

6.6. NOTICE OF MOTION - BITUMENING OF GRAVEL ROADS IN DOUGLAS SHIRE

COUNCILLOR: Cr Terry Melchert

NOTICE OF MOTION:

I hereby give Notice of my intention to move the following Motion at the Council meeting scheduled for Thursday 28th January 2016:-

“That Council consider in its 2016/2017 Budget deliberations the feasibility of establishing a road upgrade sinking fund with contributions in the order of \$150,000 per year and with funds to be allocated to gravel road bitumening as and when NDRRA funds become available to repair and stabilise gravel roads after Cyclonic and Flood events.”

BACKGROUND:

After Cyclonic and Flood events Council receives funding to restore gravel roads and this regularly means the road would become suitable to be upgraded to a bitumen standard. However the NDRRA funding only allows restoration funding not funding for upgrades. If this proposal were to be considered and accepted by Council it would mean that funding would be available from Council to simply bitumen some of what are currently gravel roads immediately after the NDRRA works are completed.

This is a concept used by previous Council's and Engineering programs and an example is the bitumen road between Cow Bay and Cape Tribulation which much of which was bitumened in this way.

The outcomes are very positive and include better roads for residents, reduced road maintenance for the Council, and big savings for the NDRRA State and Federally funded disaster relief funding program because the upgraded roads are much less likely to be damaged by Natural disasters

OFFICER'S COMMENT:

Within the current NDRRA repair program, Council has leveraged off the NDRRA repair work being completed to concurrently undertake road improvement capital works projects that were scheduled. A recent example of this is Rykers Road at Cape Tribulation.

However unsealed road pavements (aka gravels) typically have different engineering properties to sealed road pavements (or gravels). Unsealed pavements as a consequence have a shorter design life as it is expected that regular maintenance grading will occur to keep the surface at an acceptable service level for traffic.

It is not considered appropriate to use unsealed pavements and then place a bitumen seal on top. In addition NDRRA repairs are typically a single pavement layer of a single thickness regardless of traffic volumes or subgrade conditions. Sealed roads are typically two or more layers of differing thicknesses that obtain the most economical design life for the projected traffic loadings and known subgrade strengths.

Returning to the Rykers Road example, the single maintenance pavement layer was replaced with two layers more appropriate before the placement of the seal. The bottom layer was installed as the NDRRA repaired layer, the upper pavement layer and seal was installed utilising Council capital works budget.

The advantage of the NDRRA program is the ability to leverage similar to the Rykers Road example in that mobilisation costs and part of the road structure can be paid for under NDRRA funding. Resilience is typically also achieved, meaning that further future damage is reduced.

In addition, as the pavement material supply and placement is the significant cost portion of road construction, the amount of sealed area probably expected within the proposed \$150,000 would be markedly reduced.

Road improvements via the capital works budget undergo a rigorous assessment process by Council officers and then by Councillors. It is considered that a similar process suggested by the Notice of Motion would not be possible due to the fluidity of the NDRRA construction process.

9.1. AGENDA ITEM 9 - CLOSED SESSION

- 9.1 Prejudicial Matter S275 (1) (H) Local Government Regulation 2012 - **Regional Arts Development Fund (RADF) Funding Recommendations**
- 9.2 Contractual Matter S275 (1) (E) Local Government Regulation 2012 - **Contract Award Under S234 the Contract is Made Under and Exception for LGA Arrangement**
- 9.3 Contractual Matter S275 (1) (E) Local Government Regulation 2012 - **Contract Award Under S234 Tender Process**