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Delivery Program Asset Management

Objective For Council to consider the Road & Maritime Service (RMS)'s offer to hand over assets associated with the Ballina Bypass project

Background

The RMS has been managing construction of the 11.5 kilometre Pacific Highway bypass of Ballina. The bypass commences at the Bruxner Highway intersection and rejoins the highway north of Ross Lane.

The construction of the Ballina Bypass was undertaken by the Ballina Bypass Alliance. Major roadwork construction commenced in mid 2008 and was substantially completed in mid 2012

The Ballina Bypass provides significant benefits including:

- Quicker journey times for local and through traffic
- Better traffic flow and safety along the existing highway
- Reduced through traffic and congestion in Ballina
- Reduced waiting times at intersections along the existing highway
- Reduced flow of heavy vehicles through Ballina

The Ballina Bypass is nearing completion and signoff from the RMS involves the official handover of a number of assets that will be Council's responsibility to maintain.

Council has been in ongoing discussion with the RMS regarding the scope and nature of these assets. These discussions can be categorised in two parts.

- The scope of the upgraded / new local assets that Council will be responsible for after the official handover.
- The reclassification of the (old) Pacific Highway to either Regional or Local Road and the adoption of an agreed ten year maintenance program on this road, funded largely by the RMS.

This report seeks Council's consideration of the handover arrangements.

Key Issues

- New road arrangement following the completion of the Ballina Bypass
- Potential Council liability

Information

The RMS has a formal policy in respect of considering these issues and negotiations have been conducted in accordance with the policy.

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The policy gives guidance in a number of areas, specifically these include:

- the process to determine what data is required to assess liabilities under the policy and what date is to be collected and shared
- the RMS will provide Council with a lump sum for handover of road assets with the lump sum being equivalent to the ten year maintenance and rehabilitation expenditure forecast by the RMS for the road
- the assessment process for the revised road classifications
- definition of responsibilities between the authorities.

The discussions have been the subject of detailed technical assessments. Therefore this report only attempts to discuss the issues at a broad level.

The old Pacific Highway will become a combination of Local and Regional Roads. One Regional Road will extend from the Teven Interchange, along River Street, Kerr Street and Tamarind Drive to Cumbalum Interchange. The other Regional Road will extend from the Tintenbar Road / Tamarind Drive intersection to the Ross Lane Interchange. Tamarind Drive from the Cumbalum Interchange to the Tintenbar Road intersection will be a Local Road. These roads will become the full maintenance responsibility of Council. The RMS provides some assistance to councils for regional roads through the Regional Road Block Grant. This grant does not cover all of council's expenses on regional roads.

Council staff argued that the section of the old highway from Teven Interchange to the River Street / Kerr Street intersection should become an extension of the Bruxner Highway. This would be a State Road classification and be the full responsibility of the RMS. The RMS rejected this argument in favour of a Regional Road classification. Copies of correspondence between Council and the RMS regarding this issue are attached to this report. The recommendation to this report suggests that Council should seek the Minister's review of this decision.

As part of the negotiations, the RMS also agreed to alter the route of Regional Road, MR545. The existing MR545 commences at the Kerr Street / Bentinck Street intersection, continues along Bentinck Street, Hill Street, Pine Avenue and the Coast Road to the Angels Beach Drive / Coast Road intersection at North Angels Beach. The new route for MR545 starts at the intersection of Kerr Street / Bangalow Road, continues along Bangalow Road to Angels Beach Drive and along Angels Beach Drive to the Coast Road intersection. This change has been made as the major route north for traffic from Ballina is along Angels Beach Drive. A plan showing the changes to Regional Roads is attached to the letter from the RMS regarding road classifications.

The following new roads will be designated as Local Roads and become the full responsibility of Council:

- Roseville Lane
- Paperbark Close
- Mangrove Lane
- Flathead Lane
- Albert Sheather Lane
- Mitchell Close
- Saddle Road

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A plan showing these roads is attached to this report.

Council staff and the RMS are in agreement in respect of the classifications of the new roads and the responsibilities that follow.

The RMS, as the Roads Authority for the state highway system, will maintain the new highway. The bypass is classified as a Freeway and the RMS is responsible for maintenance of both the road carriageway and the road reserve.

With respect to the old highway, staff have undertaken negotiations with the RMS to confirm what is an appropriate ten year maintenance plan. This has included pavement and surface assessments and estimating the costs of specific treatments for each road segment.

A formal offer is yet to be provided by the RMS however, it is expected that the formal offer will be in the range of \$4.8 million to \$5.2 million (this amount will be subject to net present value calculations). The amount will include approximately \$800,000 for asphalt overlays on Flathead Lane to correct anticipated settlement over the next 10 years.

The money is untied, meaning that it will be at Council's discretion to allocate the use of the funds. However, as the funds have been calculated based on the expected maintenance and renewal needs of these assets, it is recommended that the funds be placed in reserve and allocations be transferred to the roads budget annually to meet the road requirements predicted under the roads program.

Having regard to the RMS policy and the assessments undertaken, Council staff are satisfied that an offer equivalent to the above is reasonable. However Council staff are not satisfied that the policy provisions are acceptable. The reason for this is that the policy provides for the planned expenditure by the RMS programs.

Planned expenditure may not necessarily reflect the actual reality of the asset's requirements although the RMS are of the view that their asset management planning means that the planned expenditure will meet the needs of the road to maintain adequate service levels.

Furthermore, road pavements have a design life of more than ten years. Therefore the planned maintenance budget does not reflect the full lifecycle asset renewal costs. The RMS position is that it is only attempting to compensate Council for the deterioration in the asset from its use as a State Highway and the full renewal is a matter for Council.

The RMS officers have responded consistently with the policy. The options for Council are to seek additional funds from the Minister or accept the offer that will be made in accordance with the policy.

Staff have not allocated time to preparing an estimate that would be appropriate to pursue outside of the policy as we have already attempted, unsuccessfully, to raise this as an issue during the negotiations for the handover for the Alstonville Bypass.

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Road Maintenance Council Contract (RMCC)

The handover of the old Pacific Highway also has an impact on the Council's current highway maintenance contract with the RMS. Under this contract, known as RMCC, Council maintained the highway through Ballina from North Creek Road to Burns Point Ferry Road and the Bruxner Highway from the Teven Interchange to the boundary with Lismore City Council.

The RMCC was established as a single invitation contract. Traditionally councils had provided maintenance services on State Highways by agreement however some time ago the former RTA proposed that this work be subject to market competition. Local Government had concerns about this proposal as for many councils the decision had the potential to significantly reduce the economies of scale for local road maintenance and had impacts on local employment. A compromise was reached whereby councils agreed to work under contract, however under single invitation conditions, the councils have had the first option on the work.

The total length of highway under the current contract is approximately 20 kilometres. Under the new arrangements, the contract will only cover the Bruxner Highway, an approximate length of 15 kilometres. Of this length, the recently opened Alstonville Bypass represents over 6 kilometres.

The value of the contract in 2011/2012 was \$192,000. In addition to this we completed around \$800,000 of ordered work. The amount of ordered work is dependent on the RMS asset program and can vary significantly each year. Following the handovers the amount for routine maintenance is likely to reduce to around \$100,000 and the amount of ordered work is expected to be minimal because of the completion of the new highways and the work completed on the old highways in recent years. Furthermore, the majority of the ordered work is delivered by subcontract as it involves resealing and asphalt overlay.

Due to these changes, the RMS has recently asked Council if we would consider relinquishing our option for this contract. There are additional overheads for the RMS to manage each contract. Similarly, even with the reduced contract size, there is still significant administration required by Council to establish work, health and safety, environmental, and quality systems compliant with the specific RMS requirements. For the relatively small future value of the contract and income to Council the contract is no longer considered viable. Therefore the recommendation to this report is discontinue with the contract. There is no impact on employment for operational staff and relinquishing the contract will allow technical staff to be reallocated to other work.

Sustainability Considerations

- **Environment**

The Ballina Bypass will remove a great number of heavy vehicles and through traffic from Ballina and create a safer and quieter environment. Handover arrangements aim to establish the most appropriate governance arrangements to manage the public assets into the future.

- **Social**

As for Environment.

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- **Economic**
As for Environment.

