

**DISTRICT COUNCIL OF KAROONDA EAST MURRAY**



# Road Infrastructure Policy

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# Road Infrastructure Policy

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## **Introduction**

The District Council of Karoonda East Murray covers an area of 4,404 square kilometres and is responsible for the construction and maintenance of a large roads network. This includes 1,195 kilometres of unsealed roads and 111 kilometres of sealed roads with the majority being located in non-built up areas.

Council employs 10 full time field staff as well as a Works Manager.

Council's main plant and equipment consists of 1 Cat 12M and 2 Cat 12H Graders. Two of the graders are designated as patrol graders and are operated full time on the unsealed roads and the third is allocated full time to constructing unsealed roads.

Council's other main plant consists of a Cat D7G Dozer, Cat CS74 Vibrating Roller, two Cat front end loaders, two tractors, three tip trucks, one crew cab truck and 4 rollers.

Plant is regularly updated and Council has a 10 year plant replacement program.

Council employs contractors for our sealed and unsealed roads when required.

## **Age, Condition, Useful and Remaining Life**

The unsealed road network was previously assessed by the Works Manager and the Corporate Services Manager and the age and remaining life was determined.

It was agreed that on average Council keeps its road network up to date and of the 226 roads Council constructs/maintains approximately 9 roads per year. The useful life of the sealed and unsealed roads averages approximately twenty-five years. This is very much dependent upon both type and volume of traffic, i.e. B Doubles compared to local traffic.

A condition assessment was established to determine the age and useful life of the road.

From there the roads were prioritised for construction and maintenance depending on the remaining life of the road.

From this information a ten year Road Construction Program was devised and a roadworks schedule drawn up for the next 10 years.

## **Determining Road & Infrastructure Priorities**

It is the policy of the District Council of Karoonda East Murray to follow the long term Infrastructure Plan. However, at times other roadwork including kerbing and footpaths repairs may take precedence if urgent unplanned works are required for safety or public risk reasons. If this happens the road, kerbing or footpath that is scheduled to be repaired is carried forward and completed as soon as practicable.

## **Roads Valuation Method**

Roads re-valued at least every five years.

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## **How was it Done?**

The road network is divided into segments and each segment was allocated a cost category dependent on the type and use of the road. Four categories of roads have been established and these are described below. The costs have been calculated by obtaining the average cost per kilometre of the roads constructed and averaged out over the previous three years.

The costings include wages, overheads, full cost accounting allocation, materials, plant hire and contractors.

An original assessment was completed in 2008 to establish the age, condition and useful life of Council's Unsealed Roads. The Works Manager inspected roads in the four categories and consideration was given to the condition of the roads. Working with the Manager, Corporate Services this information was used to establish the age and useful life the road.

When work is carried out on a road this is then reflected in the change of useful life of the road and as such is recorded in the Roads Asset Register to keep it up to date. This then guides the 10 year road- works program.

## **Depreciation**

The method and correct way of calculating depreciation for roads has been in dispute by many of the experts in the field. Council repairs and maintains the roads as per the Council road-works program but priorities change should a road need urgent repair. If this occurs the road is repaired/renewed and then the road-works program continues.

It is estimated both the sealed and unsealed network has an estimated 25 year life and repair cycle and Council maintains and keeps its road-works up to date. Council has approximately 226 roads and constructs approximately 9 roads per year. Depreciation is calculated at 4% per annum.

## **Road Classification Categories and Average Cost per Kilometre**

It has to be noted that the cost per kilometre below is an average cost taken where no major earth-works are required. Where an unsealed road has major earthworks and requires a Contractual scraper or other major plant hire then these costs will be higher. Adjustment to the budget review and estimates will be required when this occurs.

### ***PRIMARY COLLECTOR CATEGORY 1***

**Average unsealed per KM is \$28,000 Category 1. The average unsealed cost is reviewed and assessed prior to revaluation.**

These include the major roads within the Council area that operate as local arterial roads. They are the main connectors between highways and major towns. They usually have high volume traffic and are capable for major transport operations. Usually non-local traffic and include bus routes. Cost per km could be more if the road is in a remote area or not close to rubble.

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## **SECONDARY COLLECTOR CATEGORY 2**

**Average unsealed per KM is \$26,000 Category 2. The average unsealed cost is reviewed and assessed prior to revaluation.**

These are the roads within the Council area that are main roads for local traffic. These carry high priority local traffic or B Doubles including school buses and it is preferable that the roads are all weather roads.

