

# MEETING MINUTES



**Transport**  
Roads & Traffic  
Authority

**Name of meeting:** Regional Roads Consultative Committee

**Location of meeting:** Newcastle Training Room  
59 Darby Street Newcastle

**Meeting facilitator:** Michael Papadopoulos

**Date:** 28 /10/2011 **Time:** 9:25-13:40

**Attendees:** RTA  
Joe Krsul (Chairman), Michael Papadopoulos. (Maintenance Support Officer)

## Council

Ranjith Koswanage (Cessnock), Darren Mitchell (Wyong), Steve Hitchens (Dungog), Nigel Atkins (Dungog), Andrew Vermey (Gosford), David Medcalf (Gosford), Ron Hartley (Great Lakes), Brad Schofield, (Lake Macquarie), Paul Thomas (Lake Macquarie), Aron Marks ( Lake Macquarie), John Johnston (Newcastle), Darren Green (Newcastle) Chris McGrath (Maitland), Sachin Joshi (Maitland), Gamini Weththasinghe (Greater Taree), Ray Pascoe (Taree), Jeff Bush (Upper Hunter), Matt Leibrant (Gloucester) Mursaleen Shah (Singleton), David Griffin (Singleton), Rabiul Awal (Singleton) John Maretich (Port Stephens Council)

**Apologies:** Greg Pitt (Great lakes), Rick Mackenzie (Port Stephens), Gil Gendron (Gloucester) Duncan Clarke (Greater Taree) Shane Humphries (Newcastle) Allen Brierly (Lake Macquarie )

## Introduction

Joe Krsul welcomed everybody to the meeting.

## SUMMARY OF 2011/2012 REPAIR PROGRAM

The revised allocation to the REPAIR Program for 2011/2012 was agreed by the committee and is as follows:

Category	Funding
Initial Seals	\$200,000
Bridges	\$0
Road Rehabilitation	\$2,386,000
<b>Total</b>	<b>\$2,586,000</b>

The approved funding figure is \$2,586,000 with no unallocated funds. The approved allocation for 2012/2013 is \$2,586,000 (excludes CPI increase).

## INITIAL SEALS

The committee ratified the continuance of the funding of Initial Seals in Upper Hunter Shire on MR358 Merriwa to Willow Tree Rd as it is the last large section of unsealed Regional Road in the Hunter Region. There is a small section in Gosford. Gosford have advised that at this point of time they do not wish to seal the section due to heritage considerations.

The committee agreed to keep the RMS funding at \$200,000 for initial seals for the 12/13 program and for future years until the completion of the sealing of MR358. Initial Sealing of MR 358 should be completed in the 2015/2016 financial year when funding of \$132,000 will be provided

The Initial Seal Projects for 2012/2013 is shown in the table below.

Council	Road	Description	RMS Funds 2010/2011	Total 2010/2011
Merriwa	MR 358	"Causeway to Minibimal" 358,0021,A2,6.6 to 358,0021,A2,10.1	\$200,000	\$400,000

A copy of the agreed Initial Seals Category Forward Program is attached to these minutes.

## BRIDGES

Joe Krsul presented a slide with the status of the remaining Timber Bridges on Regional Roads in Hunter Region. There will be four timber bridges remaining following completion of the regional Roads Timber Bridge Partnership Program.

Dungog Council confirmed that they will complete both their two remaining bridges (Wallaroo and Williams River Overflow Channel) by January 2012.

Cessnock Council advised that three of their remaining bridges have been tendered as a single package with construction to be completed mid November 2011.

Anvil Creek Bridge will be bypassed when ARTC completes the third rail line through Greta. Anvil Creek Bridge will then be located on a local road providing access to the local railway station.

LGA	No of Timber Bridges	Remaining Timber Bridge	Currently Under Construction	Expected Completion Date
Cessnock	1	Anvil Creek	Narone Ck, Sweetman's & Slack's	18/11/2011
Dungog	1	Pound Crossing	Wallaroo Ck, & Williams River Flood Channel	31/01/2012, 30/12/2011
Gloucester	1	Bowman River		
Greater Taree	1	Cedar Party Creek		
Gosford	0	No timber bridges		
Great Lakes	0	No timber bridges		
Lake Macquarie	0	No timber bridges		
Maitland	0	No timber bridges		
Upper Hunter	0	No timber bridges		
Muswellbrook	0	No timber bridges		
Newcastle	0	No timber bridges		
Port Stephens	0	No timber bridges		
Singleton	0	No timber bridges		
Wyong	0	No timber bridges		
<b>Total</b>	<b>4</b>			

Michael Papadopoulos went through the minutes of the meeting of the Technical Sub Committee for bridges that was held on 23 September 2011 and put forward the sub committee's recommendations to the consultative committee.

