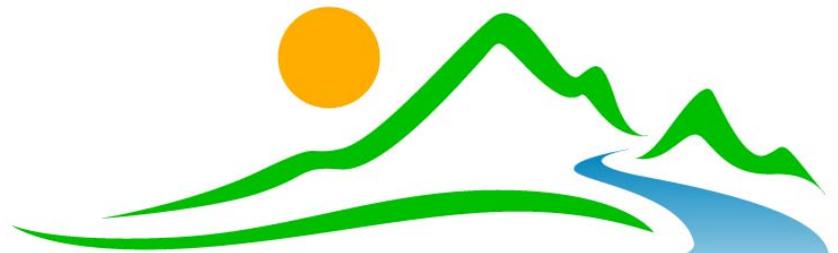


2014

Standing Committee Meetings –
Technical Services



NORTH BURNETT
REGIONAL COUNCIL

BIGGENDEN

North Burnett Regional Council

August 05, 2014

Attendees	Agenda Item 1	Attendees	
Welcome	Agenda Item 2	Welcome / Housekeeping	
Apologies	Agenda Item 3	Apologies	
Declaration	Agenda Item 4	Declaration of Interest	
Deputations	Agenda Item 5	Deputations	
Infrastructure	Agenda Item 6	Infrastructure Report	
	6.1	B-Double Application - Chess Park, Redbank Road	003-005
	6.2	B-Double Application - Quaggy, Redbank Road	006-008
	6.3	B-Double Application - Redbank Station, Redbank Road	009-011
	6.4	Technical Services Internal Section Reports	012-023
General Business	Agenda Item 7	General Business	
Closure of Meeting	Agenda Item 8	Closure of Meeting	

INFRA 01 - B DOUBLE APPLICATION - 16604 REDBANK RD

Responsible Officer: Brendan Pearce - GM Engineering & Environmental Services

Report Prepared by: Warren Paulger - Engineering Consultant

1. PURPOSE OF REPORT

This report recommends a response from Council to the Department of Transport and Main Roads in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving livestock and/or other produce to/from "Chess Park" at 16555 Redbank Road using access via Eidsvold-Theodore Road and Redbank Road to "Chess Park".

2. INTRODUCTION/BACKGROUND

This report has been prepared following a re-inspection of Redbank Road to consider the suitability of the roads for 25m B-Double usage to transport livestock from Chess Park as per the application by D & B Cross Transport. It should be noted that there is no current, or limited, approved 25m B-Double route leading to the Redbank Road segment off Eidsvold-Theodore Road but this aspect will be addressed by Transport and Main Roads.

Previous applications for B-Double permits on this section of Redbank Road (Eidsvold-Theodore Rd to Yerilla Rd) have been recommended for refusal, but recently there has been significant upgrading of the Redbank Road infrastructure.

3. CORPORATE PLAN

Community Infrastructure and Disaster Management

"1.3 Infrastructure Delivery":

Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.

Economic Development and Tourism

"2.3 Business Growth":

Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.

4. POLICY IMPLICATIONS

None identified at this time.

5. STATUTORY REQUIREMENTS

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experienced local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads.

6. FINANCIAL IMPLICATIONS

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading could place a demand on Council's capital and/or operational budget. The full cost impact of any required upgrades would need further review and would likely be a budget type consideration rather than minor maintenance.

7. RISK MANAGEMENT

The focus of any B-Double route assessment is based on safety for all road users and in making recommendations to Council, risk to all road users is the prime consideration. This can be evidenced by insufficient sight distances, sharp curves, long steep grade (stopping capacity), structures etc.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

Given that most of the route along Redbank Road is within timbered country, dappled shade across the roads at certain times of the day makes some features (e.g. grids, floodways, and curves) difficult to see / appreciate from a distance. The reasonable width clear zones, recently improved, mitigate this effect, allowing consideration of an approval being recommended.

8. CONSULTATION

There has been no consultation with the applicant or the community in relation to this particular application.

The Department of Transport and Main Roads will also be advised of Council's position on the application.

9. OPTIONS FOR COUNCIL TO CONSIDER

Receive the report and consider the recommendation for adoption.

