



WORKS AND TRAFFIC COMMITTEE



A G E N D A

16 August 2016

Commencing at 2.00 pm
Held at the Council Chambers - Civic Centre,
101 Goondoon Street, Gladstone

Please note: These minutes are to be read in conjunction with the preceding Works and Traffic Committee Meeting Minutes.

Terms of Reference

Committee is primarily responsible for overseeing policy and performance in the following areas of Council operation:-

- Road Construction and Maintenance
- Drainage Operations
- Public Car Parks
- Street Sweeping
- Footpath Management
- Design Services
- Traffic Management (via Traffic Environment Advisory Committee).

In accordance with section 257(1)(c) of the *Local Government Act 2009*, Council delegate authority to the committee to make resolutions on its behalf, provided that such decision is unanimous amongst the full membership of the committee, including the Mayor.

Committee members are Cr Masters, Cr Goodluck, Cr Churchill and Cr Hansen.

By virtue of section 12(3)(g) of the *Local Government Act 2009*, the Mayor is a (ex-officio) member of the committee.

Cr Masters is the Chair of the committee.

A quorum be a simply majority of members.

The Committee meet in the first instance of the third Tuesday of each month at 2.00 pm in the Council Chambers and the committee be authorised to determine its future meeting times and frequency.

Committee Administrator is the Director Engineering Services.

Appointment of Committees

Section 264 of the *Local Government Regulation 2012* as follows:-

(1)A local government may -

- (a) appoint, from its councillors, standing committees or special committees;
- and
- (b) appoint advisory committees.

(2)Two or more local governments may appoint, from their councillors, a joint standing committee.

Closed Meetings

Section 275 of the *Local Government Regulation 2012* as follows:-

(1)A local government or committee may resolve that a meeting be closed to the public if its councillors or members consider it necessary to close the meeting to discuss -

- (a) the appointment, dismissal or discipline of employees; or
- (b) industrial matters affecting employees; or
- (c) the local government's budget; or
- (d) rating concessions; or
- (e) contracts proposed to be made by it; or
- (f) starting or defending legal proceedings involving the local government; or
- (g) any action to be taken by the local government under the Planning Act, including deciding applications made to it under that Act; or
- (h) other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

Committee Members

Cr Masters - Chair

Cr Goodluck

Cr Churchill

Cr Hansen

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WTC/1. OPENING AND APOLOGIES

WTC/2. DISCLOSURE OF INTEREST

WTC/3. CONFIRMATION OF MINUTES

WTC/3.1. CONFIRMATION OF MINUTES FOR 19 JULY 2016

Responsible Officer: Director Engineering Services

Committee Meeting Date: 16 August 2016

File Ref: CM7.2

Purpose:

Confirmation of the minutes of the Works and Traffic Committee held on 19 July 2016.

Officer's Recommendation:

That the minutes of the Works and Traffic Committee of Council held on 19 July 2016 be confirmed.

Attachments:

1. Minutes of the Works and Traffic Committee of Council held on 19 July 2016.

Tabled Items:

1. Nil.

Report Prepared by: PA Director Engineering Services

WTC/4. DEPUTATIONS

Nil.

WTC/5. OFFICERS' REPORTS

WTC/5.3. TRAFFIC ENVIRONMENT ADVISORY COMMITTEE (TEAC) MINUTES JULY 2016

Responsible Officer: Director Engineering Services

Committee Meeting Date: 16 August 2016

File Ref: RD4.1

Purpose:

The purpose of this report is to allow Council to review the minutes and consider the major recommendation identified at the Traffic Environment Advisory Committee (TEAC) meeting held on 7 July 2016.

Officer's Recommendation:

That Council:-

1. Note the TEAC minutes from the meeting held on 7 July 2016.
2. Adopt the following TEAC major item recommendation:
 - a. Adopt the following Rural Bus Service Strategy for Round Hill Road – Agnes Water; to meet the requirements of the *Guide for the Road Safety Management of Rural School Bus Routes and Bus Stops (DTMR September 2002)*:-

