

Timber Bridges Partnership Program Guidelines



- The program will address Council managed timber bridges on Regional Roads in both Sydney and rural areas and will target upgrading of their structural capacity given the high maintenance liabilities associated with these bridges.
- The NSW Government will provide 50% of the actual cost of upgrading or replacing the timber structures to current standards.
- Councils are encouraged to use funds other than Block Grants for their contribution. REPAIR Program funding will not be permitted, except in the case of approach works where the total cost of those approach works exceeds \$200,000.
- The program will be prioritised on a state wide basis by the RTA, in consultation with councils, on the basis of bridge condition, usage, strategic route importance, and contribution to safety, council's willingness to contribute to the cost of the project, and equity across councils and the state.
- Engineering designs are to conform to current Australian Bridge Design Standard AS5100 commensurate with road function and usage.
- Any additional costs to provide significant upgrades to number of lanes, flood immunity, bridge levels, or standard of approach alignment in respect of council managed bridges will be borne by the council.
- The upgrading of single lane bridges to two lanes where justified by traffic volumes, in accordance with Australian Bridge Design Standard AS5100, will be eligible under the program.
- Costs to tie in bridge approaches will be eligible – the RTA's assistance under the Program will be limited to a total of \$100,000 on a dollar for dollar basis. REPAIR Program funds may be used to fund approach works in excess of \$200,000.
- Councils will be responsible for delivery of their bridges subject to approval of the scope of works and advice on availability of funding from the RTA's Regional Manager. Any variation to the approved scope or funding of the project is to be agreed with the Regional Manager.
- Cooperation between councils in planning and procurement will be encouraged, as will be packaging of works to gain efficiencies and economies of scale.
- Timber bridges that have been upgraded to current engineering standards for the entire structure will not be eligible. Some "timber" bridges will be ineligible where they have modern timber components. These include bridges that are primarily concrete and have timber girders insulated from environmental attack or have new stress laminated timber with a long lifespan. Bridges with concrete decks placed over old timber substructures which remain vulnerable to risks of load deficiency will be eligible.
- Project proposals are to be submitted by councils to the relevant RTA Regional Manager who will arranged for their endorsement by the Regional Council Consultative Committee and incorporation into the State wide priority schedule for the approval of the RTA's Director, Network Management.

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