

Appendix A: Maintenance Responsibility Limits

Road Asset Management Contract (RAMC) – Gen 2

January 2020

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1 Overview

This document describes the Road Infrastructure, being the road and associated assets upon which the Contractor will carry out the work under the Contract during the term.

This document should be read in conjunction with:

- a) Appendix C - Contract Interfaces
- b) Geographical Limits (Attachment 1)
- c) Contract Network (Attachment 2)
- d) Maintenance Responsibility type - cross-sections and diagrams (Attachment 3), and
- e) Other Contract documents which relate to the work under the Contract.

1.1 Definition of terms

The terms used in this Appendix are defined in Table 1.1.

Table 1.1 – Definition of terms

Term	Definition
Busway	State Controlled Road only accessible to buses and authorised vehicles.
Geographical Limits	meaning defined in Clause 2 of this Appendix A
Rural area	<p>An area which generally contains many of the following features:</p> <ol style="list-style-type: none"> a) localised street lighting at major intersections only b) sparse development adjacent to the road, with buildings generally set a considerable distance back from the road boundary c) land use generally associated with agriculture, forestry or passive recreational activities or industries involving large scale operations d) intersections widely spaced (approximately 1 km minimum) e) road traffic that has little or infrequent interaction with adjacent development, and f) regulatory speed of generally 80 km/h or more. <p>Where ambiguity exists an area shall be deemed to be rural.</p> <p>The Contractor is responsible for all maintenance (as per attachment 3) within the State Controlled Road reserve in rural areas unless otherwise specified. This includes through traffic lanes, sealed and unsealed road shoulders and other essential Road Infrastructure elements.</p>
State Controlled Road	State Controlled Road as defined in the <i>Transport Infrastructure Act 1994</i> . State Controlled Road also means Busway in this Appendix A.
State Controlled Road Corridor / Reserve	State Controlled Road as defined in the <i>Transport Infrastructure Act 1994</i>

Term	Definition
Urban Area	<p>An area which generally contains many of the following features:</p> <ul style="list-style-type: none"> a) street lighting b) extensive residential, commercial or industrial development or associated land uses abutting the road c) significant interaction between adjacent development and passing traffic d) considerable pedestrian movements e) closely spaced intersections f) numerous public utility services, and g) regulatory speed of generally less than 80 km/h. <p>Where ambiguity exists an area shall be deemed to be rural. Maintenance responsibility in urban areas will be shared between the Contractor and Local Government unless otherwise specified.</p>

2 Geographic Limits and Contract network

The indicative Geographic Limits are defined in Attachment 1 and:

- a) in respect of the Routine Maintenance Work, includes the blue road network marked in Attachment 1 and within the area shown in Attachment 1, and
- b) in respect of the Asset Management Services, and Asset Management Work, includes the blue and green road networks marked in Attachment 1 and within the area shown in Attachment 1, and as further described in the list of roads in Attachment 2.

3 Maintenance responsibility principles

The following principles shall apply with respect to the Contractor's maintenance responsibility.

These principles should be read in conjunction with the Maintenance Responsibility type - cross-sections and diagrams (Attachment 3).

The Contractor will be responsible for all contract maintenance activities including inspections, not otherwise detailed below or elsewhere in the contract documents which fall within the Road Infrastructure.

3.1 Parking lanes

The Road Infrastructure includes:

- a) parking lanes / enhanced width road shoulders, up to a maximum width of 3 m, as defined in Attachment 3
- b) parking facilities at roadside stopping places provided by the Principal, unless otherwise specified.

Refer also Section 3.13 Signs and Section 3.14 Road Surface Delineation.

The Road Infrastructure does not include all other parking areas behind the kerb line or outside of the shoulder width (as shown in Attachment 3), which are the responsibility of Local Government.

3.2 Bikeways

An on-road Bikeway is defined as a lane on a road set aside for the exclusive use of bicycle traffic, either full time or part time. All on road bikeways within the Geographical Limits are part of the Road Infrastructure, unless other specified.

An off-road Bikeway is defined as a public way reserved primarily for the movement of bicycles and secondarily for pedestrians and other manually propelled vehicles. Off-road bikeways are not part of the Road Infrastructure.

Where ambiguity exists a bikeway is deemed to be part of the Road Infrastructure.

3.3 Footpaths and footways

A footpath is defined as a public way reserved for the movement of pedestrians and manually propelled vehicles. Footpaths do not form part of the Road Infrastructure, unless otherwise specified.

A footway is defined as a pedestrian facility on or under a bridge or other structure.

Footway deck wearing surface on / under bridges and other structures (as defined in Attachment 3, Type Cross Sections Plan 4 of 5) within the Geographical Limits form part of the Road Infrastructure.

Maintenance responsibility includes the removal of all obstacles, overhanging branches of trees and shrubs which may present a potential safety hazard to pedestrians and other manually propelled vehicles. When required, the RAMC contractor shall contact the Responsive Maintenance Contract (RMC) contractor to perform this work.

3.4 Urban stormwater drainage

Unless otherwise specified, the Road Infrastructure includes the following drainage infrastructure in Urban Areas within the Geographical Limits:

- a) all open stormwater and enclosed piped drainage that is required to drain water solely from within and from the road or Busway infrastructure corridor up to its connection into the Local Government network or out fall point, up to a maximum diameter of 1.8 m (1.2 m for steel culverts) or up to a maximum waterway area per cell of 3 m². Depending on the drainage system, this may include longitudinal and cross drainage as well as kerb and channel, pits, grates, lintels, table drains (lined / unlined), culverts, manholes, and ancillary works.
- b) independent cross drainage structures, up to a maximum diameter of 1.8 m (1.2 m for steel culverts) or up to a maximum waterway area per cell of 3 m², where those structures have not been integrated into the Local Government stormwater network, e.g. culvert with open drainage at both ends, and
- c) road shoulders, table drains, catch drains, if applicable, which are adjacent to a State Controlled Road pavement.

but does not include:

- i. kerb and channel, pipes, drains, grates and those elements that combine to make up the local stormwater drainage network which is responsibility of the local government.
- ii. stormwater (and sewerage) manhole covers and supporting structures within the road pavement

- iii. open storm water channels that combine to make up the local network within the State Controlled Road Reserve, unless otherwise specified, and
- iv. drainage in respect of all bridges or culverts with a diameter of more than 1.8 m (1.2 m for steel culverts) and all other structures with a waterway area in excess of 3 m² per cell.