Legal / Resource / Financial Implications

The handover arrangements will result in additional liabilities to Council. However the RMS policy seeks to provide a reasonable basis for compensation for these issues.

Consultation

Ongoing consultation has taken place between the RMS and Council in regard to the handover period.

Options

As indicated in the report, the following options exist:

1. Accept the offer from the RMS for a lump sum compensation at handover
2. Seek the Minister for Roads to make a determination in addition to the policy
3. Make representations to the Minister for Roads and Ports regarding the classification of River Street as a State Road.

For option two, if achieved, it would result in a significant precedence for the RMS. The arguments about the extent of the asset renewal are somewhat subjective and general. Therefore without a very specific unresolved technical issue, the chances of successfully arguing a position around asset life beyond ten years are small and would consume Council staff resources to make the submission. For these reasons option 2 has not been recommended.

In regards to options 1 and 3, the recommendation that follows seeks to identify to the RMS that the technical negotiations are finalised, however the Council would like to pursue the road classification issue further.

RECOMMENDATIONS

1. That Council make a submission to the Minister for Roads and the Local Member to allow the classification of River Street as a State Road.
2. That following an assessment of the response to the submission in point one, the General Manager is authorised to finalise the handover of assets associated with the Ballina Bypass, subject to the formal offer from the RMS being generally in accordance with the terms outlined in this report.
3. That the full amount of the funds received from the RMS be placed in a reserve and allocations be transferred to the roads budget annually to meet the future maintenance and renewal requirements for these acquired assets.
4. That Council confirms it will cease to provide services to the RMS through the Road Maintenance Council Contract arrangements as the contract is

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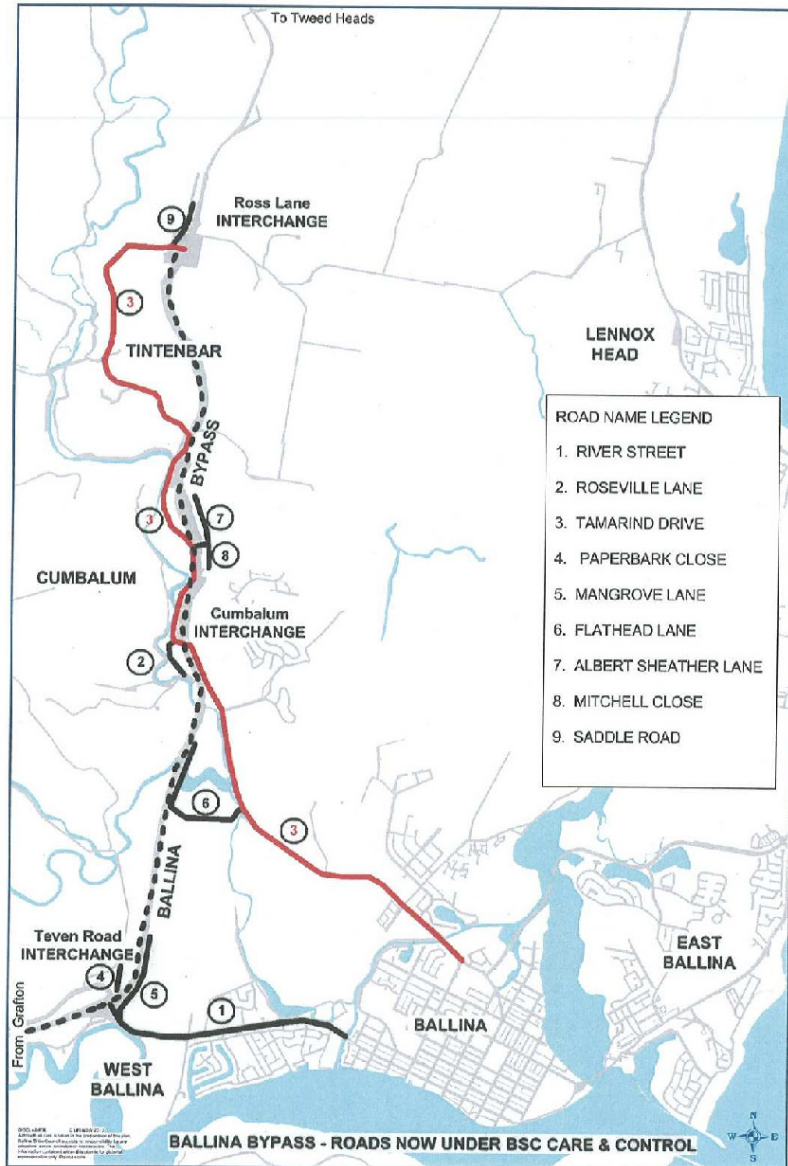
no longer considered economically viable.

Attachment(s)

1. Map - Ballina Bypass - Roads Now Under Council Care & Control
2. Letter to RMS dated 14 February 2011
3. BSC Regional Road Network Review
4. RMS Letter to Council dated 24 May 2011
5. Map - RMS Proposed Road Classifications

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Wes Johnstone

Ballina Bypass, Doc No 1602745

14 February 2011

The Regional Manager Northern Region
Roads & Traffic Authority
PO Box 576
GRAFTON NSW 2480

Dear Sir

Re: HW10 Pacific Highway -- Ballina Bypass Handover

I refer to your letter received 22 March 2010 regarding the handover to Council of sections of the Pacific Highway (HW10) made surplus by the Ballina Bypass project. At subsequent meetings between Council and RTA staff, Council was requested to comment on the road classifications of the bypassed sections of HW10, as proposed by the RTA. Council's comments are as follows:

1. Taven Road to Kerr Street / River Street Intersection

Council considers that this section should remain classified as a state road for the following reasons:

- The existing HW10 and Bruxner Highway (HW16) connect Ballina to the hinterland towns and cities of Astonville, Wollongbar, Goonellabah, Lismore, Casino and Tentfield. A similar situation currently exists with the Oxley Highway (HW11) at Port Macquarie. Historically, HW16 has provided access to the coastal town (Ballina) for the hinterland areas west to the tablelands.
- The anticipated traffic volumes after the opening of the bypass are in the order of 25,000 vpd of which 15,000 vpd are expected to use HW16. On that basis, a significant majority of the traffic using HW16 will pass HW10 and continue on to Ballina.

A completed Road Network Review for this section is enclosed.

2. Kerr Street / River Street intersection to Cumbalum Interchange

Council agrees with the reclassification of this road to a regional road.

3. Cumbalum Interchange to Tintenbar Road

Council agrees with the reclassification of this road to a local road.

4. Tintenbar Road to Ross Lane Interchange

Council agrees with the reclassification of this road to a regional road.

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In addition to the above Council also requests a review of the current route of MR 545. Council proposes that the existing section from the Kerr Street / Bentinck Street intersection via Missingham Bridge to The Coast Road / Angels Beach Drive intersection be reclassified as local road. The new route is proposed to commence at the Kerr Street / Bangalow Road intersection, continue east to the Bangalow Road / Angels Beach Drive intersection and then along Angels Beach Drive to the Angels Beach Drive / The Coast Road Intersection. The proposed changes are shown on the enclosed plan.

Council proposes this change because the suggested new route is now the major route north to Lennox Head and Byron Bay. A recent count shows traffic volumes on the proposed route of 11,000 vpd against 4,000 vpd on the existing route.

If you require any further information, please contact Council's Project Engineer – Works, Mr Wes Johnstone, telephone (02) 5663 1228.

Yours faithfully

Paul Busmanis
Engineering Works Manager
Civil Services Group

Encl.

Regional Road Network Review

Council: **BALLINA**

Road: Old Pacific Highway
 Section: Teven Road to Kerr Street

	Yes/No/Possibly
Is the route the main regional link between population centres or part of such a link?	... Yes..... Links Ballina to Alstonville, Lismore, Casino & Tentfield
Does the route join smaller service towns to a Regional centre?	... Yes..... Links Ballina, Alstonville & Wollongbar to Lismore
Does the route have significance for more than one Local Government area?	... Yes..... Ballina, Lismore, Richmond Valley, Kyogle & Tentfield
Does the route serve as a collector road for an extensive area to a service town?	... Yes.....
Is traffic steadily growing on the route?	... Yes.....
Does the route provide access to a significant freight interchange?	... Possible...
Is the minimum traffic on the route similar to that on nearby Regional Roads?	Much Greater > 20,000 vpd
Is the route performing the functions of a closed railway line?	... No.....
Does the route provide a bypass, especially for heavy vehicles, at a busy town?	... No.....
Does the route closely parallel another State or Regional Road?	... No.....
Is traffic on the route declining?	... No.....

