



Greater Hume Shire

To: «Name»

EXTRAORDINARY MEETING OF GREATER HUME SHIRE COUNCIL

FRIDAY, 5 FEBRUARY 2016

NOTICE is hereby given that an Extrardinary Meeting of the Greater Hume Shire Council will be held at 4.30pm at the Holbrook Community Meeting Room, Library Complex, Library Court, Holbrook.

STEVEN PINNUCK
GENERAL MANAGER

ORDER OF BUSINESS TO BE CONSIDERED
REFER OVERLEAF

ORDINARY MEETING OF GREATER HUME SHIRE COUNCIL

FRIDAY, 5 FEBRUARY 2016

BUSINESS TO BE CONSIDERED

1. PRAYER

2. ACKNOWLEDGEMENT OF COUNTRY

"I would like to acknowledge that this meeting is being held on the traditional lands of the Wiradjuri people, and pay my respect to elders both past and present".

**3. DECLARATIONS OF PECUNIARY INTEREST OR NON-PECUNIARY INTEREST
(CONFLICT OF INTEREST)**

4. APOLOGIES

5. REPORTS FROM OFFICERS

PART A For Determination

- Engineering Item – Jingellic Road (Yarara Gap) Reconstruction – Additional Works

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OFFICER'S REPORT – PART A – FOR DETERMINATION

ENGINEERING

1. JINGELLIC ROAD (YARARA GAP) RECONSTRUCTION – ADDITIONAL WORKS

Report prepared by Director Engineering – Greg Blackie

REASON FOR REPORT

To update Council on the progress of Jingellic Road (Yarara Gap) Reconstruction project and consider options for the undertaking of additional drainage works and funding of additional costs accrued on the project.

REFERENCE TO DELIVERY PLAN ACTION

Strategy 5.2 To provide and maintain safe and serviceable public facilities and infrastructure including roads, drainage and footpaths.

Action 5.2.6 Ensure that a quality rural road network is provided and maintained throughout the shire.

DISCUSSION

The project to reconstruct Jingellic Road at Yarara Gap has been proceeding well and is on target for a completion in late March /early April subject to favourable weather conditions. The first stage of the project including a majority of the major earthworks and reconstruction of the steepest section of the road has been completed, with bitumen sealing of this section being programmed for this week.

Whilst a major part of the project has been completed, the western one kilometre section of the project (including the lower end of the "Gap") is currently under construction. Contained in this section of the road at the lowest point is a creek crossing. The crossing is made of a number of large box culverts that allow the flow of an unnamed creek to go under Jingellic Road at this location. The structure contains both an old section and newer extended section constructed by Council approximately 10 years ago when the road was widened. As this section of road had previously been widened at this location to the appropriate width. The current project had no works to be undertaken on this structure apart from some minor erosion repair works near the inlet headwall adjacent to the road.

The culvert is a substantial structure with the twin cell box culverts measuring 2.1m x 2.1m in size each and approximately 14m in length.

Whilst the culvert has the capacity in size to carry the flows from the creek, its location requires the water in the creek to turn at right angles (90 degrees) to enter the structure. This obviously is not a concern during normal flows, however, when major flows happen during storm events the capacity of the structure is reduced due to the current inlet arrangement.

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JINGELIC ROAD (YARARA GAP) RECONSTRUCTION – ADDITIONAL WORKS [CONT'D]

The writer has considered the overall reconstruction project will produce a high standard road which will not require any major works for many years; and therefore a view taken of what options should be considered to improve the situation whilst the current road works are occurring.

The work proposed is currently outside the scope of the project as no works of a substantial nature were considered to be required when the design was done. While construction has been underway, however, a closer inspection of the culvert inlet has revealed a growing erosion issue that will need to be attended to in the not too distant future. It is also obvious that the completion of this work as part of this contract would be the most logical as there is construction equipment on site and to undertake this work while the major works are taking place will provide some economies.

