

PROGRESS
REPORT
2018 | 19



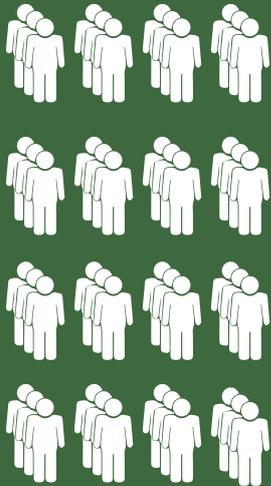
THE ROADS AND TRANSPORT
ALLIANCE

17 years of partnership between Queensland's state and local governments



Local Councils participating as members of the Alliance

65



17

Regional Roads and Transport Groups across Queensland

Regional Roads and Transport Group meetings held

115

261

Projects supported this year through The Roads and Transport Alliance Transport Infrastructure Development Scheme

Capability initiatives funded through the Statewide Capability Fund

28

36,383 km

length of jointly managed local roads of regional significance in Queensland

TABLE OF CONTENTS

	04	Foreword	
	05	Message from the Chair	
	07	Who we are and what we do	
	11	Delivering in the community – TIDS Projects	
11	49	Supporting Statewide Capability Improvements	
	55	Statewide Financial Reports	
	61	Regional Roads and Transport Group Profiles	
	87	Glossary	
12		Bowen Basin	
16		Brisbane Metro Alliance	
18		Eastern Downs	
22		Far North Queensland	
24		Gladstone	
26		North Queensland	
28		Northern SEQ	
32		North West Queensland	
34		Rockhampton	
36		Scenic Valley	
38		Southern	
40		South West	
44		Wide Bay/Burnett	

FOREWORD



The Honourable Mark Bailey MP
Minister for Transport and Main Roads



Councillor Mark Jamieson
President

It is with great pleasure that we present to you the 2018–19 annual progress report from the Roads and Transport Alliance.

The report recognises the benefits of the long-term collaboration that exists between the Queensland Government and local governments—focussed on managing and investing in Queensland’s shared transport network.

The fourth Roads and Transport Alliance Memorandum of Agreement 2018–23, was signed in October 2018, reaffirming the commitment to the Alliance partnership by the Local Government Association of Queensland, on behalf of Queensland local governments, and the Department of Transport and Main Roads (TMR).

The Agreement recognises the important role of the Queensland Government and local governments in funding, managing and delivering Queensland’s extensive road and transport infrastructure.

Joint regional investment is a key driver for the Alliance and delivers significant outcomes for local communities across the state. The Queensland Government’s \$70 million Transport Infrastructure Development Scheme (TIDS) contribution remains the only ongoing annual statewide roads and transport infrastructure subsidy. The 2019 State Budget maintained this important funding until 2022–23. At the same time, local governments have

continued to invest in strategic roads and transport planning by matching TIDS funding and in 2018–19, our 17 Regional Roads and Transport Groups (RRTGs) delivered 261 jointly funded projects, representing an investment in transport infrastructure in excess of \$120 million.

With connectivity high on our agenda, a broad range of projects were delivered to increase accessibility, particularly in regional Queensland. The Far North Queensland RRTG delivered an upgrade on Gunnawarra Road, providing improved accessibility for heavy transport traffic seeking access to commercial agricultural and livestock markets. The South West RRTG delivered a project to upgrade and seal Innamincka Road, resulting in a more durable and safer road for Bulloo Shire and its road users.

In the south of the state, a wide range of local projects were delivered by the Wide Bay / Burnett RRTG, which upgraded Boat Harbour Drive, Hervey Bay’s primary east-west link and tourist access point. As part of this project,

Fraser Coast Regional Council used new products to manage unstable pavements, which may be suitable for future projects in the region.

RRTGs continue to demonstrate a strong commitment to working in partnership to deliver the transport priorities of regional communities. Ongoing planning and investment for future road upgrades are made possible by local decision making, funding certainty, collaboration and capability building.

A sincere thank you to all participants in the Alliance—elected representatives, Neil Scales OBE, Director-General and Greg Hallam AM, Chief Executive Officer, TMR and council engineers across the state, Technical Coordinators, respective finance and administrative teams and the Roads and Transport Alliance Project Team.

We look forward to continuing the strong partnership which underpins the Alliance and improving Queensland’s diverse road and transport network in the years ahead.

MESSAGE FROM THE CHAIR



As Chair of the Roads and Transport Alliance Board, I am proud to present the 2018–19 Roads and Transport Alliance Annual Progress Report. The report reflects another year of achievements, successes and innovations made possible by Queensland's state and local governments working together to manage the roads and transport network.

I congratulate Regional Roads and Transport Groups (RRTGs) for their efforts in delivering all 261 projects on the 2018-19 Transport Infrastructure Development Scheme (TIDS) program and achieving 100 per cent expenditure of TIDS funding.

This is an outstanding result, delivering great outcomes for local communities. It sends a strong message that TIDS funding is valued and being well managed, which was recognised by the Queensland Government maintaining TIDS funding at current levels through to 2022-23.

It is more remarkable that such an achievement was possible in a very challenging year, with the drought and severe weather events impacting many of our colleagues from the department and local government across regional Queensland. I am continuously impressed by your resilience and determination in such difficult times.

The stories submitted for this report highlight just some of the roads and transport infrastructure projects prioritised and delivered by RRTGs. It is fantastic to see the diversity of the statewide TIDS program this year, with projects on road, marine, airport and active transport infrastructure across the state.

There are also success stories for the TIDS Statewide Capability Development Fund, which supported 28 projects focussed on RRTGs' capability and capacity development. Most initiatives fell into the training category, providing courses in asset management, road safety and program development. This year, funding was also available to RRTG-member Aboriginal Shire Councils to deliver key additional infrastructure works. As a result, the full allocation of the unique Statewide Capability Development Fund was expended.

I would like to use this opportunity to acknowledge Simone Talbot's significant contribution to the Alliance over many years. Simone's diligence and dedication ensured the interests of local government are at the forefront of the Alliance's strategic direction.

Finally, thank you to everyone involved in this very successful year for the Alliance: my fellow Board members; RRTG members from local government and Transport and Main Roads and their support teams; Technical Committees and Technical Coordinators; and the Roads and Transport Alliance Project Team who continued to support RRTGs, including attending more than 110 meetings across Queensland.

I look forward to our continued success in 2019-20.

Neil Scales OBE
Chair, Roads and Transport Alliance Board
October 2019

WHO WE ARE AND WHAT WE DO

The Roads and Transport Alliance

07

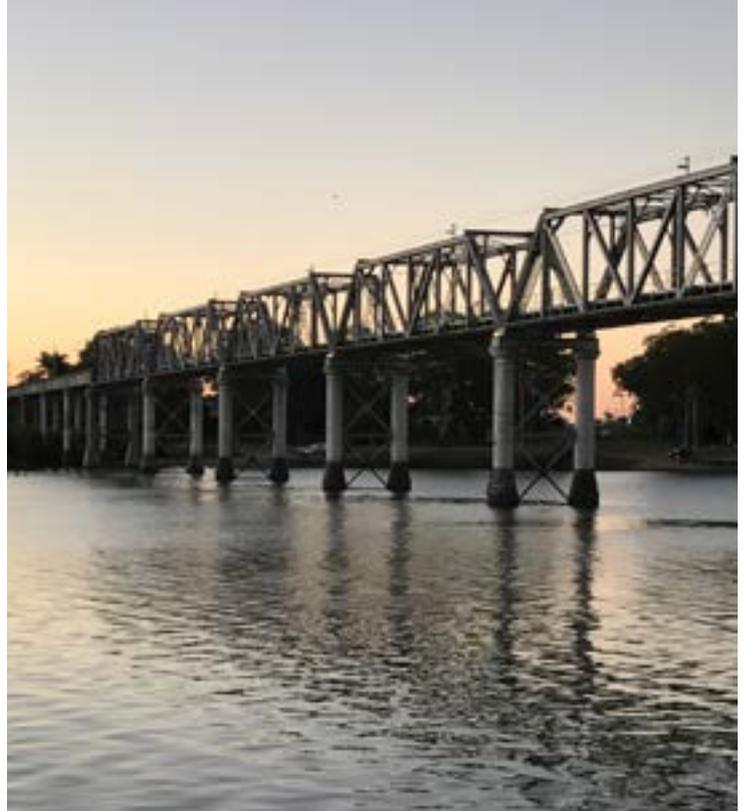
WHO WE ARE WHAT WE DO

The Roads and Transport Alliance

The Roads and Transport Alliance (RTA) is an innovative partnership between the Department of Transport and Main Roads (TMR), the Local Government Association of Queensland (LGAQ) and Queensland councils.

Formed in 2002, the Alliance operates under a Memorandum of Agreement between TMR and the LGAQ to address shared road and transport challenges across Queensland. The Agreement is currently in its fourth iteration, covering 2018–2023.

The Alliance aims to directly benefit communities across Queensland by:



MAXIMISING
the economic,
social and
environmental
benefits of our
joint investment.



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



IMPROVING
capability
through training,
advanced
technology
and knowledge
transfer.



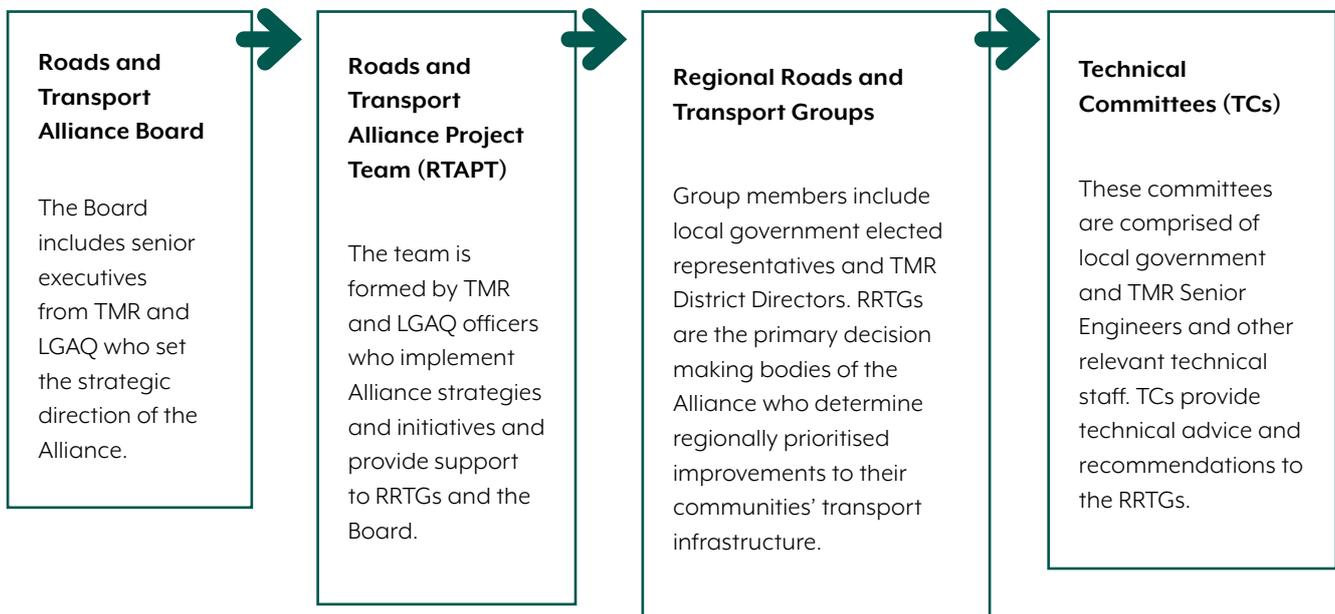
OPTIMISING
safety for all
road users.



MAXIMISING
investment on
the Queensland
transport
network.

The Roads and Transport Alliance Model

Regional Roads and Transport Groups (RRTGs) are the foundation of the Alliance, who prioritise regional improvements for their communities' transport infrastructure needs. There are 17 RRTGs across the state, made up of representatives from neighbouring local governments (or a single council) and a TMR District Office.



Transport and Infrastructure Development Scheme (TIDS)

The Alliance is underpinned by the Transport Infrastructure Development Scheme (TIDS), which provides funding for local government road and transport-related initiatives that address regionally prioritised transport needs. TIDS funding is allocated by the Roads and Transport Alliance Board to each RRTG for the development and delivery of projects across the shared road network.

RRTGs are required to allocate their TIDS funding to the highest priority road and transport projects in their region, and to generally match TIDS funding 50:50 (at a minimum). In 2018–19, 261 projects were delivered across the state through TIDS funding.

The Roads and Transport Alliance Board

The Roads and Transport Alliance Board comprises of senior TMR and LGAQ executives, who set the strategic direction for the Alliance.

During the period July 2018 to June 2019, Board members were:

TMR

Mr Neil Scales (OBE), Director-General (Chair)
 Mr Les Dunn, General Manager (Program Delivery and Operations)
 Mr Joshua Hannan, General Manager (Transport Strategy and Planning)

LGAQ

Mr Greg Hallam AM, CEO
 Ms Sarah Buckler, General Manager (Advocacy)
 Ms Simone Talbot, Manager – Advocacy (Infrastructure, Economics and Regional Development)
Past Board member, July 2018 to May 2019

RRTG Chairs

Councillor John Wharton, Mayor, Richmond Shire Council
 Councillor Peter Scott, Mayor, Cook Shire Council

DELIVERING IN THE COMMUNITY

Transport Infrastructure Development
Scheme projects

11

The Roads and Transport Alliance directly benefits communities across Queensland. This is most apparent through Transport Infrastructure Development Scheme (TIDS) programs developed and delivered by RRTGs. TIDS funding assists with the delivery of regionally prioritised transport infrastructure projects across the network for all users. In 2018–19, 261 projects were administered through the TIDS program with funding responsibilities shared amongst state and local government agencies. This section showcases a small sample of the projects undertaken and the various benefits achieved.

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 Technical Committee Chair

Jason Hoolihan, Central Highlands
 Regional Council

Technical Coordinator

Darren Shepherd, Shepherd Services
 Gerard Read, Shepherd Services



12

PROJECTS

4,479

TIDS ALLOCATION 2018/19 (\$'000)

Banana Baralaba Road

Banana Shire Council

Banana Baralaba Road is a major rural arterial and priority Council-controlled LRRS, approximately 33 kilometres long linking Banana and Baralaba. It services the agriculture and livestock sector, timber resources, commercial quarries and forms part of the access from Baralaba to Gladstone.

The existing road is fully sealed, with a seal width varying between 5 metres and 5.5 metres. The regulatory speed limit was 100km/h. A Road Safety Audit was conducted in 2017 on the road with the following findings:

- The effective seal width was below the acceptable safe width for the speed environment.
- Older road sections required reconstruction due to poor alignment, drainage issues and pavement and seal deterioration.
- Pavement overlay, widening and seal were required on sections of the road.

- Horizontal and vertical alignment correction was required in some areas.
- The road's crash history (2001–2017) included eight property damages, three medical treatments, nine hospitalisations.

As a consequence, the regulatory speed limit on the road was reduced to 80km/h to control safety risks and work commenced to mitigate the shortcomings.

Rehabilitation of the Banana Baralaba Road has been completed in stages due to budgetary constraints, with the final stage (Stage 3) completed in 2018/19. This project consisted of reconstruction of a 4.2 kilometre section and included stormwater drainage reinstatement and the installation of additional signage and pavement marking. The section now has a 6.5 metres wide seal surface on an 8 metre wide pavement formation. Completion of this project has consequently allowed the speed limit to be returned to 100km/h with improved flood immunity, increased industry



productivity and driver comfort, however improved road safety is the major benefit from this project.

The project was undertaken by Banana Shire Council using day labour under the project management of Council's Coordinator, Mark Howe (Past Chair of the Gladstone RRTG Technical Committee). It commenced in October 2018 and was completed in December 2018. The final project delivery cost was approximately \$597,000 of which \$298,000 was Roads and Transport Alliance TIDS funding.

Submitted by Allan Heit (Technical Committee member) and Gerard Read (Technical Coordinator), Bowen Basin RRTG.

Dawson Development Road (Springsure-Tambo)

Central Highlands Regional Council

Central Highlands Regional Council, as part of its strategic planning framework, is committed to the constant development and maintenance of key infrastructure links. Through the Bowen Basin RRTG works program, \$960,000 Roads and Transport Alliance TIDS funding was allocated in 2018/19 to upgrade a 2.5 kilometre section of the Dawson Developmental Road to a sealed two-lane standard. Dawson Developmental Road, otherwise known locally as the Springsure-Tambo Road, is a state-controlled LRRS approximately 245 kilometres long of which 172 kilometres is located within the Central Highlands Regional Council LGA.

The road is an important route in the beef cattle supply chain and is serving a steadily increasing number of tourists accessing the Minerva Hills and Carnarvon Gorge (northern section) National Parks. Tresswell State School is also located along the road. The majority of the link is unsealed with only the first 55 kilometres from Springsure to the school constructed to a sealed standard prior to this project. Cr Kerry Hayes (Central Highlands Regional Council Mayor and Bowen Basin RRTG representative) has commented, 'As a freight route and tourism corridor, this link is critical to the economics of the Central Highlands and Western Queensland'. As part of the Australian Government's Northern Australian Beef Roads Program assessment process in 2016, the CSIRO analysed and modelled the different scenarios submitted using its Transport Network Strategic Investment Tool (TraNSIT) to determine the extent of benefits to the movement of cattle and assist in the prioritisation of projects. It was determined that sealing the link between Springsure and Tambo would return a benefit of approximately \$4.6 million annually to the beef cattle sector.

Whilst a relatively straight forward project in terms of construction complexity, sourcing of water for construction initially presented a problem—fortunately significant rainfall fell early during delivery replenishing local water sources. The project was located in a floodplain and consequently significant earthworks was required (approximately 18,000 tonne) to 'lift' the formation of the road and increase its flood immunity. Again, sourcing a material of

acceptable quality and available quantity locally for this earthworks' operation required some considered investigation and planning. Five culvert structures were also replaced during the works and the end result is an 8 metre wide sealed section which will incrementally improve the reliability, productivity and resilience of this important cattle supply chain thereby reducing freight costs and strengthening links to markets.

The project was undertaken by Central Highlands Regional Council on a contractual basis with TMR District Office, Fitzroy, under the direct supervision of Council's Supervisor, Dan Priddle and project managed by Council's Project Engineer, Ricardo De Azevedo. These arrangements provide a value-added benefit by helping maintain and grow the capacity and skills of the local workforces, which in turn plays a vital role in sustaining the small but valuable communities in the rural and remote regions. The project commenced in March 2019 and was successfully completed in June 2019.

Although significantly more work is required to fully seal Dawson Developmental Road, this project confirms Central Highlands Regional Council's and the Queensland Government's commitment to better road and transport infrastructure for key agricultural transport links.

Submitted by Jason Hoolihan (Technical Committee Chair) and Gerard Read (Technical Coordinator), Bowen Basin RRTG.



