ANY UNSOUND AREAS BELOW THE CONCRETE WORK SHALL BE DRAWN TO THE COUNCIL ENGINEER'S ATTENTION, TO ESTABLISH IF ANY ADDITIONAL EXCAVATION/ BASE COURSE IS NECESSARY.
- C) THE WORK SITE SHALL BE KEPT IN A CLEAN, TIDY, AND SAFE CONDITION AT ALL TIMES AND TO THE SATISFACTION OF COUNCIL'S ENGINEER.

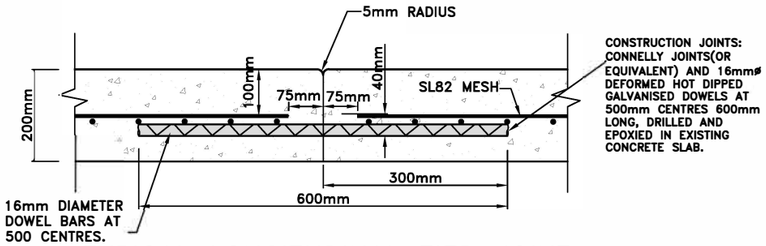
16. DOCUMENT PRIORITY
- A) THIS PLAN SUPERSEDES ANY STATEMENTS ON OTHER DOCUMENTS, EG SPECIFICATIONS, OTHER PLANS, ETC, UNLESS ADVISED BY THE COUNCIL ENGINEER.

17. INSPECTIONS
INSPECTIONS BY THE COUNCIL SUPERVISING ENGINEER SHALL BE REQUIRED AT THE FOLLOWING STAGES AND AS OTHERWISE DIRECTED BY THE COUNCIL ENGINEER:–
- A) EXCAVATION COMPLETED.
- B) FORMWORK AND REINFORCEMENT SET.
- C) CONCRETE POURED AND CURED.
- D) COMPLETED.

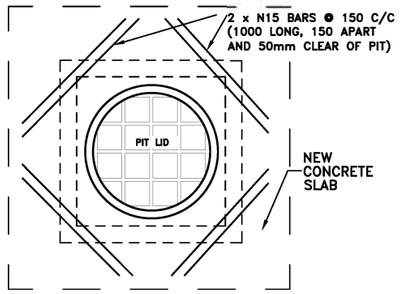
NOTE: FOR TRANSVERSE JOINTS ONLY – CONTRACTION JOINTS SHALL BE PROVIDED EVERY 15M FOR 200 THICK SLAB. JOINT SPACING CAN BE INCREASED TO 20M IN SPECIAL CIRCUMSTANCES.

CONSTRUCTION PROCESS
(FOR CONCRETE ROADS WITH AC OVERLAY)