Rural Bus Set Down Locations - Round Hill Road, Agnes Water (from Captain Cook Drive to Fingerboard Road - Drawing No 16-010-900 (Rev 0))					
ID	Location	Endorsed	Proposed Works	Funding	Fin Yr
A	Intersection of Captain Cook Drive	No	Nil	NA	NA
B	Heights Entrance	Yes	Upgrade and Maintain	BU165 \$500	2016/17
C	Rafting Ground Road	Yes	Upgrade and Maintain	BU165 \$4,500	2016/17
D	Fronting the Ambulance Station	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
E	Opposite the Ambulance Station	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
F	Fronting 2181 (west of Rocky Crossing Road)	Yes	Upgrade and Maintain	BU165 \$5,000	2016/17
G	Fronting 2208 (west of Rocky Crossing Road)	Yes	Upgrade and Maintain	BU165 \$5,000	2016/17
H	Fronting 2079	No	Nil	NA	NA
I	Fronting 2078	No	Nil	NA	NA
J	West of Maroolingar Road (Northbound)	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
K	West of Maroolingar Road (Southbound)	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
L	West of Murphy Road	No	Nil	NA	NA

M	Fronting 1094	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
N	Opposite 1030	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
O	Opposite Palm Grove Road	Yes	Upgrade and Maintain	BU165 \$500	2016/17
P	Fronting 887	No	Nil	NA	NA
Q	Fronting 785 (north of Creevey Drive)	Yes	Upgrade and Maintain	BU165 \$2,000	2016/17
R	Fronting 782 (north of Creevey Drive)	Yes	Upgrade and Maintain	BU165 \$2,000	2016/17
S	Creevey Drive	Yes	Design and install one (1) additional rural bus set down	LTFP \$30,000	2019/20

Note: 2016/17 BU165 = Council's Road Services Rural and Urban Maintenance Budget

LTFP = Long Term Financial Plan

- b. Advise the bus operator/s (whom are to liaise with the relevant conveyance committee/s) of the above.

Background:

The 7 July 2016 TEAC agenda (including all the TEAC reports) was electronically distributed to all Councillors and TEAC members on 30 June 2016.

The minutes from the TEAC meeting were adopted on 21 July 2016 and are included in Attachment 1 (Confidential).

Consideration:

There was one (1) major recommendation from the TEAC meeting for Council to consider, and the TEAC report for this item is included in Attachment 2 (Confidential), for Councillors convenience.

Officer's Recommendation - 2

TEAC Item Number - T.3.16.6.3

Purpose of Report - The purpose of this report is to allow Council to consider possible bus set down area locations to formalise the rural school bus transport infrastructure along Round Hill Road, Agnes Water.

TEAC Recommendation - That Council:-

1. Adopt the following Rural Bus Service Strategy for Round Hill Road - Agnes Water; to meet the requirements of the *Guide for the Road Safety Management of Rural School Bus Routes and Bus Stops (DTMR September 2002)*:-

Rural Bus Set Down Locations - Round Hill Road, Agnes Water (from Captain Cook Drive to Fingerboard Road - Drawing No 16-010-900 (Rev 0))					
ID	Location	Endorsed	Proposed Works	Funding	Fin Yr
A	Intersection of Captain Cook Drive	No	Nil	NA	NA

B	Heights Entrance	Yes	Upgrade and Maintain	BU165 \$500	2016/17
C	Rafting Ground Road	Yes	Upgrade and Maintain	BU165 \$4,500	2016/17
D	Fronting the Ambulance Station	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
E	Opposite the Ambulance Station	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
F	Fronting 2181 (west of Rocky Crossing Road)	Yes	Upgrade and Maintain	BU165 \$5,000	2016/17
G	Fronting 2208 (west of Rocky Crossing Road)	Yes	Upgrade and Maintain	BU165 \$5,000	2016/17
H	Fronting 2079	No	Nil	NA	NA
I	Fronting 2078	No	Nil	NA	NA
J	West of Maroolingar Road (Northbound)	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
K	West of Maroolingar Road (Southbound)	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
L	West of Murphy Road	No	Nil	NA	NA
M	Fronting 1094	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
N	Opposite 1030	Yes	Ongoing Maintenance	Operational Budget - BU165	As required
O	Opposite Palm Grove Road	Yes	Upgrade and Maintain	BU165 \$500	2016/17
P	Fronting 887	No	Nil	NA	NA
Q	Fronting 785 (north of Creevey Drive)	Yes	Upgrade and Maintain	BU165 \$2,000	2016/17
R	Fronting 782 (north of Creevey Drive)	Yes	Upgrade and Maintain	BU165 \$2,000	2016/17
S	Creevy Drive	Yes	Design and install one (1) additional rural bus set down	LTFP \$30,000	2019/20

Note: 2016/17 BU165 = Council's Road Services Rural and Urban Maintenance Budget
LTFP = Long Term Financial Plan

2. Advise the bus operator/s (whom are to liaise with the relevant conveyance committee/s) of the above.

Communication and Consultation (Internal/External):

Refer to TEAC report (Attachment 2) (Confidential).

