

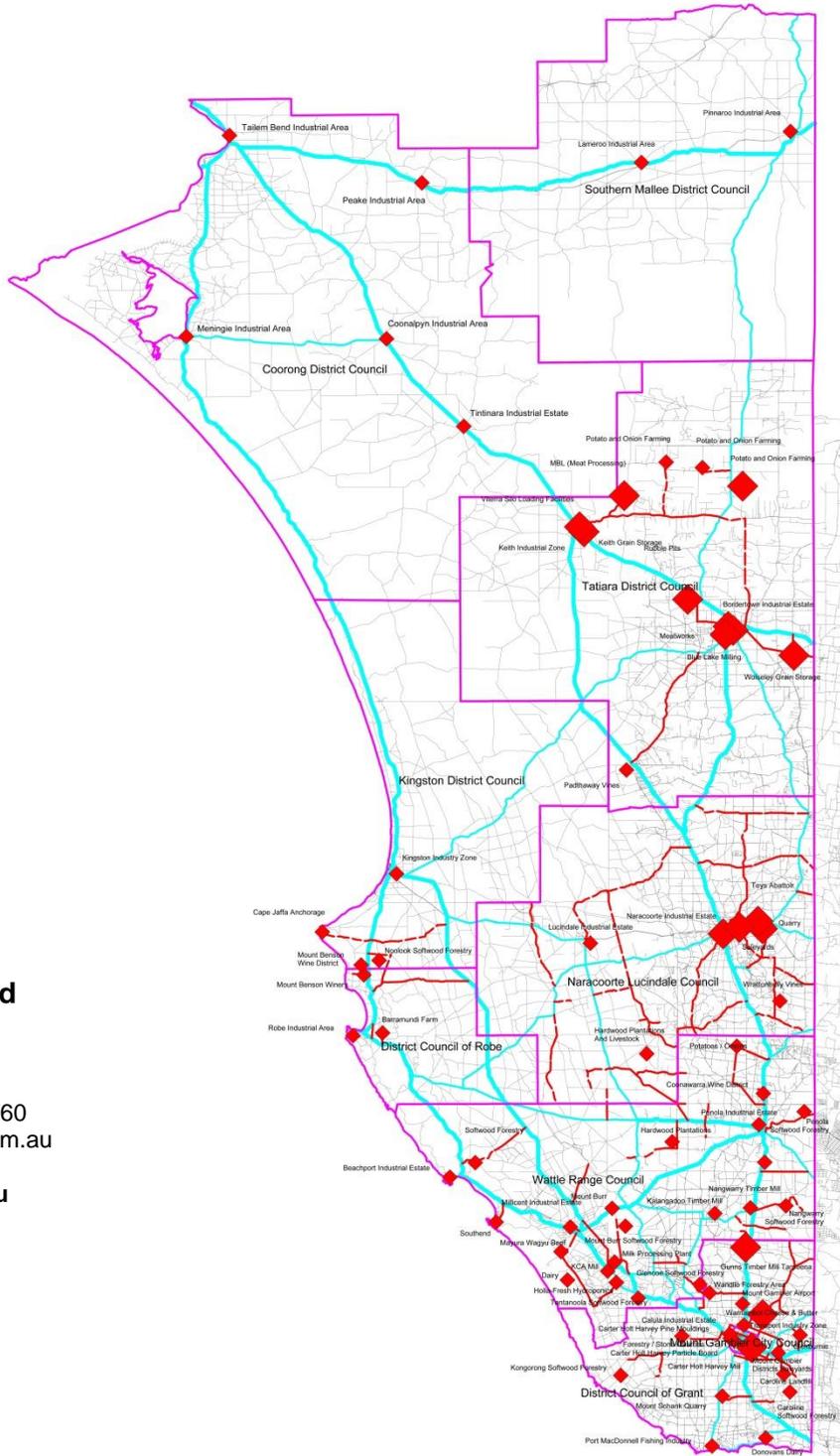


# Limestone Coast Local Government Association

## REGIONAL ROAD ACTION PLANS AND 2017 ROADS DATABASE

### Final Report

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June 2017

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- A. Regional Road Action Plans (Endorsed by R&TMG 3 April 2017, Minor Updates 9 June 2017)
- B. Summary of Submissions
- C. 2017 Roads Database (Endorsed by R&TMG 3 April 2017)

**REFERENCES** (downloadable from the LCLGA website “Strategic Activities \ Infrastructure” page)

- 1. 2030 Regional Transport Plan 2016 Update – Final Report, HDS Australia, February 2017
- 2. 2030 Regional Transport Plan – Regional Routes (as at 9 February 2017, with minor revisions 9 June 2017)

