

## Road Renewal Works

During 2018-19 Council is investing over \$8.0M on surface treatments, heavy patching and road reconstruction works across the Shire as follows:

Phase 1 scheduled surface treatment	\$0.37M
Phase 2 heavy patching and surface treatment	\$2.50M
Phase 3 reconstruction	\$5.20M

**How:** In 2017 Council adopted a revised Asset Management Strategy to address the challenge of managing our road network.

The strategy includes identifying 'intervention levels' which reflect the phases in the life of a typical road. While most road structures (pavement) are designed to last for up to 80 years, the surface deteriorates much quicker and typically lasts 10-15 years.

If the surface is left to deteriorate too far, water seeping into the road pavement will speed up deterioration of the road, causing damage to the pavement and requiring more expensive repairs.

A balanced strategy ensures that relatively good roads are maintained and not left to deteriorate, leading to much more expensive treatments in the future, while also having a road reconstruction program for those roads that are in poor condition.

Council's Asset Management Strategy separates road renewal work into three phases.

### Phase 1 - scheduled surface treatment

Typically the road surface is less than 10-15 years old with little or no surface defects.

Ideally 100% of roads that require scheduled surface treatment should be funded, preventing these roads from deteriorating to Phase 2.

### Phase 2 - heavy patching and surface treatment

Typically these roads have not had a surface treatment applied in the last 10-15 years and have some surface defects. The budget for a Phase 2 project is typically three times more expensive than a Phase 1 project.

The worst roads in Phase 2 should be prioritised first, to prevent them from deteriorating into Phase 3.

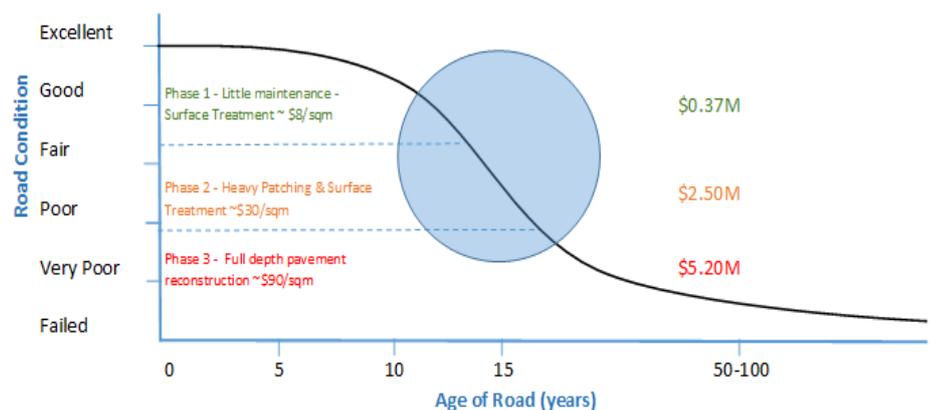
### Phase 3 - reconstruction

These are roads that have deteriorated to such an extent that full reconstruction is required. Many of our roads were not designed to meet current traffic volumes or vehicle sizes. A Phase 3 project is typically three times as expensive as a Phase 2 project.

Reconstruction works are carried out based on a priority system with preference given to high usage/high priority roads.

This strategy is summarised below . As the majority of Council roads are in Phase 1 & 2, the challenge is ensuring these road do not deteriorate into Phase 3

2018/19 Road Renewal Program



While the majority of Council's current program addresses the worst roads (or Phase 3) in the shire, feedback has been received suggesting that all of Council's road renewal funding should be spent on Phase 3 roads and that surface treatment projects are a waste of money.

While these works remain unpopular, if left untreated these roads will begin to deteriorate into Phase 2 and ultimately Phase 3, adding to community stress and increasing funding requirements to replace the road.

The strategy addresses the deterioration of Phase 2 Roads, which means the list of roads in Phase 3 should decrease as the road reconstruction program progresses.

**Where:** Council's six year Transport Capital Works Program considers multiple factors including the condition of the road, traffic safety issues, the most suitable time to intervene, the best methods to use, future development and traffic levels on the road. The program can be found on Council's website at:

<https://www.wollondilly.nsw.gov.au/resident-services/infrastructure/current-projects/>

At the end of each financial year work priorities will be reassessed and the program updated on the website.

A full copy of our Asset Management Strategy can be found at; <http://www.wollondilly2033.com.au/resourcing-strategy>