



CARPENTARIA SHIRE
Outback by the Sea®

Carpentaria Shire Road Network

September 2023

*It's a great place to work,
live and play*





www.carpentaria.qld.gov.au

Enquiries:

Email: council@carpentaria.qld.gov.au

Telephone: 07 4745 2200

Fax: 07 4745 1340

Street Address: 29 – 33 Haig Street Normanton

Postal Address: PO Box 31 Normanton QLD 4890

Carpentaria Shire Council would like to respectfully acknowledge the Gkuthaarn, Kukatj and Kurtijar peoples as the traditional owners of the lands and waters that form the Region. Council pays its respect to elders' past, present and emerging and welcomes the ongoing role that indigenous people play within the Carpentaria community.



Contents

Introduction	3
Abbreviations	4
Road Network	5
Asset Register.....	6
Asset Categories for the road network.....	6
Rural Roads Policy.....	7
Capability Statement.....	7
Local Roads of Regional Significance (LRRS)	8
The Roads and Transport Alliance	8
Road Funding	9
Federal Assistance Grants (FAG).....	9
Disaster Recovery Funding Arrangements (DRFA).....	10
Betterment.....	10
TIDS	11
Remote Roads Upgrade Pilot Program (RRUP).....	12
Appendices.....	13
Appendix A - Rural Road Policy	13
Appendix B - Capability Statement.....	13
Appendix C - Betterment Projects.....	13



Introduction

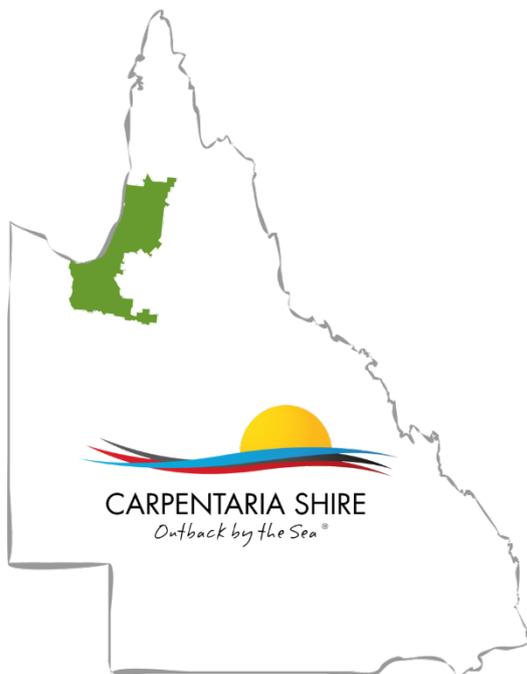
The information contained in this document is to provide readers with information about the Carpentaria Shire Road Network. The document seeks to provide residents, ratepayers, and visitors with information about the maintenance and upgrades of the road network, available funding sources and application of funding to the road network and other information that may be of interest.

Council has a Rural Roads Policy (due for review) that provides additional information in relation to the road network and a copy is attached as an appendix so as not to duplicate the intent and information contained in the Policy.

Also attached and included is a Capability Statement prepared by Council when we obtained our pre-qualification for TMR works and Federal Safety certification to undertake works on behalf of the Federal Government.

The document also contains several links to other useful resources identified in the document.

We trust that you find the information useful and provides an insight into the road network, funding sources (and why they are spent as they are) and upgrades to the network.



Abbreviations

Abbreviation	Meaning
CSC	Carpentaria Shire Council
DRFA	Disaster Recovery Funding Arrangements
DTMR (or TMR)	Department of Transport and Main Roads
FAG	Federal Assistance Grant – Identified Road Grant
LGAQ	Local Government Association of Queensland
LRRS	Local Roads of Regional Significance
QTRIP	Queensland Transport and Road Investment Program
ROC	Regional Organisation of Councils
R2R	Roads to Recovery (Federal Program)
RRTG	Regional Roads and Transport Group
TIDS	Transport Infrastructure Development Scheme
QRA	Queensland Reconstruction Authority



Road Network

The Carpentaria Shire has a road network that consists of 1,662.19 kms of local roads (sealed – 107.67 kms and unsealed – 1,554.52 kms) and undertake maintenance on behalf of the Department of Transport and Main Roads of a further 574.52 kms of the State Road network within the Shire (273.02 kms unsealed).

Since our early beginnings in 1889 as the Carpentaria Divisional Board and then subsequently in 1903 as the constituted Carpentaria Shire Council we have always had responsibility for roads. Whether for simply maintaining them or constructing new roads the Carpentaria Shire Council would say it has some experience in road building/maintenance.

We have developed and continue to refine our capacity to deliver value for money solutions when it comes to roads and have for many years now been very proud of our achievements. We live in an area that is constantly impacted by weather events and often most of our road network is damaged to some degree from these events. In recent years it appears that we have an event every year and we are back out to undertake emergent work to make the roads trafficable before the works are completed from the previous event.

Council has a commitment to increase its professionalism in line with its core values and is taking this approach to its delivery of services within the road construction and maintenance area of the engineering services department.

Whether it is providing maintenance and construction services for the Department of Transport and Main Roads or reconstruction/restoration efforts for the Queensland Reconstruction Authority our approach is similar, we aim to provide a quality product for a fair price ensuring Value for Money every time.

During the 2020-2021 financial year Carpentaria Shire Council completed sealing of 50kms of the road network within the Council area. This includes work on behalf of the State Government and our own local roads through TIDS funding and Roads to Recovery (R2R). This work continued in 2021-2022 and 2022-2023 and continues into the current financial year,

Councils' capability and capacity to undertake and deliver a quality roadworks product is part of what we pride ourselves on and is testament to our core values. We provide this Capability Statement to back up our commitment to delivering quality products to road users, ratepayers, and our funding partners.



Asset Register

Carpentaria Shire Council is in the process of developing the asset registers for each of the classes of assets under the control of the Council. The Transport Asset Management Plan was provided in draft to Council in February 2023 and the team are working through the information to confirm details are correct and the plan will then be finalised.

Asset Categories for the road network

Four categories have been identified for the Road Hierarchy and they are identified and listed in the following table. These are consistent with the information in the Rural Roads Policy.

Road Hierarchy Category	Council Asset Management (Transport) Definition
Category 1: LRRS Roads	<p>The criteria for a Local Road of Regional Significance (LRRS) Roads is defined by "The Roads and Transport Alliance: Operational Guidelines" and require approval by the Regional Road Transport Group.</p> <p>They consist of one or more of the following:</p> <ul style="list-style-type: none"> • Provides a primary connecting function across more than one local government area within a regional road network; • Form an important part of the economic development strategy of the region, including access to natural resources, agricultural areas, industrial zones and attractions of regional significance; • Provide access to rail heads, freight depots, ports or major airfields from a higher order road; • Connect shires, towns, cities, and regions and provide travel time and distance savings; • Provide a connecting function across a local government boundary; • Acts as a significant commuter route; • Provide the only access to a remote community.
Category 2: Primary Roads	<p>Primary roads have at least one of the following characteristics:</p> <ul style="list-style-type: none"> • Roads that connect between higher order roads within the shire; or • Roads that connect with neighbouring council's roads or interstate roads where these roads are of a comparable standard; • Roads that service more than one property.
Category 3: Access Roads	<p>Access roads have at least one of the following characteristics:</p> <ul style="list-style-type: none"> • No through roads; or • service one property; • a road that is the main access to a property; • A secondary access to a town/property where a higher order road exists.
Category 4: Point of Interest	<p>These roads are defined as:</p> <ul style="list-style-type: none"> • A no through road connecting a point of interest (ie lookout, historical site).

Table 2: CSC Road Classification.



The information below is an indication of the suggested typical useful life associated with the Road Transport Assets. Useful lives are used when calculating depreciation for accounting purposes.

Asset Category	Asset Sub-category	Average Useful Life (Years)
Sealed Roads	Seal	15
	Pavement	60
	Pavement Sub-base	180
	Formation	1000
Unsealed Roads	Pavement	20
	Pavement Sub-base	60
	Formation	1000
Kerb & Channel	Kerb & Channel	60
Footpaths	Footpaths – Pedestrian - Concrete	60
Culverts	Culverts	60
Floodways	Concrete	60
	Other	10

Table 3: Typical Useful Lives for Road Transport Assets.

Rural Roads Policy

The Rural Roads Policy adopted by Council on 24th October 2018 (and due for review) contains information about the Local Rural Road Network, the Design for the Network and the Maintenance Standards and Alteration or Improvement to the Council Controlled Roads.

A copy of the Rural Roads Policy is included as Appendix A

Capability Statement

In December 2021 the Council developed a Capability Statement when it received advice that we had been awarded certification under the Federal Safety Commission having met the requirements of the Australian Government building and construction WHS accreditation scheme. This allows the Carpentaria Shire Council to undertake works on behalf of the Australian Government.

Carpentaria Shire Council also hold prequalification from TMR for R2 (Roads) and B1 (Bridges) works following completion of the certification issued for WH&S management systems, Environmental Management Systems and Quality Management Systems.

A copy of the Capability Statement is included as Appendix B



Local Roads of Regional Significance (LRRS)

The following are a list of the roads within the Carpentaria Shire Council area that have been identified as the Local Roads of Regional Significance.

Shire Roads

- **Normanton Burketown Road;**
- **Dunbar Koolatah Road;**
- **Koolatah Dixie Road** (Oriners) which forms the Dixie Way;
- **Dunbar Kowanyama Road;** and
- **Iffley Road.**

State Roads:

- **89B** (unsealed section from Intersection with 84A to the Chillagoe Boundary)

The Roads and Transport Alliance

The Roads and Transport Alliance (Alliance) is a cooperative governance arrangement between local governments and TMR, to invest in and regionally manage Queensland's road and transport network.