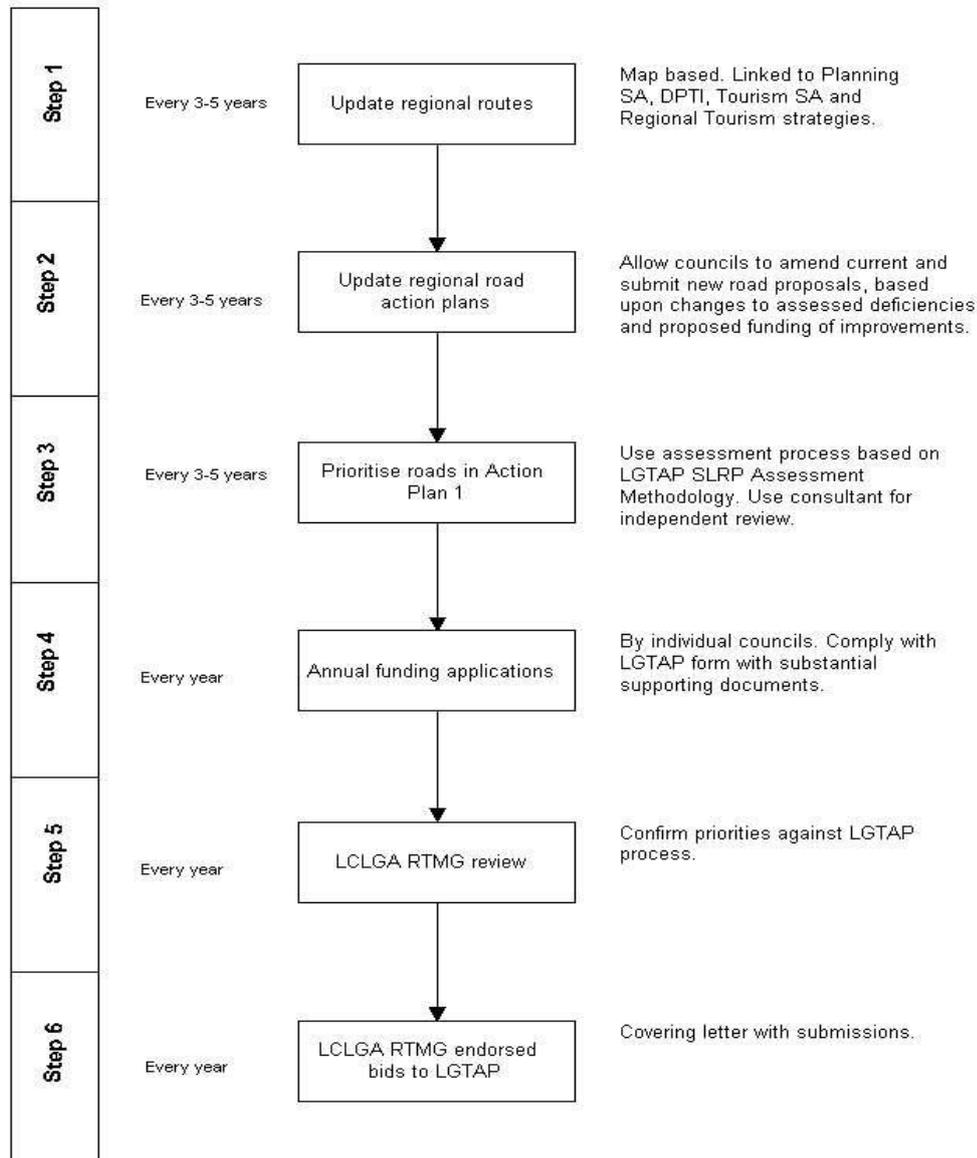
**1.0 INTRODUCTION**

**1.1 Background**

In June 2012, HDS Australia was engaged by the Limestone Coast Local Government Association (LCLGA), then known as the South East Local Governmental Association (SELGA), to prepare its 2030 Transport Strategy. The 2030 Transport Strategy is a strategic level assessment of transport needs and priorities within the Limestone Coast region for the period from 2012 to 2030.

The “2030 Regional Transport Plan – Final Report” was released in September 2013 and is the culmination of the original project to prepare a 2030 Transport Strategy. When released, the document reflected then current views in relation to regional transport priorities for the next 15 years. However, it was recognised at the time that the 2030 Regional Transport Plan is a “living” document which will need regular review and updating as subsequent regional planning and development initiatives influence future transport priorities. This is reflected in the following methodology statement, which is itself an agreed update from the original published methodology.

**2030 REGIONAL TRANSPORT PLAN  
METHODOLOGY FOR REVIEW AND UPDATE**



## 1.2 Project Brief

On 14 September 2016, the LCLGA Roads & Transport Management Group (R&TMG) held a Regional Transport Planning Workshop in Naracoorte, at which the need for an update to the 2030 Regional Transport Plan was discussed and agreed. Required changes included the LCLGA name change, a literature currency update (e.g. referencing the latest Council Development Plans) and a methodology review to incorporate an updated six step process, in line with the methodology adopted by neighbouring LGA Regions. In addition, it was agreed that the update would include a review of regional route changes proposed by councils, with updated drawings, followed by a region wide road deficiency assessment on all regionally significant roads.

In October 2016, HDS Australia was engaged by LCLGA to assist member councils undertake Steps 1, 2 and 3 of the “2030 Regional Transport Plan – Methodology for Review and Update” as shown on the previous page.

