

2014

Standing Committee Meetings –  
Technical Services



**NORTH BURNETT**  
REGIONAL COUNCIL

MT PERRY

North Burnett Regional Council

01 APRIL 2014

Attendees	<b>Agenda Item 1</b>	<b>Attendees</b>	
Welcome	<b>Agenda Item 2</b>	<b>Welcome / Housekeeping</b>	
Apologies	<b>Agenda Item 3</b>	<b>Apologies</b>	
	3.1	Cr KS Wendt OAM BEM	
Declaration	<b>Agenda Item 4</b>	<b>Declaration of Interest</b>	
Deputations	<b>Agenda Item 5</b>	<b>Deputations</b>	
Infrastructure	<b>Agenda Item 6</b>	<b>Infrastructure Report</b>	
	6.1	Internal Sections Report	<b>003-017</b>
	6.2	Water Main Failures	<b>018-020</b>
	6.3	Eidsvold Weed Wash Down Facility Report No. 6	<b>021-025</b>
	6.4	B Double Application – Presslands Road	<b>026-029</b>
	6.5	B Double Application – Glencoe Road	<b>030-033</b>
	6.6	Over-mass Route Application – Greentree Pastoral Company	<b>034-037</b>
	6.7	B Double Application – Rawbelle Road	<b>038-041</b>
General Business	<b>Agenda Item 7</b>	<b>General Business</b>	
Closure of Meeting	<b>Agenda Item 8</b>	<b>Closure of Meeting</b>	

# INFRA 01 – TECHNICAL SERVICES INTERNAL SECTION REPORTS FROM 20/02/14 - 19/03/14

*Responsible Officer: Trevor Harvey – Assistant Director Technical Services*  
*Report prepared by: Technical Services Staff*

## **1 PURPOSE OF REPORT**

To inform Council of major activities undertaken by the Technical Services Department in the reporting period.

## **2 CORPORATE PLAN**

### **Infrastructure**

#### 1.1 Roads and Drainage

*1.1.1 Develop, maintain and review Asset Management Plan for Council to ensure effective delivery of road infrastructure.*

#### 1.3 Water.

*1.3.1 Maintain and review TMP, SLMP, DMP, CSS, and SAMP & DWQMP for Council to ensure effective delivery of water services.*

#### 1.4 Sewerage

*1.4.1 Maintain and review TMP, CSS and SAMP for Council to ensure effective delivery of sewerage services.*

#### 1.6 Community Facilities

*1.6.1 Maintain and review Asset management plan for Council to ensure effective delivery of Community Facilities.*

#### 1.7 Built Infrastructure

*1.7.1 Maintain and review Asset management plan for Council to ensure effective delivery of Built Infrastructure.*

## **3 POLICY IMPLICATIONS**

All relevant NBRC Policies are adhered to where applicable.

## **4 STATUTORY REQUIREMENTS**

All relevant Standards and Codes are applied where required.

## **5 RISK MANAGEMENT**

Risk management is an integral part in the planning and delivery of infrastructure services by the Technical Services Department.

## **6 CONSULTATION**

Internal consultation occurs formally fortnightly at Technical Services Management meetings and informally through briefing sessions with Councillors and staff.

Technical Services staff engage with Government agencies, other agencies and with the wider community on an 'as needs' basis.

## **7 OPTIONS FOR COUNCIL TO CONSIDER**

That Council receive the report for information only.

## **8 OFFICER'S COMMENTS / CONCLUSION**

No comments to report.

## **9 RECOMMENDATIONS**

That the report be received.

**PART A           WORKS REPORT - PERIOD ENDING 19/03/2014**  
**Council Maintained Roads/Streets**  
**SEALED ROADS**

<b>Town</b>	<b>Work Details</b>	<b>Status [% complete]</b>
<b>Mundubbera</b>	Slashing of Augustine, Coonambula-Eidsvold Road and Riverleigh School Bus Road Durong Road Slashing town entrance	100%
<b>Monto</b>	Monal Road TIDS pavement widening and overlay, emulsion sealed 1,500m. Staatz Road – apply emulsion seal Reseal preparation on Staatz, Plateau, Selene Mine, Cranks Avenue, Rifle Range roads	80% 100% 100%
<b>Eidsvold</b>	Nil	
<b>Mount Perry</b>	Nil	
<b>Gayndah</b>	Renay Robinson Drive Reseal Barrow St Reseal Old Wigton Road Reseal Gordon St Reseal Wharton St Reseal Adelong St Reseal Seeney St Reseal Sandows Rd Reseal Binjour Branch Ck Rd Reseal Old Eidsvold Road Reseal Dempsters Rd Reseal Tudors Rd Reseal	90% 90% 90% 90% 90% 90% 90% 90% 90% 90% 90% 90%
<b>Biggenden</b>	Biggenden Mines Rd Reseal Emerys Rd Reseal Bluffview Rd Reseal Cockings Rd Reseal Hunters Rd Reseal Edward St Reseal Emu Creek Road Flood Damage second coat seal Alaskan Road Flood Damage second coat seal	90% 90% 90% 90% 90% 90% 90% 90%
<b>FUTURE WORKS</b>		
<b>Monto</b>	Reseals Rural Roads and resume flood reconstruction Yarrol Road	
<b>Mundubbera</b>	Nil	
<b>Eidsvold</b>	Nil.	
<b>Mount Perry</b>	Nil	
<b>Gayndah</b>	Sweep resealed roads	
<b>Biggenden</b>	Sweep resealed roads	

## UNSEALED ROADS

Town	Work Details	Status [% complete]
<b>Monto</b>	Cahalanes Road construct sidetrack at Mungungo Creek Graded Rifle Range Road	100% 100%
<b>Mundubbera</b>	New Cardarga Road – R2R gravel resheet and flood reconstruction	20%
<b>Eidsvold</b>	<b>Redbank Road (Ch0.4 to 36.4km)</b> Gas funded road rehabilitation TIDS funded Gravel Resheeting B-Double route floodway/grid upgrades <b>Rocky Bar Road (Ch0.0 to 31.0km)</b> Gas fund road rehabilitation (Contract Crew)	60% 30% 40% 100%
<b>Mount Perry</b>	Earthworks Shand and Hunter Streets, Mason Street Maintenance grade Swindon, Flood depth markers Swindon Road	50% 50%
<b>Gayndah</b>	Dempsters Rd patch grade around flood damage Leggetts Rd patch grade around flood damage Pressland Rd patch grade around flood damage Guyatts Rd patch grade around flood damage Mt Debateable Rd patch grade around flood damage Gilberts Rd patch grade around flood damage Back Woodmillar Rd patch grade around flood damage Beinkes Rd patch grade around flood damage Yenda Rd patch grade around flood damage Wilson Valley Rd patch grade around flood damage	100% 100% 100% 100% 100% 100% 100% 100% 100% 100%
<b>Biggenden</b>	Deep Creek Rd (Muan end) grade band drain	100%
<b>FUTURE WORKS</b>		
<b>Monto</b>	Grade water and roll Glencoe Road Cattle Creek invert Old Rawbelle Road	
<b>Mundubbera</b>	New Cardarga Road R2R Flood Maintenance	
<b>Eidsvold</b>	Sign replacement – Barram Road	
<b>Mount Perry</b>	Swindon Road Maintenance	
<b>Gayndah</b>	Back Benyenda Rd grade Yenda Benyenda Rd grad Taylors Rd grade Mullhollands Rd grade	
<b>Biggenden</b>	Berries Rd grade and drain	

