

THE ROADS AND TRANSPORT ALLIANCE

ANNUAL
PROGRESS
REPORT
2020 | 21

ACKNOWLEDGEMENTS



Travelling by Gilimbaa

The Roads and Transport Alliance acknowledges the Traditional Owners and Custodians of the land and waterways. We pay respects to their Ancestors and Elders past, present and emerging. The Roads and Transport Alliance is committed to reconciliation amongst all Australians.

The Alliance acknowledges the assistance provided by the Department of Transport and Main Roads, the Local Government Association of Queensland and Regional Roads and Transport Groups in compiling this report.

Translating and interpreting assistance



If you need an interpreter call the Translating and Interpreting Service (TIS National) on 131 450. If you are deaf or have a hearing or speech impairment, contact us through the National Relay Service: www.relayservice.gov.au

Copyright: This publication is protected by the *Copyright Act 1968*. © State of Queensland, 2021.



License: The material in this work is licensed by the Department of Transport and Main Roads under a Creative Commons Attribution 4.0 International licence (CC BY 4.0), with the exception of:

- the Queensland Coat of Arms
- this department's logo
- any third party material, and
- any material protected by a trademark.

More information on the CC BY licence is set out as follows:

- Creative Commons website – www.creativecommons.org
- Attribution 4.0 international (CC BY 4.0) – <https://creativecommons.org/licenses/by/4.0/>

Third party copyright: Third party material that is not licensed under a Creative Commons licence is referenced within this document:

- all photographs are all rights reserved.

Please contact the Department of Transport and Main Roads (the copyright owner) if you wish to use this material.

Disclaimer: While every care has been taken in preparing this publication, to the extent permitted by law, the State of Queensland accepts no responsibility and disclaims all liability (including without limitation, liability in negligence) for all expenses, losses (including direct and indirect loss), damages and costs incurred as a result of decisions or actions taken as a result of any data, information, statement or advice, expressed or implied, contained within. To the best of our knowledge, the content was correct at the time of publishing.

CONTENTS

ii FOREWORD

iv MESSAGE FROM THE CHAIR

01

WHO WE ARE AND
WHAT WE DO

07

REGIONAL ROADS AND
TRANSPORT GROUP
PROFILES

- 07 Introduction
- 08 Bowen Basin
- 16 Brisbane Metro Alliance
- 24 Eastern Downs
- 30 Far North Queensland
- 36 Gladstone
- 40 North Queensland
- 46 North West Queensland
- 54 Northern South East Queensland
- 58 Outback
- 62 Rockhampton
- 66 Scenic Valley
- 70 South West
- 74 Southern
- 78 Southern Border
- 82 Western Downs
- 86 Whitsunday
- 90 Wide Bay/Burnett

101

SUPPORTING
STATEWIDE
CAPABILITY
IMPROVEMENTS

- 102 Statewide Capability Development Fund
- 105 Statewide Capability Development Program
- 107 Statewide Capability Fund in action

115

STATEWIDE FINANCIAL
REPORTS

JOINT FOREWORD



**The Honourable
Mark Bailey MP**

Minister for Transport
and Main Roads



**Councillor
Mark Jamieson**

President Local
Government
Association of
Queensland

We are pleased to present to you the *2020–21 Annual Progress Report of the Roads and Transport Alliance.*

The report once again recognises the benefits of the enduring collaboration between the Queensland Government and Councils to jointly invest in Queensland's transport network, throughout an incredibly challenging year.

The 19 year partnership between the Local Government Association of Queensland (LGAQ), representing local governments, and the Department of Transport and Main Roads (TMR) continues to provide a solid framework to develop and maintain local government transport infrastructure, including Queensland's 38,057 kilometre Local Roads of Regional Significance network.

The Alliance partnership is considered an exemplar model, which was recognised in 2020–21 by the Australian Government in its use of the Regional Roads and Transport Group (RRTG) framework to develop the Roads of Strategic Importance program. This recognition further highlights the benefits of a strong history of working in partnership and demonstrates our

commitment to collaborate through the Alliance for the benefit of Queensland communities.

Investment in transport infrastructure is critical as the national and state economies seek to recover from the impacts of the COVID–19 pandemic. The Queensland Government has committed to the continuation of Transport Infrastructure Development Scheme (TIDS) funding, which underpins the Alliance partnership, at \$70 million annually, to help sustain local government employment and improve local transport networks.

In 2020–21, the 17 RRTGs delivered 252 projects, representing more than \$120 million in transport infrastructure investment. This report provides an overview of some of those projects, highlighting local government's ability to deliver transport projects amid challenging circumstances and competing infrastructure delivery schedules.



We also recognise the efforts of RRTGs to invest in improving the capability of local government staff, using TIDS Statewide Development and Capability Funding allocations for training and upskilling in various aspects of planning and program delivery. This report showcases some of those innovative initiatives.

The past year saw many mayors and councillors, who were newly elected in March 2020, establishing themselves as valued and enthusiastic contributors to their respective RRTGs and strong advocates for their communities. This dedication from elected representatives is to be commended and we congratulate all RRTG members for another successfully delivered TIDS program this year.

Our appreciation and acknowledgement is extended to all RRTG members, including TMR Regional and District officers; RRTG technical coordinators and committees; the Roads and Transport Alliance Board led by Greg Hallam AM PSM, Chief Executive Officer of the LGAQ and Neil Scales OBE,

Director General of TMR; and the Roads and Transport Alliance Project Team. Their participation in, and contributions to, the Alliance over the past 12 months is invaluable.

On a final note, it is with mixed emotions that we farewell Greg Hallam as he steps down from his role with the LGAQ to commence a very well-earned retirement. As LGAQ CEO since 1992, Greg's contribution to the Alliance is immeasurable and cannot be understated. As a founding partner of the Alliance, his foresight and commitment have been instrumental in the continuing success of the Alliance. We are all grateful for his efforts and for the legacy he now entrusts to others to nurture and sustain.

Our commitment to the Alliance partnership is as strong as ever and we look forward to seeing its continued success in the year ahead.

MESSAGE FROM THE CHAIR



Greg Hallam AM
Chair, Roads and
Transport Alliance
Board

The 2020–21 financial year was a year like no other.

Despite the incredible challenges faced, the Alliance partnership can reflect on another successful year of achievements and innovations, made possible by the collaborative work of our state and local governments to manage and improve Queensland's vast road and transport network.

Congratulations on achieving 100 per cent expenditure of TIDS funding. An achievement made even more remarkable by the workforce capacity challenges generated by the significant investment of state and federal economic stimulus funding across the year. The efforts that we have witnessed, and the obstacles that your communities have overcome, to

successfully deliver this year's programs have been outstanding.

This year the RRTG collaborated to deliver a total of 252 regionally-prioritised roads and transport infrastructure projects across the state. The success of the projects outlined in this report demonstrates the resilience and strength of the partnership between the Alliance and local communities.

RRTGs are the mainstay of the Alliance. The professional way RRTGs have managed their funding, prioritised projects and worked hard to meet these challenges demonstrates the importance of TIDS funding to local communities. The



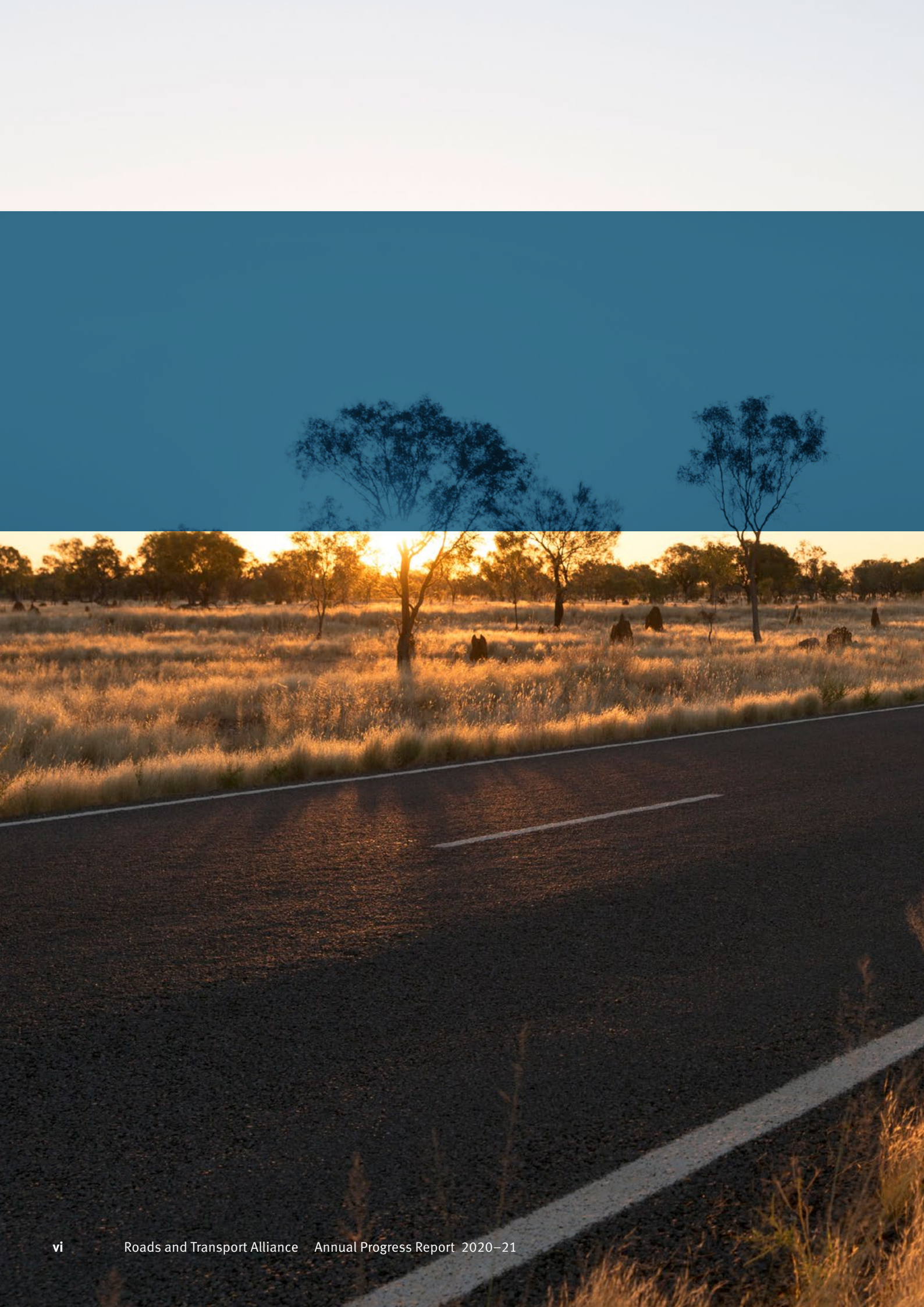
Palaszczuk Government's continuing investment of \$70 million per annum to TIDS funding is welcomed and the Alliance remains well placed to continue delivering the roads and transport infrastructure that is vital to supporting the recovery of the Queensland economy and the communities we collectively serve.

Over the last 19 years the Alliance has been widely recognised as an exemplar of collaborative partnerships. It has been my privilege to watch the Alliance grow from strength to strength over that time, becoming one of Queensland's most respected governance frameworks and delivering thousands of individual projects that have directly benefited local

governments and their communities, while also contributing to the employment and upskilling of hundreds of council staff and driving economic growth and social connectivity. I could not be prouder of what we have achieved together during my time on the Alliance Board.

Finally, I would like to extend my thanks to my fellow Board members, the elected members, local government officers and TMR staff on the RRTGs, the technical committees and project teams. Your ongoing energy, drive and enthusiasm make the Alliance partnership unique and I wish you all the best for continued success in future years.





WHO WE ARE AND WHAT WE DO

The Alliance is an ongoing partnership between TMR, the LGAQ and Queensland councils. Over the last 19 years, the Alliance has operated under a Memorandum of Agreement between TMR and the LGAQ to collaboratively manage road and transport challenges across Queensland. The current Agreement for 2018–2023 affirms the commitment of both parties to work together to improve transport infrastructure in communities across Queensland (in order to):



MAXIMISE

the economic, social and environmental benefits of joint investments in the state's transport network.



FACILITATE

innovative and joint approaches to network planning, program development and resource sharing.



IMPROVE

road management and delivery capability through training, advanced technology and knowledge transfer.



OPTIMISE

safety for all road users.



MAXIMISE

the investment by all parties on the Queensland transport network.

The Roads and Transport Alliance Model

Regional Roads and Transport Groups (RRTGs) are the bedrock of the Alliance. There are 17 RRTGs across Queensland comprised of representatives from neighbouring local governments (or sometimes a single council) and a TMR District Office. The groups prioritise and deliver regional transport infrastructure improvements, through their member councils, for their respective communities. The RRTG model encourages collaboration and delivers benefits to councils through Joint Purchasing and Resource Sharing and skills development and training. The model also promotes wider positive organisational and community returns that come from long-term intra-council relationships.

Roads and Transport Alliance Board

Senior TMR and LGAQ executives who set the strategic direction of the Alliance.



Roads and Transport Alliance Project Team (RTAPT)

TMR and LGAQ officers who implement Alliance strategies and initiatives, and provide support to RRTGs and the Alliance Board.



Regional Roads and Transport Group (RRTG)

Local government elected officials and TMR District Directors. Primarily a decision-making body that prioritises regional improvements for their community's transport infrastructure.



Technical Committee (TC)

Local government and TMR senior engineers and other relevant technical staff. Provide technical advice and recommendations to RRTGs.

The Roads and Transport Alliance Board

The Roads and Transport Alliance Board (the Board) sets the strategic direction for the Alliance and comprises of senior TMR and LGAQ executives. Board members for the period between July 2020 to June 2021 were:

TMR Mr Neil Scales (OBE), Director-General

Mr Les Dunn, General Manager (Program Delivery and Operations)

Mr Joshua Hannan, General Manager (Transport Strategy and Planning)

LGAQ Mr Greg Hallam, AM PSM (Chair), Chief Executive Officer

Ms Alison Smith, Head of Advocacy

Mr Chean Piau Lau, Manager Infrastructure, Economics and Regional Development

Transport and Infrastructure Development Scheme (TIDS)

The Alliance is supported by TIDS, which provides funding for regionally prioritised, local road and transport-related initiatives. The Board allocates TIDS funding to each RRTG for the development and delivery of projects across the shared road network. RRTGs allocate their TIDS funding to the highest priority road and transport projects in their region. TIDS funding is generally matched 50:50 (at a minimum) by RRTGs. In 2020–21, 252 projects were supported across Queensland through TIDS funding.



19

years of partnership between Queensland's state and local governments

65

local councils participating as members of the Alliance

17

Regional Roads and Transport Groups across Queensland

119

Regional Roads and Transport Group executive and technical meetings held

252

projects supported through the Roads and Transport Alliance Transport Infrastructure Development Scheme

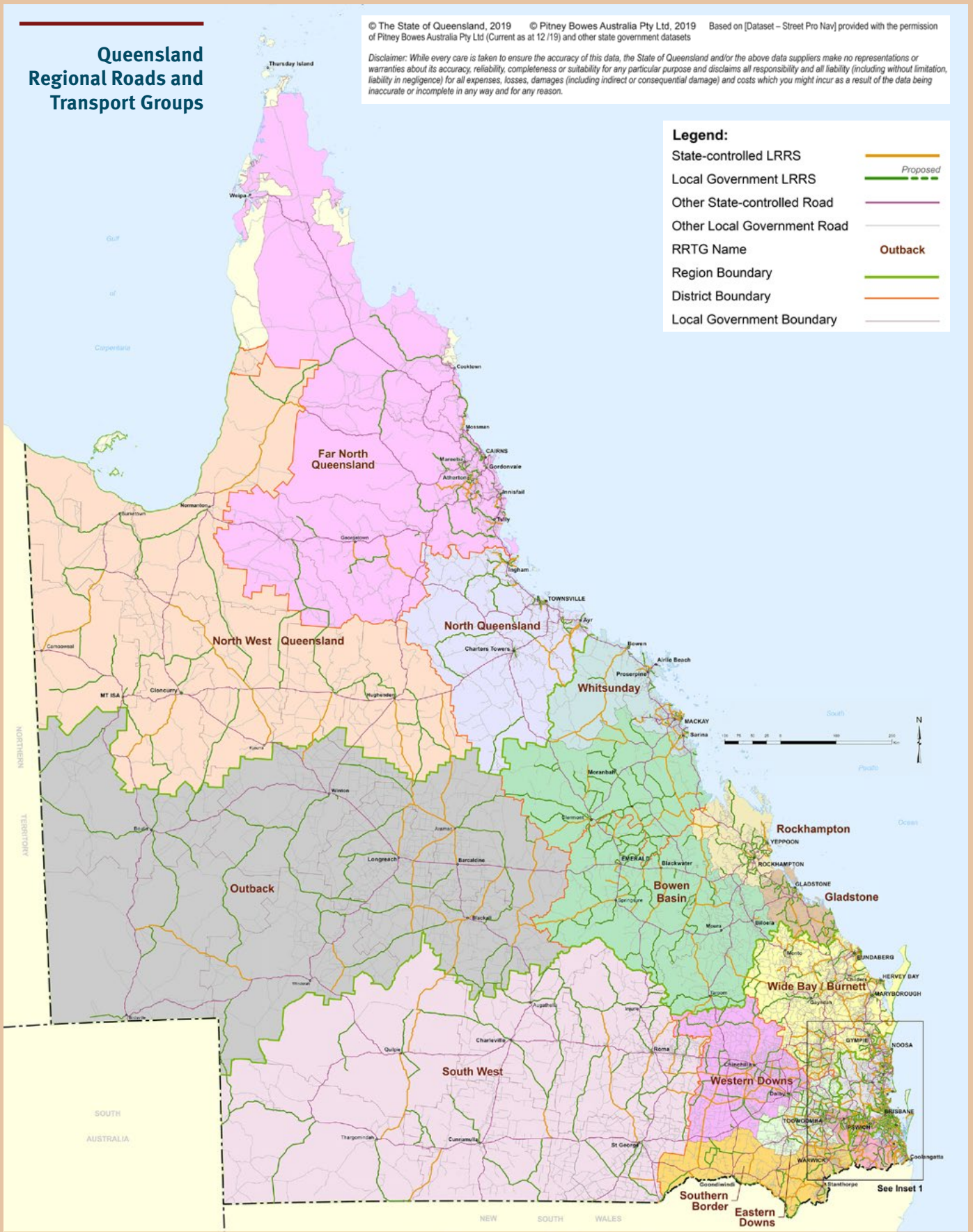
35

capability initiatives funded through the Statewide Capability Development Fund

38,057 kilometres

length of jointly managed local roads of regional significance in Queensland

Queensland's 17 Regional Roads and Transport Groups







REGIONAL ROADS AND TRANSPORT GROUP PROFILES

Delivering in partnership

Transport Infrastructure Development Scheme projects

This year, 252 projects were administered through the TIDS program. Funding responsibilities for TIDS projects are shared between state and local governments. This section showcases a sample of the projects undertaken in the 2020–21 financial year.

Individual project stories have been submitted by the local governments that delivered the projects. These completed project stories are presented using their own words and are a testament to the value that every council places in the funding that makes these projects possible.

Stories have been provided by each of the 17 Regional Roads and Transport Groups (RRTGs)

and show the diversity of projects delivered; the different challenges faced by councils across the length and breadth of the state; and the clear benefits and positive impacts these completed projects have on the local communities they are home to.

It is TIDS funding that assists the delivery of these regionally prioritised transport infrastructure projects across the network for the benefit of all users. The Roads and Transport Alliance recognises the cooperation between state and local agencies to ensure TIDS programs are developed and delivered by RRTGs to support communities across Queensland.

BOWEN BASIN RRTG

Bowen Basin RRTG

RRTG members

- Banana Shire Council
- Central Highlands Regional Council
- Isaac Regional Council
- Woorabinda Aboriginal Shire Council
- TMR Fitzroy and Mackay/Whitsunday Districts

RRTG Chair

- Councillor Christine Rolfe, Central Highlands Regional Council

RRTG Deputy Chair

- Councillor Colin Semple, Banana Shire Council

RRTG Technical Committee (TC) Chair

- Jason Hoolihan, Central Highlands Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

14
PROJECTS

\$4,479

TIDS ALLOCATION 2020–21
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

- 1 BANANA SHIRE
- 2 CENTRAL HIGHLANDS REGIONAL
- 3 ISAAC REGIONAL
- 4 WOORABINDA ABORIGINAL SHIRE

\$4,457 2020–21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

BOWEN BASIN RRTG (continued)

Bowen Basin Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
BANANA SHIRE	Deearne Road (Cockatoo), improve drainage, pave and seal	500
	Gibihi Road, rehabilitate and reseal	765
	Jambin Dakenba Road, rehabilitate pavement	160
	Theodore - Moura Road, improve drainage and seal pavement	17
CENTRAL HIGHLANDS REGIONAL	Bowen Basin Regional Roads and Transport Group, capability, development and technical coordination	57
	Range Baranga Road, various sections, pave and seal	439
	Wyuna Road (Emerald), pave and seal	849
ISAAC REGIONAL	Eaglefield Road (Moranbah), pave, seal and drainage works	719
	Saraji Road (Dysart), rehabilitate pavement	372
	Turrawalla Road (Turrawalla), gravel resheeting	350
WOORABINDA ABORIGINAL SHIRE	Blackboy Road, Reseal	46
	Bore 3 Road, Blackboy Creek, upgrade culvert and approaches	122
	Carbine Street, Kangaroo Stadium access, asphalt overlay	8
	Dundoo Lane, construct to sealed standard	54
TOTAL		4,457

RRTG ATSI TDIS 2020–21

Local government	Project name	Expenditure \$'000
WOORABINDA ABORIGINAL SHIRE	Blackboy Road, reseal	53
WOORABINDA ABORIGINAL SHIRE	Bore 3 Road, Blackboy Creek, upgrade culvert and approaches	53
TOTAL		105

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

The year to date position may vary slightly to the annual allocation due to programming adjustments.

BOWEN BASIN RRTG (continued)

Deearne Road, Taroom

Upgrade and seal

Submitted by Allan Heit (Manager Infrastructure Technology and Technical Committee Representative, Banana Shire Council) and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

Bowen Basin RRTG delivered 14 projects in 2020–21 through its TIDS works program. There were four projects within the Banana Shire LGA, three projects within the Central Highlands Regional LGA, three projects within the Isaac Regional LGA and four projects within the Woorabinda Aboriginal Shire LGA (two of which also had an Aboriginal and Torres Strait Islander (ATSI) TIDS funding contribution).

Deearne Road is a council controlled Local Roads of Regional Significance (LRRS) located in the very south of the Banana Shire LGA, commencing at its intersection with Nathan Road and ending at the council boundary. It is a network priority for the Bowen Basin RRTG and is

a major rural collector approximately 39 km long (Banana Shire Council section) and part of a link between the Leichhardt Highway (higher order state-controlled road) and the Eidsvold-Theodore Road (state-controlled LRRS). It also serves as a connection between Taroom and Eidsvold townships. Deearne Road also crosses the boundary into the North Burnett Regional Council LGA (Wide Bay Burnett RRTG) and changes in name to Rockybar Road. The existing road is partially sealed (approximately 10 km) with an unsealed section of approximately 29 kilometres.