Cost per km could be more if road is in remote area or not close to rubble.

## **GENERAL COLLECTOR CATEGORY 3**

**Average unsealed per KM is \$23,000 Category 3. The average unsealed cost is reviewed and assessed prior to revaluation.**

These are the roads with the primary purpose to provide all year access to residencies or farms. They provide access to school buses. Cost per km could be more if road is in remote area and not close to rubble.

## **COLLECTOR OTHER CATEGORY 4**

**Average unsealed per KM is \$6,000 Category 4. The average unsealed cost is reviewed and assessed prior to revaluation.**

These are the roads that generally provide farm access for movement of plant and machinery. They need not be available for all year access.

Data collected for each segment included road lengths, widths, condition and an estimated percentage worn for the sheeting of sheeted roads and the seal of sealed roads.

**The cost of the original forming of the road prior to sheeting has been regarded as a non-depreciable amount.**

Then, formation cost = segment length (KM) x formation cost per km for all formed roads.

Sheeting current cost	=	segment length x unit sheeting costs
Seal current cost	=	segment length (km) x km cost of sheeting
Sheeting written down value	=	sheeting current cost * (1 – worn%)
Seal written down value	=	seal current cost * (1 – worn%)
Roads at valuation	=	formation cost + sheeting WDV + seal WDV
Total value of roads	=	roads at valuation + at cost sheeting

Roads replacement cost = sheet current cost + seal current cost assuming formation satisfactory

## **Purpose**

The purpose of this document is to formalise a Policy which encompasses the broad procedures to be followed by Council's Administration when it is evaluating the condition of footpaths, sealed roads and unsealed roads and it will set agreed standards for their

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maintenance, renewal and upgrade requirements. It will also provide policy direction on signage, condition assessment, format and risk management guidelines.

The adoption and implementing of this policy will provide the following benefits

1. It will enable the Council to objectively analyse the cost and resource implications arising from its choices on repair and maintenance options.
2. It will provide a logic based assessment process that considers both priority of need and the equitable distribution of scarce resources.
3. It will provide a transparent and fair process for the setting of road repair/maintenance priorities that can easily be understood by the electors
4. It will contribute to the delivery of a safe and effective network for residents and visitors to the Karoonda East Murray local government area.

## Scope

The policy addresses the procedures used with respect to:

- Inspection and condition evaluation
- Priority (ranking) for repair
- Risk assessment
- Prioritisation for maintenance and improvement activities
- Parameters for the building/resheeting and sealing of district roads, streets and footpaths.

## Policy Objective

### *Footpaths*

To provide for the improvement and maintenance of footpaths to provide safe access and reduce potential risk hazards to the public in the use of the facilities.

### *Sealed Roads*

To ensure the safety of traffic and to sustain the serviceability of the road and its associated facilities.

### *Unsealed Roads*

To set guidelines for infrastructure assessment methodology and to establish priorities for maintenance, renewal and upgrade.

To set guidelines for the building, renewal or maintenance of district roads.

To ensure the safety of traffic and to sustain the serviceability of the roads and its associated facilities.

## Policy Statement

### Footpaths

1. Council shall provide an annual footpath budget to provide for footpath maintenance, footpath replacements and footpath construction (new).
2. Determination as to which areas of footpath are repaired/replaced shall be identified by the evaluation of:

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- Regular risk inspections
  - Information inspections by Works Manager to determine remaining life of footpath by condition
  - Reports from general public
3. The routine 10 year Footpaths program will be prioritised in a similar way as the Road-Works program.
  4. If there is an urgent repair because of safety reasons then this will be a priority repair and the footpath program will continue upon completion of the urgent footpath works.

### ***Sealed Roads***

1. Council shall develop a routine 10 year sealed road-works program. Determination as to which area of sealed roads to be resealed shall be by the order of remaining life of the road. An average road should be resealed every ten years where possible. This will be reduced when there is increased type and volume of traffic.
2. Council shall provide an annual road construction/maintenance budget to provide for the maintenance and repair of sealed roads within the Council.
3. A regular inspection program of Councils sealed roads shall be included in risk inspections conducted by the Works Manager.
4. Determination as to which area of a sealed road is to be repaired/resealed shall be identified by evaluation of:
  - a. Regular risk inspections
  - b. Informal inspection by Works staff
  - c. Reports from general public
  - d. Remaining life of the sealed road.
5. Maintenance including routine, periodic and reactive maintenance work activities:
  - a. Routine – that is the group of activities which due to their extent, timing and means of execution are not amenable to detailed forward planning.
  - b. Periodic – are those activities, which comprise cyclic activities, which are predictable and can be pre-planned.
  - c. Reactive – unplanned repair work carried out in response to service requests which involve urgent repair and management/supervisory directions.
6. Assessment and prioritisation or reactive maintenance is undertaken by Council staff using experience and judgement.