Woorabinda Aboriginal Shire Council

In what was a busy year, five projects were delivered by Woorabinda Aboriginal Shire Council in 2018/19 through the Bowen Basin RRTG Roads and Transport Alliance TIDS program (approximately \$130,000 funding) and the ATSI TIDS program (approximately \$90,500 funding). All projects formed part of Council's forward roads works program and were delivered under the direction of Council's Works Manager, Neville 'Dooley' Perkins.

Resealing of Blackboy Road

Three years ago Woorabinda Aboriginal Shire Council set a priority goal to seal Blackboy, Bore 3 and Bore 4 Roads which link the township through to Central Creek Road. The road provides access to important water supply infrastructure (bores, header tanks, pipelines etc), cattle yards, gravel pits and other community facilities at 'Blackboy Station'. The link is approximately 17 kilometres in length and this goal was realised during 2018/19 with completion of the seal to a single lane standard, via various funding sources.

Prior to this, there was a 2.4 kilometre sealed section from town and a further 1.9 kilometre sealed section commencing approximately 5.5 kilometres from town. Resealing of these 'old' sections was a priority and this was completed in early June 2019, as part of the annual Bowen Basin and Gladstone RRTGs joint reseal project.

Extension of Seal on Dooley Street and Cressbrook Street

Alternative access to the town's football and netball grounds from the intersection of Dooley and Cressbrook Streets is well used by the community and was basically a formed track. This access and a short extended section of Dooley Street were upgraded to a sealed standard in 2018/19. Dust issues affecting adjacent residences were also resolved as a result. The project included drainage improvements and was carried out in May and June 2019.

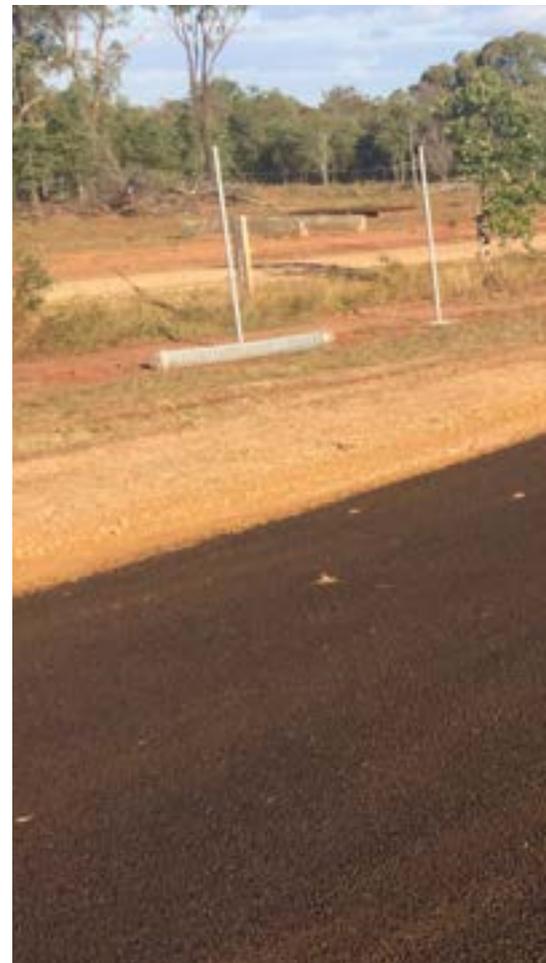
Construction of Airport Access Road

The Woorabinda Airport is located adjacent to Munns Drive on the northern access to town from the Fitzroy Developmental Road. Whilst only short (approximately 150 metres), the access road to the airport was constructed to a sealed standard in 2018/19 to provide a reasonable all-weather access.

Asphalt overlay of three failing culdesacs and a continuation of resealing of priority roads and streets were the other two projects completed in 2018/19.

Woorabinda Aboriginal Shire Council and the Bowen Basin RRTG would like to acknowledge and thank the Roads and Transport Alliance Board for the allocation of an additional \$80,000 TIDS funding in 2018/19 which allowed the acceleration of two of the five projects from future years.

Submitted by Dooley Perkins (Technical Committee Deputy Chair) and Gerard Read (Technical Coordinator), Bowen Basin RRTG.



Pictured

*Below: Seal extension on Dooley Street and
Cressbrook Street (After)*

Top right: Resealing of Blackboy Road (Before)

Top left: Construction of Airport Access Road (After)



Brisbane Metro Alliance RRTG

BRISBANE METRO ALLIANCE RRTG

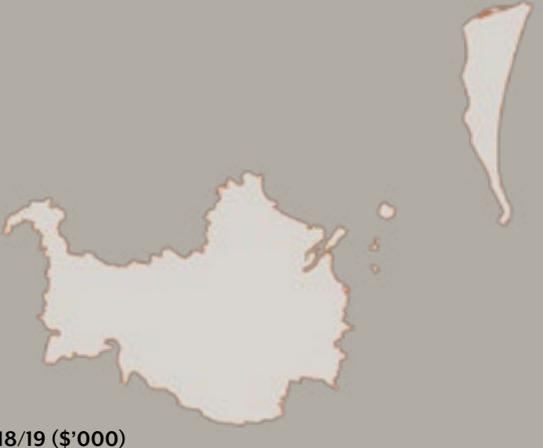
RRTG members
Brisbane City Council
TMR Metropolitan District

RRTG Chair
Lord Mayor Adrian Schrinner,
Brisbane City Council

RRTG Technical Committee Chair
Deborah Sketchley,
Brisbane City Council

10
PROJECTS

2,042
TIDS ALLOCATION 2018/19 (\$'000)



All stories submitted by Bruce Cunneen (Technical Committee member), Brisbane Metro Alliance RRTG.

Safe School Travel Infrastructure – Holland Park State School, Holland Park Brisbane City Council

Brisbane City Council undertook traffic improvements at the intersection of Arnold Street and Arabilia Street to enhance safety and accessibility for school children and pedestrians, while improving road delineation for motorists.

The intersection of Arnold Street and Arabilia Street connects Holland Park State School, a prep to year six school with a student population of over 840, with families travelling to and from school.

In response to community concerns about the lack of pedestrian crossing facilities at the intersection for students travelling to and from school, Council identified the intersection for traffic improvements.

The safety and accessibility enhancements included installing:

- a pedestrian refuge crossing facility on Arnold Street
- a splitter island on Arabilia Street





- a kerb extension on Arabilia Street
- kerb ramps and sections of footpath
- line marking and pavement works
- lighting upgrades.

The project has enhanced pedestrian safety and accessibility for both the school and local community by making the crossing task easier, assisted in promoting a lower speed environment and promoted a safer movement of vehicles through the intersection.

The project was jointly funded in 2018–2019 by Queensland Government through the Transport Infrastructure Development Scheme (TIDS). Total TIDS funding for the project was \$41,000—approximately 40 per cent of total project cost of \$103,467. Construction commenced in December 2018 and was completed in January 2019.

Intersection Upgrade – Vulture Street / Montague Road, West End

Brisbane City Council

Brisbane City Council has upgraded the Vulture Street and Montague Road intersection at West End to improve connectivity, safety, traffic flow and

reduce congestion for all road users.

Vulture Street is classified as a District Access Road which carries approximately 7000 vehicles per day and connects the employment areas of West End to South Brisbane and provides major access for residents of West End to Woolloongabba and beyond.

Montague Road is classified as a District Access Road which carries approximately 12,000 vehicles per day and connects the residential and employment areas of West End and the Brisbane CBD, via the William Jolly and Go Between Bridges. It also provides a gateway into the precinct, an important cycle link to the CBD, via the Go Between and Kurilpa bridges, and a high frequency bus route (Glider service), via Victoria bridge.

The project included:

- installing new traffic signals, including controlled pedestrian crossings across Vulture Street and Montague Road
- constructing dedicated right and left turning lanes on both Vulture Street and Montague Road
- providing dedicated on-road cycle facilities through the intersection

- constructing accessible kerb ramps to the new pedestrian crossings
- installing a traffic island and painted median island on Montague Road
- minor road widening of Montague Road
- asphalt resurfacing of the intersection
- relocating a loading zone on the southern side of Vulture Street
- removing 26 on-street car parking spaces to enable the upgrade.

This project was jointly funded by the Queensland Government through the Transport Infrastructure Development Scheme providing \$1,645,070—approximately 35 per cent of project cost of \$4.7 million. Construction started in July 2018 and was completed in December 2018.

Eastern Downs RRTG

EASTERN DOWNS RRTG

RRTG members

Toowoomba Regional Council
TMR Darling Downs District

RRTG Chair

Councillor Carol Taylor,
Toowoomba Regional Council

RRTG Technical Committee Chair

Eric Kraak,
Toowoomba Regional Council

Technical Coordinator

Michael Burling,
Toowoomba Regional Council

3

PROJECTS

2,728

TIDS ALLOCATION 2018/19 (\$'000)



All stories submitted by Michael Burling (Technical Coordinator), Eastern Downs RRTG.

Pierces Creek Road Upgrade Stage 2

Toowoomba Regional Council

Toowoomba Regional Council constructed a 3.1 kilometre upgrade of Pierces Creek Road for a cost of \$3.1 million. The project upgraded a narrow winding gravel road to a two-lane sealed standard with improved alignment. This was Stage 2 of the Crows Nest to Blackbutt link upgrade which will provide significant improvements in safety and road capacity for the local rural community north of Crows Nest.

The project involved significant realignment of the road with 40,000m³ of earthworks required through undulating terrain. The project was delivered in-house using TRC's construction teams. Significant challenges were experienced with granite outcrops throughout the road alignment, a shortage of water and a need to maintain traffic access through the site. Work commenced in August 2018 and the project was delivered on budget over an 11-month period and

reached practical completion in June 2019.

This project formed part of Toowoomba Regional Council's road network link strategy to provide a bitumen road link between Crows Nest and Blackbutt. Five crashes, including one fatality, on this stretch of road between 2007 and 2016 highlighted a need for significant safety improvements. The project was developed to address poor horizontal and vertical geometry, narrow pavement widths and poor, unsealed surface conditions. This was to be achieved through the realignment, widening and reconstruction of the road to a 7 metre seal on a 9 metre formation, with 1 metre sealed shoulders.

In the 2018/19 financial year, the EDRRTG contributed \$1,360,522 of a \$3.1 million budget through TIDS, with Toowoomba Regional Council (TRC) funding the remainder.

A contractor was engaged to undertake blasting operations to overcome the hard ground conditions and generate construction efficiencies by minimising the time needed for



the bulk earthworks component of the project. This process required the development of a Blast Management Plan to set out site specific procedures, nominate an exclusion zone and inform stakeholders within the exclusion zone of the date and time of the planned activity.

Improvements to the sealed road connectivity between Crows Nest and Blackbutt provides important safety improvements and significantly benefits primary industry by providing more suitable access for commercial vehicles for transport of livestock and timber. During construction, several local businesses benefited from the project, including machinery hire and specialist services companies. Despite the relatively small scale of this project, the continued support for local businesses helps to drive the local economy and facilitates vibrant communities.

Pierces Creek Upgrade Stage 2 was managed by TRC's Infrastructure

Services Group (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), Ross Milton and Brendan McManus (Technical team), with support from EDRRTG Technical Committee members Eric Kraak (Chair), Suraj Dewage (Member), Rod Betts (Member) and Michael Burling (Technical Coordinator).





Mort Street Upgrade

Toowoomba Regional Council

The completion of the Mort Street Upgrade Project in November 2018 was a significant milestone for Toowoomba Regional Council. It has created a new entry to the city from the Toowoomba Second Range Crossing (TSRC), with the visual amenity greatly improved by significant landscaping to help beautify what was once just 'the road to the dump'.

The high-profile Mort Street Upgrade Project has been the largest and most complex construction work recently undertaken by Council, with the project management and construction largely delivered by Council's own workforce.

In the 2018/19 financial year, the Eastern Downs Regional Road and Transport Group (EDRRTG) allocated TIDS funding of \$1,362,649 to complement Toowoomba Regional Council (TRC) and Australian Government (Roads to Recovery Funding) contributions.

The project was constructed in three stages from the Mort Street-West Street intersection north to the interface with the TSRC at a total cost of \$31 million. The key work components of each stage

were as follows:

- Stage 1 works included significant stormwater works including under-road boring under the adjacent railway line, significant relocation of services, pavement upgrades, pedestrian and active transport upgrades, formalised parallel parking between the Mort-West-Jellicoe Street intersection and Black Gully and landscaping. Stage one was completed in the 2017/18 financial year.
- Stage 2 works involved upgrading the Mort Street-North Street intersection, installation of new traffic signals, widening the Thackeray Street T Intersection, major stormwater and live sewer installations, and considerable excavation in the steep sections of Stage 2 to horizontally and vertically re-align the roadway. Stage 2 was largely completed in the 2017/18 financial year, with some pavement works at the northern end continuing into the 2018/19 financial year.

- Stage 3 works included upgrading the Mort Street-Griffiths Street-Hogg Street intersection, construction of a new alignment north of Hogg Street to the TSRC interface and water main replacement along Hogg Street. Stage three commenced late in the 2017/18 financial year with, most of the works completed in the 2018/19 financial year.

Council also worked closely with Queensland Rail at the Mort Street-Griffiths Street intersection to successfully complete the Griffiths Street Open Level Crossing upgrade in conjunction with Councils works.

The Mort Street intersection upgrades, installation of street lighting and upgraded pavements have improved safety for all road users. The improved stormwater system has addressed issues with overland flow and historic inadequate drainage.

The project has included various complex activities including the relocation by APA of approximately 1000 metres of 100 millimetre high pressure steel gas main and two large diameter



pipe-jacked stormwater tunnels under the Queensland Rail corridor.

The widening of the large Black Gully culvert to accommodate pedestrians has been achieved by the installation of a cantilever slab rather than a much more expensive culvert extension treatment.

The overhead power has been undergrounded from the southern end of the project to Hogg /Griffiths Street, which has been a major safety improvement as well as improving aesthetics of the corridor and allowing the provision of a pedestrian/active transport shared path for the length of the project.

The successful design and construction of the Mort Street Upgrade Project has only been possible due to collaboration and close working relationships with key stakeholders like Ergon, QR, Telstra, NBN, TRC Water Infrastructure Services.

The Mort Street upgrade was guided by a Project Leadership Team including Mike Brady (General Manager Infrastructure Services Group), Steve

Holland (Manager Project Services) and Blaise Shann (Principal Project Manager), along with EDRRTG Technical Committee members Eric Kraak (Chair), David Pascoe (Member), Rod Betts (Member) and Michael Burling (Technical Coordinator).

The Mort Street upgrade is the key connection from the TSRC to the CBD of Toowoomba, providing economic and social benefits for this area of North Toowoomba and the general community while catering for future growth in the city's transport network.

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, Mayor Cook Shire Council

RRTG Technical Committee Chair

Ashley Greenwood, Tablelands Regional Council

Technical Coordinator

Lachlan Rankine, Far North Queensland Regional Organisation of Councils



30

PROJECTS

5,715

TIDS ALLOCATION 2018/19 (\$'000)

Stories submitted by Darlene Irvine (Technical Committee member), Far North Queensland RRTG.

Bells Creek Bridge Replacement Project

Tablelands Regional Council

Gunnawarra Road is a high priority Local Roads of Regional Significance (LRRS) for the Far North Queensland RRTG, and a key connection from the southern reaches of Tablelands Regional Council to the Kennedy Highway south of Mt Garnet.



With agriculture being a key economic driver in the region, Gunnawarra Road provides for critical primary vehicular access to support agricultural production and livestock grazing associated with the Herbert River catchment.

In addition, Gunnawarra Road is a key tourism linkage to access recreational facilities within the Girringun National Park, including the iconic Blencoe Falls located within the Wet Tropics World Heritage Area, as well as back-east towards the coast through Cassowary Coast Regional Council.

Gunnawarra Road itself features numerous creek crossings that feed into the Herbert River. The crossing over Bells Creek was a project funded through the Far North Queensland RRTG which allocated TIDS



funding towards a replacement structure. The existing bridge structure over Bells Creek consisted of a timber girder superstructure on concrete piers and abutments.

The project was completed in the 2018/19 budget year for a total project cost of \$817,000.

The project involved the replacement of an aged, single-lane timber girder bridge structure with equivalent cast in-situ concrete bridge deck and associated road approach and guardrail works. Improvements to the road formation and pavement width for the road approach were consistent with the Statement of Intent for the road. Testing determined that the original concrete piers could be retained, with abutments strengthened to achieve an appropriate design life for the replacement superstructure whilst reducing projects costs. The construction methodology was chosen to compliment the experience of contractors within the region and the availability of materials relative to the project location.

Project planning, design review and procurement were facilitated by Tablelands Regional Council Projects and Technical Services team under the direction of Far North Queensland RRTG Technical Committee member Ashley Greenwood (Manager, Projects and Technical Services).

Overall, whilst the project programme faced challenges related to impacts from Tropical Cyclone Owen and the associated flooding of the Herbert River catchment, overall the project was completed successfully within budget constraints with the upgrade providing the following benefits to the region:

- improved accessibility for all road users, in particular heavy transport traffic seeking access to commercial agricultural and livestock markets
- improved road safety for all road users
- significant reduction in routine maintenance.



Gladstone RRTG

GLADSTONE RRTG

RRTG members

Gladstone Regional Council
TMR Fitzroy District

RRTG Chair

Councillor Peter Masters,
Gladstone Regional Council

RRTG Technical Committee Chair

Anna Scott,
Gladstone Regional Council

Technical Coordinator

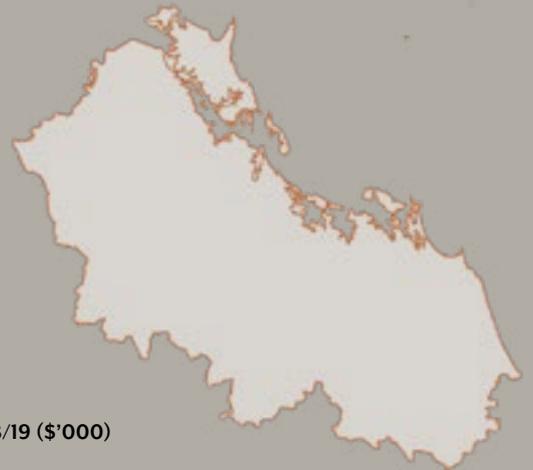
Gerard Read,
GWR Civil Engineering Management

5

PROJECTS

1,038

TIDS ALLOCATION 2018/19 (\$'000)



Bicentennial Drive Rehabilitation

Gladstone Regional Council

Bicentennial Drive is an important 3.2 kilometre rural collector road between Round Hill Road and Springs Road at Agnes Water, approximately 80 kilometres south-east of Gladstone. It serves as a link between Agnes Water and the rural residential area immediately to the south. The road services the Agnes Water industrial precinct where several small businesses operate, and also provides access to places of worship and tourist accommodation enterprises. In addition to the businesses, the road has 670 rural residential properties on its frontages and services the nearby community known as the Cove Estate. Bicentennial Drive is a fully sealed, Council-controlled LRRS approximately with an average traffic volume of 650 vehicles per day and is a designated school bus route. Gladstone Regional Council committed to investing in the rehabilitation and upgrade of a substandard section of Bicentennial Drive in 2018/19. The 950 metre section between Round Hill Road and Anderson Way at the western end of Bicentennial Drive was showing significant signs of nearing the end of its

design life. Multiple pavement failures were evident and maintenance work was required with more frequency. The pre-existing road width was narrow causing heavy vehicles accessing the industrial area to damage shoulder edges. Aside from being a stereotypical 'asset renewal' issue, road safety was being compromised. After considered planning, it was determined the most cost-effective long-term solution was to widen the formation, overlay (150 millimetres), cement stabilise and seal the pavement.