The project comprised three separate, but linked components, namely:

1. Stage 1 – Provision of assistance to the LCLGA and individual member councils to update the 2030 Regional Transport Plan and associated Regional Route Drawings.
2. Stage 2 – Provision of assistance to the LCLGA and individual member councils with development of Regional Road Action Plans, in accordance with the methodology contained in Section 10 of the 2030 Regional Transport Plan. The purpose of these Action Plans was to develop an overall funding priority list, and associated strategy for seeking additional funds when available, to enable all regionally significant freight, tourism and community access routes, as defined by the maps in Appendix A of the 2030 Regional Transport Plan Final Report, to operate at their “fit for purpose” standard.
3. Stage 3 – Provision of assistance to the LCLGA to undertake an independent review and prioritisation of road upgrade proposals submitted by member councils for consideration under SLRP annual funding arrangements. This process, identified in Section 9.3 of the 2030 Regional Transport Plan Final Report, is a single stage methodology which evaluates road proposals against six categories, namely Secondary Purpose, Regional Significance, Economic, Access, Safety and Environmental.

Unique to 2017, all road proposals submitted for consideration during Stage 3 were required to have been first listed under Regional Road Action Plan 1. This provides an essential link to the 2030 Regional Transport Plan, by ensuring that all Roads Database proposals were for regionally significant roads with major deficiencies.

The project was undertaken by a specialist team of road transport planning and traffic engineers from HDS Australia led by John Olson, Managing Director and Principal Engineer, assisted by Daniel Ahrens, Senior Roads & Infrastructure Engineer, along with Hugh Dixon and Deshitha Senanayake, both Senior Traffic Engineers. The R&TMG acted as a Reference Group for the project, with Dominic Testoni, Chief Executive Officer of the LCLGA, as the Client Representative.

## **2.0 PROJECT ACTIVITIES AND OVERVIEW OF OUTCOMES**

### **2.1 Stage 1 Tasks**

Listed below are the activities undertaken in Stage 1.

1. Initiate an update of regional transport routes and provide councils with advice.
2. Update the 2030 Regional Transport Plan with the LCLGA name change, a literature currency update (e.g. referencing the latest Council Development Plans) and a methodology review to incorporate the six step methodology discussed at the Regional Transport Planning Workshop in September 2016.
3. Review regional route changes proposed by councils and update drawings.
4. Conduct a final review, then release the 2030 Regional Transport Plan 2016 Update (including revised regional route drawings).

### **2.2 Stage 1 Outcomes**

Following detailed correspondence with individual council representatives, the 2030 Regional Transport Plan 2016 Update was released, including updated regional transport route drawings. These updated drawings were endorsed by the R&TMG after subsequent completion of Stage 2.

### **2.3 Stage 2 Tasks**

Listed below are the activities undertaken in Stage 2.

1. The R&TMG Regional Transport Planning Workshop conducted in Naracoorte on 14 September 2016 included a detailed discussion about the methodology for determining major and minor deficiencies on the regional road network. The methodology is based upon comparing sample deficiencies with standards contained in the most recent version of the Local Government Association of SA (LGASA) Special Local Roads Program (SLRP) Fit for Purpose Standards Spreadsheet. At the end of the workshop, all R&TMG representatives agreed that, for consistency, HDS Australia should assist all councils to assess regional routes in their area for major and minor deficiencies. This would achieve a consistent outcome across the region.
2. HDS Australia conducted the assessment of all regional routes for major and minor deficiencies over the period November/December 2016.
3. Results from the road deficiency assessments were prioritised into Council Action Plans 1, 2 and 3 (with those roads showing no or insignificant deficiencies listed separately as Compliant).
4. Consolidated Regional Road Action Plans for the LCLGA were then developed by HDS Australia, listing all regionally significant roads and highlighting the level of deficiencies identified. Individual councils also provided an estimated upgrade cost for all road segments listed under Action Plan 1, based upon cost estimates included in their five year capital works program.
5. A Stage 2 completion meeting of the R&TMG was held in Mount Gambier and Adelaide via Skype on 2 March 2017 to review draft Regional Road Action Plans, discuss the significance of the individual lists, seek endorsement from the R&TMG of the draft plans as presented, and identify the next steps associated with Stage 3 of the project.

## 2.4 Stage 2 Outcomes

Individual road deficiency assessment sheets, including site specific observations by the HDS Australia field assessor, were supplied to all seven LCLGA councils as part of Task 2.

All seven councils received Council Action Plans as part of Task 3.

Under Task 4, draft Regional Road Action Plans were published for review and endorsement by the R&TMG, before final versions of the Regional Road Action Plans were supplied to the client representative (for ultimate approval at a subsequent LCLGA Board meeting). Appendix A of this report contains a copy of the R&TMG endorsed Regional Road Action Plans (as at 3 April 2017), with some additional minor updates introduced on 9 June 2017.

## 2.5 Stage 3 Tasks

The independent assessment and prioritisation of road upgrade proposals submitted as part of the 2017 Roads Database involved the following steps:

1. 17 road upgrade proposals were received from six of the seven councils within the LCLGA. Summaries of these upgrade proposals are contained in Appendix B of this report. The proposals were independently reviewed by HDS Australia, which included the following activities:
  - a. A check that each road segment proposed for upgrading was regionally significant, as shown on the Regional Transport Route maps forming part of the 2030 Regional Transport Plan;
  - b. A check that each road segment was identified as a deficient road segment within Regional Road Action Plan 1;
  - c. Provision of telephone and/or emailed comments on the overall quality of each submission and evidence provided in support of benefits claimed for each road upgrade proposal;
  - d. Calculation of assessment scores, in accordance with the LCLGA R&TMG methodology; and
  - e. Ranking of all proposals by assessment score.
2. A Stage 3 completion meeting of the R&TMG was held in Naracoorte on 3 April 2017, at which:
  - a. The final version of Regional Road Action Plans (released on 30 March 2017) were endorsed; and
  - b. The prioritised list of 2017 Roads Database upgrade proposals was discussed and formal endorsement obtained from the R&TMG for the overall list and for a set of identified 2017-18 priorities.

