

# **COBAR SHIRE COUNCIL**



## **WORKS COMMITTEE MEETING AGENDA**

**THURSDAY 10 JULY 2014**

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## **~ ORDER OF BUSINESS ~**

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Business for the meeting will be as follows:

1. Apologies
2. Declaration of Interests
3. General Manager's Report – Part A (Action)
4. General Manager's Report – Part B (Information)
5. Matters of Urgency

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**REPORT 1A – QUOTATION FOR THE SUPPLY OF PLANT AND EQUIPMENT HIRE RATES 2014/2015 UPDATE**

**FILE: P3-19-3**

**AOP REFERENCE: 3.3.4.1**

**ATTACHMENT: NO**

**AUTHOR: *Engineering Support Manager, Kingsley Page***

**Background**

Throughout the year Council uses various contractors for the supply of plant and equipment hire rates for many of Council's activities.

These Contractors are usually engaged on a daily basis for small projects or by quotations for larger projects.

The administration of this approach can be haphazard as the appropriate paperwork to cover the individual business Work Health and Safety (WH&S) Compliance and or insurances has not necessarily been provided prior to works commencing.

To ensure that Council complies with all regulatory requirements of WH&S, Workcover, Local Government Act 1993, etc, Council needs to adopt a formal approach to regulatory requirements through the quotation process.

**Issues**

The Companies listed below have provided sufficient documentation to be included on Council's regulatory approved Contractors.

<b>Company</b>	<b>Service Provided</b>
Grace Civil	Various Plant and Equipment
Bruce William Jordan	Various Plant and Equipment
Sharpe Bros (Aust) Pty Ltd	Various Construction Plant and Equipment
Mays Earthmoving Pty Ltd	Various Plant and Equipment
Clarke Concreting & Excavation	Various Plant and Equipment
Haines Bros Earthmoving	Excavation Equipment
Batterline Earthmoving Pty Ltd	Various Plant and Equipment
Murtee Pastoral Pty Ltd	Plant Machinery

This does not mean other Contractors cannot be engaged, once all regulatory requirements are received from the Contractors yet to submit then they will also be added to the current register.

Therefore the financial information needs to remain completely Confidential. These quotations received will be available for perusal at the Works Committee Meeting.

**Financial Implications**

There are no additional financial implications for Council as acceptance of these quotations do not commit Council to engage the Contractors, rather it provides a pool of registered Contractors.

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**RECOMMENDATION**

**That Grace Civil, Bruce William Jordan, Sharpe Bros (Aust) Pty Ltd, Mays Earthmoving Pty Ltd, Clarke Concreting & Excavation, Haines Bros Earthmoving, Batterline Earthmoving Pty Ltd and Murtee Pastoral Pty Ltd be included in Council's Register of Approved Contractors for the Supply of Plant and Equipment Hire Rates 2014/2015.**

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**REPORT 2A – QUOTATION FOR THE SUPPLY OF TRADE AND MISCELLANEOUS SERVICES 2014/2015 UPDATE**

**FILE: T3-12-5      AOP REFERENCE: 3.3.4.1      ATTACHMENT: NO**  
**AUTHOR: *Engineering Support Manager, Kingsley Page***

**Background**

Throughout the year Council uses various contractors to provide Trade and Miscellaneous Services for many of Council's activities.

These Contractors are usually engaged on a daily basis for small projects or by quotations for larger projects.

The administration of this approach can be haphazard as the appropriate paperwork to cover the individual business Work Health and Safety (WH&S) Compliance and or insurances has not necessarily been provided prior to works commencing.

To ensure that Council complies with all regulatory requirements of WH&S, Workcover, Local Government Act 1993, etc, Council needs to adopt a formal approach to regulatory requirements through the quotation process.

**Issues**

The Companies listed below have provided sufficient documentation to be included on Council's Regulatory Approved Contractors.

