

# MEETING MINUTES



**Transport**  
Roads & Traffic  
Authority

**Name of meeting:** Regional Roads Subcommittee Meeting

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

**Meeting facilitator:** Michael Papadopoulos

**Date:** 13 /10/2011 **Time:** 12:15 – 13:55

**Attendees:** Andrew Vermey(Gosford Council), Steve Hitchens (Dungog) Greg Pitt(Great Lakes), John Johnson (Newcastle), Michael Papadopoulos(RTA)

**Apologies:** Nil

[Minutes from meeting on 13 October are in blue under minutes from meeting of 23 September 2011.](#)

At the 2010 Regional Roads Consultative Committee it was decided to form a Technical Sub Committee (SC), for review of the process for determination of projects, allocation, eligibility and an overall analysis of the CERT sheet. Invitations were sought from all councils and nominations were accepted from Andrew Vermey (Gosford Council), Steve Hitchens (Dungog), Greg Pitt (Great Lakes), John Johnson (Newcastle)

MP – Presented the guidelines and informed members of the general constraints per what is eligible as well as the objective of the REPAIR program.

AV- Proposed that the current distribution with set maximum for all councils be reconsidered and that a “network” calculation be made similar to the Block Grant allocations. Committee agreed that the Block Grant funding provides for discrepancy in length between Councils and that REPAIR program is to address specific rehabilitation needs to provide maximum benefits to community. (Issue not to be re-tabled at RRCC)

SH – Review the weightings used for each component of the CERT sheet that is used in the calculation of the BCR. All agreed that this may be a reasonable consideration to the sheets with appropriate weightings. MP to investigate current weightings and present at next sub committee meeting.

[MP demonstrated the effect of roughness in the CERTS sheets. Roughness directly affects vehicle operating costs that are used in the determination of the construction BCR. Roughness has a deterioration rate applied and VOC are calculated over a 20 year period.](#)

JJ – Proposed to increase the ‘roughness’ threshold and to introduce additional *brackets* as all projects are at the maximum there is no differentiation. All agreed to take to RMCC for decision.

[Agreed that if full consultative committee decides to retain the existing program that the roughness table in the input worksheet is modified from:](#)

Vehicle Operating Costs /km			
Road Condition	Roughness in c/km	VOC light Vehicles	VOC for Heavy Vehicles
Very Good	30	0.05	0.21
Good	70	0.07	0.27
Fair	90	0.09	0.33
Poor	110	0.11	0.39
Very Poor	150	0.13	0.45

To

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

Changes are proposed to allow greater distinction of projects with a roughness over 150 counts per km. There is no distinction in the sheet at the moment.

MP – displayed the calculation sheets behind the CERT front end. JJ requested a comparison between the CERT sheet Council is requested to use when submitting and the hard copy found on the internet. Each committee member to complete the intranet submission for their existing projects and forward to MP prior to next Sub Committee meeting to allow comparison.

Due to short time between meetings comparison has not been undertaken yet. MP to contact Western Region to see if the original rehabilitation proposal sheet has been made into an Excel sheet.

SH – a review of the weighting that *width increase* has on the BCR for rural road proposals. All agreed that an increase in width should attract additional points until 9m (2 X 3.5m lanes and 1m shoulders). The safety benefits noted. MP to further investigate including a Rural/Urban weighting for next Sub Committee meeting.

Discussed further and agreed that any new or if the existing CERTS Sheet is retained a "Safety" BCR is to be included for an increase in width. BCR should be scaled to a maximum width of 9m for a 2 lane rural road.

GP – review to include parameters/weightings for B'Double routes. Agreed. MP to investigate inclusion into CERTS sheet. MP investigated and advised that whilst there is a static load increase on bridges over 25m there is no additional loadings on pavement as a result of 25m B Doubles. B Double usage is more relevant

to geometry and narrow pavements. It was agreed that a further weighting be added to the "Safety" BCR for roads declared as B double routes.

JJ – requested explanation on the 7% discount rate. MP to advise how 7% has been determined at the next SC meeting

MP advised that the 7% was originally taken from the RTA Economic Analysis Manual. 7% is still used by the RTA in evaluation of its projects. It was agreed that whilst the percentage used impacts the BCR it does not impact on the ranking of projects. No further action required

MP – reminder on eligibility, that 50mm resurfacings are not eligible for inclusion into the REPAIR program. Certs sheet to be revised to exclude AC overlays <100mm.

To be taken to Consultative committee for ratification and if required CERTS sheet to be adjusted to not allow rehabilitation by AC overlays of less than 100mm. ( Does not include wearing surface over structural treatments such as stabilisation and or granular overlays))

All agreed. It was also agreed that a minimum 20yr design life should be used for all projects.

Pavement designs are to be based on sufficient geotech information. RMCC to ratify the proposal.

Further discussed and agreed that the consultative committee ratify that a pavement design based on actual Geotechnical information be submitted for projects that are to be included in the next 4 years funding profile. A minimum design life of 20 years is required. Projects without pavement design will be included in the 4+ years program however will not be eligible to move into the 4 year funding profile without the submission of the pavement design.

Next meeting: TBA

Meeting closed at 13:55

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