



The Strategic Local Government Asset Assessment Project

**Webinar 1
About SLGAAP**



Webinar Topics

SESSION	TOPIC
1	About the Strategic Local Government Asset Assessment Project
2	Basic Vehicle/ Bridge Interactions
3	Asset Assessment Framework
4	Tier 1 Assessments
5	Engineering Reports for Assets
6	Vehicles and Route Assessment
7	Applying Conditions for Heavy Vehicle Access
8	NHVR Portal – Digital Asset Management

Webinar Presenters



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11:00 - 11:05	Welcome	Todd Wellard
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11:30 - 11:50	Asset Assessment – Tiers v Levels	Dr Neal Lake
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Strategic Asset Assessment Project

- Overview

Todd Wellard

The Australian Government provided the National Heavy Vehicle Regulator (NHVR) with \$7.96 million in funding to assist road managers with the assessment of important infrastructure assets, like bridges and culverts.

To deliver this work, the NHVR established the Strategic Local Government Asset Assessment Project (SLGAAP).



SLGAAP objectives



Improve access for heavy vehicles across regional freight routes.



Focus on priority routes to connect regions and provide seamless access across jurisdictions.

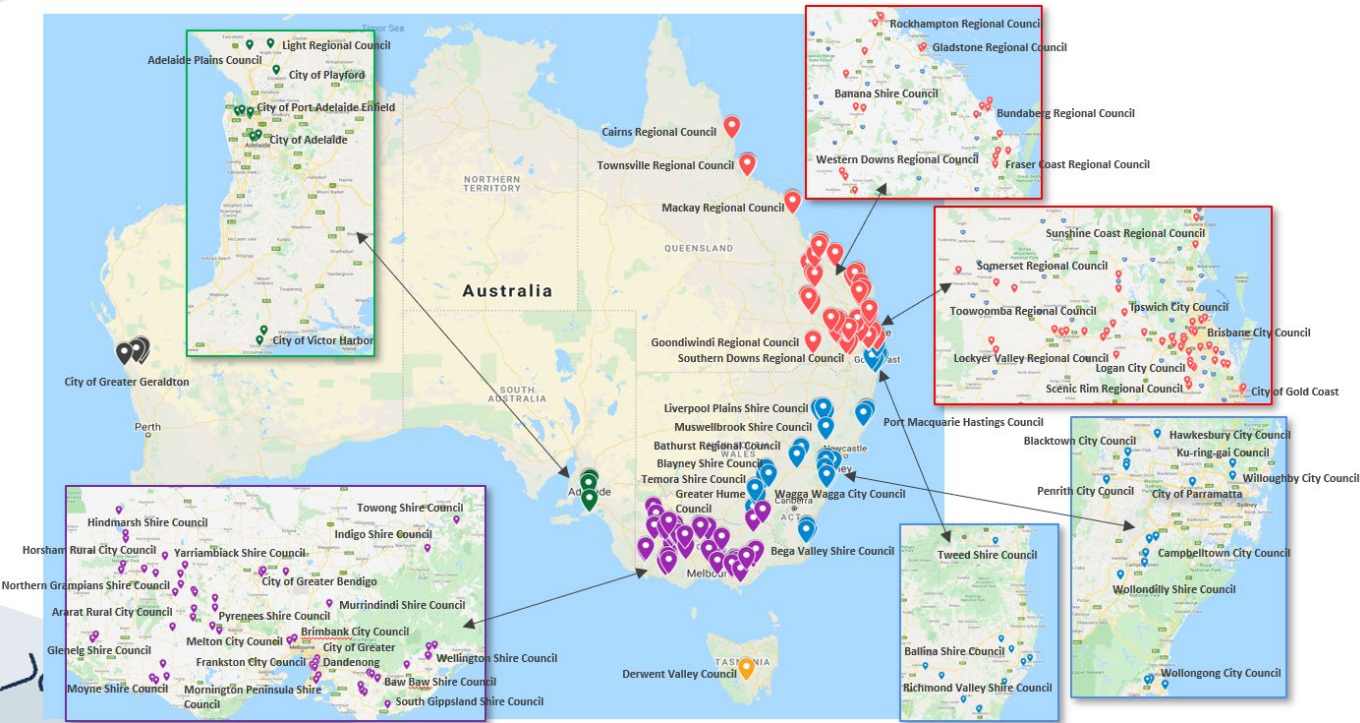
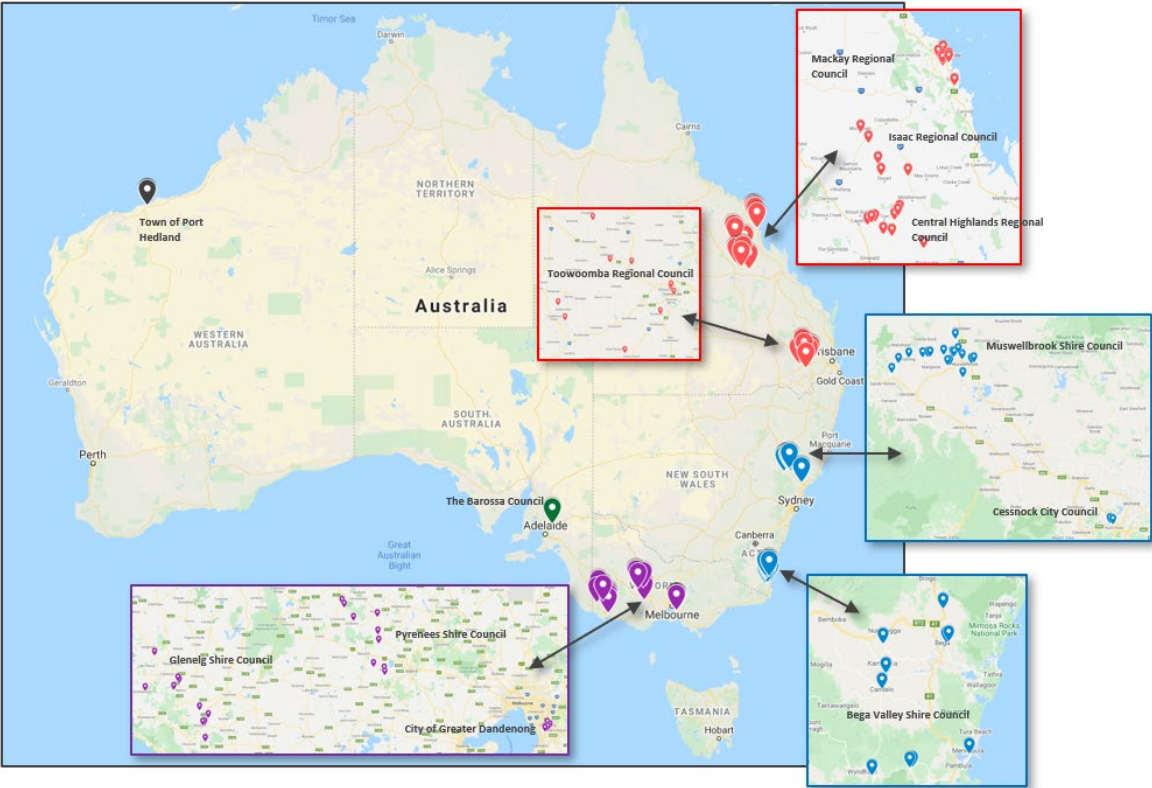


Build capacity of local government to conduct risk-based assessments and optimize network use.



Provide asset information to heavy vehicle operators for open data and transparency of access.

SLGAAP – Assessment outcomes (Pilot/Round 1)



SLGAAP – Assessment Outcomes

Delivery phase	Total Assets Assessed	Number of LG Road Managers
SLGAAP Pilot	100	12
SLGAAP Round 1*	231	69
TOTAL	331	74

CASE STUDY : Improved Capacity

Bega Valley Shire Council - Greendale Bridge over the Brogo River

Constructed in 1968, this is a 5-span bridge and almost 150m long with steel girders supporting a concrete deck.