Legal Environmental and Policy Implications:

Refer to TEAC report (Attachment 2) (Confidential).

Financial and Resource Implications:

Refer to TEAC report (Attachment 2) (Confidential).

Commentary:

Nil.

Summary:

Nil.

Attachments:

1. TEAC Minutes - 7 July 2016 (CONFIDENTIAL)
2. TEAC Report - T.3.16.6.3 - Round Hill Road, Agnes Water - Rural Bus Service Strategy (CONFIDENTIAL)

Tabled Items:

Nil.

Report Prepared by: Manager Technical Services

WTC/5.3. TENDER 02.17 - 2015 NDRRA BETTERMENT WORKS**Responsible Officer: Director Engineering Services****Committee Meeting Date: 16 August 2016****File Ref: RD1.8****Purpose:**

The purpose of this report is to allow Council to consider the Tender Panel's assessment of tenders received for the betterment works to Gladstone Regional Council's Road and Drainage infrastructure damaged by 2015 Cyclone Marcia (Tender 02/17), and funded under the Natural Disaster Relief and Recovery Arrangements (NDRRA) program.

Officer's Recommendation:

That Council:-

1. Endorse the Tender Panel's assessment and resolve to accept the Tender from Miriam Vale Plant Hire for the amount of \$ \$3,052,353.02 (GST exclusive), as per their submission (based on QRA approved works) to Tender 02/17 – NDRRA 2015 Betterment Works; and
2. As the Contract Principal, authorise the Chief Executive Officer to appoint a Principal's Representative to execute the appropriate contract documents on Council's behalf.

Background:

Cardno was engaged by Gladstone Regional Council (GRC) as the Procurement and Construction Management Consultant (PCM) for the NDRRA works arising out of the flood events of February 2015. This project includes betterment works to Gladstone Regional Council's road and drainage infrastructure damaged by Cyclone Marcia and funded under the NDRRA Program.

The project is expected to commence in August 2016 and run through to December 2016. The betterment works are on eight (8) roads covering 18 work sites. Refer to below table for a summary and brief scope of works:-

SI No.	Road name	Locality	Proposed works
1	Norton Road (5 sites)	Boyne Valley	<ol style="list-style-type: none"> 1. CH 0.95 - Construction of new concrete slab and concrete batter protection works on both sides of bridge to prevent road washout 2. CH 6.30 - Construction of new concrete floodway and batter protection 3. CH 6.60 - Construction of new concrete floodway and batter

			<p>protection</p> <ol style="list-style-type: none"> CH 7.46 - Construction of new concrete floodway and batter protection CH 9.44 - Construction of new concrete floodway and batter protection
2	Mt Larcom Bracewell Road (2 sites)	Ambrose - Bracewell	<ol style="list-style-type: none"> Ch 8.2 – Construction of a new concrete slab and concrete batter protection on both approaches to culvert crossing Ch 12.034 - Construction of concrete batter protection around headwall on the downstream side of the culvert crossing
3	Davis Road (1 site)	East End	Construction of a new concrete floodway with scour protection in lieu of seal floodway at Ch1.815
4	Tableland Road (6 sites)	Wooderson/ Diglum	<ol style="list-style-type: none"> CH 1.92 - Construction of new concrete slab and concrete batter on both approaches to bridge to prevent road washout. CH 8.10 - Construction of new concrete batter on the downstream side of the road and around culvert outlet to prevent road washout. CH8.45 - Construction of new concrete slab and concrete batter on the departure side of the floodway to prevent road washout. CH29.5 - Extend existing concrete floodway on both approaches. Allowance for topping slab over existing floodway. CH34.579 – Construction of new concrete floodway CH41.6-41.7 - Installation of 120m length of rock protection on steep slope drains and batter
5	Bindawalla Road (3 sites)	Diglum	<p>Construct new floodways across creeks/ gullies at:</p> <ol style="list-style-type: none"> CH 0.329 CH 2.420 CH 2.536
6	Gentle Annie Road, Ambrose (1 site only)	Ambrose	(CH8.0) Seal and concrete batter protection to protect against road washout when flood water overtops road.
7	Cattle Creek Road	Raglan	Construct new floodways across creeks / gullies at:

			CH 9.5
8	Marsh Road	Boyne Valley	Concrete apron works between Ch6.90- Ch7.0

Open market tender offers (Tender 02-17) were called for the betterment works on the 30 June 2016. The tender period included a mandatory tenderers' briefing meeting held on the 12 July 2016.