The Alliance was established in 2002 to create a more collaborative and coordinated approach to road management and investment, aligns with the Queensland Government's Partners in Government Agreement 2022 and operates under the [Roads and Transport Coordination Accord \(the Accord\)](#).

The Accord sets out the ongoing relationship between TMR and Queensland's local governments to best coordinate the investment and management of Queensland's road and transport network.

Under the Alliance, local governments voluntarily collaborate with TMR districts to form 17 Regional Roads and Transport Groups (RRTGs) across the State, which make local transport infrastructure investment decisions based on regional priorities. The main intent of the Alliance is to deliver regionally focused road and transport benefits, and to improve the knowledge, decision-making and capability of its members.

The objectives of the Roads and Transport Alliance are:

- a) Benefit-focused – maximise the investment on Queensland's road and transport network to achieve economic, social and environmental benefits
- b) Collaborative – achieve maximum efficiencies through collaboration and innovation in network planning, program development and delivery
- c) Capability development – improve technical skills through training, technology and knowledge transfer
- d) Safe and efficient road and transport network – optimise road safety on Queensland's road and transport network.

The Mayor, Deputy Mayor and CEO attend the RRTG meetings held in conjunction with the ROC meetings, while the Director of Engineering and the engineering team meet with the RRTG Technical Group, who provide recommendations to the RRTG.



Road Funding

Council receives funding most years from the State and Federal Government to spend on the road network. Some of this funding is tied and must be spend on the road network based on the purposes for which the funding was granted. However, Council does receive funding that is not tied and is more flexible to be allocated to projects that provide additional benefit.

Federal Assistance Grants (FAG)

The Australian Government will have provided over \$67 billion under the Financial Assistance Grant program to local government since 1974–75 (including 2023–24). The grant is provided under the [Local Government \(Financial Assistance\) Act 1995](#) (the Act).

The Financial Assistance Grant program consists of two components:

- a general-purpose component which is distributed between the states and territories according to population (i.e., on a per capita basis), and
- an identified local road component which is distributed between the states and territories according to fixed historical shares.

Both components of the grant are untied in the hands of local government, allowing councils to spend the grants according to local priorities.

Local government grants commissions in each state and the Northern Territory recommend the distribution of the funding under the Financial Assistance Grant program to local governing bodies in accordance with the Act and the National Principles for allocating grants.

- [National principles for the allocation of grants under the Local Government \(Financial Assistance\) Act 1995](#)

The Australian Capital Territory does not have a local government grants commission as the territory government provides local government services in lieu of the territory having a system of local government.

The grant is paid in quarterly instalments to state and territory governments for immediate distribution to local governing bodies.

The quantum of the grant pool changes annually in line with changes in population and the Consumer Price Index (the Act provides discretion to the Treasurer to alter this annual indexation).

The Carpentaria Shire Council will receive the following grant allocations in 2023-2024

- General Purpose Grant \$7,290,441
- Identified Road Grant \$1,729,517

When developing its annual budget care is taken to ensure the identified road grant is allocated to the road network.



Disaster Recovery Funding Arrangements (DRFA)

The Australian Government *Disaster Recovery Funding Arrangements (DRFA)* came into place on 1 November 2018. The DRFA replaced the previous Natural Disaster Relief and Recovery Arrangements.

The DRFA is joint Commonwealth and State government funding, providing financial assistance to help communities recover from eligible disasters.

State funding for non-DRFA eligible disasters will continue to be administered under the [State Disaster Relief Arrangements \(SDRA\)](#), a wholly state funded program that may be activated for all hazards to provide assistance to alleviate personal hardship and distress.



Australian Government

[Disaster Recovery Funding Arrangements 2018 \(Australian Government\) External link](#)

The Australian Government's overarching DRFA 2018 publication and associated guidelines are available at the Disaster Assist website.

<https://www.disasterassist.gov.au/disaster-arrangements/disaster-recovery-funding-arrangements>

DRFA funds can only be spent to restore assets damaged during event to their pre-event condition. Reconstruction of essential public assets is the category that Council receives most of its DRFA funds for. It is often mentioned by the road users that this is not the best use of funds as we are putting gravel back on top of gravel where we still have black soil roads. It isn't always logical to spend money putting gravel back on gravel when we could achieve a better result for the road user by gravelling additional black soil sections, but that is the funding program is provided for and we must adhere to the funding guidelines as these are audited and signed off by the QRA, on behalf of the Australian Government.

Betterment

Queensland leads the nation in delivering betterment programs that demonstrate how upfront investment in stronger, more resilient assets saves money for all levels of government in future disasters.

Since 2013 when the first Betterment Fund was established by QRA, more than 531 projects have been approved across 70 local government areas in Queensland – with a Betterment value of more than \$434 million – to help create stronger, more resilient Queensland communities.

[Queensland Betterment Funds Paper \(2023\)](#)

This Betterment paper explains the benefits of Queensland Betterment programs and includes case studies that demonstrate Betterment in action and avoided costs in repeat natural disasters. (QRA Reference: Queensland Betterment Funds Paper (2023) CM DOC/23/43637 GD-0805. Last updated 27 July 2023) 4 MB

Carpentaria Shire Council has been successful in obtaining betterment funds in recent years and the listing is included as Appendix C. Not all betterment projects are related to roads some of the projects funded included water and sewer assets.



TIDS

The Transport Infrastructure Development Scheme (TIDS) provides funding to local government for transport related initiatives which support state government objectives.

Local governments and the State (through the Department of Transport and Main Roads) have a legislative responsibility to manage their respective road networks and collaborate to deliver a safe and reliable road network for Queensland communities.

TMR and local governments have traditionally worked together and presently collaborate, through the Roads Alliance partnership, to address shared road and transport challenges.

The Transport Infrastructure Act (Roads) 1994 makes provision for state road funding to be spent off the state-controlled road network, especially where this improves the performance of the network.

Under this authority, TMR has constructed the Transport Infrastructure Development Scheme (TIDS) to enable the department to provide funding to local governments for transport related initiatives which support state government objectives. The TIDS policy outlines the funding categories available to local governments and the conditions for accessing it.

TIDS is matched funding 50/50 between the State and Council. The projects in the QTRIP for Carpentaria Shire Council are shown below.

District	Local Government	Network	Investment ID	Investment Name	2023-24 to 2026-27
North West	Carpentaria Shire	State	800390	Burke Developmental Road (Cloncurry - Normanton), various locations, widen pavement	\$11,240,000.00
North West	Carpentaria Shire	Local	1904717	Burketown Road (Section 4), construct to new sealed two-lane standard	\$ 900,000.00
North West	Carpentaria Shire	Local	2271219	Burketown Road (Section 5), construct to new sealed two-lane standard	\$ 835,000.00
North West	Carpentaria Shire	Local	2655183	Burketown Road, construct to new sealed two-lane standard	\$ 810,000.00
North West	Carpentaria Shire	Local	2371886	Topsy and Cabbage Tree Creek crossings, upgrade floodway	\$ 932,630.00



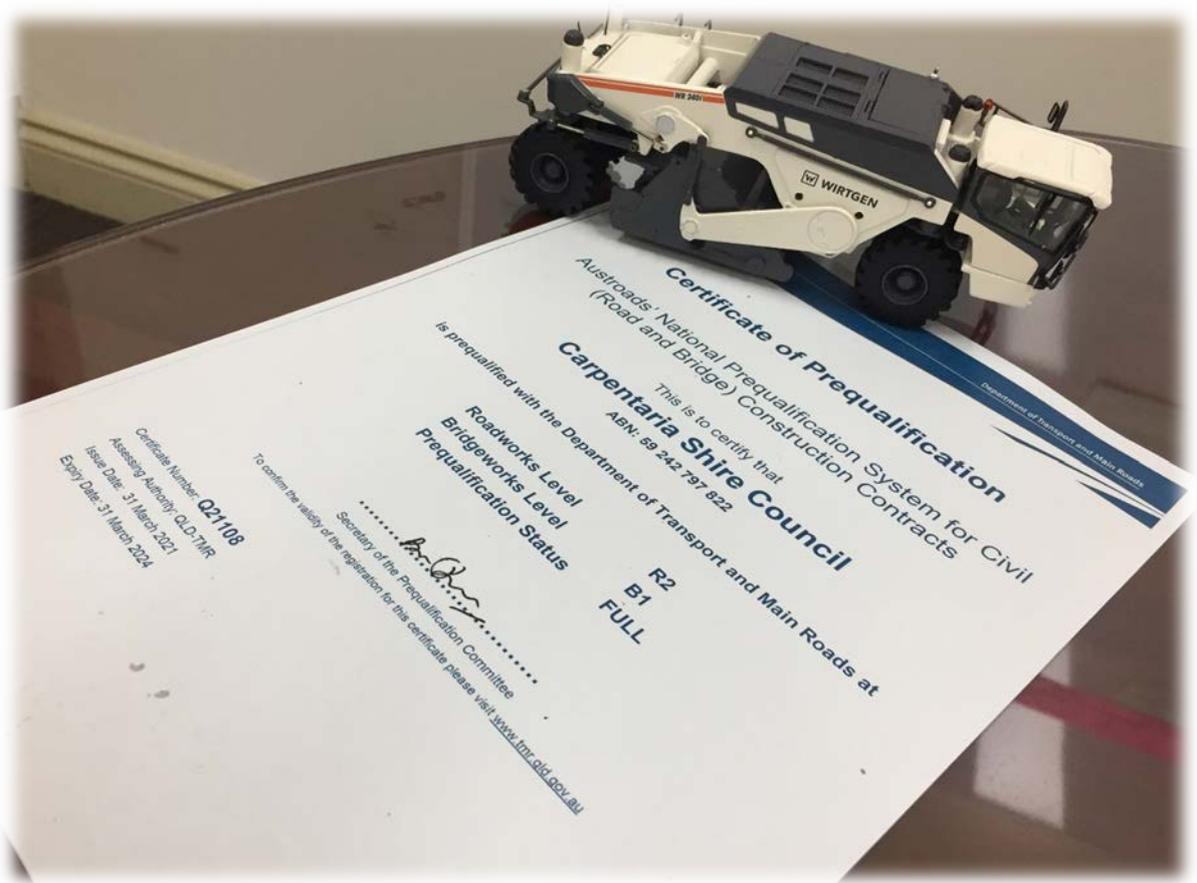
Remote Roads Upgrade Pilot Program (RRUP)

Two (2) Remote Roads Upgrade Pilot Program (RRUP) projects have been approved for construction.