## ROAD MAINTENANCE PERFORMANCE CONTRACT [RMPC]

Town	Work Details	Status [% complete]
<b>Monto</b>	Patching all Roads	Ongoing
<b>Mundubbera</b>	Black stump rest area – rubbish , mowed ,toilets cleaned Dulong Road truck stop – rubbish , mowed Bald hills truck stop - rubbish	Ongoing
<b>Eidsvold</b>	Ceratodus rest area servicing Roadside litter collection (Rural) Rubbish collection – Hollywell Sign replacements – Monto Mt Perry Road	Ongoing Ongoing Ongoing 50%
<b>Mount Perry</b>	Gin Gin – Mt Perry Rd – replace and straighten guide posts Gayndah – Mt Perry Rd – replace and straighten guide posts, patch bitumen	100% 100%
<b>Gayndah</b>	Rest area servicing Binjour – vegetation management	Ongoing 50%
<b>Biggenden</b>	Biggenden Gooroolba Rd – patch grade shoulders	75%
<b>FUTURE WORKS</b>		
<b>Monto</b>	Patching all Roads	
<b>Mundubbera</b>	Black stump rest area – rubbish , mowed ,toilets cleaned Dulong Road truck stop – rubbish , mowed Bald hills truck stop – rubbish	
<b>Eidsvold</b>	Ceratodus rest area servicing Roadside litter collection (Rural) Rubbish collection – Hollywell	
<b>Mount Perry</b>	Nil	
<b>Gayndah</b>	Nil	
<b>Biggenden</b>	Biggenden Gooroolba shoulder bitumen patching	

## ROAD PERFORMANCE CONTRACT [RPC]

Town	Work Details	Status [% complete]
<b>Monto</b>	Nil	
<b>Mundubbera</b>	Nil	
<b>Eidsvold</b>	Nil	
<b>Mount Perry</b>	Nil	
<b>Gayndah</b>	Nil	
<b>Biggenden</b>	Nil	
<b>FUTURE WORKS</b>		
<b>Monto</b>	Nil	
<b>Mundubbera</b>	Nil	
<b>Eidsvold</b>	Eidsvold/Theodore Road pavement strengthening and intersection upgrade	
<b>Mount Perry</b>	Nil	
<b>Gayndah</b>	RPC Gayndah Mt Perry Road (Byrnestown) curve widening	
<b>Biggenden</b>	Nil	



## TOWN STREETS

Town	Work Details	Status [% complete]
<b>Monto</b>	Maintenance of rest areas, gardens and airport. Spencer Street lane, construct spoon drain(DJ Steel) Reseal preparation, Archer, Gregory, Wheatly, Morse and Spencer streets	Ongoing 100% 100%
<b>Mundubbera</b>	Parks & gardens mowed , toilets cleaned, rubbish Town Street swept, footpaths & gutters cleaned out Bicentennial park hedges trimmed Prune low tree branches in town Painting tables & chairs Bicentennial park Finish painting changing rooms archer park Entrance to town mowed , dead trees removed , tidy up Lyon's Street footpaths gurney off Clean up for tidy town judging Move gear to rotary auction sale Archer park fence	Ongoing
<b>Eidsvold</b>	Clean public conveniences Mow & wiper snip park areas Maintenance work on park facilities. Weed garden beds Prep work for reseal program Clean silt off town streets Mow/whipper snip/poison RMWABLC	Ongoing Ongoing Ongoing Ongoing 90% 100% 100%
<b>Mount Perry</b>	Town Street and Park maintenance	Ongoing
<b>Gayndah</b>	Binjour Dump Paint giveaway stop lines Old Nanango Road – slashing Park Maintenance	On going 100% 100% Ongoing
<b>Biggenden</b>	Town Street maintenance Park maintenance Rose garden maintenance	Ongoing Ongoing Ongoing
<b>FUTURE WORKS</b>		
<b>Monto</b>	Maintenance of gardens, rest areas and airport Spencer Street Lane, pavement stabilisation and seal Reseals – town streets	
<b>Mundubbera</b>	Parks and garden mowed, toilets cleaned, rubbish collected, town streets swept, mowing Sprinklers Archer Park repairs	
<b>Eidsvold</b>	Clean public conveniences Mow and whipper snip park areas Weed garden beds	
<b>Mount Perry</b>	Town Street and Park Maintenance	
<b>Gayndah</b>	Town Street and Park Maintenance	
<b>Biggenden</b>	Town Street and Park Maintenance	

## PRIVATE WORKS

<b>Town</b>	<b>Work Details</b>	<b>Status [% complete]</b>
<b>Monto</b>	Digging test holes for MRD	100%
<b>Mundubbera</b>		
<b>Eidsvold</b>	Rubbish collection & removal from Wuruma Dam Mowing/whipper snipping railway corridor	Ongoing 90%
<b>Mount Perry</b>	Client #1 Backhoe Hire Client #2 Backhoe Hire Client #3 Gravel Sale	100% 100% 100%
<b>Gayndah</b>	Client #1 Water truck hire	100%
<b>Biggenden</b>	Client #1 Bitumen Reseal	100%
<b>FUTURE WORKS</b>		
<b>Monto</b>	Nil	
<b>Mundubbera</b>	Nil	
<b>Eidsvold</b>	Rubbish collection & removal from Wuruma Dam Mow Eidsvold Pharmacy yard Mow Ambulance Station yard Clean & sawdust piggery	
<b>Mount Perry</b>	Nil	
<b>Gayndah</b>	Nil	
<b>Biggenden</b>	Nil	

## **PART D BRIDGES**

**Reporting Period: 20/02/14 to 19/03/14**

**Prepared by:** Tyronne Meredith

### **Current**

#### **Maintenance**

- A sidetrack has been constructed around Mungungo Creek Bridge on Cahalane Road to remove heavy vehicle traffic from the significantly deteriorated bridge.
- Minor maintenance works have been completed on GS Galloways Bridge.
- A sidetrack is being constructed around Staatz Bridge on Staatz Road. The purpose of this sidetrack is remove heavy vehicle traffic from the bridge to allow maintenance to be undertaken.
- Maintenance works have commenced on the repair of Trott's Bridge on Reid's Creek Road. This is relatively minor repair work which was initially commenced in 2012/13.

#### **Capital**

##### **Shallcross Culvert**

- Work has been completed on the construction of a two cell box culvert crossing of Phillipot Creek on Shallcross Road.

### **Forward Program**

#### **Maintenance**

- Maintenance work is expected to continue on Trott's Bridge
- Maintenance work is expected to commence on Staatz Bridge

#### **Capital**

- Construction work is expected to commence on the replacement of Dempsters Bridge on Dempsters Road. The existing low level timber structure is being replaced with a pipe culvert crossing and floodway.

## **PART E BUILDINGS AND FACILITIES**

**Reporting Period:** 21/02/2014 – 20/03/2014

**Prepared by:** Rachael Brauer

### **Maintenance**

- As of 20 March 2014, there are 48 open tasks to be actioned.
- Approximately 29 tasks have had orders issued and are awaiting completion by the contractor.
- During the month approximately 3 task requests were completed.

### **Construction**

#### **Works in Progress**

##### **Gayndah Administration Office Toilet:**

- Amended quotes have been received and a Contractor selected;
- It has been discovered that the toilet block forms part of the State Heritage Register under the Hall entry. Approval is required prior to demolition;
- Approvals have been sought however will delay the project.
- Works have commenced on the archive room.

##### **Playground Installations:**

- Mt Perry carousel has been reinstated.
- Works will commence on playground installations in the week beginning 31 March providing Works Crew will be able to undertake removal works

### **Forward Program**

- Maintenance works will start to wind down in preparation for the end of financial year.