Recommendations from the sub committee include:

1. The allocation of \$84,500 for the completion of Cuan Bridge.
2. That the bridge program be split into rehabilitation and replacement/widening.
3. That the existing rating system remains for the ranking of bridge replacement /widening and the subcommittee would inspect the highest ranking project each year to allocate funding.
4. That due to the complexity in ranking the different rehabilitation projects that the allocation of funding be done on merit as agreed by the technical subcommittee.
5. That \$400,000 is allocated in future years with funding split between rehabilitation and replacement/widening \$100,000 and \$300,000 respectively.

Upper Hunter Council advised that the cost estimate for the bridge is now \$625,000 and requested an additional \$25,000 contribution to the project.

The committee resolved to:

1. Increase funding for Cuan Bridge in 2012-2013 financial year to \$110,000 to complete the bridge.
2. Send out the bridge category submission forms early to allow the technical sub committee to check and rank the proposals and make recommendations at the next annual meeting of the consultative committee.
3. A decision will be made on the future of the Bridge Category and/or any future funding allocations at that meeting.

## ROAD REHABILITATION

### **Changes to 11/12 Program**

1. Due to the funding being provided to Dungog and Cessnock Council's as a result of the NSW Government election commitments the following changes were proposed and accepted by the committee:

#### *Dungog Council*

MR101 Dungog Road 2.25km – 3.29km project be deleted from the REPAIR program and the funds moved to MR101 Dungog Rd with the project extended. Total funding for MR101 Dungog Rd Link 130 3.296km-4.296km project is now \$200,000.

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## Cessnock Council

RR7767 Broke Rd. MR220-Halls Rd Stage 2 project be deleted from the REPAIR program and the funds(\$200K) moved to RR7766 Majors Lane -40, A1,1.700km- 2.23km

2. Due to changes in priority and delays with acquisitions the following changes to the 2011-2012 program were also approved by the committee.

## Port Stephens

MR90 Bucketts Way 3.189km -4.05km delayed until next year and funding be moved to two projects on RR7765Lemon Tree Passage Road(\$168K –Link 50 2.435km -3.285km & \$18K Link 30 0.08Km-0.179Km). \$9,000 to be returned to the program for the 11/12 program.

## Singleton

MR128 Glendonbrook Rd 6.00km - 6.50km be delayed until next year and MR128 Glendonbrook Rd 0.00km - 0.50km be completed in the 2011-2012 financial year.

The Committee agreed to distribute the unallocated funds of \$56,000(Including funding from Port Stephens) 2011/2012 to the Road Rehabilitation Category. Distribution of the \$56,000 was allocated to Greater Taree Council for the MR192 Wingham Road 0.38-0.77km from Kolodong St project as funding was unable to be spent due to the project being flooded in recent June 2011 Floods. The project was subsequently completed in July 2011.

## 2012/2013 and forward year Program

A copy of the proposed Regional Roads Rehabilitation forward 4-year program was distributed to all present. The program was ranked by BCR and listed in Councils priority order with a \$200,000 funding limit for each council.

With overall approved funding of \$2,644,000 for the entire 2012/2013 REPAIR program less the agreed funding of \$200,000 for Initial Sealing and \$110,000 for Bridges the total road rehabilitation funding available is \$2,359,000. The program is currently \$25,000 over programmed. Over programming will be funded from any CPI increase in the 2012-2013 program.

The agreed 2012-2013 Rehabilitation Projects are as follows:

Council	Road	Total Cost 2012/2013 (\$)	RMS Funds 2012/2013 (\$)
Wyong	RR7758 Enterprise Drive Link 10 5.830km -6.327km	200,000	100,000
Wyong	RR7756 Tumbi Road Link 10, 5.810km - 6.061km	200,000	100,000
Gosford	RR7755 Ocean View Drive Link 10, 0.074km - 0.549km	102,000	51,000
Gosford	RR7751 Woy Woy Road Link 30 1.351km - 2.236km	298,000	149,000
Singleton	MR128 Glendonbrook Rd link 80 7.274km - 7.814km	74,000	37,000
Singleton	MR128 Glendonbrook Rd Link 0.50km - 1.0km	100,000	50,000
Singleton	MR128 Glendonbrook Road 6.0km -6.5km	106,000	52,000
Singleton	MR128 Glendonbrook Rd link 65 6.161- link 70, 0.535	122,000	60,000
Taree	MR7776 Main Street Link 150 0.276km - 0.813km	400,000	200,000
Gloucester	RR7719 Thunderbolts Way 58.9km-65.1km	118,000	109,000
Gloucester	RR7719 Thunderbolts Way Link 50 9.121km -10.334km	186,000	91,000