<b>Company</b>	<b>Service Provided</b>
Bruce's Contracting Services	Tyre replacement/repairs. Miscellaneous lubricants/coolants etc.
Chris Langfield (trading as Sateje Pty Ltd)	Plumbing and Gas Fitting Services

This does not mean other Contractors cannot be engaged, once all regulatory requirements are received from the Contractors yet to submit then they will also be added to the current register.

Therefore the financial information needs to remain completely Confidential. The quotation received will be available for perusal at the Works Committee Meeting.

**Financial Implications**

There are no additional financial implications for Council as acceptance of these quotations do not commit Council to engage the Contractors, rather it provides a pool of registered Contractors.

**RECOMMENDATION**

**That Bruce's Contracting Services Pty Ltd and Chris Langfield (trading as Sateje Pty Ltd) be included in Council's Register of Approved Contractors for the Provision of Trades and Miscellaneous Services 2014/2015.**

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**REPORT 3A – ROAD CAPITAL WORKS PROGRAM 2014/2015****FILE: R5-15, R5-16 AOP REFERENCE: 4.3.1 ATTACHMENT: NO****AUTHOR: *Engineering Support Manager, Kingsley Page*****Purpose**

To confirm the road capital works program for 2014/2015

**Background**

Council as part of the 2014/2015 Annual Operational Plan approved the following funding for works on Regional and Shire Roads.

Regional Roads funds for Operational needs is	<b>\$1,332,500</b>
Regional Roads funds for Reseals is	<b>\$200,000</b>
Regional Roads funds for Gravel Resheets is	<b>\$100,000</b>
Shire Roads funds for Operational needs is	<b>\$1,231,031</b>
Shire Roads funds for Reseals is	<b>\$100,000</b>
Shire Roads funds for Gravel Resheets is	<b>\$100,000</b>
Council Special Rate Variation (SRV)	<b>\$376,000</b>
Comprising:	
Resealing	<b>\$200,000</b>
Gravelling Shire Roads	<b>\$176,000</b>
Funds from Roads to Recovery Program (2014/2015)	<b>\$780,000</b>

**Issues****Sandy Creek Bridge**

Sandy Creek Bridge on the Grain Road has one set of footings that are being severely undermined. Urgent preventive maintenance is required before serious damage is done in a big rain event where the whole bridge could collapse and fall into the creek. A budget estimate of \$21,000 was obtained from a local contractor to concrete the whole pile cap thus preventing further undermining. Funding to come out of Shire Roads operational budget.

Council has in the past directed its capital investment towards gravelling the unsealed roads throughout the Shire.

It is now time to consider using stabilisation as an alternative to gravel particularly in areas such as floodway's, sand hills, causeways and areas where corrugations keep re-occurring, normally prior to bends due to vehicles braking heavily. Soil stabilisation aims at improving soil strength and increasing resistance to softening by water through bonding the soil particles together, water proofing the particles or combination of the two.

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Unbound materials can be stabilised with cementitious materials (cement, lime, fly ash, slag, bitumen,) or chemically with polymers, enzymes and ions, or a combination of these. The stabilised soil materials have a higher strength, lower permeability and lower compressibility than the native soil. Soil stabilisation products save time and money because they work with in-place soils, eliminating the increased costs and waiting times associated with long-haul transporting of gravel to remote sites. With diesel fuel costs on the rise and gravel availability on the wane, soil stabilisation products and application methodology will get the job done effectively and extend surface life.

Neighboring Councils Lachlan, Central Darling and Bogan have all got stabilised gravel roads. Bogan Shire chemically stabilised Bogan Road West at Nyngan three or four years ago with a polymer additive and the road is still in good condition.

Cobar Shire Council's unsealed roads have approximately 10 percent that is in poor condition that needs money spent on it. The other 90 percent is in fair to good condition and little or no money should be spent grading these sections. Everyone recognises the worst 10 percent being floodway's, sandhill's, bends, corrugations and exposed bedrock and each year this ten percent should receive all the attention.

Cobar Shire Council should commence reviewing its road grading regime; the number of grader crews and a mix of Council owned graders along with contract graders.