### ***Unsealed Roads***

1. Council shall develop a routine 10 year unsealed Road-Works program. Determination is to which area of unsealed roads to be maintained/renewed shall initially be by the order of the remaining life of the road.
2. Council shall provide an annual unsealed road budget to provide for maintenance and renewal of unsealed roads within the Council.
3. Council recognises that over use of unsealed roads and other safety hazards or unseasonal conditions warrant urgent repair of the roads. This is a common occurrence and in this situation these roads are repaired first and then the current unsealed road-works program is continued.

## **Responsibility**

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The implementation of the Road Infrastructure Policy and associated procedures shall be the responsibility of the Works Manager who will consult directly with the CEO on any areas requiring a variation from the normal assessment or ranking process. Councils' works section is responsible for regular scheduling of the activities and the works that result from the implementation of this Policy.

## **Policy Review**

This policy shall be reviewed in 2015 unless circumstances change which warrants alteration to the policy.

## **CLASSIFICATIONS**

### ***ROADS***

#### ***SEALED COUNCIL ROADS***

Council's sealed road network is described as follows:

- Rural Sealed Roads – generally Council's rural roads with higher traffic volumes. Sometimes roads that have been handed back to Council by DTEI.
- Township Streets – those streets that have been sealed for convenience of ratepayers to reduce dust and improve stormwater drainage. Many will have kerb and watertable but it is not always an essential element.

#### ***UNSEALED COUNCIL ROADS***

Council's unsealed road network is classified as follows:

- Primary Collector Category 1 – Appendix 1 – These include the major roads within the Council area that operate as local arterial roads. They are the main connectors between highways and major towns. They usually have high volume traffic and are capable for major transport operations. Usually non-local traffic but include bus routes. If funds were available these roads would be the rural roads that would receive consideration for future sealing.
- Secondary Collector Category 2 – Appendix 2 - These are the roads within the Council area that are main roads for local traffic. These carry high priority local traffic or road trains including school buses and it is preferable that they are all weather roads.
- General Collector Category 3 – Appendix 3 - These are the roads with the primary purpose to provide all year access to residencies or farms. They provide access to school buses.
- Collector Other Category 4 - Appendix 4 - . These are the roads that generally provide farm access for movement of plant and machinery. They need not be available for all year access.
- Cost Categories 5, 98 and 99. The remaining cost categories are either only vehicular traffic tracks usually leased to land holders or are natural formed unsheeted roads or unformed natural surface tracks and roads that are not required to be maintained.

## ***FOOTWAYS***

### ***SPECIAL***

- Generally in town areas and high volume tourist frequented areas. Preferably the full width footpath (kerb to near property boundary) is to be upgraded with pavers.

### ***STANDARD***

- Standard footpaths of 1.2 metre of compacted crusher fines or asphalt. They provide access from residential areas to the business centre.

### ***LOW VOLUME ACCESS***

- Compacted rubble or crusher fines

## ***SIGNS***

### ***REGULATORY SIGNS***

- Inform road users of traffic laws or regulations which would be an offence to disregard
- Indicate the application of legal requirements at particular locations or situations in which the requirements may not otherwise be apparent and to which the road user's attention should be drawn (e.g. gazetted and enforceable speed limits)

### ***WARNING SIGNS***

- Used to warn traffic of potentially hazardous conditions on or adjacent to the road
- Advise of conditions which require caution on the part of the driver and may call for a reduction of speed in the interest of the safety of the driver and of other road users.

### ***GUIDE SIGNS (primarily for tourism)***

- Inform and advise road users about the route they are following
- Give directions and distances to destinations on the route
- Supply information to identify points of geographical or historical interest
- Give directions to motorists' services and tourist facilities and attractions
- Advise of the need to be mindful of natural hazards at popular tourist locations

### ***TEMPORARY SIGNS***

- Used at works on roads and footpaths to warn road users of temporary hazardous conditions which could endanger road users or the personnel and plant engaged in road works
- Indicate travel path through, around or past work sites

### ***HAZARD MARKER SIGNS***

- Used to emphasize to approaching traffic a marked change in the direction of travel and the presence and width of an obstruction

### ***NON-STANDARD SIGNS***

- Used for specific areas to provide information to users of special conditions or restrictions on usage. E.g. community event signs. EPA licence signs

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## ***RISK ANALYSIS***

Regular risk inspections shall be conducted of road assets in all areas to identify risk hazards to the public. An inspection report shall be prepared by the Works Manager for evaluation and implementation of repairs. An inspection report may be forwarded to Council quarterly. Administration will set up a regular routine for collecting actual data on Primary and Secondary Collector Roads which will be built into a reference data base.

