

RURAL ROADS DUST SEALING

TS330



NARRANDERA SHIRE COUNCIL POLICY

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POLICY NAME

Policy No:	TS330
Policy Title:	RURAL ROADS DUST SEALING
Section Responsible:	INFRASTRUCTURE SERVICES
Minute No:	17/101
MagiQ No:	17760
Next Review Date:	18 April 2019

Objective

This policy provides Council and its administration with principles and guidelines to carry out works on Council maintained unsealed rural roads to minimize public concerns relating from dust nuisance. The policy also permits Council to accept monetary contributions from residents to allow either self-funding and or co-contribution of dust sealing of unsealed rural gravel roads, subject to conditions outlined within this policy.

Policy Statement

The Narrandera Shire Council recognizes that residents living in houses located along unsealed roads in the Shire may prefer the section of roadway within the immediate vicinity of their house to be sealed to reduce dust blowing onto their property and particularly their house.

To enable the service to be provided, Council is committed to ensuring a fair and transparent process in considering requests for dust suppression treatment of unsealed Council roads. The extent of roads to be sealed under this policy will be limited by the budget provision each year.

Scope

This policy applies to all Council maintained unsealed roads within Narrandera Shire Council.

Definitions

Dust Seal – A dust seal is a low cost technique which consists of a seal applied to the existing road configuration, with limited need for road drainage, road formation and road pavement reconstruction. A dust seal is usually most suitable for low traffic roads where the cost of a dust seal can offer maintenance savings, improved amenity and or environmental outcomes. A dust seal is a risk based solution for locations where road works to standard engineering specifications are non economic.

AADT – Annual Average Daily Traffic.

Authorised Officer – The General Manager of the Council or a person delegated by the General Manager as being authorised.

Council – Narrandera Shire Council

Gravel Rural Road – A dedicated road that has been formed and surfaced with imported gravel material.

Rural – Geographic area that is located outside of an urban area.

Rural Road – A road servicing allotments in a rural area, for which the majority of allotments have a road frontage in excess of forty (40) metres.

Content

The decision to approve the sealing of a short section of a gravel paved rural road for the purpose of dust suppression will be made by Council based on the following factors:

- Current and projected traffic volumes (AADT).
- Costs incurred in maintaining the sealed road.
- Type of traffic that uses the road.
- Speed environment of the road.
- Proximity of a dwelling to the road frontage.
- Geometric standard of the unsealed road.
- Road pavement and drainage system of the unsealed road.

Evaluation Criteria

In order to be considered for an intermittent seal, the road needs to meet the following evaluation criteria:

- Traffic Volumes – a road will not be considered for an intermittent seal if there is less than 30 AADT, unless there are significant issues shown in the assessment score. **Alternatively** the land owner is prepared to fund the full cost of the intermittent seal in front of their property.
- Proximity of a dwelling – the dwelling must be within 100 metres of the road frontage.
- Minimum width – the proposed road improvement has the ability to be easily upgraded to the appropriate formation and seal width of 6.0 metres (2 x 3m travel lanes).
- Road geometry – the road must have satisfactory gradients, vertical / horizontal alignment and sight distance that will not compromise safety if sealed.
- Gravel Formation – the road must have a solid, well compacted road base that is able to support the proposed overlay for the expected traffic loads. Having a solid road base will minimize future pavement failures if the road is sealed.
- Drainage system – if the unsealed road has poor longitudinal drainage system then every effort should be made to provide adequate longitudinal drainage to minimize pavement failures.

Once the proposed road has met the criteria identified then the road is evaluated using the scoring points and weighting method displayed in the following table.