Considering the current dealings and funding from the NSW RMS, Cobar Shire Council has at least one grader unfunded for six months of the year.

Cobar Shire Council has 327 km of unsealed Regional Roads and 1,570 km unsealed Shire Roads giving a total of 1,897 km. To keep these roads in good condition is a task unachievable at current funding levels no matter how efficient the grader crews become. However, to concentrate on 10 percent means only 200 km needs to be worked on. Also, instead of treating the full width of 8-10 metres resources should be concentrated on the central 3 to 5 metres where everyone wants to drive anyway. This way the actual length that needs to be intensely reconstructed is a mere 100 km. The expected wearing life of a road reconstruction using a combination of gravel and stabilisation is roughly four to eleven years depending on the traffic volumes and type of treatment. During this time there is minimal if no grading required at all. Maintaining this maintenance regime continuously over many years will eventually deliver gravel roads that will stand up to heavy vehicles and intermittent wet periods without too much damage.

It is appalling see a road freshly graded only to have it destroyed by some totally careless motorist ploughing through in wet weather. Even some of the more diligent motorists get caught in between storms on unsealed roads and have no other choice but to keep going, completely destroying the road. Stabilisation won't eliminate this problem but will in most cases limit the damage.

A recent development that has arisen is that Council can now dry hire a Pulvimixer off Earth Plant Hire for \$6,600 per week. Previously, the same machine could only be wet hired in the past for \$5,500 per day. This is a huge saving and makes stabilisation a real alternative to gravelling.



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### **Proposed Program**

The following program is considered appropriate to ensure an even spread of work and also reduce significant maintenance problem areas.

### **Regional Roads**

RMS REPAIR Program – there is no RMS Repair funding for this year.

The latest RMS rating system has rated Mulya Road and Barnato-Tilpa Road each with 23 points, The Wool Track has one less point, 22 points. The dilemma is that if the Wool Track is the only road put forward by Cobar Shire Council next year there is no guarantee with 25 points it will get funding as it could lose out to another Council.

MR7518 – Barnato-Tilpa Road,  
Stage 1 corrugated steel pipe (CSP) culverts **\$100,000**

Funding to come from Regional Roads Grant operational funds of \$1,332,500 therefore leaving \$1,232,500 for maintenance.

The Tilpa residents' top priority and concern is flood resilience. The Tilpa community believe they are very vulnerable of being cut off for months when large floods come through and take out the road at Acres Billabong as has happened in the past.

The residents would like capital funds invested in preventing this from occurring in the future by piping and lowering approximately 80 metres of the embankment so that when the flood waters subside the residents can get out in weeks rather than months. The initial budget estimate is \$300,000 to complete the works but this could be staged over three years. The first stage would provide rock armour to the embankment and construct a low-level side-track for stage two. Stage two would involve constructing approximately 15-20 pipe culverts which based on similar floodways would be half of the required pipes. Stage three would see another 15-20 pipe culverts installed and the road stabilised and sealed.

It is proposed that corrugated steel pipes (CSP's) would be used as this type of culvert is the cheapest and fastest to construct with little reliance on concrete.

### **Regional Roads Reseals**

Regional Roads Reseals (All) – resealing and shoulder works **\$200,000**

MR7518 – Barnato-Tilpa Road

The northern end of the Barnato-Tilpa Road that crosses the black soil plain has deteriorated quite badly and urgently requires a reseal on at least 2 km.

MR423 – Lachlan Valley Way

Lachlan Valley Way is a high volume road that urgently requires resealing. The location of the worst segments that require resealing is to be confirmed.

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The balance will go to resealing damaged segments, urgent pot holing and repairing shoulder drop-offs on other Regional Roads. The location of other segments that require resealing is to be confirmed.

**Regional Roads Resheets**

MR410 – Mulya Road gravel Resheeting **\$100,000**

Mulya Road is important regional road connecting Cobar to the village of Louth. It is also a school bus route and tourist route.

Supply, spread, and compact 75mm of crushed gravel to 10 km of weak spots and floodways along the road, in conjunction with a maintenance grade of the road.