## 2.6 Stage 3 Outcomes

Individual verbal feedback by telephone was provided to each LCLGA member council as their submissions were reviewed. Additional face-to-face feedback was provided to R&TMG representatives at the Stage 3 completion meeting.

A verbal report of HDS Australia's findings, incorporating all assessment spreadsheets, was presented at the Stage 3 completion meeting.

This final report of our findings, incorporating key outcomes from both Stage 2 and Stage 3 of the project, plus the final agreed LCLGA priority lists, is the project's final deliverable. Appendix C of this report contains a copy of the endorsed 2017 Roads Database.

### 3.0 SUMMARY OF FINDINGS

#### 3.1 Stage 1 – 2030 Regional Transport Plan 2016 Update

All member councils received detailed feedback by telephone and email in relation to their individual regional route drawings as part of Stage 1 of the project. It is not intended to replicate those detailed findings in this final report. However, at the meeting held on 2 March 2017 at which the Regional Route Drawings were formally endorsed by the R&TMG, the following key facts and recommendations were highlighted:

1. Recently revised woodflow maps resulted in many locally important roads being upgraded to regionally significant within District Council of Grant, Naracoorte Lucindale Council and Wattle Range Council.
2. Additional regionally significant freight routes were included on the drawings based on new freight centres and new freight volumes for existing freight centres. These included:
  - District Council of Grant – Warrnambool Cheese, Mil-lel via Riddoch Highway, Worrolong Road & Mingbool Road.
  - Mount Gambier City Council – Wireless Road East, Wireless Road West, Margaret Street and Wehl Street South.
  - District Council of Robe – Bagdad Road, Dairy Range Road, Barnett Swamp Road.
  - Tatiara District Council – MBL Meats on Dark Island Well Road, new borrow pits on Don Hunts Road and Siding Road, along with Stirling Road, Keith and Western Service Road, Bordertown.
  - Wattle Range Council – Industry centre changes including inclusion of Holla-Fresh Pty Ltd on Whites Road, Mayurra Wagyu Beef, Milk Processing Plant near KCA and new Milk Processing Plant at former Saffris site, along with an amended location for Nangwarry Mill.
3. Regional significant tourist route changes consisted of a revised route to the Naracoorte Caves, along with the addition of Boatswain Point Road in the District Council of Robe.

#### 3.2 Stage 2 – Regional Road Action Plans

All member councils received detailed feedback by telephone and email in relation to their individual road deficiency assessments as part of Stage 2 of the project. It is not intended to replicate those detailed findings in this final report. However, at the meeting held on 2 March 2017 at which an initial version of the Regional Road Action Plans were discussed by the R&TMG, the following key facts and recommendations were highlighted to the representatives present at that meeting:

1. The total length of regionally significant roads of all functional types (freight, tourism and community access) is 1,035 km. *Note that this figure was later (as at 9 June 2017) reduced to 1,031 km following a review by the City of Mount Gambier of their regionally significant community access routes.* The figure does not include locally important roads, which were not part of the assessment. This places strategic oversight of at least 1,031 km (not including locally important roads) of the LCLGA local road network under the collective responsibility of the R&TMG, through implementation of the 2030 Regional Transport Plan.
2. 99 km (*subsequently reduced to 98 km*) of regionally significant roads are listed under Regional Road Action Plan 1, with identified major deficiencies expected to cost in the order of \$16.7 million to bring these roads up to a fit-for-purpose standard. The seven LCLGA councils have committed to this level of expenditure over the next five years, assuming that grant funding is available to assist. Therein lies a major hurdle. Forecast SLRP funding, if last year's reduced level is maintained, will see about \$1.5 million per

year (i.e. \$7.5 million over five years) allocated to the region. On a one part council to one part SLRP grant basis, this will only enable a maximum of \$15 million out of the forecast \$16.7 million of capital works to be funded under the SLRP program over the next five years. This level of funding is inadequate, especially if other regionally significant roads with currently unfunded major deficiencies (see Item 3 below) are also to be addressed. Other sources for grants, or a higher contribution from individual councils, will be required.

3. 444 km of regionally significant roads are listed under Regional Road Action Plan 2. These roads have identified major deficiencies which should be rectified in order to achieve a fit-for-purpose standard, but no funds have been committed by councils in the next five years. This unfunded liability can be estimated at about \$75 million, if compared on a pro-rata basis to costs in Regional Road Action Plan 1. Hence, the total spend required to bring all regionally significant roads in the LCLGA region up to a fit-for-purpose standard over the next five years is in the order of \$92 million.
4. On a percentage basis, over 50% of regionally significant roads in the LCLGA region have been assessed as having at least one major deficiency in their fit-for-purpose standard (i.e. they fall into Regional Road Action Plans 1 or 2). A further 40% display minor deficiencies which require on-going monitoring and potentially higher than normal routine maintenance to ensure the road operates safely and effectively (i.e. they fall into Regional Road Action Plan 3). Barely 7% of regionally significant roads have been assessed as being fully compliant with their fit-for-purpose standard.