10. OFFICER'S COMMENT / CONCLUSION

The Redbank Road segment of the route application within the North Burnett Regional Council area has recently been upgraded and is, in general terms, suitable for B-Double access, given the wide pavement formation, widening of some grids and improved floodway widths and upgraded approaches. Previous applications for a B-Double route that I have assessed on Redbank Rd have been recommended for 'refusal'. Having regard for recent upgrades, the road is now considered suitable for B-Double usage subject to conditions.

The access to the Chess Park is considered adequate for an accessing 25m B-Double, but the property owner may undertake upgrading at their cost to Council's satisfaction.

This report is based on the application being processed via the 'old' approval process through the Department of Transport and Main Roads. The contents of the report and recommendation are also applicable associated with the NHVR application process.

11. ATTACHMENTS

None

RECOMMENDATIONS

It is recommended that:

1. the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the 25m B-Double application for access to the "Chess Park" property at 16555 Redbank Road, as requested in this B & D Cross Transport application subject to the following conditions:
 - a) a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
 - b) the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
2. the applicant be advised of Council's decision relating to this particular B-Double Additional Route Application.

INFRA 02 - B DOUBLE APPLICATION - 16604 REDBANK RD

Responsible Officer: Brendan Pearce - GM Engineering & Environmental Services
Report Prepared by: Warren Paulger - Engineering Consultant

1. PURPOSE OF REPORT

This report recommends a response from Council to the Department of Transport and Main Roads in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving livestock and/or other produce to/from “Quaggy” at 16604 Redbank Road using access via Eidsvold-Theodore Road and Redbank Road to “Quaggy”.

2. INTRODUCTION/BACKGROUND

This report has been prepared following a re-inspection of Redbank Road to consider the suitability of the roads for 25m B-Double usage to transport livestock from Quaggy as per the application by D & B Cross Transport. It should be noted that there is no current, or limited, approved 25m B-Double route leading to the Redbank Road segment off Eidsvold-Theodore Road but this aspect will be addressed by Transport and Main Roads. Previous applications for B-Double permits on this section of Redbank Road (Eidsvold-Theodore Rd to Yerilla Rd) have been recommended for refusal, but recently there has been significant upgrading of the Redbank Road infrastructure.

3. CORPORATE PLAN

Community Infrastructure and Disaster Management

“1.3 Infrastructure Delivery”:

Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.

Economic Development and Tourism

“2.3 Business Growth”:

Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.

4. POLICY IMPLICATIONS

None identified at this time.

5. STATUTORY REQUIREMENTS

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experience local government engineer holding registration under the Professional Engineers Act, Qld. The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads.

6. FINANCIAL IMPLICATIONS

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading could place a demand on Council's capital and/or operational budget. The full cost impact of any required upgrades would need further review and would likely be a budget type consideration rather than minor maintenance.

7. RISK MANAGEMENT

The focus of any B-Double route assessment is based on safety for all road users and in making recommendations to Council, risk to all road users is the prime consideration. This can be evidenced by insufficient sight distances, sharp curves, long steep grade (stopping capacity), structures etc.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

Given that most of the route along Redbank Road is within timbered country, dappled shade across the roads at certain times of the day makes some features (e.g. grids, floodways, and curves) difficult to see / appreciate from a distance. The reasonable width clear zones, recently improved, mitigate this effect, allowing consideration of an approval being recommended.

8. CONSULTATION

There has been no consultation with the applicant or the community in relation to this particular application.

The Department of Transport and Main Roads will also be advised of Council's position on the application.

9. OPTIONS FOR COUNCIL TO CONSIDER

Receive the report and consider the recommendation for adoption.

10. OFFICER'S COMMENT / CONCLUSION

The Redbank Road segment of the route application within the North Burnett Regional Council area has recently been upgraded and is, in general terms, suitable for B-Double access, given the wide pavement formation, widening of some grids and improved floodway widths and upgraded approaches.

Previous applications for a B-Double route that I have assessed on Redbank Rd have been recommended for 'refusal'. Having regard for recent upgrades, the road is now considered suitable for B-Double usage subject to conditions.