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Is the route a short spur- within one council area?	...No.....
- to a local tourist feature?	Continuation of HW18 ...No.....
- to a low throughput freight terminal?	...No.....
Does the route serve as a local access?	...Yes.....
Does the route overservice the area?	...No.....
Does the route have development requirements in the foreseeable future?	...Yes.....

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Brett Buscher

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NSW GOVERNMENT

RTA

The General Manager
Ballina Shire Council
Po Box 450
BALLINA NSW 2478

Attention: Mr Paul Busmanis

Pacific Highway, Ballina Bypass Handover, Road Classification.

Dear Paul

I refer to your letter of 14 February 2011 and to discussions held at the handover meetings of 17 February and 5 May 2011. I regret the delay with this response.

As you are aware, the Roads and Traffic Authority's (RTA) primary focus is on the management of State Roads, which are the most important roads in NSW and provide for the long-distance travel needs of the state. It is therefore important that the most appropriate classifications be applied to ensure that the broader network is best able to meet the needs of the community.

The RTA has given careful consideration to council's comments and position regarding the proposed classification of the section of road between Teven interchange and Kerr/River streets. Following the opening of the southern section of the Ballina Bypass in 2011, it is acknowledged that this section of road will continue to carry significant traffic volumes. However, the RTA believes that a Regional Road classification will best meet the functions required of the road.

The shared route of the Pacific and Bruxner Highways will provide centralised linkage to other roads from a major interchange in close proximity to the Ballina township. Regional Roads also connected to this interchange will effectively provide for the continued high intra-urban flows expected in Ballina.

Such high traffic volumes are recognised in the Regional Road Block Grant formulas, effectively increasing the available funding assistance to council for this road. The road between Teven interchange and Kerr/River streets is a link which will primarily facilitate regional and local development and access. The RTA does not favour the creation of short spurs of State Roads.

The RTA has therefore determined that it will make recommendation to the Minister for the section of road between the Teven interchange and Kerr/River streets Ballina to be reclassified to Regional Road following the bypass.

Roads and Traffic Authority

11 Victoria Street Grafton NSW 2460
PO Box 576 Grafton NSW 2460 DX27610
www.rta.nsw.gov.au | 02 6640 1300

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Council's agreement with the other proposed changes is noted. The RTA also agrees with council's request to alter the route of MR545 as proposed. Attached is a map showing the arrangements that will form the basis of the road classification changes that the RTA will progress.

Other associated details including resulting impacts on council's Block Grant allocations will be forwarded in due course.

Council's input into this process is appreciated. Please contact Mr Brett Duffer on telephone (02) 664-01300 or email Grafton_Regional_Office@rta.nsw.gov.au should any further information be required.

Yours sincerely



David Bell
Regional Manager, Northern Region

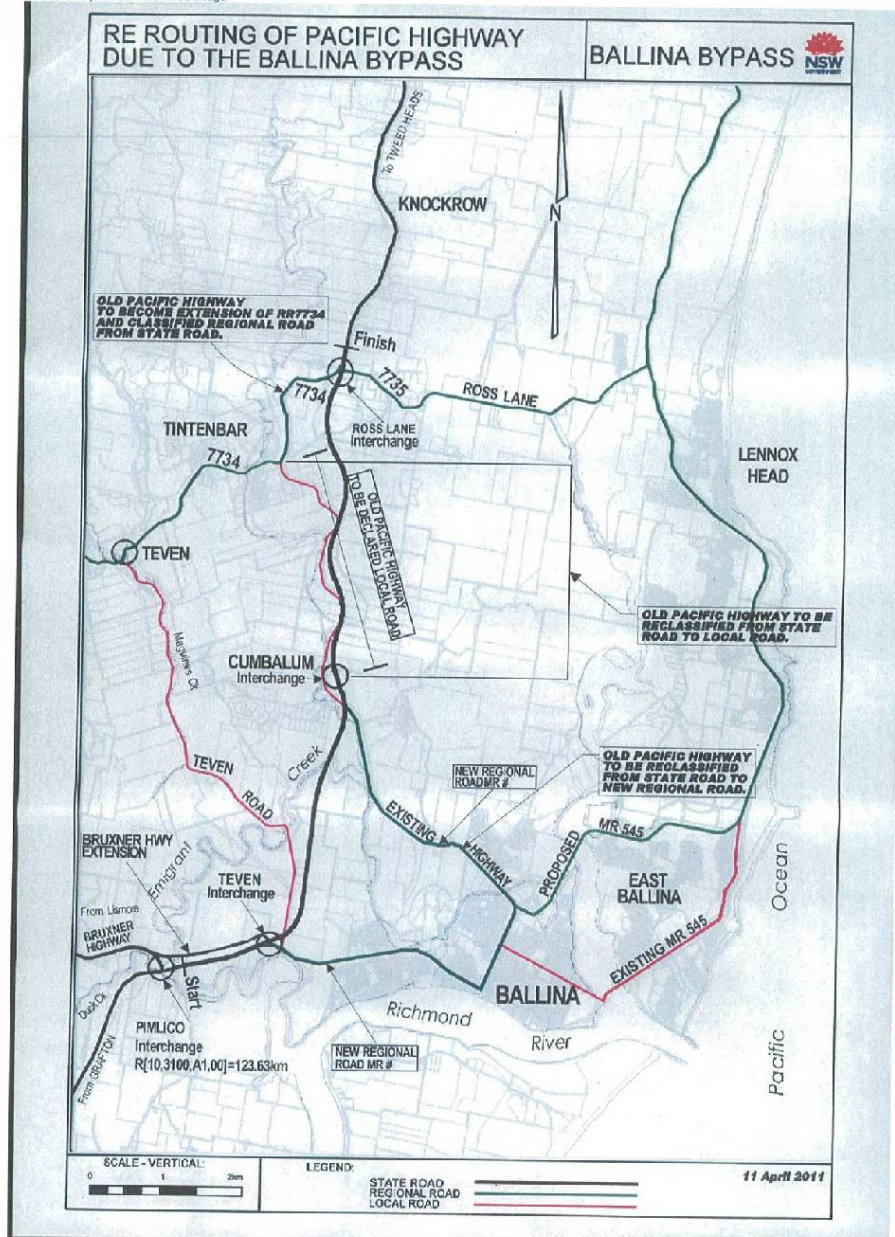
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Maintenance Diary SP2