Whilst the actual construction activities were relatively straight forward, the project presented several ancillary challenges during delivery including:

- Traffic and pedestrian management and safety.
- Maintaining commercial business accesses.
- Dust control for residential and businesses.

Extensive pre-construction consultation and under construction communication was undertaken between key stakeholders which included the aforementioned local residents, places of worship, small industrial businesses, tourist accommodation enterprises and naturally the school bus operator/s. This consultation and communication was integral to the successful delivery of the



project on time and budget.

The project was undertaken by Gladstone Regional Council using day labour under the site supervision of Council's Don Dickson and the project management of Council's Manager Road Program Delivery, Rob Huth (Past Chair of the Gladstone RRTG Technical Committee). External contractors were engaged for the stabilisation, bitumen seal and line-marking components. It commenced in March 2019 and was completed at the end of May 2019. The final project delivery cost was approximately \$447,000 (including driveway access rectifications) of which \$212,500 was Roads and Transport Alliance TIDS funding.

Submitted by Don Dickson (Gladstone Regional Council) and Gerard Read (Technical Coordinator), Gladstone RRTG.



Turkey Beach Road Rehabilitation

Gladstone Regional Council

Turkey Beach Road is the primary access for the town of Turkey Beach and surrounds, a community largely devoted to fishing (both amateur and professional), as well as servicing several cattle properties and other residential districts. The area is frequented by fishing enthusiasts, tourists and holiday makers, and the road has experienced steady growth in traffic volumes in the past decade. Turkey Beach Road is a higher order, rural Council-controlled LRRS, approximately 22 kilometres in length and fully sealed.

Gladstone Regional Council committed to investing in the rehabilitation and upgrade of a substandard section of Turkey Beach Road, approximately 12–15 kilometres from the Bruce Highway in 2018/19. The identified section was narrow in segments with poor vertical and horizontal alignment and showing signs of pavement stress. During investigations, it was found the underground water table was impacting the pavement in particular areas, presenting a substantial challenge. Pavement failures were frequently having to be addressed. In

addition, some sections of the bitumen surface were showing substantial edge breaks due to the increased traffic and the original narrow formation width. Together, these issues amounted to a substantial safety concern for road users.

After considered planning, it was determined the most cost-effective long-term solution was to:

- repair failures, widen formation, overlay, cement stabilise and seal the pavement in a 1.2 kilometre section
- profile and widen the shoulders in a 500 metre section
- reseal an existing 1.2 kilometre section.

Extensive subsoil drainage was installed to combat the underground water which is not a regular occurrence on a rural road project. Geotextiles and rock backfill were used to mitigate existing pavement failures. The 1.7 kilometre widened section now has an average seal width of 7.8 metres enhancing safety for all motorists. Whilst the 1.2 kilometre resealed section maintains its existing width of 6.5 metres, it is a relatively straight section of road with good alignment.

Construction was challenging. Due to most of the road in this location being on an embankment or within a cutting,

vehicles could not be side-tracked resulting in all works having to be carried out under traffic. This required detailed traffic management plans and strict adherence to traffic control operations and protocols. As a result, no incidents were recorded during the projects.

The project was undertaken by Gladstone Regional Council using day labour under the site supervision of Council's Theo Beeltje and the project management of Council's Manager Road Program Delivery, Rob Huth (Past Chair of the Gladstone RRTG Technical Committee). External contractors were engaged for the stabilisation, bitumen seal and line-marking components. It commenced in May 2019 and was completed in June 2019. The final project delivery cost was approximately \$612,000 of which \$225,000 was Roads and Transport Alliance TIDS funding.

Submitted by Rob Huth (Technical Committee Past Chair, Gladstone Regional Council) and Gerard Read (Technical Coordinator), Gladstone RRTG.



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 Mark Molachino, Townsville City Council

RRTG Technical Committee Chair

Cameron Scott, Charters Towers Regional Council

Technical Coordinator

Gerard Read,
GWR Civil Engineering Management

20

PROJECTS

3,361

TIDS ALLOCATION 2018/19 (\$'000)



Submitted by Amelia Marshall (Technical Committee Representative, Townsville City Council) and Gerard Read (Technical Coordinator), North Queensland RRTG.

Ingham Road – Webb Drive Intersection

Townsville City Council

Townsville City Council continued with its major project to upgrade three key intersections on Ingham Road, Bohle at Everett and Weston Streets, Webb Drive and Enterprise Street in 2018/19. The Everett and Weston Streets roundabout was previously completed in 2017/18 and Webb Drive was completed in 2018/19. The final stage of works has commenced with the construction of the Enterprise Street intersection and this is anticipated to be completed prior to the end of 2019. Once completed the full travel time, safety and other benefits will be realised with better connectivity to a high business/employment area, an upgraded integrated road corridor to the Bruce Highway and an improved link to other modes of transport in Townsville.

The project has and is being delivered with investment from all three levels of government via the Queensland Government's Roads and Transport Alliance TIDS program, Townsville

City Council's Capital Works program and the Australian Government's Heavy Vehicle Safety and Productivity Programme.

Ingham Road services the most significant and growing commercial/ industrial area in Townsville and has high connectivity to the airport, port and rail networks. The Bohle area has large manufacturers of steel and concrete products, warehouse and distribution centres including cold storage facilities, courier services, plant/machinery yards, educational facilities and a range of commercial businesses.

Ingham Road is an important Council-controlled LRRS and an approved B-Double route. The Webb Drive intersection is part of the approved HML route. All intersections along the section of Ingham Road from Mather Street to the Bruce Highway had been presenting capacity constraints in their current form. Due to heavy vehicle combinations servicing this area, access to and from the side streets of Ingham Road had reached a point where significant delays occurred, and safety was being compromised. This impacted the efficiency of the significant road





transport activity in the area.

The Webb Drive project involved the installation of traffic signals at a previously uncontrolled intersection. Approximately 11,000 vehicles per day travel through the intersection with approximately 2200 heavy vehicles in that number. Given the high volume of heavy vehicles and the difference in acceleration between heavy vehicles and cars, an uncontrolled intersection can be the cause of significant crashes. Poor subgrade conditions, delays to service relocations by external providers, and traffic control and management in general presented difficulties during construction. Whilst challenging, the project was successfully completed in December 2018, having commenced in late May 2018.

Through the North Queensland RRTG works program, Roads and Transport Alliance TIDS of approximately \$970,500 was allocated to the Ingham Road – Webb Drive Intersection project in 2018/19.

Northern South East Queensland RRTG

NORTHERN SOUTH EAST
QUEENSLAND RRTG

RRTG members

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

RRTG Chair

Councillor Dan Hall, Somerset
Regional Council

RRTG Technical Committee Chair

Warren Paulger, Consultant Engineer

Technical Coordinator

Warren Paulger, Consultant Engineer



14

PROJECTS

3,718

TIDS ALLOCATION 2018/19 (\$'000)

Old North Road

Moreton Bay Regional Council

The project covered two sections (500 metres and 700 metres long) of Old North Road, Warner between Stanley Street and Everest Street, Warner. The objective of this project was to complete and upgrade sections of the road corridor (including intersections) to a consistent four lane arterial standard with appropriate facilities for all road users, to address traffic capacity issues.

The scope of works included completing the duplication of the road to four lanes and pavement rehabilitation. In addition, intersection upgrades were completed including:

- replacing a roundabout with traffic signals at the Russet Burbank Drive intersection
- drainage improvements
- concrete pathways
- on-road cycle lanes
- landscaping of medians and roadsides
- a fauna underpass
- a fauna rope bridge.

The construction of the project commenced with service relocations in July 2018 and was completed in June 2019. The project received \$1,324,500 TIDS funding towards the overall expenditure of \$11,504,058.

Submitted by John Wikman (Technical Committee member), Northern SEQ RRTG.



Esk Crows Nest Road

Somerset Regional Council

This project set about strengthening and widening Esk Crows Nest Road, as the route is a busy beef haulage route linking the two drought-affected areas of Somerset and Toowoomba. The Northern SEQ RRTG project was made possible through the Queensland Government's Transport Infrastructure Development Scheme, Somerset Regional Council and grant funding received from the Australian Government Drought Communities Programme Extension.

The project achieved its primary outcomes to improve site visibility on crest and horizontal curves in

undulating rural country, pavement strengthening of the road, and widening of the existing single-lane seal to double lanes. Shoulders of the road were also improved with vegetation clearing, embankment slope flattening, extended culverts, and improved visibility.

The real benefits of the project for the Somerset Regional Council community include improving farm transport safety and productivity, providing improved road access to the pipeline between Wivenhoe and Toowoomba, and boosting the economy through the use of local contractors.

Submitted by Michael Kinion (Technical Committee member), Northern SEQ RRTG.



Fernvale Road

Somerset Regional Council

This project set about strengthening and widening Fernvale Road, a busy road of regional significance linking the townships of Fernvale and Glamorgan Vale. The Northern SEQ RRTG project was made possible through the Queensland Government's Transport Infrastructure Development Scheme and Somerset Regional Council.

The project widened a narrow road, with widened sealed shoulders in an urban area allowing increased safety for motorists and cyclists who are using the route as part of Somerset Regional Council Principal Cycle Network.

Following the completion of this project, Fernvale Road now provides an upgraded route for the projected population increases in Somerset local government area.

Submitted by Michael Kinion (Technical Committee member), Northern SEQ RRTG.



McGilchrist Road Upgrade

Sunshine Coast Regional Council

McGilchrist Road is located on the doorstep to the Sunshine Coast's hinterland. The road is a neighbourhood collector road, 3.6 kilometres in length and services the rural areas of Eudlo, Chevallum and Palmwoods.

The road traverses through known flooding areas, with sections of road cut off during major rain events.

The road also contributed to a high amount of maintenance costs due to pavement inundation and traffic volumes.

As part of the gravel road network upgrade program, Sunshine Coast Regional Council has invested almost \$3 million, including \$0.39 million of TIDS funds, for the design and construction of an upgrade to the 1.2 kilometres gravel section of McGilchrist Road, north of Ilkley Road intersection. The project was completed in February 2019 using a mix of Council day-labour workforce and local private civil contractors. Delivery of the upgrade was broken into two sections to minimise the disruption to traffic as well as reduce construction time.

Construction was progressing on schedule until an underground water table presented unsuitable ground conditions. An under-road drainage pad (rock mattress) was constructed for approximately 300 metres with an additional 150m of underground drainage channel to local creeks to enable the road pavement to be constructed.

A high level of consultation was undertaken with local residents to provide assurance that the final design considered all their concerns while still meeting all the required road safety standards and maintaining the desired rural aesthetics. The design provided the most beneficial outcome for not only the residents but the surrounding community, community groups and wildlife.

The local community are looking forward to the upgrade of the remaining 800 metres of gravel road on McGilchrist Road. Council have programed this upgrade to commmence early in 2020.

Submitted by Paul Rickert (Technical Committee member), Northern SEQ RRTG.



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
- Mornington Shire Council (observer)
- Mount Isa City Council
- Richmond Shire Council
- TMR North West District

RRTG Chair

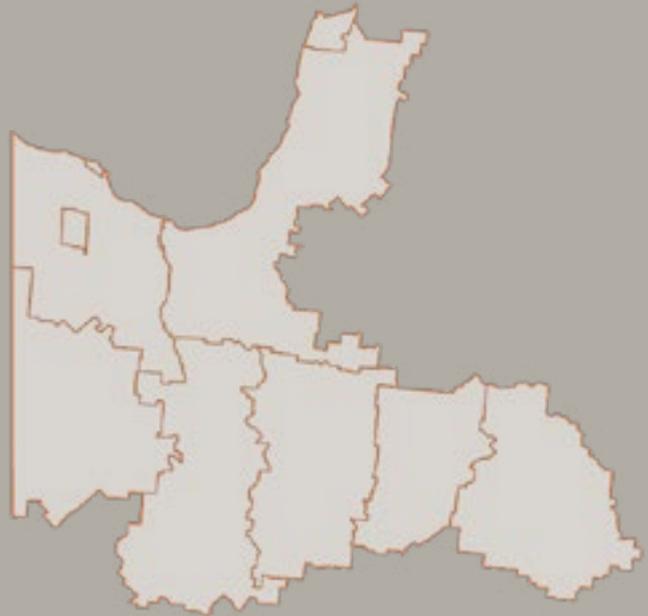
Councillor John Wharton AM, Mayor, Richmond Shire Council

RRTG Technical Committee Chair

Michael Wanrooy, Carpentaria Shire Council

Technical Coordinator

Gerard Read, GWR Civil Engineering Management



19

PROJECTS

5,493

TIDS ALLOCATION 2018/19 (\$'000)

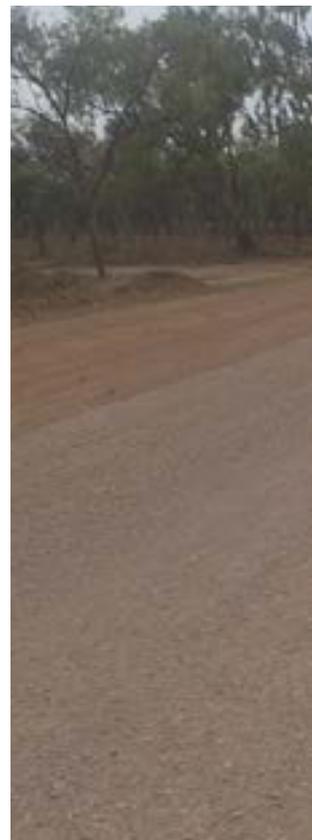
Submitted by Michael Wanrooy (Technical Committee Chair) and Gerard Read (Technical Coordinator), North West Queensland RRTG.



Burke Developmental Road

Carpentaria Shire Council

At 1079 kilometres long, the Burke Developmental Road (BDR) makes the top 10 list of Australia's longest roads. The BDR is a state-controlled LRRS which commences at Cloncurry and heads in a northerly direction through Normanton to Dunbar Station at the top end of Carpentaria Shire. It then travels in a south to south-easterly direction mostly through Mareeba Shire terminating at Dimbulah, approximately 45 kilometres west of Mareeba. It provides a direct link through to Cairns and the Atherton Tablelands area from the lower western Cape York area. The Dunbar-Kowanyama Road, a 112 kilometre Council-controlled road, commences at the BDR near Dunbar Station and provides the primary access for the remote Indigenous community



of Kowanyama, which also connects to another remote Indigenous community in Pormpuraaw.

The section between Normanton and Dimbulah is mostly unsealed and a popular tourist route, being part of the alternative Savannah Way Route. It is also vital to the cattle industry and was essentially constructed in the early 1970s as part of the Beef Roads Scheme to encourage business investment in remote and isolated parts of Northern Queensland. The road was built through bushland and rough tracks and upgraded to transport livestock from isolated properties. Prior to that, cattle were transported south to market by droving via stock routes.

Dotted along the road are large cattle stations, most of which were established in the 1880s. Around 1886, it was estimated roughly 50,000 head per annum from stations within 200 miles of Normanton made their way to southern markets 'on hoof'. By 1892, the first freezing works were opened in Townsville and cattle made their way towards the east coast, further expanding the markets for export to England. Currently, roughly 200,000 head per year are transported by road train along this section to the south. Vanrook Station, one of the largest stations, has 75,000 head of breeding cattle alone.

This section also traverses the Mitchell Basin, which is the second largest river basin in Australia. With annual rainfall up to a metre during the wet season, the road can be easily flooded, damaged and closed for up to three to four months of the year.

To improve flood immunity, road safety, trafficability and livestock transport efficiency, \$910,000 Roads and Transport



Alliance TIDS funding was allocated in 2018/19 towards a 5 kilometre long formation improvement and gravel resheeting project on the BDR, approximately 60 kilometres north of Normanton. Initial work included shaping the existing formation, then placement and compaction of 150 millimetre to 300 millimetre deep gravel paving material (locally sourced) in various locations to correct the profile and cross section. A final 100 millimetre layer of a higher quality gravel paving material was then provided to a width of 8 metres. This higher quality gravel paving material was sourced from Shady Lagoon, just north of Normanton.

The project was undertaken by Carpentaria Shire Council under the direct supervision of Council's Supervisor, Bryan McMullen and project managed by Council's Director of Engineering, Michael Wanrooy (Chair of the NWQRRTG Technical Committee). It commenced in November 2018 and was completed just prior to the end of 2018. The new section survived the recent wet season and major flooding events which occurred early in 2019.



Rockhampton RRTG

ROCKHAMPTON RRTG

RRTG members

Livingstone Shire Council
Rockhampton Regional Council
TMR Fitzroy District

RRTG Chair

Councillor Bill Ludwig, Mayor
Livingstone Shire Council

RRTG Technical Committee Chair

Amal Meegahawattage,
Livingstone Shire Council

Technical Coordinator

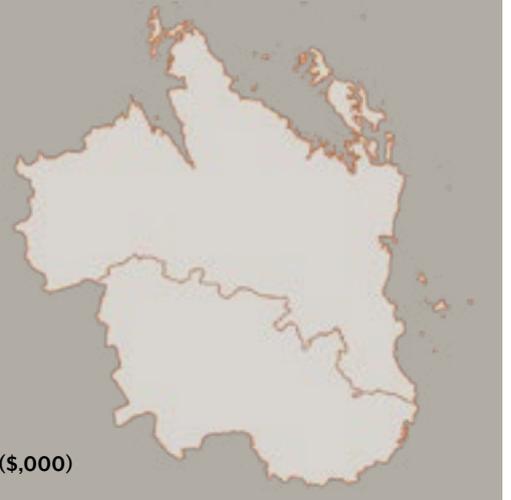
Gerard Read,
GWR Civil Engineering Management

4

PROJECTS

1,516

TIDS ALLOCATION 2018/19 (\$,000)



Stories submitted by Amal Meegahawattage (Technical Committee Chair) and Gerard Read (Technical Coordinator), Rockhampton RRTG.

Rockhampton Road

– Barmaryee Road

Roundabout

Livingstone Shire Council

The Rockhampton Road – Barmaryee Road roundabout project was a significant project for Livingstone Shire Council, with Roads and Transport Alliance TIDS funding of \$648,046 in 2017/18 and 2018/19. Total project value amounted to approximately \$2.7 million. Work commenced on the project in mid-March 2018 and was essentially completed in January 2019. Ancillary works continued through to June 2019.