1. REMOVE EXISTING ASPHALT OVERLAY TO EXPOSE THE UNDERLYING CONCRETE SURFACE.
2. SHOULD CONCRETE SLABS REQUIRE REPLACEMENT, FIRST CONSULT COORDINATOR CIVIL DESIGN & INVESTIGATIONS. THEN, REMOVE FAILED CONCRETE SLABS, REMOVE SUBGRADE TO A DEPTH OF 100–150mm, POUR 5 MPa LEAN MIX CONCRETE SUB–BASE PAVEMENT LAYER. POUR 200mm THICK, 40 MPa CONCRETE PAVEMENT ON TOP OF THE LEAN MIX SUB BASE WITH A SINGLE LAYER OF SL82 MESH PLACED AT MID DEPTH. CONCRETE SLABS SHALL BE DOWELLED TO SURROUNDING SLABS @500 CTS. (REFER TO TYPICAL CONTRACTION JOINT). (NOTE: DOWEL SPACING MAY VARY FROM A MAXIMUM OF 600mm TO A MINIMUM OF 300mm, BUT MUST BE UNIFORM). FINISHED CONCRETE PAVEMENT SHALL MATCH ADJOINING PAVEMENT LEVELS FOR BOTH CROSSFALL & LONGITUDINAL GRADE. REFER TO THE TYPICAL SECTION FOR JOINT DETAIL SHOWN.IN HIGHLY TRAFFICKED AREAS, USE 40MPa CONCRETE WITH ACCELERATOR (IN LIEU OF 40MPa CONCRETE) FOR CONCRETE BASE.
3. CLEAN ALL CRACKS & JOINTS IN CONCRETE SLAB WITH COMPRESSED AIR TO REMOVE ALL DIRT, WATER, GREASE & LOOSE MATERIALS.
4. FILL ALL CRACKS & JOINTS < 10mm WITH HOT BITUMEN CRACK OR JOINT SEALANT. SCREED OFF & FLATTEN EXCESS SEALANT.
5. CRACKS LARGER THAN 10mm SHALL BE FILLED WITH "PAVEFIX" OR EQUIVALENT FILLER MATERIAL.
6. JOINTS LARGER THAN 10MM, SEEK ADVICE FROM COORDINATOR CIVIL DESIGN & INVESTIGATIONS PRIOR TO PROCEEDING.
7. PLACE "BITUTHENE 5300" HIGHWAY STRIPS OVER ALL JOINTS FOR THEIR FULL LENGTH IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS. ALL AREAS TO RECEIVE BITUTHENE STRIPS SHALL BE PRIMED. THE RATE OF APPLICATION OF PRIMER SHALL BE 5 Sq.M./LITRE & AREA OF PRIMING SHALL EXCEED THE WIDTH OF BITUTHENE STRIP BY 50mm ON BOTH SIDES.
8. RESURFACE WITH ASPHALTIC CONCRETE (AC10 POLYMER MODIFIED WITH A15E BINDER) TO THE REQUIRED THICKNESS TO OBTAIN THE FINAL SURFACE LEVEL. THE MINIMUM THICKNESS OF THE AC 10 LAYER SHALL NOT BE LESS THAN 40MM.

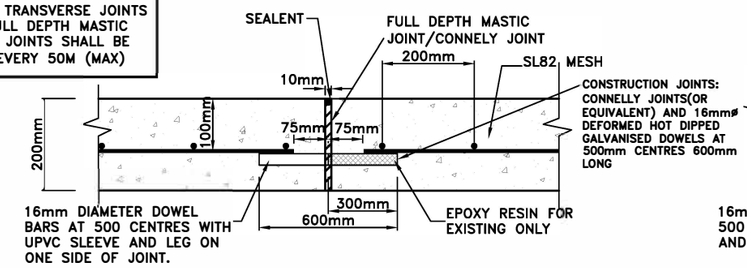


TYPICAL LONGITUDINAL TIED JOINT TIED & FORMED (L.T.J.)
(FOR NEW TO NEW & NEW TO OLD SLABS)
NOT TO SCALE

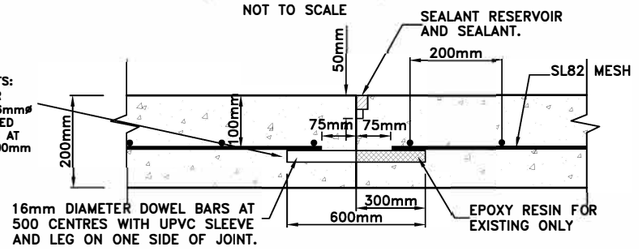


TYPICAL REINFORCEMENT AROUND UTILITY PITS
NOT TO SCALE

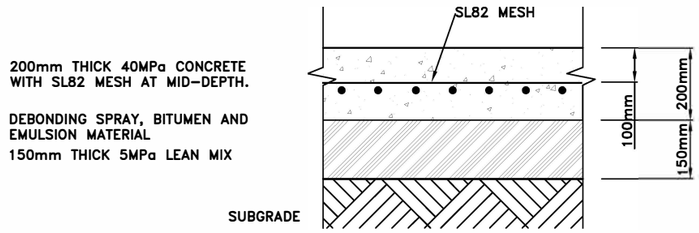
NOTE: FOR TRANSVERSE JOINTS ONLY – FULL DEPTH MASTIC EXPANSION JOINTS SHALL BE PROVIDED EVERY 50M (MAX)