## PART G WATER AND SEWERAGE

Reporting Period: 16/02/2014 to 15/03/2014

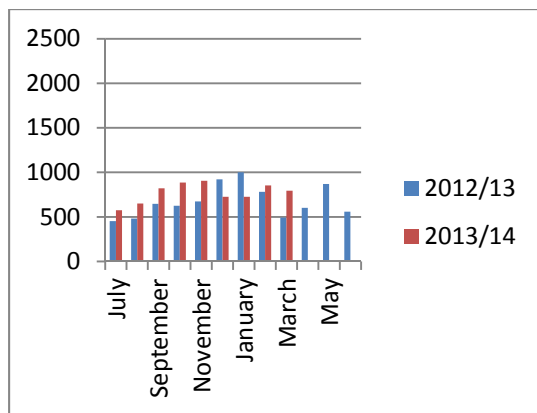
Prepared by: Trevor Harvey

### Water Operations

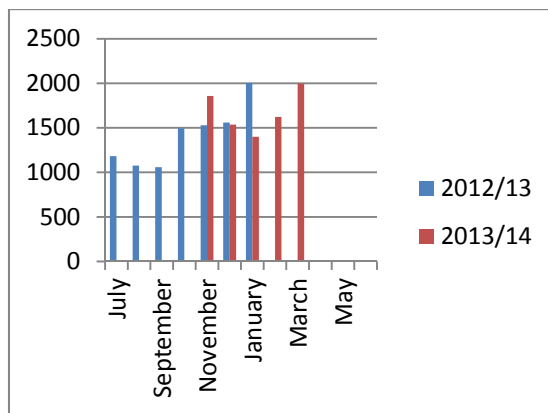
#### Monthly Statistics

Monthly water demand was significantly higher across the region considering than 2013. Water demand in Gayndah still exceeds the level 3 restrictions currently in place and is approaching the production capacity of the plant.

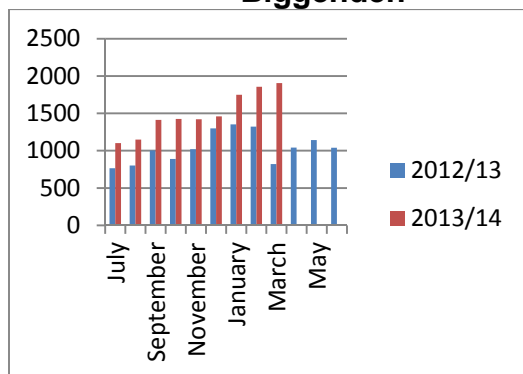
### Water Consumption Litres/Connection/Day



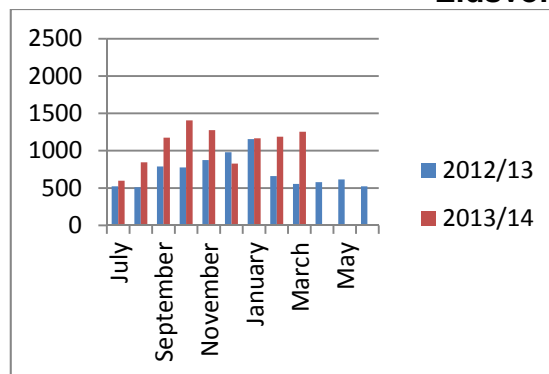
**Biggenden**



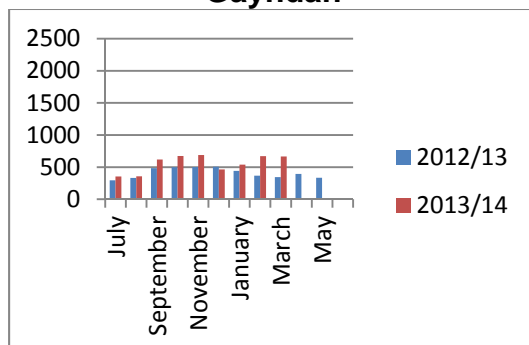
**Eidsvold**



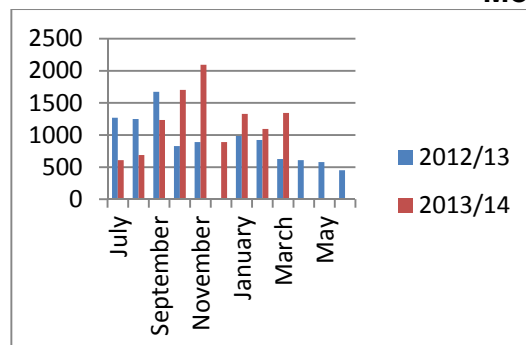
**Gayndah**



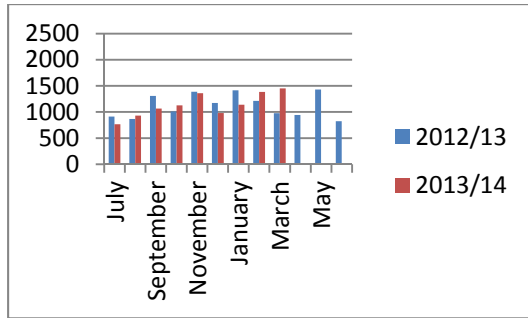
**Monto**



**Mount Perry**



**Mulgildie**



**Mundubbera**

**Water Maintenance:**

*General*

The first operator training resultant from the plant inspections by the WIOA officer last year have been completed for both North & South Burnett water operators. An expected added benefit from this training will be the networking between the operators of the two Councils.

New flow meters have arrived as a result of the recent audit of all plants. The flow meters that don't need replacement were re-calibrated

*Biggenden*

Work was of routine nature during the month.

*Eidsvold*

Work was of routine nature during the month.

*Gayndah*

Work was of routine nature during the month with a 14 service connection failures repaired.

*Monto*

Work was of routine nature during the month. There were also 5 main breaks and 4 service connection breaks

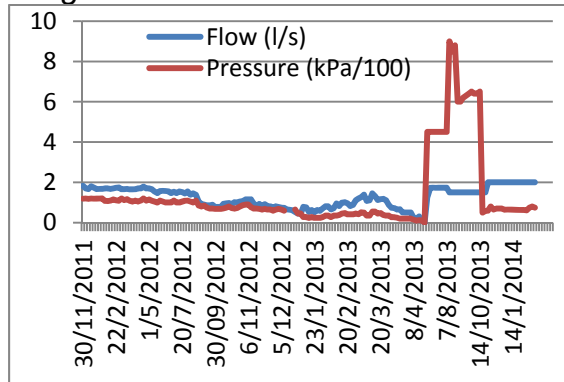
*Mount Perry*

Work was of routine nature during the month

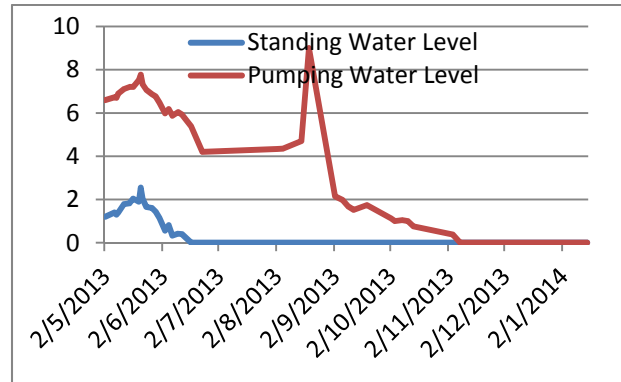
*Mundubbera*

Work crews repaired 7 main breaks and 7 connection breaks during the month. Emergency main replacements have been organised in severely effected areas. Work will commence late March.

## Mulgildie



**Mulgildie Artesian Bore Production**



**Mulgildie Artesian Bore Level**

Bore pressure improvement plateaued during the month at approximately 70% of the closed borehead pressure measured at the end of 2011.

The submersible pump is still required to give sufficient head pressure to allow water to enter the treatment process.

## **Sewerage Maintenance**

### *General*

Nil

### *Biggenden*

Work was of routine nature during the month.

### *Eidsvold*

Work was of routine nature during the month.

### *Gayndah*

Work was of routine nature during the month.

### *Monto*

Work was of routine nature during the month.

### *Mundubbera*

Work was of routine nature during the month.