Outcome

Tier 2 structural assessment identified sufficient capacity
A-double milk tankers can now take the shorter route across this asset.

CASE STUDY : Pre-approval

Lilyvale Road Bridge

Constructed in the late 1978 with a T44 (44-tonne semi-trailer) design.

Outcome

OSOM Pre-approval issued by road manager for five routes.

SLGAAP – Asset/Assessment Data Outcomes

Route planner tool

PLAN ROADS DISTANCE **LAYERS** SUMMARY

State Road Network

Bypasses

Points Of Interest

Boundaries

Other Networks

GML Networks

OSOM Networks

COVID-19 Support

HML Networks

Assets

Local Government Assets

Bridge

Culvert

Overpass

Rail

Local Govt. Asset

TypeCulvert

Asset NamePinga Street Culvert

Asset IDCV0061_011

WidthTBC

MassTBC

HeightTBC

Access InfoAssessment Pending

RM NameTown of Port Hedland

RM CodeWA417

Road NamePinga Street

LocalityWedgfield

StateWA

< 1 of 4 >

Local Govt. Asset

TypeBridge

Asset NameBega River Bridge

Asset IDBID116

Year1976

MaterialConcrete

Assess. TypeTier 1

Assess. LinkMore Info

1. New layer for Local Government Assets

Structure Type		Tier 1		Tier 2		Tier 3		Tier 4		Tier 5		Tier 6		Tier 7		Tier 8		Tier 9		Tier 10		Tier 11		Tier 12		Tier 13		Tier 14		Tier 15		Tier 16		Tier 17		Tier 18		Tier 19		Tier 20		Tier 21		Tier 22		Tier 23		Tier 24		Tier 25		Tier 26		Tier 27		Tier 28		Tier 29		Tier 30		Tier 31		Tier 32		Tier 33		Tier 34		Tier 35		Tier 36		Tier 37		Tier 38		Tier 39		Tier 40		Tier 41		Tier 42		Tier 43		Tier 44		Tier 45		Tier 46		Tier 47		Tier 48		Tier 49		Tier 50		Tier 51		Tier 52		Tier 53		Tier 54		Tier 55		Tier 56		Tier 57		Tier 58		Tier 59		Tier 60		Tier 61		Tier 62		Tier 63		Tier 64		Tier 65		Tier 66		Tier 67		Tier 68		Tier 69		Tier 70		Tier 71		Tier 72		Tier 73		Tier 74		Tier 75		Tier 76		Tier 77		Tier 78		Tier 79		Tier 80		Tier 81		Tier 82		Tier 83		Tier 84		Tier 85		Tier 86		Tier 87		Tier 88		Tier 89		Tier 90		Tier 91		Tier 92		Tier 93		Tier 94		Tier 95		Tier 96		Tier 97		Tier 98		Tier 99		Tier 100		Tier 101		Tier 102		Tier 103		Tier 104		Tier 105		Tier 106		Tier 107		Tier 108		Tier 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SLGAAP – Asset/Assessment Data Outcomes

2. Digital
Asset
Management

Import data - Upload from source file

[Download and use the template](#)

Drag and drop .csv (Max. 20MB) here or

Browse files

Click here and paste data

Paste copied data from you're clipboard into the field below.

Paste data here

Preview

No.	Asset Status	Asset Name	Asset Type	RM Asset Id	Road Name	Latitude	Longitude	Maximum Vehicle Height	Maximum Vehicle Width	Assessment Type	Primary Material	Articulation	Span Lengths	Design Standard	Construction Year
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Asset Management

