IPWEAQ Technical Working Groups Update

Ross Guppy, IPWEAQ Director, Technical Products

Standard Drawings
The Standards Drawings Working Group last met 7 February 2017 with our next meeting scheduled for 6 April. At the last meeting, the Group finalised a number of drawing updates and released two new drawings covering Indented Bus Bay Options.

The group also discussed amendments to the pram ramp drawings for DDA compliance. Some changes had been initiated on the drawings to minimise the issue of flat spots created on ramps and to endeavour to have 1:8 slope on both sides of the ramp.

The group felt there was a need to educate our certifiers on the ‘safe’ use of standard drawings and take a political approach on getting a commitment to use standards in more of the State to ultimately save money. As a result, I am keen to hear if any councils would see value in a Standard Drawings roadshow.

Following a discussion on the use of deflection bars at Bikeway entrances and the need for them to be fit for the location, it was agreed to develop additional standard drawings treatments.

Peter Crutch reported on the trial of a bicycle friendly fencing used for restricted/confined locations. City of Gold Coast has been successfully trialling this fencing for three years. It was also noted that Austroads is adopting similar fine mesh fencing. It was agreed to adopt as an IPWEAQ standard drawing.

I would also like to take this opportunity to thank two of our long-standing committee members: firstly Mr Peter Crutch who has been on the Standard Drawings Working Group for as long as anyone can remember (since 1988). Peter is retiring and his technical knowledge, passion, drive and support for working together to develop standards will be sorely missed. I would also like to acknowledge Mr Paul PasZek who recently stepped down from chairing our meetings after holding this role for many years. Paul will stay involved for a while to offer his support and counselling as he transitions into retirement. On behalf of all of us at IPWEAQ, thank you both very much.

QUDM
The QUDM steering committee has held its last meeting and Grant Witheridge has completed all the technical updates and amendments. The manual is now with IPWEAQ for editing. I would like to thank all of those involved in the review and in particular Mr Frank Scheele of South Burnett Regional Council for his dedicated efforts in reviewing all documents.

ADAC
ADAC continues to gain interest from across industry with a number of presentations with the surveying community through the Surveying & Spatial Sciences Institute (SSSI) and the Queensland Department of Natural Resources and Mines (DNRM). These events continue to generate a lot of interest from the surveying industry and they are happy to work with IPWEAQ to further the broad acceptance of ADAC.

A number of information sessions were delivered in North East NSW including an in-house day at Port Macquarie-Hastings Council. Sessions were held at Clarence Valley and Coffs Harbour councils.

In addition, Sunshine Coast Regional Council (SRC) along with the Australian Institute of Landscape Architects hosted an industry information session late last year aimed specifically at the landscaping industry. Topics included: why it is important to Council, how ADAC improves asset...
management, how ADAC fits into the development process and how to produce your own ADAC documentation.

Bob Andrews has recently advised that he is unable to continue in the local IPWEA co-ordination role in South Australia however, the ADAC R&D project is continuing on in its path. The main player here is Light Regional Council and they presented findings at the Spatial Information day held in Adelaide. The following table highlights the time savings to date.

<table>
<thead>
<tr>
<th>ADAC FME</th>
<th>Manual Conquest + MapInfo Input</th>
</tr>
</thead>
<tbody>
<tr>
<td>= 16.4 seconds</td>
<td>= 10 hours</td>
</tr>
<tr>
<td>Excel input + VBA</td>
<td>= 15 minutes</td>
</tr>
<tr>
<td>Manual input of missing assets</td>
<td>= 3 hours</td>
</tr>
<tr>
<td>Upload to Conquest</td>
<td>= 10 minutes</td>
</tr>
</tbody>
</table>

Runtimes:
Savings = Approx. 6 hours 30 minutes for 33 allotments

A total of four working group meetings have been held since August 2016. These meetings have concentrated on three main areas; 1) a review of all change requests 2) finalisation of the bridge schema 3) and removal of any remaining Queensland specific terminology. Our next Technical reference group meeting is scheduled for 7th April and it is envisaged that changes will be finalised at this meeting with an updated release of ADAC by June 2017.

DNRM is undertaking a Cadastral and Geodetic Systems Review Project and has developed an Industry Surveying Focus group which IPWEAQ is represented on. DNRM is keen to understand how to take advantage of ADAC and determine how it can be positioned within the development lifecycle and can any stage of the process be a trigger to a pre-plan cadastre, as possibly being desirable in the future. They are also interested in finding out how to better utilise the data generated through ADAC to improve the accuracy of the cadastre.

The discussion on BIM is still progressing slowly and I attended a BIM meeting organised by McCullough Robertson to discuss the full results from their recent Building Information Modelling (BIM) survey. McCullough Robertson Partner Ren Niemann and Senior Associate Goran Gelic, in association with JukesTodd, are researching how the procurement sector is using BIM and what processes need to be put in place to ensure that your contracts consider the risks of BIM.

The team from 12D Solutions are promoting ADAC as BIM for Infrastructure and have added a number of improvements to their product directly as a result of the attribute data created from ADAC. In essence BIM is about providing better information, and tends to focus on a large number of attributes for buildings. ADAC has taken a more moderate approach and only collects some of the data that may be available and has concentrated on the information that is useful to asset managers within the civil infrastructure sector. Given enough resources and time it could be expanded to cover any asset class to any detail required.

Traffic Management Industry Alliance Group

IPWEAQ continues to be involved in the Traffic Management Industry Alliance Group chaired by TMR. As an industry body our main role in this group is to represent members and to provide a conduit for information sharing. As a result, there are frequent items in IPWEAQ’s fortnightly e-news service for members, Connect. If you are not yet a member you can join online at www.ipweaq.com. We also post discussions on the broader road safety issues at our LinkedIn IPWEAQ Technical Group so please join us there.

At the 16 February meeting TMR advised of recent developments around Portable Traffic Control Devices. It should be noted that four devices have been approved for use:

- Portaboom - a remotely controlled boom barrier (approved nationally via the ARRB Transport Infrastructure Product Evaluation Scheme)
- eSTOP – a lightweight Type 1 Portable Traffic Signal System (PTSS) approved in Queensland under MRTS254 see article on page 52
- AEI/ExcelTech Barrow – a lightweight barrow mounted Type 2 PTSS approved in Queensland under MRTS254
- AEI/ExcelTech Trailer – a trailer mounted Type 2 PTSS approved in Queensland under MRTS254

From 1 July 2017, it is recommended but not mandatory, that portable traffic control devices be used in lieu of traffic controllers using STOP/SLOW bats in all TMR roadworks at which the approach speed (prior to the works occurring) is 80 km/h or faster and in other circumstances assessed...
to be high risk. It is proposed that this recommendation will become a mandatory requirement by 1 January 2018.

**Computer Aid Design (CAD) Standards working Group**

This is a relatively new working group and we are looking to make the use of CAD as efficient as possible and to have a system that is uniform across councils. So drawings produced from each technician all look the same with uniform layering and styles etc.

As design models and drawings are also prepared by external consultants there will also be advantages when working across local government boundaries etc.

Some discussion topics covered to date include:

- Current industry customisation inconsistencies.
- Names file work shop.
- Impact / issues to existing 12d macro’s, chain’s etc.
- Integration and application with other software.
- Strategic direction.
- Process for aligning with survey customisation pack.

The next meeting is scheduled for

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Contact Ross on 3632 6804 or Ross.Guppy@ipweaq.com to discuss your technical requirements and suggestions for consideration by the working groups.

Regular updates about working group initiatives are posted on the IPWEAQ website at www.ipweaq.com/technical.