**PART I LAND PROTECTION**

**Reporting Period:** 21.02.14 to 20.03.14

**Prepared by:** Neale Jensen

PLANT TYPE	FUTURE ACTIONS
<p><b>Burnett Mary Regional Group</b>                      K &amp; S Contractors have been working their way up the Auburn River and are still finding infestations of Parthenium. Since the time of last inspection the chainage has been extended up the river, with contractors treating as they continue. Once the Auburn has been completed an inspection will be carried out for both the Boyne and Barambah rivers with the inclusion of Rubber Vine treatment as well.</p> <p><b>Vector Management</b>                      Attended a Vector Management workshop 26 February held at the Mundubbera Works Depot. Guest Speaker, Shane Kelly from Fraser Coast demonstrated the equipment used in the control of mosquitoes and biting midge.                      Mary Burnett Vector Management meeting held Thursday 20 March was held in Biggenden with members attending from Regional Councils in the Bundaberg, Fraser Coast, Gympie and the North Burnett areas also in attendance were representatives from Wide Bay Health and Hospital Services.</p>	<p>Ongoing while project monies available</p>
<p><b>Other LPO's Duties</b></p> <ul style="list-style-type: none"> <li>❖ <b>Element 5</b> <ul style="list-style-type: none"> <li>○ Leuceana</li> <li>○ Groundsel</li> <li>○ Mother of Millions (Biggenden)</li> <li>○ Isolated Tree Pear (Biggenden)</li> <li>○ Lantana</li> <li>○ African love grass</li> <li>○ Parthenium</li> </ul> </li> <li>❖ 1080 feral pigs and wild dogs</li> <li>❖ Rabbit control – Calicivirus release</li> <li>❖ Wandering livestock fact sheets and notices</li> </ul>	



<ul style="list-style-type: none"> <li>❖ Cattle grazing permits have been issued <ul style="list-style-type: none"> <li>○ Eidsvold</li> <li>○ Gayndah</li> <li>○ Biggenden</li> </ul> </li> <li>❖ Vehicle Inspection for Weed and Seed Control</li> </ul>	
<p><b>F.L.O.W</b></p> <ul style="list-style-type: none"> <li>❖ 1080 – Feral Pigs and Wild Dog's</li> <li>❖ Rabbits - Calicivirus</li> <li>❖ Element 5 Inspections and Control</li> <li>❖ General Weed Inspections and Control</li> <li>❖ Wandering Livestock</li> <li>❖ Permits for Grazing Cattle</li> </ul>	Ongoing

Neale Jensen  
Land Protection Co-ordinator

**NORTH BURNETT REGIONAL COUNCIL WATER MAIN FAILURES**

*Responsible Officer: Trevor Harvey – Assistant Director Technical Services*  
*Report prepared by: Trevor Harvey –Assistant Director Technical Services*

**1 PURPOSE OF REPORT**

The purpose of this report is to advise Council of current status of the incidents of water main failures occurring across most water schemes.

**2 INTRODUCTION / BACKGROUND**

Water main and service connection breaks have been occurring with increasing frequency in the reticulated water schemes within the North Burnett Regional Council since amalgamation.

The reason for these failures are a combination of aged infrastructure (most mains have now exceeded the design life) and reactive soils.

The 2013/14 failure rate has been exceedingly high due to the very quick transition from saturated soils with a high water table level to drought conditions with associated low soil moisture content.

A capital plan to replace deteriorated mains commenced in 2011/12 and has achieved significant replacements in the Monto scheme.

**3 CORPORATE / OPERATIONAL PLAN**

In accordance with Outcome 1 Sections 1.3.1 of the 2013-2018 Corporate Plan

**4 POLICY IMPLICATIONS**

Non compliance with Council's Customer Service Standards

**5 STATUTORY REQUIREMENTS**

Compliance with the Water Safety & Reliability Act 2008

**6 FINANCIAL IMPLICATIONS**

The financial implication for the current financial year to date is over \$250,000 due to un-planned and unbudgeted urgent main replacements as well as excessive callouts for after hours repairs.

## **7 RISK MANAGEMENT**

The associated risks are operator burn-out and continuity of supply (eg Monto Town has run out of water on a few occasions).

## **8 CONSULTATION**

Consultation with Council has previously occurred at budget time.

## **9 OPTIONS FOR COUNCIL TO CONSIDER**

This is an information report to highlight the current status of the buried water infrastructure.

## **10 OFFICER'S COMMENTS / CONCLUSION**

Attached is a table that highlights the current failure rate and the performance against NBRC and typical industry standards.

## **11 ATTACHMENTS**

Mains Break Table

## **RECOMMENDATION**

That the report be received for Information only.

## NBRC WATER MAIN & SERVICE CONNECTION FAILURE STATISTICS 2013/14 YTD

Water Scheme	Main Failures	Main Length (km)	Failures / 100km	NBRC CSS	Industry Average CSS	Connection Failures	No of Connections	Failure / 1000 connections	NBRC CSS	Industry Average CSS
<b>Biggenden</b>	0	11.3	<b>0</b>	< 10	< 13	32	430	<b>74.4</b>	N/A	3
<b>Eidsvold</b>	3	16.3	<b>18.4</b>	< 10	< 13	13	320	<b>40.6</b>	N/A	3
<b>Gayndah</b>	11	26	<b>42.3</b>	< 10	< 13	126	986	<b>127.8</b>	N/A	3
<b>Monto</b>	31	24	<b>129.2</b>	< 10	< 13	25	749	<b>33.4</b>	N/A	3
<b>Mt Perry</b>	0	22	<b>0</b>	< 10	< 13	8	215	<b>37.2</b>	N/A	3
<b>Mulgildie</b>	15	2	<b>750</b>	< 10	< 13	5	64	<b>78.1</b>	N/A	3
<b>Mundubbera</b>	28	14	<b>200</b>	< 10	< 13	66	565	<b>116.8</b>	N/A	3
<b>TOTAL</b>	88	115.6	<b>76.1</b>	< 10	< 13	275	3329	<b>82.6</b>	N/A	3

**NB** The above data only represents the failures for 8 months

**EIDSVOLD WEED WASH DOWN FACILITY REPORT NO. 6**

*Responsible Officer: Trevor Harvey – Assistant Director Technical Services*

*Report prepared by: Trevor Harvey- Assistant Director Technical Services*

**1 PURPOSE OF REPORT**

The purpose of this report is to advise Council and QGC of project status for the funded construction of the Eidsvold Weed Wash down Facility.

**2 INTRODUCTION / BACKGROUND**

A funding agreement between QGC and Council was jointly signed in early May for the construction of a Weed Wash Down Facility opposite the saleyards in Eidsvold. The majority of construction work has been completed.

Electrical cabling has been installed and Ergon contacted requesting connection. Water has also been connected to the site.

Road formation has also been completed and the first seal coat on Hollywell Rd will be completed by the end of March weather permitting with the second seal planned for May.

Difficulty has been experienced in contacting suppliers of the operating mechanism as per the original requested scope. A response has been received and negotiations commenced as to the type of control units available and whether the company will service the units if purchased.

**3 COMMUNITY / CORPORATE / OPERATIONAL PLAN**

The construction of the Weed Wash Down facility addresses goals detailed in the Corporate Plan Outcome 1.1.5 & 4.1.3

**4 POLICY IMPLICATIONS**

No Current Policy Implications.

**5 STATUTORY REQUIREMENTS**

Statutory requirements for DTMR & DEHP have been identified and addressed.

**6 FINANCIAL IMPLICATIONS**

The NBRC financial implication for this project is an in-kind contribution. This is part of the recently approved 2013/14 Capital Budget. The QGC payment for phase 2 has been received by Council. The project currently is within the budget.

## **7 RISK MANAGEMENT**

Risk management regarding all aspects of this project (including traffic management, WPH&S and environmental) were be addressed during phase 1 of the project.

## **8 CONSULTATION**

Consultation with statutory bodies has commenced. Stakeholder meeting with users, Council and MCE has occurred. Consultation has now commenced with the supplier of the control equipment as per the original project scope.

## **9 OPTIONS FOR COUNCIL TO CONSIDER**

This report is to inform Council of progress and request feedback as to wash down rates.

## **10 OFFICER'S COMMENTS**

The Project is currently on-time and within budget. Attached is a summary of truck wash down rates as supplied by Avdata. Also attached is a calculation for the wash rate needed to be ensure the facility is cost neutral to Council.

As negotiations with the control supplier have only commenced a robust coin box operating system will be installed so the facility can commence operation. This coin box is planned to be left installed as a back-up unit even if the electronic controller is installed.