Where ambiguity exists stormwater drainage is deemed to be part of the Road Infrastructure.

A list of sediment basins and SQID devices to be maintained under the Contract are listed in Attachment 4.

3.5 Rural stormwater drainage

The Road Infrastructure includes the following drainage infrastructure in Rural Areas within the Geographical Limits:

- a) road shoulders, table drains, catch drains and kerb and channelling adjacent to State Controlled Road pavement, and
- b) culverts, waterways, pipes, headwalls and other structures associated with the longitudinal and cross drainage in the State Controlled Road corridor, up to a maximum diameter of 1.8 m (1.2 m for steel culverts) or up to a maximum waterway area per cell of 3 m for all other structures,

but does not include:

- i. enhanced stormwater systems installed to suit Local Government's future planned development, except for the maintenance of any inactive stormwater components installed for future use,
- ii. drainage infrastructure on all bridges or culverts with a diameter of more than 1.8 m (1.2 m for steel culverts) and all other structures with a waterway area in excess of 3 m² per cell, and
- iii. sedimentation ponds and SQID devices.

Where ambiguity exists, stormwater drainage is deemed to be part of the Road Infrastructure.

The Contractor is to inspect all drainage structures, both urban and rural which form part of the Road Infrastructure at least once each year prior to the start of summer season and/or at the request of the Principal's Representative and the contractor shall submit a condition report to the Principal by the end of October each year. The Contractor shall program those drainage works, which can be completed within the relevant Network Schedule Total, such that the works are completed prior to the end of November and the start of the usual wet season. The Contractor shall also prepare and forward to the Principal by the end of October a prioritised list of other recommended drainage works, which cannot be accommodated within the network schedule totals.

3.6 Subsoil drains

Subsoil drains associated with State Controlled Road pavements within the Geographical Limits are part of the Road Infrastructure.

Subsoil drains associated with Local Government road pavements within the Geographical Limits are not part of the Road Infrastructure.

Where ambiguity exists subsoil drainage is deemed to be part of the Road Infrastructure.

3.7 At grade intersections

The limits of the Road Infrastructure at grade intersections within the Geographical Limits are as follows:

- a) Bitumen side road – up to tangent point or road boundary whichever is the greater, and
- b) Unsealed side road – up to the tangent point or a distance of 10 m from the through carriageway edge line or equivalent point whichever is the greater.

Local Government roads, medians and other defined features within the Geographical Limits beyond these points, are not part of the Road Infrastructure unless otherwise specified.

The Road Infrastructure does not include:

- i. traffic signals, ITS and intersection lighting (which will be maintained by the Principal), and
- ii. intersections between Local Government roads that cross inside a State Controlled Road corridor (which are the responsibility of Local Government).

3.8 Grade separated interchanges

The Road Infrastructure includes grade separated interchanges within the Geographical Limits (except for major structures, signals, ITS and lighting).

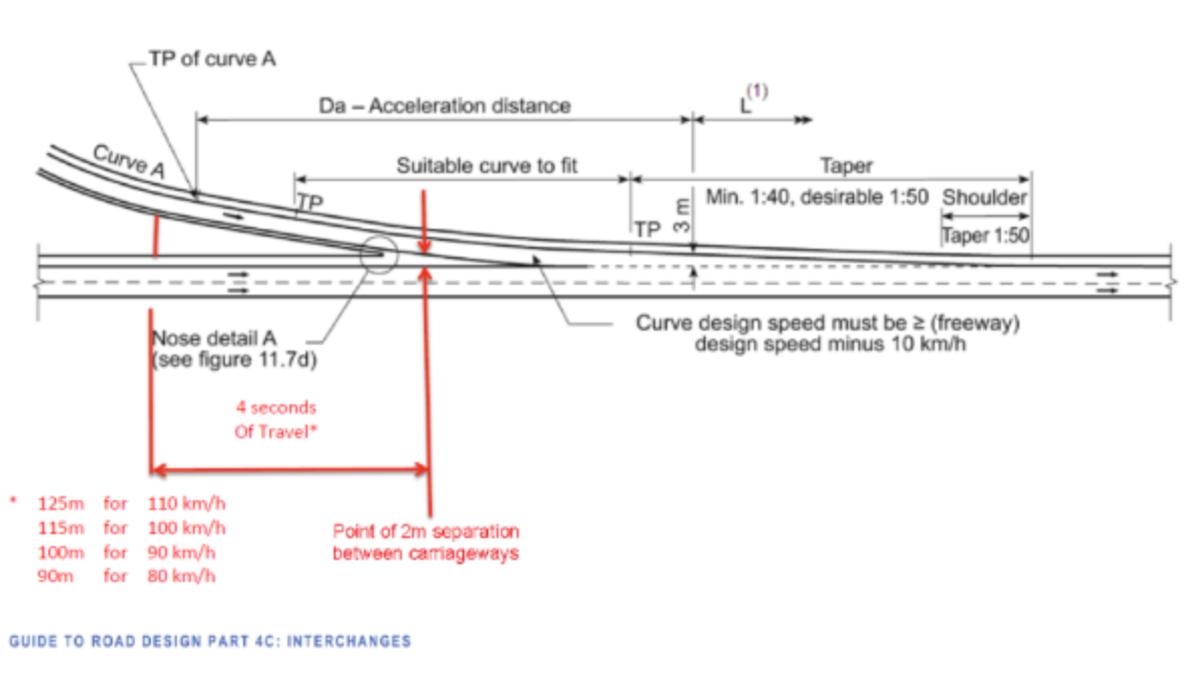
The Road Infrastructure does not include Local Government roads that pass through grade separated interchanges within the Geographical Limits.

