

**Transport Advisory Committee  
Liberation room, Secretariat  
9am, Thursday 13<sup>th</sup> March 2014  
AGENDA**

|               |                                                                                           |
|---------------|-------------------------------------------------------------------------------------------|
| <b>Part 1</b> |                                                                                           |
|               |                                                                                           |
| <b>1.</b>     | Apologies for absence                                                                     |
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| <b>2.</b>     | Declarations of interest                                                                  |
|               |                                                                                           |
| <b>3.</b>     | Confirmation of the minutes of the meeting held on 8 <sup>th</sup> July 2013              |
|               |                                                                                           |
| <b>4.</b>     | Matters Arising from the minutes of the meeting held on 8 <sup>th</sup> July 2013         |
|               |                                                                                           |
|               | <b>Item 3 – Ref 10.</b> Sea Truck                                                         |
|               |                                                                                           |
|               | <b>Item 4 – Ref 5.</b> Proposed restructure FIGAS flight policy                           |
|               |                                                                                           |
| <b>5.</b>     | Highways Project Update – Sebastian Reid, Assistant Roads Engineer, report attached       |
|               |                                                                                           |
| <b>6.</b>     | Possible installation of distance markers on road network – Gavin Short, MLA, oral report |
|               |                                                                                           |
| <b>7.</b>     | Date of Next Meeting                                                                      |
|               |                                                                                           |

## **PWD Highways – Project Update – September 2013 to March 2014**

### **Stanley Roads**

1. Service Crossing Repairs
  - Repairs undertaken on Philomel Hill, Fitzroy Street and Dean Street.
2. Footway Repairs and Pump Garden Retaining Wall – Dean St
  - New Retaining wall constructed with new footway opposite the Stanley Bakery.
  - Footway repairs completed outside Invenio including new kerbs.
  - Repair to road slab completed outside Invenio.
  - Footway and retaining wall repair completed outside Stanley Bakery
3. Stanley Roads Inspection and Work list
  - Initial inspection completed October/November 2013. Work list is being prepared for discussion by TAC for prioritisation of schemes at a later meeting.
4. Hebe St Repairs
  - Service crossing and road slab repairs completed.
5. Hebe St / Crozier Place Junction
  - Four slabs repaired at this junction
6. Ross Road East Repairs
  - Various repairs to slabs and joints along Ross Road East between Hebe St and Snake Hill completed.
7. Snake Hill / Ross Road East Repairs
  - Three slabs reconstructed at this junction. All jointing completed and reopened.
8. Sapper Hill Hard Shoulders
  - Works are still in progress.

Morrison's are due to start on Phase 1 and 2 of Ross Road reconstruction in first week of April 2014.

Further repair works are programmed for over Winter 2014.

### **Surfacing Works**

1. Asphalt Foreman arrived 6/3/14. Asphalt trials on 10/3/14.
2. Sapper Hill Phase 2 Base course to start on 11/3/14.
3. Moody Brook Road asphalt to start on 17/3/14.

On the list to do:

- Patching and repairs to Asphalt on MPA Road at:
  - i. The Vantan
  - ii. Bluff Cove
  - iii. Between Sapper Hill and Mt William
  - iv. Mt Kent Turnoff
- Patching and repairs to Asphalt on Stanley Bypass between Dairy Paddock and Philomel Hill, Davis St to Rowlands Rise.

### **East Crushing**

Approximately 27,000t of material crushed at Port Harriet since September 2013.

Crusher has been serviced, and is awaiting crushing of a further 6,000t of material blasted from the west face in November 2013. Hoped to have this completed by end of March to resume MPA Road Capping.

Drilling has commenced at Port Louis Road borrow pit at Brookfield Farm.

Trant have been employed to drill sample cores at Port Harriet to inform FIG on the quality of the material remaining at this site and to identify potential blast areas. Material from these cores will be sent to the UK for testing. Other cores are being taken at Rumford Stream, Brookfield and Green Patch.

Drilling is due to recommence at Port Harriet in April May on the west face.

### **East Capping**

MPA Road has received approximately 25,000t of capping material since capping started in Mid November 2013. Capping has been laid at an average of 600 – 700t per day. The road has received a full depth of capping between Ponies Pass Quarry and the Mt Kent Turnoff. Other areas of the MPA Road between Mt Kent and Bluff Cove have received a layer of capping in areas where the road is badly worn.

It is hoped that by the end of April, the remaining 6,000t at Port Harriet can be crushed and laid on the MPA road between Mt Kent Turnoff and Bluff Cove.

The remaining 2,000t of material from Port Harriet has been laid on the North Camp Road between the MPA road and the Mt Kent Turnoff prior to works commencing on the Alternative Water Supply Road.

PWD is also investigating a new borrow pit near Fitzroy to complete capping from Fitzroy Ridge to MPA. The rock appears not to be frost susceptible, and samples are being sent back to the UK.