## **11 ATTACHMENTS**

Appendix 1 - Truck Wash Rates

Appendix 2 – Estimated Operational Costs

## **RECOMMENDATION**

That Council agree to set the initial wash rate at \$0.67/minute with a review after 12 months operation.

## National Truckwash System

### Charge Rates

Below is a list of Truckwash Owners who are part of the National Truckwash System, as at 25 March, 2014.

While we endeavour to keep this document current, Avdata accepts no responsibility for the accuracy, completeness or currency of this information. Parties who rely upon these charge rates do so at their own risk; actual rates should be checked with the owner of each facility.

**These rates are expressed exclusive of GST; 10% GST applies in addition to the rates shown.**

1.	Armidale	Armidale Livestock Selling Agents	45 cents/minute, minimum \$5.00
2.	Bairnsdale	East Gippsland Shire Council	90.9 cents/minute
3.	Ballarat	Regional Infrastructure P/L T/A CVLX	88 cents/minute
4.	Bega Valley	Sapphire Horizons P/L	40 cents/minute, minimum \$2.00
5.	Bendigo	City of Greater Bendigo	\$1.045/minute (stock crate washdown only); <b>TW will be closed from 16April14 for one week</b>
6.	Berrigan	Berrigan Shire Council	50 cents/minute, minimum \$5.00
7.	Blackall	Blackall-Tambo Regional Council	<b>Installation underway</b>
8.	Boort	Loddon Shire Council	68.18 cents/minute
9.	Bordertown	Tatiara District Council	50 cents/minute
10.	Braidwood	Palerang Council	50 cents/minute, minimum \$4.55
11.	Camperdown	Corangamite Shire Council	90.9 cents/minute
12.	Carcoar	Regional Infrastructure P/L T/A CTLX	97 cents/minute, minimum \$2.00
13.	Casino	Richmond Valley Council	59 cents/minute, minimum \$3.31
14.	Casterton	Glenelg Shire Council	60 cents/minute
15.	Chinchilla	Western Downs Regional Council	<b>Installation underway</b>
16.	Cobram	Moirra Shire Council	60 cents/minute, minimum \$1.00
17.	Cooma	Cooma-Monaro Shire Council	54.54 cents/minute
18.	Coonamble	Coonamble Shire Council	40 cents/minute, minimum \$2.00
19.	Cootamundra	Cootamundra Shire Council	30 cents/minute, minimum \$2.727
20.	Corowa	Shire of Corowa	54.55 cents/minute
21.	Cowra	Cowra Shire Council	63.64 cents/minute, minimum \$3.64
22.	Crookwell	Upper Lachlan Shire Council	\$1.00/minute
23.	Dalrymple	Charters Towers Regional Council	45.45 cents/minute
24.	Deniliquin	Deniliquin Council	63 cents/minute
25.	Dinmore	Australian Meat Holdings P/L	35 cents/minute
26.	Dubbo	Dubbo City Council	50 cents/minute
27.	Echuca	Shire of Campaspe	\$1.00/minute
28.	Emerald	Central Highlands Regional Council	36.36 cents/minute, minimum \$3.64
29.	Esperance	Shire of Esperance	82.72 cents/minute
30.	Euroa	Shire of Strathbogie	\$1.00/minute
31.	Finley	Berrigan Shire Council	40 cents/minute, minimum \$4.00
32.	Forbes	Forbes Shire Council	36.36 cents/minute
33.	Geraldton (Meru)	City of Greater Geraldton	45 cents/minute
34.	Glen Innes	Glen Innes Severn Council	38.18 cents/minute, minimum \$3.409; <b>from 1Mar14 51.8 cents/minute, minimum \$4.27</b>
35.	Glen Innes New	Glen Innes Severn Council	<b>From 1Mar14 51.8 cents/minute, minimum \$4.27</b>
36.	Gloucester	Gloucester Council	55 cents/minute
37.	Goulburn	Kattle Gear Australia P/L	\$1.00/minute
38.	Gracemere	Regional Infrastructure P/L T/A COLX	86 cents/minute
39.	Grafton	Clarence Valley Council	50 cents/minute, minimum \$2.00
40.	Griffith	Griffith City Council	29 cents/minute
41.	Gundagai	Gundagai Shire Council	<b>Installation underway</b>
42.	Gunnedah	Gunnedah Shire Council	36.36 cents/minute, minimum \$3.36
43.	Guyra	Guyra Shire Council	61 cents/minute
44.	Hamilton	South Grampions Shire Council	91 cents/minute
45.	Harden	Harden Shire Council	<b>From 13Jan14 60 cents/minute</b>

46.	Hillston	Carrathool Shire Council	35 cents/minute, minimum \$2.50
47.	Horsham	Horsham Rural City Council	70 cents/minute, minimum \$4.00
48.	Injune	Maranoa Regional Council	50 cents/minute
49.	Inverell	Regional Infrastructure P/L T/A IRLX	51 cents/minute
50.	Jamestown	Northern Areas Council	35 cents/minute, minimum \$2.00
51.	Jerilderie	Jerilderie Shire Council	35 cents/minute, minimum \$3.00
52.	Julia Creek	McKinlay Shire Council	91 cents/minute, minimum \$2.73; <b>from 1Jan14 \$1.00/minute, minimum \$3.00</b>
53.	Katanning	Shire of Katanning	40.9 cents/minute, minimum \$4.09
54.	Keith	Tatiara District Council	50 cents/minute
55.	Kempsey	Kempsey Shire Council	38.18 cents/minute, minimum \$3.64
56.	Kerang	Australian Saleyard Management	59.09 cents/minute
57.	Kingaroy	Swickers Kingaroy Bacon Factory	40 cents/minute
58.	Kingston SE	Kingston District Council	75 cents/minute, minimum \$6.00
59.	Kojonup	Shire of Kojonup	45.45 cents/minute, minimum \$2.00
60.	Kyneton	Shire of Macedon Ranges	\$1.05/minute
61.	Leewood (Orange)	Hayes Transport P/L	\$1.00/minute, minimum \$2.00
62.	Leongatha	Victorian Livestock Exchange	\$1.20/minute
63.	Longreach	Longreach Regional Council	45 cents/minute, minimum \$4.72
64.	Millicent	Wattle Range Council	45.45 cents/minute, minimum \$2.72
65.	Moree	Moree Livestock Selling Agents	35 cents/minute
66.	Moss Vale	Wingecarribee Shire Council	60 cents/minute
67.	Mount Barker	Shire of Plantagenet	50 cents/minute, minimum \$5.50
68.	Mount Gambier	District Council of Grant	51.81 cents/minute, minimum \$1.82
69.	Muchea	WA Meat Industry Authority	50 cents/minute
70.	Mudgee	Mid-Western Regional Council	50 cents/minute
71.	Murwillumbah	Tweed Livestock	40 cents/minute, minimum \$4.00
72.	Naracoorte	Naracoorte Lucindale Council	59 cents/minute
73.	Narrabri	Narrabri Shire Council	55 cents/minute, minimum \$5.00
74.	Narromine	Narromine Shire Council	25 cents/minute, minimum \$2.50
75.	Nebo	Isaac Regional Council	30 cents/minute, minimum \$3.00
76.	Pakenham	Victorian Livestock Exchange	\$1.40/minute
77.	Pyramid Hill	Loddon Shire Council	68.18 cents/minute
78.	Quirindi	Liverpool Plains Shire Council	36.36 cents/minute, minimum \$4.54
79.	Richmond	Richmond Shire Council	36 cents/minute
80.	Roma	Maranoa Regional Council	50 cents/minute
81.	Sale	Victorian Livestock Exchange Sale	\$1.25/minute <b>(LIMITED DAILY ACCESS - REFER SALE YARD SIGNAGE)</b>
82.	Scone	Upper Hunter Shire Council	40.9 cents/minute, minimum \$4.09
83.	Shepparton	Greater Shepparton City Council	85 cents/minute
84.	Silverdale	Hayes & Co Harrisville P/L	45 cents/minute, minimum \$5.00
85.	Singleton	Singleton Council	50 cents/minute, minimum \$5.00
86.	Smithton	Cradle Mountain Water	60 cents/minute, minimum \$3.95
87.	Swan Hill	Swan Hill Rural City Council	50 cents/minute
88.	Tamworth	Regional Infrastructure P/L T/A TRLX	82 cents/minute
89.	Taree (Townhead)	Taree Gloucester Livestock P/L	70 cents/minute, minimum \$7.00
90.	Temora	Temora Shire Council	30 cents/minute, minimum \$2.00
91.	Toowoomba	JBS Australia P/L Beef City Feedlot Purrawunda via Toowoomba QLD	Bay2 & Bay4 60 cents/minute, minimum \$3.00
92.	Trangie	Narromine Shire Council	25 cents/minute, minimum \$2.50
93.	Wagga Wagga	City of Wagga Wagga Council	40.91 cents/minute
94.	Wandoan	Western Downs Regional Council	\$1.00/minute
95.	Warracknabeal	Yarriambiack Shire Council	60 cents/minute
96.	Warrnambool	Warrnambool City Council	\$1.21/minute
97.	Warwick	Southern Downs Regional Council	51.81 cents/minute, minimum \$4.00
98.	West Wyalong	Bland Shire Council	\$1.10/minute, minimum \$10.00
99.	Wodonga	Regional Infrastructure P/L T/A NVLX	70 & 95 cents/minute
100.	Wycheproof	Buloke Shire Council	60 cents/minute
101.	Yarrowonga	Moirra Shire Council	55 cents/minute, minimum \$5.50
102.	Yass	Yass Valley Council	50 cents/minute