## ***CONSTRUCTION STANDARDS ROADS***

### ***SEALED COUNCIL ROADS***

#### **Rural Sealed Roads – generally constructed to the following standard;**

- Formation width 10m
- Seal width – 7m
- Seal type – 14/7mm
- Standard cross section with 3% fall
- Pavement thickness – 150 – 300mm
- Pavement material – gridded, or crushed (depends on material type and availability).
- Minimum compaction – sub base 96% base course 98%

### ***UNSEALED COUNCIL ROADS***

#### **PRIMARY COLLECTOR Category 1 – generally constructed to the following standard;**

- Geometric standards – horizontal and vertical to designed standards 100km/h
- Setting up of corners, intersections or junctions is per the recommended Australian Standard.
- Formation width 11m
- Sheeted width 9m
- Standard cross section with 4-6% crossfall
- Sheeted thickness – min. 150mm – max 250mm
- Sheeting material – pit material gridded, crushed or profiled. Up to a maximum of 10% of high clay content material in road base to be mixed if required.

#### **SECONDARY COLLECTOR Category 2 – generally constructed to the following standards;**

- Geometric standards – horizontal and vertical alignment to a maximum standard of 80km/h
- Setting up of corners, intersections or junctions is per the recommended Australian standards.
- Formation width 11m
- Sheeted width 8m
- Standard cross section with 4-6% crossfall
- Sheeted thickness – 150mm max
- Sheeting material – as for primary collector

#### **GENERAL COLLECTOR Category 3 – generally constructed to the following standards**

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- Geometric standards – horizontal and vertical alignment generally follow terrain. Road is subject to warning signage “caution, gravel road. Conditions change---etc”
- Formation width 10 metres where practical
- Formed or sheeted width 6.0 m
- Standard cross section with 4-6% crossfall
- Sheeted thickness – min 75mm to 120mm (max)
- Sheeting material – pit material gridded, crushed or profiled. It is not considered necessary to add clay to the base mix.

### **PROPERTY ACCESS Category 4 – generally constructed to the following standard;**

- 0-1 grades per year

### ***Patrol Grading***

**Note 1.** The rotation for the Patrol Grading program will generally be based on the same ranking as used in the annual assessment but with further consideration given to the soil characteristics, i.e. the most strategically important roads with the highest traffic volumes will receive first priority. Should heavy rainfall occur during process of patrol grading then the operator and the Works Manager will assess if a temporary rescheduling is required.

The primary objectives of patrol grading a gravel road are to: maintain a good riding surface, water drainage, and at times following heavy rain or periods of heavy traffic, to restore the surface to provide improved safety and ride.

Every road, no matter how carefully designed and constructed, will deteriorate as a result of traffic movements, climate conditions and the properties of pavement materials. Over time, this results in corrugations, potholes, ruts and the accumulation of loose material.

Patrol grading is the most important operation in the maintenance of gravel roads. The basic purpose of grading is to keep the road well drained to maintain a satisfactory driving surface. Detailed operator training and instructions will be provided by the Works Manager but essentially the process of maintenance grading consists of the correct positioning of the blade for bringing material in from the sides or cutting the surface to remove and fill potholes, ruts and corrugations. Most roads in the network have a crown built in to them and should be graded correctly to maintain the desired crown; under no circumstances should a grader operate down the centre of a road.

## **CONSTRUCTION STANDARDS FOR FOOTPATHS**

### ***SPECIAL***

- Of paved construction (ie stabilised footpath) preferably with pavers
- Preferably the full width footpath (kerb to near property boundary)
- Location is subject to 5 year plan.

