



## **Policy No. 2018- 54**

# **Minimum requirements for consideration when reconstructing or resealing Council's Road Network**

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## 1. INTRODUCTION

This policy provides Council and its administration with the principles and guidelines for reconstruction or resealing of Council's road network. The policy will assist Council to set the minimum requirements for consideration when reconstructing or resealing Council's road network.

## 2. OBJECTIVE

The basic objective of the policy is to ensure that geometric design is considered when reconstructing or resealing any roads within Council's road network to ensure Council optimise efficiency and safety while minimising cost and environmental damage.

## 3. DEFINITIONS

**"Austroads Guidelines for Rural Roads"** refers to the Austroads Guide to Road Design which is intended to provide designers with a framework that promotes efficiency in design and construction, economy, and both consistency and safety for road users.

**"Geometric design"** refers to the geometric design of road alignments which takes into consider design parameters, speed parameters, horizontal and vertical alignments, which include the following:

- Design parameters include: road classification; design speeds; design vehicles; alignment controls; cross-section components, including travel lanes, shoulders and verges; and provisions for public transport and cyclists.
- Speed parameters include: operating speed, desired speed and design speed; and their relationship with each other.
- Horizontal and vertical alignments include development and application of: circular curves; superelevation; grades; vertical curves; procedures for the grading of a road alignment; and determination of sight distances across vertical curves.

**"Sealed Road"** refers to roads that have been constructed with a low clay content engineered rubble pavement base and coated with a bituminous seal that creates an impermeable surface layer.

**"Unsealed Road"** refers to roads that have been constructed with a high clay or red gravel rubble material to provide an all-weather surface.

**"Vehicles Per Day"** is defined as the number of vehicles that use a road daily.

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#### 4. POLICY STATEMENT

Council within its Asset Management Plan for Roads and Bridges states that Council provides a roads and bridges network with the funding assistance from the Australian government to enable the network to be maintained in a 'fit for purpose' condition.

The issues confronting Council in maintaining this network due to limited revenue and population base coupled with a large, sparsely populated area and extreme diverse climatic conditions.

The Asset Management Plan states the Roads and Bridges network comprises:

- Sealed Roads
- Unsealed Roads
- Kerb & Channel
- Footpaths
- Bridges

These infrastructure assets have a replacement value of \$93,007,106

The projected cost to provide the services covered by this Asset Management Plan includes operations, maintenance, renewal and upgrade of existing assets over the 10 year planning period is \$23,913,000 or \$2,391,300 per year. Councils' present funding levels are sufficient to continue to provide existing services at current levels in the long term.

Annually Council considers a number of projects nominated in the "Capital Works Budget List" for the coming financial year budget. Proposals to upgrade its existing assets require contribution of capital funds by Council which are considered during this process.

The aim of this policy is to outline matters to be considered when reconstructing, resealing roads or upgrading of unsealed roads to sealed.

The Works & Services Manager is to provide a report to Council that includes the following minimum requirements for consideration when reconstructing, resealing or upgrading of unsealed roads to sealed are:

- Road name and location;
- Length of reconstruction or resealing;
- Existing width of pavement and proposed width of pavement;
- Location of corners where it is considered geometric design of road realignment is necessary due to engineering advise or safety concerns, this may require land acquisition with adjacent landowners;
- Any new signage required
- The Capital funds required

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- For upgrading of unsealed roads to sealed the long term implications on depreciation annually; and the whole of life cost impact of sealing.

When considering the cost of constructing, resealing or upgrading road assets in rural environments the sealed width, verge, drainage, and horizontal and vertical geometric design of the new asset will be based on the Austroads Guidelines for Rural Roads. The Austroads Guidelines is intended to provide designers with a framework that promotes efficiency in design and construction, economy, and both consistency and safety for road users.

It is acknowledged that in some instances Council’s Engineer will also need to consider Austroads Guide to Road Design Part 3: Geometric Design (2016 Edition) when considering the relocation of corners where it is considered the geometric design of road realignment is necessary due to safety concerns.

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