### **West Capping**

Approximately 3 miles of capping have been completed on the West at Stoney Ridge. Repairs along the Port Stephens road completed down to the bend at Rum Station.

Cost of works on the west has been approximately £55,000 - £65,000 per mile, not including the cost of wear on the plant.

It is suggested that the 'targeted capping' method of working, is not used for future works and that linear progression, starting at the borrow pit and working out along the roads as had previously been suggested, would be a better method in future.

The reasoning for this is because the process of hauling capping on uncapped sections has caused significant damage to the existing road and allied to this caused an excessive amount of wear to the vehicles using the road.

PWD are considering other options for delivering West Capping schemes in future. It had been intended that these works would be done through contractors but there was no interest expressed when the works were advertised, so they were instead undertaken using direct labour.

The review will include a re-evaluation of the priorities of the schemes on the west and it is likely to include proposing that works be tendered for periods of at least three years in order to allow contractors to plan and invest in resources to do the works. Capping on the west is currently done using unprocessed material and it may be that longer term contracts might also encourage investment in crushing plant and facilitate improvement in the standard of material placed.

### **Unsurfaced Road Maintenance and Improvements**

A full inspection of the roads has been undertaken on an informal basis. A new system for logging these inspections and prioritising works is being developed and this is due to be rolled out over winter with inspections resuming in September 2014.

It is expected that strength testing using the Dynamic Cone Penetrometer / Clegg Soil Impact Tester will commence this winter to identify what the limits of the roads are during the winter to re-evaluate the vehicle weight restrictions.

### **Highways Asset Management Plan**

The asset register system is being revisited with input from Design Section and help from SAERI, with the register being reworked around the new FIG Geographical Information System to allow digitisation of assets and potentially allow for limited public information.

Work on developing the HAMP has been paused during the peak season due to resource limitations.

### **Category A Roads**

Grading operations are ongoing on the MPA Road. This has occurred three times this season, with a further full grading expecting prior to the start of winter.

The Darwin Road has been graded three times this season.

The New Haven Road has been graded twice this season.

The Port Howard to Fox Bay Road has been graded twice this season, and grading and maintenance is ongoing.

So far, all of the Category A network is doing well and the current maintenance regime seems to be working however with a lot of the network, the road is approaching the limits of improvement which can be achieved through grading.

### **Category B and C Roads**

The entirety of the B and C road network has been graded this year.

The North Camp of East Falkland is being graded a second time, with the grading crew currently working on the North Camp Road. The North Camp Road is at the limit of grading in a lot of locations as the road is now down to the sub-formation

level at Teal Inlet. The road is due to be reconstructed within the Capital Budget within the next 2 – 3 years.

### **Estancia Causeways**

Two causeways on the North Camp Road within Estancia Farm have been raised and re-armoured, with new hdpe culverts being installed. This now concludes the Estancia Culverts project.

### **Port Louis Road Reconstruction**

Works commenced on the PLR reconstruction in February 2014.

Exploratory digs have identified usable material at Green Patch (approx ½ mile west of Baby Mountain), Green Patch Turnoff (North headland) and at Brookfield adjacent to the old jetty. Exploration and extraction of material commenced at Brookfield due to the shallow depth of over-burden and the quality of material.

Approximately 1 mile of base material has been laid to date, between 0.4 and 0.8 metres in depth. This increased depth is due to the hardness of the rock and the inability to crush the rock to a primary specification.

Drilling for a 20,000t blast has commenced and a blast is expected 3<sup>rd</sup> week of March 2014. This blast will allow for reconstruction up to the first Green Hill cattle grid before winter and should result in material breakage sufficient to allow shallower construction.

### **Wreck Point Causeway**

A Contract for the reconstruction of the Wreck Point causeway, which had failed rapidly, has been issued and works are expected to start in 3<sup>rd</sup> week of March and take 3 – 4 weeks.

### **Turners Stream**

A tender document for the urgent reconstruction of these culverts, which have failed rapidly and resulted in washout below the culverts is being prepared at the moment.

### **Pedro River Culverts**

An inspection was undertaken on these culverts on the 17<sup>th</sup> February. It was found that many of the culverts on this major crossing are damaged and at end of life. A scheme is being prepared for replacement of these culverts.

This crossing does not currently feature in list of specifically funded schemes in the future works projections.

### **Other Schemes**

#### **Port Howard Jetty**

Repair method for the timber buffer has been determined and materials purchased. It is hoped that the jetty can be repaired before winter.

### **Saunders Island Air Strip**

A request has been received for the clay air strip to be re-graded before winter and it is hoped this can be achieved. There are logistical difficulties in transporting a grader crew to the air strip, and being sure of returning the plant once this work has been completed.

It would impact significantly on grading works if the plant were to be left stuck on island even for the typical 6 weeks between visits of Concordia Bay.

### **Stanley Airport**

Requests have been received for line marking and repairs to the asphalt at Stanley Airport prior to auditing in April 2014. It is envisaged that this will be fitted in around the asphalt season.