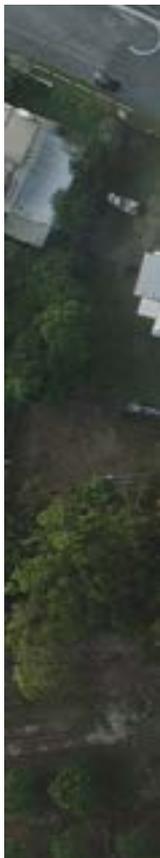
Rockhampton Road is a key urban arterial connecting the heart of Yeppoon to the Yeppoon – Rockhampton Road as an alternative route. Barmaryee Road is a rural-urban collector servicing a large and growing semi-urban and rural residential area. Both roads are Council-controlled LRRS within the Rockhampton RRTG.

Project planning required an intersection treatment which would effectively create two additional ‘legs’ – Ocean Park Avenue to service Central Park Estate and Condon Drive. Both roads were not constructed prior to commencement of



the project. In addition, improvements to vehicular traffic flow, the consideration of pedestrians and cyclists and improved road safety for all users were other key drivers. A large five ‘leg’ roundabout was chosen as the optimal solution.

The project presented many challenges during delivery, not the least of which was maintaining safe and effective traffic flow through an existing high-volume intersection as a construction site. Access also had to be maintained to a number of residences in the



immediate vicinity of the intersection. Safe passage of pedestrians and cyclists through the site also had to be managed. Reduced speeds through work areas, short term part and full lane closures, signalised controls and barrier fencing (for pedestrian control) were all implemented. Needless to say, community engagement and consultation (prior and during) also played a major role in successful delivery of the project. Livingstone Shire Council site staff were instrumental in assisting local residents with alternative access when required.

Having residences and buildings so close to the site, vibration monitoring was undertaken during the major works to minimise risks of damage and nuisance. Data was obtained through vibration sensors placed in key areas and this information was assessed against empirical criteria relating to the protection of structures, as well as nuisance to occupants of residences and buildings (the primary concern). The monitors were programmed to provide SMS notification for all readings that exceeded set vibration guidelines and weekly reports were generated over the 13-week period of pavement construction works.

Energy absorbing bollards were installed as an innovative alternative to guardrail when constructing footpaths in confined road reserves with sloping cross-fall. These bollards are the first of their kind installed in the Livingstone Shire Council area.

Landscaping was a reasonable part of the project. An Australian native theme was implemented with species predominantly local to CQ, with many of the species developed within Livingstone Shire Council's Community Nursery. The centre of the roundabout was created with a dry creek affect to keep vegetation away from Ergon Energy assets and to provide a drainage path to the stormwater inlet.

Whilst a reasonably challenging project to deliver, the end result is a great piece of road infrastructure which has and will continue to provide a much more efficient and safer passage for the travelling public, be it motorist, pedestrian or cyclist.



Scenic Valley RRTG

SCENIC VALLEY 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 Technical Committee Chair

Tony Dileo, Ipswich City Council

Technical Coordinator

Gerard Read,
GWR Civil Engineering Management

11

PROJECTS

2,171

TIDS ALLOCATION 2018/19 (\$,000)



Submitted by Gerard Read (Technical Coordinator), Scenic Valley RRTG.

Beechmont Road

Scenic Rim Regional Council

Scenic Rim Regional Council currently maintains 68 timber bridges in an overall network of 130 bridges, placing a large burden on Council's maintenance and capital works budgets. Within the last three years, 11 new concrete bridges have been constructed with a further three bridges currently under construction and four to commence in 2019/20.

Beechmont Road, located between Canungra and Beechmont, is a key rural arterial on the Scenic Valleys RRTG LRRS network. Sharp, Back Creek and Botan Creek Bridges along with 2.5 kilometres of Beechmont Road have recently been upgraded at a total cost of \$15.4 million, with the funding support of the Queensland Government's Roads and Transport Alliance TIDS program and the Australian Government's Bridges Renewal Programme. These works were packaged with two other bridges, funded through the Betterment framework under the Natural Disaster Relief and Recovery Arrangements, to form the single biggest construction project ever undertaken by Council.



Beechmont Road forms the western boundary to the Canungra Land Warfare Centre Training Area for the Department of Defence, with vehicle access points north and south of Botan Creek and Sharp Bridges.

Back Creek Bridge is located adjacent to Beechmont State School, providing a vital link to neighbouring communities. Sharp Bridge crosses the major watercourse of Coomera River and is located immediately adjacent to James Sharp Memorial Park on one side and camping grounds on the other, with no existing pedestrian walkway. The low-level bridge provided poor flood immunity and had been reduced to one lane due to the deterioration of the timber components.

Council's Tourism Strategy 2017–2021 recognises that the majority of visitors to the region are



day visitors. These three bridges provide access to popular tourist regions for outdoor adventure, mountain escapes and eco-tourism including the Binna Burra area of Lamington National Park, part of the Gondwana Rainforests of the Australia World Heritage Area.

The replacement bridges include raised deck heights to improve flood immunity, improved horizontal and vertical road geometry with approach guardrail and bridge barrier. Back Creek Bridge included the replacement of the pedestrian walkway and a new pedestrian walkway at Sharp Bridge.

The complete reconstruction of a 1.5 kilometre section of Beechmont Road was included in the 2018/19 Scenic Valley RRTG works program with Roads and Transport Alliance TIDS funding of approximately \$545,000. The works commenced in October 2018 and were completed in May 2019. The works commenced at the Millie Court intersection approximately 1.8 kilometres south of the Beaudesert Nerang Road intersection and extended south to the Coomera River crossing.

Southern RRTG

SOUTHERN RRTG

RRTG members

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

RRTG Chair

Councillor Julie Talty,
Redland City Council
*Councillor Phil Pidgeon, Logan City
Council (Former RRTG Chair until
May 2019)*

RRTG Technical Committee Chair

Christine Cartwright,
Redland City Council
*Silvio Trinca, Logan City Council (Former
RRTG TC Chair until May 2019)*

11

PROJECTS

2,690

TIDS ALLOCATION 2018/19 (\$'000)



Stories submitted by Daryl Reilly, (Technical Committee member), Southern RRTG.

California Creek Road Kerb and Drainage Upgrade Logan City Council

In the fast-growing City of Logan, California Creek Road is an important transport link in the local road network.

This highly-trafficked road is regularly used by families visiting Chisholm Catholic College and growing volumes of commuters moving between new housing developments along California Creek Road and commercial centres in Logan, Redlands, the Gold Coast and Brisbane.

Parts of California Creek Road have historically been subject to flooding during significant wet weather events, resulting in road closures and commuter impacts.

In 2018/19, Logan City Council conducted a \$1.3 million upgrade of California Creek Road between Goodenia Street to just past Braddon Street in Cornubia. The project was funded from Council's 2018/19 Capital Roadworks and Drainage program and a TIDS allocation of \$360,911.

The upgrade, which was completed in the first half of 2019, aimed to improve road drainage through the provision of kerb and channeling; reducing the likelihood of localised flooding and disruption to motorists during wet weather.

The works involved:

- Widening the road to include new parking lanes
- Installing new drainage infrastructure including pipes, gully pits and manholes under the road and in the road reserve
- Installing new kerb and channel
- Installing shelters at bus stops in the project zone
- Upgrading the footpath from Goodenia Street to Chisholm Catholic College
- Associated works including surfacing of road shoulders, guard rail works and line marking activities (where required).



A key challenge during construction was completing the works in a high-traffic environment, particularly during peak school times. Working hours were restricted during the school term to avoid excessively impacting traffic flows.

Other challenges included encountering rock while excavating for stormwater infrastructure and adjusting the construction methodology when excavating close to a pressurised rising wastewater main. The main was found to be much closer to the location of a new bus bay than had been indicated in historical records. To reduce the risk of damaging the main, the bus bay was constructed in a three-stage operation (rather than being excavated and poured in one day).

Of those residents, motorists and public transport users who formally provided feedback on the project works, the average satisfaction ratio was a score of 4.2 out of 5, this represents a positive overall outcome for the project.

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 Stuart Mackenzie, Mayor
Quilpie Shire Council

RRTG Technical Committee Chair

Dave Burgess, Quilpie Shire Council

Technical Coordinator

Stephen Hegedus, Shepherd Services



19

PROJECTS

6,646

TIDS ALLOCATION 2018/19 (\$'000)

Stories submitted by Stephen Hegedus (Technical Coordinator), South West RRTG.



Duke Street South Reconstruction Project, Roma

Maranoa Regional Council

Maranoa Regional Council, in partnership with the Queensland Government, completed the upgrade of Duke Street South (Roma Southern Road) in Roma between Raglan Street (Warrego Highway) and Corfe Road as part of the 2018/19 Capital Upgrade Program.

The project included the replacement of the existing water main, upgrades of the stormwater drainage system, installation of concrete kerbing and widening of the road pavement.

The Duke Street South Reconstruction Project was a joint initiative between Maranoa Regional Council, the Queensland Government and the Australian Government through the Roads to Recovery program.

Innamincka Road Upgrade and Seal Project

Bulloo Regional Council

This project was to upgrade the existing gravel road to an 8 metre wide bitumen road and install drainage culverts. Works were separated into two parts; firstly, to lay gas pipeline, pave and seal chainage (112.66-114.20) and secondly to pave and seal chainage (119.91-121.70), the missing link.

As a result of the significant increase in heavy vehicle traffic, the existing road was showing signs of deterioration, including corrugation and bulldust, as well as being unsuitable for use during wet weather due to flooding and boggy conditions.

Works on the project commenced August 2018 and were completed April 2019. The total project cost for both parts was \$1,440,213, including TIDS funding of \$453,000.

The outcome is a longer-lasting and safer road for the Bulloo Shire and its road users.



Killarney Road Widening

Murweh Shire Council

This project involved the widening of the previously 4 metre unsealed Killarney Road to an 8 metre pavement and 7 metre seal. Works also involved the realignment of bends and intersections as well as new signage and guideposts as required. Murweh Shire Council has worked on this project across the last two financial years and it is now complete.

The total project cost was \$860,000, including 50 per cent TIDS funding.



Eulo-Toompine Road Pavement Widening Project, Yowah

Paroo Shire Council

To eliminate narrow sections of the Eulo-Toompine Road with poor visibility, Paroo Shire Council widened the previously 4 metre sections of the road to 7 metres. The works involved boxing out of shoulders, placement of a widened pavement and bitumen sealing with a two coat seal of 14 millimetre stone under a 7 millimetre stone top layer for the 2.2 kilometre section.

The outcome of the project is a much safer road for the community and travellers, by widening steep rises and sharp bends.

The total project cost was approximately \$215,000.

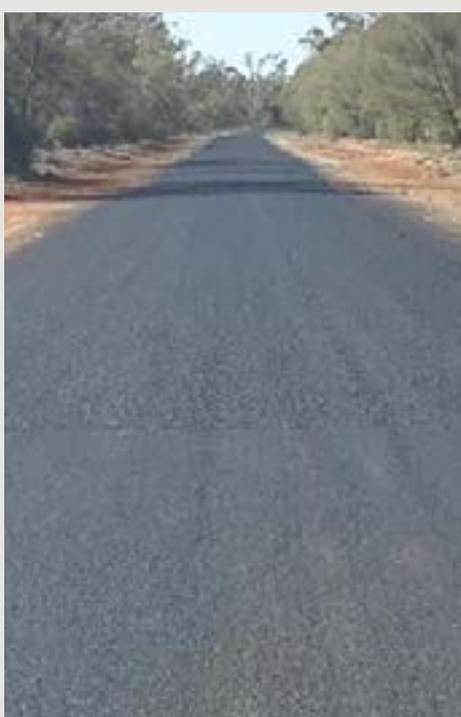


Bollon-Dirranbandi Road Reseal

Balonne Shire Council

The purpose of this project was to complete a full bitumen reseal to three sections of the Bollon-Dirranbandi Road to improve road safety and driveability. The works involved resealing a total of 11.3 kilometres with new bitumen seal.

Works were undertaken in March 2019 and the total project cost was \$300,000, including 50 per cent TIDS funding.



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 Mick Curran, Mayor
Gympie Regional Council

RRTG Technical Committee Chair

Warren Paulger, Consulting Engineer

Technical Coordinator

Warren Paulger, Consulting Engineer
Allen Christensen, AT Consulting



52
PROJECTS

6,746
TIDS ALLOCATION 2018/19 (\$'000)

Road widening and footpath – Waldock Road and Heilbronn Road, Jones Hill

Gympie Regional Council

Pedestrian, cyclist and vehicular safety, enhanced usability and visual appeal all formed key components of Gympie’s Waldock Road and Heilbronn Road widening and footpath project.



As highly used roads in Gympie, Waldock Road and Heilbronn Road provide significant access to the localities of Southside and Jones Hill. Both suburbs are emerging residential development areas on the southern side of Gympie. Waldock Road was a narrow bitumen-sealed roadway carrying approximately 1300 vehicles per day, while Heilbronn Road experiences approximately 900 vehicles per day and provides access to a primary school.

The total project cost was \$1.02 million,

with the project being jointly funded by Gympie Regional Council (\$607,148) and TIDS funding (\$415,202).

The primary objective of this project was to improve traffic flow, access and safety for all road users, including school pedestrians and cyclists. This has been achieved through the:

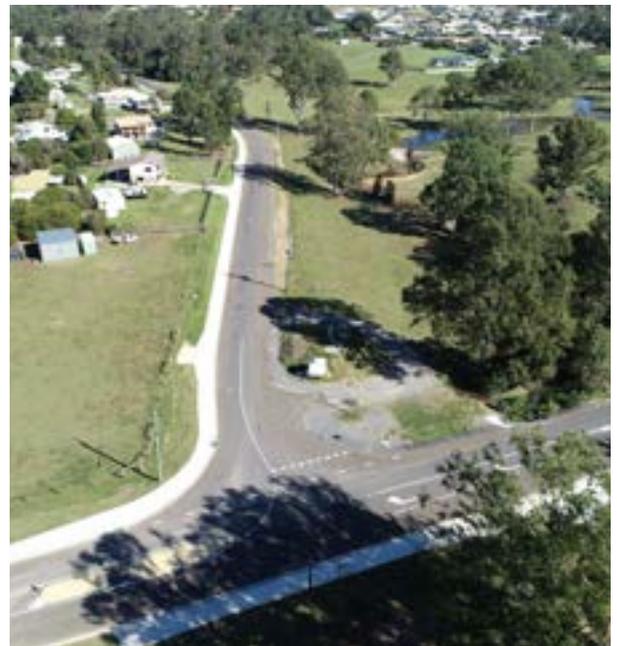
- construction of a 720 metre concrete pathway along Waldock Road, linking Groundwater Road to Heilbronn Road and the Mary Valley Road
- installation of a pedestrian refuge on Waldock Road, allowing safe passage to and from Heilbronn Road
- construction of a 400 metre concrete pathway along Heilbronn Road linking Waldock Road to Jones Hill State School
- construction of 860 metres of road widening and bitumen sealing along Waldock Road and Heilbronn Road

- installation of 910 metres of kerb and channeling
- street tree plantings and landscaping, providing shade and street appeal given the proximity to residential living
- use of LED street lighting at the pedestrian refuge, resulting in less pole numbers and an energy efficient output compared to previous methods.

Gympie Regional Council undertook the construction of this project with traffic management being a focus. Reduced speeds through the work area, short term lane closures and intersection controls were all deployed. Through well executed management, Council was able to reduce the disruption to road users and ensure the safety of staff.

The project worked within a number of constraints including available road corridor width given the pathway alignment. The challenge of avoiding existing utility services (water, Telstra, NBN) was met through avoidance as opposed to undertaking expensive relocations activities.

Submitted by Glenn Alexander (Technical Committee Member), Wide Bay/Burnett RRTG.



Boat Harbour Drive (Elizabeth Street to Hansen Street)

Fraser Coast Regional Council

Boat Harbour Drive is Hervey Bay's primary east-west link and acts as the main residential and tourist access point to Urangan and the boat harbour. Boat Harbour Drive from Elizabeth Street to Hansen Street carries approximately 5645 vehicles per day.

Council received funding of \$517,447 from the TIDS funding program to complete this \$1.59 million project. Works commenced in Boat Harbour Drive approximately 25 metres east of the Elizabeth Street intersection, and extended in an easterly direction for approximately 440 metres to connect with sound pavement near the Hansen Street intersection.

Construction works comprised of the removal of the existing kerb and channel, stormwater pipes and structures and sections of concrete footpath and the construction of new stormwater drainage, kerb and channel replacement, road pavement and ancillary items. Traffic was restricted to a one lane arrangement whilst the road reconstruction works were completed.

The project, undertaken by local firm QCivil Pty Ltd for Council and managed by Council's Manager Contracts, commenced on 28 November 2018 and was issued with Practical Completion on 14 June 2019.

The completion of these works will ensure that the roadway lasts for many more years and will assist with creating a favourable impression for visitors as they head to the boat harbour.

As part of this project, Fraser Coast Regional Council diversified its thinking in managing weak and unstable pavements within their road network. For many years, Council has used a standard pavement design approach; however, Council recently engaged a consulting geotechnical engineering company to look at different methods for poor subgrades utilising geosynthetic products. The company recommended that Council consider the use of a new geosynthetic product called Mirafi RS580i. This product provides Council with options to reduce pavement thickness and to manage conflicts with underground services etc. This product was successfully used on this project and due to this success, Council will be looking to utilise this product on future road reconstruction projects within our Region.

Submitted by Rosalyn Acworth (Technical Committee Member), Wide Bay Burnett RRTG.



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 Bruce Scott, Mayor
Barcoo Shire Council

RRTG Technical Committee Chair

Stewart Bourne, George Bourne &
Associates Consulting Engineers

Technical Coordinator

Jason Ricks, George Bourne & Associates
Consulting Engineers



20
PROJECTS

6,211
TIDS ALLOCATION 2018/19 (\$,000)

Southern Border RRTG

SOUTHERN BORDER RRTG

RRTG members

Goondiwindi Regional Council
Southern Downs Regional Council
TMR Darling Downs District

RRTG Chair

Councillor Rick Kearney, Deputy Mayor
Goondiwindi Regional Council

RRTG Technical Committee Chair

Dion Jones, Goondiwindi
Regional Council

Technical Coordinator

Dion Jones,
Goondiwindi Regional Council



14
PROJECTS

2,199
TIDS ALLOCATION 2018/19 (\$,000)

Western Downs RRTG

WESTERN DOWNS RRTG

RRTG members

Western Downs Regional Council
TMR Darling Downs District

RRTG Chair

Councillor Greg Olm,
Western Downs Regional Council

RRTG Technical Committee Chair

Graham Cook,
Western Downs Regional Council

12

PROJECTS

2,645

TIDS ALLOCATION 2018/19 (\$,000)



Whitsunday RRTG

WHITSUNDAY RRTG

RRTG members

Mackay Regional Council
Whitsunday Regional Council
TMR Mackay/Whitsunday Districts

RRTG Chair

Councillor Andrew Willcox, Mayor
Whitsunday Regional Council

RRTG Technical Committee Chair

Jason Devitt,
Mackay Regional Council

Technical Coordinator

Graeme Hawes,
Mackay Regional Council

5

PROJECTS

1,803

TIDS ALLOCATION 2018/19 (\$,000)



SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

Statewide Capability
Development Fund (SCDF)

49

SUPPORTING STATEWIDE CAPABILITY IMPROVEMENTS

Each year funding is made available through the Statewide Capability Development Fund (SCDF), a \$600,000 sub-program of TIDS.

