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OVERVIEW

This report is for Transport and Drainage activities for the month of May 2017. Significant items in this period include:

- There continues to be a strong focus on safety with no LTIs being recorded for the year to date.
- Work continued on the finalisation of Business Cases for the Transport & Drainage Advisory Board Meeting held on the 5 June 2017.
- The Maintenance Crews have been focussed on completing emergent works during the period prior to the cut-off date of 27 May 2017. However, a 30 day extension for vegetation clearing and disposal has been approved. Staff are now focused on having the remaining road reserve cleared by the 27th June 2017.
- The first NDRRA claim submitted for Sichter St to the Queensland Reconstruction Authority has been approved and work is now started to undertake the detailed design assessment before works can commence.
- Ongoing assessment of the road network condition is occurring for further NDRRA Restoration claims to be submitted. The focus has been on the unsealed road network.
- The re-assessment of the timber bridges identified for Level 3 Inspection/Assessment has been completed by Engineering Consultant, Pitt & Sherry. Outcome of the Assessments and Action Plan going forward are being presented to Council at a Briefing on 14 June 2017.

Director Engineering and Commercial Infrastructure
### SAFETY

#### 1.1. Incidents and Injuries

The incident statistic details a summary of the Transport and Drainage safety incident performance. Transport and Drainage aspires to achieve zero harm with a stretch target of zero injuries.

<table>
<thead>
<tr>
<th>Month</th>
<th>Total Incidents</th>
<th>Lost Time Injuries</th>
<th>Total Recordable Injuries</th>
<th>All Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>May-16</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Jul-16</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Sep-16</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Nov-16</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Jan-17</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Mar-17</td>
<td>6</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>May-17</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

There were 4 Near Miss Vehicle incidents reported during May 2017:

1. Damaged Telstra Line
2. Truck side window broken by rock.
3. Truck slid on road and hit overhead branch.
4. Excavator counterweight came into contact with street light pole.

Data as at 31 May 2017

#### 1.2. Lost time Injuries & Days Lost

Transport and Drainage aspires to achieve zero Lost Time Injuries by improving safety performance by developing a proactive safety culture and implementing best practice safety management across all business areas.

No Lost Time Injuries were sustained in May 2017.

Data as at 31 May 2017
### FINANCE

#### 2.1. Capital Expenditure

$700K of projects will not commence this FY and a further $4.9M in carryover is expected of which $2.4M is expected to be completed by the end of July 2017.

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Contractor</th>
<th>Scheduled Start</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asphalt Resurfacing Project</td>
<td>Mackay Regional Council (Council) called for quotes under contract MRC 2014-054 Preferred Supplier Arrangements for Asphalitic Concrete, Bituminous Pavement and Surfacing Materials.</td>
<td>Fulton Hogan</td>
<td>June 2017</td>
<td>$423,064.18</td>
</tr>
<tr>
<td>Gordon Street &amp; Bruce Highway Traffic Islands Landscape</td>
<td>Mackay Regional Council (Council) is undertaking landscaping works on the existing traffic islands at the intersection of the Gordon Street and the Bruce Highway. The works are funded by DTMR</td>
<td>JMAC Constructions Pty Ltd</td>
<td>June 2017</td>
<td>$225,606.02</td>
</tr>
</tbody>
</table>
2.2. Operational Financial Report - 1 July 2016 - 31 May 2017

The Transport and Drainage Operational actuals remain on track against the YTD budget. The current Goods and Services are in line with the revised YTD budget however it should be noted there are also $2.5M of NDRRA costs included in the operational budget. The majority of these NDRRA costs can be claimed and we are currently waiting for the remaining emergent works to be completed before doing so.

The Transport & Drainage capital expenditure is progressing in line with expected revised YTD target. Significant savings have been realised across a number of projects. Cyclone Debbie has had some impact on the Capital Works Program with staff time linked to recovery activities. Adjustments were made in the March quarterly review and the forecast carryover is now at $4.9M for Civil Projects. The Mackay Regional Sports Precinct also has a forecast carryover amount of $2.4M.
3.1 Road and Drainage Maintenance Activities

The following chart details maintenance activities completed during the period as recorded in DeltaS, our electronic Maintenance Management System (MMS).

Initially during the period there was a continuing focus on emergent repairs with crews returning to programmed maintenance type works later in the period. A number of pipe and backfill subsidence failures have occurred that have required urgent remediation as a result of the wet weather received in recent months. The scope and extent of the failures is being investigated and eligibility for NDRRA restoration works is being evaluated.

Linemarking has been completed in Hay Point, Salonika Beach, Timberlands, Louisa Creek, Munburra, Balberra, Marwood, Dunnrock, Homebush, and Bakers Creek.

3.2 Unsealed Road Maintenance Activities

Grading crews have been focusing on emergent repairs to the unsealed road network and have also undertaken heavy formation grading at other locations where eligible damage was not sustained and the intervention level has been reached.
3.3 Open Drainage Maintenance

Persistant wet weather has hindered open drainage mowing activities with 32ha of drainage mowing completed during the period.