3.9 Acceleration and deceleration lanes

The Road Infrastructure includes acceleration and deceleration lanes on State Controlled Roads within the Geographical Limits, unless specified otherwise. Where such acceleration and deceleration lanes are associated with private developments, the acceleration and deceleration lane in the primary speed change area are part of the Road Infrastructure. This is usually that section of the lane essentially parallel to the main carriageway.

The remaining driveway or access is not part of the Road Infrastructure. The Contractor's responsibility will not extend past the boundary of the State Controlled Road corridor.

Visibility clearances are to be maintained at interchange merges as shown in the following diagram.



3.10 Bridges and other structures

The Road Infrastructure includes the following bridges and structures within the Geographical Limits:

- a) deck wearing surface (asphalt or other), on State Controlled Road bridges and footways.
- but does not include:
- i. bridge overpasses that carry a Local Government road, in which case:
 - a) Local Government will be responsible for the maintenance of the deck wearing surface (asphalt or other) including scupper cleanout and associated works to retain or maintain running surface integrity, and
 - b) Local Government will be responsible for maintenance of any signs, street lighting and any other local amenity features on the bridge as well as provision of electricity for road lighting.
 - ii. pedestrian underpasses (including bikeways), in which case, the maintenance of inside wall surfaces together with associated pathways, lighting systems and surface drains and submersible pumps are the responsibility of Local Government unless otherwise specified, and
 - iii. all manmade obstructions over State Controlled Roads, such as gantries, service conduits etc, unless otherwise specified (which will be maintained by the Principal).

3.11 Vegetation, litter and graffiti

The Principal and Local Government will be responsible for all vegetation maintenance, graffiti removal and litter collection. Unless otherwise specified under this Contract, such maintenance is not a Contractor obligation under this Contract.

3.12 Lighting and electrical

The Principal will be responsible for all lighting, ITS and other electrical maintenance (including detector loops). Unless otherwise specified under this Contract, such maintenance is not a Contractor obligation under this Contract.

3.13 Signs

The Principal will be responsible for all signage and related infrastructure. Unless otherwise specified under this Contract, such maintenance is not a Contractor obligation under this Contract.

3.14 Roadside Surface Delineation

The Principal is responsible for maintaining all road surface delineation (including long lines, other road marking and retro - reflective raised pavement markers) on State Controlled Roads however the Contractor must reinstate any road surface delineation including reflective raised pavement markers on State Controlled Roads which is removed or damaged as part of the work under the Contract. The reinstatement of the road surface delineation shall be reinstated with an equivalent product on a like for like basis.

Local Government is responsible for maintaining road surface delineation on Local Government Roads (including Service Roads) and road surface delineation associated with approved parking facilities on State Controlled Roads.

3.15 Noise Barriers

The Principal will be responsible for all maintenance of noise barriers. Unless otherwise specified under this Contract, such maintenance is not a Contractor obligation under this Contract.

3.16 Other roadside furniture and facilities

The Principal will be responsible for all maintenance of roadside furniture including bus shelters. Unless otherwise specified under this Contract, such maintenance is not a Contractor obligation under this Contract.

3.17 Rail corridor crossings

Maintenance responsibilities with respect to rail open level crossings are as per Chapter 7 of the Queensland *Manual of Uniform Traffic Control Devices* (MUTCD) which provides as follows:

Principal	Contractor	QR
Road crossing – Pavement markings including cross-hatching (where applicable), road lighting	Road crossing – road surface condition on approaches and vegetation clearance in relation to preworks as part of works under the contract on approach to crossing.	Road crossing - Road surface condition 0.6 m from the outer rail, incident reporting signage, active warning systems, pedestrian gates (where applicable), pedestrian lighting (where applicable), guardrail, S3 vegetation clearance, whistle board placement.

Note: Whilst working in proximity to rail crossings, the Contractor shall contact QR to advise of work and seek necessary permits and approvals as required by QR conditions.

3.18 Rest areas

The Principal will be responsible for all maintenance of roadside rest areas and facilities including transport inspection sites. Unless otherwise specified under this Contract, such maintenance is not a Contractor obligation under this Contract.

