

OUR SEALED ROAD NETWORK - 528 KILOMETRES

There are six classes of sealed roads in the Richmond Valley:

- State
- Regional
- Arterial
- Collector/loop
- Local collector
- Local access roads

State roads are the Summerland Way and the Bruxner Highway. State road maintenance is 100 percent directly funded by Transport for NSW with work carried out by Council and contractors.

Regional roads include Woodburn-Coraki Road, Woodburn-Evans Head Road, Casino-Coraki Road, Dawson St Coraki and Bentley Road.

Regional road repairs are partially funded by Transport for NSW which Council allocates according to need. All other road categories are funded and maintained by Council.

Pothole repairs are essential "reactive" work to ensure Council's roads are safe. Council has crews filling potholes every four weeks on all regional roads and rural arterial roads, except for Coraki-Woodburn Road which has weekly repairs due to high truck traffic.

Repairs occur every six weeks on rural collector roads, and every nine weeks on rural local roads.

Urban street pothole repairs are scheduled every two weeks in Casino, and every six weeks in all other towns. As Casino is the largest urban area, it requires three times the work to maintain all streets to the same level as other towns.

Heavy patching involves strengthening the pavement with road base and stabilising products

Resealing renews the surface texture and further waterproofs the pavement wearing surface.

Road reconstructions are the most comprehensive level of roadworks, and involve the rebuilding and/or widening of pavements using a mixture of in-situ materials and new imported materials. It is time consuming and expensive, but results in an 'as new' pavement.

KEY NUMBERS

1064 km Richmond Valley Council's total road network

\$36m Total 2022-2023 roads budget

26% Percentage of Council's annual budget spent in total on roads

37,360 Potholes repaired in 2021/22



RICHMOND VALLEY ROADS UPDATE

Richmond Valley Council

Richmond Valley Council News
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OUR UNSEALED ROAD NETWORK - 536 KILOMETRES

There are four classes of unsealed roads, categorised by traffic volumes:

- Category A roads (161km) are graded twice a year
- Category B roads (205km) once a year
- Category C roads (160km) once every two years.
- Category D roads (10km) if required.

Council has two unsealed road grading crews - Casino area and the Mid Richmond. These crews loop around their network every six months.

On each loop, all Category A roads will be graded, half the Category B roads, and a quarter of the Category C roads. This will continue in a rotating schedule until all Category B and C roads have been graded.

Each year Council will also resheet about 3.5km of the unsealed road network with gravelly clay. This is an expensive process, costing about 25 times more than regular grading, due to cost of materials.



MAJOR ROAD PROJECTS

- **Woodburn-Evans Head Road** - 700m roads and drainage
- **Summerland Way (Fairy Hill)** - Shoulder widening
- **Tatham-Ellangowan Road (Tatham)** - Heavy patching
- **Farley St, Casino (Hickey to Wheat St)** - Drainage, kerb and pavement work
- **Bruxner Highway** - Widening (work underway)
- **Fogwells Road** - culvert extension/upgrade (work underway)
- **Fogwells Road** - Pavement widening and seal (scheduled to commence March 2023)
- **Summerland Way (South)** - Heavy patching (scheduled to commence April 2023)
- **Coraki-Ellangowan Road (West)** - 2.7km restoration (scheduled to commence June 2023)
- * These do not include emergency flood restoration work

Roads are one of Council's biggest priorities, year in, year out.

Here at RVC we recognise that roads are a fundamental bread and butter activity and if we want to achieve other things for our community, we must ensure our roads are well managed first.

Council's road network is 1064km long. The task of maintaining these roads has been made more challenging by the devastating floods of last year, which affected more than 75 percent of our road network.

Council has made the restoration of flood-damaged roads a high priority over the past year, and will continue to work hard both on the ground, and lobbying government to return our roads to a high standard.

We are passionate about our community, and will strive to keep you informed on the progress of these works. This publication will help keep you updated on our major projects, as well as how we go about keeping our roads to an acceptable standard.

General Manager - Vaughan Macdonald



CONTACT US

(02) 6660 0300
council@richmondvalley.nsw.gov.au
www.richmondvalley.nsw.gov.au

NAUGHTONS GAP

The restoration of the road network at Naughtons Gap remains one of Council's highest priorities.

In May 2022, Council funded an option report to inform Transport for NSW of viable outcomes to progress the project.

Council is funding current works, including geotechnical, engineering and survey work with drill rigs on-site in the past weeks.