### 3.3 Stage 3 – 2017 Roads Database

All member councils received detailed feedback by telephone and email in relation to their individual road upgrade proposals as part of Stage 3 of the project. It is not intended to replicate those detailed findings in this final report. However, in the lead up to and at the meeting held on 3 April 2017, the 2017 Roads Database was discussed and then formally endorsed by the R&TMG, with the following key conclusions forming part of that endorsement:

1. The assessment and associated prioritisation of the submissions is based upon the agreed methodology set out in the 2030 Regional Transport Plan, which in turn is consistent with the assessment methodology used previously.
2. Council members were required to submit the eight page summary application form for each project, along with supporting information in dot point form for each of the "Influencing Factor" benefits being claimed. The first two pages of each application are shown in Appendix B.

It was noted that the supporting information was not provided for many applications, which made the assessment process difficult, and resulted in applications needing to be discussed in detail at the meeting held on 3 April 2017. This is a learning that should be carried forward into the first Roads Database update (which is scheduled for three years' time, except for supplementary submissions which may, as agreed by the R&TMG, be accepted in the second half of 2017 from councils with insufficient current applications in the database).

3. As a result of the meeting discussions on 3 April 2017, particularly consideration of application details noted above, the 2017 Roads Database was agreed and endorsed by the R&TMG. The final list of recommended priorities, subsequently formally submitted by the LCLGA to LGASA for 2017-18, was:

| <b>Region Priority</b> | <b>Road Name</b>                | <b>Segment</b>  | <b>(Primary Purpose)</b> | <b>SLRP Grants Sought</b> |
|------------------------|---------------------------------|---|--------------------------|---------------------------|
| R1                     | Mingbool Road                   | Attamura Road to Worrolong Road                         | Freight                  | \$200,000                 |
| R2                     | Kingston Avenue / Donald Street | Wheeler Street to Donald Street                         | Freight                  | \$375,000                 |
| R3                     | Ramsay Terrace                  | Dukes Highway to Pigeon Flat Rd                         | Freight                  | \$75,000                  |
| R4                     | Wandilo Forest Road             | Kangaroo Flat Road to Council Boundary                  | Freight                  | \$250,000                 |
| R5                     | Whites Road                     | Tantanoola Road to Chainage 895                         | Freight                  | \$165,000                 |
| R6                     | Meatworks Road                  | Intersections with Pidgeon Flat Road & Cannawigara Road | Freight                  | \$275,000                 |
| R7                     | Bagdad Road / Dairy Range Road  | Kangaroo Flat Road to Chainage 900                      | Freight                  | \$245,000                 |
| R8                     | Elizabeth Street                | Commercial Street to Jane Street                        | Community Access         | \$70,000                  |
| R9                     | Caldwell Street                 | Elizabeth Street to Gray Street                         | Community Access         | \$70,000                  |

## **Appendix A**

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Regional Road Action Plans

(Endorsed by R&TMG 3 April 2017,  
Minor Updates 9 June 2017)