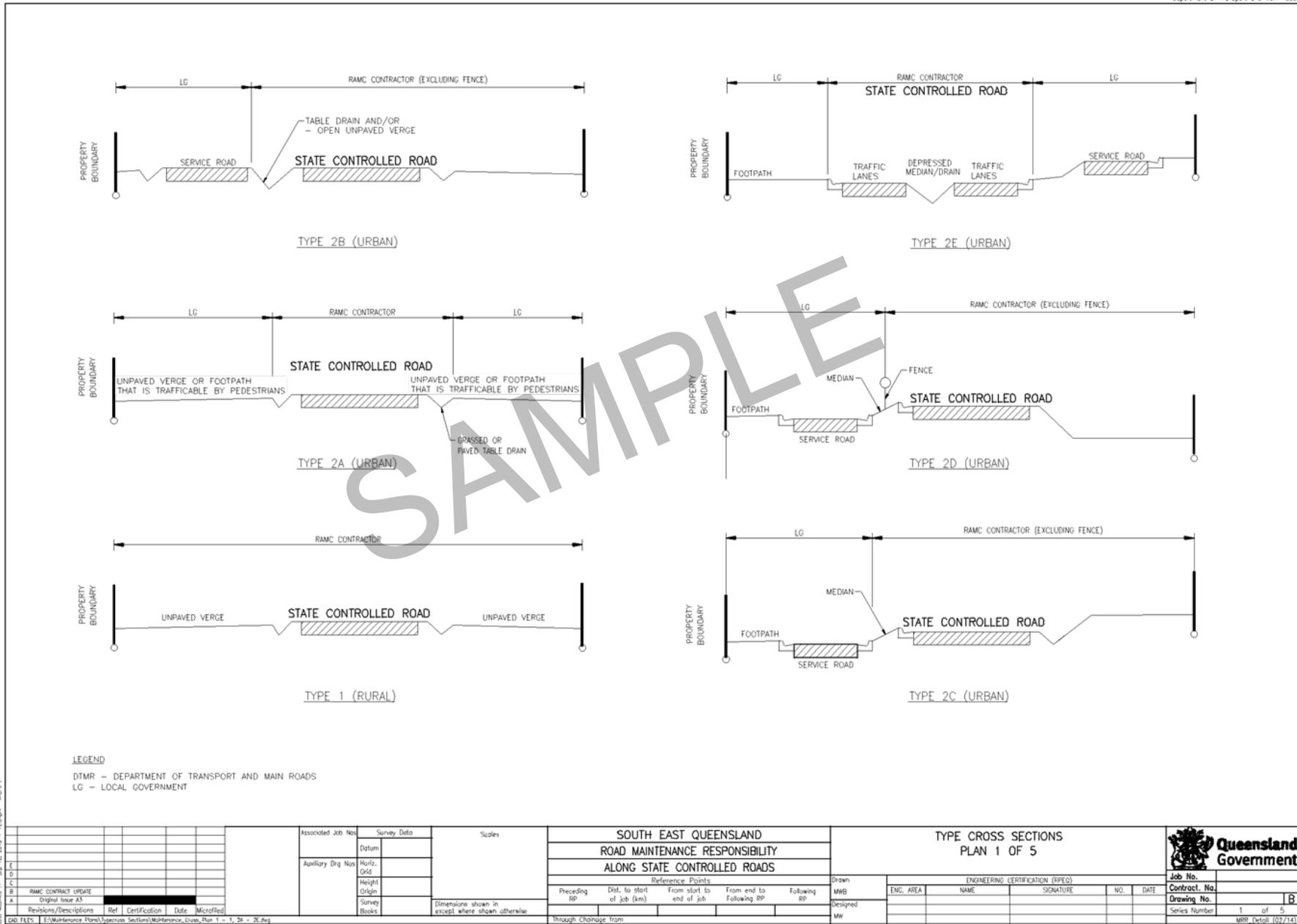
Attachment 2 – Contract network

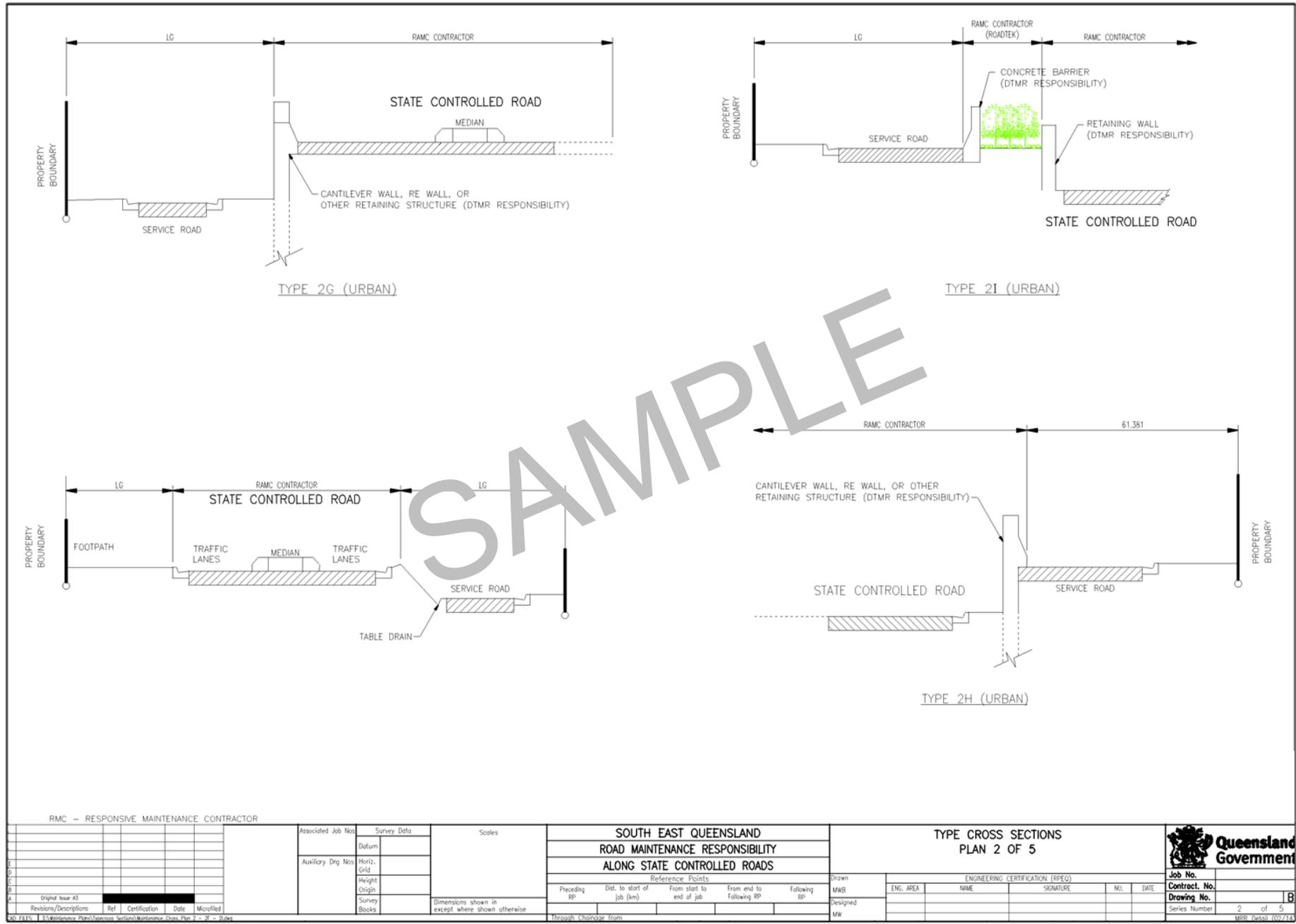
Road Name	Road ID	Regional Owner	Chainages	Length (km)	Section	Classification	HML Route	HV Classification	AADT min	AADT max	%CV
Tier 7											
PACIFIC HIGHWAY	12A	310	0 - 79.23	79.23	PACIFIC MOTORWAY	National Highway	YES	BDouble25M	0	167084	7.8
SMITH STREET CONNECTION	101	310	0 - 7.43	7.43	SMITH STREET CONNECTION	Other State Controlled Road	YES	BDouble25M	0	60437	5.1
SOUTHPORT - BURLEIGH ROAD	103	310	0 - 17.92	17.92	SOUTHPORT - BURLEIGH ROAD	Other State Controlled Road	YES	BDouble25M	0	50367	5.5
Tier 6											
GOLD COAST HIGHWAY	11A	310	0 - 11.29	11.29	HELENSVALE - SOUTHPORT	Other State Controlled Road	YES	BDouble25M	0	47631	6.3
LABRADOR - CARRARA ROAD	116	310	0 - 9.62	9.62	LABRADOR - CARRARA ROAD	Other State Controlled Road	YES	BDouble25M	0	43553	6.6
NERANG - BROADBEACH ROAD	105	310	0 - 11.78	11.78	NERANG - BROADBEACH ROAD	Other State Controlled Road	YES	BDouble25M	0	43156	6
MOUNT LINDESAY HIGHWAY	25A	310	0 - 39.27	39.27	BRISBANE-BEAUDESERT	Other State Controlled Road	YES	BDouble25M	0	44027	8.9
GOLD COAST HIGHWAY	11B	310	0 - 18.48	18.48	BROADBEACH - COOLANGATTA	Other State Controlled Road	YES	BDouble25M	0	45183	6.5
SOUTHPORT - NERANG ROAD	106	310	0 - 9.43	9.43	SOUTHPORT - NERANG ROAD	Other State Controlled Road	YES	BDouble25M	0	32665	8.8
SPRINGWOOD CONNECTION ROAD	200	310	0 - 7.72	7.72	SPRINGWOOD CONNECTION ROAD	Other State Controlled Road		BDouble25M	0	30695	5.5
BRISBANE - BEENLEIGH ROAD	204	310	0 - 19.27	19.27	BRISBANE - BEENLEIGH ROAD	Other State Controlled Road	YES	BDouble25M	0	31693	6.4
Tier 5											
BEENLEIGH - REDLAND BAY ROAD	108	310	0 - 10.93	10.93	BEENLEIGH - REDLAND BAY ROAD	Other State Controlled Road	YES	BDouble25M	0	33275	12
BURLEIGH CONNECTION ROAD	102	310	0 - 5.75	5.75	BURLEIGH CONNECTION ROAD	Other State Controlled Road	YES	BDouble25M	0	32319	8.9