Add New Asset

Import Data

Default view

Add / edit views

Download

Show / hide columns

Filter

Asset Id	Asset Status	Asset Name	Asset Type	RM Asset Id	Road Name	Address	Geopoint	Maximum Vehicle Height	Maximum Vehicle Width	Assessment Type
1	Draft	Challicum Rd Bridge	Bridge	7676	Challicum Road		-37.408178, 143.138964			
2	Draft	Double Bridge No.2	Bridge	7756	Buangor-Ben Nevis Road		-37.286469, 143.1594			
3	Draft	(00695100) Bridge 03 - Fishery Cr...	Bridge	25222	River Street (MR 695)		-28.515316, 153.325018			
4	Draft	(10170180) Bridge 35 - Pearces Cr...	Bridge	24967	Houghlahans Creek Road (10170)		-28.454446, 153.263484			
5	Draft	(10168010) Bridge 49 - Bingal Cre...	Bridge	24882	Back Channel Road (10168)		-28.571109, 153.272913			

SLGAAP – Asset/Assessment Data Outcomes

**3. Rapid
Assessment
Capability**



coming soon

SLGAAP - Training and Education Outcomes

The Road Manager Toolkit aims to support local government road managers making heavy vehicle access decisions across bridges and culverts.

Resources include:

- Webinars
- Fact Sheets
- Asset Assessment Framework
- Decision processes
- Templates

<https://nhvr.engagementhub.com.au/page/road-manager-toolkit>

Road Manager Toolkit

01



PLAN

02



COMPARE

03



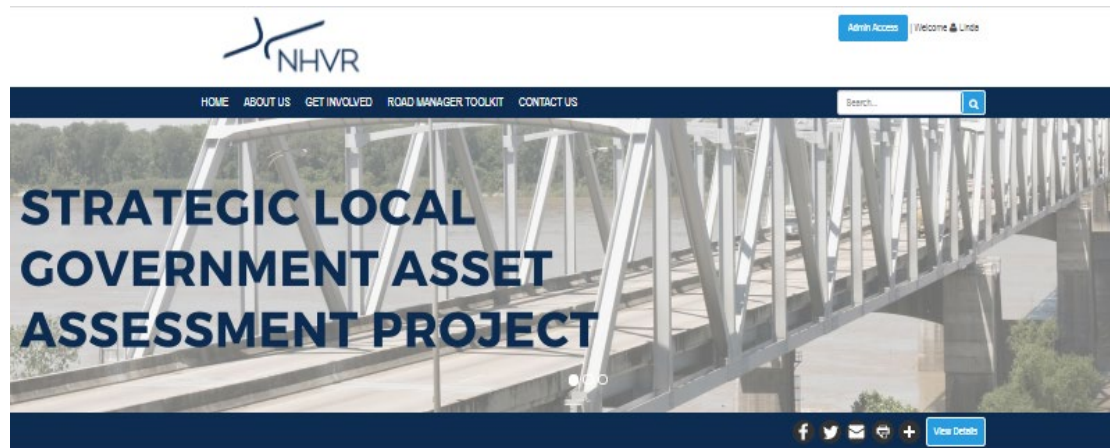
ASSESS

04



INTERPRET

SLGAAP - Stay connected



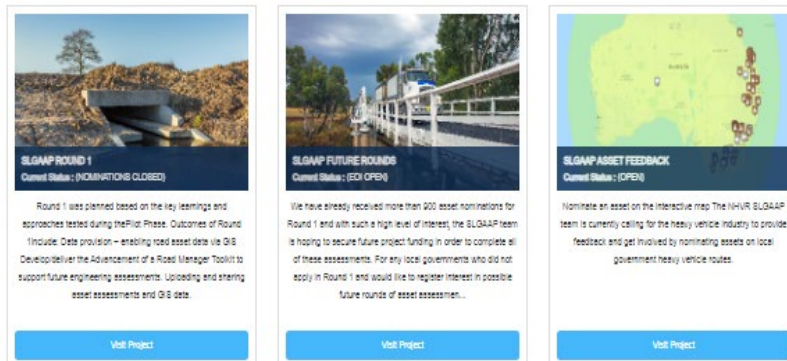
What is SLGAAP?