Four (4) notices to tenderers were issued against this tender.

Seven (7) tenders were received by the designated tender date and closing time.

The following table lists the seven (7) tenderers who made complying tender submissions in accordance with the Schedule of Rates. Two options were priced by the tenderers. Option 1 included all floodways on Norton Road to be inclusive of box culverts, and low level gravel stabilised floodways on Bindawalla Road. Option 2 on Norton Road seen the removal of box culverts resulting in low level concrete floodways at all crossings and low level concrete floodways on Bindawalla Road.

The purpose for pricing two options was to allow the flexibility to vary the works to remain within the capped Category D - Betterment funding amount, if required and pending tender submission values.

SI no	Tenderers	Address	Tender Price (GST Exclusive)
1	EarthTEC Pty Ltd	161 Burns Bay Road, Lane Cove NSW 2066	Option 1 - \$8,081,954.29 Option 2 - \$7,149,718.86
2	Epoca Constructions Pty Ltd	64 Elvin Street, Paget QLD 4740	Option 1 - \$6,375,309.69 Option 2 - \$5,069,302.16
3	Golding Contractors Pty Ltd	Level 3 8 Gardner Close, Milton QLD 4064	Option 1 - \$4,226,840.92 Option 2 - \$3,500,165.04
4	Mastertec Products and Services	Level 1 Riverside Plaza 45 River Street Mackay QLD 4740	Option 1 - \$3,702,972.56 Option 2 - \$2,972,258.56
5	McCosker Contracting Pty Ltd	19 Morgan Street, Gladstone QLD 4680	Option 1 - \$3,855,792.23 Option 2 - \$3,108,711.75
6	Miriam Vale Plant Hire	2 MacDonald Street, Miriam Vale QLD 4680	Option 1 - \$3,063,379.08 Option 2 - \$2,466,335.58
7	Rayment Excavations	3 Roseanna Street, Gladstone QLD 4680	Option 1 - \$6,116,297.99 Option 2 - \$4,770,145.23

Consideration:

The panel evaluated all the Tenders and found no conflict of interest. The Tender Evaluation Plan used to assess the tenders is included as "Attachment 1".

These works are funded through Natural Disaster Relief and Recovery Arrangement (NDRRA) betterment funding. The total approved project amount including betterment, restoration, contingencies, escalation and project management is \$4,062,472.37. Therefore, the panel resolved to assess only the submissions that were within budget for both options. With three (3) tenderers below the budget, the panel also resolved to consider a third pricing

option which would maximise the outcome for Council with the available funds. Option 3 is a combination of Options 1 and 2 being:-

- Bindawalla Road having concrete bed level crossings as per Option 2, and
- All remaining works as per Option 1.

SI No.	Tenderers	Address	Tender Price (GST Exclusive)
4	Mastertec Products and Services	Level 1 Riverside Plaza 45 River Street Mackay QLD 4740	Option 1 - \$3,702,972.56 Option 2 - \$2,972,258.56 Option 3 - \$3,754,187.56
5	McCosker Contracting Pty Ltd	19 Morgan Street, Gladstone QLD 4680	Option 1 - \$3,855,792.23 Option 2 - \$3,108,711.75 Option 3 - \$3,869,574.62 (\$3,691,325.23) Note: a price reduction has been offered if all works are awarded to McCosker. These reduced amounts are in brackets.
6	Miriam Vale Plant Hire	2 MacDonald Street, Miriam Vale QLD 4680	Option 1 - \$3,063,379.08 Option 2 - \$2,466,335.58 Option 3 - \$3,052,353.02

The Panel took all evaluation criteria into consideration and in accordance with the Standard Weighting Matrix, applied the following ranking to the Tenders:-

Tenderer	Rank
Miriam Vale Plant Hire	1
McCosker Contracting Pty Ltd	2
Mastertec Products and Services	3

Refer to "Attachment 2" for tender evaluation matrix and scoring details and to "Attachment 3" for the full Tender Evaluation Report.

Communication and Consultation (Internal/External):

Tender 02/17 was prepared by Cardno in consultation with Gladstone Regional Council's Engineering Services staff and Contracts Unit.