| Road                                 | Segment Description (from/to)                                     | Regional Routes<br>F/T/C or Combo -<br>( ) implies Locally<br>Important for this<br>category | Segment Length<br>(nearest 0.1 km) | Speed<br>Environment | Dimensions | Geometry  | Strength /<br>Durability | Action Plan | Cost for<br>Action Plan 1<br>Only (nearest<br>\$0.1 million) |
|--------------------------------------|---|--|------------------------------------|----------------------|------------|-----------|--------------------------|-------------|--|
| <b>District Council of Grant</b>     |   |  |                                    |                      |            |           |                          |             |  |
| Cafpirco Road                        | Marte Siding Road to Burnda Road                                  | F,C  | 3.2                                | Compliant            | Major      | Compliant | Major                    | 1           | 0.6  |
| Mingbool Road                        | Attamurra Road to Worrolong Road                                  | F  | 5.8                                | Compliant            | Major      | Minor     | Major                    | 1           | 1.2  |
| Post Office Road                     | Riddoch Highway to Trevor Clarke Drive                            | F,T  | 2.2                                | Minor                | Major      | Major     | Minor                    | 1           | 0.5  |
| <b>Sub-Total</b>                     |   |  | <b>11.2</b>                        |                      |            |           |                          |             |  |
| <b>Kingston District Council</b>     |   |  |                                    |                      |            |           |                          |             |  |
| Cape Jaffa Road                      | Southern Port Highway to Rothalls Road                            | C  | 13.7                               | Compliant            | Minor      | Compliant | Major                    | 1           | 0.4  |
| <b>Sub-Total</b>                     |   |  | <b>13.7</b>                        |                      |            |           |                          |             |  |
| <b>Mount Gambier City Council</b>    |   |  |                                    |                      |            |           |                          |             |  |
| Acacia Street                        | Jubilee Hwy West to Heath Street                                  | E  | 0.5                                | Minor                | Minor      | Minor     | Major                    | 1           | 0.2  |
| Caldwell Street                      | Elizabeth St to Gray St   | C  | 0.2                                | Compliant            | Compliant  | Compliant | Major                    | 1           | 0.2  |
| Elizabeth Street                     | Commercial Street to Jane Street                                  | C  | 0.2                                | Minor                | Minor      | Compliant | Major                    | 1           | 0.2  |
| Sturt Street                         | Bay Rd to Ferrers St  | T  | 0.2                                | Compliant            | Compliant  | Compliant | Major                    | 1           | 0.3  |
| <b>Sub-Total</b>                     |   |  | <b>0.6</b>                         |                      |            |           |                          |             |  |
| <b>Naracoorte Lucindale Council</b>  |   |  |                                    |                      |            |           |                          |             |  |
| Bool Lagoon Road                     | Maaoupe Rd to 3.3km east  | T  | 3.3                                | Compliant            | Compliant  | Compliant | Major                    | 1           | 0.8  |
| Carters Road                         | Wimmera Highway intersection                                      | F  | 0.1                                | Minor                | Minor      | Major     | Major                    | 1           | DPTI   |
| Coles-Killanoola Road                | Start of seal (S-37.2117*) to Coles-Spence Road                   | F  | 1.4                                | Compliant            | Compliant  | Minor     | Major                    | 1           | 1.6  |
| Doolans Road / Aerodrome Road        | Riddoch Hwy to Airport Entrance                                   | C  | 1.5                                | Compliant            | Minor      | Major     | Major                    | 1           | 0.2  |
| Kingston Avenue                      | Wheeler Street to Donald Street                                   | F  | 0.9                                | Compliant            | Major      | Compliant | Major                    | 1           | 0.8  |
| Old Caves Road                       | Arthur Street to 700m south-east of Arthur Street (urban section) | T  | 0.7                                | Compliant            | Major      | Minor     | Major                    | 1           | 1.0  |
| Old Caves Road                       | 5km North of Caves Road to Caves Road                             | T  | 5.0                                | Compliant            | Major      | Minor     | Major                    | 1           | 1.6  |
| <b>Sub-Total</b>                     |   |  | <b>12.9</b>                        |                      |            |           |                          |             |  |
| <b>District Council of Robe</b>      |   |  |                                    |                      |            |           |                          |             |  |
| Bagdad Road                          | Southern Ports Hwy to Dairy Range Road                            | F  | 3.4                                | Compliant            | Major      | Minor     | Major                    | 1           | 0.3  |
| Barnett Swamp Road                   | Baxters Hill Road to 4km East of Baxters Hill Road                | F  | 4.0                                | Compliant            | Minor      | Minor     | Major                    | 1           | 0.2  |
| Dairy Range Road                     | Bagdad Road to Baxters Hill Road                                  | F  | 11.3                               | Compliant            | Major      | Minor     | Major                    | 1           | 0.5  |
| <b>Sub-Total</b>                     |   |  | <b>18.7</b>                        |                      |            |           |                          |             |  |