### ***STANDARD***

- Of paved construction (ie stabilised footpath)
- Standard width is 1.2 metres
- Location is generally mid way across verge area
- Location is subject to 5 year plan

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### ***LOW VOLUME ACCESS***

- Rubble or crusher fines or natural surface to provide a safe access

### ***DRIVEWAYS***

Note: all additional driveways and installation are the landowners expense. Driveway width 3.5m

## **MAINTENANCE/REPAIR STANDARDS FOR FOOTPATHS**

### ***SPECIAL/STANDARD***

- Damaged pavers are to be removed
- Replacement pavers to be of same consistency and the finished texture as surrounding path, subject to availability
- Repairs as per inspection/risk criteria
- Edge drop offs to be repaired with suitable material

### ***SHARED***

- Badly damaged asphalt is to be cut and removed using a concrete saw if necessary
- Replacement asphalt to be of same consistency and the finished texture as surrounding path
- Repairs as per inspection/risk criteria
- Line marking to be re-done as required
- Edge drop offs to be repaired with suitable material

### ***LOW VOLUME ACCESS***

- Repairs as per inspection/risk criteria

# **Road Infrastructure Procedure**

## ***APPENDIX 1 ROAD NETWORK REGISTER***

## ***APPENDIX 2 PROCEDURE & FORMS***

# Road Infrastructure Procedure

## APPENDIX 2

### CONDITION ASSESSMENT

#### **SEALED ROADS**

The risk hazards identified will be evaluated in the following way:-

Risk	<b>High</b> Probability of incident affecting users (high use areas – Bus routes, PC roads, residential collector streets)	<b>Moderate</b> Probability of incident affecting users (moderate use areas – SC Roads, minor residential streets)	<b>Low</b> Probability of incident affecting users (low use areas – PA Roads, back residential streets)
<b>Potholes in mm diameter</b>			
>300mm			
100-300mm			
<100mm			
<b>Depressions in mm depth</b>			
>75mm			
50-75mm			
25-50mm			
<25mm			
<b>Edge Breaks in mm width</b>			
>200mm			
75-200mm			
25-75mm			
<b>Edge Drop in mm depth</b>			
>50mm			
25-50mm			
10-25mm			
<10mm			
<b>Flushing in mm aggregate exposed</b>			
>4mm			
1-4mm			
<1mm			
<b>Stripping in % per sq.m</b>			
>50%			
20-50%			
<20%			

The above ratings shall set the priorities in taking action as follows:-

- Priority No 1**                      Shall be repaired or made safe within ten (10) days of being reported. The area is to be inspected and assessed within 48 hours and signage installed if required.
- Priority No 2**                      Shall be repaired or made safe within twenty one (21) days of being reported.
- Priority Nos 3 4 5 6**                These low level hazards shall be considered for future works programs based on available funding and priority number.

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## **UNSEALED ROADS**

The risk hazards identified will be evaluated in the following way:-

<b>Risk</b>	<b>High</b> Probability of incident affecting users (high use areas – Bus routes, PC roads, residential collector streets)	<b>Moderate</b> Probability of incident affecting users (moderate use areas – SC Roads, minor residential streets)	<b>Low</b> Probability of incident affecting users (low use areas – PA Roads, back residential streets)
Potholes in mm diameter			
>500mm			
300-500mm			
<300mm			
Rutting in mm depth			
>75mm			
50-75mm			
25-50mm			
<25mm			
Riding Surface in m length			
>50m			
10-50m			
>10m surface area			
Exposure of Sub Base in m length			
>10m			
5-10m			
> 5m surface area			

The above ratings shall set the priorities in taking action as follows:-

- Priority No.1**                 Shall be repaired or made safe within ten (10) working days of being reported. The area is to be inspected and assessed within 48 hrs and signage installed if required.
- Priority No.2**                 Shall be repaired or made safe within twenty one (21) working days of being reported.
- Priority No. 3,4,5,6**         These low level hazards shall be considered for future works programs based on available funding and priority number.

### **Harvest Variation**

It must be noted that response times during harvest may differ from the schedule due to vastness or the Council road network. Repairs will be scheduled as resources become available and the priority will be based on that of greatest risk and the greatest need.

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## ***FOOTPATHS***

The risk hazards identified will be evaluated in the following way:-

<b>Risk</b>	<b>High</b> probability of incident affecting consumers (high use areas – malls etc)	<b>Moderate</b> Probability of incident affecting consumers (moderate use areas – side streets etc)	<b>Low</b> Probability of incident affecting consumers (low use areas – back streets etc)
Trip > 30mm of very uneven or very slippery	1	2	3
Trip 10 – 30mm or uneven or slippery	2	3	4
Trip <10mm or slightly uneven or slightly slippery	3	4	5

The above ratings shall set the priorities in taking action as follows:-

- Priority No. 1**                    Shall be repaired or made safe within seven (7) working days of being reported.
- Priority No. 2**                    Shall be repaired or made safe within twenty one (21) days of being reported.
- Priority No. 3,4,5**                These low level hazards shall be considered for future works programs based on available funding and priority number.