In late 2019, the Australian Government provided the National Heavy Vehicle Regulator (NHVR) with \$7.40 million in funding to assist road managers with the assessment of important infrastructure assets, like bridges and culverts. A better understanding of these assets on key local government heavy vehicle routes will improve heavy vehicle access across Australia.

The Strategic Local Government Asset Assessment Project (SLGAAP) was established as a national project to:



Strategic Local Government Asset Assessment Project



Visit the SLGAAP Website to keep updated with all of the project news and progress.

<https://nhvr.engagementhub.com.au>

E: roadassetproject@nhvr.gov.au

HVNL and Road Manager Consent

NHVR must obtain relevant road manager consent before granting Restricted Access Vehicle (RAV) access through a notice or permit.

HVNL Sections

- Class 1 or 3 -S118 notice, S124 permit
- Class 2 -S139 notice, S145 permit

A road manager may decide not to give consent if satisfied that the mass or dimension authority will, or is likely to:

- a) cause damage to road infrastructure; or
- b) impose adverse effects on the community from noise, emissions or traffic congestion; or
- c) pose significant risks to public safety arising from heavy vehicle use that is incompatible with road infrastructure or traffic conditions.

Before deciding not to give consent the road manager must satisfy itself that it is not possible to grant access subject to road or travel conditions that will avoid or significantly mitigate these relevant risks.

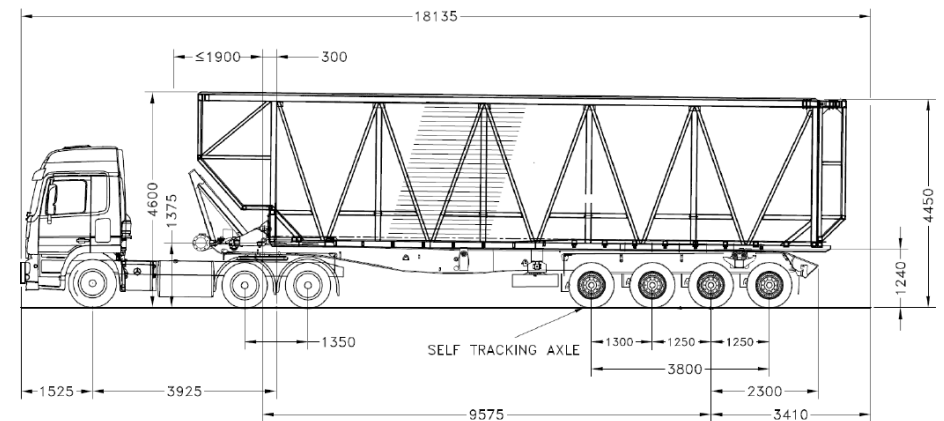
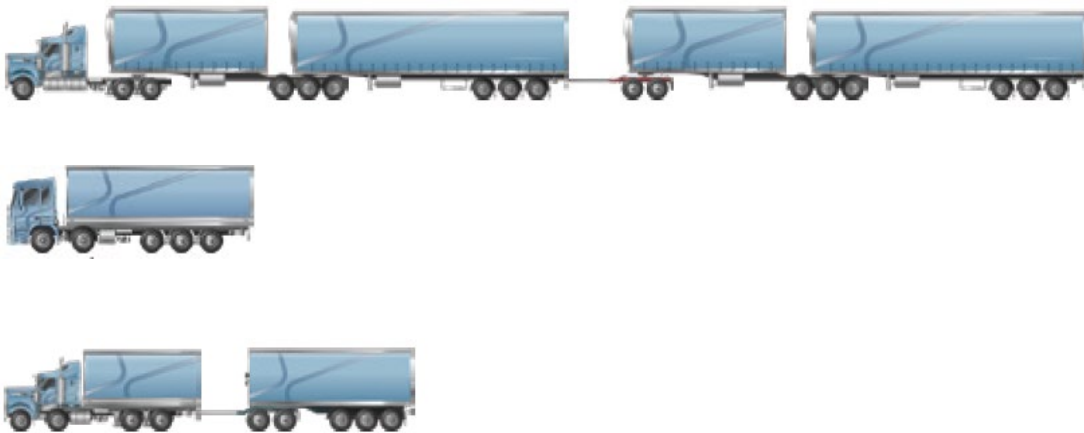
Overview of webinars 2-5