**Shire Roads**

Shire Roads Reseals– resealing and shoulder works **\$100,000**

SR26 - The location of segments that require resealing is to be confirmed.

SR13A - The location of segments that require resealing is to be confirmed.

Shire Roads Resheets - Total **\$100,000**

SR10 – Road gravelling (Resheet)

SR31 – Road gravelling (Resheet)

SR32 – Road gravelling (Resheet)

SR26 – Road gravelling (Resheet)

**Proposed Works with Special Rate Variation (SRV) Funds**

**SRV Reseals **\$200,000****

After the latest inspection of Shire sealed roads and Cobar streets it is proposed that additional funds be directed in this financial year to Cobar streets as they are becoming more distressed and desperately need urgent resealing. Due to low traffic volumes on Shire Roads the urgency is not as great and can be staged over many years. Therefore, it is proposed a bigger proportion of the SRV reseal funds be directed to Cobar Streets than that was shown in the 2014/2015 Annual Operational Plan. It is proposed that this allocation be increased from \$50,000 to \$125,000 with funds coming from Shire Roads SRV reseals.

Importantly, a great deal of additional work can done with the Paveline road patching machine on the Shire Roads as the deterioration occurs more locally where spots are only metres long and this is a better way of doing maintenance on these roads. Eventually a reseal will be necessary but the Paveline machine can delay this occurring for many years.

Cobar Streets Reseal (SRV) **\$125,000**

Pavement reconstruction of various streets in Cobar town Centre. The location of the most urgent work is to be confirmed.

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Shire Roads Reseals (All) – resealing and shoulder works (SRV)	<b>\$75,000</b>
<p>Resealing damaged segments, urgent pot holing and repairing shoulder drop-offs. The location of the most urgent work is to be confirmed.</p>	
<b>SRV Gravel Resheeting</b>	<b>\$176,000</b>
SR36 – Palisthan Road gravelling (SRV)	<b>\$80,000</b>
<p>Re-establish table drains, channels and rebuild the pavement with ridge gravel. This road receives a lot of trucks during the grain season and is an important route to Condobolin.</p>	
SR46 – Canebelego-Nymagee Road gravelling (SRV)	<b>\$80,000</b>
<p>Re-establish table drains, channels and rebuild the pavement with ridge gravel in weak spots. This road has received little attention in the past and now requires several causeways to be stabilised.</p>	
SR44 - Old Reservoir Road, (SRV)	<b>\$16,000</b>
<p>A lot of vehicles including tourists use this road to go out to the Old Reservoir and the Rifle Range. Work will finish off previous work by stabilising water course crossings.</p>	
<p><b><u>Roads to Recovery Schedule of Proposed Projects for Shire Roads</u></b></p>	
<b>R2R</b>	<b>\$780,000</b>
SR24 – Mt Grace Road, gravelling and stabilisation (R2R)	<b>\$160,000</b>
<p>Mt. Grace Road is important collector road during the harvest season. It is also a school bus route and through road to Kidman Way.</p>	
<p>Supply, spread, and compact 75mm of crushed gravel to 7 km of weak spots along the road, in conjunction with a maintenance grade of the road.</p>	
SR20 – Grain Road, gravelling, stabilisation and bridge repair (R2R)	<b>\$180,000</b>
<p>The Grain Road is a collector road during the harvest season as well as a through road to Condobolin. It is also a school bus route and through road to Kidman Way going north.</p>	
SR26 – Wilga Downs Road, sealing and stabilisation (R2R)	<b>\$180,000</b>
<p>This road is the main route to Council’s prime aggregate supply in Byrock and fits in with the long term strategy to ultimately change this road into a regional road.</p>	
<p>Gravel and seal approximately 1.2 km of rural road. This will extend the length of sealing for this road.</p>	
SR12 – Yathong Road, gravelling and stabilisation (R2R)	<b>\$50,000</b>

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Yathong Road is a collector road during the harvest season as well as a through road to Kidman Way. It also provides access to Yathong Nature Reserve.