HW10 PACIFIC HIGHWAY - BALLINA SHIRE COUNCIL																							
Negotiations for Handover of Bypassed Highway - Ballina Bypass (Emigrant Creek to Cumbalum Interchange - SP2) - Maintenance Diary & Joint Inspection of 19th Oct 2011																							
Seg No	Location	Effect on Segment	Item	Description	Yr0	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Comment	Seg No	Scope Works July/Aug 2012	Qty	Rate	Est Value Cost \$000's	Comment	
7100	Seven Road Length 0.75km	On + 300m asundered, 350m - 500m Intersected, 500m - 700m Ribwall, Local	7100a Roadside Furniture 7100b Resurfacing - 7mm resal 7100c Conditioning Mice 7100d Culvert 7100e Shoulders	6.4 3 21 6												Guardrail HP and resal completed by BBA - Aug 2011 Veg works / drainage Culvert headwall extension Remove build up along northern side	7100	4 post 1 day 1 day	4 16000 1 3000 1 21000	6400 3000 21000			
7200	Ballina Stn 125 555 NB-Oriston Length 0.78km	Minor work at start of segment 6m - 50m Intersected, 50m - 780 handed back to BSC (Full segment Regional Road)	7200a Heavy Patch 7200b Resurfacing - 14mm resal 7200c Ribwall 7200d Drain sealing 7200e Conditioning Mice 7200f Shoulders	36.074 50 493 19.56 10 6												200m HP req for 200m DGAC seal (rehab done) Existing seal is 200m 14mm 14 - planned for resal in yr 1 Full length of segment 12m wide Veg works / drainage Remove build up along northern side AC over edge drain falling 60 to 380m, WO for HP on slow lane issued Existing surface is concrete	7200	341 11m 10mm SAM Seal 44 1000 1 1360 2 6000 2 5500	110 90000 44 1000 1360 6000 5000	3874 90000 44 1000 1360 6000 5000	HP 4% of Pavement Total includes ribwall's. Rate includes ribwall's. Rate includes ribwall's. Rate includes ribwall's. Clear culvert near Emigrant Cr. boat ramp		
7300	Burns Post Ferry Road NB Length 0.51km	Full segment handed back to Ballina Council (Full segment Regional Road)	7300a Edge Drain 7300b Resurfacing - nil	8 8												Edge drain & AC work completed in 2010 Existing surface is concrete	7300						
7350	Burns Post Ferry Road SB Length 0.51km	Full segment handed back to Ballina Council (Full segment Regional Road)	7350a Edge Drain 7350b Resurfacing - nil 7350c Heavy Patch (Concrete) 7350d Heavy Patch	14.820 8 1.10												Repair existing edge drain Existing surface is concrete Repair defects in concrete surface Repair approx 1 spill in rt	7350	Approx 60m (CH70 to CH50 & CH to CH20) Concrete Patch in roundabout 6m2 AC Patch Turning Lane 19m2	6 16000 10 1150 10 120	96000 1150 120	96000 1150 120		
7370	Rorian Place NB Length 0.51km	Full segment handed back to Ballina Council (Full segment Regional Road)	7370a Edge Drain 7370b Resurfacing - nil 7370c Heavy Patch (Concrete)	2.58 8 10												Edge drain proposed for RWP Existing surface is concrete Repair defects in concrete surface	7370	Edge drain & AC work completed in 2010 2 patches, 2x 3m	10 1150 16 16000	1150 16000			
7375	Rorian Place SB Length 0.51km	Full segment handed back to Ballina Council (Full segment Regional Road)	7375a Edge Drain 7375b Resurfacing - nil 7375c Heavy Patch (Concrete) 7375d Pavement Marking (RSA)	23.22 10 1.5												Edge drain & AC work completed in 2010 Existing surface is concrete Rorian Pl - Right Turn Arrows (CI 4.3.2)	7375	Approx 100m (CH to CH100)Concrete slab dropped 6m2 1 item	180 125 80 125 1 item	15000 15000 1500		includes traffic control	
7385	Barrows Road NB Length 0.84km	Full segment handed back to Ballina Council (Full segment Regional Road)	7385a Heavy Patch (Concrete) 7385b Resurfacing - nil 7385c Median Type F Barrier (RSA)	8 8 35.50												Concrete HP req'd Existing surface is concrete (CI 4.4.1) Repair defects in concrete surface Existing surface is concrete AC Heavy Patch	7385	Repair spalling at CH50m 2 spills to be repaired AC seal at approach to concrete to be done as a work order	9 16000 8 16000	90000 8000			
7390	Boat Harbour Road NB Length 0.15km	Full segment handed back to Ballina Council (Full segment Regional Road)	7390a Heavy Patch 7390b Resurfacing - 14mm DGAC 7390c Roadside Furniture 7390d Roadside Furniture 7390e Roadside Furniture	0.5 0.5 1 1 1						14.49						HP req'd Existing seal is 2000 DGAC 14 - planned for resal in yr 9 Guardrail Guardrail Guardrail	7390	AC Heavy Patch 300m2 40mm DGAC 40mm DGAC Connected rail to bridge Repair equal damage LHS Raise rail height	630 46 1 800 1 800 135 70	28380 800 800 9650		Completed RMCC Work Order AC rate includes ribwall's Completed RMCC	
7395	Boat Harbour Road SB Length 0.15km	Full segment handed back to Ballina Council (Full segment Regional Road)	7395a Heavy Patch 7395b Resurfacing - 14mm DGAC 7395c Roadside Furniture 7395d Roadside Furniture	0.5 0.5 1 1						14.49						HP req'd Existing seal is 2000 DGAC 14 - planned for resal in yr 9 Guardrail Guardrail Guardrail	7395	40mm DGAC Connected rail to bridge Raise rail height New terminal ends	630 46 1 800 135 70 2 4000	28380 800 9650 8000		Same as 7390-7395 Rate includes right work includes 2 new terminal ends	
7400	Fishery Creek Bridge Length 0.20km	Full segment handed back to Ballina Council (Full segment Regional Road)	7400a Heavy Patch 7400b Resurfacing - 14mm DGAC 7400c Roadside Furniture 7400d Roadside Furniture 7400e Roadside Furniture 7400f Intersection (RSA)	0.6 11.48 1 10 0.85						39.1						Boat Harbour Rd - Change Intersecting and shift glenysy sign (CI 4.4.3) No HP req'd Existing seal is 2000 DGAC 14 - No planned resal Guardrail Guardrail Guardrail Ramp 65 - Palm median kerb and change line marking (CI 4.4.5 & 6)	7400	40mm DGAC Raise rail height Connected rail to bridge New terminal ends	1700 46 164 70 2 800 2 5000	79200 11480 1600 10000		AC rate includes ribwall's includes 2 new terminal ends includes traffic control	
7410	Blunswick Street Length 0.63km	Full segment handed back to Ballina Council (Full segment Regional Road)	7410a Heavy Patch 7410b Resurfacing - nil 7410c Edge Drain 7410d Pavement Marking (RSA) 7410e Pavement Marking (RSA)	16 23.865 0.85 1.15												Concrete HP req'd Existing surface is concrete Repair existing edge drain Ramp 65 - Palm median kerb and change line marking (CI 4.4.5 & 6)	7410	Approx 15m2 of Seal Street line Approx 75m (CH40 to CH50, CH50 to CH300 RHS & 5m RHS)	16 1000 180 120 1 item 1 item	16000 21600 1000 1150		includes traffic control includes traffic control	
7420	Lanar Street Length 0.61km	Full segment handed back to Ballina Council (Full segment Regional Road)	7420a Heavy Patch 7420b Resurfacing - nil 7420c Edge Drain	24 34.185												Concrete HP req'd Existing surface is concrete Repair existing edge drain	7420	3 Concrete patch 2m2 Concrete patch 26m2	24 1000 268 120	24000 32160		includes traffic control	
7430	Stenick Street (DR 516) Length 0.74km	Full segment handed back to Ballina Council (Full segment Regional Road)	7430a Heavy Patch 7430b Resurfacing - 14mm DGAC 7430c Ribwall 7430d Kerb Cutter 7430e Pavement Marking (RSA) 7430f Pavement Marking (RSA)	24.06 530 10.5 2.85 2.85												HP req'd Existing seal is 2000 DGAC14 - planned for resal in yr 1 HP at CH100 Proceed mill and DGAC resal on old area near shopping centre lights South of Fox St (southbound) - Change C1 line (CI 4.6.2) Reorientate for Intersecting - Type T1 (CI 4.6.4)	7430	20m2 of Seal Street line 10000 m2 40mm DGAC Mill & Overlay Rebuild ribwall's edge Centre Median 2km Concrete Median 2km	240 160 10000 50 1 6000 2 2000 1 item 1 item	24000 50000 6000 4000 6000		HP 10% of Pavement Total includes ribwall's. Rate includes ribwall's. Rate includes ribwall's. Rate includes ribwall's. Completed	
7440	Old road Length 0.21km	Full segment handed back to Ballina Council (Full segment Regional Road)	7440a Heavy Patch 7440b Resurfacing - nil 7440c Heavy Patch (Concrete)	4.55 98												HP req'd Existing surface is concrete	7440	Repair DGAC taper at end of concrete (approx 20m long). 2 patches on RHS 2 Concrete Patches 6m2	30 155 68 1000	4500 6800		Rate includes ribwall's	
7450	Canal Bridge Length 0.36km	Full segment handed back to Ballina Council (Full segment Regional Road)	7450a Heavy Patch 7450b Resurfacing - 14mm DGAC 7450c Roadside Furniture 7450d Roadside Furniture 7450e Roadside Furniture 7450f Shoulders	26.19 1 34.19 19 19 5						144.072						HP at CH100 & B Existing seal is 2000 DGAC14 - planned for resal in yr 4 HP req'd Existing surface is concrete Repair defects in concrete surface Connected rail to bridge Build up under guardrail 60m	7450	20m2 of Seal Street line 300m x 8m Ramp 65 (kerb) damage northern end RHS Raise rail height New terminal ends Build up under guardrail 60m	261 120 24 200 480 70 4 4750 4 4 36 1000	24000 2000 34000 18750 16 36000		Rate includes ribwall's Rate includes ribwall's Rate includes ribwall's Rate includes ribwall's Rate includes ribwall's	
7460	Southern Cross Drive Length 0.35km	Full segment handed back to Ballina Council (Full segment Regional Road)	7460a Heavy Patch 7460b Resurfacing - nil	36 36												HP req'd Existing surface is concrete	7460	4 spills LHS & patch lane x 2m at CH250 3 Concrete Patch 36m2	36 1000 36 1000	36000 36000			
7600	North Cross Road Length 0.45km	Full segment handed back to Ballina Council (Full segment Regional Road)	7600a Heavy Patch 7600b Resurfacing - 14mm P.G.	32.3 148.70												HP req'd Existing seal is 2000 DGAC14 - planned for 14mm PG in yr 1	7600	HP at CH100 on 70 both sides 10mm AC 40m2 x 5m	360 50 360 50	33000 148750		HP 10% of Pavement	
7510	Eldersham Gardens Length 0.29km	Full segment handed back to Ballina Council (Full segment Regional Road)	7510a Heavy Patch 7510b Resurfacing - 7mm resal 7510c Rehabilitation 7510d 7510e Culvert	16.0 26.104 19.072 5.028 6												HP req'd Existing surface is concrete Rehabilitation of segment Rehabilitation of segment Rehabilitation of segment Culvert inlet/outlet	7510	Rehab segment 200m x 9.7m 2513x2 rehab area 45mm DGAC Check sealing Culvert inlet/outlet	200 100 480 70 3263 44 3263 44 1 5000	19000 34000 151372 151372 5000		HP 7% of Pavement	
7520	Tea Tree Plantation	Minor work at end of segment, 1400m - 1560m Intersected for Intersection (Full segment Regional Road)	7520a Heavy Patch	80.1 58.88												HP req'd Cnd to measure for HP and Crack sealing	7520	Heavy Patch 900m2 80mm AC seal (2) & (3) Heavy Patch 550m2 80mm AC seal (2)	800 50 560 100	80100 56000		HP 10% of Pavement Total area 15000-12	