Bowen Basin RRTG has prioritised and allocated TIDS funding to Deearne Road each year since 2017–18, to progressively



Deearne Road – before



Project signage



Deearne Road – after

BOWEN BASIN RRTG (continued)

upgrade and seal different sections. The project included:

Further funding is allocated each year of the current four year forward works program, through to, and including, 2024–25. In 2020–21 TIDS funding was allocated to upgrade the section approximately 9.4 km to 12.1 km from the Nathan Road intersection.

The 2020–21 project section has an average width of 5m and included several crests with limited sight distance. Parts of the section are subjected to flooding and the regulatory speed limit is 100 km/h.

- Earthworks to improve vertical alignment and sight distance.
- Crest widening and pavement marking.
- Pavement reconstruction and strengthening.
- Increased pavement width (from 6m to 8m).
- Two coat bitumen seal (6.5m wide).
- Drainage construction, upgrade and repair.
- Safety advisory signs throughout the section.

Council undertook the project internally and it proceeded as planned, commencing prior to Christmas 2020 and completed in June 2021. The final project delivery cost was \$1.03m, of which \$500,000 was TIDS funding.

Completion of this project has significantly improved road safety, improved flood immunity and increased industry productivity and driver comfort.



Dearne Road – before



Dearne Road – after

BOWEN BASIN RRTG (continued)

Wyuna Road, Emerald Road sealing

Submitted by Ajay Agwan (Contract Administrator and Preconstruction Engineer, Central Highlands Regional Council), and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

Wyuna Road is a key east-west council-controlled LRRS approximately 55 km in length, servicing a large cattle and grain producing area just north of Emerald. It is an important agricultural freight link that connects the Gregory Highway (higher order state-controlled road) to Fairhills Road, and on to Mount Stuart Road and Lilyvale Road – all council-controlled LRRS. The road is predominantly unsealed and prior to 2020–21 only approximately 5 km was sealed from the intersection with the Gregory Highway.

Bowen Basin RRTG prioritised and allocated TIDS funding in 2020–21 towards a project to seal a 6 km section from the end of the existing seal on the

Gregory Highway. This section traverses heavy black soil subgrades and has significant overland water flow. As a result, it was frequently impassable after minor weather events, leading to significant inconvenience and delays to the transport industry and agricultural sector.

Central Highlands Regional Council undertook the project internally and it proceeded as planned, commencing in February 2021 and completed in June 2021. The project has considerably improved both accessibility and road safety which will have a consequent positive benefit to the agricultural businesses in the area.



Wyuna Road – during



Wyuna Road – during



Wyuna Road – after

BOWEN BASIN RRTG (continued)

Woorabinda Projects

Bitumen resealing,
asphalt surfacing,
road sealing and
culvert upgrade

Submitted by Neville "Dooley" Perkins (Works Manager and Technical Committee Representative, Woorabinda Aboriginal Shire Council), and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

Woorabinda Aboriginal Shire Council undertook another four projects in 2020–21 as part of its' strategy to expand, improve and maintain its roads/streets and transport assets. The four projects were part of these priorities and delivered under the direction of council's Works Manager, Neville "Dooley" Perkins and were as follows:

- upgrade of the Blackboy Creek culvert, and approaches, on Bore 3 Road south west of town
- upgrading of Dundoo Lane in town to a sealed standard
- asphalt surfacing of the Kangaroo Stadium access in town
- bitumen resealing of approximately 6 km of Blackboy Road south west of town.

The Blackboy Creek culvert and approaches, on Bore 3 Road, was a project several years in development and had several changes in scope prior to a final design. The single lane culvert was prone to flooding at the slightest amount of rain and the pre-existing approaches were quite steep and subject to regular wash out. Cars, and particularly trucks, had trouble negotiating the crossing due to the approach grade and a restricted width due to guard rails being present on both sides. Originally it was intended for the crossing to be raised and widened, however, for the final design it was decided to: retain the culvert as-is; realign and flatten the grade of the approaches and seal; replace the guard rail with kerb to facilitate an easier passage for trucks; and undertake clearing and shaping of the creek channel. This has

Continued on next page



Bore 3 Road, Blackboy Creek Bridge – before

BOWEN BASIN RRTG (continued)

Continued from previous page

achieved the objective of improved flood immunity, resilience of the road section and safer passage for road users.

The project was delivered by Cutting Edge Graders, a registered Indigenous company from the nearby town of Banana, who employed a couple of the local residents as plant operators on the project, one of whom was offered full time employment as a result. Council supplied and delivered road making materials to the site for the project. It commenced in October 2020 and was completed just prior to Christmas 2020 as planned.

The project was fully funded

by allocations from the Bowen Basin RRTG TIDS works program (\$122,000) and council's ATSI TIDS allocation (\$52,515).

The Dundoo Lane upgrade and Kangaroo Stadium Access asphalt surfacing projects were future projects accelerated to 2020–21, primarily due to the introduction of the Australian Government's Local Roads and Community Infrastructure program in 2020 and 2021 as a stimulus response to the COVID–19 pandemic. Surplus TIDS funding from the Blackboy Creek culvert and approaches project also contributed, and council was fortunate to receive additional TIDS funding for Dundoo Lane.

This allowed it to be surfaced using asphalt instead of a two-coat bitumen seal – a better outcome. Both projects were delivered in June 2021, as was the bitumen resealing of Blackboy Road.

Dundoo Lane was a short, unsealed street, off the town's main street (Munns Drive) which served as access to the Rural Fire Service premises, council yard and adjacent residences. Access was difficult in wet weather and created dust issues in dry weather. As with the Blackboy Creek culvert and approaches project, Cutting Edge Graders delivered the earthworks and paving component of the project with road making materials provided



After

BOWEN BASIN RRTG (continued)

by council. A Central Queensland based contractor provided the sealing and asphalt works. \$53,686 TIDS funding was used for the project.

Kangaroo Stadium is used frequently by the community for sporting events, funerals and other community events. The access was sealed several years ago but had begun to show signs of distress, and consequent pavement issues, due to the high frequency of use. The same contractor provided the surface correction and asphalt works for the project. The treatment will extend the asset life and improve the amenity of this focus area. \$8,000 TIDS funding was used for the project.



Dundoo Lane – before



After



Kangaroo Stadium access – during



After



After



Blackboy Road – before



Blackboy Road – after

BRISBANE METRO ALLIANCE RRTG

Brisbane Metro Alliance RRTG

RRTG members

- Brisbane City Council
- TMR Metropolitan District

RRTG Chair

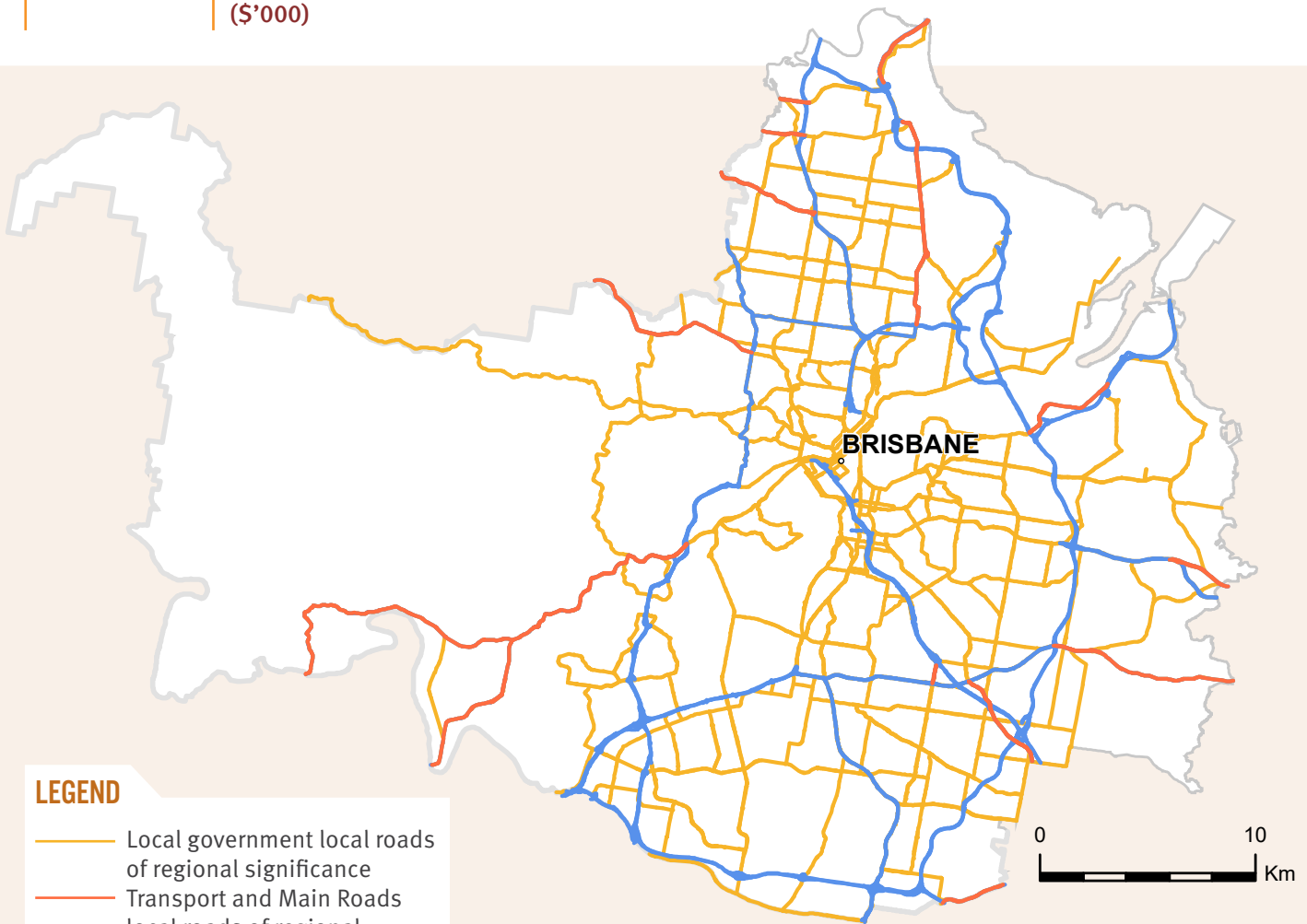
- Councillor Adrian Schrinner, Lord Mayor, Brisbane City Council

RRTG Technical Committee Chair

- Deborah Sketchley, Brisbane City Council

9
PROJECTS

\$2,042
TIDS ALLOCATION 2020-21
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$2,042 2020-21 TIDS
Expenditure
(\$'000)

BRISBANE METRO ALLIANCE RRTG (continued)

Brisbane Metro Alliance Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
BRISBANE CITY	Bage Street, Nundah State School, improve pedestrian safety	94
	Barfoot Street, Bracken Ridge State High School, improve pedestrian safety	89
	Chestnut Street (Wynnum), Guardian Angels' Primary School, improve pedestrian safety	51
	City Link Cycleway, William Street to Gray Street (Stage 2), installation of new bikeway	243
	Ipswich Road and Longueval Street intersection (Moorooka), extension of right turn lane	59
	Lade Street, Loreto College Coorparoo, improve pedestrian safety	125
	Manly Road (Wakerley), widen for on road cycle facility	775
	Pickering Street, Hillbrook Anglican College, improve pedestrian safety	59
	Weyers Road to Gateway Upgrade North bikeway (Nudgee), construct bikeway	547
TOTAL		2,042

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Brisbane

BRISBANE METRO ALLIANCE RRTG (continued)

Safe School Travel Infrastructure – Loreto College, Coorparoo

Intersection safety improvements

Brisbane City Council undertook improvements at the intersection of Lade Street, Geelong Avenue and Cavendish Road, adjacent to Loreto College, to improve traffic arrangements and enhance safety for all road users.

The operational and safety enhancements were identified following a review of Loreto College’s Traffic Management Plan, developed using a template supplied by council, and an assessment of traffic survey data and crash history. This review highlighted opportunities to enhance pedestrian access and crossing safety, while improving driving paths and vehicle movements at the intersection. Many students cross at the intersection while walking to and from school and travelling between nearby public transport facilities and residential streets.

The operational and safety enhancements included:

- A splitter island with kerb buildouts on Lade Street at Geelong Avenue and a pedestrian refuge crossing on Geelong Avenue to improve safety for students crossing Lade Street and Geelong Avenue.

- Modifications to traffic islands to improve driving paths and vehicle movements.
- The restriction of right turns for motorists turning from Geelong Avenue into Lade Street to improve safety and intersection operations.
- Improvements to kerb ramps and sections of footpath to enhance pedestrian access.
- Pavement marking, pavement works and turfing.

The project targeted improvements to pedestrian access and safety for both the school and the local community by making crossing the intersection easier, while encouraging students and pedestrians to cross at a designated location and promoting a lower speed environment adjacent to the school.

The project was jointly funded by the TIDS program. Construction started in September 2020 and was completed in October 2020.



Loreto College – before



After

BRISBANE METRO ALLIANCE RRTG (continued)

Weyers Road Bikeway Active transport connection

This project links the Weyers Road Bikeway with the Gateway Upgrade North in Nudgee from the intersection of Weyers Road/ Queens Road and Gateway motorway. The Weyers Road bikeway is listed as a proposed secondary cycle route and will create a new link for pedestrians and bike riders between Nudgee and Boondall to the north and the Kedron Brook Bikeway to the south.

The project presented a unique challenge due to its proximity to an existing radio tower, which required council to construct the path using fibre reinforced concrete as an alternative to conventional steel reinforcement. Similarly, the project adopted solar lighting to mitigate potential impacts to the radio tower.

The bikeway connection included the following works:

- Installing a new on-ramp at the entrance to the link on Weyers Road.
- Construction of a new 3.5m-wide driveway and access gate.
- Installing pavement marking and wayfinding signage on the footpath.
- Installing solar powered lighting.
- Turfing and landscaping.

Timeframes:

Design: October 2019 to Jun 2020.

Construction: July 2020 to February 2021.



Weyers Road Bikeway – before



Weyers Road Bikeway – after

BRISBANE METRO ALLIANCE RRTG (continued)

Ipswich Road at Longueval Street Upgrade

Intersection traffic flow improvements

Ipswich Road at Longueval Street in Moorooka was identified as a location in the local road network that would benefit from works to improve traffic flow efficiency, reduce congestion during peak periods, and to improve safety for all road users.

These improvements form part of council's Congestion Busting Projects, which aimed to improve network performance through reducing travel times, improving trip reliability, enhancing safety and improving the overall road user experience.

The intersection improvements included the following works:

- Extending the right turn lane from Ipswich Road into Longueval Street, to improve vehicle storage lengths.
- Reconstructing the existing traffic median on Ipswich Road to accommodate the extended right turn lane.
- Pavement marking and signage.

Timeframes:

Design: July 2020 to February 2021.

Construction: February 2021 to April 2021.



Ipswich Road – before



Ipswich Road – after

BRISBANE METRO ALLIANCE RRTG (continued)

Manly Road Safety improvements for general traffic and active transport users

Manly Road, between New Cleveland Road and Wondall Road in Manly West, was selected for upgrading a section of road including improving the shared footpath and centre median islands, formalising kerbs, formalising pavement marking, landscaping and turfing.

This project aimed to improve safety and provide clearer road delineation for motorists, while providing improved connectivity for bike riders and pedestrians accessing the local area and cycling network.



Manly Road – before



Manly Road – after

The project included the following works;

- Formalising the road edge with the installation of new kerb.
- Upgrading an approximate 500m section of shared path to 2.5m width.
- Water main relocation works on the southern side of Manly Road.
- Constructing a new 1.8m-wide on-road bike lane on the westbound side of Manly Road, between New Cleveland Road and Wondall Road.
- Relocating and upgrading the inbound bus stop.
- Realigning centre median islands.
- Resurfacing of the inbound road lanes between Wondall Road and New Cleveland Road.
- pavement marking.

Timeframes:

Design: December 2020 to June 2020.

Construction: August 2020 to August 2021.

BRISBANE METRO ALLIANCE RRTG (continued)

CityLink Cycleway – Stage 2 – William St to Gray St

Active transport
connection

CityLink Cycleway Stage 2 was undertaken to create a network of dedicated, separated cycling facilities that encourages even more Brisbane residents, visitors and commuters to use sustainable modes of transport and help reduce the need for car-based travel into the city centre.

The CityLink Cycleway is being implemented on Elizabeth Street, Edward Street and William Street to Grey Street via Victoria Bridge. The trial involves converting a kerbside traffic lane to a separated two-way bikeway along the majority of these streets, separating riders and drivers with raised kerbing.

The project included the following works;

- Converting kerbside traffic lanes to a separated two-way bikeway, including raised kerbing, pavement marking and signage.
- Widening a section of footpath on William Street to create a small section of shared path.
- Constructing new kerb buildouts and kerb ramps at key locations across the alignment.
- Altering traffic lane markings at various intersections to improve delineation for bike rider and vehicle movements.

- Upgrading traffic lanterns to include bike rider movements at intersections.
- The CityLink Cycleway fills in the missing link for bike riders journeying into Brisbane's city centre, with dedicated bikeways making the journey by bike safer and more efficient.

The overall benefits of the trial are to:

- Provide a safe, connected and accessible cycleway.
- Provide more active travel opportunities by complementing the existing bikeway and shared path network for bike riders commuting into the city centre.
- Improve bike rider accessibility to places of work and local amenities such as shopping precincts, recreational activities and parks in the city centre.
- Improve safety for people walking, riding and driving.
- Decrease carbon emissions.

Timeframes:

Design: September 2020 to January 2021.

Construction: January 2021 to March 2021.

BRISBANE METRO ALLIANCE RRTG (continued)



CityLink Cycleway – Stage 2, William Street to Gray Street – before



CityLink Cycleway – Stage 2, William Street to Gray Street – after

EASTERN DOWNS RRTG

Eastern Downs RRTG

RRTG members

- Toowoomba Regional Council
- TMR Darling Downs District

4
PROJECTS

\$2,728
TIDS ALLOCATION 2020-21
(\$'000)

RRTG Chair

- Councillor Carol Taylor, Toowoomba Regional Council

RRTG Deputy Chair

- Councillor Melissa Taylor, Toowoomba Regional Council

RRTG Technical Committee Chair

- Eric Kraak, Toowoomba Regional Council

Technical Coordinator

- Michael Burling, Toowoomba Regional Council

LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways



\$2,728 2020-21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

EASTERN DOWNS RRTG (continued)

Eastern Downs Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
TOOWOOMBA REGIONAL	Bongeen Road, rehabilitate pavement	831
	Bowenville - Moola Road, widen and strengthen pavement	529
	Eastern Downs Regional Roads and Transport Group, technical capability development	25
	Jondaryan - Saint Ruth Road, widen and strengthen pavement	1,343
TOTAL		2,728

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Toowoomba

EASTERN DOWNS RRTG (continued)

Bongeen Road Rehabilitation

Rehabilitation of the existing pavement

Toowoomba Regional Council included the rehabilitation of a section of Bongeen Road, in the Eastern Downs RRTG TIDS 2021–22 program. The Bongeen Road rehabilitation project scope involved rehabilitation of the existing pavement on a 10 km section of the Bongeen Road from Saint Helens Road to Pipeline Road at Bongeen.

Council has a keen focus on asset renewal in its capital works program. This road rehabilitation project formed a part of that program to ensure its existing network of roads is maintained in a reasonable condition.

This project included rehabilitation of approximately 10 km of existing two-lane pavement which was in extremely poor condition. The works included stabilisation of existing pavement and provision of a new seal to a consistent 6.50m width, reshaping table drains, replacing culvert structures, reconstructing private accesses and installing new signage. As this project was located in a flood prone area, it was necessary to ensure that the work did not increase the height of the road, to ensure that the surrounding area would not be affected during a future flood event.

The total project cost for the Bongeen Road rehabilitation project was \$2,300,000. This project was subsidised from both TIDS funding and Roads to Recovery (R2R) funding from the Australian Government. This project received a subsidy amount

of \$831,293 funded from TIDS, with a \$920,000 contribution funded from the R2R scheme.

Bongeen Road Rehabilitation was managed by council's Infrastructure Services Group (ISG) lead by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), Haydn O'Leary (Acting Manager Construction and Maintenance South), Sam Salem and Nathan Pamogas (Technical Team), and council's internal southern construction and maintenance staff.



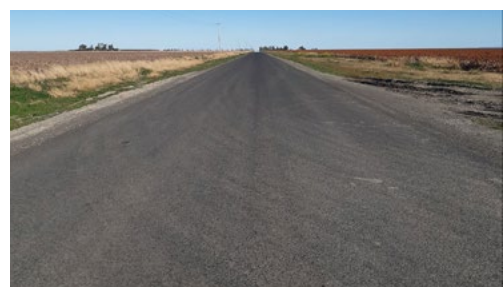
Bongeen Road – construction



Bongeen Road – construction



Project signage



After

EASTERN DOWNS RRTG (continued)

Jondaryan Saint Ruth Road Upgrade Stage 2

Upgrade from single lane to dual lane standard

The Jondaryan Saint Ruth Road Stage 2 upgrade project was designed and constructed over the course of the 2020–21 financial year, connecting with the previous stage of works completed last year. Completion of these works marks a significant upgrade to connectivity of major transportation routes and provides safe conditions for heavy vehicles hauling through the area, especially in the event of an emergency shut down of the Warrego Highway.

This 4.3 km upgrade project completes the 6.4 km link between the Western Downs Regional Council Border and Bowenville Norwin Road. This project formed part of council’s road network link strategy to improve heavy vehicle routes in the area. The project was developed to address narrow pavement widths, poor surface geometry and limited heavy vehicle capacity.

The Jondaryan Saint Ruth Road Stage 2 upgrade project has upgraded a 4.3 km section of existing single-lane road, to a

two-lane sealed standard with 8.5m wide formation and improved drainage works. Drainage structures were also replaced to match the new road width, along with reconstruction of several private property accesses.

The total project cost for The Jondaryan Saint Ruth Road Stage 2 upgrade project was \$2,800,000. This project was subsidised from both TIDS funding and R2R funding from the Australian Government. This project received a subsidy amount of \$1,342,791 funded from the TIDS program, with a \$1,200,000 contribution funded from R2R scheme.

The project was managed by council’s ISG lead by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), David Pascoe (Manager Construction and Maintenance Central), Gary Wilson and Nick Geraghty (Technical Team), Foreman Richard Evans and council’s internal construction team.



Bitumen seal



After

EASTERN DOWNS RRTG (continued)

Bowenville Moola Stage 3 Upgrade

Upgrade from single lane to dual lane standard plus drainage works

The Bowenville Moola Road Upgrade projects are an ongoing, multiyear series of projects aiming to increase the connectivity and safety of the regional transport network, especially for heavy vehicles whose use of the network increases each year. Following on from a section completed last financial year, this project entails an upgrade of a 2.5 km span of road from Dalby-Nungil Road to McInnerneys Road, which was completed at the end of April 2021.

This is a major project, upgrading the 2.5 km of existing single-lane road, to a two-lane sealed standard with 8.5m wide formation and improved drainage works. The new batters were treated with topsoil and grass seed to match existing conditions. An existing culvert was replaced with a longer variant to match the new road width. Several private property accesses were reconstructed to match the road.

This project formed part of council's road network link strategy to improve heavy vehicle routes in the area. There are several large agricultural businesses in this locality, which generate heavy vehicle traffic, transporting feed and live cattle to and from feedlots. The project was developed to address narrow pavement widths, poor surface geometry and limited heavy vehicle capacity.