SCDF funds statewide initiatives and supports RRTGs to undertake courses, projects and training to build local capacity and improve road and transport stewardship capabilities, aligning with the core Roads and Transport Alliance functions and priorities. These initiatives are designed to provide regional and statewide benefits for transport users and road authorities.

In 2018–19, 28 projects were funded through the SCDF, with three continuing into next year.



Statewide Capability Development Fund Projects

Project Name	Description
Statewide initiatives	
AusRAP Safety Assessment Project, Phase 2	This is phase 2 of the Australian Road Assessment Program (AusRAP) Safety Assessment Project on the sealed local government LRRS network, completed in 2018-19.
RRTG initiatives	
Road safety training	This project represents funding to Brisbane Metro Alliance RRTG for council staff to undertake road safety training (Road Safety Audit + Investigation and Treatment of Crash Locations) provided by QUT's Centre for Accident Research and Road Safety - Queensland (CARRS-Q).
Road rehabilitation workshop	This project represents funding to Eastern Downs RRTG for council staff to undertake the Road Rehabilitation Workshop facilitated by IPWEA and AAPA.
Standardised procurement documentation	This project represents funding to Far North Queensland RRTG for the development of easy-to-use contract and procurement documentation suites for the group, plus associated training.
Stormwater drainage design workshop	This project represents funding to North Queensland RRTG for RRTG member staff to undertake a workshop delivered by Langtree Consulting and based on the IPWEAQ "Queensland Urban Drainage Manual (2016)" and Australian Government's "Australian Rainfall & Runoff (2016)".
AssetEdge training workshop	This project represents funding to North West Queensland RRTG for RRTG member staff to undertake an AssetEdge 'Reflect' and 'Recover' training workshop.
Advanced ICAM lead investigation training	This project represents funding to Outback RRTG to undertake Advanced ICAM Lead Investigation Training through Australian Risk Services.
Plant hire rate methodology development	This project represents funding to Outback RRTG to engage the Mead Perry Group to develop a regional plant hire rate methodology for the three RRTG member Councils (Boulia and Diamantina Shire Councils and Longreach Regional Council).
Heavy vehicle training (2019)	Outback RRTG received funding for RRTG member staff to undertake a second round of heavy vehicle training in 2019, following an earlier iteration in 2018 that received excellent feedback from the participating councils.
Pre-excavation locator training	This project represents funding to Outback RRTG for RRTG member staff to undertake Dial Before You Dig's Pre-excavation locator training.
Heavy vehicle training (2018)	This project represents funding to Outback RRTG for staff from Barcaldine and Longreach Regional Councils to undertake heavy vehicle training through Transport Compliance Solutions in 2018.
IPWEA professional certificate in asset management planning	This project represents funding to Rockhampton RRTG to undertake the Professional Certificate in asset management planning delivered by IPWEA.
Road safety audits workshop	This project represents funding to Scenic Valleys RRTG to undertake a two-day road safety audits workshop delivered by IPWEAQ.
Supervisors workshops (2018-19 and 2019-20)	This project represents funding to Scenic Valleys RRTG for RRTG member staff to undertake three iterations of IPWEAQ's Supervisors Workshop.
Queensland Urban Drainage Manual workshop	This project represents funding to Scenic Valleys RRTG for RRTG member staff to undertake the Queensland Urban Drainage Manual (QUDM) workshop delivered by IPWEAQ.
South West Strategic Transport Plan	This project represents funding to South West RRTG to support the development of their Strategic Transport Plan.
Administration of Construction Contracts training	This project represents funding to South West RRTG for RRTG member staff to undertake IPWEAQ's Administration of construction contracts training course.
Management of a Civil Workforce training	This project represents funding to South West RRTG to undertake training on the Management of a Civil Workforce delivered by IPWEAQ.
Best Practice Unsealed Roads training	This project represents funding to Southern Border RRTG to undertake Best Practice Unsealed Roads Training.
Extended Design Domain and Design Exceptions training	This project represents funding for Gold Coast City Council staff to undertake a road design training course provided by TMR.
Best Practice Unsealed Roads training	This project represents funding to Western Downs RRTG for council staff to undertake the Best Practice Unsealed Roads training course delivered by Shepherd Services.
Level 1 and 2 Bridge inspection training	This project represents funding to Whitsunday RRTG to undertake a three-day combined Level 1 and 2 bridge inspection training course provided by IPWEAQ.
Road Safety Auditor training	This project represents funding to Wide Bay / Burnett RRTG for a two-day workshop training participants on the roles and responsibilities for undertaking road safety audits.
RRTG initiatives - joint applications	
Supervisors workshops (2018-19 and 2019-20)	This project represents funding to Bowen Basin and Gladstone RRTGs for RRTG member staff to undertake two iterations of IPWEAQ's Supervisors Workshop.
Unsealed local roads workshops (2018-19 and 2019-20)	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs for RRTG member staff to undertake two iterations of the Unsealed Local Roads Workshop to be delivered by IPWEAQ, in conjunction with ARRB.
Level 1 and 2 Bridge inspection training	This project represents funding to North Queensland and North West Queensland RRTGs to undertake a combined Level 1 and 2 Bridge Inspection Training course to be delivered by Forcecor and held in Charters Towers Regional Council.
Pavement design training	This project represents funding to Bowen Basin and Rockhampton RRTGs to undertake a three-day pavement design training course delivered by the Centre for Pavement Engineering Education (CPEE) and held in Rockhampton. This course combines CPEE's regular two-day 'Flexible Pavement Design - Principles and Practices' course and CPEE's 1-day 'Mechanistic Pavement Design - CIRCLY' course.
Erosion and sediment control training	This project represents funding to Bowen Basin, Gladstone and Rockhampton RRTGs to undertake three Erosion and Sediment Control training courses to be delivered by the Institute of Public Works Engineering Australasia (IPWEAQ).

Far North Queensland RRTG

Development of regional contract and procurement documents

The Far North Queensland RRTG undertook to develop a set of regionally consistent contract and procurement documents delivered through Far North Queensland Regional Organisation of Councils (FNQROC) for its 13-member councils (10 in the FNQRRTG). The document suites cover; Construct only, Design and Construct, Construction Management, Consultancy, supply of equipment/goods, goods/service, Asset Maintenance and Plant hire.

As with any project requiring the collaboration of both intra-council departments and inter-council, negotiation and progress to develop each suite and subsequent changes took longer than expected. Notwithstanding, the outcome far exceeded any difficulties encountered. Along with the learning gained through meetings and forums, additional benefit was found by councils learning from each other around various processes and approaches to different procurement activities.

To manage the change process, we included six introductory sessions and two workshops (supported by QWRAP) delivered to 186 council staff. The FNQROC Procurement Coordinator will also visit each of the councils as they start to use the contracts to identify and seek to rectify any issues.

North Queensland and North West Queensland RRTGs

Level 1 and 2 Bridge Inspection Training Workshop

The NQRRTG Technical Committee originally identified the need to have staff competently trained to undertake Level 1 and/or 2 bridge inspections, however, proposed numbers of attendees did not indicate it would be viable to hold the course 'in-house'. Some months later interest was also expressed by the NWQRRTG Technical Committee in the same training. Consequently, the feasibility of holding a course jointly 'in-house' for both NQRRTG and NWQRRTG staff was pursued. Combined, the proposed numbers justified a decision to proceed with Charters Towers chosen as the venue, being the most western location within NQRRTG.

The workshop was originally scheduled for March 2019, however the demands of recovery efforts on Council staff as a result of the major flooding event in the region in February caused a postponement of the workshop. Despite appearing 'jinxed' the workshop eventually proceeded over three days on 14–16 May 2019! Forcecor Infrastructure Consultants (Mark de Hayr and Gary Ander) delivered the training in accordance with TMR's Structures Inspection Manual (SIM 2016) which ensures a consistent approach between Councils and TMR. Day one was effectively the Level 1 component of the course and staff who wished to complete the Level 2 training continued on to Days two and three.

Nine staff from Townsville, Flinders, Charters Towers and a local consultant undertook the Level 2 component and



seven additional staff from Townsville, Charters Towers and Hinchinbrook undertook the Level 1 component only. Unfortunately, staff from Cloncurry and Carpentaria who intended to undertake the training were unable to attend due to illness and other reasons. By design, the workshop had a consistent and methodical format covering all aspects of practical condition assessment techniques, data collection, risk assessment, reporting, maintenance strategies and asset management principles as they relate to bridge and drainage structures. A practical 'in-field' inspection exercise was included. Feedback from attendees was positive.

In general, the workshop should directly create and improve the fundamental bridge and drainage structure inspection skills and knowledge of staff, providing a proactive (rather than

Rockhampton, Gladstone and Bowen Basin RRTGs

Pavement Design Training Courses



reactive) basis for bridge and drainage structure asset management by Councils as follows:

- Improved and structured inspection regimes for bridges and culverts.
- Better quality data and increased knowledge on bridges and culverts for decision making.
- Improved risk management processes and reduced exposure for Councils.
- More effective expenditure of bridge and culvert budgets (maintenance and capital).
- and ultimately and most importantly, a safer road network for all road users.

Hosting the workshop 'in-house' provided direct savings to RRTG members in terms of minimising travel and accommodation expenses that would normally be incurred sending staff away. It was also a great example of two RRTGs collaborating to effectively deliver a capability development initiative. NQRRTG and NWQRRTG would like to acknowledge and thank the Roads and Transport Alliance Board for supporting this training through the provision of SCDF funding, and thank Charters Towers Regional Council for hosting.

Pavements are primary components of road construction and maintenance. With limited road construction and maintenance budgets, ever expanding heavy vehicle numbers / combinations to drive industry and transport productivity, the adverse impact of frequently extreme weather patterns, the importance of developing quality and sustainable pavements for roads cannot be understated. Councils and TMR are constantly striving to drive their limited budgets further—best practice knowledge and implementation by their pavement designers is vital to this.

The Rockhampton RRTG Technical Committee identified a need to improve its pavement design skills late in 2017/18. Around then, North Queensland RRTG had just completed the following Centre for Pavement Engineering Education (CPEE) training courses and reports from attendees were very positive:

- Two day Flexible Pavement Design – Principles and Practices
- One day Mechanistic Pavement Design – Based on the CIRCLY Design Software

Consequently, arrangements were made to host the two courses back-to-back 'in-house' in Rockhampton. Gladstone and Bowen Basin RRTGs' Technical Committees were notified of the intention to hold the training in 2019/20 and extended an invitation.

The courses were scheduled and held on 19–21 March 2019 at the Rockhampton Showgrounds. Ross Paul (Flexible) and Dr Leigh Wardle (Mechanistic – developer of CIRCLY) delivered the training in accordance with CPEE's standard program for the courses which has been developed and refined over many years. Whilst a standard program,

the content is adapted to target at local scenarios, conditions and potential issues. This is a distinct advantage and benefit of hosting the courses 'in-house'. The flexible pavement design course covered topics such as design systems, subgrade evaluation, paving materials' properties (testing and performance), design traffic, lightly trafficked pavements, asphalt surfaced pavements etc. The flexible pavement design course focused on mechanistic design theory and use of the CIRCLY software. Worked examples were prolific throughout the courses and the group workshop exercises were undertaken.

Twenty-one staff from Rockhampton, Livingstone, Gladstone, Banana, Central Highlands and Isaac (every Council except Woorabinda) undertook the flexible pavement design course. Twenty-two staff from Rockhampton, Livingstone, Gladstone, Banana, and Isaac undertook the mechanistic pavement design course (this number included four staff from three different consulting engineering firms). Feedback from attendees was very good.

In general, the courses should improve the pavement design skills of staff which consequently should assist Councils to successfully deliver road projects using best practice pavement principles to maximise efficiencies for them and minimise risks to the general travelling public. Furthermore, it ensures staff from across the Central Queensland region are learning the same principles which enables knowledge sharing and consistency of application into the future. It was also a great example of multiple RRTGs collaborating to effectively deliver a capability development initiative. Rockhampton, Gladstone and Bowen Basin RRTGs would like to acknowledge and thank the Roads and Transport Alliance Board for supporting this training through the provision of SCDF funding, and thank Rockhampton Regional Council for hosting.

STATEWIDE
FINANCIAL
REPORTS

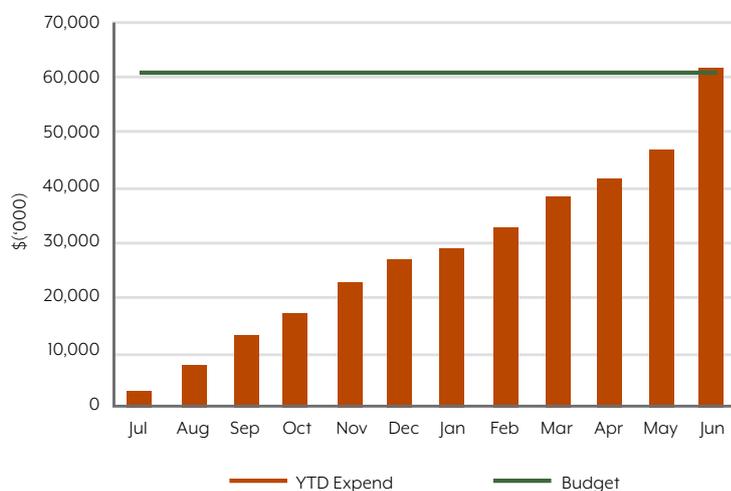
55

Roads and Transport Alliance TIDS 2018–19

The Roads and Transport Alliance TIDS program achieved 100 per cent expenditure for the 2018–19 financial year. A summary of performance by RRTG is detailed below.

Regional Roads and Transport Group	No. of Projects	Allocation (\$'000)	2018-19 Budget (\$'000)	Actual Expend (\$'000)	Budget Spent (%)
Bowen Basin	12	4,479	4,521	4,519	100 %
Brisbane Metro Alliance	10	2,042	2,042	2,042	100 %
Eastern Downs	3	2,728	2,728	2,728	100 %
Far North Queensland	30	5,715	5,807	5,796	100 %
Gladstone	5	1,038	1,038	1,038	100 %
North Queensland	20	3,361	3,361	3,361	100 %
North West Queensland	19	5,493	5,533	5,533	100 %
Northern SEQ	14	3,718	3,718	3,718	100 %
Outback	20	6,211	6,105	6,156	100 %
Rockhampton	4	1,516	1,516	1,516	100 %
Scenic Valleys	11	2,171	2,171	2,171	100 %
South West	19	6,646	6,683	6,682	100 %
Southern	11	2,690	2,690	2,679	100 %
Southern Border	14	2,199	2,199	2,167	99 %
Western Downs	12	2,645	2,645	2,645	100 %
Whitsunday	5	1,803	1,803	1,803	100 %
Wide Bay / Burnett	52	6,746	6,746	6,750	100 %
Total	261	61,200	61,305	61,303	100 %

Statewide Year to Date (YTD) Expenditure



Note:

1. The end of June 2019 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.
2. Program budgets shown may vary slightly to the annual allocation due to programming adjustments.
3. 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 2018–19 Roads and Transport Alliance (RTA) TIDS program.

Infrastructure Type	Actual Expend (\$'000)	Budget Spent (%)
Local Roads Infrastructure Works on lower order state-controlled roads (TMR LRRS) or higher order local government-controlled roads	56,068	91.5%
Safe School Travel Infrastructure Works to improve the safety of children travelling to and from school, including cycleways at existing schools	1,864	3.0%
State Network Works on the state-controlled road network	1,421	2.3%
Capability and Development RRTGs may allocate up to 2.5% of funding for capability development and/or improvement purposes without having to be matched	828	1.4%
Active Transport Infrastructure Works on cycle facilities and works to improve pedestrian infrastructure on the local government network	794	1.3%
Airport Infrastructure Works that enhance the safety and accessibility of airports	328	0.5%
Total	61,303	100 %

RRTG ATSI TIDS 2018–19

The RRTG ATSI TIDS program achieved 100 per cent expenditure for the 2018–19 financial year. A summary of performance by RRTG and Aboriginal Shire Council is detailed below.

Regional Roads and Transport Group	Aboriginal Shire Council (ASC)	No. of Projects	Allocation (\$'000)	2018-19 Budget (\$'000)	Year to Date (YTD)	
					Actual Expend (\$'000)	Budget Spent (%)
Bowen Basin	Woorabinda ASC	3	53	91	91	100 %
Far North Queensland	Wujal Wujal ASC	1	29	29	29	100 %
	Yarrabah ASC	1	47	13	13	100 %
North West Queensland	Doomadgee ASC	1	197	277	277	100 %
	Kowanyama ASC	1	236	236	236	100 %
Total		7	563	647	647	100 %

Note:

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

Statewide Capability Development Fund 2018–19

Regional Roads and Transport Group	Project	2018-19 Budget (\$'000)	Year to Date (YTD)	
			Actual Expend (\$'000)	Budget Spent (%)
Statewide initiatives				
	AusRAP Safety Assessment Project, Phase 2	70	70	100%
RRTG initiatives				
Brisbane Metro Alliance	Road safety training	7	7	100%
Eastern Downs	Road rehabilitation workshop	8	8	100%
Far North Queensland	Standardised procurement documentation	38	38	100%
North Queensland	Stormwater drainage design workshop	2	2	100%
North West Queensland	AssetEdge training workshop	2	2	100%
	Advanced ICAM lead investigation training	10	10	100%
	Plant hire rate methodology development	7	7	100%
Outback	Heavy vehicle training (2019)	5	5	100%
	Pre-excavation locator training	4	4	100%
	Heavy vehicle training (2018)	3	3	100%
Rockhampton	IPWEA professional certificate in asset management planning	3	3	100%
	Road safety audits workshop	9	9	100%
Scenic Valleys	Supervisors workshops (2018–19 and 2019–20)	6	6	100%
	Queensland Urban Drainage Manual workshop	5	5	100%
	South West Strategic Transport Plan	31	31	100%
South West	Administration of Construction Contracts training	9	9	100%
	Management of a Civil Workforce training	6	6	100%
Southern Border	Best Practice Unsealed Roads training	16	16	100%
Southern	Extended Design Domain and Design Exceptions training	2	2	100%
Western Downs	Best Practice Unsealed Roads training	6	6	100%
Whitsunday	Level 1 and 2 Bridge inspection training	2	2	100%
Wide Bay/Burnett	Road Safety Auditor training	9	9	100%
RRTG initiatives - joint applications				
Bowen Basin and Gladstone	Supervisors workshops (2018–19 and 2019–20)	10	10	100%
Bowen Basin, Rockhampton and Gladstone	Unsealed local roads workshops (2018–19 and 2019–20)	10	10	100%
North Queensland and North West Queensland	Level 1 and 2 Bridge inspection training	4	4	100%
Rockhampton and Bowen Basin	Pavement design training	23	23	100%
Rockhampton, Gladstone and Bowen Basin	Erosion and sediment control training	16	16	100%
Total (SCDF projects)		320	320	
Re-distribution to Aboriginal Shire Councils TIDS		280	280	
Total		600	600	

Note:

1. Out of the \$0.6 million annual funding commitment, roughly \$0.32 million was expended against this year's SCDF program and the balance of \$0.28 million transferred within the larger TIDS program to ensure full expenditure.
2. Project budgets shown may vary slightly to the original funding due to variations.
3. Amounts shown are in \$1000's and are rounded. Totals are subject to rounding.

