

INTERMITTENT SEALING OF UNSEALED RURAL ROADS PROCEDURE

1. Scope:

This procedure applies to unsealed rural roads within Rockhampton Regional Council excluding:

- New road reserves created by the re-configuration of a lot; and
- The sealing of a rural road required as a result of an application under the *Sustainable Planning Act 2009*.

2. Purpose:

This procedure establishes guidelines and scoring criteria for assessing the approval of intermittent seals to unsealed rural roads, and deals with evaluating warrants based on a scoring criteria to determine if an intermittent seal should be approved. Warrants will be assessed by the Civil Operations section of Regional Services using the scoring criteria to determine if an intermittent seal is warranted.

3. Related Documents:

Primary

Intermittent Sealing of Unsealed Rural Roads Policy

Secondary

Sustainable Planning Act 2009

ARRB - Unsealed Roads Manual – Guidelines to Good Practice (3rd Edition March 2009)

Austrroads – AGAM05-09: Guide to Asset Management (Part 5: Pavement Performance)

Austrroads – AGPT02-10: Guide to Pavement Technology (Part 2: Pavement Structural Design)

Permit for Major Works in Road Reserve

Design Standards for Roads Guidelines

4. Definitions:

To assist in interpretation, the following definitions apply:

AADT	Annual Average Daily Traffic
Authorised Officer	The Chief Executive Officer of the Council or a person delegated by the Chief Executive Officer as being authorised.
Council	Rockhampton Regional Council
Dwelling	A building or structure which has been approved for use as a habitable building or structure.
Gravel Paved Rural Road	A dedicated road that has been formed and surfaced with imported gravel paving material.

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Rural	Geographic area that is located outside of an urban area being cities and towns.
Rural Road	A road servicing allotments in a rural area, for which the majority of allotments have a road frontage in excess of 40metres.
Unsealed Road	A rough road that has no hard surface.

5. Procedure:

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; and
- Road pavement and drainage system of the unsealed road.

Dependent upon the outcome of the assessment of the above factors, roads deemed suitable for an intermittent seal by an authorised officer will be upgraded, at the applicant's cost, to the relevant standard nominated in section 5.2.

5.1 Evaluation Criteria

To qualify for an intermittent seal, the road needs to meet the following evaluation criteria:

- 5.1.1** 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. A road that has an AADT greater than 150 may require a minimum standard seal along its entire length.
- 5.1.2** Proximity of a dwelling – the dwelling must be within 100 metres of the road frontage.
- 5.1.3** Minimum width – the proposed road has the ability to be easily upgraded to the appropriate formation and seal width of 5.5 metres.
- 5.1.4** Reasonable alignment – the road must have reasonable gradients, vertical/horizontal alignment and sight distance that will not compromise safety if sealed.
- 5.1.5** Solid Base – 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 minimise future pavement failures if the road is sealed.
- 5.1.6** Drainage system – if the unsealed road has a poor longitudinal drainage system then every effort should be made to provide adequate longitudinal drainage to minimise future pavement failures.

Once the proposed road has met the criteria identified above then the road is evaluated using the scoring points and weighting method displayed in Table 1 – Scoring and Assessment Method.

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Table 1: 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. AADT ≥100, 1 point for every vehicle. Additional 1 point for every commercial vehicle (max of 20% of AADT).	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. Additional 5 points if dwelling is downwind of prevailing breezes.	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 ≥6.0m.	5
Speed environment	4 – Operating speed ≥100km/h. 3 – Operating speed 51-99km/h. 1 – Operating speed ≤50km/h.	10

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

5.2 Intermittent Seal Standard and Cost

Roads which are deemed suitable for the application of an intermittent seal as a dust suppressant shall receive a two coat bitumen seal for a maximum length of 200 metres, adjacent to the property affected.

The applicant shall be responsible for:

- Meeting the costs of any formation widening required;
- Supply and installation of gravel to ensure a minimum 150mm thick layer of minimum CBR 40 pavement layer;
- Sealing the road; and
- The installation of any required road furniture.

5.3 Approval

Should the authorised officer decide that the road is eligible for an intermittent dust suppression seal, the applicant will be advised of the cost of the works and the approximate date upon which the works will take place. The applicant must make payment at least four weeks prior to the commencement of works.

Alternatively, the applicant may engage a contractor to undertake the works (at the applicant's cost) after first applying for a Permit for Major Works in Road Reserve. The contractor must carry out the works in accordance with the Design Standards for Roads Guideline.

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6. Review Timelines:

This procedure will be reviewed when any of the following occur:

- 6.1. The related or reference material is amended or replaced.
- 6.2. Other circumstances as determined from time to time by the General Manager.

7. Responsibilities:

Sponsor	Chief Executive Officer
Business Owner	General Manager Regional Services
Procedure Owner	Manager Civil Operations
Procedure Quality Control	Corporate Improvement and Strategy

**ROBERT HOLMES
GENERAL MANAGER REGIONAL SERVICES**

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