The Iffley Road Gravel Upgrade project has a RV of approx. 4.2million and Koolatah – Dixie Road Widening project has a RV of approx. 2.5million.

1. Construction has not yet commenced on both projects. It is currently programmed for the Iffley Road Gravel Upgrade project to be constructed in conjunction with the QRA23 Iffley Road scope at the end of the 2023 construction season.
2. Koolatah – Dixie Road Widening project to be constructed in conjunction with the QRA23 Koolatah - Dixie Road scope during the 2024 construction season.

District	Local Government	Network	Investment ID	Investment Name	2023-24 to 2026-27
North West	Carpentaria Shire	Local	2691065	Iffley Road, import and place gravel	\$4,206,687.00
North West	Carpentaria Shire	Local	2691104	Koolatah - Dixie Road, widen and seal	\$2,477,642.00



Appendices

- Appendix A - Rural Road Policy
- Appendix B - Capability Statement
- Appendix C - Betterment Projects





RURAL ROADS POLICY

Document Details:

Document Reference Number:

Version Number: 1.0

Responsible Department: Engineering

Next Scheduled Review Date: September 2020

Intent: The intent of this policy is to provide definitive guidance to Council staff, contractors, land owners, asset valuers and external auditors on how Council intends to construct and maintain roads under its control within the Carpentaria Shire Council area.

Version History:

Version	Approval Date	Comment	eDRMS #
1.0	24/10/2018	Council Resolution 1018/015	

1. OBJECTIVES:

- 1.1. To establish guidelines for the management and administration of rural road networks and road reserves controlled by Carpentaria Shire Council.
- 1.2. To establish a road classification framework supported by current engineering standards.
- 1.3. To enable Council to make an informed decision as to the classification of local rural roads included on the road register.
- 1.4. To define guidelines that can be applied to all requests for maintenance on local rural roads.

2. SCOPE

- 2.1. This policy provides guidance as to the classification of local rural roads and the level of service to provide for the construction and maintenance of local rural roads
- 2.2. This policy applies to all local rural roads within the Carpentaria Shire Council area.

3. POLICY

Policy Statement

- 3.1. Carpentaria Shire Council controls a large network of local rural roads which are mostly unsealed rural roads. This policy will assist in categorising these roads and providing further guidelines in terms of construction, maintenance and operational activities performed on this road network.
 - 3.2. Council is not legally required to maintain or administer all gazetted road reserves within its council area.
 - 3.3. Council has developed a road register (Appendix A – Local Rural Road Register and Appendix B – Mapping) that lists the roads that are currently maintained by Council. Roads that are maintained on this list are considered public roads open to the public for access, as stated in the *Local Government Act 2009*.
 - 3.4. For a road to be considered on the road register, it has to meet the *Local Government Act 2009* and has to be approved by Council and placed on the road register. The Act states:

“A public road is an area of land dedicated to public use as a road, is open to, or used by the public. A purely private thoroughfare, one made available to and used only by the owner of the area and the owner’s visitors, is not considered a public road.”

“If an off-alignment area satisfies it being public, it does not matter that the area is state-owned or privately owned; it is a road under Council control via the Local Government Act.”
 - 3.5. Roads will only be added to the road register after consideration from Council and taking into account:-
 - the cost to bring the road up to a minimum standard as defined by Council;
 - its impact on the total roads program; and
 - the section of concern has been surveyed by a registered surveyor to ensure the existing or proposed roadway will be contained fully within the existing road reserve and not generate any encroachments or off alignment issues. This will be at the cost of the applicant.
 - 3.6. The following categories of roads will not be maintained by Council:
 - Crown/State Government roads except those covered under Routine Maintenance Performance Contracts (RMPC)
 - Private Roads
 - Unspecified classifications (fire breaks and other private access tracks) Access for the improved management of a property is the responsibility of the landowner.
-

4. STANDARDS

PART 1 – LOCAL RURAL ROAD NETWORK

Road Classification

4.1. The Council's local rural road network is classified into the following categories:-

Table 1: Road Classification Criteria

Category 1: LRRS Roads	The criteria for a LRRS Roads is defined by "The Roads and Transport Alliance: Operational Guidelines" and require approval by the Regional Road Transport Group. They consist of one or more of the following: <ul style="list-style-type: none"> ▪ Provides a primary connecting function across more than one local government area within a regional road network. ▪ Form an important part of the economic development strategy of the region, including access to natural resources, agricultural areas, industrial zones and attractions of regional significance; ▪ Provide access to rail heads, freight depots, ports or major airfields from a higher order road; ▪ Connect shires, towns, cities, and regions and provide travel time and distance savings; ▪ Provide a connecting function across a local government boundary; ▪ Acts as a significant commuter route; ▪ Provide the only access to a remote community
Category 2: Primary Roads	Primary roads have at least one of the following characteristics: <ul style="list-style-type: none"> ▪ Roads that connect between higher order roads within the shire; or ▪ Roads that connect with neighbouring council's roads or interstate roads where these roads are of a comparable standard. ▪ Roads that service more than one property.
Category 3: Access Roads	Access roads have at least one of the following characteristics: <ul style="list-style-type: none"> ▪ No through roads; or ▪ service one property; ▪ a road that is the main access to a property ▪ A secondary access to a town/property where a higher order road exists.
Category 4: Point of Interest	These roads are defined as: <ul style="list-style-type: none"> ▪ A no through road connecting a point of interest (ie lookout, historical site)

Identification

4.2. Each local rural road has a start point at the designated beginning of the road. The starting point for all local rural roads is at either of the following points:

- the major carriageway (starting with the highest order roads); or
- the intersection of major carriageways in urban areas.

4.3. The start and end of the road is defined in Appendix A.

4.4. The end of a category 3 access road will be marked by a "Road Ends" sign.

4.5. This is the point at which Council's responsibility for the maintenance of the road and public access ceases

4.6. Where a category 3 access road ends at a grid or gate, the road ceases 50 metres prior to the gate or grid and therefore, the gate or grid does not need to be licensed under Subordinate Local Law No: 1.15 (Carrying out Works on a Road or Interfering with a Road or its Operation) 2015.

Landlocked Property

4.7. Council is not obliged to provide road access to a landlocked parcel.

- 4.8. The owner of the landlocked parcel may apply to the Supreme Court under the Property Law Act Section 180 for the statutory right of user, eg easement, over the land that separates his parcel from the nearest dedicated (and constructed) road.

Subdivision

- 4.9. Where the subdivision of land creates a new road, a condition of the development approval will be that the developer constructs the new road in accordance with Council requirements at the developer cost.
- 4.10. Where the subdivision of land or a new development involves the upgrading of a road within an existing road reserve and the upgrade is solely for the development, a condition of approval will be that the developer, at the developer's expense, upgrade the existing road to a standard sufficient to service that development.
- 4.11. In other cases Council may negotiate with the proponent for a contribution to the cost of the upgrade to enable the application to meet the requirements of the development.
- 4.12. The approval of a dwelling on a property, to which no constructed road exists or the access does not meet a particular standard; does not commit the Council to the construction or repairs of that road. This will be the responsibility of the landowner.
- 4.13. Where an existing lot which currently forms part of a larger aggregation is sold to a third party, access to this land via a gazetted road will be at the new owners cost.

Closing of Roads

- 4.14. The Local Government Act 2009 empowers a local government to close any road (not just a dedicated road) permanently to all traffic, if there is another route reasonably available for the use by the traffic.
- 4.15. If Council elects to close a road, then it will be advertised locally and appropriately signed at each end, to inform users that this road is not a public roads.

Roads off Alignment

- 4.16. Many of the roads within the Council area are off alignment. These roads will be treated as per the "Roads off Alignment and Undedicated Roads – Guidelines for Local Governments". This will particularly be the case where a grazing lease is to be renewed.

Budget

- 4.17. The annual budget adopted by Council may include allocations for local rural road maintenance and upgrades in accordance with the Asset Management Plans adopted by Council.
- 4.18. Expenditure against the road budget will be driven by service levels and intervention levels.

PART 2 - DESIGN

Design Criteria

- 4.19. Road design criteria for local rural roads will be in accordance the standard set out in tables 4, 5 and 6 and industry best practice as determined by Council.
- 4.20. Where a road is upgraded, the road will be built to the vision standard set out in Table 4, Table 5 and Table 6. The vision standards below are a future goal for each road category.