HOPE ISLAND ROAD	114	310	0 - 14.03	14.03	HOPE ISLAND ROAD	Other State Controlled Road			0	28166	11
CUNNINGHAM HIGHWAY	17B	310	32.85 - 47.78	14.93	IPSWICH - WARWICK	National Highway	YES	BDouble25M	0	5730	22.5
PACIFIC HIGHWAY CONNECTION ROAD	906	310	0 - 1.56	1.56	PACIFIC HIGHWAY CONNECTION ROAD	Other State Controlled Road			0	23650	5.6
BEAUDESERT - NERANG ROAD	202	310	0 - 7.64	7.64	BEAUDESERT - NERANG ROAD	Other State Controlled Road		BDouble25M	0	5514	16.4
BEAUDESERT - NERANG ROAD	202	310	20.33 - 52.14	31.81	BEAUDESERT - NERANG ROAD	Other State Controlled Road		BDouble25M	0	23770	5.9
TUGUN - CURRUMBIN ROAD	118	310	0 - 1.37	1.37	TUGUN - CURRUMBIN ROAD	Other State Controlled Road	YES	BDouble25M	0	22749	5.2
GOLD COAST - SPRINGBROOK ROAD	104	310	0 - 30.42	30.42	GOLD COAST - SPRINGBROOK ROAD	Other State Controlled Road	YES	BDouble25M	0	14815	5.6
BEENLEIGH CONNECTION ROAD	208	310	0 - 4.66	4.66	BEENLEIGH CONNECTION ROAD	Other State Controlled Road	YES	BDouble25M	12611	18404	6.6
NERANG CONNECTION ROAD	117	310	0 - 1.91	1.91	NERANG CONNECTION ROAD	Other State Controlled Road	YES	BDouble25M	14931	17721	7.8
ADVANCETOWN - MUDGEERABA ROAD	2041	310	0 - 12.06	12.06	ADVANCETOWN - MUDGEERABA ROAD	Other State Controlled Road			1651	14135	4.8
TALLEBUDGERA CREEK ROAD	2003	310	0 - 4.22	4.22	TALLEBUDGERA CREEK ROAD	Other State Controlled Road			8996	16940	4.4
MOUNT COTTON ROAD	111	310	9.99 - 13.24	3.25	MOUNT COTTON ROAD	Other State Controlled Road	YES	BDouble25M	13330	13330	8.4
BEAUDESERT - BEENLEIGH ROAD	203	310	0 - 35.46	35.46	BEAUDESERT - BEENLEIGH ROAD	Other State Controlled Road		BDouble25M	4984	15214	5.7
TAMBORINE - OXFENFORD ROAD	206	310	4.74 - 22.17	17.43	TAMBORINE - OXFENFORD ROAD	Other State Controlled Road	YES	BDouble23M	4532	17561	7.5
WATERFORD - TAMBORINE ROAD	207	310	0 - 23.11	23.11	WATERFORD - TAMBORINE ROAD	Other State Controlled Road		BDouble25M	3792	15949	10.5

