



ATTACHMENTS UNDER SEPARATE COVER

ITEM ATTACHMENT DETAILS

8 Alternative Road Surfacing Options

Attachment 1.	Pavement Condition Index (PCI), Life Expectancy & Treatment	2
Attachment 2.	Three phases of PCI and Funding Strategy	3
Attachment 3.	COLAS Booklet 2022	4
Attachment 4.	Downer - Microsurfacing Product	32
Attachment 5.	Downer - Reconophalt™ Brochure.....	34
Attachment 6.	Downer - Surface Preservation and Rejuvenation Treatments for Local Roads	36
Attachment 7.	Downer - Pavement Preservation Overview	38
Attachment 8.	IPWEA Special Technical Paper 2016.....	67
Attachment 9.	Notice of Motion - Spray Seal Road Maintenance Treatments.....	78
Attachment 10.	Boral thin asphalt surfacing for residential overlays	87

APPENDIX 1



Sourced - Extracted from IPWEA Special Technical Paper

APPENDIX 2

The PMS assisted with predictive modeling including maintenance application choices, intervention triggers and life cycle costing etc. Campbelltown City Council has also integrated Pavement Preservation options in PMS to achieve longer term financial sustainability in its road network management.

In Campbelltown City Council, road-treatment selections are broken into three distinct phases based on PCI and treatment types as follows:

PHASE 1
Early Intervention
Maintenance-Preservation

PHASE 2
Standard Resurfacing Program-
Re-sealing and asphalt resurfacing

PHASE 3
Higher Level Expenditure/
Intervention-Rehabilitation

With the help of Finance team, the asset section has also developed a funding strategy of all three phases as follows:

PHASE 1
100% funded since treatments in phase 1 are cost effective proactive maintenance and aimed to keep the good conditioned road in good condition for a long time. (Budget allocation 20%)

PHASE 2
Based on PCI, most of the Council's road renewal backlogs are in this phase. Council strategy is to fund the worst projects so that remaining projects do not go to Phase 3 (Budget allocation 65%)

PHASE 3
Based on current PCI, a small number of projects are only in this phase. Council decided to eliminate these in 5 to 10 years. Project selections are based on asset risk score, cost benefit analysis, minimizing road user and future maintenance costs. (Budget allocation 15%)

The phases and corresponding treatments are detailed below:

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Sourced - Extracted from IPWEA Special Technical Paper



COLAS SOLUTIONS

Products & Services Capabilities



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