Table 4. Width and Running Surface

Road Category	Formation Width	Pavement Width	Running Surface
Cat.1 LRRS	10m	8m	Gravel* and upgrade to seal** where funds permit
Cat.2 Primary Roads	8m	6m	Gravel – Best local quality available
Cat.3 Access Roads	6m	6m	Gravel – Best local quality available
Cat.4 Point of Interest	8m	6m	Gravel/Seal

* Gravel Type 2 Sub Type 2.2 Sourced Locally

**Seal width is 6m wide

Table 5. Road Furniture

Road Category	Signage	Guideposts
Cat.1 LRRS	Fully compliant to MUTCD	Fully compliant to MUTCD
Cat.2 Primary Roads	High risk areas only*	High risk areas only*
Cat.3 Access Roads	High risk areas only*	High risk areas only*
Cat.4 Point of Interest	Fully compliant to MUTCD	Fully compliant to MUTCD

*High risk areas are identified through Risk Assessments or Road Audit.

Table 6. Floodway's

Road Category	High Flow Areas (with records of repeat damage)	Low flow areas
Cat.1 LRRS	Concrete floodways with RCBC or RCP structures	Bound Pavement Gravel* and Sealed**
Cat.2 Primary Roads	Bound Pavement Gravel* and Sealed**	Gravel
Cat.3 Access Roads	Gravel	Gravel
Cat.4 Point of Interest	Gravel	Gravel

* Gravel Type 2 Sub Type 2.2 Sourced Locally

**Seal width is 6m wide

PART 3 – MAINTENANCE STANDARDS

Maintenance Levels

- 4.21. The majority of the local rural road network is unsealed. Consequently, the road condition at any time will be dependent on previous heavy vehicle usage and weather conditions. The level of service for the maintenance of local rural roads is largely dependent on the available budget. The below levels of service are indicative only.
- 4.22. Maintenance levels will also be assessed through asset management condition ratings to determine maintenance levels of rural roads.
- 4.23. The timing of when work is undertaken is dependent on weather conditions and available resources.

Table 3. Maintenance Levels of Service

Road Category	Light Formation Grading (Dry)	Heavy Formation Grading (Wet)	Re-sheeting	Upgrade: Pave and Seal
Cat.1 LRRS	Annually	Every 1-2 years and based on condition assessment	Every 7 years nominally, sections as required	Based on funding availability from external sources
Cat.2 Primary Roads	Annually	Every 2-3 years and based on condition assessment	Sections as required	
Cat.3 Access Roads	Annually or as determined by condition assessment	Every 5 years and based on condition assessment	Sections as required	
Cat.4 Point of Interest	As determined by condition assessment			

PART 4 - ALTERATION OR IMPROVEMENT TO COUNCIL CONTROLLED ROADS

- 4.24. If a property owner wishes to make improvements on a council controlled road they must make application under Council Subordinate Local Law No. 1.1 Alteration or Improvement to Local Government Controlled Areas and Roads) 2015.
- 4.25. Any proposed roadworks effecting Council infrastructure will require the issue by council of an approved permit in accordance with Council Local Law No: 1 (Administration) 2015 and Subordinate Local Law No: 1.15 (Carrying out Works on a Road or Interfering with a Road or its Operation) 2015.
- 4.26. Sections of roadway improvements undertaken by third parties at their cost will not be maintained or improved by Council unless they are included on the adopted road register.

Grids and Gates

- 4.27. Gates and Grids are managed in accordance with Subordinate Local Law No: 1.15 (Carrying out Works on a Road or Interfering with a Road or its Operation) 2015.
- 4.28. The property owner is responsible for the supply of the grid to Councils standard.
- 4.29. Grid and gates are the responsibility of the property owner adjoining the reserve land (those that obtain benefit from the gate or grid).
- 4.30. The property owner is responsible for all costs associated with the maintenance of an existing gate or grid (including signage) or the construction costs associated with the installation of a new grid or the replacement of an existing gate or grid.
- 4.31. Table 2 sets out the minimum widths where gates and/or grids are allowed on a particular road category.
- 4.32. Where new or replacement grids/gates are to be installed, the minimum widths set out in Table 2 must be met.
- 4.33. The exception to this may be where a road is being realigned requiring the gate/grid to be relocated. Council will make a reasonable contribution towards these costs depending on the condition of the existing grid at the time.

Table 2. Grid/Gate Permitted Options

Road Category	Grids allowed	Gates allowed	Minimum width Required	Comments
Cat.1 LRRS	Yes	No	8m	Two Lane
Cat.2 Primary Roads	Yes	No	4m	Single Lane
Cat.3 Access Roads	Yes	Yes	4m	Single Lane
Cat.4 Point of Interest	Yes	No	4m	Single Lane

5. RESPONSIBILITIES

Compliance, monitoring and review

- The administration of this policy is the responsibility of the Director of Engineering

Reporting

6. DEFINITIONS

To assist in interpretation of this policy and associated standards and procedures, the following definitions shall apply:

Council means Carpentaria Shire Council

Local Rural Road means a road open to and used by the public which is under the control of Council in accordance with the Local Government Act 2009 and which is located outside the boundary of a town common.

7. SUPPORTING DOCUMENTATION

Legislation	<ul style="list-style-type: none"> • Local Government Act 2009 • Local Government Regulation 2012
Policies	<ul style="list-style-type: none"> • Gates and Grids Policy (To be drafted)
Delegations	<ul style="list-style-type: none"> •
Forms	<ul style="list-style-type: none"> •
Supporting Documents	<ul style="list-style-type: none"> • ARRB Unsealed Roads Manual – Guidelines to Good Practice • LGAQ Roads off Alignment and Undedicated Roads – Guidelines for Local Governments • Local Government Act 2009 • MUTCD Works on Roads Part 3

Appendix A

Local Rural Road Register

RURAL SHIRE ROADS REGISTER

Asset Number	Name	Classification	Length (m)
<i>LRRS Roads (Local Roads of Regional Significances)</i>			
1005	Dunbar - Kowanyama Road	LRRS	96,740.62
1010	Iffley Road	LRRS	130,999.57
1015	Koolatah - Dixie Road	LRRS	89,793.02
1020	Nardoo - Leichardt Road	LRRS	73,457.78
1025	Normanton - Burketown Road	LRRS	149,054.08
<i>Primary Roads</i>			
2005	Broadwater - Iffley Road	Primary Roads	127,947.51
2010	Claraville Road	Primary Roads	37,167.32
2015	Delta Downs Road	Primary Roads	55,954.30
2020	Donors Hill - Augustus Downs Road	Primary Roads	74,827.41
2025	Dunbar - Koolatah Road	Primary Roads	18,361.17
2030	Glencoe - Miranda Downs Road	Primary Roads	47,809.99
2035	Glenore Weir Road	Primary Roads	1,413.19
2040	Koolatah - Drumduff Road	Primary Roads	22,551.93
2045	Lotus Vale - Stirling Road	Primary Roads	51,437.94
2050	McAllister Road	Primary Roads	68,154.53
2055	Old Croydon Road (Unsealed)	Primary Roads	7,840.00
2060	Pompuraaw Road	Primary Roads	10,808.00
2065	Stirling - Miranda Downs Road	Primary Roads	23,435.41
2070	Ten Mile Road	Primary Roads	36,240.63
2075	Trenton Road	Primary Roads	120,995.94
2080	Wondoola Bypass Road	Primary Roads	37,952.01
<i>Property Accesses</i>			
3005	Augustus Downs Access	Access Roads	686.06
3010	Beard Access	Access Roads	615.59
3015	Broadwater Access	Access Roads	557.52
3020	Cowan Downs Access	Access Roads	11,160.86
3025	Dinah Island Access	Access Roads	20,516.93
3030	Donors Hill Access	Access Roads	4,902.04
3035	Dorunda Access	Access Roads	25,123.32
3040	Double Lagoon Access	Access Roads	3,021.90
3045	Glenore Access	Access Roads	18,713.50
3050	Glenore Weir Service Access	Access Roads	830.64
3055	Haydon Access	Access Roads	5,189.13
3060	Inkerman Access	Access Roads	83,751.32
3065	Inverleigh Access	Access Roads	736.10
3070	Inverleigh West Access	Access Roads	933.02
3075	Karumba Pipeline Service Access	Access Roads	37,230.86
3080	Kelwood Access	Access Roads	6,935.53
3085	Lorraine Access	Access Roads	10,363.23
3090	Maggieville Access	Access Roads	204.42
3095	Magowra Access	Access Roads	2,928.94

3100	Mundjuro Access	Access Roads	7,941.94
3105	Mutton Hole Access	Access Roads	3,774.73
3110	Neumayer Valley Access	Access Roads	16,799.41
3115	Pioneer Access	Access Roads	1,885.96
3120	Rutland Plains Access	Access Roads	1,884.36
3125	Sawtell Creek Access	Access Roads	976.64
3130	Shady Lagoon Access	Access Roads	14,389.64
3135	Talawanta Access	Access Roads	1,264.42
3140	Vanrook Access	Access Roads	2,839.99
3145	Warrenvale Access	Access Roads	3,157.05
3150	Wernadinga Access	Access Roads	7,646.84
3155	Wondoola Access	Access Roads	12,934.35
3160	Woodview Access	Access Roads	983.45
3165	Yappar River Access	Access Roads	2,820.03
	<i>Points of Interest</i>		
4005	Burke and Wills Monument Access	Point of Interest	1,534.24