The total cost of the Bowenville Moola Road Stage 3 Upgrade project is \$2,200,000. This project was subsidised from both TIDS funding and R2R funding from the Australian Government. This project received a subsidy amount of \$528,647 funded from TIDS program, with a \$650,000 contribution funded from R2R scheme.

Bowenville Moola Road Stage 3 upgrade was managed by council's ISG lead by Mike Brady (General Manager Infrastructure Services Group) and delivered by Eric Kraak (Executive Manager Construction and Maintenance), Suraj Dewage (Manager Construction and Maintenance North), Michael Burling and Gehan DeSilver (Technical Team), with construction undertaken by Brown's Construction.



Project signage

EASTERN DOWNS RRTG (continued)



Bowenville Moola Road – repair and reconstruction of wet subgrade



Bowenville Moola Road – multiple coat treatment on private accesses to withstand load from trucks

FAR NORTH QUEENSLAND RRTG

Far North Queensland RRTG

RRTG members

- Cairns Regional Council
- Cassowary Coast Regional Council
- Cook Shire Council
- Croydon Shire Council
- Douglas Shire Council
- Etheridge Shire Council
- Mareeba Shire Council
- Tablelands Regional Council
- Wujal Wujal Aboriginal Shire Council
- Yarrabah Aboriginal Shire Council
- TMR Far North District

RRTG Chair

- Councillor Peter Scott, Cook Shire Council

RRTG Deputy Chair

- Councillor Ross Andrews, Yarrabah Aboriginal Shire Council

RRTG Technical Committee (TC) Chair

- Justin Fisher, Cassowary Coast Regional Council

RRTG TC Deputy Chair

- Les Morgan, Etheridge Shire Council

Technical Coordinator

- Darlene Irvine, Far North Queensland Regional Organisation of Councils (FNQROC)
- Wendy Hughes, FNQROC

31
PROJECTS

\$5,715
TIDS ALLOCATION 2020–21
(\$'000)

LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways



\$6,127 2020–21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

FAR NORTH QUEENSLAND RRTG (continued)

Far North Queensland Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
CAIRNS REGIONAL	Redlynch Intake Road, widen road	300
CASSOWARY	Clifford Road, construct to new sealed two lane standard	442
COAST REGIONAL	Cowley Creek Road, upgrade bridge	220
COOK SHIRE	Archer Point Road, install culvert 1	50
	Archer Point Road, install culvert 2	75
	Battlecamp Road, construct to new sealed two lane standard	665
	Charlotte Street, apply asphalt resurfacing	75
	Charlotte Street, realign, widen and seal	372
	Mungumby Road, improve drainage	93
	Poison Creek Road, upgrade bridge	15
	Railway Avenue, construct to new sealed two lane standard	225
	Savage Street, Cooktown, seal unsealed road	165
CROYDON SHIRE	Croydon - Richmond Road, construct to new sealed two lane standard	395
	Croydon - Richmond Road, upgrade floodway	23
	Yapper River Road, upgrade floodway	20
ETHERIDGE SHIRE	Strathmore Road (Section 2), construct to sealed standard	726
MAREEBA SHIRE	Chewko Road, widen and seal	150
	Euluma Creek Road, rehabilitate and widen	53
	Far North Queensland Regional Roads and Transport Group, capability and development	143
	Pickford Road, widen pavement and improve drainage	394

Continued on next page

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

The year to date position may vary slightly to the annual allocation due to programming adjustments.

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

FAR NORTH QUEENSLAND RRTG (continued)

Far North Queensland Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Continued from previous page

Local government	Project name	Expenditure \$'000
TABLELANDS REGIONAL	Curtain Fig Tree Road (Section 1), widen and seal	125
	Curtain Fig Tree Road (Section 2), widen and seal	270
	Curtain Fig Tree Road (Section 3), widen and overlay	200
	East Barron Road, widen and seal	168
	First Avenue, construct footpath	55
	Glendinning Road, widen and seal	230
	Grove Street, widen and seal	156
	Silver Valley Road, upgrade floodway	150
	Sixth Avenue, construct footpath	50
	Theresa Creek Road, widen and seal	175
YARRABAH ABORIGINAL SHIRE	Back Beach Road, construct concrete causeway	30
TOTAL		6,127

RRTG ATSI TDIS 2020–21

Local government	Project name	Expenditure \$'000
WUJAL WUJAL ABORIGINAL SHIRE	Wujal Wujal Aboriginal Shire Council funding commitment, construction of footpaths	29
YARRABAH ABORIGINAL SHIRE	Yarrabah Aboriginal Shire funding commitment, delivery of design/plan works	48
TOTAL		78

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.
The year to date position may vary slightly to the annual allocation due to programming adjustments.

FAR NORTH QUEENSLAND RRTG (continued)

Cooktown Battlecamp Road Upgrade Seal Project

Upgrade of drainage
and bitumen sealing

Battlecamp Road forms an important regional link from Cooktown and Hope Vale to Laura, the Peninsula Development Road (PDR), and acts as an alternate route via Cooktown to Cape York.

Several tourist companies include Battlecamp Road as part of their touring and travel routes. The road provides access to the Lakefield National Park, Cape Melville National Park, and the Starke and Annie River Boat Ramps. This is in addition to providing access to essential and emergency services for remote Indigenous communities, rural farms and properties.

This project involved upgrading drainage and bitumen sealing of a 3.6 km length of Battlecamp Road between chainage 23.7 km and 27.3 km. The project budget was \$1,330,000; 50 per cent of which was funded by TIDS. Cook Shire Council

was successful in completing the upgrade of 3.6 km of the road including road realignment (3.6 km) and pavement upgrade to seal (2.6 km) on time and on budget.

Minimising the impact on road users during the construction phase required extensive planning and coordination. Council obtained clearance to ascertain the nature and extent of any Aboriginal Cultural Heritage within the proposed work area. Traffic management was a challenge due to the limited road width, on the side of a hill, and lack of alternative access. However, council, partnering with a local traffic management company, safely managed the flow of the traffic past the work area.

The site had a constrained alignment through rocky ground which required more

Continued on next page



Battlecamp Road – before



Battlecamp Road – after

FAR NORTH QUEENSLAND RRTG (continued)

Continued from previous page

effort than anticipated to achieve the desired vertical and horizontal alignment. This presented a specific challenge for the design, which had adequately been addressed by the designer, Trinity Engineering Consultants.

The team's extensive experience in delivering major rural road projects ensured the successful delivery of the project and overcame the challenges associated with the site. The project team

also took full advantage of the opportunity to engage local businesses and personnel for plant hire, quarry materials, and traffic management.

Council Project Management and Construction Team involved in the delivery of the project included: Project Sponsor, David Klye; Project Director, Amir Akrami; Project Manager, Manohar Rajashekhar; Shire Overseer, Glenn Dukes; Manager Roads and Civil Works, Steve Law.



Battlecamp Road – before



After



Battlecamp Road – before



After

FAR NORTH QUEENSLAND RRTG (continued)

Strathmore Road Upgrade Works Continue

Upgrade to support heavy vehicle access

Submitted by Les Morgan, Director Engineering Services, Etheridge Shire Council.

Opening vital veins to Industry

The Gilbert River area is one of Australia's emergent areas of agricultural development. The irrigation project in this area has led to the development of more than 28,564 ha of arable land, additional to 20,235 ha currently under dry land cropping within the locality.

Strathmore Road is one of the key routes servicing this region, enabling the movement of crops and cattle to market. The TIDS aspect of this work comprised of two sequential packages of works, the first of which was delivered in the 2019–20 Financial Year. The second package has now been delivered in 2020–21. These two packages are as follows:

- Package 1 – Chainage 4.8 to 8.2 km: 9m wide seal to provide safe two-way heavy vehicle access.

- Package 2 Chainage 0.0 to 4.8 km: 9m wide seal to provide safe two-way heavy vehicle access.

Early due diligence identified inadequacies in the existing subgrade, requiring the importation, formation, spreading and compaction of new material. Improvements in the road's alignment were also undertaken to improve geometry and formation shape. Drainage within the road reserve was improved to correct some areas of historical concern, along with several waterway treatments including a causeway and box culvert extensions. The seal was completed using a 16/10 mm two-coat bitumen seal. The completed works are a credit to all involved and the following photos show the works to deliver Stage 2.



Strathmore Road – construction



After

GLADSTONE RRTG

Gladstone RRTG

RRTG members

- Gladstone Regional Council
- TMR Fitzroy District

RRTG Chair

- Councillor Kahn Goodluck, Gladstone Regional Council

RRTG Deputy Chair

- Councillor Darryl Branthwaite, Gladstone Regional Council

RRTG Technical Committee Chair

- Mark Francis, Gladstone Regional Council

RRTG TC Deputy Chair

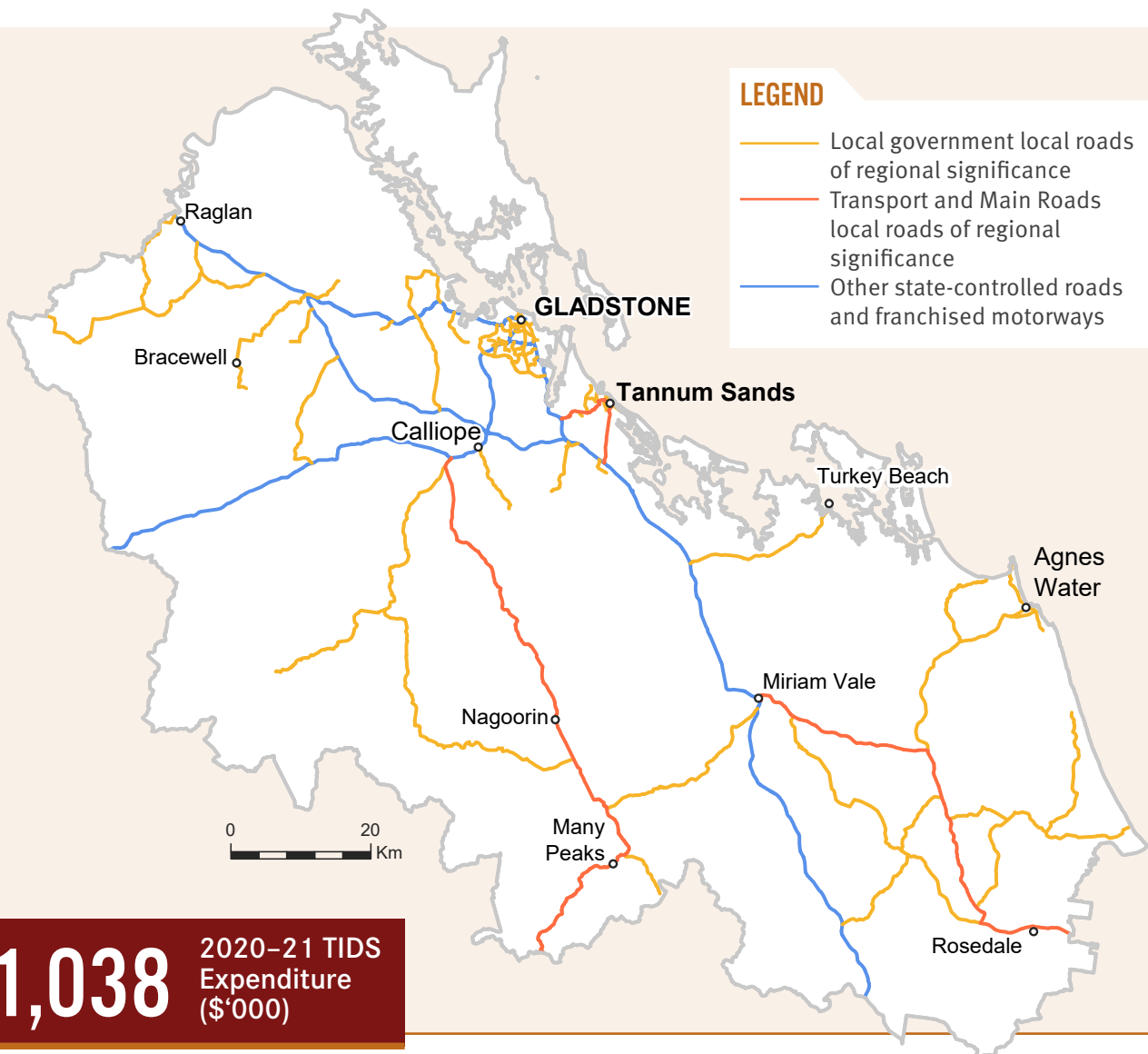
- Frans Krause, Gladstone Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

2
PROJECTS

\$1,038
TIDS ALLOCATION 2020–21
(\$'000)



GLADSTONE RRTG (continued)

Gladstone Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
GLADSTONE REGIONAL	Blain Drive, Auckland Creek to Hanson Road, rehabilitate pavement	788
	Turkey Beach Road, improve safety	250
TOTAL		1,038

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Gladstone

GLADSTONE RRTG (continued)

Blain Drive, Gladstone

Major rehabilitation
project

Submitted by Brodie Reck (Team Leader – Project Delivery, Gladstone Regional Council) and Gerard Read (Technical Coordinator), Gladstone RRTG.

Gladstone RRTG delivered two projects throughout 2020–21 as part of its TIDS program, including the rehabilitation of Blain Drive, Gladstone (featured here) as the major project, comprising approximately 75 per cent of the program. Turkey Beach Road, south-east of Gladstone, and its ancillary works to improve safety, was the other project undertaken.

Whilst relatively short, at approximately 2.2 km, Blain Drive is a very important council-controlled LRRS within the urban area of Gladstone. It directly links two higher order state-controlled roads; the Dawson Highway and Gladstone-Mount Larcom Road (Hanson Road), is a designated B-double route and is classified as an urban distributor by Gladstone Regional Council. It also serves and provides direct access to a light-to-medium industrial area at its northern end, near Hanson Road. It carries high traffic volumes of approximately 10,000 vehicles per day on average, incorporating a high ratio of commercial and heavier vehicles.

The northern half of Blain Drive, approximately 1.1 km long, between Hanson Road and Auckland Creek, was previously identified as approaching the end of its design life and requiring renewal. Investigations suggested a failing subgrade due to inadequate pavement depth and poor subsoil drainage. The existing pavement was identified as a granular pavement with total depth varying between 200mm and 670mm, including a 20mm to 90mm layer of asphalt surfacing. The existing pavement structure could not satisfactorily carry the expected traffic loadings, which had grown immeasurably since the original pavement was designed and constructed. This was in contrast to

a 500m section south of Auckland Creek, including the Auckland Creek bridge, that was upgraded in 2013–14 through the Gladstone RRTG's TIDS program.

Due to the importance of the link, and the consequent need to improve safety and maintain/optimize traffic flow along it, a major rehabilitation and upgrade project was planned for 2020–21. The scope of works included:

- Full depth pavement reconstruction.
- Asphalt surfacing.
- Widening of the intersection of Blain Drive and Boowan Court (one of the accesses into the light-to-medium industrial area).
- Replacement of all kerbs within the project area.
- Replacement of existing stormwater drainage.
- New cycleway line-marking.

Maintaining traffic flow during the project was one of the main challenges during project delivery. Extensive pre-construction consultation was undertaken with nearby affected businesses. This assisted in determining an appropriate program of works, balancing the need to support the



Project signage

GLADSTONE RRTG (continued)

businesses requirements whilst meeting the proposed project timeframes. This consultation with the impacted businesses extended through the construction phase in an effort to minimise disruption.

Gladstone Regional Council engaged a project manager to oversee project management with internal council crews used for the road building activities. External contractors were used for traffic control, asphalt surfacing, kerb works and pavement marking works.

The project proceeded relatively smoothly and, aside from the obvious direct traffic management requirements, other challenges during delivery included:

- Sequencing of works to ensure continuity and a safe work environment, whilst minimising traffic disruptions.
- Presence and treatment of localised unsuitable material in the sub-base layer.
- Additional underground services were required over and above those initially identified during the planning and design phase.

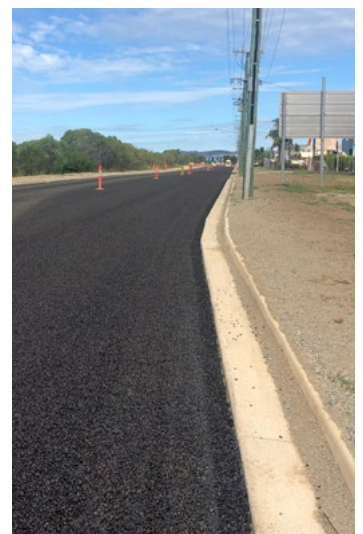
Construction works commenced mid-February 2021 and were completed in early June 2021 within the planned schedule. The final project delivery cost was approximately \$1.575m of which \$787,535 was TIDS funding.



Blain Drive – construction



After



After

NORTH QUEENSLAND RRTG

North Queensland RRTG

RRTG members

- Townsville City Council
- Burdekin Shire Council
- Charters Towers Regional Council
- Hinchinbrook Shire Council
- TMR Northern District

RRTG Chair

- Councillor Kurt Rehbein, Townsville City Council

RRTG Deputy Chair

- Councillor Frank Beveridge, Mayor, Charters Towers Regional Council

RRTG Technical Committee (TC) Chair

- James Stewart, Hinchinbrook Shire Council

RRTG TC Deputy Chair

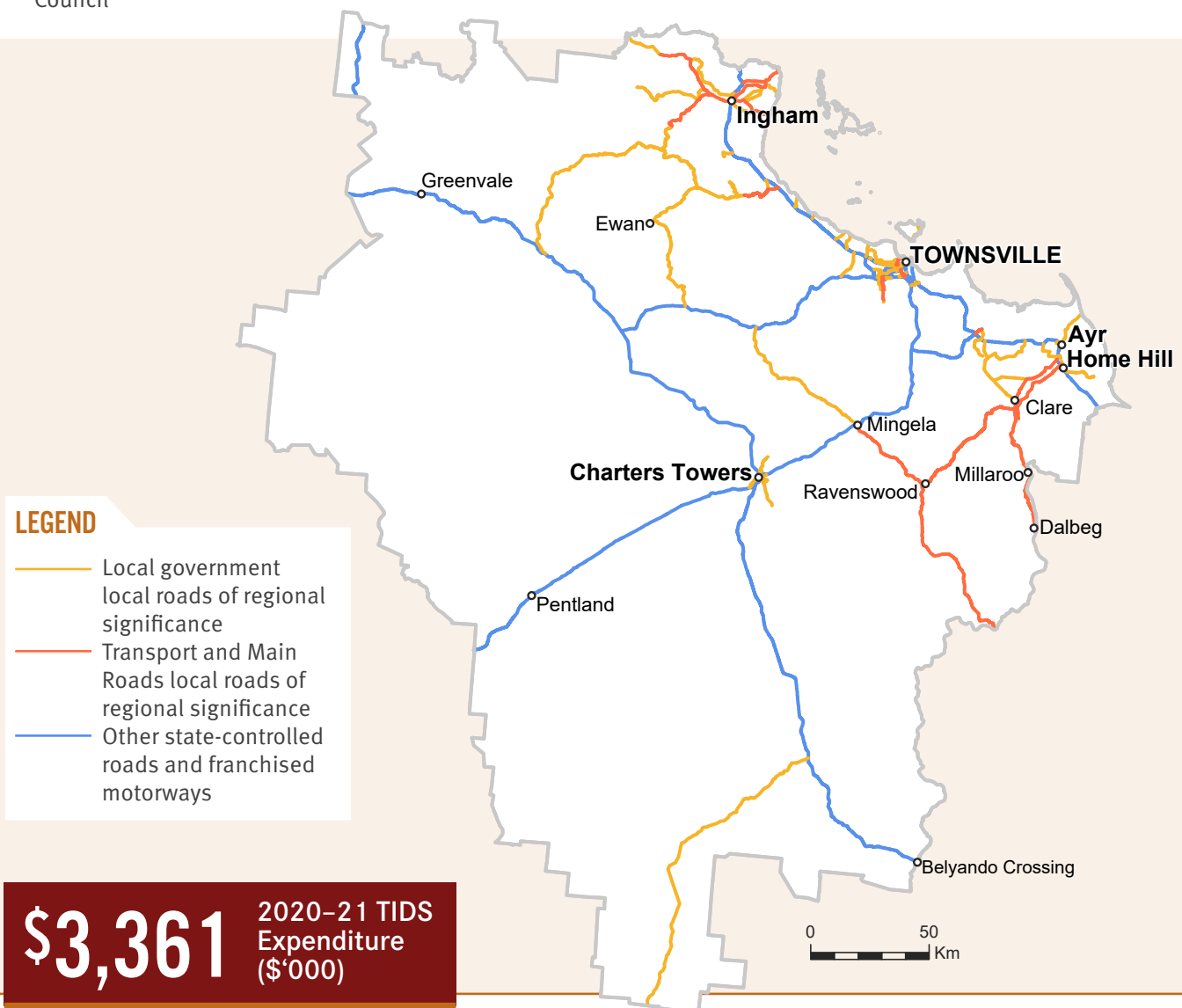
- Kevin Byers, Burdekin Shire Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

26
PROJECTS

\$3,361
TIDS ALLOCATION 2020-21
(\$'000)



REGIONAL ROADS AND TRANSPORT GROUP PROFILES

NORTH QUEENSLAND RRTG (continued)

North Queensland Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
BURDEKIN SHIRE	Allen Road (Barratta), reconstruct pavement	66
	Barratta Road (Upper Haughton), various locations, rehabilitate pavement	283
	Ivory Road and Fiveways Road, upgrade intersection	150
CHARTERS TOWERS REGIONAL	Blackjack Road, Lady Maria Creek (Charters Towers), install major culverts	43
	Laroon Road (Dotswood), reseal works	142
	Mosman Street (Alabama Hill), Towers Street to Blackjack Road, rehabilitate and asphalt overlay	300
	New Queens Road (Charters Towers), Enterprise Road to Dundee Street, rehabilitate and overlay pavement	190
	Victory Street, Milchester Road to York Street (Queenton), asphalt overlay and junction alignment	157
HINCHINBROOK SHIRE	Mount Fox Road (Upper Stone), various locations, rehabilitate pavement	64
	Patterson Parade (Hinchinbrook), widen pavement	156
	Tarakan Road (Hinchinbrook), widen pavement	240
	Wallaman Falls Road (Ingham), various locations, widen and seal	39
TOWNSVILLE CITY	Allambie Lane (Rasmussen), Miles Avenue and Rasmussen State School, right turn safety improvements	27
	Balgol Beach Road (Balgol Beach), rehabilitate pavement	60
	Balls Lane and Ross River Road intersection (Townsville), reconstruct footpath and improve drainage	132
	Bayswater Service Road, Pilkington Street to Wing Street, rehabilitate pavement	90
	Black River Road (Black River), pavement rehabilitation	40
	Boundary Street (South Townsville), Seventh Avenue to Eighth Avenue, kerb and channel renewal	103
	Boundary Street and Samphire Drive (South Townsville), drainage and pavement renewal	80
	Hugh Street and Fulham Road (Pimlico), improve intersection	573
	Mount Low Parkway (Bruce Highway to Bonnet Road), reconstruction, pave and seal	31
	North Queensland Regional Roads and Transport Group, capability and development	64
	Saunders Beach Road (Saunders Beach), rehabilitate pavement	35
	Southwood Road (Stuart), pavement rehabilitation	30
	Various intersections, upgrade traffic signals	150
Zinc Road and Vantassel Street, rehabilitate pavement	119	
TOTAL		3,361

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

NORTH QUEENSLAND RRTG (continued)

North Queensland

North Queensland RRTG delivered 26 projects in 2020–21 through its TIDS works program, two of which are featured here. There were three projects within the Burdekin Shire Council, five projects within the Charters Towers Regional Council, four projects within the Hinchinbrook Shire Council and 14 projects within the Townsville City Council.