REGIONAL
ROADS AND
TRANSPORT
GROUP
PROFILES

61

Bowen Basin RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$4,519

2018–19 TIDS Expenditure (\$'000)

Bowen Basin 2018–19 Roads and Transport Alliance TIDS / State Network RRTG Funded

Project Name	Expenditure (\$'000)
1 BANANA SHIRE	
Deearne Road, Cockatoo, drainage, form, pave and seal	500
Theodore - Moura Road, drainage works and pavement seal	361
Jambin Dakenba Road, rehabilitation widen and seal	301
Banana Baralaba Road, rehabilitation and widening	298
Shepherdsons Road, rehabilitation widen and seal	90
2 CENTRAL HIGHLANDS REGIONAL	
Wyuna Road (Emerald), pave and seal	275
Capability and development, Technical Coordination	57
3 ISAAC REGIONAL	
Golden Mile Road, overlaying and stabilisation	997
Laglan Road, paving and sealing	550
4 WOORABINDA ABORIGINAL SHIRE	
Blackboy Road, Woorabinda, reseal	87
Doolan Crescent (Woorabinda), Richard Close, George Close, asphalt overlay to cul-de-sacs	43
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL	3,559
CENTRAL HIGHLANDS REGIONAL	
Dawson Developmental Road (Springsure - Tambo), pave and seal	960
STATE NETWORK (RRTG FUNDED) SUBTOTAL	960

Bowen Basin 2018–19 RRTG ATSI

Project Name	Expenditure (\$'000)
WOORABINDA ABORIGINAL SHIRE	
Woorabinda township, reseal various roads	38
Dooley Street and Cressbrook Street extensions, construct to sealed standard	30
Airport Access Road, construct to seal standard (Munns Drive - Airport Apron)	23

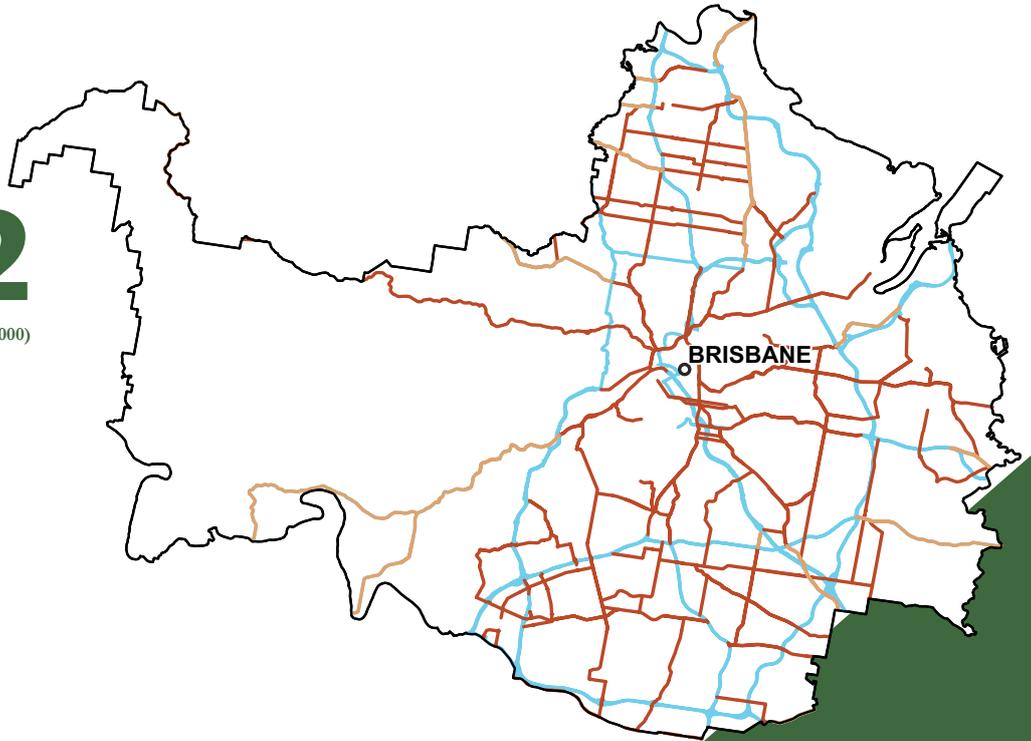
Brisbane Metro Alliance RRTG

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

2018-19 TIDS Expenditure (\$'000)



Eastern Downs RRTG



\$2,728

2018-19 TIDS Expenditure (\$'000)

Brisbane Metro Alliance 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
BRISBANE CITY	
Vulture Street and Montague Road (West End), intersection improvements	1,645
Glenala Road - Hampton Street (Durack), Glenala State High School, pedestrian enhancements	79
Burradoo Street (Chermside), Wavell Heights State School, pedestrian enhancements	69
Lampson Street (Sunnybank), Runcorn State School, pedestrian enhancements	64
Bannerman Street (Oxley), Oxley State School, pedestrian enhancements	54
Arnold Street (Holland Park), Holland Park State School; pedestrian enhancements	41
Nellie Street, Northgate State School, pedestrian crossing enhancements	34
Wynnum Road (Wynnum), Wynnum State School, pedestrian enhancements	29
Old Cleveland Road, Belmont State School, school zone safety enhancements	17
Darra Station Road (Darra), Our Lady of the Sacred Heart Catholic Primary School, pedestrian enhancements	12

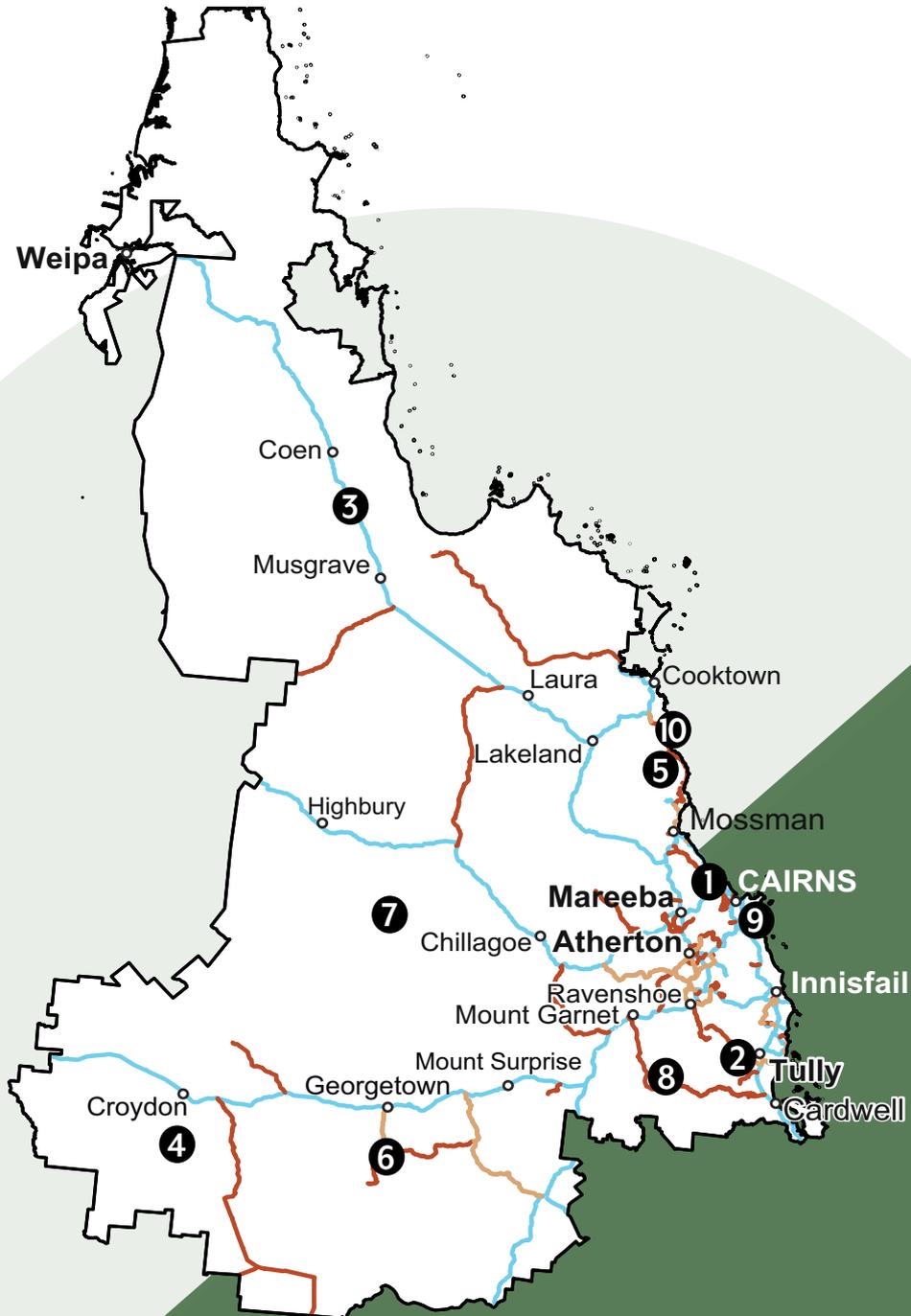
Eastern Downs 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
TOOWOOMBA REGIONAL	
Mort Street, North Toowoomba, duplication	1,363
Crows Nest - Blackbutt Road (Pierces Creek Road)	1,361
Technical capability development (Eastern Downs)	5

Far North Queensland RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$ 5,796

2018-19 TIDS Expenditure (\$'000)

Far North Queensland 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
--------------	----------------------

1 CAIRNS REGIONAL	
Redlynch Intake Road, widen shoulder and sealing	250
Munro Street, replace culvert	233
Abbott Street, lighting upgrade	220
Lake Street, lighting upgrade	215
Abbott Street, rehabilitation works	108

2 CASSOWARY COAST REGIONAL	
Cowley Creek Road, construct an additional lane on bridge	350
Flying Fish Point Road, replace culvert	85

3 COOK SHIRE	
Charlotte Street, rehabilitate and widen	405
May Street, rehabilitate and widen	200
Mount Webb Wakooka Road, construct bridge	75
Buhmann Street, construct to new sealed two lane standard	70

4 CROYDON SHIRE	
Croydon - Richmond Road (1), construct to two-lane seal	350
Croydon - Richmond Road (1), upgrade floodway	23
Croydon - Richmond Road (2), upgrade floodway	23

5 DOUGLAS SHIRE	
Cape Tribulation Road, construct bikeway and footpath	125

6 ETHERIDGE SHIRE	
Forsyth - Einasleigh Road, bitumen reseal works	343

7 MAREEBA SHIRE	
Springmount Road, pavement widening works	475
Mount Mulligan Road, construct to sealed standard	226
RRTG Secretariat Services	143
Ootann Road - Almaden to Kennedy Highway (Gunnawarra), package 2 sealing works	132
Ootann Road, widen and seal for overtaking lane	70

Project Name	Expenditure (\$'000)
--------------	----------------------

8 TABLELANDS REGIONAL	
Mary Street, safety improvements near school	387
Curtain Fig Tree Road, upgrade bridge	287
Gunnawarra Road, upgrade bridge	270
Tolga-Kairi Road, widen and seal section 3.08-5.36km	242
Tolga-Kairi Road, widen and seal shoulders	155
Tolga-Kairi Road, widen and seal section 0.27-1.39km	122
Ootann Road (Almaden - Kennedy Highway), Gunnawarra, package 2 sealing works	104
Tolga-Kairi Road, widen and seal section 0.12-0.25km	27

9 YARRABAH ABORIGINAL SHIRE	
Back Beach Road, construction of a concrete causeway	80

Far North Queensland 2018–19 RRTG ATSI

Project Name	Expenditure (\$'000)
--------------	----------------------

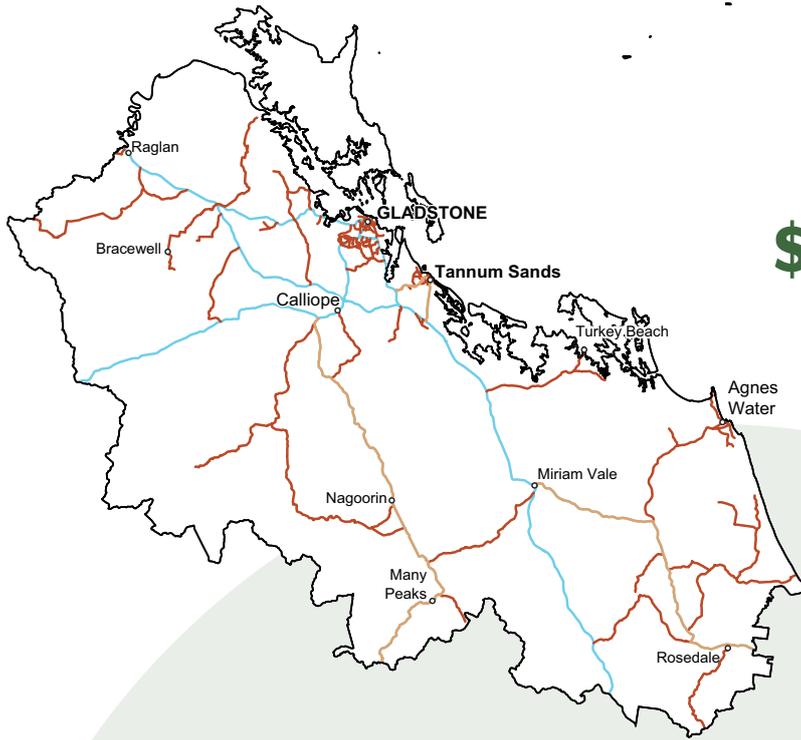
10 WUJAL WUJAL ABORIGINAL SHIRE	
Wujal Wujal Community, Speed control devices	29

YARRABAH ABORIGINAL SHIRE	
Yarrabah Community, Boat ramp improvements	13

Gladstone RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$1,038
2018-19 TIDS Expenditure (\$'000)

North Queensland RRTG

\$3,361
2018-19 TIDS Expenditure (\$'000)



Gladstone RRTG 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
GLADSTONE REGIONAL	
Red Rover Road (Gladstone), asphalt overlay	273
Turkey Beach Road, Turkey Beach, safety improvements	225
Kirkwood Road, Skyline Drive - Dixon Drive; asphalt overlay	222
Bicentennial Drive; Round Hill Road - Anderson Way, widen and rehabilitate	213
Mount Alma Road, gravel re-sheet	106

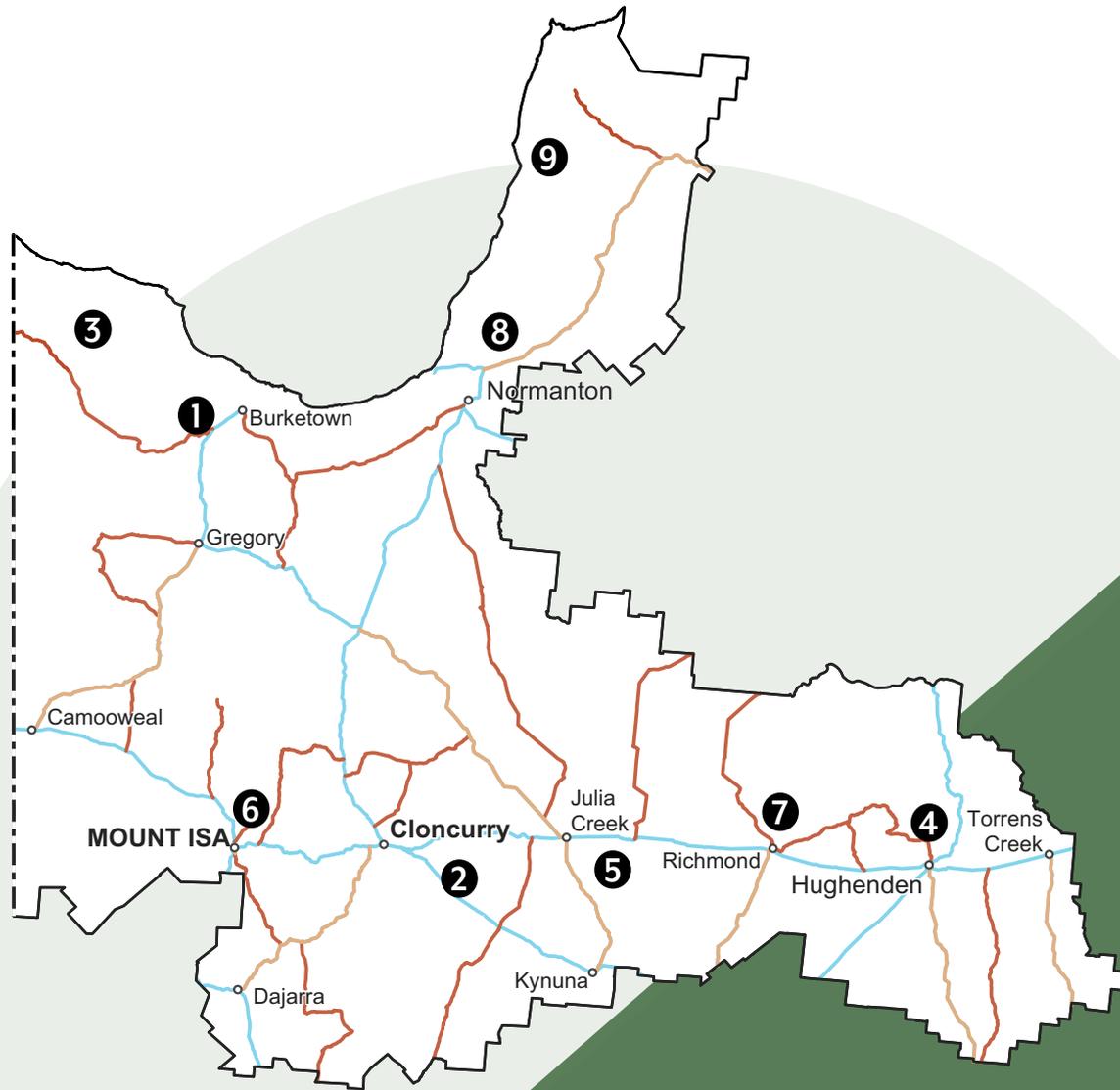
North Queensland 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
1 BURDEKIN SHIRE	
Brown Road (Home Hill), road and culvert works	216
Seventh Avenue (Sixteenth Street to Bruce Highway), dual use pathway	175
Day Road, upgrade to bitumen seal standard	100
Ivory Road / Fiveways Road, intersection upgrade	8
2 CHARTERS TOWERS REGIONAL	
Gill Street (Richmond Hill), Church Street - Boundary Street to Railway, overlay and reconstruction in 2 stages	605
Weir Road and MacPherson Street, intersection upgrade	161
Bluff Road (Charters Towers), install and upgrade culverts	120
Hugh Quinn Crescent (Queenton), New Queen Road intersection, junction alignment	25
3 HINCHINBROOK SHIRE	
Cooks Lane, pavement, sealing and drainage works	122
Bosworths Road, pavement, sealing and drainage works	91
Elphinstone Pocket Road, pavement, sealing, drainage and bridge works	50
Wallaman Falls Road (Ingham), section widen and seal	50
Taylor's Beach Road, Taylor's Beach, pavement, sealing and drainage works	43
Four Mile Road, pavement, sealing and drainage works	30
Hawkins Creek Road, Ingham culvert rehabilitation	25
Mount Gardiner Road (Bemerside), sealing works	7
4 TOWNSVILLE CITY	
Webb Drive and Ingham Road intersection, traffic signals upgrade	971
McIlwraith Street, Dean Street - Davidson Street, reconstruction and overlay	400
Ingham Road and Enterprise Street, intersection upgrade	126
RRTG Capability Funding	35