11.3 Ballina Bypass - Handover.DOC

Maintenance Diary SP2

HW10 PACIFIC HIGHWAY - BALLINA SHIRE COUNCIL														Negotiations for Handover of Bypassed Highway - Ballina Bypass (Emigrant Creek to Cumbalum Interchange - SP2) - Maintenance Diary & Joint Inspection of 19th Oct 2011.											
Seg No	Location	Effect on Segment	Item	Description	Yr0	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Comment	Comments from Joint Inspection 10-10-2011	Seg No	Scoped Works July/Aug 2012	Qty	Rate	Est Mce Cost (\$2012)	Comment		
7530	Tea Tree Plantation North	Intersection treatment and Brackmarking 0m - 300m Brackmarked for intersection (Full segment Regional Road)	7530a	Reinforcing - 14mm resal	43.42												Existing seal is 2007 7mm - planned for resal in yr 1	1560m x 0.5m	7530	30mm DGAC at Flathead & Deadmans Crk Intersection	1530	36	60420	AC for turning traffic	
			7530b	Rehabilitation	76.78														Rehabilitation of segment	5970	8	79760			
			7530c	Conditioning Mice	355.3														Vegetation works	6012	44	352200			
			7530d	Crack sealing	7														1 day	1	7000	7000			
			7530e	Geocatch	7.75															6000	1.50	7750			
			7530f	Shoulders	2.52															500	4.5	2250			
			7530g	Culvert	5															1	5000	5000			
			7530h	Roadside Furniture (RSA)	0.15															2	75	150			
			7530i	Heavy Patch	101.2															2530	Heavy Patch 800m2 100mm AC	800	115	101200	HP 30% of Pavement Seg Total area 41110m2
			7530j	Rehabilitation	18.82																2530	Heavy Patch 1000m2 60mm AC	1000	90	90000
7540	Ballina 6km post Length 0.14km	Full segment handed back to Ballina Council (Full segment Regional Road)	7540a	Reinforcing - 14mm resal	51.55											Extensive HP req'd before resal	7540	30mm DGAC at Flathead Rd Intersection	430	35	18820				
7540b	Rehabilitation	2.4														Existing seal is 2007 7mm - planned for resal in yr 1 (S4SR)	7540	40mm DGAC	660	41	36290				
7540c	Conditioning Mice	2.5														Vegetation works / drainage tidy up works	1030	1.58	1597						
7540d	Stockpile Site	1														Existing stockpile site - not req'd	156	630	930						
7540e	Culvert	1														to be removed by BBA	0.5	7000	3500						
7540f	Shoulders	4.8														Guardrail Damaged 12m	12	400	4800						
7540g	Shoulders	1														Shoulder build up 250m	2	7000	14000						
7540h	Shoulders	1														Purposely blocked	1	9	9	RMS To Investigate					
7540i	Shoulders	1														Blocked - culvert outlet	1	5000	5000						
7550	Cumbalum Park South Length 0.49km	Full segment handed back to Ballina Council (Full segment Regional Road)	7550a	Reinforcing - 14mm resal	42.44											Extensive HP req'd before resal	7550	Heavy Patch 800m2 60mm AC	980	60	58400	HP 30% of Pavement			
7550b	Rehabilitation	28.6														Existing seal is 1997 10mm - planned for resal in yr 1 (S4SR)	7550	300m2 10mm DGAM seal	3500	8	28800				
7550c	Rehabilitation	47.4														None expected to be used as new road	7550	40mm DGAC	3900	41	147600				
7550d	Crack sealing	3.06														Crack on to 350 is new DG AG14.	7550	Crack sealing	930	1.84	1585				
7550e	Conditioning Mice	2.5														Vegetation works / drainage tidy up works	93	25	2325						
7550f	Shoulders	1														to be removed by BBA	0.5	8000	4000						
7550g	Culvert	0.15														Initial guide posts (CI 4.9.9)	2	76	152	RMS To Investigate					
7550h	Heavy Patch	6.32														None expected to be used as new road	7550	Heavy Patch 60m2 10mm AC	475	50	23450	HP 30% of Pavement			
7550i	Reinforcing	20.10														Crack on to 350 is new DG AG14.	7550	10mm SAM seal	3270	8	26160	HP 2% of Pavement Current seg yr 2020			
7550j	Crack sealing	0.9														Crack on to 350 is new DG AG14.	7550	30mm DGAC at Deadmans Crk Rd Intersection	1050	28	39600	AC for turning traffic			
7550k	Conditioning Mice	2.5														Vegetation works / drainage tidy up works	0.5	5000	2500						
7550l	Shoulders	1														to be removed by BBA	1	5000	5000						
SP2	All		RSA	Linemarking CI 4.1.2												Non-Longitudinal pavement markings					13000	Completed			
SP2	Seg 7380 - Seg 7460		RSA	Linemarking CI 4.1.2	13											Paint median noses					45000				
SP1	Diversion 1		RSA	Crack seal around heavy patches	6.4											Linear metres					1600	4	6400		
SP1	Seg 7610 - Tintenbar Hill		RSA	Crack seal around heavy patches	0.75											Linear metres					1600	4	6400		
SP1	Seg 7610 - Tintenbar Hill		RSA	Crack seal around heavy patches	0.75											Linear metres					1600	4	6400		
SP2	Flathead Lane Length - 1.01km (Including Koehler Bridge)	147mm Epoxy seal over Chart Base	RSA	Crack seal around heavy patches	0.21											Linear metres					1	200	200	RMS to investigate	
SP1	Seg 7010 - Tintenbar Hill		RSA	Crack seal around heavy patches	6											Linear metres					1	200	200	AC overlays to correct settlement over first 10 years - Year 5. Supply & lay rate for AC 324DL. Total includes build up of 1m wide gravel shoulder. AC overlays to correct settlement over first 10 years - Year 10. Supply & lay rate for AC 324DL. Total includes build up of 1m wide gravel shoulder.	
SP1	Seg 7010 - Tintenbar Hill		RSA	Crack seal around heavy patches	6											Linear metres					1	200	200	AC overlays to correct settlement over first 10 years - Year 5. Supply & lay rate for AC 324DL. Total includes build up of 1m wide gravel shoulder. AC overlays to correct settlement over first 10 years - Year 10. Supply & lay rate for AC 324DL. Total includes build up of 1m wide gravel shoulder.	