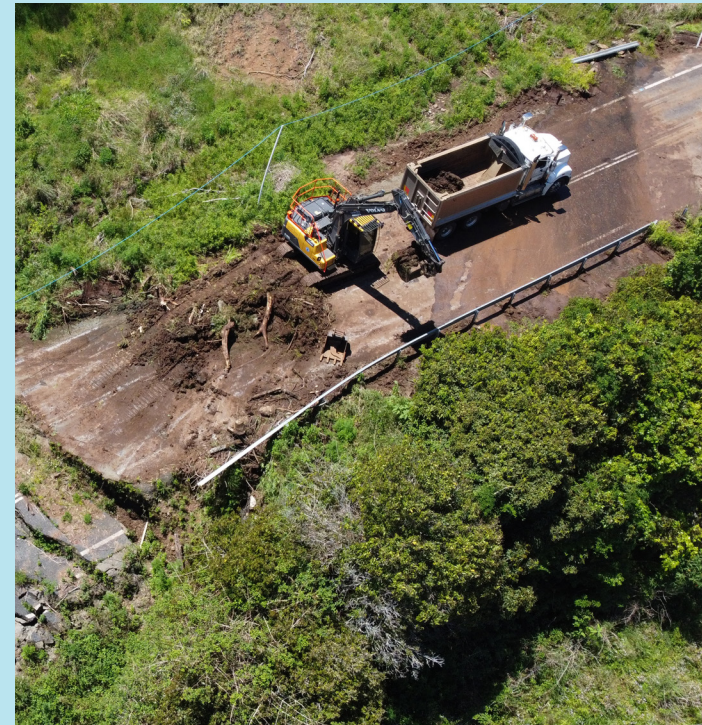
Debris is now cleared from the carriageway, and a temporary track created for the drilling rigs to access the site.

Surveyors are monitoring the site as the landslip is still moving, and the information will enable our designers to come up with the right solution.

Council has applied for \$16.2m in funding under the Disaster Recovery Funding Arrangements and also an extra \$3.2m in the Natural Disaster Betterment Fund to secure exposed and failing cuttings and create a better drainage solution for the area.

A realistic timeline for the restoration is the end of 2024, but Council is doing everything possible to reopen the road earlier.

We are using the latest technology and methods available to achieve the best result for the project and the community.



CORAKI-WOODBURN ROAD

Woodburn-Coraki Road is one of the Richmond Valley's most important roads, and its upgrade has been a long-term priority.

So far, \$12.4m of the NSW Government funding has been invested in the upgrade of the road, with \$7m of the work conducted in the 2022-2023 financial year.

Currently, work is being performed on Section 7 of the road, locally known as Skinners Flat.

Both Skinners Flat and Birmingham's Flat have presented different design challenges as the pavement heights must remain at the same level as they are on flood plains.

Council designs require a total rebuild of the pavement including the removal and replacement of 750mm of existing road formation.

This requires the sites to be under 24-hour traffic control for the works to be carried out in a safe manner.

Council has made good progress on the programmed works and is heading for a June 30 2023 completion date.



FLOOD RESTORATION WORK

The floods of February-March 2022 devastated the road network in the Richmond Valley, with an estimated 75 percent of roads impacted.

Council have had 10 road and drainage crews and 14 locally-based contractors conducting emergency and essential repair work across the Richmond Valley.

So far, Council has spent \$15.08m on flood repair work, with \$6.01m spent on emergency works, ensuring roads are 2WD accessible. \$8.4m has been spent in immediate reconstruction works; returning roads to repair silted drains, re-grading unsealed roads and resealing sealed roads.

To date, approximately 188,500 tonnes of gravel has been placed as part of the repair work.

While saturated pavements have been a hindrance to repair work, the minimal damage to completed repairs from last October's major rain event is a testament to the workmanship and materials used in the program.

Council continues to work with the NSW and Australian governments on funding these road projects and will continue to advocate for the restoration of our road network.



BENTLEY ROAD-BUSBYS FLAT ROAD LANDSLIP

Preliminary work has started on Bentley Road, which collapsed following the floods of 2022.

At the site, 280m of road has been damaged, and 180m of rock face slipped.

Funding is being finalised for the complete repair of the site, with an initial plan to create another lane on the hardstand. This will allow normal traffic flow before the site is fully rehabilitated.

Future planned work includes clearing of trees and vegetation, the removal of all loose and overhanging sandstone blocks before stabilisation, improving the table drain at the base of the slope to prevent rainwater build-up, a permanent concrete barrier along the road verge and the repair of the full road width.

Traffic flow will be impacted during future work on the site and the community will be notified in advance of the impacts and detours.

On the outskirts of the Council area, funding has also been sought to repair the landslip on Busbys Flat Road at Pikapene. Plans are in place for the restoration of the road once funding has been approved.