| <b>Tatiara District Council</b>      |   |  |                                    |                      |            |           |                          |             |  |
| Densley Road / Basketball Stadium Rd | Railway Terrace to Emu Flat Road                                  | F  | 1.0                                | Minor                | Major      | Minor     | Compliant                | 1           | 0.1  |
| Meatworks Road                       | Intersection with Pigeon Flat Rd                                  | F  | 0.2                                | Compliant            | Minor      | Minor     | Major                    | 1           | 0.3  |
| Meatworks Road                       | Intersection with Cannawigara Rd                                  | F  | 0.6                                | Compliant            | Minor      | Minor     | Major                    | 1           | 0.3  |
| Pigeon Flat Road                     | Ramsay Terrace to Meatworks Rd                                    | F,C  | 2.0                                | Minor                | Compliant  | Minor     | Major                    | 1           | 0.4  |
| Pigeon Flat Road                     | Meatworks Road to Cuppa Cup Road                                  | F,C  | 1.4                                | Minor                | Major      | Minor     | Major                    | 1           | 0.3  |
| Pigeon Flat Road                     | Cuppa Cup Road to Rowney Road                                     | C  | 4.3                                | Compliant            | Major      | Minor     | Minor                    | 1           | 0.5  |
| Railway Terrace S, Wolseley          | Ridgway Road to Railway Entrance                                  | F  | 0.5                                | Minor                | Major      | Compliant | Minor                    | 1           | 0.3  |
| Ramsay Terrace                       | Dukes Highway to Weir Drive                                       | F  | 0.2                                | Minor                | Major      | Major     | Major                    | 1           | 0.2  |
| Ramsay Terrace                       | Weir Drive to Bertha Street                                       | F  | 0.5                                | Minor                | Major      | Minor     | Minor                    | 1           | 0.2  |
| Ramsay Terrace                       | Bertha Street to Pigeon Flat Road                                 | F  | 1.0                                | Minor                | Major      | Minor     | Major                    | 1           | 0.3  |
| Vogelsang Road                       | Summers Road to Riddoch Highway                                   | F,C  | 1.2                                | Compliant            | Major      | Minor     | Compliant                | 1           | 0.3  |
| <b>Sub-Total</b>                     |   |  | <b>12.9</b>                        |                      |            |           |                          |             |  |
| <b>Wattle Range Council</b>          |   |  |                                    |                      |            |           |                          |             |  |
| Agricultural Bureau Drive            | Princes Highway (North) to Mount Burr Road                        | F  | 1.9                                | Compliant            | Compliant  | Compliant | Major                    | 1           | 0.1  |
| Belt Road                            | Sutherland Rd to Saleyards Road                                   | F  | 2.0                                | Compliant            | Minor      | Compliant | Major                    | 1           | 0.1  |
| Canunda Causeway                     | Canunda Frontage Road to Chainage 4650                            | T  | 4.6                                | Compliant            | Minor      | Compliant | Major                    | 1           | 0.2  |
| Cluain Lane                          | Clay Wells Road to Council Boundary                               | F  | 3.8                                | Compliant            | Minor      | Minor     | Major                    | 1           | 0.1  |
| Coles-Killanoola Road                | Start of seal (S-37.2117*) to Coles-Spence Road                   | F  | refer NLC                          | Compliant            | Compliant  | Minor     | Major                    | 1           | refer NLC  |
| Dergholm Road                        | Gordon Street to Shepherds Lane                                   | F  | 0.7                                | Compliant            | Major      | Minor     | Major                    | 1           | 0.1  |
| Dergholm Road                        | Shepherds Lane to Blight Road                                     | F  | 4.8                                | Compliant            | Major      | Minor     | Major                    | 1           | 0.1  |
| Kennedy Road                         | Kangaroo Flat Road to Chainage 900                                | F  | 0.9                                | Compliant            | Minor      | Minor     | Major                    | 1           | 0.1  |
| LDE Road                             | Chainage 5670 to Chainage 7520                                    | F  | 1.9                                | Compliant            | Minor      | Compliant | Major                    | 1           | 0.1  |
| Petticoat Lane                       | Portland Street to Roden Lane                                     | T  | 0.3                                | Compliant            | Minor      | Minor     | Major                    | 1           | 0.1  |
| Wandilo Forest Road                  | Kangaroo Flat Road to Council Boundary                            | F  | 6.2                                | Compliant            | Major      | Compliant | Major                    | 1           | 1.4  |
| Whites Road                          | Tantanoola Road to Chainage 95 (end of seal)                      | F  | 0.1                                | Compliant            | Minor      | Minor     | Major                    | 1           | 0.1  |
| Whites Road                          | Chainage 95 (end of seal) to Chainage 895 (end of road)           | F  | 0.8                                | Minor                | Major      | Minor     | Minor                    | 1           | 0.4  |
| <b>Sub-Total</b>                     |   |  | <b>28.0</b>                        |                      |            |           |                          |             |  |
| <b>TOTAL</b>                         |   |  | <b>98</b>                          |                      |            |           |                          |             | <b>16.7</b>  |