The access to the Quaggy is considered adequate for an accessing 25m B-Double, but the property owner may undertake upgrading at their cost to Council's satisfaction.

This report is based on the application being processed via the 'old' approval process through the Department of Transport and Main Roads. The contents of the report and recommendation are also applicable associated with the NHVR application process.

11. ATTACHMENTS

None

RECOMMENDATIONS

It is recommended that:

1. the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the 25m B-Double application for access to the "Quaggy" property at 16604 Redbank Road, as requested in this B & D Cross Transport application subject to the following conditions:
 - a) a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
 - b) the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
2. the applicant be advised of Council's decision relating to this particular B-Double Additional Route Application.

INFRA 03 - B DOUBLE APPLICATION - 16015 REDBANK RD

Responsible Officer: Brendan Pearce - GM Engineering & Environmental Services
Report Prepared by: Warren Paulger - Engineering Consultant

1. PURPOSE OF REPORT

This report recommends a response from Council to the Department of Transport and Main Roads in relation to a B-Double permit application, seeking to utilise 25m B-Double vehicles moving livestock and/or other produce to/from “Redbank Station” stockyard at 16015 Redbank Road using access via Eidsvold-Theodore Road and Redbank Road to “Redbank Station”.

2. INTRODUCTION/BACKGROUND

This report has been prepared following a re-inspection of Redbank Road to consider the suitability of the roads for 25m B-Double usage to transport livestock from Redbank Station as per the application by D & B Cross Transport.

It should be noted that there is no current, or limited, approved 25m B-Double route leading to the Redbank Road segment off Eidsvold-Theodore Road but this aspect will be addressed by Transport and Main Roads.

Previous applications for B-Double permits on this section of Redbank Road (Eidsvold-Theodore Rd to Yerilla Rd) have been recommended for refusal, but recently there has been significant upgrading of the Redbank Road infrastructure.

3. CORPORATE PLAN

Community Infrastructure and Disaster Management

“1.3 Infrastructure Delivery”:

Strategically plan, provide or facilitate community infrastructure and facilities that will meet community needs.

Economic Development and Tourism

“2.3 Business Growth”:

Enhance relationships and networks with local businesses and the rural industry and assist them to grow through appropriate support and assistance.

4. POLICY IMPLICATIONS

None identified at this time.

5. STATUTORY REQUIREMENTS

While not a statutory requirement, this additional B-Double Route assessment has been evaluated and reported by an experience local government engineer holding registration under the Professional Engineers Act, Qld.

The assessment was undertaken with reference to and generally in line with the AustRoads Guidelines for Assessing Heavy Vehicle Access to Local Roads.

6. FINANCIAL IMPLICATIONS

In general terms, the expansion of B-Double route access across the North Burnett Regional Council has a financial implication on Council's operational budget, given the warrant to maintain these roads to a higher level of safety and maintenance than would otherwise warrant.

Any required upgrading could place a demand on Council's capital and/or operational budget. The full cost impact of any required upgrades would need further review and would likely be a budget type consideration rather than minor maintenance.

7. RISK MANAGEMENT

The focus of any B-Double route assessment is based on safety for all road users and in making recommendations to Council, risk to all road users is the prime consideration. This can be evidenced by insufficient sight distances, sharp curves, long steep grade (stopping capacity), structures etc.

A secondary consideration is the impact on the existing pavements. The vertical loadings per axle / axle group are no greater but the impact of the drive axles pulling the additional load can be detrimental to the pavements. This is particularly a concern where the vehicle is pulling up inclines especially out of gullies or floodways where the vehicle tyres can carry water onto unsealed pavements.

Given that most of the route along Redbank Road is within timbered country, dappled shade across the roads at certain times of the day makes some features (e.g. grids, floodways, and curves) difficult to see / appreciate from a distance. The reasonable width clear zones, recently improved, mitigate this effect, allowing consideration of an approval being recommended.

8. CONSULTATION

There has been no consultation with the applicant or the community in relation to this particular application.

The Department of Transport and Main Roads will also be advised of Council's position on the application.

