MR HOBBS ASKED THE MINISTER FOR MAIN ROADS AND LOCAL GOVERNMENT (MR PITT) -

QUESTION:

With reference to FOI documents relating to the Riverside Expressway and advice regarding 'the surfeit of Condition State 4 defects on the network' will you (a) list all CS4 defects on the Riverside Expressway, (b) detail the rehabilitation program and timetable planned for each defect (reported separately) and (c) detail the amount of funding required to rehabilitate all the CS4 defects?

ANSWER:

I thank the Member for Warrego for the question and would also like to refer the Honourable Member to an earlier response to Question 200, in which similar information was sought from the previous Minister by the Member for Gregory.

The Department of Main Roads advises that detailed inspections of Riverside Expressway structures over the last twelve months have found that none of the primary load bearing components exhibited any signs of structural distress. A number of ancillary components such as deck joints and bearings have been exposed to direct environmental and dynamic loading effects, showed varying, but expected, degrees of wear and tear.

I am advised that in its inspection process for structures, Main Roads uses a rating system for condition. The Condition State 4 (CS4) rating is used for components of structures on which the department considers it appropriate to program some form of maintenance repair work.

I remind the honourable member that Main Roads controls 33,500 Km of road with 2,838 bridges (including 422 timber bridges).

Main Roads advises that inspections have identified 128 components in the CS4 rating. The great majority of these are the bearings used to support the concrete deck and connecting it to the piers and in the joints between the decks. I am advised that all of these components are safe and that normal maintenance of these components is not of an urgent nature.

As Main Roads advise that this wear and tear is neither structurally significant nor urgent, identified components will be prioritised for repair according to their condition and progressively refurbished or replaced over the next three to five years as part of the regular maintenance program for the Riverside Expressway and Captain Cook Bridge structures. Main Roads advise there are 4,340 components on Riverside Expressway including the Captain Cook Bridge and the western approach structures.

A Maintenance program has been prepared to undertake bearing replacement and repair, joint replacement and other work including at one of the piers, on the QUT curtain wall, refurbishment of electrical wiring, maintenance to six girders and bird proofing some enclosed areas.
Already the joint replacement work has been completed. The full program has a preliminary estimate of $30 million and it will be carried out over a period of five years.