Supply, spread, and compact 75mm of crushed gravel to the surface of the road, in conjunction with a maintenance grade of the road.

SR23 – Booberoi Road, gravelling and stabilisation (R2R) **\$110,000**

Booberoi Road is an important for primary produces at Euabalong as well as the main access road for the Australian Pipeline Authority construction depot.

Supply, spread and compact 75 mm of crushed gravel to the surface of the road, lime stabilise black soil weak spots in conjunction with a maintenance grade of the road.

SR6 – Pullpulla Road gravelling and stabilisation (R2R) **\$100,000**

Pullpulla Road provides access to Mt. Grenfell National Park which is one of Cobar’s major tourist attractions.

Supply, spread and compact 75mm of crushed gravel to the surface of the road, chemical stabilisation to causeways in conjunction with a maintenance grade of the road.

The total of \$780,000 is subject to confirmation by the Commonwealth Government. It is considered that any reduction in funding would see a corresponding reduction in the SR6 Pullpulla Road works.

## **RECOMMENDATION**

### **1. That the following roads capital works program be adopted:**

<b>Regional Roads – Operational</b>	<b>\$1,232,500</b>
• <b>MR7518 - Barnato-Tilpa Road (Acres Billabong Stage 1)</b>	<b>\$100,000</b>
<b>Regional Roads Reseals</b>	
• <b>MR7518 - Barnato-Tilpa Road</b>	<b>\$100,000</b>
• <b>MR423 - Lachlan Valley Way</b>	<b>\$100,000</b>
<b>Regional Roads Gravel Resheeting</b>	
• <b>MR410 - Mulya Road</b>	<b>\$100,000</b>
<b>Shire Roads – Operational</b>	<b>\$1231,031</b>
<b>Shire Roads Reseals resealing and shoulder works</b>	<b>\$100,000</b>
• <b>SR26 - Wilga Downs Road</b>	
• <b>SR13A – Lerida Road</b>	
<b>Shire Roads Gravel Resheeting</b>	<b>\$100,000</b>
• <b>SR26 - Wilga Downs Road</b>	
• <b>SR10 – Belarabon Road</b>	
• <b>SR32 – Development Road</b>	
• <b>SR31 – Moolah Road</b>	

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**SRV Reseals**

- **Cobar Streets Reseals** **\$125,000**
- **Shire Roads Reseals** **\$75,000**

**SRV Shire Roads Gravel Resheeting**

- **SR36 – Palistan Road** **\$80,000**
- **SR46 – Canebelego-Nymagee Road** **\$80,000**
- **SR44 - Old Reservoir Road** **\$16,000**

**Roads to Recovery**

- **SR24 - Mt. Grace Road** **\$160,000**
- **SR20 – The Grain Road** **\$180,000**
- **SR26 - Wilga Downs Road** **\$180,000**
- **SR12 – Yathong Road** **\$50,000**
- **SR23 – Booberoi Road** **\$110,000**
- **SR6 – Pullpulla Road (dependent on level of funding)** **\$100,000**

2. **That Council supports a road maintenance program where the worst ten percent of the road network is identified and receives the bulk of the expenditure.**
3. **That Council trials the use of chemical and cementitious stabilisation of the unsealed road network in conjunction with gravelling.**

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## **REPORT 4A - SECURITY OPTIONS AT THE COBAR WASTE DEPOT**

**FILE: W1-7-1**

**AOP REFERENCE: 5.1.2.2**

**ATTACHMENT: NO**

**AUTHOR: *Manager Planning and Environmental Services, Stephen Poulter***

### **Purpose**

The purpose of this report is to provide information to the Council regarding surveillance and security options for the Cobar Waste Depot with the aim of reducing the risk of further arson at the facility.

### **Background**

The Cobar Waste Depot is accessible 24 hours a day 365 days a year with minimal supervision. Waste on the site is separated into six basic waste disposal areas being green waste, domestic waste, trade (building and demolition) waste, oil, metal and special wastes (tyres, medical, asbestos and other higher risk products).