Pre Tender Communication:-

A mandatory pre-tender briefing meeting was held on 12 July 2016 where contractors were given the opportunity to ask questions. All questions were recorded and included in the minutes of the meeting. These minutes and the presentation were forwarded to all attendees.

The following four (4) *Notice to Tenderers* were issued against the tender:

- Notice to Tenderers 1 on 06 July 2016:- Questions and answers. Revised schedule;
- Notice to Tenderers 2 on 11 July 2016:- Information regarding statutory requirements for the Design and Construction of the Floodways;

- Notice to Tenderers 3 on 19 July 2016:- Minutes from Tender briefing, revised schedule and amendment to Local Content Clause, questions and answers; and
- Notice to Tenderers 4 on 21 July 2016:- Questions and answers.

Post Tender Communication:-

Financial checks have been conducted on the three (3) candidates by Kingsway Financial Assessments Pty Ltd. This is a private and confidential document that provided Council with an in depth understanding of the tenderer's financial position and ability to fund this project if successful.

One of the panel members contacted one (1) tenderer to request further evidence of their financial capacity and ability to fund this project, should they be successful. The tenderer resubmitted their financial information to Kingsway Financial Assessments Pty Ltd for reassessment.

Following consultation with all panel members, recommendations were as follows:-

- Miriam Vale Plant was confirmed as the preferred contractor; and
- Option 3 would be adopted as Council's preferred option.

The Tender Assessment Score Sheets for the Schedule of Rates from the three (3) tenderers are included as "Attachment 3".

Legal Environmental and Policy Implications:

Under the Local Government Act, Finance Standard, and Council's Purchasing Policy, Council must invite Tenders before making a contract for the carrying out of work, or the supply of goods or services, involving a cost of more than \$200,000. This is to ensure enforcement of certain principles including open and effective competition and value for money, which considers advancement of Council priorities including WH & S issues, fitness for purpose, technical issues, quality, service and support, and cost related factors.

Financial and Resource Implications:

The project is a Schedule of Rates project that is fully funded under the NDRRA betterment program. Funding applications for the scope of works have been approved by the Queensland Reconstruction Authority (QRA). The priced scope of works has been adjusted to reflect a combination of Option 1 and Option 2 to maximise the works to be undertaken, but remains within the approved funding cap. Option 1 has been adopted for all sites, except for Bindawalla Road, whereby Option 2 has been adopted.

The works are to be completed by the Contractor with Construction Supervision by the PCM consultant.

Commentary:

All submissions were reviewed in accordance with Council's Local Preference Policy (Policy no: P-2012-17) and procurement plans. The tenderers were required to submit information in their tender submission which aligned with the requirements of the policy and procurement plans. Whilst not scored directly, local content and engagement were considerations of the Evaluation Panel. Refer "Attachment 4" for tenderers Local Contents and Procurement Plans.

Summary:

Should the Council see fit to appoint another contractor the appropriate resolution would be

That Council

1. Reject the Tender Panel's assessment and resolve not to accept the Tender from Miriam Vale Plant Hire for the amount of \$3,052,353.02 (GST exclusive), as per their submission (based on QRA approved works) to Tender 02/17 – NDRRA 2015 Betterment Works; for the following reason (*insert reason here*)
2. Accept the Tender from COMPANY for the amount of \$AMOUNT (GST exclusive), as per their submission (based on QRA approved works) to Tender 02/17 – NDRRA 2015 Betterment Works; for the following reason (*insert reason here*).
3. As the Contract Principal, authorise the Chief Executive Officer to appoint a Principal's Representative to execute the appropriate contract documents on Council's behalf.

Attachments:

1. Tender 02/17 – Approved Tender Evaluation Plan - CONFIDENTIAL
2. Tender 02/17 – Tender Evaluation Matrix and Scoring - CONFIDENTIAL
3. Tender 02/17 – Tender Evaluation Report - CONFIDENTIAL
4. Tender 02/17 – Local Contents & Procurement Plans

Tabled Items:

Nil.

Report Prepared by: Manager Road Services

WTC/5.4. TENDER 26/17 MICROSURFACING 16-17 VARIOUS LOCATIONS

Responsible Officer: Director Engineering Services

Council Meeting Date: 16 August 2016

File Ref: RD1.8

Purpose:

The purpose of this report is to allow Council to consider the Quote 26-17 Bituminous Micro-surfacing - Various Sites.