9. OPTIONS FOR COUNCIL TO CONSIDER

Receive the report and consider the recommendation for adoption.

10. OFFICER'S COMMENT / CONCLUSION

The Redbank Road segment of the route application within the North Burnett Regional Council area has recently been upgraded and is, in general terms, suitable for B-Double access, given the wide pavement formation, widening of some grids and improved floodway widths and upgraded approaches. Previous applications for a B-Double route that I have assessed on Redbank Rd have been recommended for 'refusal'. Having regard for recent upgrades, the road is now considered suitable for B-Double usage subject to conditions.

The access to the stockyards off Redbank Road may require some widening to cater for a turning 25m B-Double, but this would be for the property owner to undertake at their cost to Council's satisfaction.

This report is based on the application being processed via the 'old' approval process through the Department of Transport and Main Roads. The contents of the report and recommendation are also applicable associated with the NHVR application process.

11. ATTACHMENTS

None

RECOMMENDATIONS

It is recommended that:

1. the Department of Transport and Main Roads be advised that Council endorses, with conditions, approval of the 25m B-Double application for access to the "Redbank" property stockyards at 16105 Redbank Road, as requested in this B & D Cross Transport application subject to the following conditions:
 - a) a maximum speed limit of 60kph is to be observed by B-Double transports on this route, except where official traffic signs indicate a lower speed, and
 - b) the operation of B-Double transports on these roads is to be suspended in the event of rainfall of 20mm or more being received in the area. Such access is to be restricted until such time as the road pavements and gullies dry sufficiently to prevent damage to the road surface by B-Doubles using the road.
2. the "Redbank" property owner/s undertake any necessary upgrade to the stockyard access off Redbank Rd to cater for the turning 25m B-Double truck, at their cost, to the satisfaction of Council.
3. the applicant be advised of Council's decision relating to this particular B-Double Additional Route Application.

INFRA 04 - ENGINEERING INTERNAL SECTION REPORTS

REPORTING PERIOD FROM 20/06/2014 to 19/07/2014

Responsible Officer: Trevor Harvey – Manager Engineering Services
Report prepared by: Engineering Staff

1. PURPOSE OF REPORT

To inform Council of major activities undertaken by the Engineering Department in the reporting period.

2. CORPORATE PLAN

Infrastructure

1.1 Roads and Drainage

1.1.1 Develop, maintain and review Asset Management Plan for Council to ensure effective delivery of road infrastructure.

1.3 Water.

1.3.1 Maintain and review TMP, SLMP, DMP, CSS, and SAMP & DWQMP for Council to ensure effective delivery of water services.

1.4 Sewerage

1.4.1 Maintain and review TMP, CSS and SAMP for Council to ensure effective delivery of sewerage services.

1.6 Community Facilities

1.6.1 Maintain and review Asset management plan for Council to ensure effective delivery of Community Facilities.

1.7 Built Infrastructure

1.7.1 Maintain and review Asset management plan for Council to ensure Effective delivery of Built Infrastructure.

3. POLICY IMPLICATIONS

All relevant NBRC Policies are adhered to where applicable.

4. STATUTORY REQUIREMENTS

All relevant Standards and Codes are applied where required.

5. RISK MANAGEMENT

Risk management is an integral part in the planning and delivery of infrastructure services by the Engineering Department.

6. CONSULTATION

Internal consultation occurs formally fortnightly at Engineering Management meetings and informally through briefing sessions with Councillors and staff. Engineering staff engage with Government agencies, other agencies and with the wider community on an 'as needs' basis.

7. OPTIONS FOR COUNCIL TO CONSIDER

For information only.

8. OFFICER'S COMMENTS / CONCLUSION

Nil

9. RECOMMENDATIONS

That the report be received.