Staff from the North Queensland RRTG also attended a Level 1-2 Bridge Inspection training workshop and the following six contract management short courses throughout 2020–21 which were subsidised through the SCDF.

- Contract Management Fundamentals.
- Contract Negotiation Fundamentals.
- Advanced Contract Management.
- Administration of Construction Contracts.

- Contract Supervisors and Inspectors Course.
- Advanced Contract Management for Superintendents.

Staff from Cloncurry Shire Council (North West Queensland RRTG) also attended the Level 1-2 Bridge Inspection training workshop.

In addition, North Queensland RRTG undertook a major project throughout 2020–21 to develop a suite of joint contract and procurement documents which was also subsidised through the SCDF. Burdekin Shire, Charters Towers Regional, and Townsville City Councils participated in this project which was very similar to that previously undertaken by the NWQ and FNQ RRTGs. Hinchinbrook Shire Council participated in the FNQRRTG project previously, hence were not participants in the North Queensland RRTG project.

Fiveways Road and Ivory Road Roundabout, Ayr

Intersection upgrade

Submitted by Kevin Byers (Manager, Technical Services and Technical Committee Deputy Chair, Burdekin Shire Council).

Burdekin Shire Council has constructed a rural roundabout in 2020–21 at the intersection of Fiveways Road and Ivory Road, approximately 8 km south-west of Ayr, with the primary objective of improving safety. These two roads are both council-controlled LRRS and form part of an unofficial bypass of Ayr and Brandon, identified by mobile navigation apps as the quickest route between Bowen and Townsville. Traffic on this route has grown steadily over the last ten years to be more than double that of surrounding rural roads. The route has also been used to divert all highway traffic during a cane train derailment north of Brandon, reinforcing the safety concerns of the intersection.

The poor configuration of the existing intersection had been the subject of safety

concerns long before the development of smart phones and navigation apps and the subsequent increase in traffic volumes. While there is no recent recorded crash history at the site, there has been numerous reports of near misses and evidence of unsafe vehicle movements.

Due to narrow road reserves on three of the four legs of the intersection, the requirement for road openings was identified in 2018 during the analysis of options to upgrade the intersection. Negotiations with landowners commenced immediately and took almost two years to complete, delaying the commencement of construction works.

Detailed design commenced late in 2018–19, along with service relocations. Design constraints included:

NORTH QUEENSLAND RRTG (continued)

- A layout to minimise the impact on farming productivity on the four adjacent properties.
- Accommodating B-double heavy vehicles to improve accessibility to the surrounding agricultural area.
- Finalising levels to minimise impact of flood water on upstream properties.

Construction commenced in early 2020 and was completed on schedule in August 2020. Construction constraints included:

- Wet weather delays and resultant cost increases.
- Poor subgrade conditions, particularly on previous cultivated and heavily irrigated farmland.
- Construction under traffic during cane crushing season.

The project included:

- Road openings.
- Construction of B-double accessible roundabout.
- Service relocations.
- Installation of lighting.

A total of \$432k in TIDS funding over three years was allocated to the project by the North Queensland RRTG and Burdekin Shire Council. The total project cost was in excess of \$1.3m.



Fiveways Road and Ivory Road Roundabout – before



During construction



During



After

NORTH QUEENSLAND RRTG (continued)

Patterson Parade, Lucinda

Kerb-to-kerb seal

Submitted by James Stewart (Director Infrastructure and Utility Services and Technical Committee Chair, Hinchinbrook Shire Council).

Patterson Parade is the primary foreshore street at Lucinda, extending the length of the urban area of approximately 2.4 km, from Bruce Parade south to the end of the street. Its pre-existing condition predominantly comprised of a narrow two-lane sealed carriageway and unsealed verges with concrete kerb and channel. The Lucinda community had been advocating for Patterson Parade to be upgraded to a kerb-to-kerb sealed standard for several years.

In 2018, following extensive CCTV review of the Lucinda underground stormwater networks, it was identified there was a real need to progressively widen the coastal streets to a kerb-to-kerb sealed standard due to large amounts of gravel and dirt present in the stormwater systems. A decision was made by Hinchinbrook Shire Council to commence resolving this issue and, through the North Queensland RRTG TIDS work program, funding was prioritised and allocated in 2020–21 and 2021–22 to upgrade Patterson Parade.

The project will result in the full length of Patterson Parade being upgraded with kerb-to-kerb seal. This will greatly reduce the material being stripped from the road verges and accumulating in the underground stormwater networks. This initiative aligns with reef guardian goals, to reduce sediment and runoff into the Great Barrier Reef, as well as reduce blockages and improve the efficiencies of the stormwater network to deal with future rainfall events, which are frequent.

The 2020–21 project (Stage 1) was delivered by Hinchinbrook Shire Council's in-house work crews, with local subcontractors engaged where required. It commenced in February 2021 and was completed in April 2021. \$156,154 TIDS funding was allocated to the project in 2020–21 and a further \$150,000 TIDS funding is allocated in 2021–22 for Stage 2, which will complete the full length of Patterson Parade. Stage 2 is programmed to be completed in the first quarter of 2021–22.



Patterson Parade – before



After

NORTH QUEENSLAND RRTG (continued)



Patterson Parade – before



After



Patterson Parade – after

NORTH WEST QUEENSLAND RRTG

North West Queensland RRTG

RRTG members

- Burke Shire Council
- Carpentaria Shire Council
- Cloncurry Shire Council
- Doomadgee Aboriginal Shire Council
- Flinders Shire Council
- Kowanyama Aboriginal Shire Council
- McKinlay Shire Council
- Mount Isa City Council
- Richmond Shire Council
- TMR North West District

RRTG Chair

- Councillor John Wharton, Richmond Shire Council

RRTG Deputy Chair

- Councillor Gregory Campbell, Cloncurry Shire Council

RRTG Technical Committee Chair

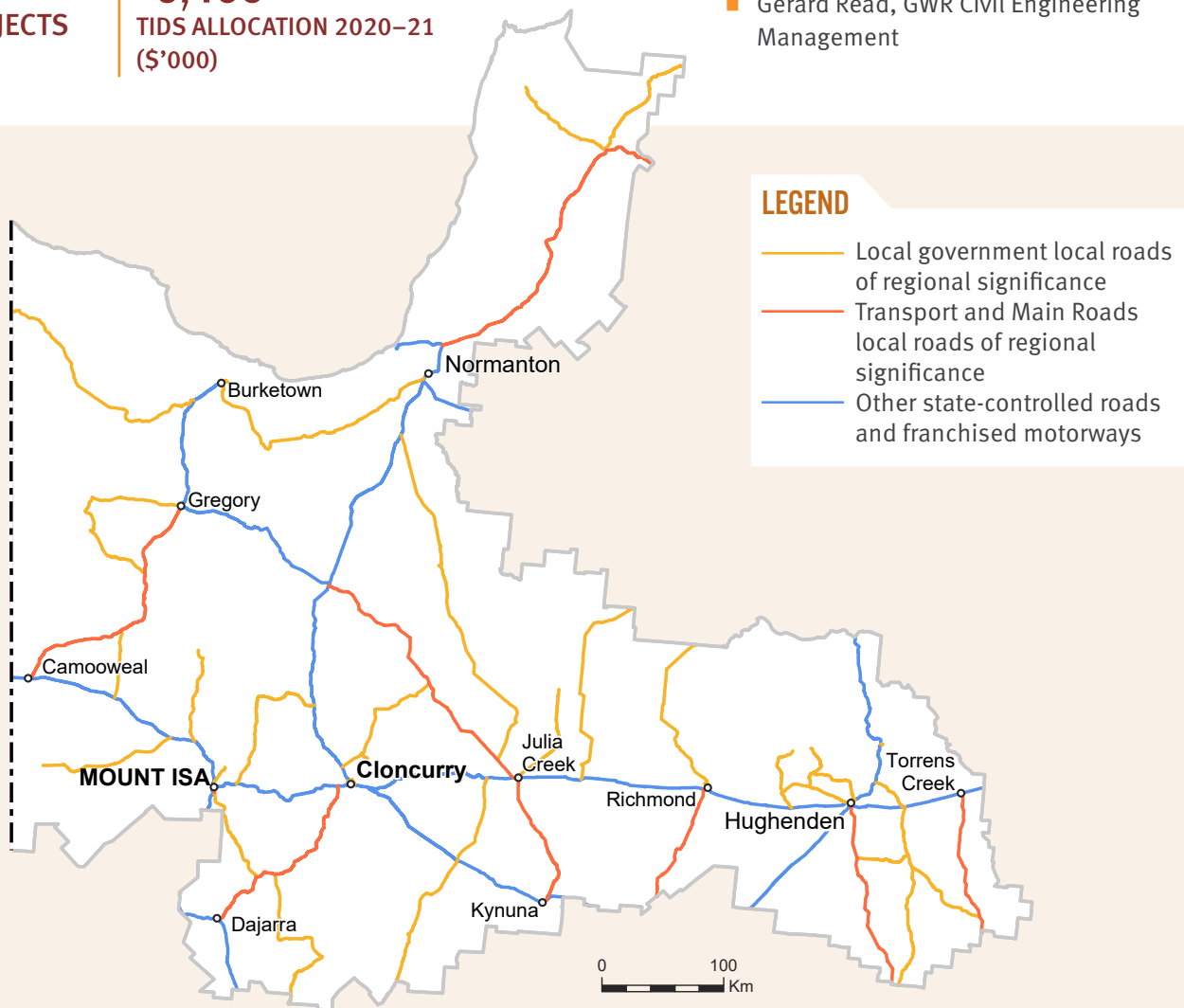
- Michael Wanrooy, Carpentaria Shire Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

21
PROJECTS

\$5,493
TIDS ALLOCATION 2020-21
(\$'000)



\$5,557 2020-21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

NORTH WEST QUEENSLAND RRTG (continued)

North West Queensland Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local government	Project name	Expenditure \$'000
BURKE SHIRE	Doomadgee West Road, resheet unsealed road	304
	Floraville Road and Truganini Road, upgrade culverts	116
	Floraville Road, Harris Lake and Harris Creek, replace culvert	63
	Lawn Hill National Park Road, gravel resheeting, sealing and drainage works	316
CARPENTARIA SHIRE	Burketown Road (Section 1), construct to new sealed two lane standard	910
CLONCURRY SHIRE	Granada Road, reseal bitumen	142
	Railway Street, reconstruct pavement and stormwater improvements	883
DOOMADGEE ABORIGINAL SHIRE	Woologarang East Road, Roadhouse to Nicholson River, widen and seal shoulder	100
FLINDERS SHIRE	Glentor Road, Flinders River, install floodway	445
MCKINLAY SHIRE	Burke Street (Julia Creek), upgrade kerb and channel	31
	Gilliat - McKinlay Road, construct to new sealed two lane standard	119
	Neila Bunda Road, reseal	226
	Punchbowl Road, reseal	200
MOUNT ISA CITY	Lake Julius Road, form and improve drainage	67
	Lake Moondarra Road, widen and stabilise shoulder	194
	Old May Downs Road, form and improve drainage	99
RICHMOND SHIRE	Croydon - Richmond Road, rehabilitate and widen	415
	Croydon - Richmond Road, reseal	150
	North West Regional Roads and Transport Group, secretariat administration	137
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		4,916
FLINDERS SHIRE	Aramac - Torrens Creek Road, construct to sealed standard	443
RICHMOND SHIRE	Richmond - Winton Road, replace culverts and floodways	199
STATE NETWORK RRTG FUNDED SUBTOTAL		641
TOTAL		5,557

RRTG ATSI TDIS 2020–21

Local government	Project name	Expenditure \$'000
DOOMADGEE ABORIGINAL SHIRE	Woologarang East Road, widen and reseal shoulder	135
KOWANYAMA ABORIGINAL SHIRE	Topsy Road, rehabilitate pavement	541
TOTAL		675

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

The year to date position may vary slightly to the annual allocation due to programming adjustments.

NORTH WEST QUEENSLAND RRTG (continued)

North West Queensland

North West Queensland (NWQ) RRTG delivered 21 projects in 2020–21 through its TIDS and ATSI TIDS works programs. The highest priority for the NWQRRTG is sealing the connections between its communities, reducing road closure time due to flooding, and providing equitable access for the road user and heavy vehicle

transport, which in turn benefits the beef cattle, mining and tourism industries; the major economic drivers for the North West. Consequently, sealing of unsealed sections, construction of floodways and culverts, seal widenings, and gravel resheeting were the predominant projects undertaken in 2020–21.

Normanton Burketown Road – an historical perspective

Improve and seal

Submitted by Michael Wanrooy (Director of Engineering and Technical Committee Chair, Carpentaria Shire Council).

The Normanton Burketown Road reveals a fascinating insight into history which further emphasizes the harshness and struggles of living in remote areas. It's worthwhile mentioning there were other famous explorers besides Burke and Wills who have made a mark in Australian history that have passed through the area. Explorers such as Ludwig Leichhardt, A.C. and F.T. Gregory, John McKinlay and Duncan McIntyre all passed between Burketown and Normanton in the mid 1860's. Australia's only female explorer, Emily Caroline Robinson landed in Normanton in January 1883 and headed southwest on her arduous 200-mile journey passing through Gregory, a small town located south of Burketown.

Two major rivers snake their way across



Normanton Burketown Road – 1950

the Burketown Road; the Flinders River at the Normanton end and the Leichhardt River at the Burketown End. Both rivers and their tributaries create yearly flooding and road closures during the monsoon season. In 2019 the Flinders River saw flooding 1.5m higher than the 1974 floods.

Flooding was well reported by Queensland newspapers between Normanton and Burketown in 1891 with harrowing tales of people on stations having to climb on to their roofs to escape the floods, and special mention was made of water rushing through the buildings spoiling pianos and valuable articles. The Queensland Times reported on 9 March 1891 that “floodwaters have been higher during the last days than had been for the last twenty years with continuous rain since 16 January with occasional glimpses of sun”. Another article from the same paper on 16 March 1891 mentioned that “the wet weather has caused people to hole up in Burketown and that telegraphic communication between Normanton and Burketown is still interrupted”. The paper also made mention that the boat run between Normanton and Burketown was stopped due to damage caused by flooding to the river steamer Francis Cadell, and a work party sent out to repair the telegraph line located at the Flinders River crossing had to turn back due to the high levels of water.

NORTH WEST QUEENSLAND RRTG (continued)



Normanton Burketown Road – Council work crew

Travellers on the road today would not imagine that the road was just a meandering track between waterholes servicing the Cobb and Co. coaches, wagon and cattle droving teams traversing between Normanton and Burketown. According to the Brisbane Daily Mail on 14 August 1925, the last of the Cobb and Co. coaches which did the run from Port Douglas via Croydon, Normanton and Burketown was sent to Brisbane for a last ride around the ring at the Exhibition Jubilee Show day. One of the passengers was the Governor-General. The driver used was the original driver that did the run to Normanton and Burketown.

In 1940, Carpentaria Shire Council with the cooperation of the Main Roads Commission made a request to the Coordinator-General of Public Works to have the Normanton Burketown Road gazetted.

As the request was dated 1940-02-10 to 1944-11-03, it is assumed approval was granted in 1944 and the duration of the decision may have been delayed due to the World War 2 conflict.

In 1950, George Farwell, a writer of the Walkabout magazine, stopped over in Cloncurry before travelling to Burketown and Normanton. Walkabout is the title of the Australian Geographical Magazine which features articles promoting geographical knowledge of Australia and adjoining islands. George gave a description of the road that laid ahead of him given by the locals. “No one in the ‘Curry had felt disposed to flatter this dirt road, which was commonly spoken of as the worst in Australia”. George described the Burketown Road as a firm fire-plowed road, and the Leichhardt River no more than a chain of waterholes. Whilst sitting

Continued on next page

NORTH WEST QUEENSLAND RRTG (continued)

Continued from previous page

in a pub in the area, a stockman said to George, “You’ve never seen dust till you travelled down the Leichhardt”. The mere mention of the dust prompted the stockman to buy another round of drinks. Even to this day the unsealed sections of the Burketown Road blows out long plumes of red dust at the back of each vehicle causing misery to any travellers following closely.

The NWQRRTG and Carpentaria Shire Council have continually allocated TIDS funding most years to continuously improve and seal the Burketown Road – approximately \$5.3m in the past 8 years. This will continue until the vision is realised by having the entire length of the road sealed, although it is hoped other external funding sources will accelerate this plan. The road itself is part of the Savannah Way (Cairns to Broome) and is approximately 220 km in length, 148 km of which lies within the Carpentaria Shire Council LGA. The remaining 72 km lies within Burke Shire Council LGA and is fully

sealed. 70 km of Carpentaria’s 148 km was unsealed prior to 2020–21.

For 2020–21, council selected a 6 km long existing gravel site near Inverleigh Station to undertake a two-lane sealing project. Inverleigh is located approximately 68 km west of Normanton. The airstrip at Inverleigh Station was identified by the RAAF as an important location in the defence of Australia during WW2. The existing strip was used by Airlines of Australia on the Normanton Burketown run. Airlines of Australia provided mail, supplies and passenger services to outback stations, mostly on poorly constructed airstrips. The Cairns Post reported on 10 February 1939, “The owner of Inverleigh Station, Mr Chandler has constructed an excellent landing ground”. This is maybe the reason why Inverleigh station airstrip was chosen by the RAAF to be upgraded in WW2.

It is worthy to note that the Airlines of Australia originated in 1931 as New England Airlines, and was absorbed



Council plant (stabiliser)

NORTH WEST QUEENSLAND RRTG (continued)

by Australian National Airways (ANA) in July 1942. In turn the ANA itself was sold to Ansett in October 1957, which was liquidated in 2002. This links the Burketown Road to Australian Aviation history. The Newcastle Sun, dated 21 February 1940 reported that an Airlines of Australia plane crashed at Inverleigh Station. No one was hurt but the plane was wrecked. The Cairns Post, dated 22 February 1940 reported, “Airlines of Australia piloted by Captain C. Jones with two passengers is stranded in Inverleigh with slight damage to his plane. Captain Jones was on the run between Normanton and Burketown when his plane got bogged on the Inverleigh strip. Only the barest details was received by the paper”.

The RAAF extended the airstrip at Inverleigh and excavated at least 12 large earth-mounded aircraft pens (dromes) which was well advanced by July 1943. All work was cancelled after General Douglas MacArthur and Prime Minister John Curtin issued a directive that “all construction forces now at Inverleigh be dispatched as rapidly as possible to Higgins and Horn

Island to expedite those dromes”. After the cancellation Inverleigh Station did not play any more significant role in Air Operations during WW2.

The 2020–21 project works included 200mm of cement stabilised pavement at an 8m wide formation composed of local red gravel and a two-coat bitumen seal 7.2m wide. The jointly funded project had a total project value \$1.82m with \$910,000 TIDS funding. The project was undertaken by Carpentaria Shire Council work crews under the leadership of council’s Director of Engineering, Michael Wanrooy (Chair of the NWQRRTG Technical Committee) and council’s Civil Engineer, Kerrod Giles (NWQRRTG Technical Committee representative). It commenced in November 2020 and was completed in April 2021.

Council, in partnership with TMR through NWQRRTG, will continue to provide funding and promote road safety each year with future sealing and causeway upgrades on this very important section of the Savannah Way.



Normanton Burketown Road – completed

NORTH WEST QUEENSLAND RRTG (continued)

Glentor Road, Flinders River Crossing

Construction of
concrete floodway

Submitted by Hari Boppudi (Director of Engineering and Technical Committee Deputy Chair, Flinders Shire Council) and Gerard Read (Technical Coordinator), NWQRRTG.

The Glentor Road, which is also known as the Flinders River Byway, is a 4WD byway which connects the Flinders Highway (west of Prairie) with the Kennedy Development Road (north of Hughenden) crossing the Flinders River. This 32 km 4WD track crosses the sandy Flinders River and travels through grazing land, with beautiful views of the basalt walls running along the horizon. The Flinders River crossing is approximately 17 km from the Kennedy Development Road and floods every wet season. Being a sandy river crossing, this road can be closed for up to 3-4 months every year.

\$445,000 of TIDS funding was allocated in 2020–21 to the construction of a concrete floodway at the Flinders River crossing. Construction commenced in September 2020 and was completed in December 2020 at a total cost of approximately \$1.2m. Flinders Shire Council, as well as funding from the Roads to Recovery and Local Roads and Community Infrastructure programs, contributed to the cost of the project

The project was designed in-house by Flinders Shire Council. The floodway is 140m long with approximately 2 km bitumen sealed approaches. Due to the intensity of water that flows through the crossing, the base of the floodway was excavated to an average depth of 4m and backfilled with flood rock sourced from a local quarry. The sealed approaches were stabilised with cement as they are regularly inundated during flood events.

In early 2021, following completion of the project, the road was accessible during the wet season and only closed for approximately one week during the peak river water levels – an immediate



Before construction



Construction



Construction

NORTH WEST QUEENSLAND RRTG (continued)

realisation and justification of its benefit. The project was highly appreciated by the locals and the graziers that use the road on a regular basis to support their business and to access the town for schools, health facilities, mail and other essential services.



Glentor Road, Flinders River Crossing – completed

Woologarang East Road Improve and seal

Doomadgee Aboriginal Shire Council undertook and completed the Seal Program for Woologarang East Road, shoulder widening and reseal. This project was funded by both Alliance TIDS

(\$100,000) and ATSI TIDS (\$134,515) allocations. Many thanks to Richard McKeown, Director of Engineering, Doomadgee Aboriginal Shire Council, for providing these project photographs.



Woologarang East Road – before



During



Completed

NORTHERN SEQ RRTG

Northern SEQ RRTG

RRTG members

- Moreton Bay Regional Council
- Noosa Shire Council
- Somerset Regional Council
- Sunshine Coast Council
- TMR North Coast District

RRTG Chair

- Councillor Joe Jurisevic, Noosa Shire Council

RRTG Technical Committee Chair

- Craig Young, Somerset Regional Council

Technical Coordinator

- Warren Paulger, Consultant Engineer



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

15
PROJECTS

\$3,718
TIDS ALLOCATION 2020–21
(\$'000)

\$3,934 2020–21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

NORTHERN SEQ RRTG (continued)

Northern SEQ Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
MORETON BAY REGIONAL	Moreton Bay Regional Council, technical capability development	5
	Oakey Flat Road, Ashbrook Drive to Lakeview Road (Morayfield), upgrade road and intersections	1,324
NOOSA SHIRE	Eenie Creek Road and Reef Street (Noosaville), improve roundabout	190
	Maple Street (Cooroy), rehabilitate pavement	336
	Noosa Shire Council, technical capability development	239
SOMERSET REGIONAL	Atkinsons Dam Road (Atkinsons Dam), day use area to Rocky Gully Road, rehabilitate pavement	100
	Esk - Crows Nest Road, rehabilitate and widen	365
	Lowood Minden Road (Tarampa) and Jensens Swamp Road, upgrade intersection	15
	Mary Smokes Creek Road (Sandy Creek) and Sandy Creek Road, upgrade intersection	115
	Somerset Regional Council, technical capability development	5
SUNSHINE COAST REGIONAL	Blaxland Road (Nambour), Burnside school precinct, construct footpaths	110
	Kiamba Road, Image Flat Road to Wattle Road, widen and seal	853
	McGilchrist Road and Dales Road intersection (Stage 2), construct to sealed standard	193
	Peregian Springs Drive, Balgownie Drive to Ridges Boulevard, construct footpath	74
	Sunshine Coast Regional Council, technical capability development	11
TOTAL		3,934

The year to date actual against Noosa Shire Council's capability development project is due to an administrative error in the end of June accrual process.