Port Stephens	MR90 Bucketts Way link 10 3.189km- 4.05km	390,000	195,000
Dungog	MR101 Dungog Road Link 110 1.1997km-3.557km	400,000	200,000
Maitland	MR101 Tocal Rd Link 40 6.5km – 7.6km	400,000	200,000
Newcastle	RR7777 Frederick St Stage 1 (John-Coanne)	208,000	104,000
Newcastle	RR7777 Frederick St Stage 2 (Coanne –Berner )	121,000	61,000
Cessnock	RR7766 Majors Lane link 40 4.35km-4.95km	400,000	200,000
Lake Mac	MR454 Wyee Road Link 10 2.604km-3.134km	400,000	200,000
Great Lakes	MR111 Lakes Way Link 65 6.22-	411,000	200,000
<b>Total</b>		<b>5,078,000</b>	<b>2,539,000</b>

The committee agreed to continue with the current limit of \$200,000 per council for the Road Rehabilitation category.

Michael Papadopoulos went through the minutes from the road technical subcommittee meeting and detailed some of the sub committee's findings including the basic workings and complexity of the CERTS sheet.

Michael then presented the following recommendations from the sub committee.

1. The consultative committee to advise if it wishes to continue the modification of the existing CERTS project sheet or that an alternative propriety product be sourced or a simplified system is developed.
2. Given that the current sheet is primarily weighted by Vehicle Operating Costs that is heavily influenced by AADT that a additional weight be added for roads deemed to be rural to compensate for the increased risk from high speed rural roads.
3. If the committee wishes to continue with the modification of the CERTS sheet that the roughness categories be revised to from five ratings to seven.

#### New proposed ratings

Vehicle Operating Costs /km			
Road Condition	Roughness in c/km	VOC light Vehicles	VOC for Heavy Vehicles
excellent	50	0.05	0.21
Very Good	75	0.07	0.27
Good	100	0.09	0.33
Fair	125	0.11	0.39
Poor	150	0.13	0.45
Very Poor	175	0.15	0.51
Extreme	200	0.17	0.57

4. A 'safety' weighting should be added for the widening of rural roads. The weight should be of a sliding scale up to a 9m wide pavement.
5. The "safety" weighting should be further increased by those roads gazetted as 26m B double routes

6. That AC Overlays less than 100mm be regarded as resurfacing and not eligible for inclusion into the REPAIR program. The CERTS sheet or any replacement system to include this in the criteria.
7. That for a project to be included into the next years funding it must have a pavement design based on geotechnical information for the site. A minimum of twenty years design life is required.

Andrew Vermey advised that he has a resource that can adjust the CERTS spreadsheet if the proposed changes are achievable and it appears they are.

Michael also indicated that the RMS has someone working on the original Rehabilitation proposal spread sheet utilising the original criteria that was developed for the program in 1993(as shown on the Local Government Relations Website)

It was agreed to continue working on the proposed changes and undertake sensitivity analysis with the changes to both the revised CERTS Spreadsheet and the original rehabilitation proposal sheet using the 1993 criteria.

Sub committee to reconvene in December 2011 / January 2012 to monitor/progress changes.

If required a special meeting of the consultative committee can be held to ratify the revised CERTS sheet prior to calling submissions in July 2012.

A copy of the current Rehabilitation Category Program is attached to these minutes.

## **Natural Disaster**

Michael Papadopoulos advised that he is working on Natural Disaster claims and has completed inspection for two councils and partial inspections for other councils. If a council has a project that must be done urgently please send the details and he will escalate assessment on that project.

Michael went through the current Natural Disaster guidelines on what is eligible and ineligible.

Michael also proposed the creation of some local agreement on unified units of measure for use in submissions to facilitate the assessment of claims. No objections were raised. Councils also advised to include lots of photographs as it also facilitates assessment.

## **OTHER BUSINESS**

**Regional Roads Funding Assistance to Local Government 2010/2011 Paper was distributed to all present**

Michael Papadopoulos gave a demonstration on the use of Roadloc. Michael also to send out the "Quick guide to Roadloc" to all meeting participants.

Michael also to arrange a review of the current Roadloc referencing system on Regional Roads and will forward any changes to the relevant councils by 30 June 2012. Priority will be given to new Regional Roads reclassified under the road classification review that are yet to have Roadloc defined.

**Meeting closed at 13.40pm**

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