PART A WORKS REPORT - PERIOD ENDING 19/07/2014

Council Maintained Roads/Streets

SEALED ROADS

Town	Work Details	Status [% complete]
Mundubbera	Slashing: Middle Boyne Road Coonambula-Eidsvold Road A Creek Road Beeron Road – Shoulder patching Boondooma Rd - Slashing, pothole patching, pavement repairs Augustine Road - Slashing, pothole patching Gayndah Mundubbera Road – Slashing Hawkwood Road – Pothole patching Coonambula Road – Pothole patching, slashing Riverleigh School Bus Road – pothole patching, slashing Gayndah Mundubbera Road – Bitumen reseal, repair collapsed pipe culvert, maintenance grade missing link.	100% 100% 100% 100% 100% 100% 100%
Monto	Slashing Yarrol Road. Bukali Scrub Road flood reconstruction.	95% 15%
Eidsvold	Bitumen patching Kerwee, Hollywell, Grosvenor’A’Creek Roads	100%
Mount Perry	NIL	
Gayndah	Town Streets - Patching. Tudors Road – Hot seal flood damage(top coat) Mt Steadman Road – Hot seal flood damage (top coat)	100% 100% 100%
Biggenden	Edward Street bitumen patches swept of loose screenings. The drainage pipe in William Street has been completed.	100%
FUTURE WORKS		
Monto	Patching and Slashing Abercorn Road	
Mundubbera	Rural roads slashing	
Eidsvold	Kirar Weir Road flood reconstruction.	
Mount Perry	NIL	
Gayndah		
Biggenden	NIL	

UNSEALED ROADS

Town	Work Details	Status [% complete]
Monto	Grade, water and roll Cannindah Road Grade, water and roll Coominglah Road Grade, water and roll Foleys Gully Road	100% 100% 100%
Mundubbera	New Cadarga Road – Grade and grade, patch gravel Myola Road – Drainage Williams Road – Flood Damage Repair Chinchilla Boundary Road – Flood damage repair Mill Road –Flood Damage and maintenance	100% 100% 100% 100% 50%
Eidsvold	Grade, water and roll Rawbelle Road from the end of bitumen to Glencoe Road intersection. Grade, water and roll Telemark Road.	100% 100%
Mt Perry	Twin Creek Road flood damage repairs in progress	
Gayndah	Pile Gully Road Grade and drain Back Woodmillar Road patch gravel, grade floodway approaches Mungy Road- QRRR Flood damage Blackhorse Creek Road – Complete gravel resheet	100% 100% 10% 100%
Biggenden	Sandarraah, Witton, Blairs, Plum Creek, Lords, Coongarra, and Bennett’s Road – Maintenance grading Golden Fleece Road - Gravel resheet.	100% 100%
FUTURE WORKS		
Monto	Grade Glencoe Road.	
Mundubbera	Mill Road - Flood Damage Deems Road – Maintenance Aikenhead Road- Flood Damage and Maintenance James Road - Maintenance	
Eidsvold	Maintenance grade Nogo River Junction Road.	
Mount Perry	Swindon Road – Maintenance Grade Branch Creek Road – Maintenance Grade Blue Shirt Road – Maintenance Grade North Branch Road – Grade and Drain	
Gayndah	Mungy Road – QRRR Flood Staibs Rd- Grade and drain Sandy Creek Road- QRRR Flood	
Biggenden	Deep Creek Road – Maintenance Grade	

ROAD MAINTENANCE PERFORMANCE CONTRACT [RMPC]

Town	Work Details	Status [% complete]
Monto	Shoulder grade Monto-Biloela Road	95%
Mundubbera	Black Stump Rest Area- rubbish, mowing, clean public conveniences. Mundubbera - Durong Road Truck Stop – Rubbish, mowing. Bald Hills Truck Stop - Rubbish	Ongoing Ongoing Ongoing
Eidsvold	Bitumen patching Burnett Highway, Eidsvold/Theodore Road. Ceratodus Rest area servicing. Hollywell T/O litter collection.	Ongoing
Mount Perry	Gayndah-Mt Perry Rd – Bitumen Patching; install guideposts Coppermine Creek	100%
Gayndah		
Biggenden	Biggenden-Gooroolba Road – Bitumen Patching, Slashing, gravel patch shoulder Maryborough-Biggenden Road – Bitumen Patching, Slashing Booyal Road – Bitumen Patching, Slashing Biggenden-Coalstoun Lakes Road – Bitumen Patching, Slashing Biggenden-Childers Road – Bitumen Patching, Slashing	Ongoing 100% 100% 100% 100%
FUTURE WORKS		
Monto	Bitumen patching Highways. Pavement repairs on Burnett Highway and Gladstone/Monto Road.	
Mundubbera	Rest area servicing	
Eidsvold	Replace damaged or missing signs Burnett Highway and Mundubbera/Durong Road.	
Mount Perry	TMR Routine Maintenance	
Gayndah	TMR Routine Maintenance	
Biggenden	TMR Routine Maintenance	