Note: 1) Yr0 indicates works required on handover to 'condition' the section of road.
 2) Regional Road specific mice is 100% Yr1 to Yr4, 50% Yr5 to Yr 10 - these sections are shown with the dotted pattern.
 3) RMS to undertake bridge repairs to Fishery Crk Bridge as per bridge inspection report Jan 2011
 4) RMS to undertake bridge repairs to Canal Bridge as per bridge inspection report Jan 2011
 5) North of Fox St (northbound) - Redesign directional sign & upgrade post/ci 4.6.4(5) - RMS to provide new sign & install

Conditioning Specific Mice (Yr 0) 3451463 Notes: 1077622 14528
 Road safety audit
 Total Cost 4668413 sum 135 to 138

Check Balance 4668413 143 - 140

11.3 Ballina Bypass - Handover.DOC

Maintenance Diary SP1

HW10 PACIFIC HIGHWAY - BALLINA SHIRE COUNCIL

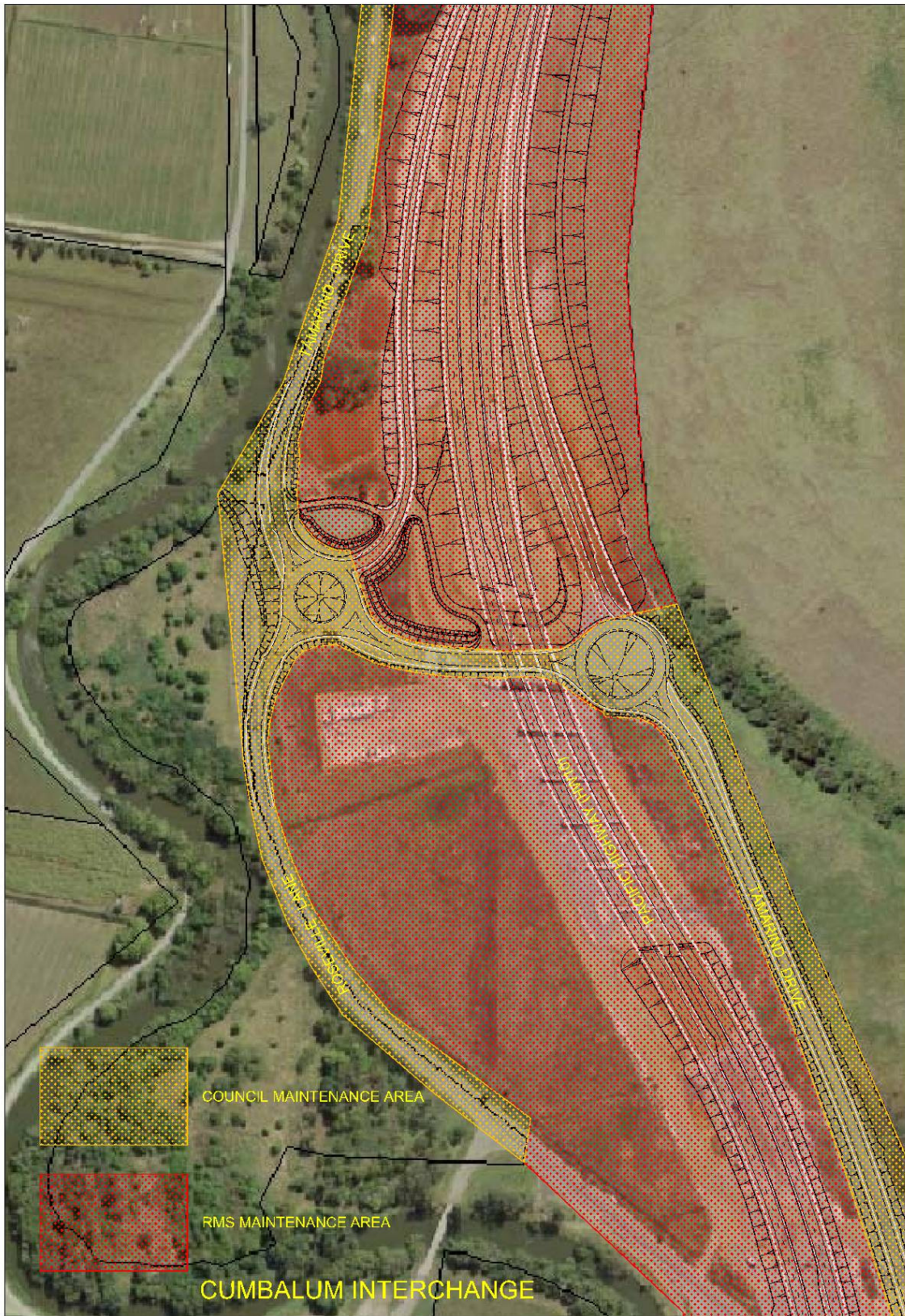
Negotiations for Handover of Bypassed Highway - Ballina Bypass (Cumbalum Interchange to Ross Lane - SP1) - Maintenance Diary agreed with Council 11th October 2011