In discussions with the contractor and project manager, four options have been developed, as outlined below:

1. Undertake no additional work and leave the current culvert arrangement and undertake some minor erosion repair work - cost \$20,000
2. Undertake additional work around the inlet structure of the creek to further protect it from erosion and improve its hydraulic capacity utilising rock revetment – cost \$75,000
3. Undertake additional work around the inlet structure of the creek to further protect it from erosion and improve its hydraulic capacity by installing a new inlet structure and cast in situ concrete retaining walls – cost \$200,000
4. Construct a completely new culvert crossing, and remove the old culvert crossing - Cost \$360,000.

In assessing the work needed to be done at the culvert location, and considering the additional cost burden on the project budget, the project manager has completed a revised design of the remaining section of the project in proximity of the location to the culvert that can realise some savings. Firstly, due to the difficulty to the contractor of building the originally designed road due to the amount of fill to be placed over the culvert that would have required some additional structural analysis of the culverts.

Secondly, it would have required the possibility of some additional retaining walls to be constructed on top of the existing culverts to retain the fill at an additional cost. It is also proposed to reduce the length of road by approximately 140m at the western end where the road is in good condition and was only being rebuilt as part of the original design so it could match into the required levels.

The savings from this work is \$14,000.

Currently the project has variations of an additional \$58,000 (due to relocation of a Telstra cable, some additional sealing works, guard rail and tree removal not in the original scope) however only \$6,000 of \$90,000 has been expended in Provisional Items leaving \$84,000 in possible savings.

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JINGELIC ROAD (YARARA GAP) RECONSTRUCTION – ADDITIONAL WORKS [CONT'D]

Also the writer has estimated additional costs to complete the land acquisitions for eight adjacent landowners of approximately \$50,000 including legal, surveying and owner compensation costs. Total land acquisition costs total \$98,000 which is significantly higher than anticipated.

See below for summary cost of options.

Options	Option 1	Option 2	Option 3	Option 4
Original Contract value	\$3,382,000	\$3,382,000	\$3,382,000	\$3,382,000
Variations so far	\$58,000	\$58,000	\$58,000	\$58,000
Creek/Culvert Variation Proposed	\$20,000	\$75,000	\$200,000	\$360,000
Project Man. Costs (including land acquisition costs)	\$149,000	\$149,000	\$149,000	\$149,000
Remaining Project Man. Costs	\$71,000	\$71,000	\$71,000	\$71,000
Total Project Cost	\$3,680,000	\$3,735,000	\$3,860,000	\$4,020,000

Savings	\$10,000	\$14,000	\$14,000	-
Provisional items unspent	\$84,000	\$84,000	\$84,000	\$84,000
Total Savings	\$94,000	\$98,000	\$98,000	\$84,000

Total Project Cost	\$3,586,000	\$3,637,000	\$3,762,000	\$3,936,000
Budget	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
Additional funds required	\$86,000	\$137,000	\$262,000	\$436,000

Note: it was advised at the Extraordinary Meeting held on 5 August 2015 that if all provisional items were expended the project would be \$31,567 over budget.

From the options considered it is the writer's view that Option 2 provides the best value for money option and allows an appropriate treatment option of the creek crossing.

BUDGET IMPLICATION

In line with the recommended Option 2 as shown above, the additional cost to the project will require approval of approximately \$137,000 expenditure. In discussions with management it is proposed this be funded from Council's Regional Road Reserve Fund (\$88,000) and the remainder from Working Capital (\$49,000).

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JINGELIC ROAD (YARARA GAP) RECONSTRUCTION – ADDITIONAL WORKS [CONT'D]

CONCLUSION

The Jingellic Road (Yarara Gap) Reconstruction Project has progressed well and is on target for completion in the coming months. The project will provide a high quality road to the benefit of local motorists and travellers alike. The approval of the additional allocation of \$137,000 (an additional 4% to the overall budget of \$3.5 Million) is considered reasonable to fund the additional creek protection works and additional land acquisition costs that have been estimated.

RECOMMENDATION

That in relation to the Jingellic Road (Yarara Gap) Reconstruction Project:

1. Council endorse the change in design of the road to reduce the length by 134 metres to provide savings of \$14,000
2. Council provide an additional allocation of \$137,000, with \$88,000 from the Regional Roads Reserve with balance of \$49,000 from working capital to fund additional drainage works on the project.