ROAD PERFORMANCE CONTRACT [RPC]

Town	Work Details	Status [% complete]
Monto	NIL	
Mundubbera	NIL	
Eidsvold	NIL	NIL
Mount Perry	NIL	
Gayndah	NIL	
Biggenden	NIL	
FUTURE WORKS		
Monto	NIL	
Mundubbera	NIL	
Eidsvold	Eidsvold/Theodore Road pavement strengthening job.	
Mount Perry	NIL	
Gayndah	NIL	
Biggenden	NIL	

TOWN CREW

Town	Work Details	Status [% complete]
Monto	Maintenance of Streets, Parks and Airport.	Ongoing.
Mundubbera	Parks & Gardens – Mowing, clean public conveniences, rubbish bin servicing. Town Street CBD – sweeping, clean gutters Bicentennial Park (Running Track) – Install seating Bicentennial Park Toilet Block – Create garden beds Town Entrances- set out for tree planting	Ongoing Ongoing 100% 100% 10%
Eidsvold	Maintenance public facilities, streets, parks and gardens, street sweeping.	Ongoing
Mount Perry	Cemetery – mowing and maintenance Town Streets – mowing Parks and Gardens - Maintenance	Ongoing Ongoing Ongoing
Gayndah	Maud Street - Drainage Parks & Gardens – Mowing, clean public conveniences, rubbish bin servicing. Slash fire breaks - for Q.F.S.	100% Ongoing 100%
Biggenden	Edward Street – Pavement repairs flood Edward Street – Pavement repairs maintenance Cemetery – mowing and maintenance Town Streets – mowing Parks and Gardens - Maintenance	100% 100% Ongoing Ongoing Ongoing
FUTURE WORKS		
Monto	Maintenance of Streets , Parks and Airports.	
Mundubbera	Routine Maintenance	
Eidsvold	Maintenance of public facilities, streets,parks and gardens.	

	Clean up storm damage Eidsvold cemetery.	
Mount Perry	Routine Town Maintenance	
Gayndah	Routine Maintenance	
Biggenden	Routine Town Maintenance	

PRIVATE WORKS

Town	Work Details	Status [% complete]
Monto	NIL	
Mundubbera	Railway Yards-mowed and spray	100%
Eidsvold	Rubbish collection & removal from Wuruma Dam Mowing/whipper snipping railway corridor	Ongoing Ongoing
Mount Perry	NIL	
Gayndah	Hospital pothole patch parking area.	100%
Biggenden	NIL	
FUTURE WORKS		
Monto	NIL	
Mundubbera	NIL	
Eidsvold	Clean out piggery and cart sawdust.	
Mount Perry	NIL	
Gayndah	NIL	
Biggenden	NIL	

PART D BRIDGES

Reporting Period: 20/06/2014 – 19/07/2014

Prepared by: Tyronne Meredith

Current

Maintenance

- Maintenance work has been completed on Sandy Creek Bridge on Abercorn Road
- Work has been completed on a flood damage program of replacing signage and delineation

Capital

- Work has commenced on the replacement of three timber culverts on Cannindah Road. The existing structures are being replaced with concrete structures.

Forward Program

Maintenance

- Inspection work is expected to commence on Ford Creek Bridge on Clonmel Road and on Dunnollie Bridge on Boondoomba Road

Capital

- Work is expected to continue on the replacement of timber culverts on Cannindah Road

PART E BUILDINGS AND FACILITIES

Reporting Period: 20/06/2014 – 19/07/2014

Prepared by: Rachael Brauer

Maintenance

- As of 23 July 2014, there are 63 open tasks to be actioned.
- Approximately 88 tasks have been received this month.
- During the month approximately 76 task requests were completed.