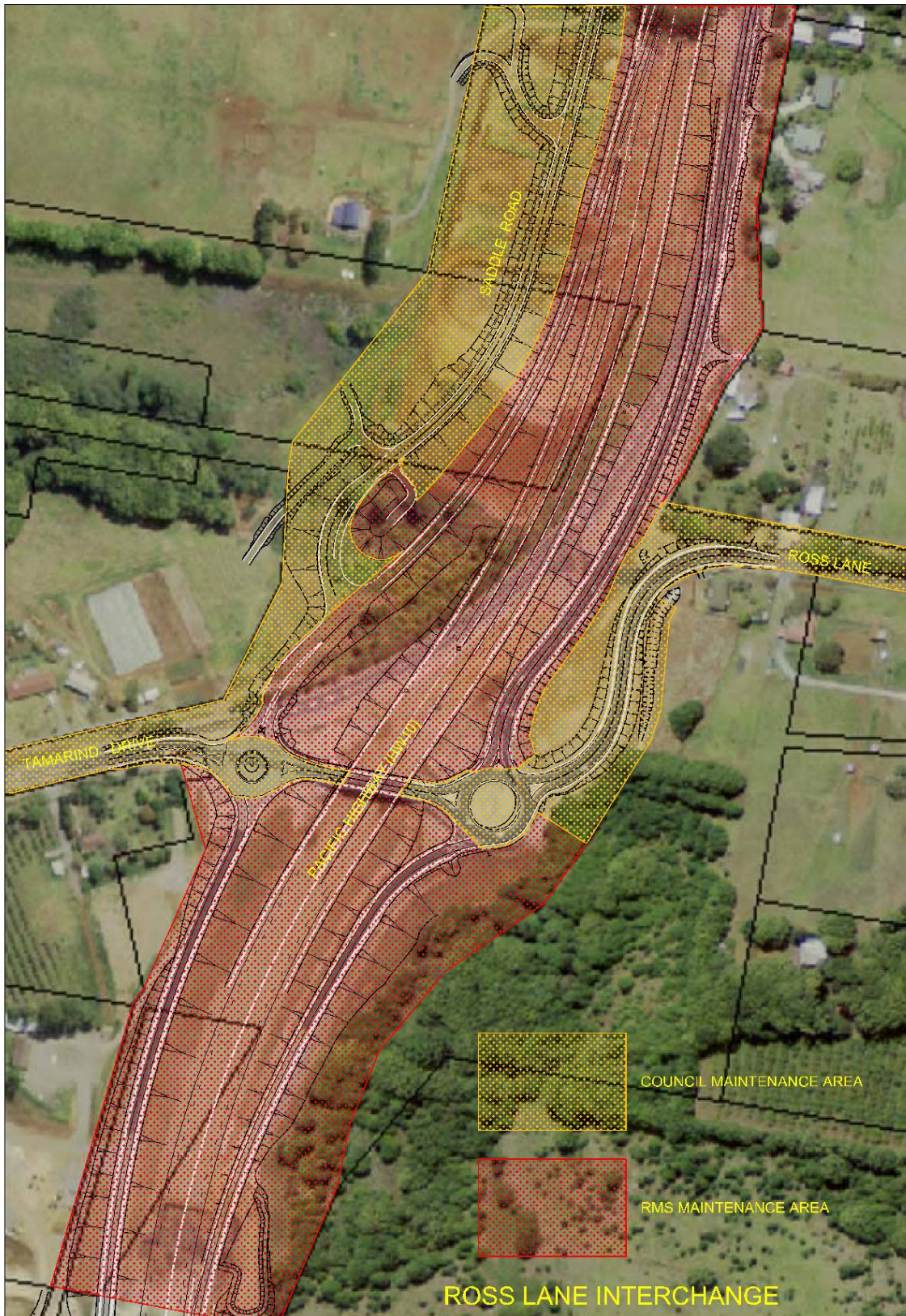
Seg No	Location	Effect on Segment	Item	Description	Yr0	Yr1	Yr2	Yr3	Yr4	Yr5	Yr6	Yr7	Yr8	Yr9	Yr10	Comment	Quantity	Rate	Est Mtce Cost (\$ 2011)	Calculation Comment	
7560	Cumbalum Road Length 1.13km (part)	0m - 300 m to regional road - will be determined with SP2, 300m - 850m abandoned, 850m to 1130m to local road	7560a	Heavy Patch		4.76											Nonnominal - say 10m2 (0 to 300m is SP2) Ch 0m to 300 is in SP2, 850m to 1130m will be local road (currently is 2000 14mm FS) - due for reseal in yr 1	40	119	4760	40m2 agreed with Cncl
			7560b	Resurfacing - 7mm reseal		15.12												2520	6	15120	280m*9m (local road section)
			7560c	Crack sealing		0.5												125	4	500	Crack sealing (from inspection 11-10-11)
			7560d	Conditioning Mtce		3												1	3000	3000	Veg works / drainage tidy up works 1 day
7570	Cumbalum North Length 0.80km	0m - 300 m new construction, 300m - 750m existing pavement, 750m to 800m new construction - all to local road	7570a	Heavy Patch		20.825											HP existing pavement (300m to 750m)	175	119	20825	175m2 in existing section
			7570b	Resurfacing - 7mm reseal		23.76												3660	6	23760	Existing surface is 2001 14mm FS, planned for seal in yr 1
			7570c	Conditioning Mtce		3												1	3000	3000	Veg works / drainage 1 day
7580	Campbells Corner Length 0.25km	full segment - new construction, to local road.	7580a	Heavy Patch													No HP req'd	0	0	0	
			7580b	Resurfacing														0	0	0	
			7580c	Conditioning Mtce		3												1	3000	3000	new section provided by BBA Veg works / drainage 1 day
			7580d	Conditioning Mtce		3												1	3000	3000	
7590	Barcoo Ridge Stud Farm Length 1.46km	0m - 300 m new construction, 300m - 1350m existing pavement, 1350m to 1460m new construction - all to local road.	7590a	Heavy Patch		17.85											HP req'd (section 300m to 1350m)	150	119	17850	150m2 agreed with Cncl
			7590b	Resurfacing - 14mm reseal		51.03												8505	6	51030	Existing seal is 2006 7mm - planned for reseal in yr 1
			7590c	Conditioning Mtce		6												2	3000	6000	Veg works / drainage tidy up works 2 days
7600	Sandy Flat Road Length 0.37km	full segment - new construction, to local road.	7600a	Heavy Patch													0	0	0		
			7600b	Resurfacing														0	0	0	
7610	Tintenbar Hill Length 1.47km	0m - 50 m new construction, 50m - 1470m existing pavement - local road to Tintenbar Road int. (140m to regional rd)	7610a	Heavy Patch		41.65												350	119	41650	HP req'd (section 50m to 1470m)
			7610b	Resurfacing - 7mm reseal		123.6												20600	6	123600	Existing surface is 2007 14mm FS, planned for seal in yr 1
			7610c	Shape Correction		3												60	50	3000	AC shape correction (from inspection 11-10-11)
			7610d	Conditioning Mtce		9												3	3000	9000	Veg works / drainage / top side slip cleanup / guardrail 3 days
7620	Tintenbar - Ross Lane South Length 1.60km	0m - 1850 m existing pavement - to regional road, 1850m - 1800m new construction (HW10).	7620a	Heavy Patch		26.775												225	119	26775	HP req'd (section 0m to 1650m)
			7620b	Resurfacing - 14mm reseal		126.22												21370	6	128220	Existing surface is 2004 7mm FS, planned for reseal in yr 1
			7620c	DG AC Resurfacing														1400	30	21000	Existing DG AC (2006) at intersection, planned for yr 9
			7620d	Roadside furniture		3												1	3000	3000	Signs and guide post - repair and replacement
			7620e	Conditioning Mtce		12												4	3000	12000	Veg works / drainage 4 days
7630	Ross Lane Length 0.35km	Full segment abandoned	7630a	Heavy Patch														0	0	0	Full segment abandoned
			7630b	Resurfacing - 7mm reseal														0	0	0	
			7630c	Conditioning Mtce														0	0	0	
7640	Carney Place Length 1.89km	0m - 400m new construction, 400m - 850m temporary SB off ramp & access road (RTA to maintain until next section)	7640a	Heavy Patch														0	0	0	Full segment used by BBA as off ramp and service road to adjacent properties
			7640b	Resurfacing - 7mm reseal														0	0	0	
			7640c	Conditioning Mtce														0	0	0	
NA	Saddle Road Length - 0.845km	147mm Spray seal/ Chert Base		Local Road													0	0	0	New Construction - All req'd maint activities to be completed by BBA prior to handover	
NA	Mitchell Close Length - 0.344km	7/10mm Spray seal/ Chert Base		Local Road													0	0	0	New Construction - All req'd maint activities to be completed by BBA prior to handover	
NA	Albert Sheather Lane Length - 0.534km	7/10mm Spray seal/ Chert Base		Local Road													0	0	0	New Construction (50m from Tamarind Drive (Underpass) & 44m from Mitchell Drive to boundary)	
NA	Sandy Flat Road Length - 0.37km	147mm Spray seal/ Chert Base		Local Road													0	0	0	New Construction - All req'd maint activities to be completed by BBA prior to handover	
NA	Ross Lane Length - 0.56km	AC 14 wearing course		Regional Road (RR7735)													0	0	0	New Construction - All req'd maint activities to be completed by BBA prior to handover	