## Appendix 2

### Estimated Operational Costs for Eidsvold Weed Wash Down Facility

Useage		2 Hours / Day	4 Hours / Day	6 Hours / Day
Annual Costs	Fixed	\$ 42,260	\$ 42,260	\$ 42,260
	Variable	\$ 8,415	\$ 16,830	\$ 25,245
	Total	\$ 50,675	\$59,090	\$67,505
<b>Cost / Minute</b>		<b>\$ 1.16</b>	<b>\$ 0.67</b>	<b>\$ 0.51</b>
No of Trucks		2.7	5.3	8.0
Cost / Wash		\$ 52.20	\$ 30.35	\$ 23.12

The above table is based on the following assumptions:-

- Depreciable life is 80 years
- The facility is cleaned weekly
- The quarantine area is treated by LPOs monthly
- Hoses and nozzles are replaced annually
- Pumps are replaced every 5 years
- Average duration for washing a truck is 45 minutes

The range of wash rates from Avdata information is

- Minimum Rate \$ 0.25 / minute @ Narromine NSW
- Maximum Rate \$ 1.40 / minute @ Pakenham Victoria

**B DOUBLE APPLICATION - PRESSLANDS RD**

*Responsible Officer:* Trevor Harvey Acting Director Technical Services  
*Report Prepared by:* Warren Paulger Engineering Consultant

**1 PURPOSE OF REPORT**

This report recommends a response from Council to the Department of Transport and Main Roads in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving logs, sawn timber and livestock to/from Slacks Hardwood at 36 Presslands Road using access from the Burnett Highway via Reids Creek Road (previously approved).

**2 INTRODUCTION/BACKGROUND**

This report has been prepared following a inspection of Presslands Rd and Reids Creek Road to consider the suitability of the roads for 25m B-Double usage to transport logs, sawn timber and livestock from/to the Slacks Hardwood mill site as per the application by Slacks Hardwood.

Burnett Highway is under the management of the Department of Transport & Main Roads and the Department shall undertake assessment / review of this section of the route application as well as the intersection of Reids Creek Road with Burnett Highway.

**The applicant currently has a permit for 25m B-Double usage along Reids Creek Road and onto Guyatt Road (opposite Presslands Road) so this application formally only needs to consider the Presslands Rd / Reids Creek Rd intersection and then along Presslands Road and into the applicant's mill site.**

**3 CORPORATE PLAN****Community Infrastructure and Disaster Management****"1.3 Infrastructure Delivery":**

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

**Economic Development and Tourism****"2.3 Business Growth":**

*Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.*

**4 POLICY IMPLICATIONS**

None identified at this time.

## **5 STATUTORY REQUIREMENTS**

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experienced local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads and TMR's "Route Assessment Guidelines for Multi-combination Vehicles in Queensland".

## **6 FINANCIAL IMPLICATIONS**

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading would place a demand on Council's capital and/or operational budget. If upgrading is recommended, the full cost impact would need further review and would likely be a budget type consideration rather than minor maintenance.

## **7 RISK MANAGEMENT**

The focus of any B-Double route assessment is based on safety for all road users and in making recommendations to Council, risk to all road users is the prime consideration. This can be evidenced by insufficient sight distances, sharp curves, long steep grade (stopping capacity), structures etc.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up steeper inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

Presslands Road, to the mill site access, is a short length of straight, flat gravel pavement with good clear zones along the sides of this section.

If the route is approved, the installation of road furniture to alert motorists to these features is important and would be recommended. This relates particularly to guide pots and advance warning signage associated with the Presslands Rd / Reids Creek Road intersection.

## **8 CONSULTATION**

There has been no consultation with the applicant or the community in relation to this particular application.

The applicant will be notified of the outcome of Council's deliberations on the application once a resolution has been passed. The Department of Transport and Main Roads will also be advised of Council's position on the application.

## **9 OPTIONS FOR COUNCIL TO CONSIDER**

Receive the report and consider the recommendation for adoption.

## **10 OFFICER'S COMMENT / CONCLUSION**

The Presslands Road segment of the route application within the North Burnett Regional Council area is a short section of heavy gravel construction with the turn from Reids Creek Rd widened to cater for 'long' vehicles. The gravel formation is likely to be quite changeable depending on weather conditions, regravelling programs and maintenance regimes.

The applicant has an existing approval over Reids Creek Road and this does not require re-assessment, unless the Council was considering cancellation of that route approval. A review during the inspection did not identify a warrant to cancel the existing approval but improvement opportunities were noted. These improvements related to warning signs associated with the '1-lane' timber bridge at Trotts Creek and addition of CAM's at the tight curve about 500m north of the bridge.

In general terms, the Presslands Road is considered suitable for B-Double access. The formation and pavement width is adequate and considered adequate and safe provided the maintenance regime is adequate. This risk (likelihood) is mitigated by the relatively low traffic volumes.

These 4-way intersection of Reids Creek Road / Presslands Rd and Guyatts Rd could be improved with additional / replacement guide posts throughout and advance warning signs on Reids Creek Rd – estimated cost \$2,000.

There could also be additional ongoing maintenance requirements on the route to maintain the gravel formation due to damage on tight unsealed left turn corner and on the unsealed road shoulders.

## **11 ATTACHMENTS**

None

## **RECOMMENDATIONS**

It is recommended that:

- 1) the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the 25m B-Double application onto Presslands Rd from Reids Creek Road (existing approved route) 36 Presslands Rd, as requested in this Slacks Hardwood application subject to the following conditions:
  - a. a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
  - b. the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more

being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.

- c. the applicant be advised of Council's decision relating to this particular B-Double Additional Route Application.
- 2) Subject to applicant agreeing to Part 1 of the recommendation being approved and the route subsequently approved by Transport and Main Road for B-Double usage, Council agrees to undertake signage upgrade using general maintenance funding, and recognises that additional maintenance of the gravel pavements may be needed.

**B DOUBLE APPLICATION - 7863 GLENCOE RD**

*Responsible Officer:* Trevor Harvey Acting Director Technical Services  
*Report Prepared by:* Warren Paulger Engineering Consultant

**1 PURPOSE OF REPORT**

This report recommends a response from Council to the Department of Transport and Main Roads in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving livestock and grain to/from “Melbrig Feedlot” located on “Tireen” property at 7863 Glencoe Road using access from the Burnett Highway via Eidsvold - Theodore Road and Calrossie Road.