Extensive work will take place to ensure facilities such as pools have as much work completed as possible ready for the September holidays.

Construction

Works in Progress

Gayndah Swimming Pool Refurbishment:

- The project has opened for tenders
- Onsite meeting will be held on Thursday 24 July at 10am, all tenderers will attend this information/pre-tender meeting.

Forward Program

- Works are continuing on the forward planning for capital works projects for this year.

PART G WATER AND SEWERAGE

Reporting Period: 16/06/2014 to 15/07/2014

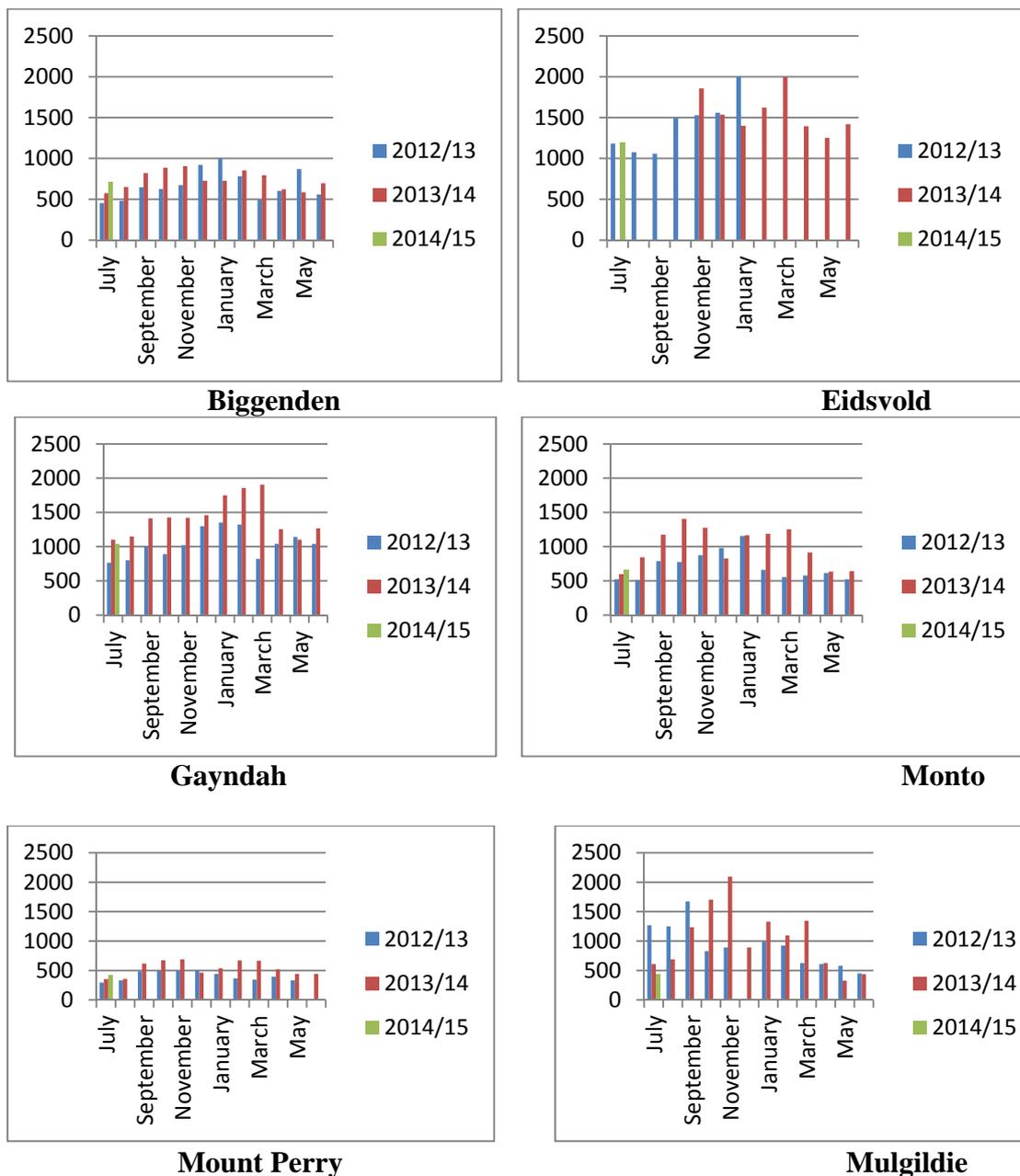
Prepared by: Trevor Harvey

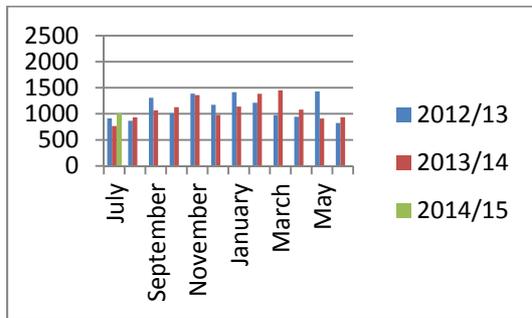
Water Operations

Monthly Statistics

Monthly water demand was higher across the region than 2013. This is indicative of the dry conditions throughout the district.

Water Consumption Litres/Connection/Day





Mundubbera

Water Maintenance:

General

General preventative maintenance programs across the region were not completed during the month due to the resignation of one operator and two other operators on extended sick leave.

Nil

Biggenden

Work was of routine nature during the month with three service connections and one main break repaired.

Eidsvold

Work was of routine nature during the month with one service connection break repaired.