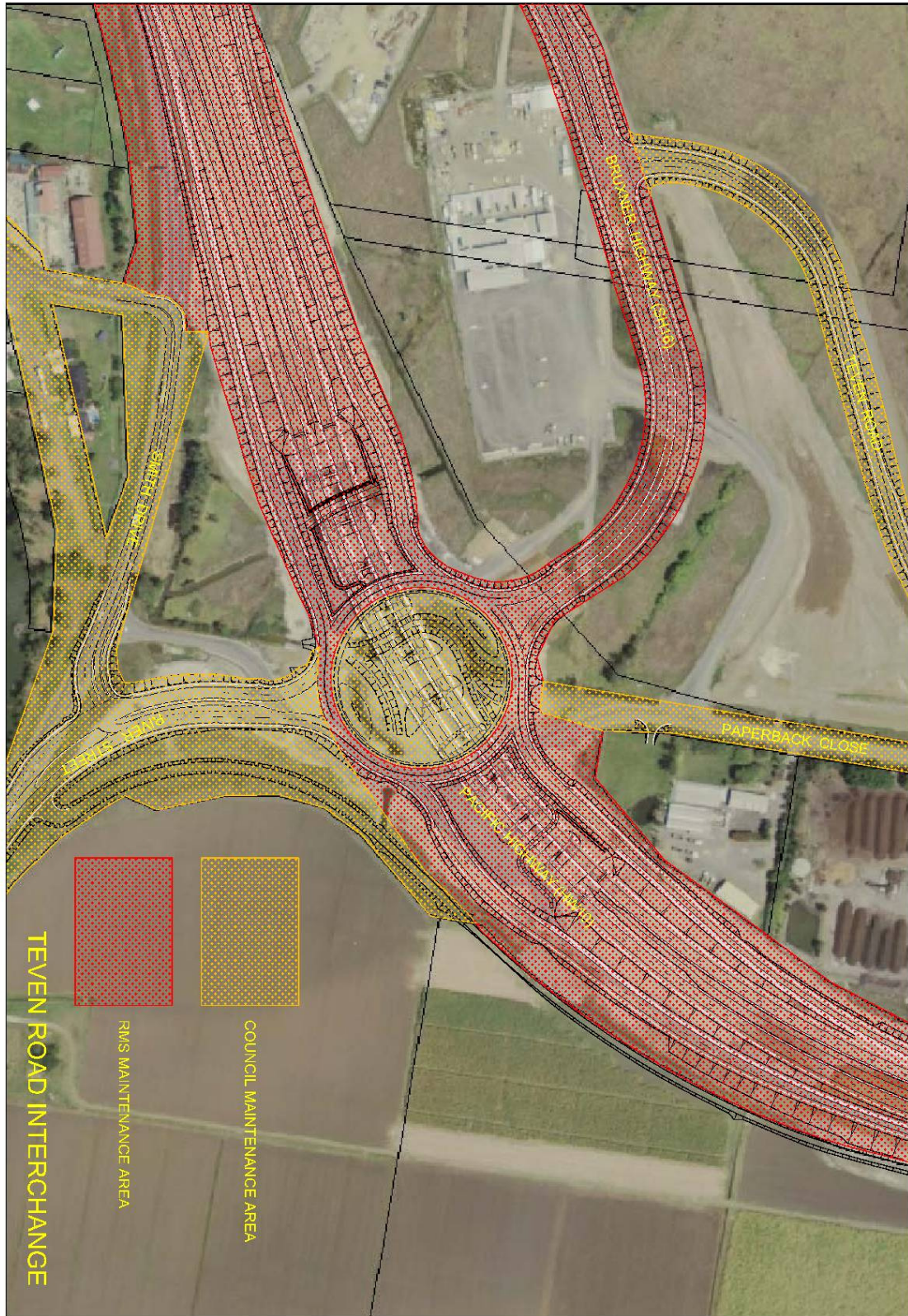
Notes: 1) Yr0 indicates works required on handover to 'condition' the section of road.
2) Regional Road specific mtce is 100% Yr1 to Yr5, 50% Yr6 to Yr 10 - these sections are shown as dotted pattern.

\$ 37,500.00	Conditioning Specific Mtce (Yr 0)
\$ 461,080.00	Specific Mtce (Yr 1 to 10)
\$ 8,000.00	Road Safety audit (Yr 1)
\$ 526,580.00	Total Cost

Ballina Bypass Handover Lump Sum Mtce Diary SP1.XLS









Our Ref: 12723BB
File No SF2012/057749

The General Manager
Ballina Shire Council
PO Box 450
Ballina NSW 2478

Attention: Mr Paul Busmanis

Dear Mr Busmanis

Pacific Highway - Ballina Bypass Handover. Road Classification

I refer to recent discussions between you and Brett Butcher from Roads and Maritime Services (RMS) relating to the handover and road classification associated with the Ballina Bypass Project.

I also note the previous advice from RMS of 24 May 2011 (copy attached) which relates. The bypassed section of road, now known as River Street, between the Teven interchange and the intersection of Kerr Street (a length of approximately 3.71 km) becomes a Regional road.

RMS confirms that Regional road status for this section of road is appropriate. It will facilitate the required linkage between the nearby State roads (Pacific Highway and Bruxner Highway) and the areas of West Ballina, Ballina, East Ballina and Skennars Head. The State road network intersects at a node comprising a major grade separated interchange in close proximity to Ballina, providing the major arterial linkage to the Regional road supporting network (River Street and The Coast Road).

Similarly further major interchanges located north of Ballina at Cumbalum and Ross Lane provide linkage to Tamarind Drive, Angels Beach Drive and The Coast Road as well as Ross Lane and Tintenbar Road. All of these roads are similarly recognised as Regional roads being routes of secondary importance and providing the main connections between State roads and local roads.

RMS does not support the creation of short spurs of State roads. Of note is that high traffic volumes will remain on River Street between the Teven interchange and Kerr Street. This traffic comprises predominately local and commuter traffic moving to and from nearby towns and regional centres such as Alstonville and Lismore.

RMS Block Grant funding recognises these higher traffic volumes and preliminary calculations suggest that the new Regional road MR695 running between Teven and Cumbalum interchanges

Roads and Maritime Services

31 Victoria Street Grafton NSW 2460
PO Box 578 Grafton NSW 2460 DX 7610
www.rms.nsw.gov.au | 13 17 82

11.3 Ballina Bypass - Handover.DOC

via Kerr Street will attract an increase to Ballina Council's Block Grant payments. Based on 2012-13 calculations, subject to future state wide funding adjustments, this would approximate \$190,000 per annum, with pro rata payments to be made in 2012/2013.



RMS will write separately to council confirming the Block Grant changes associated with the Ballina Bypass.

I trust this further information has been of assistance, and I now seek council's acceptance of the RMS handover funding package offers and advice about council's ongoing participation in Road Maintenance Council Contracts (RMCC).

I confirm that RMS will now cease maintenance of the old Pacific Highway through Ballina as of midnight 31 January 2013. Considering the deferral of this maintenance withdrawal on two occasions already, this date is considered reasonable to conclude the handover processes and councils commitment to achieve this would be appreciated.

If you require further information please contact Mr Brett Butcher, RMS Asset Manager on telephone 02 6640 1300 or email graffton.regional.office@rms.nsw.gov.au.

Yours sincerely

David Bell
Regional Manager Northern Region

11 DEC 2012

Encl

File No 10/23.1423 (1117MD)
Brett Butcher

The General Manager
Ballina Shire Council
Po Box 450
BALLINA NSW 2478

Attention: Mr Paul Busmanis

Pacific Highway, Ballina Bypass Handover, Road Classification.

Dear Paul

I refer to your letter of 14 February 2011 and to discussions held at the handover meetings of 17 February and 5 May 2011. I regret the delay with this response.

As you are aware, the Roads and Traffic Authority's (RTA) primary focus is on the management of State Roads, which are the most important roads in NSW and provide for the long-distance travel needs of the state. It is therefore important that the most appropriate classifications be applied to ensure that the broader network is best able to meet the needs of the community.

The RTA has given careful consideration to council's comments and position regarding the proposed classification of the section of road between Teven interchange and Kerr/River streets. Following the opening of the southern section of the Ballina Bypass in 2011, it is acknowledged that this section of road will continue to carry significant traffic volumes. However, the RTA believes that a Regional Road classification will best meet the functions required of the road.

The altered route of the Pacific and Bruxner Highways will provide centralised linkage to other roads from a major interchange in close proximity to the Ballina township. Regional Roads also connected to this interchange will effectively provide for the continued high intra-urban flows expected in Ballina.

Such high traffic volumes are recognised in the Regional Road Block Grant formulas, effectively increasing the available funding assistance to council for this road. The road between Teven interchange and Kerr/River streets is a link which will primarily facilitate regional and local development and access. The RTA does not favour the creation of short spurs of State Roads.

The RTA has therefore determined that it will make recommendation to the Minister for the section of road between the Teven interchange and Kerr/River streets Ballina to be reclassified to Regional Road following the bypass.

11.3 Ballina Bypass - Handover.DOC


Council's agreement with the other proposed changes is noted. The RTA also agrees with council's request to alter the route of MRS45 as proposed. Attached is a map showing the arrangements that will form the basis of the road classification changes that the RTA will progress.

Other associated details including resulting impacts on council's Block Grant allocations will be forwarded in due course.

Council's input into this process is appreciated. Please contact Mr Brett Butcher on telephone (02) 66401300 or email Grafton_Regional_Office@rta.nsw.gov.au should any further information be required.

Yours sincerely



 David Bell
Regional Manager, Northern Region

Encl.

24 MAY 2011

cc Alan Hartley
Steve Tyler
Kurt Boekeman
Peter McMahon