Officer's Recommendation:

That Council:-

1. Endorse the Tender Panel's assessment and resolve to accept the Tender from Downer EDI Works Pty Ltd for the amount of \$286,340.80 exclusive of GST as per their submission to Quote No. 26-17 Bituminous Micro Surfacing – Various Sites
2. As the Contract Principal, authorise the Chief Executive Officer to appoint a Principal's Representative to execute the appropriate contract documents on Council's behalf.

Background:

In accordance with Council's budget commitments 2016-17 for the renewal of roads within the Gladstone Region, Council's Road Services and technical teams have assessed road condition data, inspected, prioritised and scheduled "Priority One (1)" road overlays for 2016-17 renewal.

The purpose of the road resurfacing (renewal) is to sustain the asset at an acceptable level of service in order to provide appropriate longevity, minimise more expensive maintenance and repairs and make the necessary interventions as the network inevitably depreciates.

Subsequently, a number of treatments with differing attributes, costs and performances are considered, together with a fit for purpose principle and a focus on the cost benefit to the community stakeholders to be delivered within the budget parameters.

This report identifies **Bituminous Micro-surfacing** as an approved resurfacing and surface correction treatment in accordance with Department of Transport and Main Roads standards and specifications (Technical Specification MRTS13).

The product's popularity has increased in recent years with a number of Queensland neighbouring Council's adopting it's use. Locally, the product was trialled within the Gladstone Region in areas of Wurdong Heights (July 2015), New Auckland, West Gladstone and Barney Point (September 2015) for the purpose of delivering a cost effective road asset preservation treatment which, from current observations, continues to perform to expectations.

The Micro-surfacing product does not have the full expected life span of an Asphalt overlay however generally delivers an estimated half life expectancy at less than half the Asphalt

costs. The product also has the highest performing skid resistance out of all the resurfacing treatments and is laid in a shorter time span, minimising community disruption.

Micro-surfacing is also a fit for purpose treatment for roads that have been Bitumen Spray Sealed. The reduction of noise, minimising of loose stone incidents and when combined with improved skid resistance demonstrates its usefulness as an excellent improvement for rural townships, prior to any future upgrades and the more costly Asphalt overlay investments.

The proposed scheduled area of 44,768 m² is partly residential urban (Gladstone) and part rural (Nagoorin, Buliyan, Yarwun) road network (refer "Considerations" tables).

Urban areas included streets that may have other 'aging asset' issues such as kerb failure and poor but relatively stable pavements or other services due for renewal within a 10 year life span but still meet the criteria for a priority one (1) preservation surface treatment.

The cheaper resurfacing costs associated with Micro-surfacing deliver the same principles of renewal by minimising maintenance and providing cost effective longevity for assets, however do not waste expenditure on assets that may be considered in a long term financial plan due to a requirement for a more costly rehabilitation treatment. Essentially, it may be viewed as a mid term preservation in cost benefit terms.

The application in rural residential areas is considered a cost effective upgrade of existing surfaces. Though not as long lasting as an Asphalt resurface, the product provides all the additional benefits as previously described. It provides a 'do something now' treatment that also allows for improvements to be made in future planning, such as Kerb installation, drainage improvements, shoulder and road width upgrades, without the greater value loss that a prematurely installed long term Asphalt overlay would incur.

In simplistic financial terms, the Micro-surfacing treatment identified in this report has an estimated value of (10 Years) \$300,000 inclusive of preparation costs however, has a comparative estimated Asphalt value of (20 Years) approximately \$800,000 which demonstrates a \$200,000 benefit over the full Asphalt lifespan, excluding CPI and market influences.

The additional benefits also provide interim savings from the use of Micro-surfacing by redirecting savings to "Priority One (1)" Asphalt resurfacing of the more trafficked urban areas, that increasingly require more urgent treatment.

These various networks, scheduled for the 2016-17 Asphalt Overlay have greater sensitivity with regards to the social and economical benefits for the Gladstone communities and subsequently attract a greater investment portion of the existing budget.

Consideration:

Consideration was given to Asphalt resurfacing of Priority One (1) roads that were due for renewal however the cost benefit of the Micro-surfacing treatment was substantial in that, a larger portion of the network could be resurfaced for the same dollar value.

Consideration was also given to Road Hierarchy, serviceability, maintenance, preparation costs, traffic volumes, speeds and heavy vehicle movements, safety and environment in determining a fit for purpose treatment.