**Learning how to make sense of
Bridge Assessments and
Bridge Access Decision Making**

Dr Neal Lake

Assessing Heavy Vehicle Access to Bridges: Webinar series

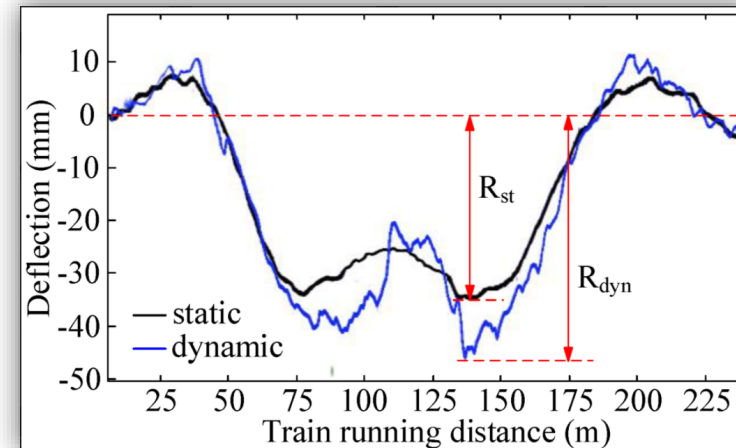
- Webinar 2: Basic Vehicle/ Bridge Interactions
- Webinar 3: Asset Assessment Framework
- Webinar 4: Tier 1 Assessments
- Webinar 5: Interpreting Engineering Reports for Access Decision Making



Assessing Heavy Vehicle Access to Bridges

- **Basic Vehicle/ Bridge Interactions**

- Understand the critical parameters associated with vehicle loading
- Set up the basis of the assessment framework



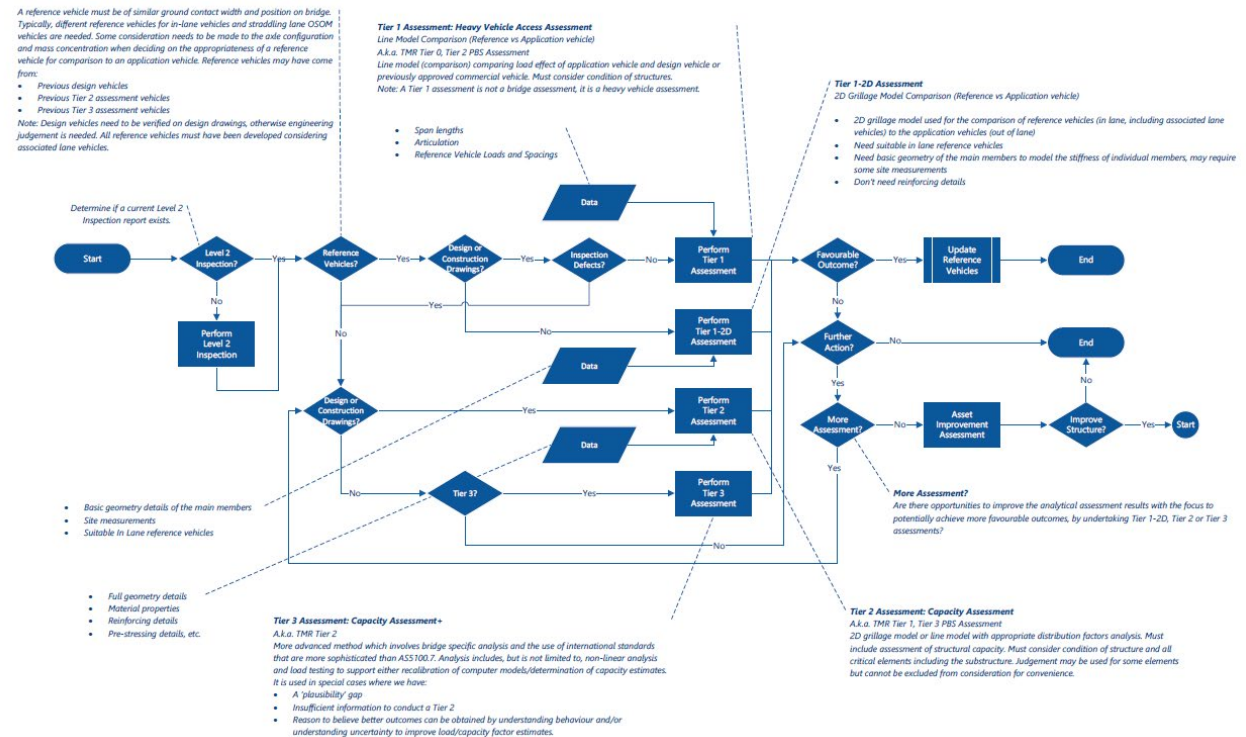
Assessing Heavy Vehicle Access to Bridges

