

# Sealing of Rural Dust Roads Policy

## 1 Document Information

<b>Version Date</b> <i>(Draft or Council Meeting date)</i>	28 May 2019
<b>Author</b>	Manager Technical Services
<b>Owner</b> <i>(Relevant director)</i>	Director of Engineering & Technical Services
<b>Status –</b> <i>Draft, Approved, Adopted by Council, Superseded or Withdrawn</i>	Adopted By Council
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<b>Minute number</b> <i>(once adopted by Council)</i>	19/05/18

## 2 Summary

This policy describes 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 co-contribution of dust sealing of unsealed rural gravel roads, subject to conditions outlined within this policy.

## 3 Approvals

Title	Date Approved	Signature
Director of Engineering & Technical Services		

## 4 History

Minute No.	Summary of Changes	New Version Date
19/05/18	Adopted by Council	28 May 2019

## 5 Reason

To address the requests of the Council residents for the sealing of the section of roadway within the immediate vicinity of their house to reduce dust blowing onto their property and particularly their house.

## 6 Scope

This policy applies to all Council maintained unsealed roads within Cabonne Council.

## 7 Associated Legislations and Guidelines

Local Government Act 1993.

Local Government (General) Regulation 2005.

Unsealed Roads Manual Guidelines to Good Practice – ARRB.

Current and future Council Management Plans.

Cabonne Engineering Guidelines.

Roads and Maritime Services Road Design Guide.

## 8 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** – Cabonne 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**.

## 9 Responsibilities

### 9.1 General Manager

The General Manager is responsible for the overall control and implementation of the policy.

### 9.2 Directors and Managers

Directors and Managers are responsible for the control of the policy and procedures within their area of responsibility.

## 10 Related Documents

Document Name	Document Location

## 11 Policy Statement

Cabonne 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.

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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.

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.

## 12 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 50 AADT, unless there are significant issues shown in the assessment score. **Alternatively** the land owner is prepared to fund the 50% of 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 6.5 metres (2 x 3.25m 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 weighted scoring methodology displayed in the following Table 1.

**Table 1 - Scoring and Assessment Method**

Criteria	Points	Weighting
Traffic volumes	0 for AADT 0-50 40 for AADT 50-74 70 for 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 for Dwelling 0-15m from road frontage 9 for Dwelling 16-30m from road frontage 6 for Dwelling 31-50m from road frontage 3 for Dwelling 51-69m from road frontage 1 for Dwelling 70-100m from road frontage 0 for Dwelling >100m from road frontage Additional 5 points if dwelling is downwind of prevailing breeze.	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 for Width <6.0m. 6 for Poor horizontal, vertical alignment and width ≥6.0m. 8 for Good horizontal, vertical alignment and width ≥6.0m.	5
Speed Environment	4 for Operating speed ≥100km/h 3 for Operating speed 51-99km/h 1 for Operating speed ≤50km/h	10

**Score** = (Traffic Volume Points \* Weighting) + (Proximity Points \* Weighting) + (Geometric Points \* Weighting) + (Speed Environment \* Weighting).

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

## 13 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 resident/landholder must contribute 50% of the total cost of the dust seal works in joint funded dust seal program.

## 14 Costs

- The jointly 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.
- The discretion to reject or accept a contribution from a landowner/s resides with the General Manager or the delegated officer.

## 15 Schedule

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

## 16 Conditions and Obligations

- 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 co-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 the 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.