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

The year to date position may vary slightly to the annual allocation due to programming adjustments.

NORTHERN SEQ RRTG (continued)

Kiamba Road Upgrade

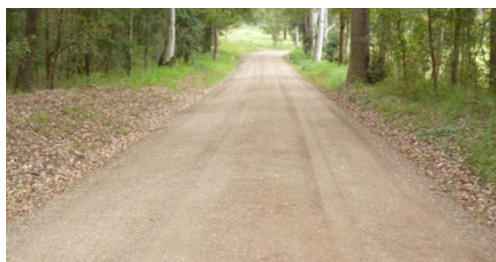
Sealing, line marking and drainage improvements

Sunshine Coast Council recently completed another year of road infrastructure projects with support from the Northern SEQ RRTG's TIDS works program to maximise investments in the region's roads and transport network.

TIDS funding was committed to a significant upgrade of 1.8 km of Kiamba Road, Kiamba. This road services numerous rural properties and forms part of a network which links Nambour and Image Flat to Yandina. Prior to the upgrade, the road link was an unsealed road with the formation width ranging from 4.0 to 5.5m. The upgrade of the link is an investment initiative set to improve the safety of road users, prioritised in



Before and after



Kiamba Road – before

response to multiple crashes occurring due to the challenging horizontal alignment, narrow passing widths, roadside hazards, and regular condition issues such as potholes and washouts.

The project included:

- Bitumen sealing the 1.8 km section north of Image Flat Road Bridge, which has also recently been replaced at a higher level and on an improved alignment.
- Increasing the existing single-lane road width to two-lanes (3m wide each) with 0.5m sealed shoulders to ensure consistency with the existing road network.
- Upgrading and installing new drainage structures.
- Installation of pavement marking and signage.
- Land acquisition to achieve safe road alignment and relocation of Energex and Telstra services.
- Optimising the horizontal and vertical alignment in order to minimise the removal of large mature trees for environmental reasons.
- Alterations to private vehicle crossovers as a result of changes in alignment and road levels.

Planning for the project commenced in August 2016, and the project was completed in February 2021.



Kiamba Road – after

NORTHERN SEQ RRTG (continued)

Atkinson Dam Road, Atkinsons Dam

Road straightening and resealing

This was a pavement strengthening and resealing project made possible through TIDS. The project undertook pavement strengthening and improvements to the road shoulders with vegetation clearing, slope flattening, and improved visibility.

The route is a busy B-double haulage route providing links from Gatton to Coominya. The benefits of the project include improving farm transport safety and productivity.



Atkinson Dam Road – before



After

Mary Smokes Creek Road (Sandy Creek) and Sandy Creek Road

Upgrade intersection

This intersection upgrade project was delivered within Somerset Regional Council. Works included widening of the intersection for a right turn movement and improved site visibility. The resurfacing was done using asphalt produced with recycled waste tyres. The asphalt was a product by Austec, with 10 vehicle tyres saved from landfill in every tonne of

asphalt produced. Therefore, by using this new asphalt, this project saved approximately 4,000 waste tyres.

The intersection has been subject to increasing traffic volumes related to growth within the area. These projects were funded 50 per cent by the state government via the Northern SEQ RRTG.



Mary Smokes Creek Road and Sandy Creek Road – before



After

OUTBACK RRTG

Outback RRTG

RRTG members

- Barcaldine Regional Council
- Barcoo Shire Council
- Blackall-Tambo Regional Council
- Boulia Shire Council
- Diamantina Shire Council
- Longreach Regional Council
- Winton Shire Council
- TMR Central West District

RRTG Chair

- Councillor Gavin Basket, Winton Shire Council.

RRTG Deputy Chair

- Councillor Rick Britton, Boulia Shire Council

RRTG Technical Committee (TC) Chair

- Stuart Bourne, George Bourne and Associates Consulting Engineers

RRTG TC Deputy Chair

- Roger Naidoo, Longreach Regional Council

Technical Coordinator

- Jason Ricks, George Bourne and Associates Consulting Engineers

17
PROJECTS

\$6,211
TIDS ALLOCATION 2020-21
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$5,960 2020-21 TIDS Expenditure (\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

OUTBACK RRTG (continued)

Outback Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local government	Project name	Expenditure \$'000
BARCALDINE REGIONAL	Cedar Street, Yew Street to Ash Street (Barcaldine), upgrade footpath	30
BARCOO SHIRE	Maryborough Street (Windorah), Cecil Street to Victoria Street, form and improve drainage	41
	Stonehenge Aerodrome, reseal	150
BLACKALL TAMBO REGIONAL	Langlo Road (Minnie Downs), pave and seal	200
BOULIA SHIRE	Boulia - Tobermorey Road (Donohue Highway), various sections, reseal	150
DIAMANTINA SHIRE	Diamantina Shire Council, various locations, improve drainage	50
LONGREACH REGIONAL	Crossmoor Road, resheet unsealed road	100
	Machinery and Heritage Museum, upgrade access	38
	Toobrac Tocal Road, resheet unsealed road	92
WINTON SHIRE	Winton, various roads, rehabilitate pavement	150
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		1,001
BARCALDINE REGIONAL	Barcaldine - Aramac Road, various locations, widen and seal	314
	Clermont - Alpha Road, reshape and seal	97
BARCOO SHIRE	Diamantina Developmental Road (Windorah - Bedourie), pave and seal	1,941
BLACKALL TAMBO REGIONAL	Alpha - Tambo Road, pave and seal	1,180
DIAMANTINA SHIRE	Eyre Developmental Road (Bedourie - Birdsville), Sunshine Flats, pave and seal	1
LONGREACH REGIONAL	Cramsie - Muttaborra Road (Section 1), pave and seal	99
WINTON SHIRE	Richmond - Winton Road, pave and seal	1,326
STATE NETWORK RRTG FUNDED SUBTOTAL		4,959
TOTAL		5,960

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

The year to date position may vary slightly to the annual allocation due to programming adjustments.

OUTBACK RRTG (continued)

Alpha-Tambo Road

Pave and seal

The Alpha-Tambo Road is an essential link for transport companies in the Central West Region. Once sealing of this link is complete it will provide an alternative all-weather route between the Landsborough and Capricorn Highways, which will improve freight and transport options throughout the region.

Surface water is very limited in this area of the Blackall-Tambo Regional Council, causing some maintenance works to be

seasonal. This upgrade will improve the road's year-round useability.

The objective of this project is to gradually pave and seal the entire route between Tambo and Alpha to allow all-weather access for all vehicles. With this section complete there remains less than 6 km of unsealed surface on the Alpha-Tambo Road in the Blackall-Tambo Regional Council Area.



Alpha-Tambo Road – construction



First seal

OUTBACK RRTG (continued)



Alpha-Tambo Road – construction

ROCKHAMPTON RRTG

Rockhampton RRTG

RRTG members

- Livingstone Shire Council
- Rockhampton Regional Council
- TMR Fitzroy District

RRTG Chair

- Councillor Tony Williams, Rockhampton Regional Council

RRTG Deputy Chair

- Councillor Andy Ireland, Mayor, Livingstone Shire Council

RRTG Technical Committee (TC) Chair

- David Bremert, Rockhampton Regional Council

Technical Coordinator

- Ben Harte, Hartecs Group



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

7
PROJECTS

\$1,516
TIDS ALLOCATION 2020–21
(\$'000)

\$1,516 2020–21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

ROCKHAMPTON RRTG (continued)

Rockhampton Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
LIVINGSTONE SHIRE	Adelaide Park Road (Yeppoon), resurface asphalt	648
ROCKHAMPTON REGIONAL	Alexandra Street, Main Street to Bruce Highway	433
	Glenmore Road, Gough Street to Tung Yeen Street; reconstruct pavement	54
	Glenroy Road, construct to new seal two lane standard	26
	Rockhampton Regional Roads and Transport Group, technical co-ordination	38
	Upper Dawson Road, Prospect Street to Parnell Street, reconstruct pavement	167
	Yewdale Drive, Feez Street to Langford Street, rehabilitate pavement and asphalt overlay	149
TOTAL		1,516

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Parkhurst

ROCKHAMPTON RRTG (continued)

Adelaide Park Road, Inverness Stage 1 and 2

Improve road safety and active transport connectivity

Adelaide Park Road is a major urban collector road that connects Yeppoon CBD, the largest township in the Shire, to the north and north-westerly localities. It also provides the frontage to one of the largest schools in the shire, namely St. Brendan's College. The road also forms part of Principal Cycle Network Plans. Despite being such an important local road, the geometry and pavement condition was very poor. This resulted in below-standard travel conditions along this busy transport corridor. In addition, there were several safety issues involving the road frontage at St. Brendan's College, specifically due to conflicting lane configurations, inadequate storage for turning vehicles and operational inefficiency at the school entrance.

Livingstone Shire Council undertook the Adelaide Park Road Upgrade project across two financial years from 2019 to 2021. Works included pavement widening, retaining structures, kerbs and channels, resurfacing, reconstruction of intersections

at school entrances, shared paths and pavement marking.

The project included the following key components:

- Introduction of adequate lane storage for the left and right turning vehicles into the school car park, bus layover and stop-drop-go area.
- The intersections at the entrance and exit were reconfigured and reconstructed for improved safety and operational efficiency.
- On-road cycle lanes and sealed shoulders provided along Adelaide Park Road.
- Shared paths near the school entrance, anticipating future extension to connect with the existing walking and cycling network in the east.
- Significant upgrades to the street lighting.



Adelaide Park Road – before



Adelaide Park Road – after

ROCKHAMPTON RRTG (continued)



Adelaide Park Road – before



Construction



Completed

SCENIC VALLEYS RRTG

Scenic Valleys RRTG

RRTG members

- Ipswich City Council
- Lockyer Valley Regional Council
- Scenic Rim Regional Council
- TMR Metropolitan, Darling Downs and South Coast Districts

RRTG Chair

- Councillor Virginia West, Scenic Rim Regional Council

RRTG Deputy Chair

- Councillor Janice Holstein, Lockyer Valley

RRTG Technical Committee Chair

- Chris Gray, Scenic Rim Regional Council

Technical Coordinator

- Gerard Read, GWR Civil Engineering Management

8
PROJECTS

\$2,171
TIDS ALLOCATION 2020-21
(\$'000)



\$2,171 2020-21 TIDS
Expenditure
(\$'000)

SCENIC VALLEYS RRTG (continued)

Scenic Valleys Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local government	Project name	Expenditure \$'000
IPSWICH CITY	Redbank Plains Road, Keidges Road to Kruger Parade (Redbank Plains), duplicate from two to four lanes	705
	Scenic Valleys RRTG (Ipswich City Council), capability development	54
LOCKYER VALLEY REGIONAL	Postmans Ridge Road, widen and upgrade intersections	437
	Safe Schools Project, various locations, improve parking and footpaths	16
	Woodlands Road, widen pavement	252
SCENIC RIM REGIONAL	Christmas Creek Road (Stage 1), rehabilitate pavement	82
	Kooralbyn Road, reconstruct pavement	432
	Wellington Bundock Road, reconstruct pavement	192
TOTAL		2,171

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Postmans Ridge Road

SCENIC VALLEYS RRTG (continued)

Scenic Valleys

Scenic Valleys RRTG delivered six projects in 2020–21 through its TIDS works program. These projects were:

- Ipswich City Council – Redbank Plains Road, Bellbird Park/Redbank Plains (duplication of the section between Keidges Road and Kruger Parade from two to four lanes). This project is a \$20m project which will continue into 2021–22.
- Lockyer Valley Regional Council – Postmans Ridge Road, Helidon Spa.
- Lockyer Valley Regional Council – Woodlands Road, Gatton (widening of a 1.5 km section approximately 4 km south of Gatton).
- Lockyer Valley Regional Council – Kentville State School (Safe School Travel Project – construction of a bus turnaround, concrete footpath and on street parking).
- Scenic Rim Regional Council – Christmas Creek Road, Christmas Creek (reconstruction of a 1.2 km section approximately 9 km south of the Mount Lindesay Highway).

- Scenic Rim Regional Council – Kooralbyn Road and Wellington Bundock Drive, Kooralbyn (reconstruction of a 1.5 km section approximately 3 km east of Kooralbyn). Kooralbyn Road changes to Wellington Bundock Drive midway through the project site and the project was actually listed as two individual projects.

Staff from the Scenic Valleys RRTG also attended the following capability development initiatives throughout 2020–21 which were subsidised through the Statewide Capability Development Fund:

- Erosion and Sediment Control Workshop (Level 1).
- Erosion and Sediment Control Workshop (Level 2).
- Sprayed Bitumen Workshop.
- Stakeholder and Community Engagement Workshop.

Staff from Somerset Regional Council (Northern SEQ RRTG) also attended the Sprayed Bitumen Workshop.

Postmans Ridge Road Road rehabilitation

Submitted by Howard Marshall (Manager, Technical Services and Technical Committee Deputy Chair, Lockyer Valley Regional Council) and Gerard Read (Technical Coordinator), Scenic Valleys RRTG.

Postmans Ridge Road, Helidon Spa is a council-controlled LRRS located in the north-west corner of the Lockyer Valley LGA. It is an essential link between two state-controlled roads, Murphy's Creek Road and the Warrego Highway. The alignment of the road was altered to accommodate the new Toowoomba Second Range Crossing and it also received a significant volume of heavy vehicle traffic during construction of that project. As a consequence, the pre-existing section of the road suffered accelerated

deterioration and failure. In addition, the local area is experiencing growth in both residential and commercial sectors, further compounding the deterioration of this section.

Scenic Valleys RRTG prioritised and allocated TIDS funding towards a project to rehabilitate the section approximately 1.7 km to 2.6 km from the Warrego Highway. This included reconstruction of an intersection within this section. The primary objective of the project was to

SCENIC VALLEYS RRTG (continued)

improve the standard of the road access and increase road user safety.

Significant pavement failures and loss of road formation required bore hole assessment to understand subgrade composition to ensure an effective pavement design was achieved. This section of Postmans Ridge Road is regularly inundated during flood events, however the design incorporated minimal increase in formation height while maximising pavement drainage to safeguard the pavement and surfacing.

The scope of works included increasing the pavement depth with additional strength through the use of two layers of geo-composite material.

On site work activities included:

- excavating the existing road pavement
- subgrade treatment
- placement of geo-composites
- placement and compaction of road pavement
- drainage
- minor earthworks
- bitumen sealing
- road furniture installation.

Lockyer Valley Regional Council undertook the project internally and it proceeded as planned, commencing in April 2021 and completed at the end of June 2021.



Postmans Ridge Road - construction



Construction



Construction



Completed

SOUTH WEST RRTG

South West RRTG

RRTG members

- Balonne Shire Council
- Bulloo Shire Council
- Maranoa Regional Council
- Murweh Shire Council
- Paroo Shire Council
- Quilpie Shire Council
- TMR South West District

RRTG Chair

- Councillor Suzette Beresford, Mayor, Paroo Shire Council

RRTG Deputy Chair

- Councillor Shaun Radnedge, Mayor, Murweh Shire Council

RRTG Technical Committee Chair

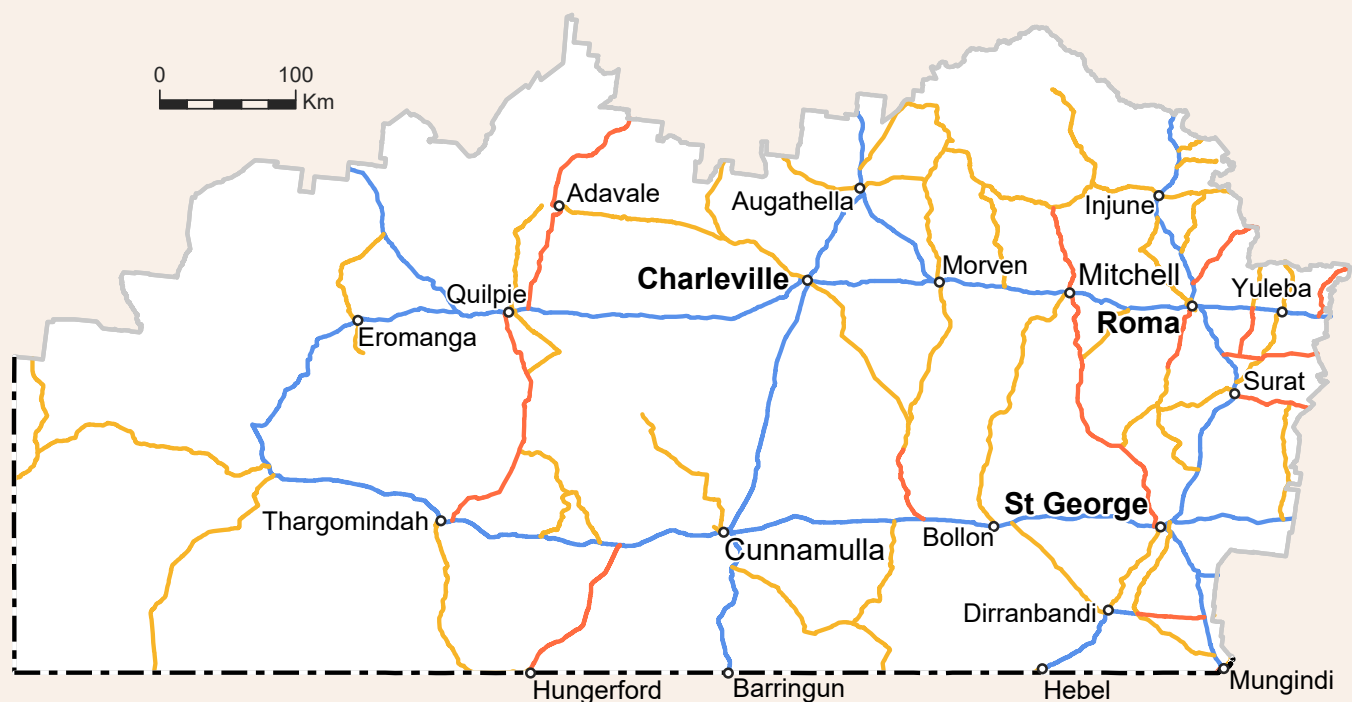
- Cameron Hoffman, Maranoa Regional Council

Technical Coordinator

- Stephen Hegedus, Shepherd Services

17
PROJECTS

\$6,646
TIDS ALLOCATION 2020-21
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$6,646 2020-21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

SOUTH WEST RRTG (continued)

South West Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
BALONNE SHIRE	Bollon - Dirranbandi Road (Bollon), various locations, reseal	225
	Hebel - Goodooga Road, resheet unsealed road	575
	Kooroon Road (St George), gravel resheeting	38
	Mitchell - Bollon Road (Bollon), resheet unsealed road	138
BULLOO SHIRE	Innamincka Road (Durham), various locations, pave and seal	372
MARANOVA REGIONAL	East Street (Wallumbilla), widen, seal, kerb and channel	307
	Hoganthulla Road, upgrade inverts	200
	Mount Moffatt Road, rehabilitate and widen pavement	246
	Russell Street (Wallumbilla), widen, seal, kerb and channel	321
	South West Regional Roads and Transport Group, capability and technical support	138
	Teelba Road, resheet unsealed road	559
MURWEH SHIRE	Killarney Road, pave and seal	975
PAROO SHIRE	Bundaleer South Plains Road, resheet unsealed road	50
	Eulo - Toompine Road, widen pavement	425
	Jobs Gate Road, rehabilitate pavement	500
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		5,068
BULLOO SHIRE	Quilpie - Thargomindah Road (Thargomindah), various locations, construct to sealed standard	603
QUILPIE SHIRE	Quilpie - Adavale Road, various locations, upgrade seal and floodways	975
STATE NETWORK RRTG FUNDED SUBTOTAL		1,578
TOTAL		6,646

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

Note: The total contract cost for Quilpie's project on the state network includes a council contribution (not shown).

SOUTH WEST RRTG (continued)

Quilpie-Adavale Red Road

Asphalt sealing of
unsealed road

Quilpie Shire Council is now in its fourth year of a seven-year program to seal the Quilpie-Adavale Red Road. This main road is owned by the state government. Council chose to allocate 100 per cent of the annual TIDS distribution into sealing this road (\$975,000 in 2020–2021). In addition to the funding received, council has contributed \$275,000 per annum of its own funds.

The sealing of this road will give all weather connection to Quilpie from Adavale for shire residents. It will also provide a better link to the Hell Hole Gorge National Park, beyond Adavale, providing

a boost for tourism. The completion of this project will mean that one third of the link from Quilpie to Blackall will be sealed.

The works are being completed by council staff, supplemented by local contractors. This year a stabiliser was used to get best use of water, as the water cartage is up to 50 kilometres to site and, as such, every drop counts. Council managed design, construction and soil testing of the works. Sealing was done by specialist bitumen contractors.

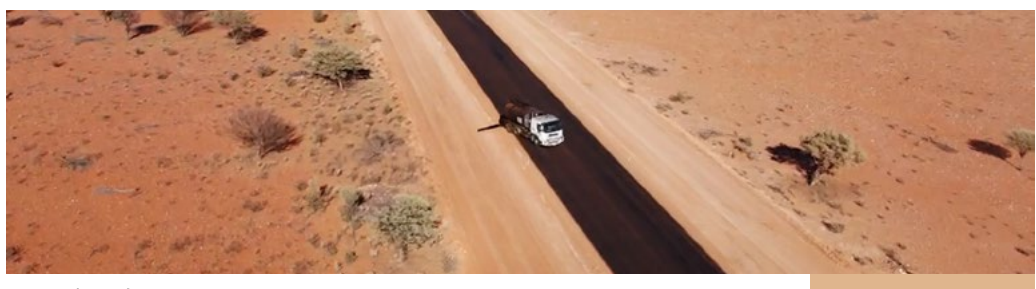
It is anticipated that the full 85 km of road will be sealed around 2026, if current funding continues.



Quilpie-Adavale Red Road - construction



Sealing



Completed

SOUTH WEST RRTG (continued)

Innamincka Road Upgrade and Seal

Improvements to road geometry and sealing

TIDS works to upgrade and seal the Innamincka Road were completed this year. The entire road is now bitumen sealed to the border between Queensland and South Australia.

The original project commenced in August 2018 as the existing road was showing signs of deterioration due to the significant increase in heavy vehicle traffic.

The outcome is a longer lasting and safer road for all road users.



Innamincka Road – sealing

Quilpie Road Asphalt sealing of gravel road

The sealing of the Quilpie Road was extended by another 4 km this year. This leaves approximately 16 km of gravel on the road yet to be sealed, scheduled to be completed by 2026.