3.4 Cyclone Debbie

Maintenance teams have focussed on emergent work activities with the 60 day period expiring on 27 May 2017. A 30 day extension has been granted for vegetation waste clearing and removal. Submission of the first claim for emergent works is close to being finalised.

Scoping of eligible restoration works is continuing by Engineering Consultant, Aurecon, with the initial focus being on the Unsealed Road Network. Challenges are being experienced with clearly identifying the extents of gravel loss following emergent work activities and this is being investigated in conjunction with the Queensland Reconstruction Authority (QRA).

The following graph details the requests recevied and actioned to date.

![Graph showing Unsealed Road Maintenance](image)

![Graph showing Emergent Repairs - Cyclone Debbie](image)
3.5 Timber Bridge Management

Rehabilitation of Credition Creek Bridge on Credition Loop Road, undertaken by Council’s Bridge Maintenance Crew, is 95% complete. Rehabilitation of another two timber bridges in the Eungella area (Broken River Bridge on Cathay Creek Road and Cathay Creek Road Bridge) are scheduled to follow.

The re-assessment of the timber bridges identified for Level 3 Inspection/Assessment has been completed by Engineering Consultant, Pitt & Sherry. This re-assessment was undertaken using the recently released (March 2017) revised Bridge Code AS5100.8 – 2017 and an alternate analysis method that has been used by the Department of Transport & Main Roads.

The assessments have provided bridge load capacities that are significantly higher on most structures but not all.

Outcomes of the assessments and Action Plan going forward are being presented to Council at the 14 June briefing.
### CLIENT SURVEYS

#### 4.1 Requests for Maintenance Work

**Civil Operations Results of Survey Mar’17 - Apr’17**

<table>
<thead>
<tr>
<th>Satisfaction Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Good</td>
<td>71.4</td>
</tr>
<tr>
<td>Good</td>
<td>22.2</td>
</tr>
<tr>
<td>Fair</td>
<td>3.2</td>
</tr>
<tr>
<td>Poor</td>
<td>1.6</td>
</tr>
<tr>
<td>Very Poor</td>
<td>1.6</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Satisfaction Level</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Good</td>
<td>52.6</td>
</tr>
<tr>
<td>Good</td>
<td>28.1</td>
</tr>
<tr>
<td>Fair</td>
<td>8.8</td>
</tr>
<tr>
<td>Poor</td>
<td>7.0</td>
</tr>
<tr>
<td>Very Poor</td>
<td>3.5</td>
</tr>
</tbody>
</table>

**Representative Comments**

- Perfect.
- Removed the hazard.
- 100%.
- They were all great. Friendly and polite.
- The job has not been started.
- Very quick.
- I was totally amazed at the quick service to do the job after my phone call.
- 7 minutes.
- Rest of the road they missed (corrugation).
- Great job, very happy. Thank you.
- Nothing is done.
- Job very well done, but needs to be done every year.
- No satisfaction.
- Pretty good response.

**Trends**

**Overall rating trends**

- Target: 4
- 2015: (Graph showing trend)
- 2016: (Graph showing trend)
- 2017: (Graph showing trend)
The customer survey results for the period were impacted by post cyclone Debbie response requirements.

### PROJECTS

#### 5.1 Significant Projects

Significant Projects are assessed taking into account the Project Cost, the Project Risk and/or Community Interest. The following information was current as of Tuesday, 31 March 2017.

<table>
<thead>
<tr>
<th>PROJECT</th>
<th>PHASE</th>
<th>PHASE % COMPLETE</th>
<th>INDICATORS</th>
<th>ORIGINAL BUDGET DETAILS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Acquisition Ferris Gully</td>
<td>Con</td>
<td>5%</td>
<td>Schedule</td>
<td>Scheduled Completion Date: Dec 2017</td>
<td>Original Budget: $6.7M (over multiple years)  Civil works has commenced. Tender for landscaping of the drain has closed and evaluation is underway. The delayed timing of the civil works then has a flow on impact to the landscaping works which will be delayed until after the wet season.</td>
</tr>
<tr>
<td>Intersection - Malcomson Street/Charles Hodge Avenue</td>
<td>Con</td>
<td>85%</td>
<td>Schedule</td>
<td>Scheduled Completion Date: May 2017</td>
<td>Original Budget: $3.5M</td>
</tr>
<tr>
<td>East Gordon Street Bridge Rehabilitation</td>
<td>Con</td>
<td>50%</td>
<td>Schedule</td>
<td>Scheduled Completion Date: May 2017</td>
<td>Original Budget: $1.6M</td>
</tr>
<tr>
<td>PROJECT</td>
<td>PHASE</td>
<td>PHASE % COMPLETE</td>
<td>INDICATORS</td>
<td>ORIGINAL BUDGET DETAILS</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-------</td>
<td>------------------</td>
<td>------------</td>
<td>-------------------------</td>
<td>----------------------------------------------------------------</td>
</tr>
<tr>
<td>Glenella Connection Road</td>
<td>Con</td>
<td>5%</td>
<td>Schedule</td>
<td>Scheduled Completion Date: Oct 2017</td>
<td>Day labour staff commenced construction of the side track.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Budget</td>
<td>Original Budget: $1.9M</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Other Issues / Risk</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>