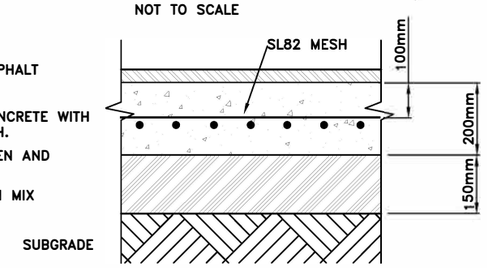
TYPICAL EXPANSION JOINT SAWN & DOWELLED (T.E.J.)
(FOR NEW TO NEW & NEW TO OLD SLABS)
NOT TO SCALE



TYPICAL TRANSVERSE CONTRACTION JOINT SAWN & DOWELLED (T.C.J.)
(FOR NEW TO NEW & NEW TO OLD SLABS)
NOT TO SCALE

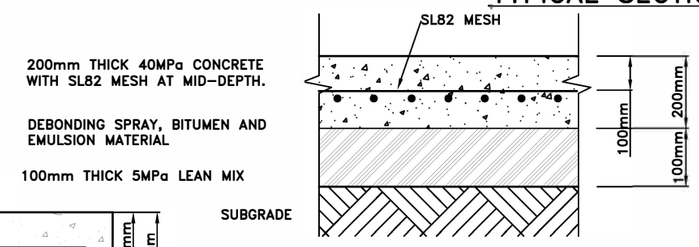


CONCRETE SURFACE
NOT TO SCALE

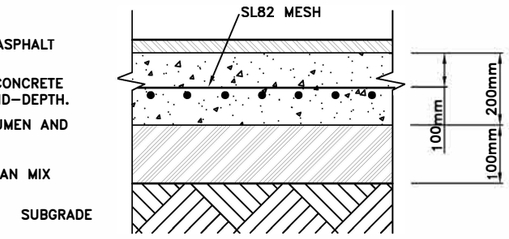


ASPHALT OVERLAY
NOT TO SCALE

CONCRETE SLAB REPLACEMENT–DETAIL 1 (MEDIUM TO HIGH TRAFFIC VOLUMES)
TYPICAL SECTIONS

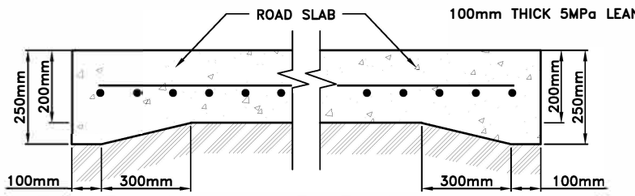


CONCRETE SURFACE
NOT TO SCALE



ASPHALT OVERLAY
NOT TO SCALE

CONCRETE SLAB REPLACEMENT–DETAIL 2 (LOW TRAFFIC VOLUMES)
TYPICAL SECTIONS



THICKER ROAD SLAB EDGE FOR BUS STOPS
TYPICAL
NOT TO SCALE

(ORIGINAL = A3 SHEET)

CHECKED & APPROVED	SURVEYED & DRAFTED	QUANTITIES	SERVICES AFFECTED	S.R.A. / SURV. GEN.	SERVICES	DATUM				INNER WEST COUNCIL	FILE NO. / SHEET NO.
				R.T.A.	TELECOM/OPTUS —T—T—T—T—	A. H. D.				STANDARD ROAD DRAWING – R2	
APPROVED FOR CONSTRUCTION	DESIGNED PG/DJT MAY 2019			A.G.L. / SHELL PIPELINES	GAS —G—G—G—G—	SCALES				CONCRETE ROAD SLAB REPLACEMENT WORK	PLAN NO. R2
	DRAWN PG/DJT MAY 2019	INNER WEST COUNCIL		SYDNEY WATER	SEWER —S—S—S—S—	NTS				TYPICAL DETAILS AND SECTIONS	VERSION V1
				TELSTRA / OPTUS	WATER —W—W—W—W—						
				SYDNEY ELECTRICITY	RAILWAY —R—R—R—R—						
				NOTICE OF ENTRY	ELEC. CABLES —E—E—E—E—						
				KERB & GUTTER	OIL PIPELINES —P—P—P—P—						
				NOTICES / DATE	STORM WATER —SW—SW—SW—		AMEND / DATE	DESCRIPTION	APPROV.		