TOWN STREETS REGISTER

Asset Number	Name	Classification	Length (m)
NORMANTON			
5005	Airport Road	Urban	250.41
5010	Balonne Street	Urban	423.80
5015	Beard Crescent	Urban	504.78
5020	Bell Street	Urban	312.27
5025	Brodie Street	Urban	243.64
5030	Brown Street	Urban	1,266.97
5035	Caroline Street	Urban	546.32
5040	Dutton Street	Urban	959.76
5045	Edwards Road	Urban	574.74
5050	Ellesmere Street	Urban	182.05
5055	Ellis Street	Urban	596.35
5060	Esplanade	Urban	287.37
5065	Forsyth Street	Urban	123.26
5070	Gough Street	Urban	166.27
5075	Green Street	Urban	1,133.05
5080	Greenaway Street	Urban	284.91
5085	Greensills Lane	Urban	209.20
5090	Haig Street	Urban	464.57
5095	Hannam Street	Urban	134.39
5100	Henrietta Street	Urban	426.52
5105	Hollingsworth Street	Urban	280.25
5110	Hospital Road	Urban	1,071.67
5115	Jubilee Way	Urban	117.60
5120	Karen Lane	Urban	452.72
5125	Landsborough Street	Urban	1,847.19
5130	Ledlie Lane	Urban	224.68
5135	Little Brown Street	Urban	311.99
5140	Macnamara Street	Urban	220.45
5145	Manson Street	Urban	103.70
5150	Matilda Street	Urban	1,174.41
5155	Newman Street	Urban	150.87
5160	Noel Street	Urban	684.51
5165	Noel Street West	Urban	222.48
5170	Norman Street	Urban	279.77
5175	Normanton Gun Club Access	Urban	1,723.06
5180	Normanton Waste Facility Access	Urban	120.28
5185	Normanton Weighbridge Access	Urban	587.44
5190	Old Croydon Road (Sealed)	Urban	5,517.00
5195	Palmer Street	Urban	240.74
5200	Philp Street	Urban	1,391.83
5205	Racecourse Access	Urban	222.20
5210	Read Street	Urban	140.44
5215	Resupply Road	Urban	482.34

5220	Robert Walker Avenue	Urban	238.16
5225	Rodeo Drive Access	Urban	429.97
5230	Russell Street	Urban	207.69
5235	Simpson Street	Urban	170.50
5240	Sutherland Street	Urban	404.21
5245	Swan Street	Urban	186.35
5250	Thompson Street	Urban	1,573.15
5255	Travers Street	Urban	255.56
5260	Wharf Lane	Urban	455.17
5265	Woodward Street	Urban	833.74
5270	Wurru Street	Urban	670.27
KARUMBA			
6005	Allan Howie Way	Urban	1,256.89
6010	Anderson Street	Urban	110.18
6015	Barnett Street	Urban	109.82
6020	Carmo Street	Urban	219.24
6025	Carron Street	Urban	953.65
6030	Clarina Street	Urban	473.78
6035	Col Kitching Drive	Urban	3,661.14
6040	Edmonson Street	Urban	182.52
6045	Fielding Street	Urban	764.44
6050	Gilbert Street	Urban	256.59
6055	Henry Street	Urban	681.25
6060	Karumba Airport Road	Urban	515.63
6065	Karumba Cyclone Green Waste Centre	Urban	598.92
6075	Karumba Gun Club Access	Urban	531.76
6080	Karumba Holdings Access	Urban	1,305.81
6085	Karumba Truck Stop	Urban	287.04
6090	Karumba Waste Transfer Access	Urban	2,290.20
6095	Karumba Water Storage Road	Urban	898.76
6100	Karumba Point Esplanade	Urban	111.54
6105	Landsborough Street	Urban	124.27
6110	Lindley Street	Urban	52.18
6115	Lynch Close	Urban	112.78
6120	Massey Drive	Urban	260.07
6125	McIntosh Street	Urban	187.35
6130	Norman Street	Urban	409.55
6135	Palmer Street	Urban	488.03
6140	Riverview Drive	Urban	609.29
6145	Usher Street	Urban	54.96
6150	Walker Street	Urban	593.90
6155	Ward Street	Urban	245.91
6160	Yappar Street	Urban	2,828.91



CARPENTARIA SHIRE

Outback by the Sea[®]

**CAPABILITY STATEMENT
ROADWORKS**

Table of Contents

1.0	Introduction	3
2.0	Executive Summary	4
3.0	Core Capabilities – Works Department	5
	Design.....	5
	Maintenance/Earthworks	5
	Drainage, Concrete and Culvert Structures	5
	Road Construction/Restoration	5
	General Works Services incl. Workshop	5
	Camps.....	5
4.0	Health and Safety	6
	Training and Development.....	6
5.0	Cultural, Environment and Quality	7
	Cultural.....	7
	Environmental.....	7
	Quality Systems.....	7
6.0	Pre-Qualification and Federal Certification	7
7.0	Project Management Structure - Works.....	8
8.0	Capabilities and Resources	9
9.0	Workforce Capabilities.....	10
	Labour Hire Workforce	10
	Subcontractors	10
10.0	Resource Capabilities	11
	Resources	11
11.0	Key Projects.....	12
	TIDS - Normanton to Burketown Road	13
	REPA and Betterment - Burke Developmental Road (89B)	14
	TMR Culvert Replacements.....	15
	Pavement Reconstruction and Sealing - Gulf Development Road (92A)	16
	Restoration of Essential Public Assets	17
	Betterment Project 2019-2020 – Normanton Barge Ramp	18
	Scrutton River Crossing	20
	NPS Guidelines – Completed Projects	22

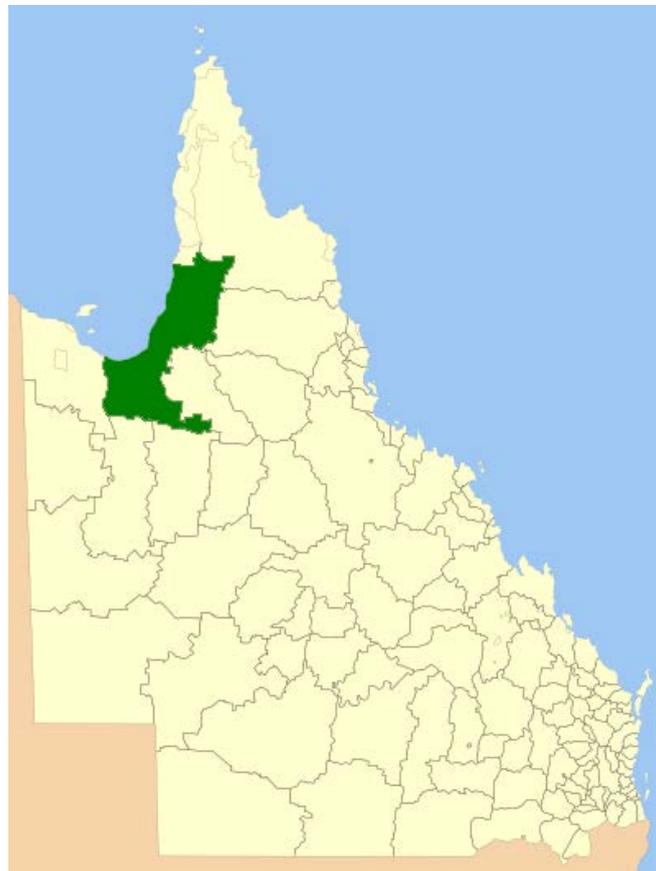
1.0 Introduction

Carpentaria Shire Council is a local government located in the Southern part of the Gulf of Carpentaria in Remote North West Queensland. We cover an area of 64,381 kilometres² and road building is one of our main core activities.

We have a road network consisting of 1,662.19 kms of local roads (sealed – 107.67 kms and unsealed – 1,554.52 kms) and undertake maintenance on behalf of the Department of Transport and Main Roads of a further 574.52 kms of the State Road network within the Shire (273.02 kms unsealed).

Our key values which govern our behaviours as a Council are Strong leadership, respect and teamwork, good governance, pride in our work, positive and professional, informed decision making and realistic goals.

Mark Crawley
Chief Executive Officer



2.0 Executive Summary

Since our early beginnings in 1889 as the Carpentaria Divisional Board and then subsequently in 1903 as the constituted Carpentaria Shire Council we have always had responsibility for roads. Whether for simply maintaining them or constructing new roads the Carpentaria Shire Council would say it has some experience in road building/maintenance.

We have developed and continue to refine our capacity to deliver value for money solutions when it comes to roads and have for many years now been very proud of our achievements. We live in an area that is constantly impacted by weather events and often most of our road network is damaged to some degree from these events. In recent years it appears that we have an event every year and we are back out to undertake emergent work to make the roads trafficable before the works are completed from the previous event.

Council has a commitment to increase its professionalism in line with its core values and is taking this approach to its delivery of services within the road construction and maintenance area of the engineering services department.

Whether it is providing maintenance and construction services for the Department of Transport and Main Roads or reconstruction/restoration efforts for the Queensland Reconstruction Authority our approach is similar, we aim to provide a quality product for a fair price ensuring Value for Money every time.

During the 2020-2021 financial year Carpentaria Shire Council will complete sealing of 50kms of the road network within the Council area. This includes work on behalf of the State Government and our own local roads through TIDS funding and Roads to Recovery (R2R).

Council's capability and capacity to undertake and deliver a quality roadworks product is part of what we pride ourselves on and is testament to our core values. We provide this Capability Statement to back up our commitment to delivering quality products to road users, ratepayers and our funding partners.

3.0 Core Capabilities – Works Department

Council's Works Department within the Engineering Services section of Council has the experience and core capabilities to deliver a value for money solution for all types of road and drainage structures required within the Shire. Whether its work on our own network or projects for third parties like Queensland Reconstruction Authority or Transport and Main Roads our philosophy is the same. We aim to deliver a quality product for a fair price. It is what our road users come to expect from their Council.