In the last six months, the Cobar Waste Depot has experienced a number of what appears to be deliberately lit fires.

These fires have been ignited in different areas on the site and have impacted the community's level of air quality and reduced driver visibility on Mulya/Louth Road which disrupted mining activities at Endeavour Mine.

A recent fire in the trade waste area took considerable time to completely extinguish and required Council to engage an external earthmoving contractor to assist with the extinguishment process.

Following the extinguishment of the above fire in the trade waste area, a further fire was lit two days later in the domestic waste area, which was extinguished later that same day.

Each incident incurs hardship on Council due to:

- Resource reallocation;
- Increased use of the site based loader and use of water tankers;
- Engagement costs for using external contractors;
- Increased use of overtime for council employees working out of hours.

Certain measures must be explored and implemented as a matter of priority to impose a disincentive to carry out these illegal activities.

### **Issues**

The following measures are proposed to mitigate arson on this site:

*Covert Cameras*

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Install a system of covert cameras in various locations on the site to capture still and/or video images. The locations will focus on waste deposit areas, the main entrance, the storage shed and main access roads on site.

Although this report focuses on arson, these cameras can be located on site to assist in controlling other unlawful activity on the site, including illegal dumping, break-ins to the storage shed, scavenging and use of firearms to shoot Council infrastructure.

The recommended type of system to install would consist of up to ten remote covert cameras that transmit images wirelessly to a securely located storage device. This would allow Council to retain image evidence where cameras are detected and stolen or vandalised.

Signage is recommended to be installed at the main entrance to the site to advise of the presence of surveillance cameras. This would introduce a disincentive to enter the property for persons intending on committing unlawful activity and advise the general public of this strategy on reducing illegal incidents.

This proposal would require compliance with Council's "Workplace Surveillance Policy".

#### *Restrict Site Access*

Temporary security needs to be provided in addition to camera surveillance to restrict access to the waste depot site during the night where there is no Council supervision.

It is proposed to lock the main access gates for a trial period of time to ascertain whether this method will assist in reducing the occurrences of arson on the site. Prior to this occurring, a notice will be placed in the Cobar Weekly over two weeks to advise the public of Council's intentions of securing the site between sunset and sunrise.

During this trial period a suitable trade waste bin will be provided adjacent to the entrance to negate illegal dumping.

Restricting access during daylight hours is carried out at other similar landfill sites managed by other NSW councils and private companies.

#### **Financial Implications**

Quotations will be sought in accordance with Council's Procurement Policy from suppliers of covert camera systems to ensure that a system can be purchased that meets relevant technical requirements, can be used as long term option and is affordable.

#### **RECOMMENDATION**

- 1. That approval is given for Council to seek quotations of purchasing and installing a system of covert cameras on the Cobar Waste Depot.**

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- 2. That Council purchase and install covert cameras in compliance with Council's Workplace Surveillance Policy.**
  - 3. That Council restricts access to the site between sunset and sunrise by locking the entrance gate and installing a suitable trade waste bin to negate illegal dumping.**



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## **REPORT 1B – ENGINEERING WORKS REPORT**

**FILE: C6-20-2**

**AOP REFERENCE: 4.3.2**

**ATTACHMENT: NO**

**AUTHOR: *Director of Engineering Services, Peter Graf***

### **Purpose**

To inform Council of completed and ongoing Engineering Works for the period of June 2014.

### **Background**

June 2014 Engineering Works have consisted mainly of maintenance and some construction works on Regional Roads.

### **Shire Roads/Regional Roads**

#### **Roads to Recovery**

- MR7518 - RMS Repair project – 4.6km constructed and bitumen sealed; **completed.**
- SR26 - Wilga Downs Road – 1.5km constructed and slag/lime stabilised; **completed.**

#### **Maintenance Work**

- MR407 – maintenance grading;
- MR419 – Glenwood Road – maintenance grading.