• Asset Assessment Framework

- Understand how to define your bridge capability
- Learn the Bridge assessment and access terminology used throughout Australia
- Understand the various tiers of assessment and when to employ them

PBS tiers of assessment	Bridge asset owner tiers of assessment
Tier 1 PBS Assessment 'Must meet the PBS Bridge Formula'	
Tier 2 PBS Assessment 'Must not cause more effects than existing commercial vehicles acceptable to bridge owner'	Tier 1 (TMR Tier 0) Bridge Asset Owner Assessment (Access assessment) Line model (comparison) comparing load effect of applicant vehicle and design vehicle or previously approved commercial vehicle. Must consider condition of structures.
Tier 3 PBS Assessment 'Detailed individual bridge assessment'	Tier 2 (TMR Tier 1) Bridge Asset Owner Assessment (Structural assessment AS 5100.7) 2D Grillage model/Line model (with distribution factors) analysis and structural capacity assessment. Must consider condition of structures.
	Tier 3 (TMR Tier 2) Bridge Asset Owner Assessment (Site specific and or higher order assessment) More advanced method, bridge specific analysis and use of international standards that are more sophisticated than AS 5100.7. Non-linear analysis, load testing to support either recalibration of computer models/determination of capacity.

Assessment Type Selection



Assessing Heavy Vehicle Access to Bridges

- **Tier 1 Assessments**

- Develop a comprehensive understanding of how to use Tier 1 Assessment to make access decisions
- Limitations of Tier 1 assessment



$$\text{Tier 1 Assessment Ratio} = \frac{\text{Peak bridge capability effect} \times \text{LLF}_{BC} \times \text{DLA}_{BC}}{\text{Peak application vehicle effect} \times \text{LLF}_{AV} \times \text{DLA}_{AV}}$$

Assessing Heavy Vehicle Access to Bridges

- **Interpreting Engineering Reports for Access Decision Making**
 - How to interpret reports
 - How to procure appropriate services to enable future decision making
 - Use critical thinking and judgment to develop decision making that achieves targeted outcomes



Level 2 Inspection Reports

- Known as:
 - Structure Condition Inspection
 - Condition Rating Inspection
- 1-4 condition rating of individual components
- Defects logged

Must be current for any level of bridge assessment!

[illegible]

Further Training



- Overview of heavy vehicle access landscape in Australia
- Understanding the tiers of bridge assessment
- The decision making process for bridge access
- Defining bridge capability
- Critical variables that affect assessment
- Resourcing assessments and getting the most from consultants



INFORMS. CONNECTS.
REPRESENTS. LEADS.

<https://www.ipweaq.com/courses>

Questions?

Next Webinar
Thursday 8 July 11-12
Basic Vehicle/ Bridge
Interactions

Register for the rest of the
9 Webinar series here:

<https://www.eventbrite.com.au/o/national-heavy-vehicle-regulator-11836541834>