Scoring and Assessment Method

CRITERIA	POINTS	WEIGHTING
Traffic Volumes	0 – AADT 0 – 30 20 – AADT 31 – 49 40 – AADT 50 – 74 70 – AADT 75 - 99	1
Proximity of a dwelling to the road and prevailing winds	10 – Dwelling 0 – 15m from road frontage. 9 – Dwelling 16 – 30m from road frontage. 6 – Dwelling 31 – 50m from road frontage. 3 – Dwelling 51 – 69m from road frontage. 1 – Dwelling 70 – 100m from road frontage. 0 – Dwelling > 100m from road frontage.	10
Geometric design and safety features of unsealed road.	Take into account the standard of the current geometric design of the unsealed road. This includes vertical/horizontal alignment, sight distance etc. Safety features of the unsealed road include actual/potential accidents. 0 – Width < 6.0m 6 – Poor horizontal vertical alignment and width > 6.0m 8 – Good horizontal vertical alignment and width >6.	5
Speed environment	4 – Operating speed 51 – 99 km/h 1 – Operating speed <50km/h	10

Scores less than 150 do not justify approval of an intermittent seal.

Road Condition & Restrictions

Council will assess the suitability of gravel road segments on a merit basis for suitability of the application of a dust seal. Dust sealing will need to include formation reconstruction, pavement reconstruction and drainage reconstruction where necessary.

Council will manage the works; a contractor working directly for the property owner is not permitted.

The discretion to reject or accept a contribution from a land owner/s resides with the Chief Executive Officer or nominated delegate.

Costs

The voluntary self funded dust seal cost will include the dust seal as well as formation reconstruction, pavement reconstruction and drainage reconstruction where necessary.

Council will provide a cost estimate for the works prior to commencement however the final costs of the works will be based on actual costs upon completion.

Councils cost estimate will be calculated using all appropriate overhead costs (i.e. oncosts) however Council will not seek a profit from the delivery of the dust seal.

Council will not make any contribution to the works unless an allocation has been provided for in the current management plans budget allocation for unspecified dust sealing works. Nor will it accept any offer that is conditional on Council making a contribution.

The priority decisions of Council's works program will be made without regard to the potential or otherwise of a contribution under this policy.

Schedule

The voluntary self funded dust seal, if approved, will be included in Council's works program to suit resources and programming.

The voluntary self funded dust seal will not take priority over existing public works programs.

Sealing works are generally undertaken during the summer periods, when warmer weather is experienced.

Conditions and Obligations

Council accepts the voluntary self funded dust seal contribution without any preferential maintenance commitment, or obligation, in favour of the completed dust seal works.

Council will take ownership of the completed dust seal works and manage the improved road asset in accordance with Council's existing programs and practices.

The voluntary self funded contributor will not have any authority or exercise any rights over the works by Council during or after construction.

Payment for cost of the works will be made prior to commencement of works and will be based on the cost estimate provided. Final costs shall be reconciled at completion of the works. Either party, as necessary, will adjust payment within 30 days of notification of final costs.

Prior to Council undertaking the work it will be necessary for the landholder to sign and execute an agreement prepared by Council confirming the conditions and obligations of this policy.

Acceptance of a contribution does not imply acceptance by Council of the work as satisfying any existing or future condition of development consent.

Review

This policy is to be reviewed every four years and within the first twelve months of a new Council.

Roles and Responsibilities

Manager Works – Overall responsibility for Council's road network.

Team Leader Rural – Responsible for the direct supervision of field staff at supervisor level and inspecting roads as directed by the Manager Works.

Construction Crews – Required to take direction from supervisors and act accordingly.

Related Legislation/Guidelines/Narrandera Policies and Associated Procedures

- Local Government Act 1993.
- Unsealed Roads Manual Guidelines to Good Practice – ARRB.
- Current and future Council Management Plans.
- NSC Engineering Guidelines for Road Design.
- RMS Road Design Guide.

Policy History

Endorsed by relevant Committees (name) and date

Adopted by ELT	3 April 2017
Adopted by Council	18 April 2017
Review	18 April 2019
Amended	tba



Signed: Interim General Manager

Date: 23 May 2017