Other considerations include but were not limited to:-

Evaluating existing and adjoining asset condition and any proposed, known or suspected future works, available Council resources, past performance of the work and contractor, public perception, project timing, weather patterns, product delivery, performance, procurement and prequalification.

Networks removed from Asphalt overlays and adopted for Micro-surfacing:-

GLADSTONE

Kellet Street	Fry Street	Higgins Street	Kessell Street
Nash Street	Ling Street	Drummer Street	Barramundi Street
Squire Street	Tuna Street	Pike Crescent	Bass Street

NAGOORIN

Dawes Street	MacGregor Street
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BULIYAN

Pine Street	Gum Street	Wattle Lane	Cedar Street
Beech Street	Zwisler Road	Laird Road	Mill Road

YARWUN

Quarry Road	Boyle Street	Butler Street
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Communication and Consultation (Internal/External):

Quote 26-17 Bituminous Micro-surfacing - Various Sites was prepared by Engineering Services and released by Contracts on Vendor Panel against Local Buy contract number BUS 242-1013 Civil Construction & Road Resurfacing on Wednesday, 13 July 2016 with a closing date of 2pm, Thursday, 28 July 2016. Offers were requested from the following registered suppliers:-

1. ALLROADS Pty Ltd
2. Boral Construction Materials (Asphalt)
3. Downer Infrastructure
4. Fulton Hogan
5. Pioneer North Queensland Pty Ltd
6. Rock N Road Bitumen
7. RPQ Asphalt Pty Ltd
8. RPQ Spray Seal Pty Ltd
9. Sunstate Road Services Pty Ltd

Two (2) submission were received by the closing date from the following companies:-

1. Downer EDI Works Pty Ltd
2. Boral Resources (QLD) PTY LIMITED (**Non-Conforming**)

Evaluation of the submissions took place at 5 Don Cameron Drive, Calliope on Tuesday, 2 August 2016 at 11am by a panel team of three (3) Council officers.

The Panel unanimously determined that the submission from Boral Resources did not proceed past the "Compliance" point as it was a Non-Conforming Quote. The submission

failed to provide any information requested in the offer documents, offered a different product to that requested and attached their own terms and conditions.

Legal Environmental and Policy Implications:

Under the Local Government Act 2009, *Finance Standard, and Council's Contracting and Procurement Policy*, Council must invite Tenders before making a contract for the carrying out of work, or the supply of goods or services, involving a cost of more than \$200,000. This is to ensure enforcement of certain principles including open and effective competition and value for money, which considers advancement of Council priorities including WH&S issues, fitness for purpose, technical issues, quality, service and support, and cost related factors. In accordance with the relevant legislative and policy requirements, only one conforming submission was received from: Downer EDI Works Pty Ltd.

Financial and Resource Implications:

The micro-surfacing project is a part funded road asset renewal that resides within the 2016-17 Operational Plan under BU180 Roadworks Capital Budget (Page 103) - \$4,950,000

Consideration was given to forward estimates for the full resurfacing integrated costs that also included Reseals and Asphalt overlays. All resurfacing treatment forecasts were calculated using historic industry rates and considered costs for preparation, project management, levies and line work to deliver a renewal program aimed at the combined target overlay budget expenditure of \$4,950,000.

The Downer submission for this contract is lower than the 2015-16 rates and identifies current stable bitumen prices for the delivery of a competitive submission. Subsequently, the reduction in supply rate poses reduced financial risk to the current budget forecasts for this component of the relevant capital budget.

Commentary:

Downer's submission provides for works to be completed in early/mid September 2016, weather pending and the program expediency provides a reduced risk to the project delivery.

The Downer Submission also addressed all necessary aspects of a confirming tender with the requirements including but not limited to:-

Program availability, Capabilities, Resourcing, Technical ability, Past performance, experience, Quality, Safety and Environment systems, Traffic Management capability/understanding and Whole of Contract pricing.

Furthermore, Downer expresses their local economic benefit by providing a long term footprint in Gladstone, employing 60 full time employees at a permanent local base. Additional commitments by employing local traffic control and accommodating mobile crews locally and sourcing local materials was also referenced in the submission.

Downer EDI Works Pty Ltd is a Department of Transport and Main Road (DTMR) pre-qualified contactor of F150 PLUS financial level. As per (DTMR) Manual for Transport Infrastructure Project Delivery System Volume 3 (Prequalification System) July 2015 ; F150 PLUS refers to unlimited financial values.

Therefore, the panel concluded there was no financial risk to Council should Downer EDI Works Pty Ltd be awarded the contract.