### **Special Rate Variation Works**

- SR 44 – Old Reservoir Road – formation grade - ongoing.

### **Private Works**

- SR14 – Manuka Road – gravel carting from Wonawinta Mine site;
- Mt Hope Station – grading driveway.

### **State Highways**

#### **Maintenance Work**

- Sign Replacement Works as required – **ongoing/emergency replacement only;**
- Rest Area Maintenance – **ongoing.**

#### **Audit Work**

- Lillyvale Rest Area – **ongoing.**

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## Water and Sewer

### **Maintenance Work**

- Final repair of town supply trunk main adjacent to the Rugby Union Oval has been completed;
- Removal of pump blockage at the Nullamut Sewerage Pump Station. This is an ongoing problem due to the type of pump installed;
- Refurbished pump has been reinstalled into the First Polishing Lagoon at the Sewerage Treatment Plant;
- Town water audit commenced 31.03.2014; **completed - waiting on report;**
- Clearing vegetation around sewer ponds - **progressing;**
- Continuation of sewer pump station inspections and flow meter recording works **ongoing;**
- Pest control within sewer reticulation network - **ongoing;**
- Sluice valve and hydrant repairs on town water supply reticulation – **ongoing;**
- Clearing vegetation on the Nyngan to Cobar pipeline easement (CWB) – **ongoing;**
- Scour valve flushing on 300mm pipeline (CWB) - (winter activity);
- Major meter reading works (CWB) – **ongoing;**
- Nyngan pump stations pump and electric motor has been sent for repairs (CWB) – **repair to failed pump is completed, motor testing being undertaking and pump final assembly to be finalised during the week of 30/06/2014 with delivery to site to follow with installation to be carried out during the week of 14/07/2014.**

### RECOMMENDATION

**That the information contained in the Engineering Works Report detailing maintenance on shire and regional roads, state highways and water and sewers mains be received and noted.**

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**REPORT 2B – EXPENDITURE FOR ROADS NETWORK**

**FILE: R5-31 AOP REFERENCE: 4.3.2 ATTACHMENT: YES (PAGE 22-32)**

**AUTHOR: *Director of Engineering Services, Peter Graf***

**Purpose**

To provide Council with financial information on the expenditure on Council's Local and Regional Roads.

**Background**

A report detailing the Expenditure on Capital/R2R (grey), Council's Shire Local Roads (blue) and Regional Roads Network (green) is provided as an attachment to this agenda for Council's information.

**RECOMMENDATION**

**That the information detailing the Expenditure for Council's Roads Network be received and noted.**

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**REPORT 3B – TRAFFIC COUNTS ON SHIRE ROADS AND CLASSIFIED ROADS (RR7521, MR423 AND MR411)**

**FILE: R5-34 AOP REFERENCE: 4.3.2 ATTACHMENT: YES (PAGE 33-36)**

**AUTHOR: *Construction Supervisor, Brett Hallcroft***

**Background**

Updating of traffic counts on Regional and Shire Roads is continuing with counts being undertaken over the last month on Kiacatoo Road, Lachlan Valley Way and Tipping Way.

**Current Traffic Count Summary**

<b>Rd No.</b>	<b>Road Name</b>	<b>Location of Counter</b>	<b>Date</b>	<b>AADT</b>	<b>% Commercial Vehicles</b>
RR7521	Kiacatoo Road	5km from Euabalong	10.06.2014-26.06.2014	36	41.0%
MR423	Lachlan Valley Way	4km East of Euabalong	10.06.2014-26.06.2014	212	18.3%
MR411	Tipping Way	10km from intersection with Kidman Way	10.06.2014-26.06.2014	44	37.4%

**RECOMMENDATION**

**That the information in relation to traffic counts on Shire Roads and Classified Roads (RR7521, MR423, and MR411) be received and noted.**

# **ATTACHMENTS**



## **WORKS COMMITTEE MEETING AGENDA**

**THURSDAY 10 JULY 2014**

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## ~ REFERENCE TO ATTACHMENTS ~

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