Quilpie Road – sealing

SOUTHERN RRTG

Southern RRTG

RRTG Members

- Gold Coast City Council
- Logan City Council
- Redland City Council
- TMR South Coast and Metropolitan Districts

RRTG Chair

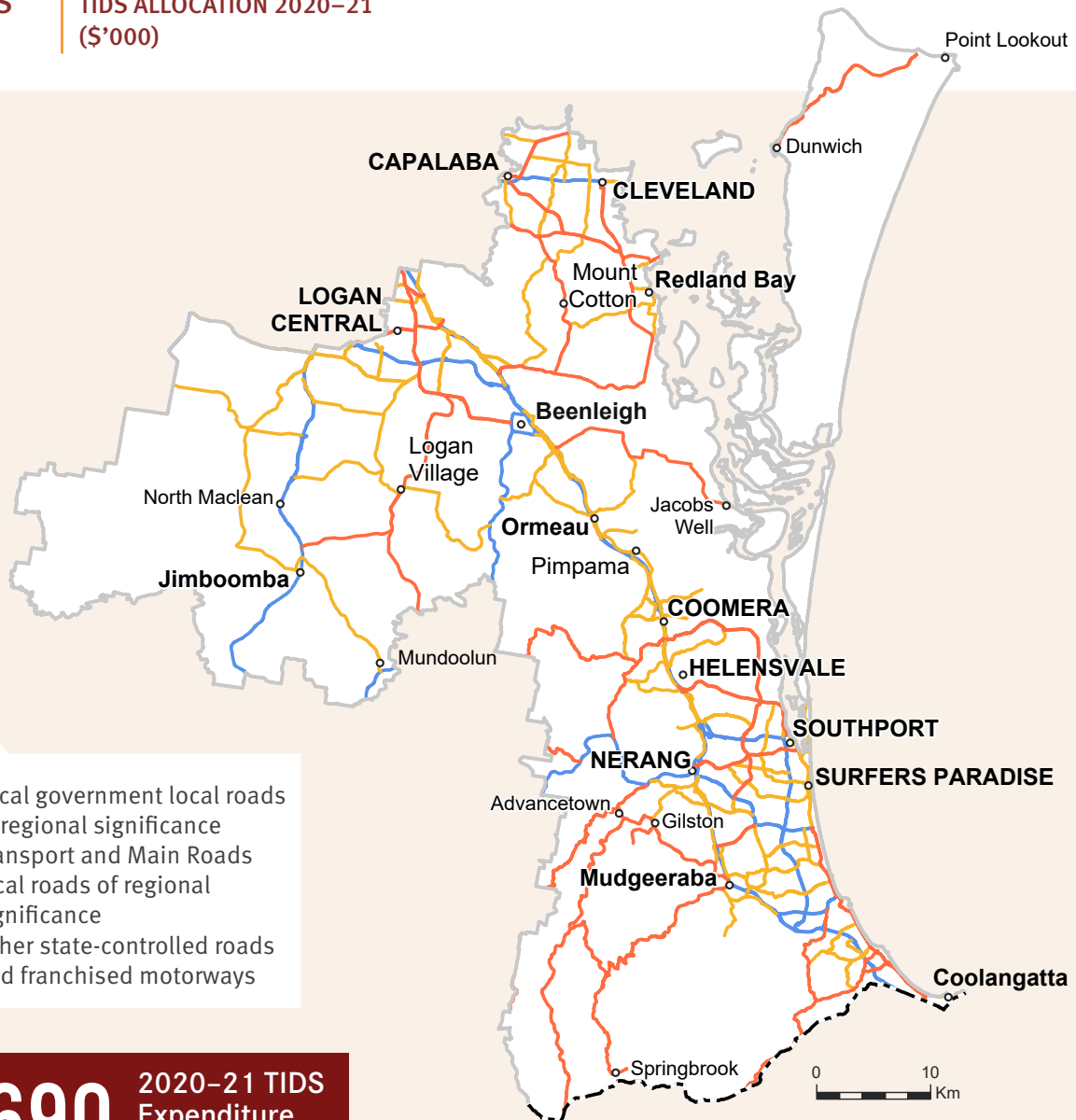
- Councillor Wendy Boglary, Redland City Council

RRTG Technical Committee Chair

- Nick Prasser, Gold Coast City Council
- Former Chair, Christine Cartwright, Redland City Council

10
PROJECTS

\$2,690
TIDS ALLOCATION 2020-21
(\$'000)



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$2,690 2020-21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

SOUTHERN RRTG (continued)

Southern Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local Government	Project name	Expenditure \$'000
GOLD COAST CITY	Binstead Way and Pacific Pines Boulevard intersection, install roundabout metering	175
	Heslop Road (Gaven), construction of a shared path	399
	Laver Drive (Robina), install pedestrian signals	108
	Rifle Range Road, The Heights Boulevard to Pimpama Sports Hub, construct shared path	195
LOGAN CITY	Webb Road (Loganlea), construct kerb and stormwater infrastructure and widening works	874
REDLAND CITY	Government Road (Redland Bay), Queen Street to Weinam Street, rehabilitate pavement	75
	Lyndon Road (Capalaba), Honeymyrtle Court to Redland Bay Road, apply asphalt resurfacing	218
	Meissner Street (Redland Bay), Government Road to Weinam Street, rehabilitate pavement	53
	Ney Road (Capalaba), Redland Bay Road to Macquarie Street, rehabilitate pavement and resurfacing works	529
	Southern Regional Roads and Transport Group, capability development	65
TOTAL		2,690

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

The year to date position may vary slightly to the annual allocation due to programming adjustments.



Logan

SOUTHERN RRTG (continued)

Webb Road, Loganlea

Improve road safety
and drainage

Logan City Council completed an upgrade of a section of Webb Road, Loganlea in May 2021.

Although only a short section of road, Webb Road provides a key connection for motorists wanting to travel east-west from Loganlea through to Marsden and beyond.

The road is in a flat, low-lying area near the Logan River. The road corridor historically floods, resulting in temporary road closures during heavy rain and flood events.

Council's Road Construction and Maintenance branch commenced the upgrade works in November 2020. The works were designed to improve road safety and enhance the overall condition of the road corridor and associated drainage network.

The total budget for the project was \$2.9m with \$2.1m funded from council's 2020–21 Capital Roadworks and Drainage Program and a TIDS grant allocation of approximately \$0.8m.

Project works included:

- widening, reconstructing, and resurfacing of the road pavement
- installing new kerb, parking lanes and footpaths
- installing new road drainage, including pipes and culverts
- associated works including service relocations, driveway reconstructions and general finishing works.

Key construction challenges that the project team successfully managed during the execution of the works included:

- Dewatering of the existing road drainage during significant wet weather events, whilst constructing the new works. The existing underground drainage pipes were acting as temporary storage when constructing the outlet works. The pipelines needed to be regularly dewatered during the works to enable installation of the new drainage infrastructure.
- Constructing the new road pavement above an existing 300mm diameter trunk water main. The water main had been installed approximately 800mm from finished surface level which meant there was only 250mm of cover to subgrade level at some locations. Methodologies on how to construct the pavement without damaging the integrity of the main were discussed in consultation with Logan Water. This was achieved by using a larger smooth drum roller with no vibration whilst increasing the water content of the gravel to achieve compaction.
- Managing the competing priorities of construction progress and access for motorists. Initially the project team planned to have the road closed to traffic for the duration of the works. However, after considering feedback from local businesses, council reviewed its construction staging plan and site resourcing. This allowed the road to be opened early, via a one-way traffic system for the final couple of months of works.

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

SOUTHERN RRTG (continued)



Webb Road – construction



Webb Road – construction



Webb Road – completed

SOUTHERN BORDER RRTG

Southern Border RRTG

RRTG Members

- Goondiwindi Regional Council
- Southern Downs Regional Council
- TMR Darling Downs District

15
PROJECTS

\$2,199
TIDS ALLOCATION 2020-21
(\$'000)

RRTG Chair

- Councillor Andrew Gale, Southern Downs Regional Council
- Former Chair Councillor Jason Watts, Goondiwindi Regional Council

RRTG Technical Committee Chair

- Seren McKenzie, Southern Downs Regional Council
- Former Chair Dion Jones, Goondiwindi Regional Council

Technical Coordinator

- Seren McKenzie, Southern Downs Regional Council



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$2,552 2020-21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

SOUTHERN BORDER RRTG (continued)

Southern Border Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
GOONDIWINDI REGIONAL	Goodar Road (north of Goondiwindi), construct to sealed standard	250
	Merton Road (Yelarbon), rehabilitate pavement	38
	Minnel Road, north of Toobeah, rehabilitate shoulders	38
	Riverton Road (Texas), rehabilitate shoulder	50
	Riverton Road, rehabilitate pavement	25
	Various roads, rehabilitate floodways	50
	Various roads, reseal bitumen	375
SOUTHERN DOWNS REGIONAL	Inverary Road, resheet unsealed road	295
	Inverramsay Road (Goomburra), rehabilitate and widen	277
	Jack Smith Gully Road, reshape, widen and seal	180
	O'Deas Road (Warwick), reshape, widen and seal	332
	Old Stanthorpe Road (Warwick), widen pavement	16
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		1,925
GOONDIWINDI REGIONAL	Yelarbon - Keetah Road (Stage 1), widen pavement to road train standard	338
	Yelarbon - Keetah Road (Stage 2), widen pavement	260
	Yelarbon - Keetah Road, improve drainage	29
STATE NETWORK RRTG FUNDED SUBTOTAL		627
TOTAL		2,552

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

The year to date position may vary slightly to the annual allocation due to programming adjustments.

SOUTHERN BORDER RRTG (continued)

Inverramsay Road Upgrade, Goomburra

Rehabilitation and widening of rural connector road

During the 2020–21 financial year, Southern Downs Regional Council undertook the design, upgrade and sealing of Inverramsay Road from chainage 14.65 to 17.138. This project involved widening the existing 3m sealed road to 7m.

This 20 km long road winds through the picturesque area of Goomburra and leads to the Goomburra State Forest; part of the Great Dividing Range. Under council's road hierarchy, Inverramsay Road is classified as a rural collector road and is the only way in and out of the State Forest area. Inverramsay Road supports the tourism industry with an approximate average daily traffic rate in excess of 150 vehicles per day. Council anticipates this upgrade will boost confidence in local tourism. The reduction of ongoing road shoulder maintenance is another positive outcome – a vital step towards a sustainable future.

With the TIDS funding, council upgraded the gravel road using a combination of methods, such as profiler for earthworks and Trimble survey systems for improved efficiency and safety. The existing drainage along the gravel road was inadequate causing frequent gravel washouts. Council improved the storm water system network along the road by adding intermittent cross

drainage structures. Overall benefits of this project include improved road safety and more effective movement of tourism traffic to Goomburra State Forest.

Southern Downs Regional Council has now completed the 2020–21 project scope of works and looks forward to progressing the upgrade of the remaining 5.5 km of roadway in future under the TIDS program.



Inverramsay Road – before



During construction



Sealing



Inverramsay Road – final stage

SOUTHERN BORDER RRTG (continued)

O'Deas Road Upgrade, Wildash

Widen and seal existing gravel road formation to 7m

During the 2020–21 financial year, Southern Downs Regional Council undertook the design and upgrade of O'Deas Road, Wildash. The design has now been completed from CH0 – CH3.8 and the upgrade and sealing completed from CH0.0 – CH1.1.

This route also connects to the existing sealed road further to the east. Under council's road hierarchy, O'Deas Road is classified as a rural collector road. O'Deas Road is a direct link between Old Stanthorpe Road and Cullendore Road, both of which are rural collector roads. Council anticipates an increase in economic activity with the improvement in network connectivity as well as reduction of gravel road maintenance towards the future – a vital step towards a sustainable future.

With the TIDS funding, council upgraded the gravel road using a combination of

methods, such as profiler for earthworks and Trimble survey systems for improved efficiency and safety. The existing drainage along the gravel road was inadequate causing frequent gravel washouts. Council improved the storm water system network along the road by adding intermittent cross drainage structures and investigated the suitability of existing materials for pavement works thus reducing earthworks and pavement costs.

Overall benefits include improved geometry, assisting the movement of tourism traffic to Cherrabah resort and the more effective movement of mining vehicles. Council has received positive feedback from the community following the successful delivery of the project to upgrade O'Deas Road.



O'Deas Road – before



O'Deas Road – during



O'Deas Road – after

WESTERN DOWNS RRTG

Western Downs RRTG

RRTG members

- Western Downs Regional Council
- TMR Darling Downs District

RRTG Chair

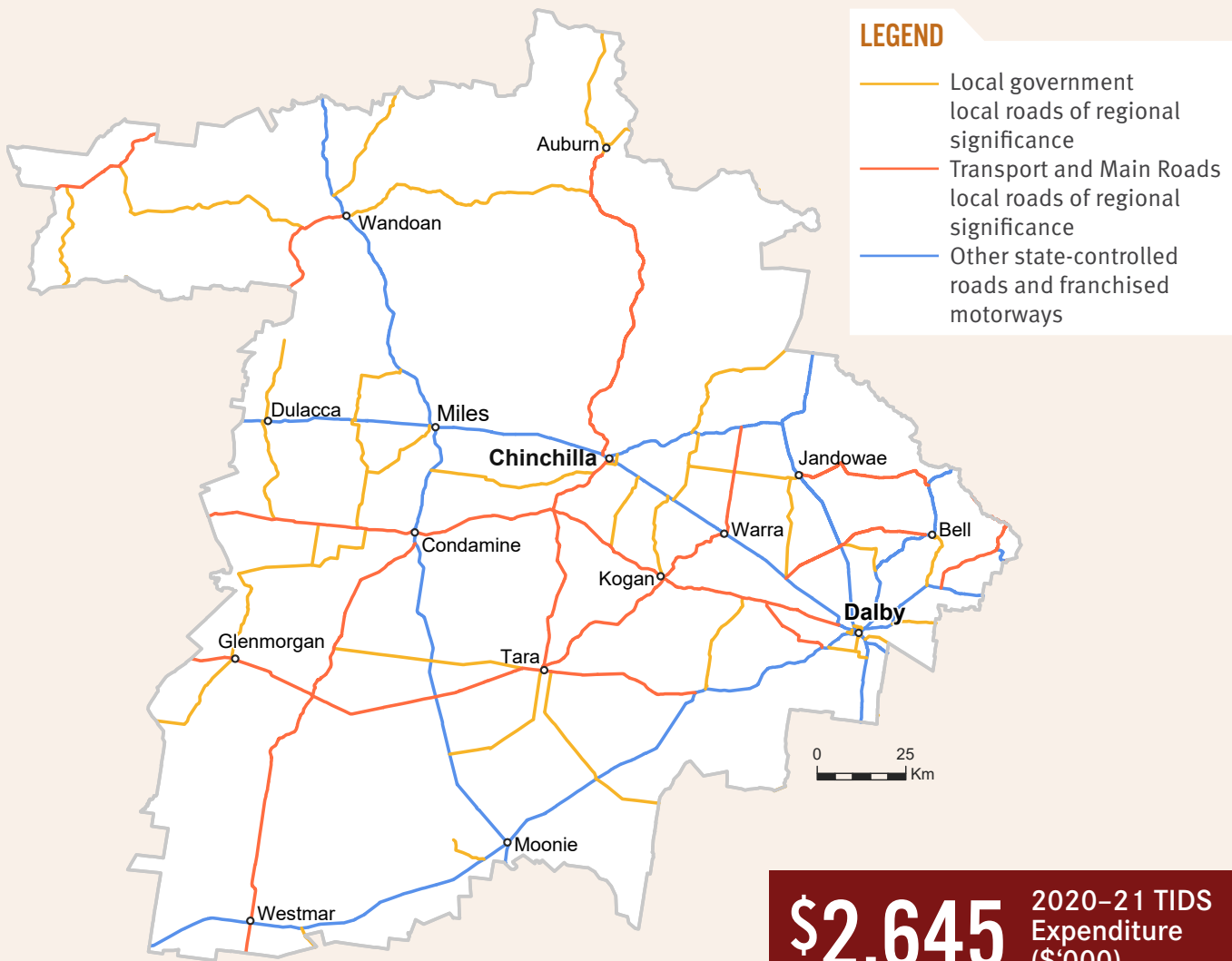
- Councillor George Moore, Western Downs Regional Council

RRTG Technical Committee Chair

- Brianna Barnett, Western Downs Regional Council

13
PROJECTS

\$2,645
TIDS ALLOCATION 2020-21
(\$'000)



\$2,645 2020-21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

WESTERN DOWNS RRTG (continued)

Western Downs Regional Roads and Transport Group Program Financial Detail 2020–21 State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
WESTERN DOWNS REGIONAL	Arubial Road (Condamine), improve road geometry and bitumen surface	619
	Brigalow - Canaga Road (Dalby), rehabilitate pavement	180
	Bullock Head Road (Hannaford), bitumen reseal	143
	Bullock Head Road (Tara), construct to new unsealed standard	262
	Drillham South Road (Drillham), bitumen reseal	94
	Dulacca South Road (Dulacca), bitumen reseal	155
	Jandowae - Macalister Road (Jandowae), apply asphalt resurfacing	348
	Short Street (Chinchilla), pavement reconstruction and widening	37
	Slessars Lane (Miles), pavement reconstruction	46
	Wambo Street (Chinchilla), near open level crossing, reconstruct to new sealed standard	195
	Wilds Road (Dalby), improve intersections and pave and seal	380
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		2,458
WESTERN DOWNS REGIONAL	Chinchilla - Tara Road (Glasson Street) Chinchilla, upgrade parking lane	76
	Macalister - Bell Road (Macalister), rehabilitate pavement, overlay and seal	111
STATE NETWORK RRTG FUNDED SUBTOTAL		187
TOTAL		2,645

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Dalby

WESTERN DOWNS RRTG (continued)

Arubial Road, Condamine

Reconstruction and Upgrade Project

The Arubial Road Upgrade Project entailed a upgrading a 6.44 km segment of gravel road to bitumen from Ch 9.86 - 16.30, completing a missing link in a bitumen sealed transport route.

As part of a multi-year long term vision project, Arubial Road, Yulabilla Road and Riverglen Road have been upgraded in sections, from an unsealed gravel pavement to bitumen sealed. These individual road projects have resulted in a collaborative overall project providing local residents, community and the agricultural industry with a bitumen sealed route connecting Glenmorgan from the Surat Developmental Road through to the Roma-Condamine Road at Condamine, at a combined total length of 56 km.

This significant achievement will enable safer and more cost-effective transport for primary producers accessing local feedlots and market as well as for the local residents in these communities.

The project consisted of reconstruction and widening of existing pavement to 8m with a 6m wide bitumen seal. The scope of works also included a realignment of two tight substandard corners as well as upgrading an existing narrow concrete floodway and upgrading the existing under-road drainage. The project encountered minor challenges along the way including wet weather delays.



Arubial Road – before



Arubial Road – after

WESTERN DOWNS RRTG (continued)

Wambo, Inverai and Short Streets, Chinchilla Reconstruction Project

Following the recently completed TMR Warrego Highway Upgrade Project (WHUP) and Open Level Crossing Project, subsequent upgrade works were required on council's adjoining Chinchilla town streets. These upgrade works were important to tie into the WHUP project works.

Works on Wambo and Inverai Streets included pavement reconstruction, installation of kerb and channel to connect to the underground stormwater

infrastructure, and a bitumen seal. The completed project now provides bitumen access to businesses and residents in the vicinity of the recently completed WHUP.

The works on adjoining Short Street included a road widening and intersection upgrade with TMR's Chinchilla - Tara Road (Glasson Street) to improve vehicle access to both residents and businesses, following the change in access conditions to the Warrego Highway.



Construction



Construction



Near completion

WHITSUNDAY RRTG

Whitsunday RRTG

RRTG members

- Mackay Regional Council
- Whitsunday Regional Council
- TMR Mackay/Whitsunday District

3
PROJECTS

\$1,803
TIDS ALLOCATION 2020-21
(\$'000)

RRTG Chair

- Councillor Andrew Wilcox, Whitsunday Regional Council

RRTG Technical Committee Chair

- Jason Devitt, Mackay Regional Council

Technical Coordinator

- Graeme Hawes, Mackay Regional Council
- Chris Egbars, Shepherd Services



LEGEND

- Local government local roads of regional significance
- Transport and Main Roads local roads of regional significance
- Other state-controlled roads and franchised motorways

\$1,803 2020-21 TIDS
Expenditure
(\$'000)

WHITSUNDAY RRTG (continued)

Whitsunday Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS

Local Government	Project name	Expenditure \$'000
MACKAY REGIONAL	Ball Bay Road to Haliday Bay Road, reconstruct pavement	1,014
	Milton Street and Archibald Street (Mackay), construct roundabout and drainage	770
	Whitsunday Regional Roads and Transport Group, program development	19
TOTAL		1,803

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.



Airlie Beach

WHITSUNDAY RRTG (continued)

Ball Bay Road Reconstruction (CH700 – Halliday Bay Road)

Road safety
improvements and
increased level of
service.

Ball Bay Road is situated on the Hibiscus Coast and is a Rural Traffic Distributer providing access to residents and recreational visitors travelling to the desirable locations of Ball Bay and Halliday Bay.

The existing pavement in the area of this project consisted of a 3.5m seal on a 7m gravel formation. The local communities had been vocal in raising ongoing concerns about road condition through petitions submitted to council and road groups such as the RACQ. The existing unsealed shoulders were alleged to have led to property damage and broken windscreens and there were also concerns about a possible deterrent to tourism accessibility created by this remaining section of narrow sealed road.

Design

Issues considered during the design development phase were varied.

Configuration: The existing sections of pavement either side of the work site consisted of 6m wide sealed carriageway with 1m wide sealed shoulders. This formation was adopted for the design of this reconstruction.

Stormwater Drainage: Stormwater drainage in the area consisted of a combination of open channels and culverts. Where possible and suitable, existing drainage assets were retained, though many property access crossings - as well as some perpendicular drainage culverts - had to be constructed prior to the pavement works commencing.

Pavement Material: Investigations showed that the existing pavement material had variable depth depending on the location. Due to the remote location of the project the pavement design needed to carefully analyse material supply and placement costs. The optimised design consisted of in-situ cement stabilisation of the subbase



Ball Bay Road – during construction

WHITSUNDAY RRTG (continued)

layer with an unbound gravel base layer. Most of the finished surface was spray sealed with asphalt surfacing at the Halliday Bay intersection and at property accesses.

Construction

Key issues during the construction phase were significant rock encountered during construction of the main culvert crossing. Consultation between the design and construction teams allowed works to progress with minimal delay.

Fortunately, there were minimal areas of unsuitable material encountered and the pavement works generally progressed as per schedule. As this road is the only access route for the two settlements of Halliday Bay and Ball Bay, the works were required to be completed under traffic control conditions – the biggest constraint on production. There were also overhead power lines which traversed the pavement in some locations. These, along with

buried services adjacent to the pavement, provided further constraints which were managed throughout the construction phase.

Operations

The road upgrade has been in place since January 2021 and has been through its first wet season. There were some areas where local scours developed. These have been treated with a greater level of rock protection and additional revegetation. These measures are holding up well and are not expected to have any future issues. Feedback from the local community upon completion of the project has been overwhelmingly positive.

The project was managed by Graeme Hawes (Manager Transport and Drainage Infrastructure Planning), Simon Hern (Manager Field Services), Sing Wai Lam (Project Manager) and Dale Stevens (Senior Civil Designer).