Design

Council has access to resources to provide designs for the works proposed.

Maintenance/Earthworks

By allocating enough financial resources in its annual budget Council can provide a level of maintenance to ensure a trafficable surface is available to support the road users to facilitate transport of goods, services and livestock from the Shire.

Council has also implemented an intervention level response to maintenance requests and a regular inspection program to ensure that problem areas are addressed in a timely manner both for safety and for movement across the road network.

Drainage, Concrete and Culvert Structures

Council has successfully undertaken both small- and large-scale concrete and drainage works within the Shire. These projects vary from minor repairs to headwalls and replacing damaged RCP sections to major culvert upgrades.

Road Construction/Restoration

Council has a history of undertaking and completing projects for itself, the State Government and restoring public assets following natural disaster events. With the recent introduction of the Stabiliser into the fleet our capability has increased, and delivery of stabilised pavements is more efficient and cost effective.

General Works Services incl. Workshop

Council is committed to ensuring its fleet is well maintained and regularly serviced to ensure reliability. To that end we have a well-equipped workshop with technically qualified staff to undertake the necessary works to ensure that reliability of plant and equipment is achieved.

Camps

Council has enough facilities to establish up to six camps across the Shire where and when required, our staff have no issue with camping away from the main centre and usually work a 10 days on / 4 days off roster. Camp facilities, as well as bedding, includes all cooking, utilities and provision of WiFi for entertainment and connectivity to family back home.

4.0 Health and Safety

Carpentaria Shire Council is committed to promoting and improving standards of Workplace Health and Safety (WHS) to ensure a safe and healthy working environment for all our workers (including contractors), customers/clients and the public in general.

We constantly address our responsibilities and duty of care under the Work Health and Safety Act and Regulation 2011. The development, implementation and application of our Safety Management System focuses on ensuring a high level of WHS.

It is the primary goal of Council to eliminate or reduce risk by developing proactive strategies and adopting a Risk Management approach to WHS. We understand that creating and maintaining a safe and healthy working environment is critical to providing an injury and illness free workplace. Council is committed to minimising lost time injuries and providing suitable duties programs where possible, to support the return to work rehabilitation of employees affected by workplace injuries.

We consider that the success of our health and safety management will depend on our ongoing commitment and diligence, combined with a joint effort between management and workers, with everybody having responsibilities in assisting to achieve our goals.

Council achieved a 70% score in its WH&S Management System Audit and was awarded a SafePlan Bronze WH&S Award in 2017.

Regular toolbox talks and the development and utilisation of JSA's and SWMS are in constant use for the works department to ensure the monitoring and consideration of risks is undertaken for the safety of our workforce, visitors and the general public. Our employees and their families should be ensured that staff will return home safely after their days work for Council.



Council holds ISO 45001:2018 Certification from 4 March 2021

Training and Development

Council is committed to providing upskilling and training to all its employees. We have a regular program available for staff which includes a mixture of mandatory and elective training for staff. Council has a regular intake of apprentices and trainees to provide opportunities for young local members of the community.

In 2006 Council was a category winner in the Strengthening Indigenous Communities category of the National Awards for Local Government for its Normanton Youth Rural Training and won this category again in 2009. In 2007 Council was acknowledged as the employer of the Certificate II Trainee of the Year in Civil Construction. We pride ourselves on developing local talent within our workforce and while it isn't about always winning awards, we have been very successful in creating longer term employment for our locals through the traineeships and apprenticeships available at Council.

5.0 Cultural, Environment and Quality

Cultural

The Gkuthaarn, Kukatj and the Kurtijar peoples are the traditional owner groups of the lands within the Carpentaria Shire and Council wishes to acknowledge the traditional custodians of the land on which we work and live and pay respects to Elder's past, present and emerging.

Council has a high percentage of Aboriginal workers within the Shire workforce

We have a close working relationship with the Traditional Owner Groups and often utilise the services of Cultural Monitors to assist with works conducted within the Shire.

Environmental

Council is in the process of acquiring third party accreditation to ISO 14001 standard.

Council engages with stakeholders as and where required depending on the works proposed to be undertaken and delivered.

Council holds ISO 14001:2015 Certification issued on 4 March 2021



Quality Systems

Council has implemented quality management systems within the organisation to ensure quality control is part of our day-to-day activity in delivering service.

Council holds ISO 9001:2015 Certification issued on 4 March 2021



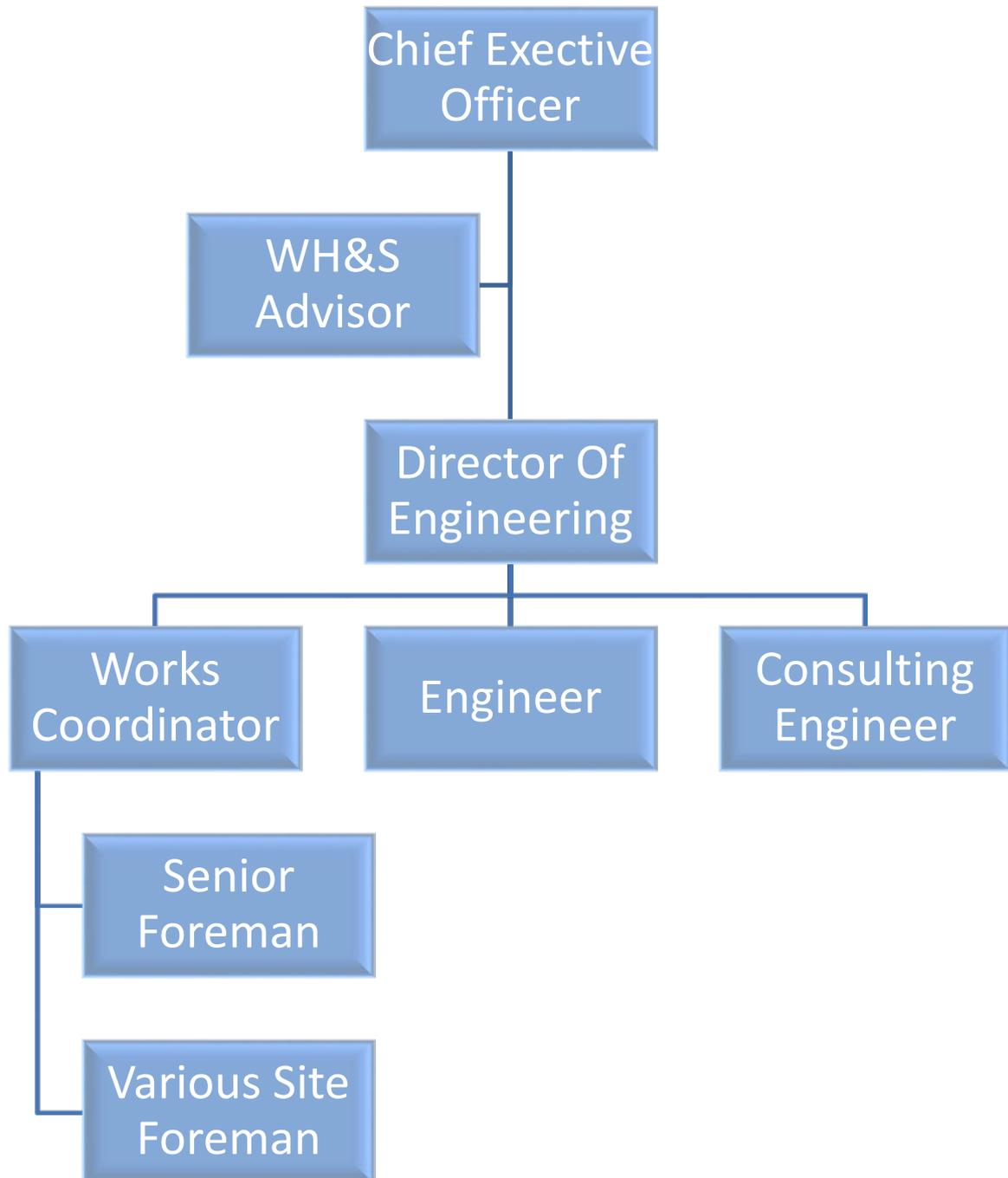
6.0 Pre-Qualification and Federal Certification

Following receiving the certification issued for Workplace Health & Safety Management Systems, Environmental Management Systems and Quality Management Systems Council was able to submit an application to Main Roads for Pre-qualification for R2 (Roads) and B1 (Bridges) works.

Council received prequalification on 31 March 2021 and then progressed to obtain Federal Safety Certification and was advised on 13 August 2021.



7.0 Project Management Structure - Works



8.0 Capabilities and Resources

It is of paramount importance for the Carpentaria Shire Council to have the staff, systems, resources and capability available to provide a safe and reliable road network for the ratepayers, residents and visitors to our Shire. We are confident that our people and available subcontractors have the skills and competencies to deliver the quality services that people have come to rely upon in the Gulf.