North West Queensland RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$5,533

2018-19 TIDS Expenditure (\$'000)

North West 2018–19 Roads and Transport Alliance TIDS / State Network RRTG Funded

Project Name	Expenditure (\$'000)
1 BURKE SHIRE	
Doomadgee West Road, formation	534
Gregory - Lawn Hill Road, reseal	66
2 CLONCURRY SHIRE	
Scheaffe Street, pavement rehabilitation	650
3 DOOMADGEE ABORIGINAL SHIRE	
Woollogarang West Road, Doomadgee, construct to a sealed standard	240
4 FLINDERS SHIRE	
Prairie Vale Road, construct to sealed standard	200
Hughenden area, various roads, install new drainage structures	184
5 MCKINLAY SHIRE	
Neila Bunda Road, Neila, construct to sealed standard	300
Gilliat - McKinlay Road, construct to new sealed 2 lane standard	150
Punchbowl Road, construct to sealed standard	125
6 MOUNT ISA CITY	
Isa Street (Mount Isa) Bridge Replacement, Leichardt River	465
7 RICHMOND SHIRE	
Richmond - Croydon Road, construct to a sealed standard	225
RRTG Technical Coordinator	137
Richmond - Croydon Road, gravel resheeting	100
Maxwelton Frontage Road, gravel resheeting	100
Croydon - Richmond Road, rehabilitation and widen	89
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL	3,565
8 CARPENTARIA SHIRE	
Burke Developmental Road (Normanton - Dimbulah), gravel resheeting	910
FLINDERS SHIRE	
Aramac - Torrens Creek Road, construct to a sealed standard	642
RICHMOND SHIRE	
Richmond - Winton Road, construct to a sealed standard	216
Richmond - Winton Road, culvert and floodway replacement	200
STATE NETWORK (RRTG FUNDED) SUBTOTAL	1,968

North West RRTG ATSI

Project Name	Expenditure (\$'000)
DOOMADGEE ABORIGINAL SHIRE	
Woollograng West Road, Doomadgee, construct to sealed standard	277
9 KOWANYAMA ABORIGINAL SHIRE	
Kowanyama - Dunbar Road (Kowanyama), safety improvements	236

Northern South East Queensland RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$3,718

2018-19 TIDS Expenditure (\$'000)

Northern South East Queensland 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
1 MORETON BAY REGIONAL	
Old North Road upgrade	1,325
Regional Roads and Transport Group capability funding	4
2 NOOSA SHIRE	
Ernest Street - Hilton Terrace, Noosaville, intersection upgrade	468
Bicentennial Drive, pedestrian and cyclist facilities	54
Regional Roads and Transport Group capability funding	11
3 SOMERSET REGIONAL	
Esk - Crows Nest Road, widening to Toogoolawah Biarra Road (Stage 2)	391
Fernvale Road, rehabilitation and widening at Chatham Street and Applewoods Lane	200
Regional Roads and Transport Group capability funding	8
4 SUNSHINE COAST REGIONAL	
Sippy Downs Drive, upgrade to 4 lanes University Way to Siena Catholic College	711
McGilchrist Road, upgrade gravel road to Ilkley Road (Stage 2)	350
Queen Street, pedestrian and cyclist facilities Caloundra State School	140
Sippy Downs Drive, install new signalised pedestrian crossing Chancellor State College	50
Evans Street, Maroochydore, upgrade	6
Regional Roads and Transport Group capability funding	2

Outback RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$6,156

2018-19 TIDS Expenditure (\$'000)

Outback 2018–19 Roads and Transport Alliance TIDS / State Network RRTG Funded

Project Name	Expenditure (\$'000)
1 BARCALDINE REGIONAL	
Barcaldine - Isisford Road, pavement rehabilitation	200
2 BLACKALL TAMBO REGIONAL	
Scrubby Creek Road, gravel resheeting and batter protection	375
Blackall - Emmet Road, reseals	100
3 BOULIA SHIRE	
Boulia - Tobermorey Road, Outback Way contribution	625
Boulia Airport runway crack sealing	50
2018-19 Urandangi Airport runway reseal	264
4 DIAMANTINA SHIRE	
Bedourie footpath upgrade	50
5 LONGREACH REGIONAL	
Dandaraga Road, reseal	161
Tonkoro Road, install concrete floodways	142
Isisford - Bimerah Road, formation works	125
WINTON SHIRE	
6 Cork Mail Road, floodway upgrades	135
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL	2,227
BARCALDINE REGIONAL	
Barcaldine - Aramac Road, widen and seal	608
BARCOO SHIRE	
7 Diamantina Developmental Road (Windorah - Bedourie), Morney Station, pave and seal	1,166
BLACKALL TAMBO REGIONAL	
Blackall - Jericho Road, pave and seal	665
Alpha - Tambo Road, pave and seal	48
BOULIA SHIRE	
Diamantina Developmental Road (Boulia - Dajarra), Limestone Creek Floodway upgrade	1
DIAMANTINA SHIRE	
Eyre Developmental Road (Bedourie - Birdsville), Waddi Trees, pave and seal	1,053
Eyre Developmental Road (Bedourie - Birdsville), Sunshine Flats, pave and seal	286
LONGREACH REGIONAL	
Cramsie - Muttaborra Road, pave and seal	49
WINTON SHIRE	
Richmond - Winton Road, pave and seal	51
STATE NETWORK (RRTG FUNDED) SUBTOTAL	3,929

Rockhampton RRTG

Legend

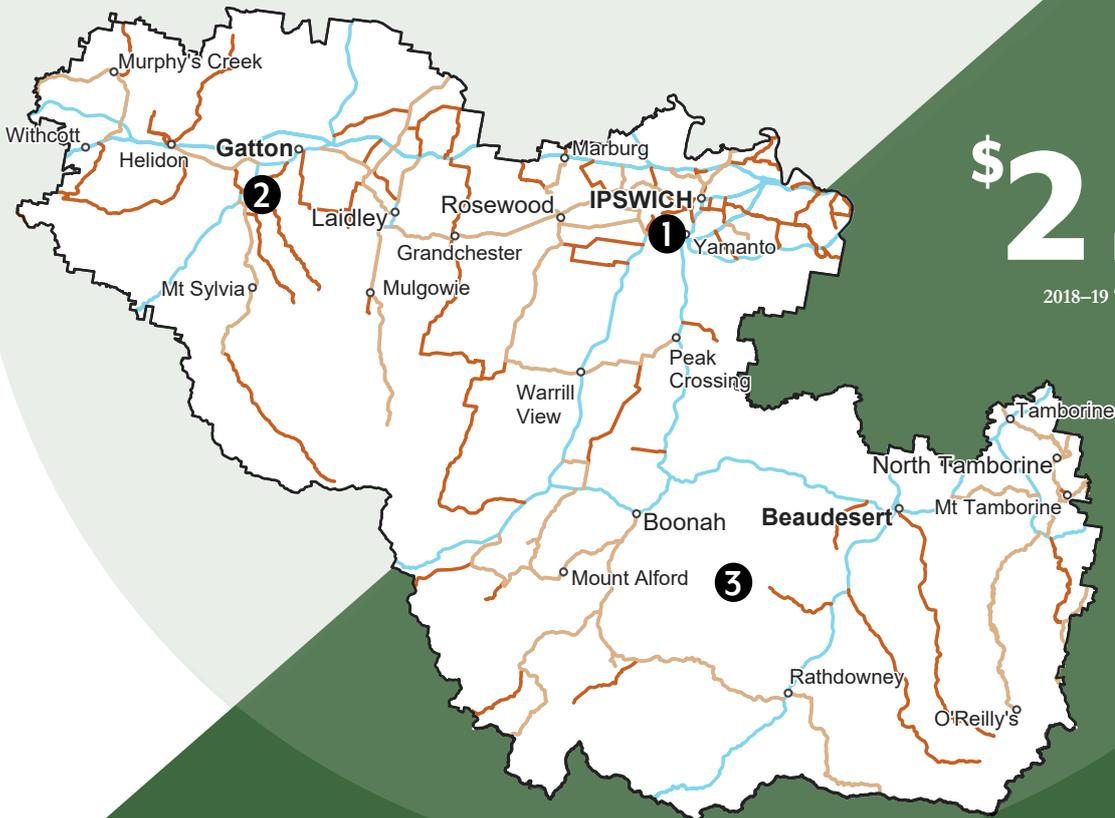
- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$1,516

2018–19 TIDS Expenditure (\$'000)

Scenic Valleys RRTG



\$2,171

2018–19 TIDS Expenditure (\$'000)

Rockhampton 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
1 LIVINGSTONE SHIRE	
Rockhampton Road, Barmaryee Road intersection, construct roundabout	648
2 ROCKHAMPTON REGIONAL	
Alexandra Street, (Park Avenue), Richardson Road - Moores Creek Road, reconstruct pavement	610
Nine Mile Road, reconstruct pavement	220
RRTG Technical Coordination	38

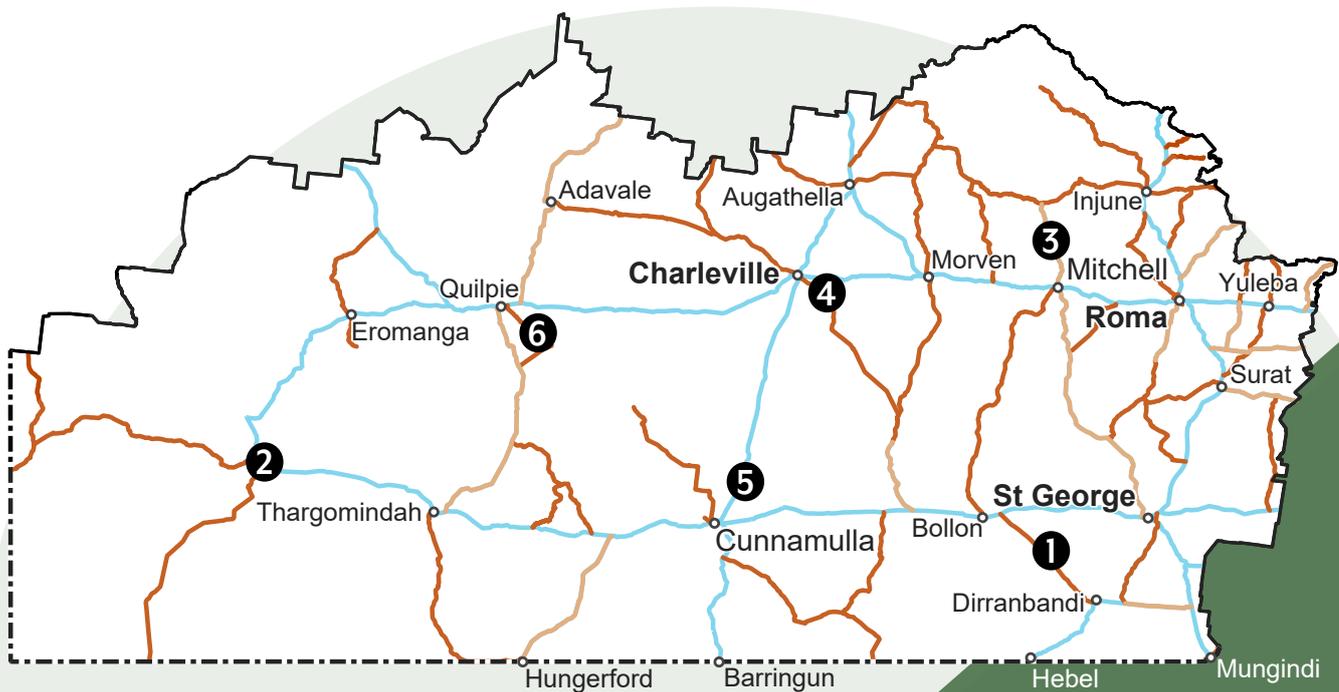
Scenic Valleys 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
1 IPSWICH CITY	
Old Toowoomba Road (Ernest Street -Toongarra Road), Ipswich, duplicate from two to four lanes	705
RRTG Technical Coordination	54
2 LOCKYER VALLEY REGIONAL	
Thallon Road (Kensington Grove), reconstruct pavement	340
Lake Clarendon Way, Lake Clarendon, pavement rehabilitation	135
Mountain Road (Laidley), Range Crescent - Clearidge Court, widening	65
Laidley State High School, parking improvements	61
Summerholm Road (Hatton Vale), widening	50
Hannant Road (Kensington Grove), Fairway Drive, construct footpaths	48
Blanchview Road (Blanchview), signage improvements	6
3 SCENIC RIM REGIONAL	
Beechmont Road, Millie Court - Coomera River, pavement reconstruction	545
Kooralbyn Road, pavement rehabilitation	160

South West RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$ 6,682

2018-19 TIDS Expenditure (\$'000)

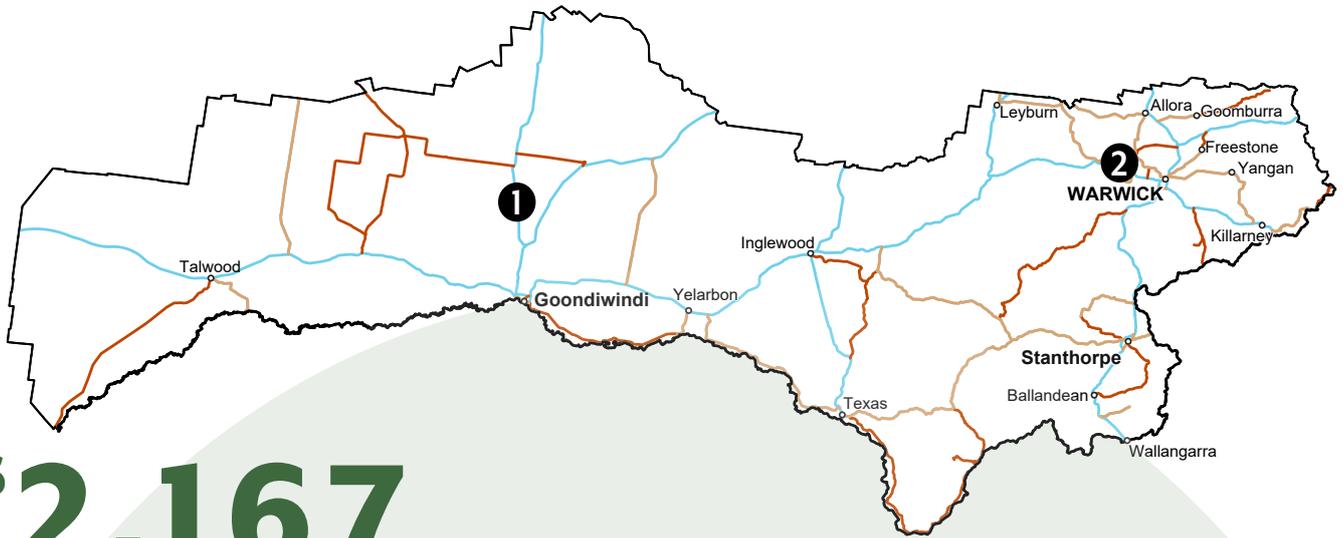
South West 2018–19 Roads and Transport Alliance TIDS / State Network RRTG Funded

Project Name	Expenditure (\$'000)
1 BALONNE SHIRE	
Kooroon Road (St George), floodway upgrade and gravel resheet, 2.40 - 10.60km	198
Mitchell - Bollon Road (Bollon), gravel resheet, 185.10 - 192.10km	190
Bollon - Dirranbandi Road (Bollon), reseal sections, 0 - 52.4km	150
Kooroon Road (St George), gravel resheet, 14.70 - 19.70km	61
2 BULLOO SHIRE	
Innamincka Road (Durham)m upgrade and seal, 119.00 - 126.45km	453
3 MARANOA REGIONAL	
Duke Street South (Roma), widen, seal and kerb 0 - 0.610km	750
Mt Moffatt Road (Forestvale), gravel pavement, 96.90 - 103.90km	479
Bollon Road (Bollon), gravel pavement, 160.00 - 174.00km	341
Redford Road (Mungallala), widen and gravel pavement, 84.00 - 91.70km	245
4 MURWEH SHIRE	
Charleville - Adavale Road (Charleville), construct to sealed standard, 51.60 - 60.40km	480
Killarney Road (Charleville), construct to sealed standard, 58.10 - 64.66km	430
5 PAROO SHIRE	
Bundaleer South Plains Road (Noorama), heavy formation grade and re-sheet, 20.0 - 40.40km	137
Yowah Road (Yowah), widen seal, 2.5 - 4.1km	80
Eulo - Toompine Road, pavement widening and sealing	27
6 QUILPIE SHIRE	
Mount Margaret Road (Eromanga), rehabilitation and reseal 10.10 - 26.60km	438
DISTRICT - SOUTH WEST	
Capability funding, technical support	171
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL	4,631
MARANOA REGIONAL	
Roma Southern Road (Duke Street South) Roma, urban standard	938
PAROO SHIRE	
Hungerford Road, Eulo, pave and seal, 0.15 - 4.15km	671
QUILPIE SHIRE	
Quilpie - Adavale Road (Adavale), resheet and seal	442
STATE NETWORK (RRTG FUNDED) SUBTOTAL	2,051

