

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, Court St Woodburn 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.

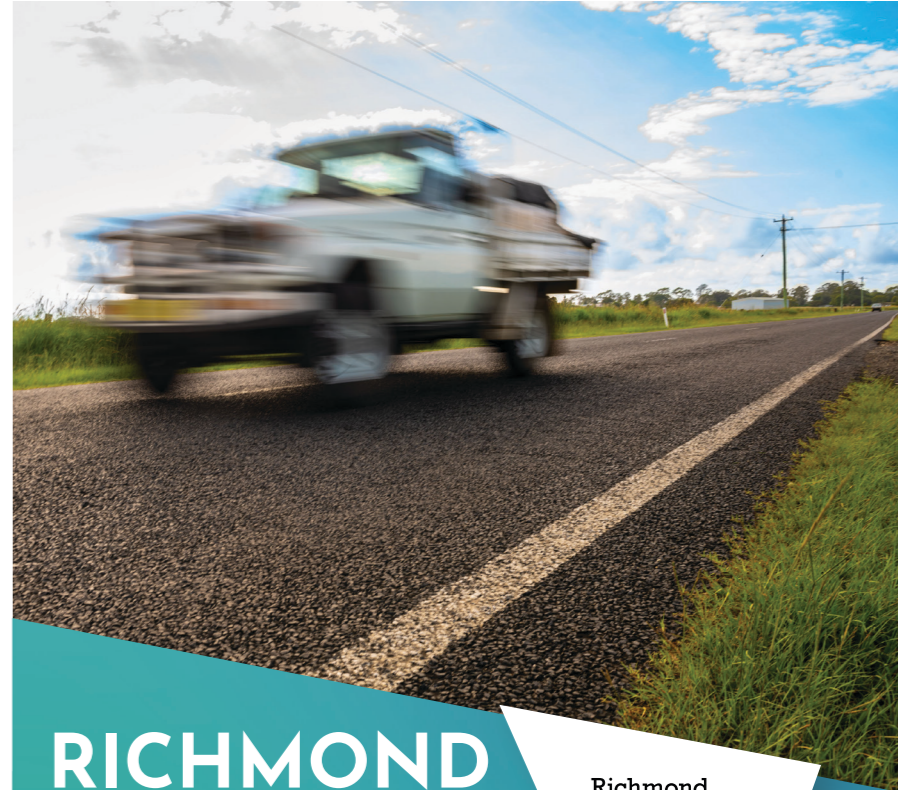
KEY NUMBERS

1064 km Richmond Valley Council's total road network

\$47.5m Total 2022-2023 roads budget (2021-22 - \$36m)

32% Percentage of Council's annual budget spent in total on roads (2021-22 - 26%)

39,980 Potholes repaired in 2022/23 (2021-22 - 37,360)



RICHMOND VALLEY ROADS UPDATE

Richmond Valley Council



Richmond Valley Council News
Issue 68 | March 2024

MESSAGE FROM THE GM

Here at Richmond Valley Council 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.

The floods of 2022 left our region with a road repair bill of more than \$100m, and our 2023 Rebuilding the Richmond Valley Recovery Plan sets out a vision to restore the area, and our vital road network over the following three years.

Council has made significant progress on restoring our road network and continues to work tirelessly in conjunction with the NSW and Australian governments to not only restore our road network, but build it back with more resilience. Our roads program will address critical maintenance needs, improve road conditions, and ensure the continued safety and efficiency of the local transportation network.

It is a long road ahead, but Council is committed to restoring our local transportation network to meet community expectations.

General Manager - Vaughan Macdonald



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 resheet about 3.5km of the unsealed road network by applying gravel material to improve the road surface and drainage characteristics of the road. This is an expensive process, costing about 25 times more than regular grading, due to cost of materials.