A list of some of the skills and certifications held by Carpentaria Shire Council staff include: -

- Cultural Heritage Duty of Care
- Apply Risk Management Processes
- Bachelor of Engineering (Civil)
- Certificate II and III in Civil Construction (Road Construction & Maintenance)
- Certificate III in Civil Construction (Plant Operations)
- Certificate III in Engineering – Mechanical Trade (Maintenance)
- Certificate III in Mentoring (Wirdanyiny)
- Certificate IV in Civil Construction Supervision
- Certificate IV in Frontline Management
- Certificate IV in Local Government (Operational Works)
- Certificate IV in Training and Assessment
- Certificate IV in Leadership and Management
- Certificate IV in Workplace Health & Safety
- Chainsaw Trim and Cross Cut Fell Trees
- Conduct Backhoe/ Loader Operations (LB)
- Conduct Civil Construction Water Cart Operations
- Conduct Crane Operations (CV), (CT), (CP), (CB), (CN), (LBG)
- Conduct Dozer Operations (LZ)
- Conduct Excavator Operations (LE)
- Conduct Front End Loader Operations (LL)
- Conduct Grader Operations (LG)
- Conduct Haul Truck R&A Operations (HT)
- Conduct Hydraulic Excavator Operations
- Conduct Roller Operations (LR)
- Conduct Scraper Operations (LP)
- Conduct Skid Steer Operations (LS)
- Conduct Stabilizer Operations
- Confined Spaces (Including Operate Breathing Gear)
- Fatigue Management Drivers and Schedulers
- Traffic Management Implementation

9.0 Workforce Capabilities

Council has the right sized workforce to be able to deliver the services required of a remote local government in Queensland. We have systems in place to train and upskill where and when necessary and are improving the computer system to allow for management decision making based on quality reliable information.

Some of the workforce positions currently in the Works Department include: -

- Director of Engineering
- Engineer
- Works Supervisor
- Senior Foreman
- Foreman
- WH&S Senior Advisor
- WH&S Advisor
- Works Program Manager – (Assets)
- Workshop Foreman
- Operators
- Labourers

Council is conscience of not “ramping up” recruitment to suit the ebb and flow work schedules when funding becomes available and then not having enough works to maintain an increased workforce in the longer term. In these instances, the Council has access to a reliable Labour Hire workforce and local subcontractors.

Labour Hire Workforce

Based in Normanton, Gulf Labour Hire is a recently established labour hire company employing local staff and has access to other staff from across the Gulf and towards the coast in Cairns. Being local they are in a position to provide labour services to Council in a timely manner and have developed a close working relationship with Council to ensure their employees are versed in the Council Workforce Policies and Procedures.

Subcontractors

As required, Carpentaria Shire Council utilises the services of many local subcontractors who are located locally in Normanton and Karumba. Council continues to work with its local suppliers to ensure that their capacity and capability is of a high standard. Each year we call expressions of interest for pre-qualified suppliers and we are constantly reviewing the standards to ensure the latest standards are included in a tender specification. From time to time we are also able to source subcontractors from just outside the Region who are also assessed against the same criteria and standards for the local subcontractors. We are also looking for Value for Money from the delivery of service from our subcontractors and assessment of productivity targets are built into the contracts.

10.0 Resource Capabilities

Council has a regular plant replacement program in place to ensure that plant is optimised and fit for purpose. Council has a well-resourced workshop to enable the repairs of machinery as required. Council ensures that its plant is well maintained and serviced regularly to

Resources

Graders		Caterpillar 150 x 1
		Caterpillar 140M x 3
Stabiliser		Wirtgen
Loaders		Caterpillar 966K, 950H, 432F2 (backhoe, loader), 226B Skid Steer Loader, 259D Compact Track Loader
Rollers		Caterpillar CW34 Multi tyred x 3, Caterpillar CS76XT Single drum x 2, Caterpillar CS78B Vibrating Drum x 4, Dynapac CC900 Twin Drum x 1
Water Trucks		11,000litre slip in water tanks
Low Loader		Drake Triaxle 29tonne capacity

Council also has a good relationship with Cat Rental – Hastings Deering, Tutt Bryant and Fleet Crew and always have several items of plant on hire and Council have access to other machines as work requires.

11.0 Key Projects

The following pages contain details of some of the projects undertaken by the Carpentaria Shire Council in recent years.

The following projects represent work undertaken and completed by the Carpentaria Shire works crews, some of this work is completed on the Shire road network while other projects are completed on behalf of the Department of Transport and Main Roads.

As mentioned previously the Carpentaria Shire are roadbuilders and road maintainers. We have an extensive road network, and a significant portion of the network is gravel and we are attempting to complete bitumen sections each year to provide a safer network for road users.

The projects below are a small sample of the works undertaken by Council and highlight the capacity and capability of the Council Works Crews to undertake and complete quality works.



Council has received its Certification Assistant Minister for Road Safety and Freight Transport Hon. Scott Buchholz MP with Mayor Jack Bawden and our Federal Government Certificate Accreditation Scheme

TIDS - Normanton to Burketown Road

Project Overview

The Normanton to Burketown Road is part of the nationally recognised Savannah Way across the tropical surrounds of northern Australia, linking Cairns in Queensland with Broome in Western Australia. This project involved full road construction of gravel top up where required and 200mm in-situ cement stabilised pavement layer and two coats of bitumen sealing.

Client

50/50 Partnership between Department Transport and Main Roads (DTMR) and Council

Location

Transport Infrastructure Development Scheme - 6km new bitumen works on the Normanton to Burketown Road

Cost

\$1.8 Million

Project Duration

2019-2020

Project features

Roadworks

- Multi-layer granular pavements
- In-situ cement stabilised granular pavement
- Bitumen seal



Project Utilisation of Prequalification Categories (NPS Guidelines)

R1 [A] Rural works including reconstruction and construction

R1 [C] Simple granular pavements with sprayed seal surfacing

R1 [E] Roadside furniture

R1 [F] Non-complex worksite traffic management, typically AADT <100 vehicles/day

R2 [H] Identification and management of select nominated subcontractors

R1 [I] Non-complex project management

R1 [J] Low cultural heritage. Majority of work in previously disturbed ground within road footage

REPA and Betterment - Burke Developmental Road (89B)

Project Overview

At 1,079 kilometres long, the Burke Developmental Road (89B) makes the top 10 list of Australia's longest roads. It is an important strategic route for cattle movement servicing the entire Gulf Region and an important link providing access to the communities of Kowanyama and Pormpuraaw. This project involved full road construction of new subgrade profiles and treatments, followed by a 200mm new cement stabilised pavement layer and two coats of bitumen sealing. The works included concrete floodway margins.

Client

Department Transport and Main Roads (DTMR) - 15km new bitumen works

Location

Burke Development Road (89B)

Cost

\$5.9 million

Project Duration

2020

Project features

Roadworks

- Multi-layer granular pavements
- In-situ cement stabilised granular pavement
- Bitumen seal

Drainage Structures

- Concrete margins
- Rock protection



Project Utilisation of Prequalification Categories (NPS Guidelines)

R1 [A] Rural works including reconstruction and construction

R2 [C] Multi-layer granular pavements including cement stabilisation and sealing

R1 [E] Roadside furniture

R1 [F] Non-complex worksite traffic management, typically AADT <100 vehicles/day

R2 [H] Identification and management of select nominated subcontractors

R1 [I] Non-complex project management

R1 [J] Low cultural heritage. Majority of work in previously disturbed ground within road footage

TMR Culvert Replacements

Project Overview

Council replaced multi-cell culverts at five locations on the Karumba Development Road (84A) and an RCP culvert on the Burke Developmental Road (89A). The works included construction of side-tracks and monitoring of acid sulphate soils.

Client

Department Transport and Main Roads (DTMR)

Location

Various locations on Karumba Developmental Road (84A) and Burke Developmental Road (89B)

Cost

\$622 Thousand

Project Duration

2019

Project features

Roadworks

- Reconstruct sealed pavements

Drainage Structures

- Removal and installation of culverts in four locations
- Removal and installation of pipes in one location



Project Utilisation of Prequalification Categories (NPS Guidelines)

R1 [A] Minor works including simple reconstruction

R1 [B] Earthworks to a maximum of 2m in cut or fill

R2 [C] Simple A/C pavements

R2 [D] Medium-sized culvert works (RCBC <1.8m height and <6 bays)

R1 [E] Road furniture

R1 [F] Non-complex worksite traffic management, typically AADT <100 vehicle/day

R2 [H] Identification and management of select nominated subcontractors

R2 [I] Non-complex environmental risk management

R1 [J] Low cultural heritage. Majority of work in previously disturbed ground within road footage

Pavement Reconstruction and Sealing - Gulf Development Road (92A)

Project Overview

This project involved the reconstruction, stabilisation and sealing of multiple sections of pavement on the Gulf Developmental Road (92A).

Client

Department Transport and Main Roads (DTMR)

Location

Gulf Developmental Road (92A)

Cost

\$747 Thousand

Project Duration

2020

Project features

Roadworks

- Granular pavement course corrections
- In-situ cement stabilised granular pavement
- Bitumen sealing
- Line marking



Project Utilisation of Prequalification Categories (NPS Guidelines)

R1 [A] Rural works including reconstruction and construction

R2 [C] Significant longitudinal joints with existing pavements

R1 [E] Roadside furniture

R2 [F] Non-complex worksite traffic management, typically AADT <500 vehicles/day

R2 [H] Identification and management of select nominated subcontractors

R1 [I] Non-complex project management

R1 [J] Low cultural heritage. Majority of work in previously disturbed ground within road footage

Restoration of Essential Public Assets

Project Overview

Council is undertaking restoration and betterment works on all Shire Roads meeting QRA requirements. The works consists of gravel resheeting, formations grades, drainage and causeway rectification, and bitumen rehabilitation to restore essential infrastructure assets.

