



MANAGING OUTBACK ROADS



COLLABORATION

- Partnership between 5 organisations + 5 authors + 3 editors
- Allows for a nationally applicable approach
- Rangeland groups (representing up to 80% of the Australian landmass)

WHY?

- Outback roads are a necessary disturbance in managed landscapes
- A lot of knowledge taken from 'expert' construction on public roads
- The manual addresses the benefits of good outback roads
 - Reduction between 30-50% in maintenance time
 - Reduction of 5-10% travel time
 - Increase in fire break effectiveness by 5%
 - +

OVERALL STRATEGY

- Let it go, let it flow!
- Making the effort is worth it
- When in doubt, get the survey gear out
- Never release concentrated flows

KEY PRINCIPLES

- Straight lines come at a cost
- Higher is better
- Contouring is better but can pond water if “dug in”
- Move away from contours in “quiet” flow areas to regularly spill any harvested sheet flow
- Cross narrow, strong flows at right angles
- Cross broad watercourses or floodplains close to the contour
- Avoid placing roads along watercourses and active floodplains
- Avoid fragile areas
- Avoid areas likely to spread weeds
- Consider fire risk and response needs

AND MORE!

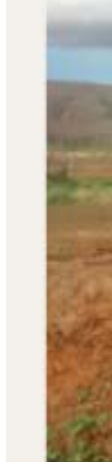
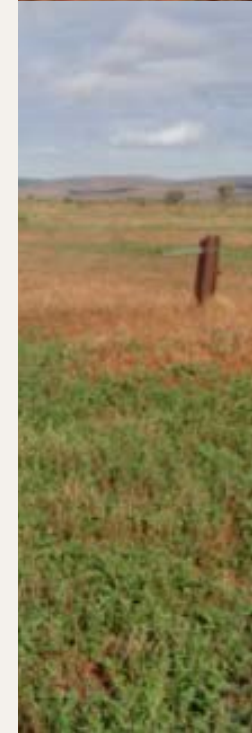
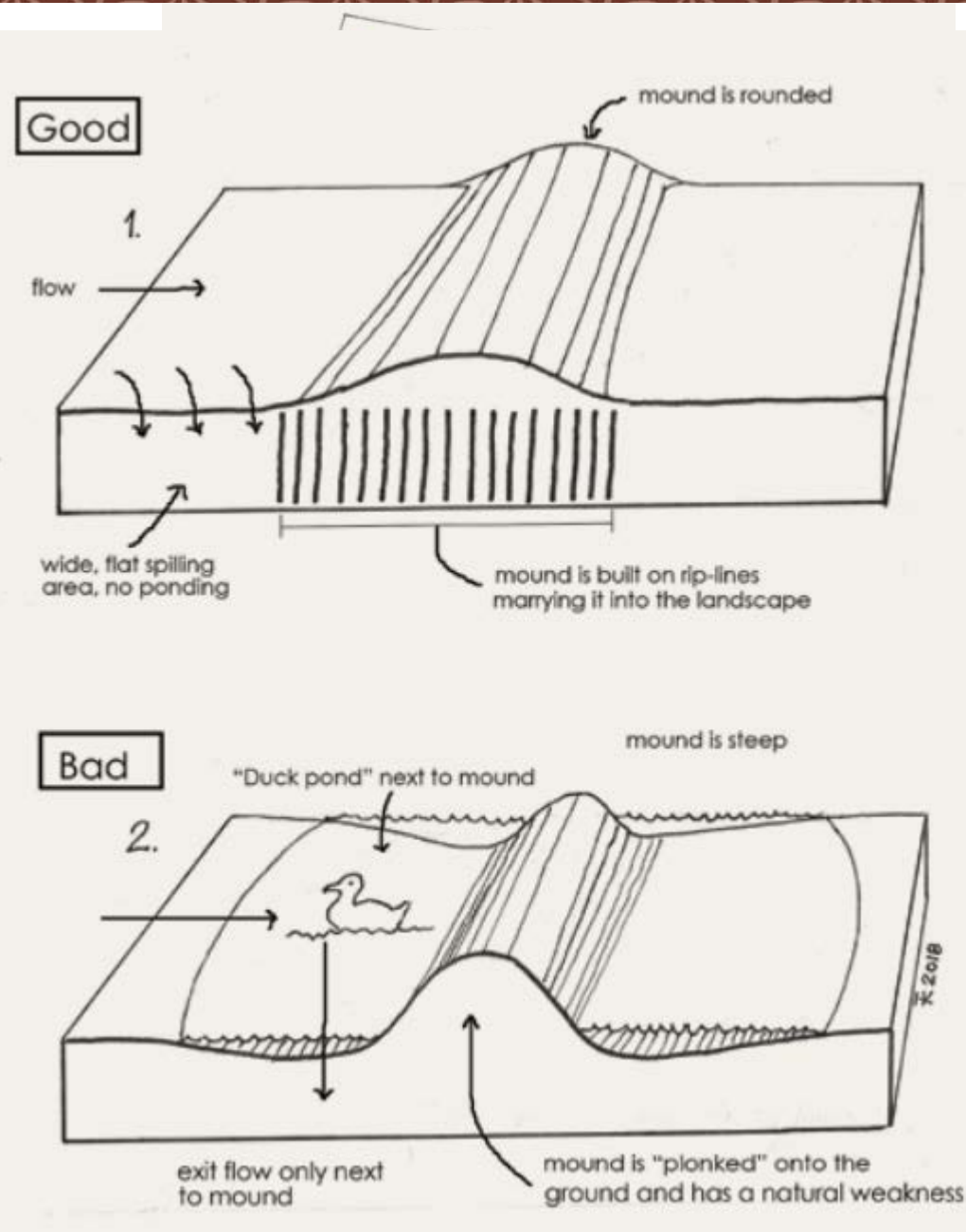
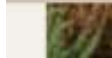


