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The General Manager
Tweed Shire Council
PO Box 816
Murwillumbah NSW 2484

SV. 2366.
B90 CLASSIFICATION REVIEW PANEL
BANORA PT DEVIATION

TWEED SHIRE COUNCIL UPGRADE	
FILE No:	PAC HWY - BANORA PT -
DOC. No:	
RECD:	16 JUL 2013
ASSIGNED TO:	K-NIGHTS.P
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Attention - Mr Patrick Knight

Dear Mr Knight

Banora Point Upgrade (BPU) Handover.

I refer to your letters to Roads and Maritime Services (RMS) of 16 January and 6 February 2013 concerning the subject matter. I regret the delay with this response.

The attached document provides advice into RMS' considerations of all matters raised in both of your letters.

On the basis of these considerations, RMS has now determined a revised one-off lump sum payment to council as follows:

• Identified needs – maintenance diary (including Sexton Hill footbridge)	\$556,900.49
• Minjungbal Drive Drainage Issue	\$200,000.00
Total	\$756,900.49

In order to facilitate payment of handover monies, council is requested to forward an invoice to RMS at your earliest convenience

Should any further information be required please contact Mr Brett Butcher on (02) 6640 1300 or rafton.regional.office@rms.nsw.gov.au.

Yours sincerely

Robert (Bob) Higgins
General Manager, Pacific Highway

12/7/13

Enc

Matters raised by Tweed Shire Council (TSC) in its letters to RMS of 16 January and 6 February 2013.

1. Road classification of Sexton Hill Drive.

Whilst council has resolved to accept in principle maintenance responsibility for Sexton Hill Drive, it is seeking RMS to reconsider its position on the proposed change to Local road status, and is seeking an alternate outcome of Regional road status.

a) NSW Road Classification Criteria.

Regional roads comprise the secondary network which together with State roads provide for travel between smaller towns and districts. In the case of the Banora Point Upgrade, significant effort went into providing linkage into the existing Local road network with the provision of two major interchanges.

The Northern Interchange facilitates the required linkage between the State road (Pacific Highway) and Regional road (Minjungbal Drive). Sexton Hill Drive closely parallels the Pacific Highway and links into Local roads providing for local access to predominantly residential areas. RMS does not support the creation of short spurs of Regional roads.

b) Traffic Volumes.

It is noted that recent traffic counts indicate that the post-opening traffic volumes are short of the predicted 10,600 vehicles per day. Recorded traffic volumes are approximately 8,100 vehicles per day, of which around 6% are heavy vehicles.

c) Past road classification practice associated with bypassed sections of classified roads.

RMS considers each classification process individually, and determines road classification based on the merits of each situation. There is no practice in place which results in the reclassification of bypassed State road to automatically become Regional road status.

RMS has given careful consideration to council's comments and position regarding the proposed classification of Sexton Hill Drive to Local road. RMS reconfirms that Local road status for this section of road is appropriate.

2. Banora Point Upgrade (BPU) Handover.

Handover Principles.

RMS handover principles fundamentally relate to the traffic function, with State roads starting and ending at the point on the network where Local or Regional road traffic is able to mix with State road traffic. State roads provide for the long-distance travel needs of the State. The handover principle is applied consistently, and without bias, in all handover situations.

RMS Maintenance Specification M2 is also used to define maintenance responsibility on the RMS State road network. This specification is available on the RMS website.

• Item 1A – Directional Signage Structure on Minjungbal Drive.

RMS has reviewed this matter and it is acknowledged that the sign is considered a guide sign with principle focus on the State road. In accordance with RMS Maintenance Specification M2 B.3.9 diagram 9, this sign will be retained as RMS maintenance responsibility.

- *Item 2 – Roundabout.*

The exact point at which Local and Regional road traffic is able to mix with State road traffic is the outer annulus of the roundabout. The new roundabout forms part of Minjungbal Drive (Regional road). Regardless of who constructed the asset, the handover principles apply. RMS is unable to agree to maintain the roundabout. Turf areas of the roundabout and the south bound splitter island will be replaced with landscaping in consultation with TSC (as agreed at handover meeting 4 March 2013).

- *Item 12 – Sexton Hill Footbridge.*

The design, WAE plans and Level 2 inspection report is attached. Identified maintenance for this structure includes 19m² of protective coating (13% of the total coating area) requiring spot blasting with application of an appropriate coating system to the affected area. RMS estimates that a full repaint of this structure would cost approximately \$250,000.

Rust stained areas exist on the bondeck edge form, however these edge forms are not structural and could be removed to prevent moisture becoming trapped in these areas.

This structure was designed with a 100 year design life and has exhibited very good structural performance to date. There are no indications of any reason to reduce the 100 year design life of this structure which was constructed in 2002. RMS certifies the residual 89 years of design life.

To allow for minor routine maintenance and future painting needs, RMS will fund \$50,000 to cover outstanding maintenance on handover, as well as \$250,000 at year ten to allow council to undertake a future full repaint of the structure. These items have now been added to the maintenance diary used to determine the project handover funding package.

- *Item 13 – Retaining and Noise wall structural.*

Agreed that there are no noise walls constructed outside the Freeway, however Table 1 remains correct as proposed.

The retaining wall behind Pioneer Parade supports the properties adjacent to Sexton Hill Drive. Regardless of who constructed the asset, the handover principles apply. RMS is unable to agree to maintain the retaining wall.

With regard to the easement, I am advised that there is an existing easement at that location which is in favour of council's sewer infrastructure. RMS no longer proposes to alter this easement to also include RMS interests.

- *Item 14 – Retaining and noise wall graffiti.*

Attached is an extract from RMS specification M2 page 6 which outlines RMS policy with regard to graffiti removal. This policy is applied consistently to all councils in NSW, and regardless of who constructed the asset, the policy will be applied to assets associated with the BPU.

- *Item 30 – (NEW) The Heritage terrace viewing platform and signage.*

RMS committed to the terrace, which is fundamentally a local community facility, as part of the project environmental assessment process. The terrace is located outside the Freeway boundary and is part of Sexton Hill Drive. Regardless of who constructed the asset, the handover principles apply. RMS is unable to agree to maintain the heritage terrace viewing platform area.

3. Other outstanding Issues:

1. *WAE Plans and Design Report.*

Please find attached to this letter a memory stick containing design information/WAE drawings.

2. *Minjungbal Drive Stormwater ponding at Riverdell.*

In accordance with recent discussions between council and BPU, RMS will provide \$200,000 funding to council for resolution of this issue.

3. *Stability of rock cutting at Barneys Point constructed by RTA.*

RMS advises that the stability of this cutting has been checked and assessed in accordance with RMS Slope Stability Assessment process. Attached is the assessment outcome and reports for your information. Other than ongoing routine maintenance such as minor rock scaling, no specified maintenance is expected to be required. I advise that RMS is no longer maintaining this rock cutting.

4. *Formal handover process for undisputed items.*

Handover meeting held on the 4 March 2013 (meeting minutes attached).

4. Attached Information –

- Sexton Hill Footbridge – Design|WAE|Inspection records – Memory stick.
- Extract page 6 RMS specification M2. } *memory stick.*
- Table 1 – handover responsibility table. }
- WAE plans and design reports – Memory stick.
- Barneys Point rock cutting slope assessment and reports – Memory stick.
- BPU 4 March 2013 handover meeting minutes

BPUA : Tweed Shire Coun

Date:
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