UPCOMING ROAD WORK

Capital works

Country Lane, Casino – reconstruction and upgrade

Booyong Street, Evans Head – kerb and gutter (adjacent to Stan Payne Oval)

Stapleton Avenue, Casino – kerb and gutter (southern side) and full pavement reconstruction

Little Pitt Street, Broadwater – kerb and gutter

Hare Street, Casino – pavement reconstruction

Flood restoration work

Bentley Road – heavy patching

Manifold Road – heavy patching

Rappville Road – heavy patching and roadside drainage

Rural road gravel resheeting

1.2km of Caniaba Road

1.7km of Bennis Road

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NAUGHTONS GAP RESTORATION TO BEGIN

Work has started on the long-awaited reconstruction of the Naughtons Gap landslip, with the tender awarded to Civil Mining and Construction.

The landslip occurred following flood damage in 2021, where the land slipped underneath the road surface. Further damage occurred either side and again underneath this slip in the floods of 2022.

Over the past three years, Council has funded extensive planning, working in conjunction with the NSW Government on a resilient solution for the area, and obtained \$13.4m in funding.

Council was also successful in accessing NSW Government funding from the Regional Roads and Transport Recovery Package funding realignment and resilience work on the northern side of Naughtons Gap.

As part of the work, there will be extensive traffic movement from heavy machinery and trucks and motorists are advised to follow all traffic direction on Naughtons Gap Road and surrounding roads.

The work is expected to be complete by the end of this year, weather permitting.



BRIDGE REPLACEMENTS

Council is in the process of replacing bridges across our road network in conjunction with the NSW and Australian governments.

Work on the replacement of Willox Bridge on the Casino-Coraki Road has commenced, with the new bridge being widened and raised for future-proofing and flood resilience. Traffic is routed through a heavy vehicle side track, and work is expected to be finished by May, weather permitting.

Work has also started the bridge on Reynolds Road, with work to commence on Lollback Creek Bridge. These wooden structures are being replaced as part of the NSW Government Fixing Country Bridges Program.

Council also replaced Jacky Bulbin Bridge on Bungawalbin Whiporie Road.

Council also received \$18m funding from the Northern Rivers Recovery and Resilience Program to raise the level of the two low-set bridges at Tatham.



ESSENTIAL RESTORATION WORK

Council has completed almost \$15m in essential restoration work including flood repairs across its road network over the past year.

Major repair works are funded through various NSW and Australian Government programs, which provide financial assistance to councils to restore essential public assets.

Council undertakes an extensive application and planning process in conjunction with the NSW Government to progress road restoration work.

A one kilometre section of Spring Grove Road from Meldrums Bridge is about to commence reconstruction, including widening and reconstructing pavement, drainage and culvert works and new guardrail.

Heavy patching work has also been undertaken on this road, and many others across the Richmond Valley, with work about to commence on a heavy patching and resealing program on Manifold Road.

Additional pavement and resurfacing work have taken place on Rappville Road, Bentley Road, Tuckombil Road, Wells Road, Reynolds Road, Bennis Road and Court Street.

Restoration repair work undertaken

- Broadwater Evans Head Road
- Casino-Coraki Road
- Woodburn-Coraki Road
- Woodburn-Evans Head Road
- Spring Grove Road
- Rappville Road
- Sextonville Road
- Bennis Road
- McDonalds Bridge Road
- Tuckombil Road
- Coraki Ellangowan Road
- Court Street Woodburn
- Knoetzeches Road
- Crawford Road

CULVERT WORKS TO BOOST FLOOD RESILIENCE

Work has started on the culvert upgrade at Dairy Flat, on the Woodburn-Coraki road.

The \$4.2 million project was funded by the Australian Government through the Emergency Response Fund under the Northern Rivers Recovery and Resilience Program. Funding for this program is administered by the NSW Reconstruction Authority.

Soft soils under the road at Dairy Flat have resulted in subsidence, which created a dip in the road, making this section of main road to be the last to reopen post floods.

Historic attempts to stabilise this short section of road have failed to prevent subsidence. This work will bridge the soft soils with a series of culverts to improve road access between Coraki and Woodburn during and after floods.

Council also received funding to duplicate Thearles Canal on Woodburn Coraki Road. It has also completed the replacement of three culvert structures on Queen Elizabeth Drive at Coraki, two structures on Casino-Coraki Road, and two structures on Codrington Lane.

The culvert on Neileys Lagoon Road was replaced, while a causeway at Busbys Flat Road has been renewed.