**2 INTRODUCTION/BACKGROUND**

The application only cites the access being to Melbrig Feedlot off Calrossie Road. By undertaking google searches and enquiry with Council indicates the feedlot is likely located on property called Tireen on Glencoe Road, with its property gate/access immediately opposite Calrossie Rd.

This report has been prepared following a inspection of Calrossie Road and Glencoe Road to consider the suitability of the roads for 25m B-Double usage to transport livestock and grain to / from Tireen property as per the application by Hutchinson Grazing.

Eidsvold - Theodore Road is under the management of the Department of Transport & Main Roads and the Department shall undertake assessment of this section of the route application as well as the intersection of Calrossie Road with Eidsvold – Theodore Road.

**3 CORPORATE PLAN****Community Infrastructure and Disaster Management****“1.3 Infrastructure Delivery”:**

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

**Economic Development and Tourism****“2.3 Business Growth”:**

*Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.*

**4 POLICY IMPLICATIONS**

None identified at this time.

## **5 STATUTORY REQUIREMENTS**

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experienced local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads and TMR's "Route Assessment Guidelines for Multi-combination Vehicles in Queensland".

## **6 FINANCIAL IMPLICATIONS**

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading would place a demand on Council's capital and/or operational budget. If upgrading is recommended, the full cost impact would need further review and would likely be a budget type consideration rather than minor maintenance.

## **7 RISK MANAGEMENT**

The focus of any B-Double route assessment is based on safety for all road users and in making recommendations to Council, risk to all road users is the prime consideration. This can be evidenced by insufficient sight distances, sharp curves, long steep grade (stopping capacity), structures etc.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up steeper inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

Calrossie Road is a curvi-linear alignment in relatively flat, timbered country, with only fair clear zones along the sides of sections of unsealed pavement. Dappled shade across the roads at most times of the day, and indeed driving directly into the sun at times, can make some features (e.g. grids, floodways, and curves) difficult to see / appreciate from a distance. Increasing widths of clear zones can mitigate this effect / risk but the run-off areas are not always trafficable.

If the route is approved, the installation of road furniture to alert motorists to these features is important and would be recommended. This relates to approaches to carriageway edges, creek crossings / floodways and grids and curves.

## 8 CONSULTATION

There has been no consultation with the applicant or the community in relation to this particular application.

The applicant will be notified of the outcome of Council's deliberations on the application once a resolution has been passed. The Department of Transport and Main Roads will also be advised of Council's position on the application.

## 9 OPTIONS FOR COUNCIL TO CONSIDER

Receive the report and consider the recommendation for adoption.

## 10 OFFICER'S COMMENT / CONCLUSION

The Calrossie Road segment of the route application within the North Burnett Regional Council area has variable quality gravel construction on 6.0 – 8.0m formation. The Tieren property access is immediately opposite the northern end of Calrossie Rd across the gravel pavement of Glencoe Road.

The gravel formation was of variable condition fair to poor at the February inspection but there was evidence of proposed upgrades about to be undertaken restoring the gravel pavement following the 2013 flooding. Gravel pavements can be quite changeable depending on weather conditions, regravelling programs and maintenance regimes.

In general terms based on the planned gravel restoration program, the road is considered suitable for B-Double access **but** there are the following constraints /concerns along the route:

- Limited clear zone provision through treed areas
- There are four narrow grids, two on sweeping curves that have limited advance warning and hazard signs as nominated by MUTCD.

The formation widths are generally adequate associated with alignment and are considered adequate and safe provided the maintenance regime is adequate.

While the overall risk (likelihood) profile is also reduced by the relatively low traffic volumes, these risks, limited clear zones and narrow grids, should have guide posts and advance warning/hazard signs in accordance with MUTCD.

There would be work required to address the above issues to make this route more compliant for approval by Council for B-Double movements e.g. road guide posts and signage upgrades (order of \$2,000). There could also be additional ongoing maintenance requirements on the route to maintain the gravel formation on grades and due to damage on tighter corners especially on the unsealed road shoulders.

## 11 ATTACHMENTS

None



## RECOMMENDATIONS

It is recommended that,

- 1) the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the 25m B-Double application on Calrossie Rd (and across Glencoe Road) from Eidsvold – Theodore Rd to Melbrig Feedlot on Tieren (7863 Glencoe Rd), as requested in the Hutchinson Grazing application subject to the following conditions:
  - a. a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
  - b. the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
  - c. the applicant be advised of Council's decision relating to this particular B-Double Additional Route Application.
- 2) Subject to the recommendation being approved and the route subsequently approved by Transport and Main Road for B-Double usage, Council agrees to undertake signage upgrade using general maintenance funding, and recognises that additional maintenance of the gravel pavements may be needed.

**OVER-MASS ROUTE APPLICATION - GREENTREE PASTORAL CO  
GLENCOE/CALROSSIE RD**

*Responsible Officer: Trevor Harvey      Acting Director Technical Services*  
*Report Prepared by: Warren Paulger Engineering Consultant*

**1      PURPOSE OF REPORT**

This report recommends a response from Council to the Department of Transport and Main Roads in relation to an Over-Mass permit application, seeking to utilise 19m B-Double vehicles (as-of-right) operating at 55.5 tonnes (as-of-right at 50tonne) moving livestock to/from "Craiglea" property on Glencoe Road using access from the Burnett Highway via Eidsvold - Theodore Road and Calrossie Road.

**2      INTRODUCTION/BACKGROUND**

This report has been prepared following a inspection of Calrossie Road and the relevant section of Glencoe Road to consider the suitability of the roads for the over-mass usage to transport livestock from Craiglea property as per the application by Greentree Pastoral Co.

Eidsvold - Theodore Road is under the management of the Department of Transport & Main Roads and the Department shall undertake assessment of this section of the route application as well as the intersection of Calrossie Road with Eidsvold – Theodore Road.

**2      CORPORATE PLAN****Community Infrastructure and Disaster Management****"1.3 Infrastructure Delivery":**

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

**Economic Development and Tourism****"2.3 Business Growth":**

*Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.*

**3      POLICY IMPLICATIONS**

None identified at this time.

## **4 STATUTORY REQUIREMENTS**

While not a statutory requirement, this Over-Mass Route assessment has been evaluated and reported by an experienced local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads and TMR's "Route Assessment Guidelines for Multi-combination Vehicles in Queensland".

## **5 FINANCIAL IMPLICATIONS**

In general terms, the expansion of heavy transport route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading would place a demand on Council's capital and/or operational budget. If upgrading is recommended, the full cost impact would need further review and would likely be a budget type consideration rather than minor maintenance.

## **6 RISK MANAGEMENT**

The focus of any over-mass route assessment is based on the capacity of the road infrastructure and safety for all road users. Both these issues equally weight on considerations in making a recommendation to Council. Safety is assessed against the adequacy of sight distances, sharp curves, long steep grade (stopping capacity), structures etc.

The vertical loadings per axle / axle group with an over-mass application indicate that the axle loads (individually and as groups) will be in excess of that defined under regulations. Additional loadings can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up steeper inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements. Additionally for the Over-Mass application is the impact on structures such as bridges, grids, culverts.

Calrossie Road and Glencoe Road are a curvi-linear alignment in undulating, timbered country, with poor to fair clear zones along the sides of sections of generally unsealed pavement. Dappled shade across the roads at certain times of the day, and indeed driving directly into the sun at times, can make some features (e.g. grids, floodways, and curves) difficult to see / appreciate from a distance. The limited width clear zones magnifies this effect / risk especially as there are limited trafficable run-off areas.

If the route is approved, the installation of road furniture to alert motorists to these features is important and would be recommended. This relates particularly to approaches to creek crossings / floodways and grids, sharp curves and steep climbs / descents.

## **7 CONSULTATION**

There has been no consultation with the applicant or the community in relation to this particular application.

The applicant will be notified of the outcome of Council's deliberations on the application once a resolution has been passed. The Department of Transport and Main Roads will also be advised of Council's position on the application.

## **8 OPTIONS FOR COUNCIL TO CONSIDER**

Receive the report and consider the recommendation for adoption.