Southern Border RRTG

Legend

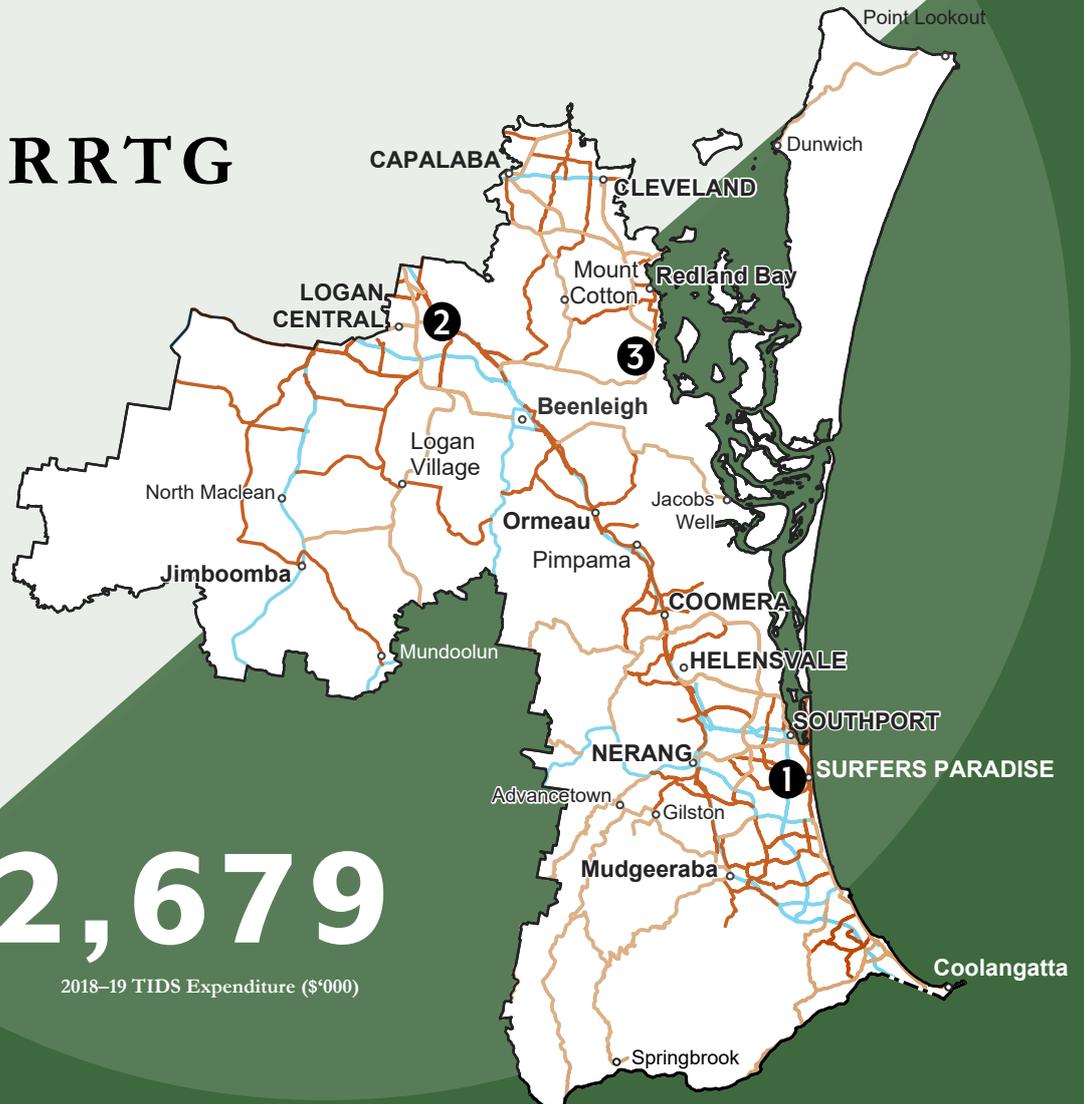
- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$2,167

2018–19 TIDS Expenditure (\$'000)

Southern RRTG



\$2,679

2018–19 TIDS Expenditure (\$'000)

Southern Border 2018–19 Roads and Transport Alliance TIDS / State Network RRTG Funded

Project Name	Expenditure (\$'000)
1 GOONDIWINDI REGIONAL	
Goondiwindi, various roads, bitumen reseals	240
Goodar Road, North Goondiwindi, pavement sealing extension	215
Kondar Road, pavement rehabilitation	173
Goondiwindi, various roads, pavement rehabilitation	128
Minnel Road, North of Toobeah, shoulder rehabilitation	115
Kioma Road, Toobeah, floodway rehabilitation	64
Kioma Road, gravel resheeting	44
Old Cunningham Highway, Goondiwindi, asphalt surfacing	21
Goondiwindi Airport runway shoulder re-sheeting	15
2 SOUTHERN DOWNS REGIONAL	
Amiens Road, Amiens, rehabilitation and widening	445
Inverramsay Road, Goomburra, rehabilitation and widening	392
Freestone Road, Freestone, rehabilitation and widening	231
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL	2,083
GOONDIWINDI REGIONAL	
Texas - Yelarbon Road, rural intersection upgrades	44
Yelarbon - Keetah Road, upgrade planning and design to roadtrain access	40
STATE NETWORK (RRTG FUNDED) SUBTOTAL	84

Southern 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
1 GOLD COAST CITY	
Miami State High School off street set down facility	516
Thrower Drive shared path (Palm Beach)	125
Gold Coast Highway shared path (Southport)	125
Stanmore Road upgrade (Stage 5), Yatala	108
2 LOGAN CITY	
Jedfire Street (Springwood) construction of urban collector road	574
California Creek Road upgrade	361
Southern RRTG Capability development funding	30
3 REDLAND CITY	
Broadwater Terrace (Moogurrapum Creek - Hamilton Street), resurfacing and pavement repairs	438
Old Cleveland Road East, Wellington Point (Main Road - Starkey Street), pavement repairs	369
Ziegenfusz Road (Carmel College), footpath connection	17
Anson Road (Redland College), footpath connection	16

Western Downs RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways

\$2,645

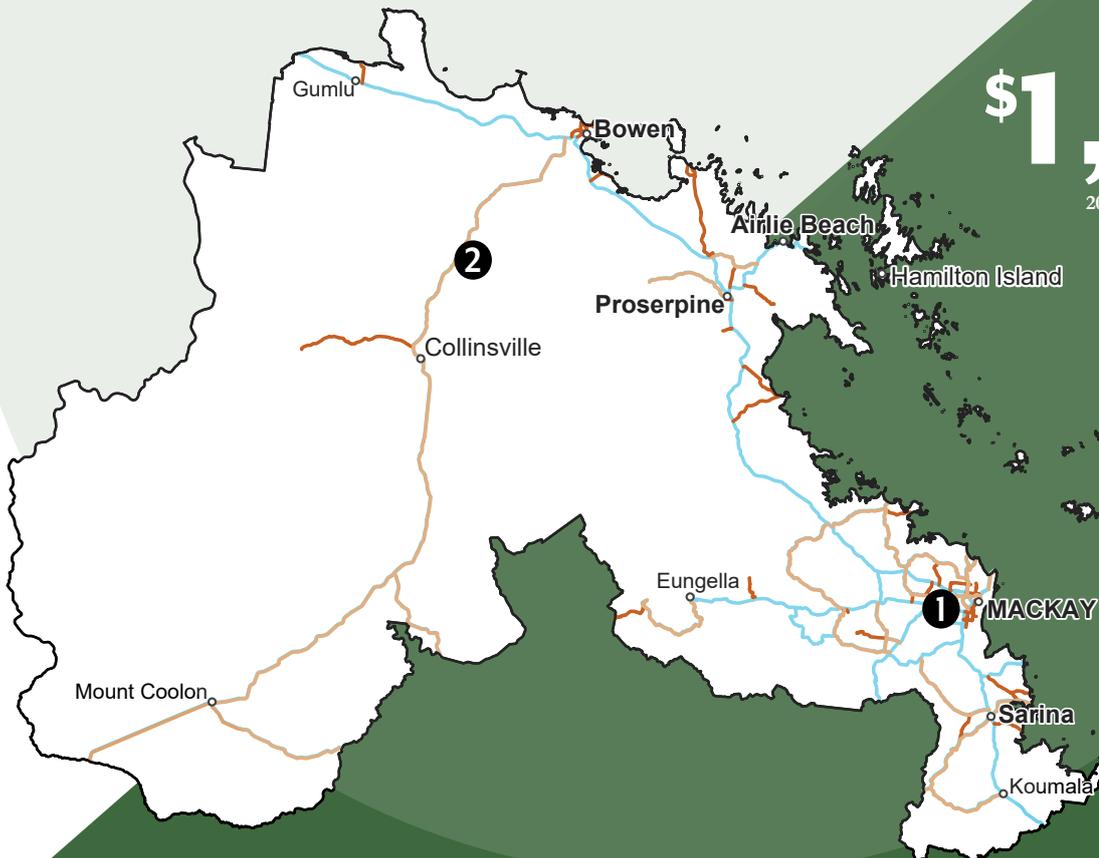
2018–19 TIDS Expenditure (\$'000)



Whitsunday RRTG

\$1,803

2018–19 TIDS Expenditure (\$'000)



Western Downs 2018–19 Roads and Transport Alliance TIDS / State Network RRTG Funded

Project Name	Expenditure (\$'000)
WESTERN DOWNS REGIONAL	
Harphams Road (Drillham) upgrade from gravel to bitumen sealed	360
Bullock Head Road, Tara, gravel re-sheeting	350
Mt Myrtle Road (Drillham), gravel re-sheeting	200
Bligh Street, Dalby, upgrade to kerb and channel	200
Nathan Road, pavement rehabilitation (Wandoan)	190
Wilkes Street, Dalby, kerb and channel upgrade	175
Canns Road, Auburn, gravel re-sheeting	140
Greenswamp Road, widening (Chinchilla)	100
Jimbour - Cooranga North Road Cooranga; gravel re-sheeting	75
Bundi Road (Wandoan) upgrade from gravel to bitumen sealed	50
ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL	1,840
Auburn Road, Chinchilla, widen pavement and bitumen surfacing	725
Dalby - Cecil Plains Road (Dalby), Wild's Road intersection upgrade	80
STATE NETWORK (RRTG FUNDED) SUBTOTAL	805

Whitsunday 2018–19 Roads and Transport Alliance TIDS

Project Name	Expenditure (\$'000)
1 MACKAY REGIONAL	
Milton Street and Boundary Road (Mackay), intersection improvements	788
Whitsunday RRTG program development	19
2 WHITSUNDAY REGIONAL	
Strathmore Road (Colinsville), pave and seal section 21.00 - 24.00km	432
Mt Nutt Road (Bowen), pavement rehabilitation	406
Pantall Street and West Street (Bowen), pavement rehabilitation	158

Wide Bay/Burnett RRTG

Legend

- Local Government Local Roads of Regional Significance
- Transport and Main Roads Local Roads of Regional Significance
- Other state-controlled roads and franchised motorways



\$6,750

2018-19 TIDS Expenditure (\$'000)

Wide Bay/Burnett 2018–19 Roads and Transport Alliance TIDS / State Network RRTG Funded

Project Name	Expenditure (\$'000)	Project Name	Expenditure (\$'000)
1 BUNDABERG REGIONAL			
Hughes Road (Bargara) Watsons Road, intersection upgrade	694	Kandanga Creek Road, Kandanga, Bridge 1 replacement	300
Bucca Road, Bucca, Smiths Creek Bridge replacement	405	Kandanga Creek Road, Kandanga, Blue Creek Bridge replacement	187
Gahans Road (Kalkie), widen existing road, 0.24 - 0.78km	267	Cedar Pocket Road, Greens Creek Bridge replacement	115
Hughes Road, Bargara, Watsons Road to Wearing Road, extension	94	4 NORTH BURNETT REGIONAL	
Hurst Street and Cullen Street, Walkervale State School, concrete pathways	27	Gayndah - Mundubbera Road (Gayndah), 0.01 - 1.525km, construct to new sealed road	151
Branyan Drive, Branyan Road State School, concrete pathway and crossing	18	Staibs Road, Gayndah, upgrade to sealed standard	138
Sharon School Road, Sharon State School, upgrade existing pathway	12	Swindon Road, Mount Perry, 13.21 - 14.97km construct to new sealed road	123
Maynard Street (Bundaberg), Shalom College and Norville School, pedestrian refuge	10	Swindon Road (Mt Perry), reshape and seal 7.93 - 9.95km	99
May Street, Gin Gin State School, concrete pathway	10	Abercorn Road, Monto, widen to two lane standard	77
Osborn Street, Norville State School, concrete pathway	10	Wetheron Road, Bon Accord, section rehabilitate and widen	66
Enterprise Street (Bundaberg) Shalom College, pedestrian refuge	6	Monto, pedestrian overpass, rail footbridge overpass upgrade	45
DISTRICT - WIDE BAY/BURNETT		Calrossie Road, Eidsvold, relocate hazardous objects	43
RRTG Secretariat Program	115	Boynewood State School, Fletcher Road, upgrade bus set down area	38
2 FRASER COAST REGIONAL		Mundubbera State School, Bunce and Elizabeth Streets, upgrade existing footpath and set down facilities	22
Urraween Road, Urraween, Main Street, 0 - 0.63km, pavement reconstruction	736	Mount Perry State School, Moonta Street, upgrade existing bus set down and pedestrian access areas	17
Boat Harbour Drive, Urangan, Elizabeth Street to Hansen Street, pavement rehabilitation	517	Gayndah State School, Queen Street, upgrade existing pedestrian crossings and parking	10
Bryant Street, Aldridge State High School, car parking facilities	136	5 SOUTH BURNETT REGIONAL	
Walkers Point Road, Walkers Point, pavement reconstruction and widening	125	Various sections on various roads, reseal	267
Beaver Rock Road, Maryborough, rehabilitation and widen	84	Memerambi - Barkers Creek Road, Wattle Creek, section new sealed road	212
Torquay Terrace, Torquay State School, concrete pathway	52	Haly Street, Kingaroy, construct footpath	47
Pialba - Burrum Heads Road, Dundowran, Yarrilee State School, additional car parking and link	50	Siefert Street, Crawford State School, construct footpath	38
Woodstock Street, Maryborough Special School, pedestrian refuge and concrete pathway	45	Alford Street, Kingaroy State School, concrete pathway	31
William Street, Howard State School, modify existing blister islands	40	Fitzroy Street, Kingaroy, Saint Mary's Catholic College, construct footpath	18
Grevillea Street (Hervey Bay), Kawungan State School, additional formal parking	22	ROADS AND TRANSPORT ALLIANCE TIDS SUBTOTAL 6,304	
Robertson Street (Torbanlea), State School, Burgowan Road, additional car parking	20	BUNDABERG REGIONAL	
Amity Street, Maryborough West State School, concrete pathway	20	Bundaberg - Bargara Road, Bargara State School, concrete pathway	46
Main Street, Kawungan, section, rehabilitate and widen	16	NORTH BURNETT REGIONAL	
North Street, Maryborough West State School, kerb construction	15	Wuruma Dam Road, Abercorn, Abercorn State School, bus parking	1
3 GYMPIE REGIONAL		SOUTH BURNETT REGIONAL	
Waldock Road and Heilbronn Road, Jones Hill, widening and footpath	415	Byee Road (Byee), 1.93 - 2.50km, widen sealed road	399
Anderleigh Road, Gympie, Ginger Creek Bridge replacement	300	STATE NETWORK (RRTG FUNDED) 446	
		SUBTOTAL	

GLOSSARY

Roads and Transport Alliance Terminology

87

GLOSSARY

Aboriginal and Torres Strait Islander Transport Infrastructure Development Scheme (TIDS)

Queensland Government funding provided to Local Governments for upgrades to primary access transport infrastructure to Aboriginal and Torres Strait Islander communities.

Asset management

Measuring, monitoring, evaluating, modelling and managing road and other transport infrastructure asset performance.

Asset management system

The system generally includes an asset inventory, a form of condition recording system, a maintenance management system and a pavement management system.

Assets

The physical components of a road system or network. An asset is considered worthy of separate identification if it delivers services or benefits to the community of sufficient current or future value to warrant control and management on an individual basis. Typical road related assets include sections of road, sections of pavement, individual bridges, culverts, sets of traffic signals, signs, road furniture and road reserves.

Capability Agreement and Action Plan

Developed by each Regional Roads and Transport Group (RRTG) to set out the RRTG's strategy to build and maintain the overall capability within their group.

Local Roads of Regional Significance (LRRS)

A network of lower order state-controlled roads (generally district roads with some exceptions) and higher order local government roads (primary and secondary roads) performing similar functions. To promote the improved planning, management and Investment Strategies on these roads, they have been identified as a unique network of LRRS. RRTGs manage this road set under the Roads and Transport Alliance.

Program Development

A collective planning process that encompasses investment strategy development, project prioritisation, works program delivery and road safety risk management to assist with the effective management of the LRRS.

Regional Roads and Transport Groups (RRTGs)

The primary decision making bodies of the Alliance. RRTGs and their Technical Committees operate under the authority of the Roads and Transport Alliance Board. RRTGs are based

on existing relationships taking into consideration economic, social, environmental and geographic characteristics of a region, which serves to influence the planning and management of the regional roads and transport network including services.

Roads and Transport Alliance Board

Comprises senior executive representatives from TMR and the Local Government Association of Queensland (LGAQ). The role of the Roads and Transport Alliance Board is to oversee the implementation and ongoing operations of the Alliance; review the strategic management of the Alliance by ensuring effective governance arrangements and relationship building; and ensure consistency of outputs across the state.

Roads and Transport Alliance Project Team (RTAPT)

Facilitates the implementation of the Roads and Transport Alliance strategies and provides day to day operational support to RRTGs.

Statewide Capability Development Fund (SCDF)

An ongoing allocation funded by TMR and allocated by the Roads and Transport Alliance Board, for capability improvement projects that align to Roads and Transport Alliance priorities and are likely to have statewide application or deliver benefit to more than one RRTG.

State-controlled

Identified Queensland roads which are managed and operated by the Department of Transport and Main Roads.

Technical Committee

A committee comprising local government and TMR technical staff from a region that provides advice and recommendations to their respective RRTG; develops and monitors delivery of the RRTG works program.

Technical Coordinator

Facilitates RRTG and Technical Committee actions, decisions and outcomes. The Coordinator is the conduit for communication between stakeholders, conducts administrative and non-administrative tasks and drives progress.

Transport Infrastructure Development Scheme (TIDS)

Queensland Government funding provided to Local Government for the development of transport related infrastructure. Funding is generally provided on a matching basis (TMR/Local Government). This includes an allocation for Indigenous councils through the Aboriginal and Torres Strait Islander sub-program.



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 and Regional Roads and Transport Groups in compiling this report.