CURRUMBIN CREEK ROAD	2001	310	0 - 9.95	9.95	CURRUMBIN CREEK ROAD	Other State Controlled Road			2841	11414	5.2
Tier 4											
STAPYLTON - JACOBS WELL ROAD	1003	310	0 - 19.28	19.28	STAPYLTON - JACOBS WELL ROAD	Other State Controlled Road	YES	BDouble25M	2402	10635	20.2
TALLEBUDGERA CONNECTION ROAD	2013	310	0 - 5.41	5.41	TALLEBUDGERA CONNECTION ROAD	Other State Controlled Road			3100	9359	3.7
OXENFORD - COOMERA GORGE ROAD	2029	310	0 - 7.6	7.6	OXENFORD - COOMERA GORGE ROAD	Other State Controlled Road			5375	8731	8.7
CAMP CABLE ROAD	2071	310	0 - 7.25	7.25	CAMP CABLE ROAD	Other State Controlled Road		BDouble25M	7960	7960	9.5
IPSWICH - BOONAH ROAD	211	310	34.48 - 41.29	6.81	IPSWICH - BOONAH ROAD	Other State Controlled Road	YES	BDouble25M	2830	7080	13.5
MUNDOOLUN CONNECTION ROAD	209	310	0 - 9.26	9.26	MUNDOOLUN CONNECTION ROAD	Other State Controlled Road			5429	5429	10.9
NERANG - MURWILLUMBAH ROAD	201	310	0 - 36.19	36.19	NERANG - MURWILLUMBAH ROAD	Other State Controlled Road			984	5056	7.8
BOONAH - FASSIFERN ROAD	214	310	0 - 11.45	11.45	BOONAH - FASSIFERN ROAD	Other State Controlled Road	YES	BDouble25M	3455	3455	11.4
Tier 3											
BEAUDESERT - BOONAH ROAD	212	310	0 - 31.63	31.63	BEAUDESERT - BOONAH ROAD	Other State Controlled Road	YES	BDouble25M	2835	2835	14.7
BEECHMONT ROAD	2020	310	0 - 12.26	12.26	BEECHMONT ROAD	Other State Controlled Road			713	2343	7
Tier 2											
SPRINGBROOK ROAD	2015	310	0 - 11.04	11.04	SPRINGBROOK ROAD	Other State Controlled Road			1087	1087	7.9
CURRUMBIN CREEK - TOMWIN ROAD	2011	310	0 - 9.07	9.07	CURRUMBIN CREEK - TOMWIN ROAD	Other State Controlled Road			936	936	8.7
Tier 1											
HINZE DAM ROAD	2017	310	0 - 3.3	3.3	HINZE DAM ROAD	Other State Controlled Road			629	629	11.9