Ball Bay Road – after

WIDE BAY BURNETT RRTG

Wide Bay Burnett RRTG

RRTG Members

- Bundaberg Regional Council
- Fraser Coast Regional Council
- Gympie Regional Council
- North Burnett Regional Council
- South Burnett Regional Council
- TMR Wide Bay Burnett District

RRTG Chair

- Councillor Rachel Chambers, Mayor, North Burnett Regional Council

RRTG Deputy Chair

- Councillor Gavin Jones, Deputy Mayor, South Burnett Regional Council

RRTG Technical Committee Chair

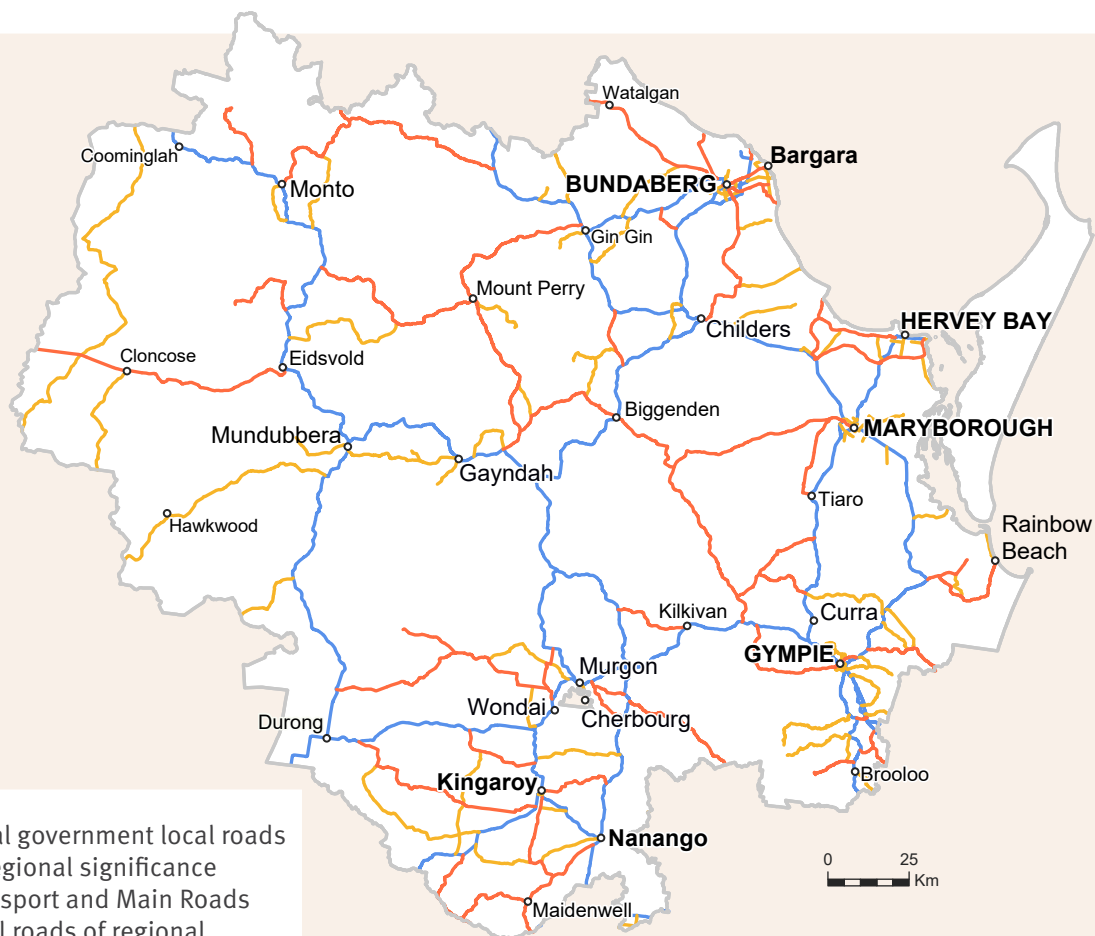
- Warren Paulger, Consulting Engineer

Technical Coordinator

- Warren Paulger (as above)
- Allen Christensen, AT Consulting

40
PROJECTS

\$6,746
TIDS ALLOCATION 2020-21
(\$'000)



\$6,746 2020-21 TIDS
Expenditure
(\$'000)

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

WIDE BAY BURNETT RRTG (continued)

Wide Bay / Burnett Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS / State Network RRTG Funded

Local Government	Project name	Expenditure \$'000
BUNDABERG REGIONAL	Breusch Road (Elliot Heads), Elliot Heads State School, construct footpath and island refuge	46
	Campbell Street, Burnett Heads State School, construct footpath	30
	Darlingtons Road and Wolfenden Road (Calavos), widen and seal	266
	Hughes Road (Bargara), upgrade floodway	54
	Hughes Road (Bargara), Watsons Road to Wearing Road, construct new sealed road	68
	Monduran Road, One Mile Creek, replace timber bridge	579
	Rasmussen Street, Kepnock State High School, upgrade school set down facilities	50
FRASER COAST REGIONAL	Cambridge Street, Granville State School to Odessa Street, construct footpath	65
	Guava Street (Maryborough), Alice Street to Kent Street, rehabilitate pavement	92
	Main Street (Kawungan), Maggs Hill Road and Chapel Road intersection, construct roundabout	1,577
	Miller Street, Urangan Point State School, construct footpath	78
	Neptune Street, Winston Noble Drive to Woodstock Street, construct footpath	106
	Royle Street, Riverside Christian College, construct footpath	28
	Searle Street, Aldridge State High School, construct kerb and channelling	85
	Tavistock Street and Totness Street, Torquay State School, construct footpath	38
GYMPIE REGIONAL	Chatsworth Road, Two Mile State School, upgrade school set down facilities	43
	Edward Street, Mary Valley State College, install bus shelter	15
	Groundwater Road (Gympie), widen pavement and construct concrete pathway	305
	Investigator Avenue (Cooloola Cove), widen and seal	675
	Kurrawa Drive, Rainbow Beach State School, construct cycleway and kerb ramps	15
	Old Maryborough Road (Gympie), Victory College, widen pavement	29
	Tandur Road, replace bridge	36

Continued on next page

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

REGIONAL ROADS AND TRANSPORT GROUP PROFILES

WIDE BAY BURNETT RRTG (continued)

Wide Bay / Burnett Regional Roads and Transport Group Program Financial Detail 2020–21 Roads and Transport Alliance TIDS / State Network RRTG Funded

Continued from previous page

Local Government	Project name	Expenditure \$'000
NORTH BURNETT REGIONAL	Abercorn Road (Eidsvold), widen pavement	137
	Bania Road (Mount Perry), widen and seal	108
	Coonambula Road (Mundubbera), construct to sealed standard	325
	Gayndah - Mundubbera Road (Gayndah), construct to sealed standard	31
	Hodgkinson Street, Eidsvold State School, construct footpath	20
	Oxley, Mouatt, Maxwell and Rayleigh Streets (Monto), construct footpath	63
	Pineapple Street (Gayndah), Burnett State College, construct footpath	50
	Swindon Road (Mount Perry), reshape and seal	260
SOUTH BURNETT REGIONAL	Burnett Street and Drayton Street, Nanango State School, upgrade pedestrian facilities	18
	Markwell Street, William Street to Youngman Street, Kingaroy State schools, construct footpath	17
	Peterson Drive (Taabinga), widen and seal	237
	South Burnett Regional Council area, various locations, reseal	274
	Tessmanns Road (Kingaroy), Doonkoona Street to Ivy Street, construct footpath	24
DISTRICT - WIDE BAY/BURNETT	Regional Roads and Transport Group Secretariat Program	140
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL		5,982
BUNDABERG REGIONAL	Bundaberg - Port Road (Walker Street), school crossing, install kerb ramps	7
SOUTH BURNETT REGIONAL	Bunya Highway (Youngman Street), Avoca Street to Oliver Bond Street, construct footpath	26
	Byee Road (Byee), widen and overlay	683
	Kingaroy - Barkers Creek Road (Haly Street), Jarrah Street to Fisher Street, construct footpath	49
STATE NETWORK RRTG FUNDED SUBTOTAL		765
TOTAL		6,746

Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

WIDE BAY BURNETT RRTG (continued)

Byee Road, Byee Widen and sealed bitumen overlay

In February 2021, South Burnett Regional Council commenced works on another section of road widening and safety upgrades to Byee Road, Byee. Byee Road is an 8.3 km single lane state-controlled road that interconnects Wondai Proston Road and Silverleaf Road in the Wheatlands locality. In 2017, Byee Road was identified for development as initial investigations found significant deficiencies in the road shoulder and considerable concern for safety conditions. These investigations found traffic volumes of approximately 300-400 vehicles per day due to the proximity of a school zone, bypass movements between the Bunya Highway and Murgon Gayndah Road, as well as heavy agricultural commercial vehicles servicing the fertile Byee floodplains.

Council compiled a proposal and project scope and submitted to the TIDS program, with the intention of reducing problematic wear on the existing shoulders and improving the safety of road users travelling within the locality. Over the 2018–19, 2019–20 and 2020–21 financial years, council elected to nominate \$1.4m of TIDS funding to the Byee Road upgrade. The nomination of Byee Road for TIDS funding is unusual given that it is a state-controlled road. This highlights council's commitment to investing in upgrading priority roads, regardless of asset ownership.

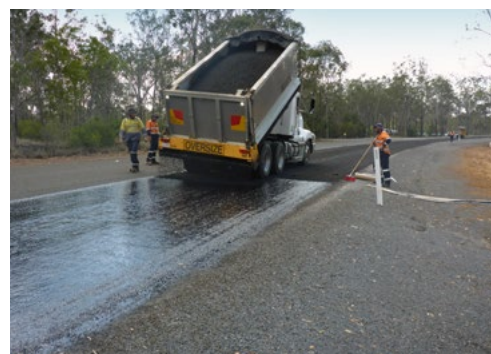
By investing in our road infrastructure, we are supporting our region in our agricultural and transport sectors, which also contributes to the growth of the economic and skills development within our community. The decision was made to deliver this project in-house, and as such, provided the opportunity for additional professional and technical development for council's design and construction teams, as well as injecting funds into the local economy by procuring supplies and services from within the region.

The project involved full reconstruction of the currently unsealed Byee Road shoulders along both sides of the road. An existing sealed portion of typically 3.1m is to be maintained in the middle, however with the new works an overall seal width of 8.5m has been achieved. This will enable two 3.25m traffic lanes and a 1m sealed shoulder on each side providing greater separation of traffic. This section also includes the reconstruction of Kangaroo Yard Road intersection to better facilitate vehicle movements.

Construction commenced in February 2021 and was completed in May 2021. Completion of this project leaves the total single-lane section remaining of Byee Road reduced to approximately 2.5 km.



Byee Road – during



Final bitumen seal

WIDE BAY BURNETT RRTG (continued)

Upgrade of Main Street, Chapel Road and Maggs Hill Road Intersection

Construction of Roundabout

Stage 3 upgrade works for Main Street are now complete with the construction of a roundabout at the Main Street, Chapel Road and Maggs Hill Road intersection. These works are the final stage of the Main Street upgrade project.

Main Street is a major access point into Hervey Bay from Maryborough via Booral Road. The road also services the emerging residential subdivisions in the city's southern growth corridor. Main Street carries an annual average daily traffic of approximately 3,500, comprising 9.5 per cent of heavy vehicles.

Council received funding of \$1,576,876 TIDS funding from a total project cost of \$3.95m to complete the upgrade of the Main Street, Chapel Road and Maggs Hill Road intersection through the construction of a roundabout.

Delivery of the project was staged as highlighted below:

- Stage 1: Relocation of services including Telstra, Optus and Ergon (undergrounding of power lines), from July to September 2020.
- Stage 2: The construction of the new roundabout at the Main Street, Chapel Road and Maggs Hill Road intersection, from September 2020 to May 2021.

Local company SGQ was awarded the contract to complete the Stage 2 works with council's Project Coordinator, Mr. Gary Dalton overseeing the project's construction.

The project included the following scope of works:

- earthworks and service relocations
- roundabout and associated pavement works
- stormwater drainage structures and table drain formation
- landscaping and associated restoration works.

Traffic flow at the worksite was managed under traffic lights and traffic controllers as appropriate to ensure that, during most of the construction period, traffic was still able to flow through the site. Council received positive feedback relating to the management of this project, with particular reference to the Christmas closedown period where the site was secured for use to enable the public to traverse the construction area without traffic control being required.

With the assistance of five local Indigenous members from the WYLD (Where Youth Live Dreams) Project, 6,000 plants were planted as part of the landscaping component of this project. The WYLD Project is funded through the Indigenous Advancement Strategy which provides participants with the opportunity to complete traineeships to obtain a Certificate 3 in Conservation and Land Management.

The completion of this project improves traffic flow and safety at one of council's busiest intersections.

WIDE BAY BURNETT RRTG (continued)



Upgrade of Main Street, Chapel Road and Maggs Hill Road Intersection – before



During



During



After



Upgrade of Main Street, Chapel Road and Maggs Hill Road Intersection – after

WIDE BAY BURNETT RRTG (continued)

Bania Road, Mount Perry

Widen from single
to double lane
standard

The Bania Road, Mount Perry project upgraded an existing 4.0m wide sealed single lane road to a 7.0m wide sealed two-lane road, from the intersection of Bania Road and Gin Gin Mount Perry Road; a length of 1.43 km. Council committed to upgrading this section of road following fatal single vehicle crash in 2016. This is the third and final part of the upgrade.

The project ran from mid-May to early-September 2020 and included:

- clearing of dangerous trees from within the clear zone
- upgrade of crossroad drainage
- improved horizontal curves to improve safety and sight distances
- improved pavement strength.

Monto Construction Crew, with support from our Mount Perry and Eidsvold Maintenance Crews, completed all the clearing and formation work. It was sealed and pavement marked by a contractor. Budget for this project was \$355,206, of which 50 per cent was contributed by council. The project was delivered on time and within budget.



Bania Road – before



Bania Road – after

WIDE BAY BURNETT RRTG (continued)

Investigator Avenue, Cooloola Cove

Upgrade for improved connectivity between communities

Background:

Investigator Avenue carries approximately 2,500 vehicles per day and is part of the major road corridor through Cooloola Cove. The existing road was a narrow, two-lane, sealed pavement, which was inadequate for the volume of traffic. The road is in an urban residential environment yet had unsealed shoulders, poor drainage and there were no facilities for pedestrian or bike riders, despite being a popular route for both. The project was initiated to improve safety and urban amenity and was carried out entirely by Gympie Regional Council's Infrastructure Services staff.

Description:

The project began construction in January 2020 and included the widening of the road to an ultimate width of 10m, construction of concrete kerbing, a 1.5m wide concrete footpath, improved stormwater capacity through additional pits and underground pipes, rebuilding residents' driveways, planting new street trees and turf, and installing LED streetlights to light the new footpath between Nautilus Drive and Queen Elizabeth Drive, Cooloola Cove.

Continued on next page



Investigator Avenue – before



After

WIDE BAY BURNETT RRTG (continued)

Continued from previous page

Cost:

Total project value was \$3,640,000 (2019–20) and \$1,144,594 (2020–21) with a 2020–21 TIDS contribution of \$675,406.

Benefits:

The 2.4 km upgrade has provided improved community connectivity with improved road safety, increased sealed roadway width and additional roadside drainage. Cooloola Cove had limited pathway links and this project has delivered a concrete pathway for the complete 2.4 km section. The pathway now forms part of a greater network linking the township and the neighbouring coastal township of Tin Can Bay. Amenity for residents has been improved with additional stormwater drainage, verge improvements including pathways and shade street trees, and the installation of LED streetlights.

Highlights:

Increased safety for road users and tourists is a key highlight of the project. The project extensively used stormwater pipes manufactured from polypropylene, which were efficient to install given the supply issues with concrete pipes this year. They were also well suited to the potentially extreme weather conditions of the coastal environment and were also easy to handle. The project was constructed in stages to lessen disruptions and impacts on residents and traffic. The Investigator Avenue upgrade was the largest in-house delivered project council has undertaken in recent times. The detailed design was completed by council's experienced design team, with delivery provided by the construction project management team and construction teams. The project was delivered during periods of significant wet weather and ultimately came in on budget and was delivered ahead of time in late 2020.



Investigator Avenue – before

WIDE BAY BURNETT RRTG (continued)



Investigator Avenue – after



MTM amendment 1 - March 2015 - draft for comment.pdf - Adobe Reader
File Edit View Window Help

the responsibility of the user of this manual to establish appropriate practices that meet statutory regulations.

6 Approved methods (table of equivalencies)

A list of methods that are approved as replacements for Transport shown in Table 2.

Table 1 - Standard definitions

Term	Definition
Earthworks	All operations involved in loosening, removing, compacting soil or rock. Earthworks include compaction of topsoil, select and general fill, disposal of surplus and unsuitable materials, disposal of surface batters, surface drains and formation, and surface.
In situ stabilisation	Is a mobile process, during which a stabiliser is applied to an existing pavement and mixed with a purpose. The quality of the in situ stabilised material in some cases requires the addition of other materials to correct deficiencies in the in situ material.
Plant-mixed stabilisation	Involves the stationary pug mill mixing of unbound granular material sourced from construction and demolition waste (usual

SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

Statewide Capability Development Fund (SCDF)

Each year funding is made available through the Statewide Capability Development Fund (SCDF), a \$600,000 sub-program of the Transport Infrastructure Development Scheme. The SCDF funds statewide initiatives and supports individual RRTGs and local government to undertake research projects and access training courses to build their local capacity and improve road and transport stewardship capabilities.

These initiatives are designed to provide both regional and statewide benefits for transport users and road authorities. All initiatives funded by the SCDF align with the core Roads and Transport Alliance functions and priorities of Program Development, Road Safety, Asset Management and Joint Purchase and Resource Sharing.

In 2020–2021, 35 projects were funded through the SCDF.

Statewide Capability Development Fund

The SCDF

Each year funding is made available through the Statewide Capability Development Fund (SCDF) to support RRTGs to build capacity and improve their overall road and transport stewardship capabilities. Details below.

Project Name	Description
RRTG initiatives	
Flexible pavement design course	This project represents funding to Bowen Basin RRTG for RRTG member staff to undertake the Centre for Pavement Engineering Education's (CPEE) flexible pavement design online course.
Regional skills development	This project represents funding to Bowen Basin RRTG to support the group's 'Regional Skills Development Program' initiative. This involves engaging three undergraduate civil engineering students on a three year rotational basis.
Procurement and contract management workshops	This represents funding to Far North Queensland RRTG for the delivery of four procurement and construction management workshops provided by Helix Legal.
Bridge inspection training	This project represents funding to North Queensland RRTG for RRTG member staff to undertake Forcecor's Level 1 and 2 bridge inspection training workshop.
Contract management courses	This project represents funding to North Queensland RRTG for RRTG member staff to undertake six contract management courses delivered by Contract Control International (CCI).
Standard contract documentation training	This project represents funding to North Queensland RRTG for the development of a suite of standard contract and procurement documentation, and training of staff in the correct and functional use of these documents.
Contract management courses	This project represents funding to North West Queensland RRTG for RRTG member staff to undertake the administration of construction contracts course and the Advanced contract management for superintendents course delivered by CCI.
Supervisors workshop	This represents funding to North West Queensland RRTG for RRTG member staff to undertake Institute of Public Works Engineering Australasia Queensland (IPWEAQ)'s Supervisors workshop.
TMR prequalification accreditation	This project represents funding to North West Queensland RRTG for Carpentaria Shire Council to obtain prequalification with TMR as an accredited construction contractor.
Traffic management design course	This project represents funding to North West Queensland RRTG for RRTG member staff to undertake the Acquired Awareness Training Centre's Traffic management design course.
Road safety auditor training	This project represents funding to Northern SEQ RRTG to undertake IPWEAQ's two-day road safety audits workshop.
Bridge inspection workshop	This project represents funding to Outback RRTG for RRTG member staff to undertake the Level 1 bridge inspection e-workshop provided by the Australian Road Research Board (ARRB).
Drone pilot training	This project represents funding to Outback RRTG for RRTG member staff to undertake drone pilot training, offered through Remote Aviation Australia.

Continued on next page

Statewide Capability Development Fund

Continued from previous page

Project Name	Description
RRTG initiatives (continued)	
Fatigue risk management system training	This project represents funding to Outback RRTG for RRTG member staff to undertake the online Administer a fatigue risk management system training.
Traffic management implementation training	This project represents funding to Outback RRTG for RRTG member staff to undertake the Traffic management implementation course provided by RAPAD Skilling.
Erosion and sediment control level 1 course	This project represents funding to Scenic Valleys RRTG for RRTG member staff to undertake the Erosion and sediment control Level 1 course offered through IPWEAQ.
Sprayed bitumen workshop	This project represents funding to Scenic Valleys RRTG for RRTG member staff to undertake IPWEAQ's Sprayed bitumen workshop.
Stakeholder and community engagement training	This project represents funding to Scenic Valleys RRTG to undertake training provided by IPWEAQ on stakeholder and community engagement.
Managing risks on lower order roads training	This project represents funding to South West RRTG for RRTG member staff to undertake IPWEAQ's Managing the risks on lower order roads training.
Quarries, gravel pit management compliance template	This project represents funding to South West RRTG to develop a gravel pit / quarry management compliance template to assist RRTG council members to manage their gravel pits and quarries, and to comply with regulations.
Civil 3D Fundamentals Plus training	This project represents funding to Southern Border RRTG for RRTG member staff to undertake the Civil 3D Fundamentals Plus training course provided by A2K Technologies.
Managing risks on lower order roads training	This project represents funding to Southern Border RRTG for RRTG member staff to undertake IPWEAQ's Managing risks on lower order roads training course.
Native title and cultural heritage training	This project represents funding to Southern Border RRTG to undertake training provided by IPWEAQ on Native title and cultural heritage—compliance for infrastructure projects.
Best practice unsealed roads training	This project represents funding to Whitsunday RRTG to undertake Shepherd Services' Best Practice Unsealed Roads training course.
Administration of construction contracts training	This represents funding to Wide Bay Burnett RRTG for RRTG member staff to undertake CCI's Administration of construction contracts training course.
Managing risks on lower order roads training	This project represents funding to Wide Bay Burnett RRTG for RRTG member staff to undertake IPWEAQ's Managing the risks on lower order roads training.
Supervisors workshop	This project represents funding to Wide Bay Burnett RRTG for RRTG member staff to undertake IPWEAQ's Supervisor training course.
Understanding pavement defects course	This represents funding to Wide Bay Burnett RRTG for RRTG member staff to undertake IPWEAQ's Understanding pavement defects and maintenance essentials course.

Continued on next page

SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

Statewide Capability Development Fund

Continued from previous page

Project Name	Description
RRTG initiatives - joint applications	
Asphalt pavement maintenance practices workshop	This represents funding to Bowen Basin and Gladstone RRTGs for RRTG member staff to undertake two iterations of IPWEAQ's Asphalt pavement maintenance practices workshop.
Bridge inspection training	This project represents funding to Gladstone, Rockhampton and Bowen Basin RRTGs to undertake Forcecor's Level 1 and 2 bridge inspection training workshop.
Extended design domain and design exceptions course	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake TMR's Extended design and design exceptions course.
Road safety auditor training	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake IPWEAQ's Road safety audits workshop.
Speed fundamentals course	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake TMR's Speed fundamentals course.
Traffic engineering fundamentals workshop	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake the Traffic engineering fundamentals workshop delivered by TMR and Safe Systems Solutions.
Research project: Using AI for road maintenance management	This represents funding to South West, Southern Border, Bowen Basin, Western Downs, Whitsunday and Wide Bay Burnett RRTGs to undertake a research project into automated road asset condition assessment for maintenance management of sealed road networks. Shepherd Services is engaged to deliver the project, which will run over 2020–21 and 2021–22.