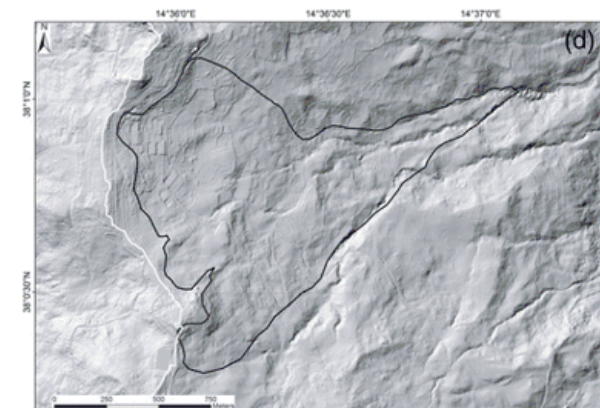
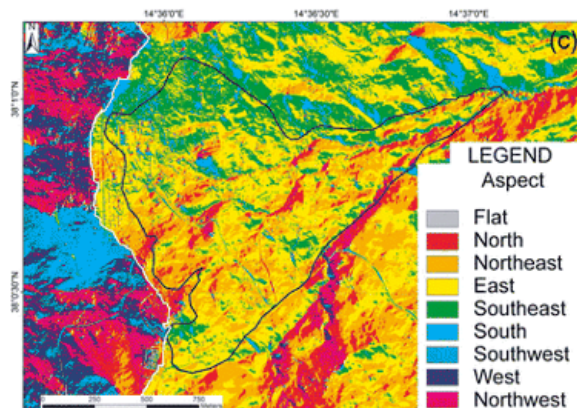
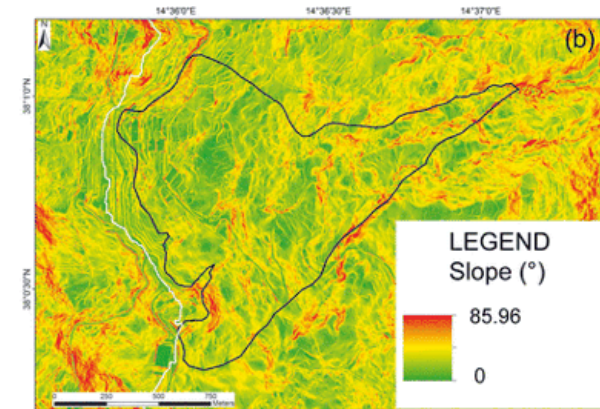
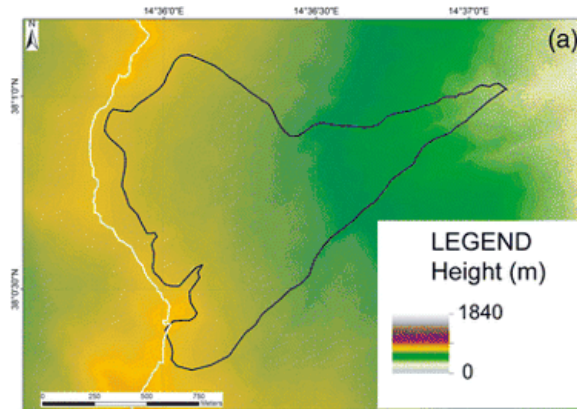
Photo 10
changed
"sweet s



WHAT NEXT ➔

*** Depending on Future Budgets ***

- Expand on the series
- Mobile & Desktop Applications
- Demonstration sites
- LiDAR Mapping



THANK YOU



**Northern
Territory
Soil Consortium**