

## Jenny McMillan (interview)

meetings held in other districts.

Q: In your role as a Director of the Alliance with responsibilities for heavy duty and heavily loaded pavements in SE Qld you must have lots of challenges and needs. Tell us about the top three aspects of Metro life that you can see the Alliance contributing to a better outcome for Main Roads.

A: *First is skid resistance—improved safety for our drivers. Second is long life—no rutting or fatigue in early life. Traffic is the biggest incentive for us, the less time we spend on the road replacing pavements and upsetting the motorist the better. Thirdly is reliability—no surprises!*



Q: When you took on the M(ID) role we gather you rewarded yourself.

A: *Yes, I've always liked the Mini Cooper S and that (pic) is my reward for taking on this job. Good for checking skid resistance & rut depths too!*

## Staff Interchange begins

Started last year as an Alliance project the "Staff Interchange" agreement has been finalised with the first participant soon to trial the system.

Terry Collins will be going to Boral Asphalt and Brisbane City Works—Asphalt Operations for training to increase his capability in surveillance of asphalt manufacture, testing and placement.



**Terry Collins**

The agreement provides for the interchange of staff (AAPA members or Main Roads) with the goals of:

- Sharing of skills
- Enhancing communications
- Increasing understanding of operational practices.
- Improved responsiveness to needs
- Enhancing career development
- Increased retention of employees

The big growth in infrastructure spending in Queensland and the need for fast tracking skills development will provide many opportunities for staff interchange!!



Strategic Alliance  
**NEWS LETTER**  
*Developing superior flexible pavements*



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## Spray Seal Contractor Registration

Work has commenced on developing the new Queensland Department of Main Roads Sprayed Sealing Contractor Registration system. The system, which will be similar to that currently in place for asphalt suppliers, will require sprayed sealing contractors to become registered prior to undertaking sprayed sealing works for QDMR.

A working group consisting of QDMR and industry representatives, will develop the new sprayed seal supplier registration manual which is due to be published in July 2007. The proposed system is planned to be fully trialled and implemented by mid 2008.

Elements of the system will include:-

- criteria for qualifications, experience and competency of spray seal



*Superior performance from spray seals*

- contractors (and of their staff)
- requirements for all plant and equipment that are to be used by spray seal contractors
- processes for assessment of performance of spray seal contractors.

If you have any enquiries about the development of the system please contact Gavin Soward on 31153033.

## New Austroads Sprayed Seal Design

In early July, Walter Holtrop (AAPA), Gavin Soward (QDMR) and Peter Jandijevic (QDMR) conducted a three day sprayed sealing workshop in Rockhampton. The workshop consisted of a two day AAPA training course on *Sprayed Sealing Selection and Design* and a one day AAPA course on *Sprayed Sealing Field Procedures*. The *Sprayed Sealing Selection and Design* course covered the soon to be released Austroads Design of Sprayed Seal

Surfacings - 2006 Revision. The new guide is much more comprehensive than the 2000 method and now includes numerous guidance notes as well as a section on primes and primersealing. In addition, there have also been changes to the allowances for traffic, texture and embedment. The new design guide will be available from the Austroads web site [www.austroads.com.au](http://www.austroads.com.au) in the near future. For upcoming courses on the new method go to [www.aapa.asn.au](http://www.aapa.asn.au)



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Available electronically on: <http://www.aapa.asn.au>  
or Main Roads Intranet

## Jenny McMillan joins the Alliance Board interview



Jenny McMillan

Jenny McMillan has maintained a keen engineering interest in “building things” in her 20 years at Main Roads. Apart from three years in head office the rest of her career has been involved in construction. A graduate of UQ, QLD Young Engineer of the Year in 1991, mother, tap dancer, black belt in karate, reader of books with dark endings and a racing driver, all of which makes her well suited for M(ID) of Metro & new Alliance Director.

Q: Thanks for being prepared to share your thoughts as newly appointed Strategic Alliance Director. Metro District does play a big role in heavy pavements in Queensland, what led you to take the M(ID) role and how does your previous experience help in the role:

A: My first and enduring love in engineering has always been construction—first day labour then contracts. I have come up through the ranks and with Doc Shardlow’s retirement I took my chances (a little earlier than planned) and applied. My previous experience is

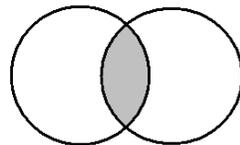
predominantly in design & construction, but I find it is the people experience and financial studies that help me the most!

Q: Your new role as Strategic Alliance Director will have exposed you to the mission’s three aspects

a) superior & best value flexible pavements b) a sustainable business environment and c) achieved through collaboration and total commitment. How do you think Main Roads can contribute to meeting these expectations?

A: Metro provides a test bed and pays towards getting superior performance. Our specialist branches contribute intellectual horse power. With the high use environments good/bad results are seen quickly. To encourage a “sustainable business environment” we give everybody a fair go, sometimes more than fair! The state purchasing policy and registration system are used to get good outcomes for Metro. We need a viable asphalt industry and know that we have a role in keeping it viable. When it comes to “collaboration and cooperation” all parties have to commit. It is best to focus on areas of intersection to get the best results. (as in the diagram)

A typical area would be “a clear statement of performance objectives”



Venn Diagram—intersection

Q: And what is needed from industry?  
A: Guts and total commitment to meeting the client’s needs! Without a client to buy your product you’re stuffed! Understanding we don’t really care how “nice” the mix is — we want performance!

Q: This Alliance has been going since Dec 2001 and has done lots of projects around quality systems, registration of asphalt suppliers and specification improvement such as SMA. All these require links between the Districts and Head Office. Is there room for improvement and what do you think you can do to help?

A: I would liken the Alliance so far to a sightseeing trip without a strong itinerary. We’ve taken a trip down the road to registration

systems, a trip to look at impermeability, a trip to look at rideability and all the time we are doing this we are avoiding the trip to performance based specs because nobody is sure of the route there. And, once we got lost & accidentally ended up at skid resistance. It seems it would have been a bit more effective if the tour guide had stood up and explained all the places we were going and worked out the most efficient route to see all the sights in one trip!

Strong links are needed between districts and head office because the performance theoretically is different

from the performance “in the field”

Q: One of the “complaints” about the Alliance Reference Group meetings is that there is not enough time for discussion. Do you believe that more meetings should be held annually?

A: Depends on there being something to talk about. The last meeting contained too many different items with not enough time to participate. For example the HAPAS topic did not provide enough background before discussion—a bit “half ass”

Q: And what sorts of aspects would you like addressed in this forum that



Jenny competing in the “family car” at Bathurst

brings industry and the department closely together?

A: The presentation by Russ Spies on binders, as covered in the last Newsletter,

was really good—could be the basis of a Reference Group meeting. Also worth discussing are skid resistance and performance contracts.

Q: In a large organisation like Main Roads communication is often a challenge. The Strategic Alliance has used Newsletters in the past. Do you think this is effective and are there other ways of getting the issues, new ideas and progress across to those in the Districts?

A: In Metro we have meetings every two months which provide an opportunity to talk directly to the decision makers. The Alliance should make use of this and also similar