## **9 OFFICER'S COMMENT / CONCLUSION**

The Calrossie Road and Glencoe Road segments of the over-mass route application within the North Burnett Regional Council area has generally gravel construction standards on 6.0 – 8.0m formation. The gravel pavement is of poor to fair construction at the inspection but it was noted that there were segments marked up for gravel restoration as part of the 2013 disaster recovery program. The lack of good clear zones is a concern but the gravel construction and alignment will tend to naturally constrain traffic speed and therefore the risk of high speed off-road crashes.

The gravel formation condition is also quite changeable depending on weather conditions, regravelling programs and maintenance regimes.

This application is for over-mass permit associated with a 19m B-Double. While the specific additional axle loads are not provided, the increases on the load axles are likely to be in the order of 12% over the as-of-right 50 tonne configuration. It should be noted that even with 23 and 25m B-Double configuration using the 'volumetric' loading guidelines for livestock transport are considered to often carry this level of excess axle loading.

The critical issue for Council is giving specific approval for the route to be used at the increased axle loadings and in that context, Council needs to consider the risks to the road infrastructure and road safety for road users.

In general terms, the road is considered suitable for the over-mass configuration based on:

- There are no timber bridge structures for consideration
- The 19m vehicle configuration is as-of right when considering alignment
- The grids are all steel rails on concrete foundations
- The pavement is typically a sound gravel standard not subject to collapse to bull-dust standard.

The formation widths are generally adequate for the 19m configuration associated with curves and crests are considered adequate and safe provided the maintenance regime is adequate and the vehicles do not 'cut' the corners where sight distances are limited. This risk (likelihood) is mitigated by the relatively low traffic volumes. It should be noted that the above is not necessarily applicable if future consideration was made for 23 and/or 25m B-Double configurations.

Grids, grades and curves should have advance warning/hazard signs and / or CAMS in accordance with MUTCD – estimated cost \$3,000.

The above assesment is made on the understanding that the gravel pavement on this route shall be restored to a reasonable standard as part of Council's general maintenance and/or NDRRA disaster recovery funding.

## **10 ATTACHMENTS**

None.

## **RECOMMENDATIONS**

It is recommended that,

- 1) the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the over-mass (55.5tonne) 19m B-Double application from Eidsvold – Theodore Rd to Craiglea stockyard via Calrossie Rd and Glencoe Rd, as requested in the Greentree Pastoral Co application subject to the following conditions:
  - a. a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
  - b. the operation of the over-mass B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
  - c. the applicant be advised of Council's decision relating to this particular over-mass (55.5tonne) 19m B-Double Application.
- 2) Subject to applicant agreeing to Part 1 of the recommendation being approved and the over-mass route usage subsequently being approved by Transport and Main Road for B-Double usage, Council agrees to undertake signage upgrade using general maintenance funding, and recognises that additional maintenance of the gravel pavements may be needed.

*Responsible Officer:* Trevor Harvey *Acting Director Technical Services*  
*Report Prepared by:* Warren Paulger *Engineering Consultant*

## 1 PURPOSE OF REPORT

This report recommends a response from Council to the Department of Transport and Main Roads in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving livestock to/from "Debingal" property at 6999 Rawbelle Road using access from the Burnett Highway via Eidsvold - Theodore Road.

## 2 INTRODUCTION/BACKGROUND

This report has been prepared following a inspection of Rawbelle Road to consider the suitability of the roads for 25m B-Double usage to transport livestock from Debingal property as per the application by TV & LB Haupt. Eidsvold - Theodore Road is under the management of the Department of Transport & Main Roads and the Department shall undertake assessment of this section of the route application as well as the intersection of Rawbelle Road with Eidsvold – Theodore Road.

## 3 CORPORATE PLAN

### **Community Infrastructure and Disaster Management**

#### **"1.3 Infrastructure Delivery"**:

*Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.*

### **Economic Development and Tourism**

#### **"2.3 Business Growth"**:

*Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.*

## 4 POLICY IMPLICATIONS

None identified at this time.

## 5 STATUTORY REQUIREMENTS

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experience local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads and TMR's "Route Assessment Guidelines for Multi-combination Vehicles in Queensland".

## **6 FINANCIAL IMPLICATIONS**

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading would place a demand on Council's capital and/or operational budget. If upgrading is recommended, the full cost impact would need further review and would likely be a budget type consideration rather than minor maintenance.

## **7 RISK MANAGEMENT**

The focus of any B-Double route assessment is based on safety for all road users and in making recommendations to Council, risk to all road users is the prime consideration. This can be evidenced by insufficient sight distances, sharp curves, long steep grade (stopping capacity), structures etc.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up steeper inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

Rawbelle Road is a curvi-linear alignment in undulating, timbered country, but with generally fair to good clear zones along the sides of sections of sealed and unsealed pavement. Dappled shade across the roads at certain times of the day, and indeed driving directly into the sun at times, can make some features (e.g. grids, floodways, and curves) difficult to see / appreciate from a distance. The reasonable width clear zones can mitigate this effect / risk but the run-off areas are not always trafficable.

If the route is approved, the installation of road furniture to alert motorists to these features is important and would be recommended. This relates particularly to approaches to creek crossings / floodways and grids, sharp curves and steep climbs / descents.

## **8 CONSULTATION**

There has been no consultation with the applicant or the community in relation to this particular application.

The applicant will be notified of the outcome of Council's deliberations on the application once a resolution has been passed. The Department of Transport and Main Roads will also be advised of Council's position on the application.

## **9 OPTIONS FOR COUNCIL TO CONSIDER**

Receive the report and consider the recommendation for adoption.

## 10 OFFICER'S COMMENT / CONCLUSION

The Rawbelle Road segment of the route application within the North Burnett Regional Council area has variable construction standards with sections of sealed pavement between 3.5m and 7.0m widths but also including considerable gravel sections on 5.0 – 7.0m formation. The gravel formation is of variable condition and this is quite changeable depending on weather conditions, regravelling programs and maintenance regimes.

In general terms, the road is considered suitable for B-Double access **but** there are the following constraints /concerns along the route:

- Several steep grades on unsealed pavement greater than desirable 3% maximum. The slopes include 400m @ 6.2% grade, 200m @ 6.0%, 100m @ 7.0%, 650m @ 5.3% and 220m @ 5.7% grade.
- Curves, together with grades on approach/ exit, where sight distances are compromised, and
- The visibility for the exiting vehicle from Debingal to the east is limited due to Rawbelle Rd alignment and adjacent embankment
- While grids are of adequate width, they have limited warning and hazard signs as nominated by MUTCD.

The formation widths are generally adequate associated with curves and crests are considered adequate and safe provided the maintenance regime is adequate and the vehicles do not 'cut' the corners where sight distances are limited. This risk (likelihood) is mitigated by the relatively low traffic volumes.

These sites, grids, grades and curves, should have advance warning/hazard signs and / or CAMS in accordance with MUTCD.

There would be work required to address the above issues to make this route more compliant for approval by Council for B-Double movements e.g. road signage upgrades (order of \$8,000) and possibly up to \$10,000 to improve sight distances at the Debingal property access. There could also be additional ongoing maintenance requirements on the route to maintain the gravel formation on grades and due to damage on tighter corners especially on the unsealed road shoulders.

## 11 ATTACHMENTS

None

## RECOMMENDATIONS

It is recommended that,

- 1) That the applicant, at their costs, upgrade the Debingal property access to Rawbelle Rd with benching of the embankment to improve sight distances to the east,
- 2) the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the 25m B-Double application on Rawbelle Rd from Eidsvold – Theodore Rd to Debingal (6999 Rawbelle Rd), as requested in this TV & LB Haupt application subject to the following conditions:



- a. a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
  - b. the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
  - c. the applicant be advised of Council's decision relating to this particular B-Double Additional Route Application.
- 3) Subject to applicant agreeing to Part 1 and Part 2 of the recommendation being approved and the route subsequently approved by Transport and Main Road for B-Double usage, Council agrees to undertake signage upgrade using general maintenance funding, and recognises that additional maintenance of the gravel pavements may be needed especially on steeper grades,