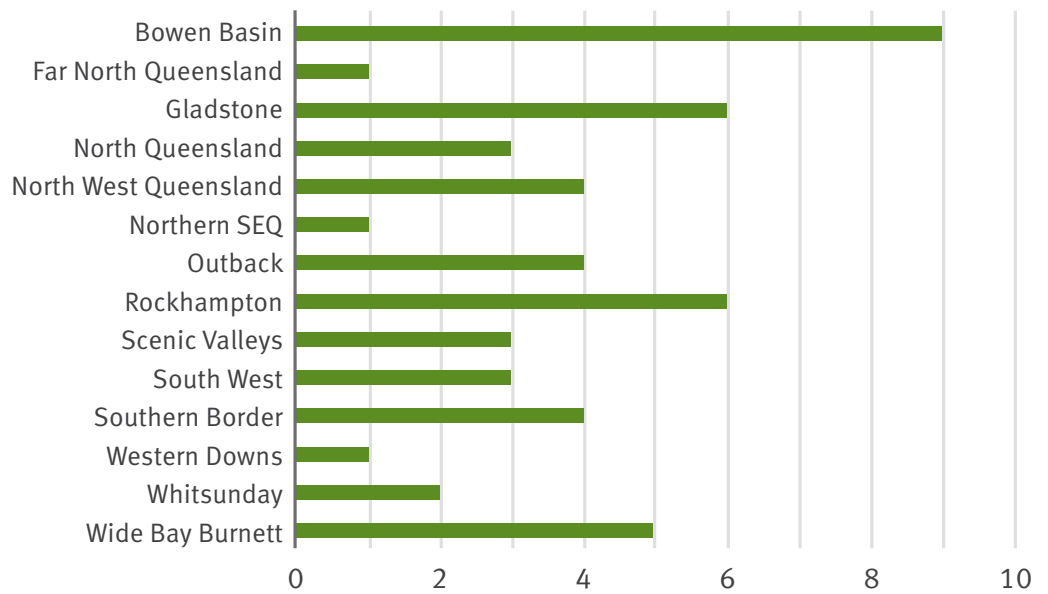
Statewide Capability and Development Program

SCDF in a time of COVID (2020–21)

Throughout the year RRTGs continued to operate in a changed environment due to COVID–19. This year 35 projects were funded through the SCDF across 14 RRTGs. The number of SCDF applications received over the year is broken down by RRTG below.

Chart 1. SCDF Initiatives by RRTG

(Includes joint RRTG applications)

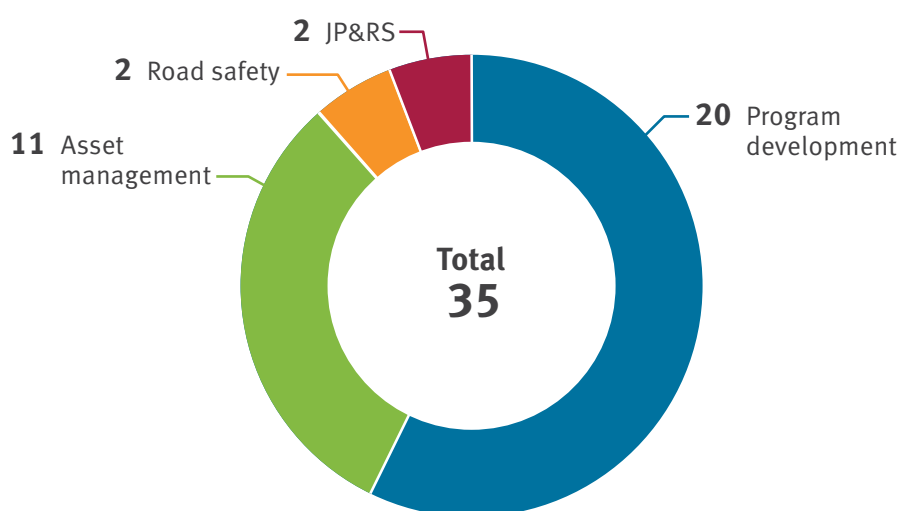


The Roads and Transport Alliance defines a set of 'core functions' of program development, asset management, road safety and joint purchasing, and resource sharing (JP&RS), which underpin the SCDF program.

Statewide Capability and Development Program

Roads and Transport Alliance core functions

Figure 1. SCDF Initiatives by Core Function



Program development remains the most prominent Alliance core function and included training in design, staff development (supervisor workshops), native title and cultural heritage, contract administration and management. This year Carpentaria Shire Council achieved TMR prequalification using SCDF (refer to the following story, "The Road to TMR Prequalification – Carpentaria Shire Council").

Road safety included training to undertake 'Road safety audits' which has been completed by four RRTGs.

Asset management training included managing the risk on lower order roads, understanding pavement defects, bridge inspection training and road maintenance management for both sealed and unsealed roads. This year a pilot training course was undertaken on using drones for asset management assessments (refer to the following story, "Outback RRTG: Drone Training – RePL (Remote Pilots Licence)").

JP&RS included projects on quarry and gravel pit management and regional skills development.

Overall, the continuing high number of SCDF applications submitted by RRTGs demonstrates the value of the program and the importance placed by RRTGs on building capacity and improving road and transport stewardship capabilities.

Statewide Capability Fund in action

The Road to TMR Prequalification – Carpentaria Shire Council

Submitted by Michael Wanrooy (Director of Engineering and Technical Committee Chair, Carpentaria Shire Council) and Gerard Read (Technical Coordinator), NWQRRTG.

Carpentaria Shire Council has a vision to upgrade the unsealed sections of road between Normanton and Burketown (Savannah Way) to a two-lane sealed standard. Other priorities include widening the narrow single sealed lane sections on the state-controlled Burke Developmental Road south of Normanton, towards Cloncurry, and to improve the opening times of the same Burke Developmental Road, north and east from Normanton to Chillagoe, which is annually affected by wet weather. Attention to those roads would provide economic prosperity and employment to the region, improve road safety and flood immunity, increase tourism, and allow safe transport of freight and livestock.

It was recognised very early on that council had to modernise its thinking on how to build roads of higher quality, be more time efficient and be more cost effective. It was hoped this would lead to additional funding and enhance council's reputation as a quality road constructor, particularly to TMR.

Part of the journey was to introduce a stabiliser to improve the quality of road building. In early 2019, driven by Mayor Jack Bawden, Council requested a report on the comparisons of constructing modern roads with the assistance of a stabiliser versus traditional methods. The report was well received by Council and by September 2019, a new Wirtgen stabiliser joined council's construction fleet.

A council work crew was established around the stabiliser. The crew successfully learnt and practised on a 6 km section of stabilisation works on the Normanton Burketown Road in 2019-20. Further works soon followed with 15 km of new sealing works on the Burke Developmental Road. The works fostered an excellent relationship between TMR and council. The confidence in building quality roads improved and council was offered more works projects, however there comes a certain point that triggers a need to obtain TMR prequalification as a roadworks construction contractor.

Continued on next page



Carpentaria Shire Council Mayor Jack Bawden and team with certification

Statewide Capability Fund in action

Continued from previous page

Richmond Shire Council was the first within the NWQRRTG to achieve this milestone. Due to the uncertainty of road funding caused by the global financial meltdown of 2009, Richmond decided to pursue the TMR prequalification route to enable them to bid for works outside their LGA, with the aim of increasing workforce sustainability. Even though that opportunity never really arose, on the back of having TMR prequalification, Richmond was able to also achieve Federal Safety accreditation in 2021. This helps to shore up security of delivering projects funded by the Federal Government on the state-controlled road network, such as Richmond Winton Road.

Flinders Shire Council, also within the NWQRRTG, was just as determined to achieve TMR prequalification and were actually the first to obtain Federal Safety accreditation from the group. This greatly assisted in them securing high value works on the Kennedy Developmental Road. Carpentaria Shire Council realised the urgency for TMR prequalification and Federal Safety accreditation when Mayor Jack Bawden pushed for funding to seal the remaining gravel sections on the Normanton Burketown Road (Savannah Way). With the announcement of the Roads of Strategic Importance (ROSI) program in late 2018, the commitment to obtain TMR prequalification was reinforced.

Whilst council had in place processes and procedures developed over a long period, it identified a clear requirement to modernise its systems and upgrade its processes in order to ensure that the procedures followed would not be affected by changes in staff. Council also needed to ensure that its systems could be certified against the following universally recognised ISO Standards, which are a prerequisite for applying for TMR prequalification:

- ISO 9001:2015: Quality Management Systems Standard
- ISO 14001:2015: Environmental Management Systems Standard
- ISO 45001:2018: Occupational Health and Safety Management Systems Standard
- AS/NZS 4801:2001: Occupational Health and Safety Management Systems Standard

Whilst council knew how to deliver projects successfully, the process to gain ISO Certification and TMR Prequalification was a little outside of its comfort zone. Council engaged QSolutions Group to facilitate the process. The project commenced in mid-2020 and TMR prequalification to a level of R2, B1 was granted in April 2021. It brings the number of councils in Queensland with TMR prequalification to eight, three of which are proudly NWQRRTG members.

Carpentaria Shire Council and NWQRRTG would like to acknowledge and thank the Alliance for their 50 per cent funding support for the project through its Statewide Capability Development Fund.



Soil stabilizer and crew

Statewide Capability Fund in action

Outback RRTG: Drone Training – RePL (Remote Pilots Licence)

Participating councils:

Barcaldine, Barcoo, Blackall-Tambo, Boulia, Diamantina, Longreach and Winton Shire Councils

Project details:

In recent years councils have identified the benefits of using drones to perform activities which are traditionally risky, costly and time-consuming, such as inspecting flood damage to roads and bridges.

The use of drones to monitor and report on assets will improve prioritisation and strategic decision-making capabilities. Councils can quickly and safely produce detailed and accurate inspection data on roads, including floodways and bridges, along with other council assets (reservoirs, etc). When relying on traditional methods, councils can find it hard to undertake assessments safely and in the same timeframe, especially in hostile environments where factors can lead to further damage or accidents. The benefits

of council having a qualified drone pilot are growing, as programs that work in conjunction with drones continue to be developed.

Outback RRTG identified there would be benefits in using drones to conduct flood damage assessments, particularly in remote areas, as well as preflight alignments of new roads, undertaking asset management, taking aerial photographs and capturing video footage for funding applications and media.

In early July 2020, seven participants from the Outback RRTG undertook Remote Pilots Licence training. This course also included an Aeronautical Radio Operators Certificate and English Language Proficiency and was provided by a CASA approved training provider. The training provided participants with the necessary training required to operate Unmanned Aerial Vehicles (UAVs/Drones) for Remotely Piloted Aircraft Systems (RPAS).

Continued on next page



Drone pilot training

Statewide Capability Fund in action

Continued from previous page

Five hours of practical training was provided to safely operate RPAS, with the course covering aerial filming and survey techniques. This training provided councils with a detailed and comprehensive knowledge of the legalities and safe operation of drones for the purposes outlined above, including air law and flight rules, meteorology, flight planning and risk management.

The ability to provide this training through joint purchasing had a positive impact for staff across the region, with the ability to share skills and knowledge, and network, within the region helping to strengthen and improve standards for the councils.

Initially, some aspects of the training felt overwhelming for some participants. By the end of the course, participants articulated that the provider offered very thorough and professional training. In addition, the councils involved plan to investigate further learning opportunities for programs that use drones, highlighting

the value of the additional capability they may provide.

The outcome of this experience has been very positive for Outback RRTG and the training is highly recommended to other RRTGs across Queensland.



Training drones



Training field

Statewide Capability Fund in action

Regional Skills Development Program – Banana Shire Council, Central Highlands Regional Council, and Isaac Regional Council

Submitted by Allan Heit, Jason Hoolihan and Sean Robinson (Banana Shire Council, Central Highlands Regional Council and Isaac Regional Council and Technical Committee Representatives), and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

Bowen Basin RRTG's Regional Skills Development Program commenced in 2020–21 with funding support from SDCF. The intent of the initiative was to engage three undergraduate Civil Engineering students for a period of three years, over the main university holiday period at Christmas each year. The three students would be placed with the participating Councils (Banana Shire Council, Central Highlands Regional Council and Isaac Regional Council). They would then rotate through the three Councils over the three years; giving each student experience with each of the different Councils. It was intended that after several years the students may also be able to assist Woorabinda with engineering and works, in a short-term arrangement during the holiday period.

Unfortunately, the pandemic disrupted the initial iteration of the program in 2020–21. An exhaustive recruitment process was undertaken, led by Isaac Regional Council, with representatives from Banana Shire and Central Highlands Regional Councils part of the collective decision-making. 35 applications were received; a great response. From those applicants eight were interviewed and three successful candidates chosen:

- Banana Shire Council – Samith Hitthara Gedara (Charles Darwin University, NT)
- Central Highlands Regional Council – Sam Evans (James Cook University, Townsville)
- Isaac Regional Council – Ben Kaye (Monash University, Melbourne)

All three students commenced at their respective council following the Christmas-New Year closedown period in January 2021. Unfortunately, Banana Shire Council's student, Samith, returned to Darwin after just one week, due to uncertainty over potential state border closures due to COVID–19. Fortunately, Central Highlands and Isaac Regional Council's students, Sam and Ben, had extended periods through to the end of February 2021. Some comments from the students regarding the term of their experience:

Ben Kaye (Isaac)

"The Regional Skills Development Program was an incredible opportunity to gain real-life experience in a hands-on role, whilst also giving back to local and regional Australia. Moranbah was also an incredible place to live, the people and community are the best in the country"

Sam Evans (Central Highlands)

"The Regional Skills Development Program has provided me with what I believe is crucial knowledge and experience for any engineer. Working in Central Queensland, I have had the privilege of learning and working closely with very knowledgeable individuals as well as having the opportunity to oversee many projects and site visits."

Samith Hitthara Gedara (Banana)

"The Regional Skills Development Program at Banana Shire Regional Council was an amazing opportunity for me to get involved with the industry as a young undergraduate. The Infrastructure Department team welcomed me warmly, helping me at all times. Although I was not

Continued on next page

Statewide Capability Fund in action

Continued from previous page

fortunate to complete the vacation program due to COVID-19, I learnt great information regarding my field of study during the time I was working. I would like to thank all the members of the Council and the Bowen Basin RRTG for this opportunity.”

Some comments from the councils regarding the students:

Isaac (Ben Kaye)

“Ben was involved in early stages of contract administration, asset management and road corridor management. Further, Ben was exposed to some in-field project planning and delivery. Ben worked well with the various teams that he encountered and was diligent in all tasks that he was assigned”.

Central Highlands (Sam Evans)

“Sam worked on a vast array of different projects from gravel crushing, culvert conversion through to maintenance inspections. A lot of potential and look forward to see where his career leads”.

The intention of the initiative was that the longer term, rotational nature of the program would be more attractive to students and might lead to the full time recruitment of the students to a graduate civil engineering position at the end of the program. Subsequently, the true value of the program is not likely to be realised for a several years. However, once established, it is hoped this benefit can continue on a rolling basis.

It is hoped that the program will be an opportunity to provide Woorabinda Aboriginal Shire Council with engineering and works assistance in future. Woorabinda currently has limited engineering and works support and does not have the organisational structure to fully participate in the program. However, it is likely the program will be able to provide support to Woorabinda once established. The initiative is an unequivocally good demonstration of collaboration by the Bowen Basin RRTG.

SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS





The image features a landscape photograph of a sunset over a field with a road. The sky is filled with orange and yellow clouds, and the sun is low on the horizon. A dark red banner is overlaid on the top half of the image, containing the title text. The text is in a bold, white, sans-serif font. There are also some decorative orange and red rectangular shapes on the left and right sides of the banner.

STATEWIDE FINANCIAL REPORTS

STATEWIDE FINANCIAL REPORTS

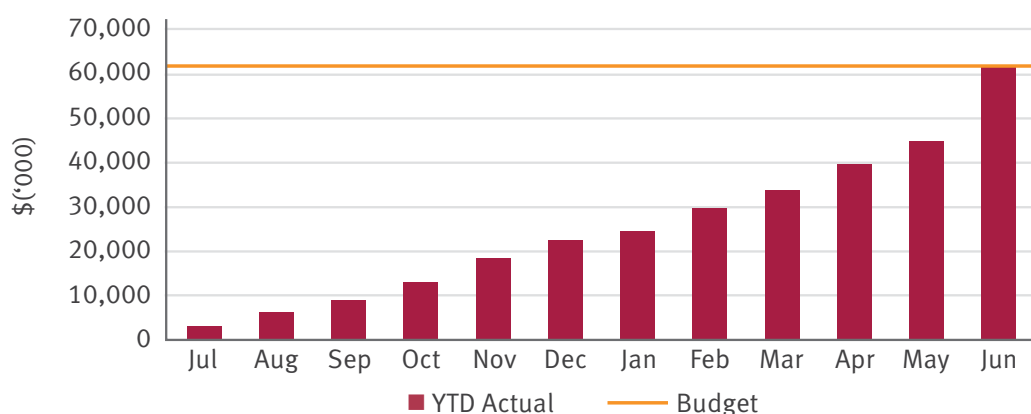
Roads and Transport Alliance TIDS 2020–21

The Roads and Transport Alliance TIDS program achieved 100 percent expenditure for the 2020–21 financial year. A summary of performance by RRTG is provided below:

Regional Roads and Transport Group	No. of Projects	Allocation \$'000	2020–21 Budget \$'000	Actual Expend \$'000	Budget Spent %
BOWEN BASIN	14	4,479	4,457	4,457	100 %
BRISBANE METRO ALLIANCE	9	2,042	2,042	2,042	100 %
EASTERN DOWNS	4	2,728	2,728	2,728	100 %
FAR NORTH QUEENSLAND	31	5,715	6,127	6,127	100 %
GLADSTONE	2	1,038	1,038	1,038	100 %
NORTH QUEENSLAND	26	3,361	3,361	3,361	100 %
NORTH WEST QUEENSLAND	21	5,493	5,556	5,557	100 %
NORTHERN SEQ	15	3,718	3,718	3,934	106 %
OUTBACK	17	6,211	5,942	5,960	100 %
ROCKHAMPTON	7	1,516	1,516	1,516	100 %
SCENIC VALLEYS	8	2,171	2,171	2,171	100 %
SOUTH WEST	17	6,646	6,646	6,646	100 %
SOUTHERN	10	2,690	2,690	2,690	100 %
SOUTHERN BORDER	15	2,199	2,552	2,552	100 %
WESTERN DOWNS	13	2,645	2,645	2,645	100 %
WHITSUNDAY	3	1,803	1,803	1,803	100 %
WIDE BAY / BURNETT	40	6,746	6,746	6,746	100 %
TOTAL	252	61,200	61,736	61,972	100 %

Note: The overspend against Northern SEQ is due to an administrative error in the end of June accrual process.

Statewide Year to Date (YTD) Expenditure



1. The end of June 2021 expenditure includes accruals which may account for variances, and the final claims will be / have been processed and paid from the start of next financial year. Any remaining budget variances are currently being assessed within TMR.
2. Program budgets shown may vary slightly to the annual allocation due to programming adjustments / variations.
3. Some exclusions apply, including small overs/unders from the prior year which are immaterial.
4. Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

Statewide TIDS Program

The table below shows the proportion of project types funded under the 2020–21 Roads and Transport Alliance (RTA) TIDS program:

Infrastructure Type	Actual Expenditure \$'000	Budget Spent %
Road Infrastructure, including Local Roads of Regional Significance Network Works on lower order state-controlled roads (TMR LRRS) or higher order local government-controlled roads	56,482	91 %
Active Transport Infrastructure Works on cycle facilities and works to improve pedestrian infrastructure	2,878	5 %
Safe School Travel Infrastructure Works to improve the safety of children around schools	1,474	2 %
Capability and Development RRTGs may allocate up to 2.5 per cent of funding for capability development and/or improvement purposes without having to be matched	1,138	2 %
TOTAL	61,972	100 %

RRTG ATSI TIDS 2020–21

The RRTG ATSI TIDS program achieved 100 per cent expenditure for the 2020–21 financial year. A summary of performance by RRTG and Aboriginal Shire Council is detailed below:

Regional Roads and Transport Group	Aboriginal Shire Council (ASC)	Allocation \$'000	2020–21 Budget \$'000	Actual Expenditure \$'000	Budget Spent %
BOWEN BASIN	Woorabinda ASC	53	105	105	100 %
	Wujal Wujal ASC	29	29	29	100 %
FAR NORTH QUEENSLAND	Yarrabah ASC	47	48	48	100 %
	Doomadgee ASC	197	135	135	100 %
NORTH WEST QUEENSLAND	Kowanyama ASC	236	541	541	100 %
	TOTAL	563	858	858	100 %

1. Program budgets shown may vary slightly to the annual allocation due to programming adjustments / variations.
2. Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

Statewide Capability Development Fund

The 2020–21 SCDF program is detailed below by RRTG.

RRTG	Project Name	Budget \$'000	Actual Expend \$'000	Budget Spent %
BOWEN BASIN	Flexible pavement design course	1	1	100 %
	Regional skills development	11	11	100 %
BOWEN BASIN, GLADSTONE, ROCKHAMPTON	Asphalt pavement maintenance practices workshop	30	30	100 %
	Bridge inspection training	10	10	100 %
	Extended Design Domain and Design Exceptions course	12	12	100 %
	Road Safety Auditor Training	12	12	100 %
	Speed fundamentals course	4	4	100 %
	Traffic Engineering Fundamentals workshop	10	10	100 %
FAR NORTH QUEENSLAND	Procurement and contract management workshops	14	14	100 %
NORTH QUEENSLAND	Bridge inspection training	6	6	100 %
	Contract management courses	35	35	100 %
	Standard contract documentation training	20	20	100 %
NORTH WEST QUEENSLAND	Contract management courses	13	13	100 %
	Supervisors workshop	11	11	100 %
	TMR prequalification accreditation	71	82	114 %
	Traffic management design course	9	9	100 %
NORTHERN SEQ	Road Safety Auditor Training	11	11	100 %
OUTBACK	Bridge inspection workshop	0	0	100 %
	Drone pilot training	12	12	100 %
	Fatigue risk management system training	4	4	100 %
	Traffic management implementation training	15	15	100 %
SCENIC VALLEYS	Erosion and sediment control level 1 course	15	15	100 %
	Sprayed bitumen workshop	5	5	100 %
	Stakeholder and community engagement training	7	7	100 %
SOUTH WEST	Managing risks on lower order roads training	8	8	100 %
	Quarries, gravel pit management compliance template	4	4	100 %
SOUTH WEST, SOUTHERN BORDER, BOWEN BASIN, WHITSUNDAY, WESTERN DOWNS, WIDE BAY BURNETT	Research project: Using AI for road maintenance management	5	5	100 %
SOUTHERN BORDER	Civil 3D Fundamentals Plus training	1	1	100 %
	Managing risks on lower order roads training	3	3	100 %
	Native title and cultural heritage training	17	17	100 %

Continued on next page

STATEWIDE FINANCIAL REPORTS

Continued from previous page

RRTG	Project Name	Budget \$'000	Actual Expend \$'000	Budget Spent %
WHITSUNDAY	Best practice unsealed roads training	12	12	100 %
WIDE BAY BURNETT	Administration of construction contracts training	7	7	100 %
	Managing risks on lower order roads training	5	5	100 %
	Supervisors workshop	11	11	100 %
	Understanding pavement defects course	25	25	100 %
PROJECTS TOTAL		433	443	102 %

1. Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

13 QGOV (13 74 68)

www.tmr.qld.gov.au | www.qld.gov.au

Contact email: roads.alliance.communications@tmr.qld.gov.au