Attachment 3 – Maintenance responsibility type cross-sections and diagrams

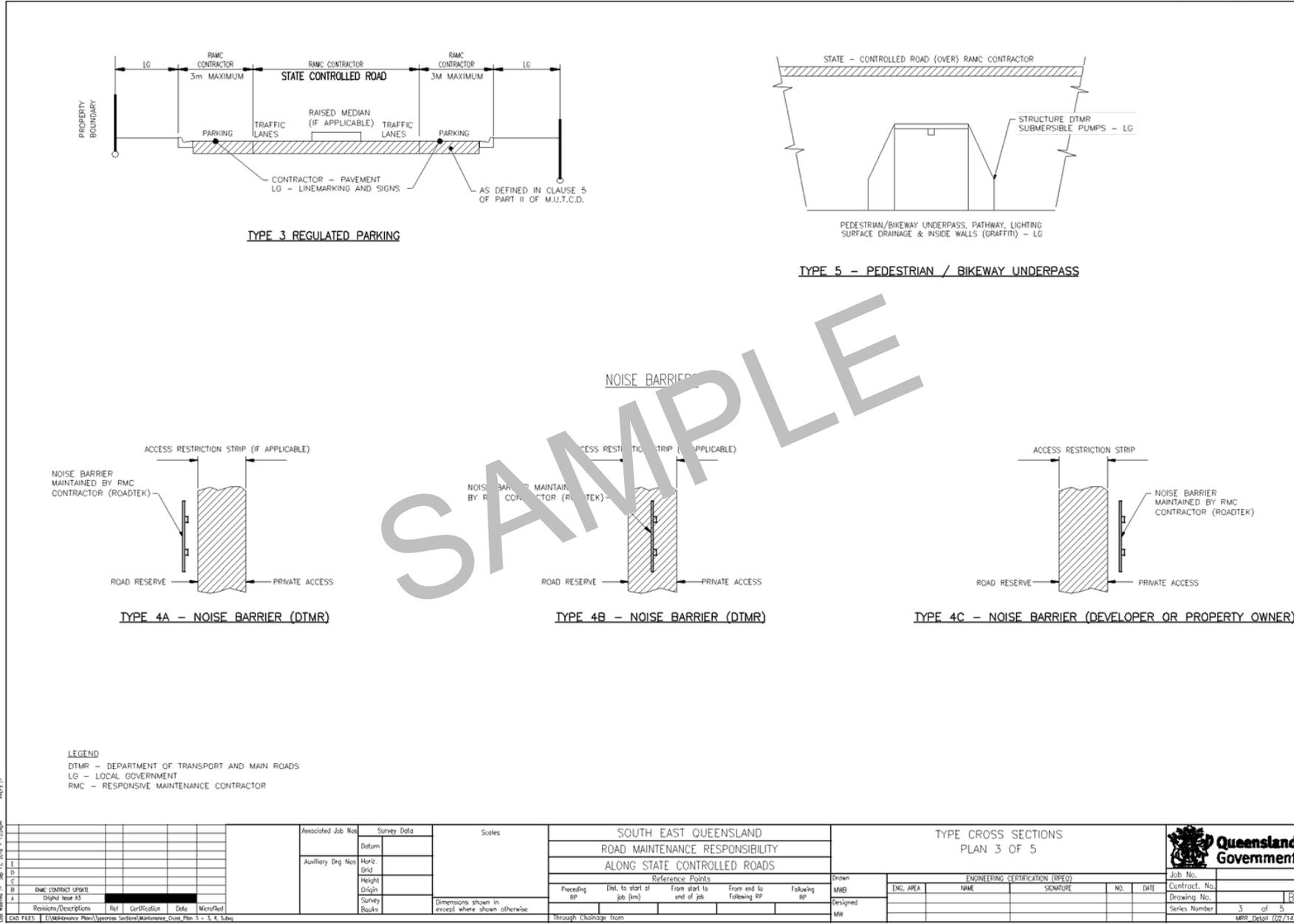
Department of Transport and Main Roads

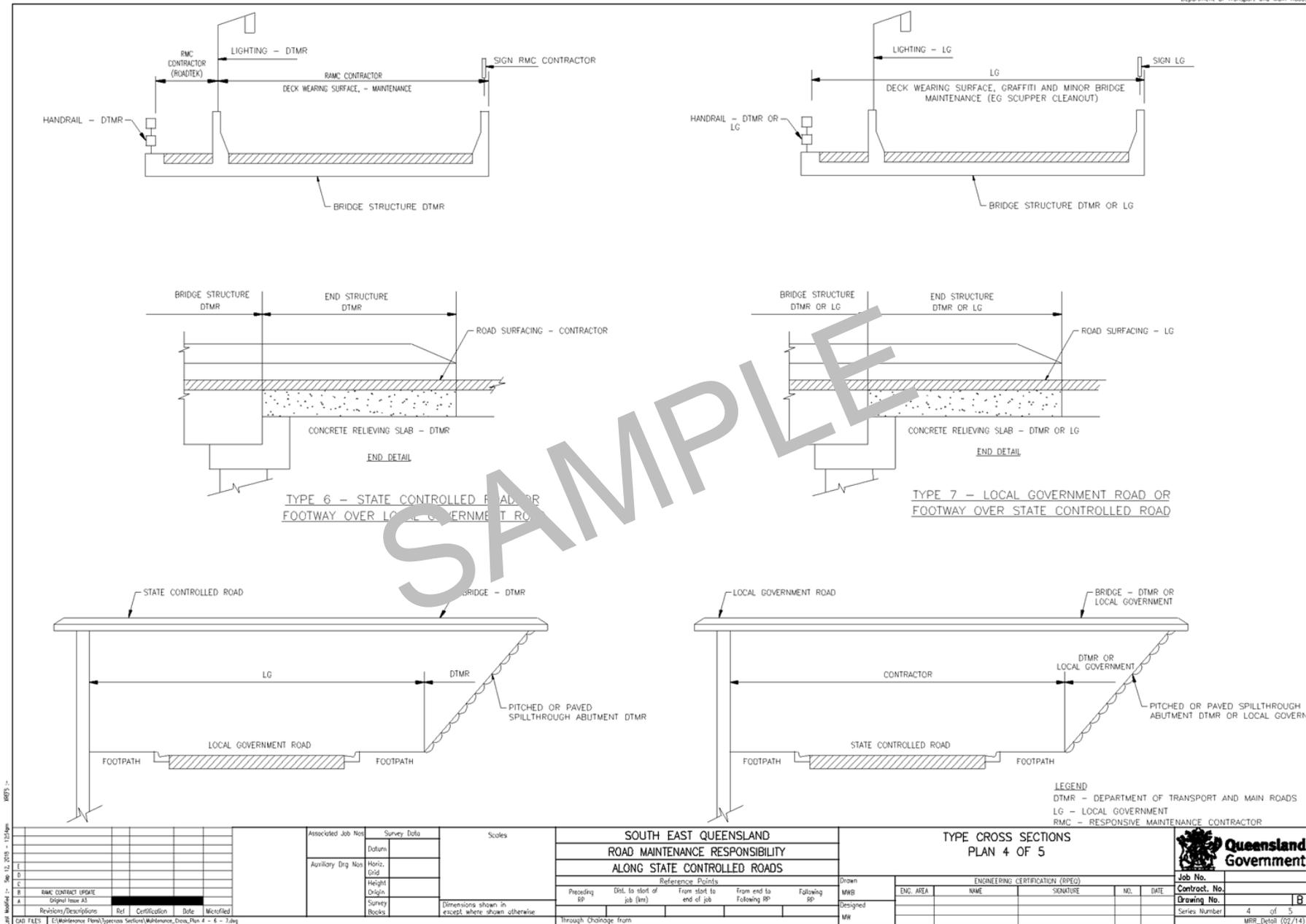


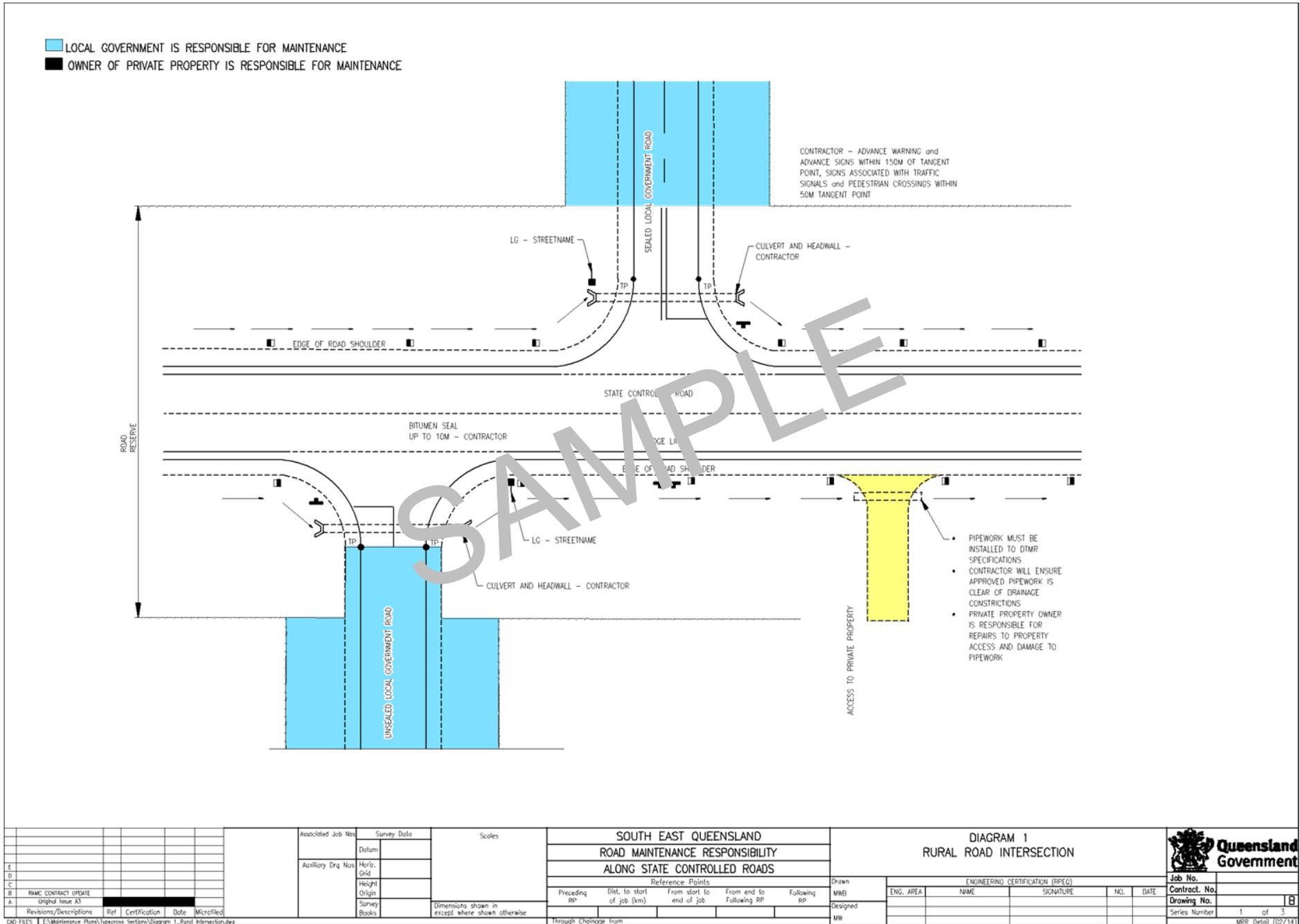


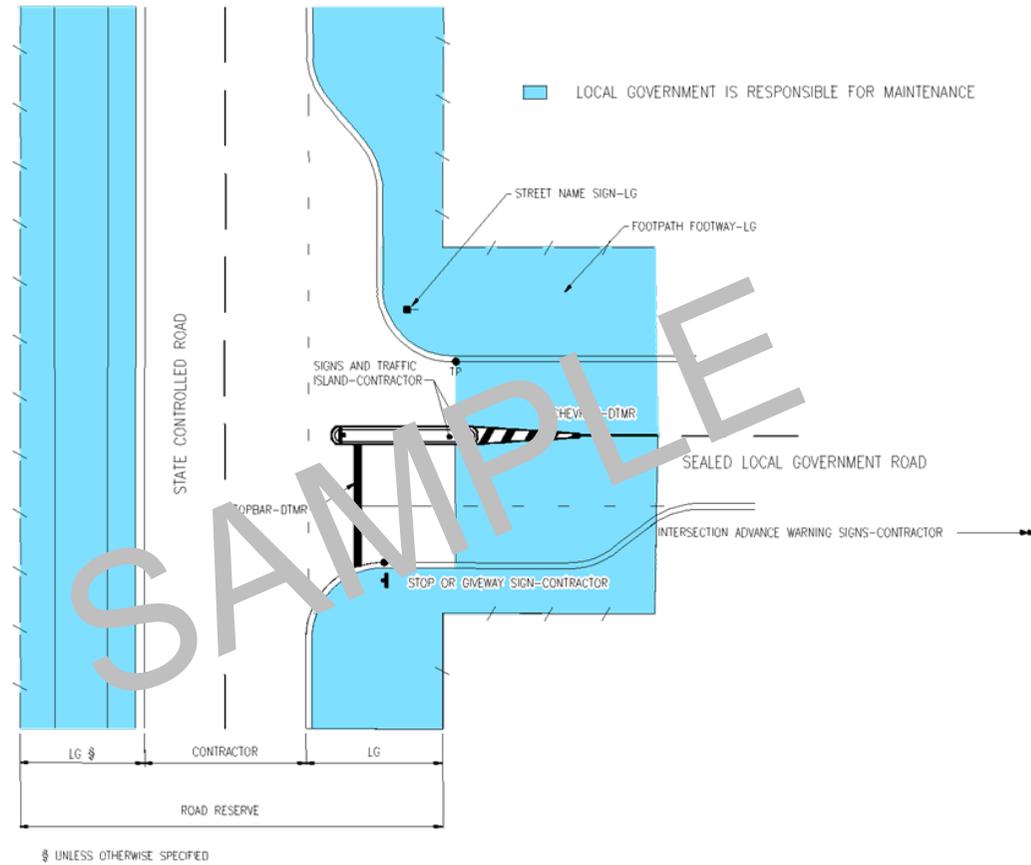
RAMC — RESPONSIVE MAINTENANCE CONTRACTOR

Associated Job Nos				Survey Data		Scales		SOUTH EAST QUEENSLAND ROAD MAINTENANCE RESPONSIBILITY ALONG STATE CONTROLLED ROADS				TYPE CROSS SECTIONS PLAN 2 OF 5				Queensland Government	
Ref				Datum		Horizontal		Vertical		Reference Points		Drawn		ENGINEERING CERTIFICATION (RPEQ)		Job No.	
Date				Grid		Origin		Preceding RP		From start of job (km)		MWB		NAME		Contract No.	
Microfilmed				Height		Survey Books		From end to end of job		Following RP		Designed		SIGNATURE		Drawing No.	
				Dimensions shown in except where shown otherwise		Through/Chimney from						ENG. AREA		NO.		Series Number	
																2 of 5	
																MWB Detail: 09/213	









		Associated Job Nos.		Survey Data		Scales		SOUTH EAST QUEENSLAND ROAD MAINTENANCE RESPONSIBILITY ALONG STATE CONTROLLED ROADS				DIAGRAM 2 RURAL ROAD INTERSECTION							
		Auxiliary Dwg Nos.		Datum				Reference Points				Drawn		ENGINEERING CERTIFICATION (RPEQ)		Job No.			
B				Moids				Preceding RP		Dist. to start of job (km)		From start to end of job		From end to Following RP		Following RP		Contract. No.	
C				Height														Drawing No. B	
A		RAMC CONTRACT UPDATE		Original Issue A3														Series Number 2 of 3	
		Revisions/Descriptions		Ref		Certification		Date		Microfiled								MRR Detail (02/13)	