Gayndah

Work was of routine nature during the month with eight service connection breaks repaired.

Monto

Assistance to CMC was provided to flush the raw water rising main before connection to the new main installed under three moon creek. Other work was of routine nature during the month with one main break and two service connection breaks repaired.

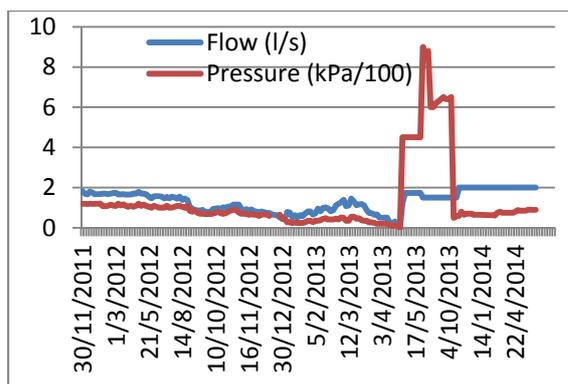
Mount Perry

Work was of routine nature during the month.

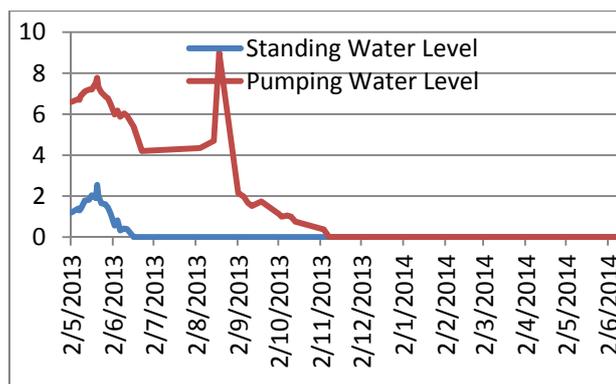
Mundubbera

Work was of routine nature during the month with five service connection breaks repaired.

Mulgildie



Mulgildie Artesian Bore Production



Mulgildie Artesian Bore Level

Bore pressure improvement plateaued during the month at approximately 75% of the closed borehead pressure measured at the end of 2011.

The submersible pump is still required to give sufficient head pressure to allow water to enter the treatment process.

One service connection breaks were repaired.

Sewerage Maintenance

General

Nil

Biggenden

Work was of routine nature during the month.

Eidsvold

Work was of routine nature during the month.

Gayndah

Work was of routine nature during the month.

Monto

Work was of routine nature during the month.

Mundubbera

Work was of routine nature during the month.