## ***INSPECTIONS***

Schedule inspections are carried out as per the inspection tables for the various road classifications and other road infrastructure.

### ***UNSCHEDULED INSPECTIONS***

Unscheduled inspections are carried out upon receiving a report or complaint from residents, businesses or Council staff that an isolated section of the infrastructure is of concern and requires immediate maintenance attention. Where possible, addition inspections are to be carried out during harvest.

### ***CASUAL INSPECTIONS BY COUNCIL STAFF***

Casual inspections are unscheduled will be carried out on a day-to-day basis whereby Council staff report items requiring maintenance attention that are observed during the course of their work.

<b>BI-MONTHLY</b>		
<b>AREA</b>	<b>METHOD</b>	<b>FOR</b>
CBD/public area	Walk	Trip fall hazards
Primary Collector Roads	Drive	Road defects, culvert damage, sign damage (defect log)
Secondary Collector Roads	Drive	Road defects, culvert damage, sign damage (defect log)
<b>QUARTERLY</b>		
<b>AREA</b>	<b>METHOD</b>	<b>FOR</b>
Roads – all other roads PA and residential	Drive	Check for potholes and other obvious problems, signs, tourism signs, line marking (defect log)
CBD – Car parks and surrounding areas	Walk	Potholes (defect log)
Areas around hospitals, age centres, public transport areas and schools	Walk	Trip fall and other hazards
Shared footpaths	Walk	Trip fall and other hazards

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<b>ANNUAL</b>		
<b>AREA</b>	<b>METHOD</b>	<b>FOR</b>
CBD	Walk	Kerbing & Guttering condition assessment
CBD	Walk	Stormwater pit and channel condition assessments
All sealed roads	Drive	Road condition assessment
All unsealed roads	Drive	Road condition assessment
Selected unsealed roads	Drive	Road condition assessment shortly after harvest season – with Councillors
Culverts	Drive	Condition assessment (defect log)

### ***LOGGING/REPORTING***

#### ***All ROAD INFRASTRUCTURE***

Inspection reporting shall comprise of two reporting forms. These forms are to be filled out at the end of the inspection and are titled annual Condition Assessment and Maintenance/Repair Required.

#### ***Footpaths***

Inspection will be via annual Condition Assessment which will contain priority for repair recommendations and regular Hazard Inspection.

#### ***FORMS***

Appendix B

The following forms are to be used in the inspection process;

- Road and sign inspection Register
- Sign location Register (daily use on work site)
- Footpath risk assessment Register

#### ***MAINTENANCE & REPAIR PRIORITY***

Two methods are to be used.

##### **1. Hazard Reporting**

This will be a report that ranks a particular hazard that may arise from environmental factors and it will be based on normal Risk Assessment Principles. This will be submitted direct to the CEO for urgent attention he will authorise minor variations to the budget in order to minimise the hazard. If the budget variation is large he will ensure the Council is advised in its normal meetings.

##### **2. Annual Condition Assessment & Guidelines**

The ten year Road-Works Programme includes a ranking for maintenance tasks and major repair/resheeting and it will normally form a core part of the recommendations made to the Council's annual budget process.

In all cases but that caused by a sudden development of a major hazard, the ranking or priority for major repair or re-sheeting will be based on the strategic need for the road (its category) its normal level of traffic (its volume) and the remaining life of the road.

## **Road Infrastructure Procedure**

A road that is of high strategic need or that has high traffic volumes and which has a high amount of poorly surfaced sections will receive a high priority for repair than roads that have lower traffic volumes but have large sections in poor condition.

A road that is of high strategic need or that has high traffic volumes but only small sections in poor condition will not be given a higher priority for repair than roads that have lower traffic volumes but have large sections in poor condition.

The councillors and senior works staff will make an annual inspection of the majority of the road network and the final priority for repair (from a budget and scheduling perspective) will be completed in the budget process. It is expected that when finalising the scheduling of resultant road works, consideration will be given to minimising relocation costs.

Any request for re-categorisation or increase in priority on particular roads will require a formal traffic count to first be undertaken on both the roads under consideration. The traffic counter must be in place for one month during harvest (or peak tourist season) and one month during off season, on each road in question, in order to allow objective comparison of data to be made.