The Non-conforming Boral submission did not address any of the above. Their submission was for "Thin Layer Asphalt" for the nominated total areas for a value of \$396,949.74.

Although the product and associated cost benefit principles could be applied and considered in other tenders of likeness, the panel would not consider this proposal in light of the failure to adhere to quote offer documents and conditions for quote.

Summary:

Nil.

Attachments:

Nil.

Tabled Items:

Nil.

Report Prepared by: Manager Road Services

WTC/5.6. DRYNAN DRIVE / DAWSON HIGHWAY INTERSECTION

Responsible Officer: Director Engineering Services

Committee Meeting Date: 16 August 2016

File Ref: TT2.2

Purpose:

The purpose of this report is to update Council on the current status of the Drynan Drive / Dawson Highway Intersection in accordance with the findings from the Calliope Township Traffic Study, 2012.

Officer's Recommendation:

That Council;

1. Note the 2012 Calliope Township Traffic Study;
2. Note the remodeled traffic figures indicating the Drynan Drive / Dawson Highway intersection upgrade is not required until 2024;
3. Continue to monitor the intersection and the other intersections within the study and revisit the need to carry out upgrade works in the future if the traffic conditions change.

Background:

The intersection of Dawson Highway and Drynan Drive is located within the township of Calliope but sits in the jurisdiction of the Department of Transport and Main Roads (DTMR) for maintenance and upgrade works. On the 17 April 2012 a report was presented to Council at a General Meeting to adopt the Calliope Township Traffic Study – March 2012. At the meeting Council resolved the following (*Vide Resolution - G/12/ 1008*):

That Council adopt the findings of the Calliope Township Traffic Study - March 2012 (Cardno), and formally invite the Department of Transport and Main Roads to comment on the report, in particular, the findings in relation to state owned roads.

The above Traffic Study determined the residential development potential of Calliope based on a number of assumptions including the assumption that future use was to be for low density residential and rural residential.

The study included various traffic intersection analysis along DTMR controlled Dawson Highway including the intersection with Drynan Drive. The study identified that the upgrade trigger for this intersection was 8% or more increased development by 2015, at which point signalisation of the intersection was recommended.

In mid-2013, Council returned \$558,470.07 funds to DTMR being the amount received from developers for intersection upgrade contributions. DTMR has since investigated the upgrade of this intersection and produced preliminary design plans. The most recent plan received from DTMR is preliminary drawing No 229/46A/900 (See Attachment 1) for the intersection upgrade. However, no clear indication has been received from DTMR regarding the scheduled timeframe of upgrade works at the intersection. Furthermore, DTMR has indicated that they do not have any short term funding commitments for the intersection and

if the intersection upgrade was requested to be brought forward, alternate funding would have to be provided by council.

Consideration:

Crash data collected for the last 5 years indicate only one (1) recorded crash at this intersection. This was recorded as a 'Hospitalisation crash' in October 2012. Furthermore, recent investigations carried out using 2015 traffic data collected by DTMR show that traffic through the intersection have not increased and the 8% increased development trigger has not been met. These results do not support immediate upgrade of the intersection. On the contrary, project traffic flow and capacity indicate that that the intersection is not required to be upgraded until 2024.

Communication and Consultation (Internal/External):

On going consultation with DTMR.

Legal Environmental and Policy Implications:

Nil.

Financial and Resource Implications:

DTMR have indicated that this intersection upgrade is not in their short term financial plan. Council would be required to fund the upgrade works if the Council wanted to bring the works forward. Ballpark costs for a set of traffic lights is approximately \$500,000.

Commentary:

Nil.

Summary:

Nil.

Attachments:

1. Drynan Drive (preliminary only) - Drawing No 229/46A/900

Tabled Items:

Nil.

Report Prepared by: Manager Technical Services

WTC/6. NOTICE OF MOTION

WTC/6.1. NOTICE OF MOTION

Nil.

WTC/7. CONFIDENTIAL ITEMS

WTC/7.1. ROAD SERVICES CAPITAL REPORT JULY 2016

Responsible Officer: Director Engineering Services

Committee Meeting Date: 16 August 2016

File Ref: RD1.8

Reason for Confidentiality:

This report is **CONFIDENTIAL** in accordance with Section 275 (1) of the Local Government Regulation 2012, the meeting is to be closed to the public to discuss business relating to the following: -

(c) the local government's budget.

WTC/8. MEETING CLOSE

ATTACHMENTS