Client

Queensland Reconstruction Authority (QRA)

Location

2019 DRFA Shire REPA and Betterment Works – Multiple roads located throughout the Shire

Cost

\$68 Million

Project Duration

2019-2021

Project features

Roadworks

- 158km gravel resheeting
- 375km formation resheeting
- 241km heavy formation grading
- 15,000m² bitumen sealing

Drainage Structures

- Clearing of drainage structures
- Repair of damaged drainage structures
- Replacement of damaged road furniture

Project Utilisation of Prequalification Categories (NPS Guidelines)

R1 [A] Minor works including simple reconstruction

R2 [B] Excavation in rock not requiring blasting

R1 [C] Simple granular pavements with sprayed seal surfacing

R1 [D] Minor culvert work (RCP < 600mm diameter only no more than 2 bays)

R1 [E] Road furniture

R1 [F] Non-complex worksite traffic management, typically AADT <100 vehicle/day

R2 [H] Identification and management of select nominated subcontractors

R2 [I] Non-complex environmental risk management

R2 [J] Monitoring during clearing and grubbing. Cultural heritage assessment and artefacts collection during monitoring.

Betterment Project 2019-2020 – Normanton Barge Ramp

Project Overview

Due to the regular flooding which isolates Normanton and Karumba, the Australian Government provided funding to construct a barge ramp at the edge of the Normanton township. This will allow the Karumba barge to dock at Normanton for supply transfers to Karumba during major flooding events.

Client

Australian Government – Natural Disaster Resilience Program (NDRP)

Location

Landsborough Street, Normanton

Cost

\$550 Thousand

Project Duration

2020

Project features

Barge Ramp

- Concrete pavement and driveway
- Rock blasting
- Channel clearing
- Vehicle anti-slip grooves for length of ramp
- Security fencing and gates





Project Utilisation of Prequalification Categories (NPS Guidelines)

- R1 [A] Minor works including simple construction
- R3 [B] Excavation in hard rock where blasting is required
- R3 [C] Small scale concrete pavement
- R1 [E] Security fencing and gates
- R1 [F] Non-complex worksite traffic management
- R2 [H] Identification and management of select nominated subcontractors
- R1 [I] Non-complex project management
- R2 [J] Low level environmental management and low cultural heritage

Scrutton River Crossing

Project Overview

The Dunbar-Kowanyama Road is the only access to Kowanyama from larger commercial and service centres. The existing alignment at the Scrutton River crossing includes sharp radius horizontal curves with narrow pavement widths which, combined with sharp vertical crests do not allow road trains to pass. The works included raising of the existing floodway slab, widening of carriageway to accommodate two lanes, installation of multi-celled culverts with concrete protections, and sealed approaches.

Client

Department Transport and Main Roads (DTMR) – ATSI TIDS

Location

Scrutton River – Dunbar-Kowanyama Road

Cost

\$2 Million

Project Duration

2019

Project features

Roadworks

- Concrete causeway
- New pavement and seal
- Widening of carriageway

Drainage Structures

- Multi-celled culverts
- Fish passage baffles
- Concrete and rock protection



Project Utilisation of Prequalification Categories (NPS Guidelines)

R1 [A] Minor works including simple construction, reconstruction and widening

R2 [B] Significant earthwork including structural fill and rock protection

R3 [C] Small scale concrete pavement

R2 [D] Medium-sized culvert works (RCBC < 1.8m height and < 6 bays)

R1 [E] Roadside furniture

R1 [F] Non-complex worksite traffic management, typically AADT < 100 vehicles / day

R2 [H] Identification and management of select nominated subcontractors

R1 [I] Non-complex project management

R1 [J] Low level environmental management and low cultural heritage

NPS Guidelines – Completed Projects

Pre-qualifications for Carpentaria Shire Council – Roadworks

(Reference numbers shown against category descriptions correlate with Project Numbers)

Category	A General features of works	B Earthworks	C Pavement	D Drainage	E Miscellaneous	F Traffic Management	G Services	H Subcontractors / Consultants	I Stakeholder / Project Management	J Cultural Heritage & Environmental Management
R1	<ul style="list-style-type: none"> Often rural works with minimal traffic and staging issues Minor works including simple construction, reconstruction and widening 	<ul style="list-style-type: none"> Earthworks to a maximum of 2m in cut or fill 	<ul style="list-style-type: none"> Simple granular pavements with sprayed seal surfacing 	<ul style="list-style-type: none"> Minor culvert work (RCP < 600mm dia only no more than 2 bays) and reinforced concrete works 	<ul style="list-style-type: none"> Cattle grids Roadside furniture (e.g. signs, safety barriers) Security fencing and/or gates 	<ul style="list-style-type: none"> Non-complex worksite traffic management Typically AADT < 100 vehicles / day 	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Non-complex project management 	<ul style="list-style-type: none"> Low level environmental management No to low cultural heritage Majority of work in previously disturbed ground with road footprint
R2	<ul style="list-style-type: none"> Low complexity at grade intersection and channelization works. Located at the rural to semi urban environment 	<ul style="list-style-type: none"> Significant earthwork including structural fill and rock protection Excavation in rock not requiring blasting Cut or fill with slopes up to 1:2 and up to 5m in height or 	<ul style="list-style-type: none"> Significant longitudinal joints with existing pavements Multi-layer granular pavements or A/C pavements 	<ul style="list-style-type: none"> Medium-sized culvert works (RCBC < 1.8m height and < 6 bays) Cross and longitudinal drainage Interface with bridge construction 	<ul style="list-style-type: none"> Lighting Minor works associated with traffic signals Pedestrian crossing or similar Simple traffic light modifications 	<ul style="list-style-type: none"> Non-complex to moderately complex worksite traffic Typically AADT < 500 vehicles / day 	<ul style="list-style-type: none"> Non-complex service relocation works 	<ul style="list-style-type: none"> Identification and management of select nominated subcontractors 	<ul style="list-style-type: none"> Non-complex environmental risk management 	<ul style="list-style-type: none"> Monitoring during clearing and grubbing Cultural heritage assessment and artefacts collection during monitoring Management of multiple native groups Dilapidation survey, dust monitoring,

Category	A General features of works	B Earthworks	C Pavement	D Drainage	E Miscellaneous	F Traffic Management	G Services	H Subcontractors / Consultants	I Stakeholder / Project Management	J Cultural Heritage & Environmental Management
		depth (cutting)								vibration monitoring
R3	<ul style="list-style-type: none"> • More complex intersections located at urban location • Medium to large scale of works 	<ul style="list-style-type: none"> • General earthworks exceeding 5m in cut or fill • Mechanically stabilised earth construction to a nominal 5m in height • Excavation in hard rock where blasting is required 	<ul style="list-style-type: none"> • Pavements construction using marginal materials (non-standard) • Pavement construction using modified materials (e.g. cement treated sub-base) • Deep lift asphalt • Small scale concrete pavement 	<ul style="list-style-type: none"> • Special foundation and/or subgrade and subsoil drainage treatments • Includes large size culverts, multiple bays and link slab culverts 	<ul style="list-style-type: none"> • Permanent traffic signals for moderate to heavily trafficked intersection 	<ul style="list-style-type: none"> • Moderately complex worksite traffic management • Typically AADT < 5000 vehicles / day • Multiple staging or simple traffic shift • Hard wired temporary traffic signals 	<ul style="list-style-type: none"> • Moderately complex service relocations including conduits (e.g. electrical, telecommunication services) 	<ul style="list-style-type: none"> • Non-complex design management • Moderately complex project management including subcontractor management and coordination 	<ul style="list-style-type: none"> • Moderately complex to complex community / stakeholder management • Moderately complex environmental risk management 	<ul style="list-style-type: none"> • Relocation of local flora and fauna • Installation of fauna fencing • Identification of culturally significant tree or sacred site



Appendix C - Approved Betterment Projects

Funding Source	Project Name	Total Project Value	Deadline
Recovery and Resilience Grants (RRG)	Karumba Airport Weather Station	\$87,000	01/12/2023
Recovery and Resilience Grants (RRG)	Karumba Chlorine Generator	\$180,000	01/12/2023
Recovery and Resilience Grants (RRG)	Normanton Water Treatment Plant Pipework Upgrades	\$150,000	01/12/2023
Recovery and Resilience Grants (RRG)	Normanton Water Treatment Plant Storage Upgrades	\$40,000	01/12/2023
Recovery and Resilience Grants (RRG)	Investigation into New Karumba Sewage System	\$80,000	01/12/2023
Recovery and Resilience Grants (RRG)	Glenore Weir Intake, Pipework and Valve Set Upgrades	\$320,000	01/12/2023
Queensland Resilience and Risk Reduction Fund (QRRRF)	Normanton Stormwater Upgrades	\$228,882	30/06/2023
Queensland Resilience and Risk Reduction Fund (QRRRF)	Karumba Foreshore	\$500,000	31/12/2023
Flood Mitigation Infrastructure (FMI)	Armstrong Creek Causeway	\$793,339	31/12/2023
Remote Roads Upgrade Pilot Program (RRUPP)	Iffley Road gravel upgrade	\$4,206,687	
Remote Roads Upgrade Pilot Program (RRUPP)	Koolatah – Dixie Road widening	\$2,477,642	
Queensland Resilience and Risk Reduction Fund (QRRRF)	Karumba Shoreline Protection & Revitalisation – Beach Sand Retention Project	\$1,335,604	30/06/2024
Queensland Resilience and Risk Reduction Fund (QRRRF)	Inverleigh West Causeway Upgrade	\$500,000	30/06/2024
Queensland Resilience and Risk Reduction Fund (QRRRF)	Mitchell River Crossing Upgrade Investigation	\$300,000	30/06/2024
Queensland Betterment Funding	Dunbar - Kowanyama Road (Pavement and Sealing)	\$5,255,089	30/06/2024
Community and Recreational Asset Recovery and Resilience Program	Burke and Wills Monument Access Road (Pavement and Sealing)	\$364,268	30/06/2024

Project has been completed



1890

SHIRE OF
CARPENTARIA