NOTE - Road deficiency assessments were carried out over the period November/December 2016. At that time, some of the road segments showing one or more major deficiencies, and initially included above as part of Action Plan 1, were scheduled to be upgraded in the 2016/17 financial year. While re-construction of these road segments may not be complete as at April 2017, they have been assumed as fully compliant at the end of the 2016/17 construction season. They have therefore been moved out of Action Plan 1 into the Compliant list. On the other hand, a few segments currently being upgraded are part of staged works, so they will remain on Action Plan 1, but with a reduced cost estimate, until the Regional Action Plans are next revised.

| Road                                | Segment Description (from/to)                           | Regional Routes<br>F/T/C or Combo -<br>( ) implies Locally<br>Important for this<br>category | Segment Length<br>(nearest 0.1 km) | Speed<br>Environment | Dimensions | Geometry  | Strength /<br>Durability | Action Plan | Cost for<br>Action Plan 1<br>Only (nearest<br>\$0.1 million) |
|-------------------------------------|---|--|------------------------------------|----------------------|------------|-----------|--------------------------|-------------|--|
| <b>District Council of Grant</b>    |   |  |                                    |                      |            |           |                          |             |  |
| Cafpirco Road                       | Burnda Road to Tollner Road                             | F,C  | 5.1                                | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Carpenter Rocks Road                | Bonney Street to Pelican Point Road                     | C  | 1.0                                | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Carpenter Rocks Road                | Pelican Point Road to Old Mill Road                     | C,T  | 8.8                                | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Carpenter Rocks Road                | Old Mill Road to Dixons Road                            | C,T  | 8.5                                | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Dry Creek Road                      | Donovans Road to Princess Margaret Rose Caves Road      | T  | 6.0                                | Minor                | Minor      | Major     | Minor                    | 2           |  |
| Grant Avenue                        | Carpenter Rocks Road to Riddoch Highway                 | F  | refer Mt G                         | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Hay Tce                             | Aslins Road to Dixons Road                              | C  | 0.8                                | Minor                | Major      | Minor     | Minor                    | 2           |  |
| Kilsby Road                         | Riddoch Highway to Glenelg River Road                   | F  | 2.9                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Laslett Road                        | Trevor Clarke Drive to Glenelg River Road               | F,T  | 5.8                                | Minor                | Major      | Major     | Compliant                | 2           |  |
| Lighthouse Road                     | Smiths Road to Springs Road                             | C,T  | 0.4                                | Minor                | Major      | Compliant | Compliant                | 2           |  |
| McEnroe Road                        | Riddoch Hwy to Armstrong Swamp Road                     | F  | 9.2                                | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Meyers Road                         | Blackfellows Caves Road to Megaws Lane                  | C,T  | 13.1                               | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Mingbool Road                       | Victorian Border to Paltridge Road                      | F  | 5.0                                | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Mingbool Road                       | Paltridge Road to Attamurra Road                        | F  | 13.7                               | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Nene Valley Road                    | Blackfellows Caves Road to Meyers Road                  | C  | 7.1                                | Compliant            | Major      | Major     | Minor                    | 2           |  |
| Paltridge Road                      | McEnroe Road to Mingbool Road                           | F  | 6.3                                | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Perkins Road                        | Aslins Road to Blackfellows Caves Road                  | C  | 0.3                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Pinehall Avenue (West)              | O'Leary Road to near Sunnysbrae Road                    | F  | refer Mt G                         | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Sea Parade                          | Springs Road to Compton Street                          | C,T  | 0.9                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Vorwerk Road                        | Princes Highway to Caroline Road                        | F,T  | 0.7                                | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Wandilo Forest Road                 | Blanche Young Forest Road to Riddoch Highway            | F  | 10.1                               | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| <b>Sub-Total</b>                    |   |  | <b>105.7</b>                       |                      |            |           |                          |             |  |
| <b>Kingston District Council</b>    |   |  |                                    |                      |            |           |                          |             |  |
| Old Coorong Road                    | Granites Road to Princes Highway                        | T  | 40.9                               | Minor                | Major      | Major     | Minor                    | 2           |  |
| <b>Sub-Total</b>                    |   |  | <b>40.9</b>                        |                      |            |           |                          |             |  |
| <b>Mount Gambier City Council</b>   |   |  |                                    |                      |            |           |                          |             |  |
| Crouch Street North                 | Jubilee Hwy East to Wireless Rd East                    | C  | 1.3                                | Compliant            | Minor      | Minor     | Major                    | 2           |  |
| Grant Avenue                        | White Avenue to Bay Road                                | F  | 2.1                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Pine Hall Avenue                    | O'Leary Road to near Sunnysbrae Road                    | F  | 1.1                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| <b>Sub-Total</b>                    |   |  | <b>4.5</b>                         |                      |            |           |                          |             |  |
| <b>Naracoorte Lucindale Council</b> |   |  |                                    |                      |            |           |                          |             |  |
| Boddingtons Road                    | Riddoch Hwy to 1.2km east                               | F  | 1.2                                | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Boddingtons Road                    | 1.2km east of Riddoch Hwy to Cadgee Road                | F  | 9.8                                | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Burgess Road                        | Wimmera Highway to end of seal                          | F  | 1.7                                | Minor                | Major      | Minor     | Minor                    | 2           |  |
| Cadgee Road                         | Carters Road to Boddingtons Road                        | F,C  | 11.3                               | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Cadgee Road                         | Boddingtons Road to Gap Road                            | C (F)  | 13.3                               | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Carters Road                        | 100m north Wimmera Highway to Cadgee Road               | F  | 4.0                                | Minor                | Major      | Minor     | Minor                    | 2           |  |
| Caves Road                          | Wonambi Road to Langkoop Road                           | T  | 4                                  | Minor                | Major      | Minor     | Compliant                | 2           |  |
| Coles-Spence Road                   | Reid Road to Coles-Killanoola Road                      | F  | 19.9                               | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Country Club Road                   | Gum Avenue to Lochaber West Road / Fairview Road        | C  | 0.4                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Gap Road                            | Frances-Bordertown Road to 5km west                     | C  | 5                                  | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Gooseneck Swamp Road                | Coles-Spence Road to end of Pavement                    | F  | 2.2                                | Major                | Major      | Minor     | Major                    | 2           |  |
| Gordon Street                       | Pethick Street to Butler Street                         | C  | 0.2                                | Minor                | Compliant  | Major     | Compliant                | 2           |  |
| Hynam Caves Road                    | Wimmera Hwy to Langkoop Road                            | T  | 8.6                                | Minor                | Major      | Minor     | Compliant                | 2           |  |
| Langkoop Rd                         | Arthur Street to Council Boundary                       | C  | 25                                 | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Lindsay Hood Road                   | Bool Lagoon Road to end of seal                         | T  | 0.5                                | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Lochaber Lane                       | Riddoch Highway to Lochaber West Road / Fairview Road   | C  | 12.6                               | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Lochaber West Road / Fairview Road  | Country Club Road to Lochaber Lane                      | C  | 28.1                               | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Moyhall Road                        | Brighton Road to Doolans Road (Aerodrome Road)          | C  | 1.8                                | Minor                | Minor      | Compliant | Major                    | 2           |  |
| Wrattenbully Road                   | 140.872187 * (change of road width) east to Edenhope Rd | C  | 7.3                                | Minor                | Major      | Minor     | Major                    | 2           |  |
| <b>Sub-Total</b>                    |   |  | <b>156.9</b>                       |                      |            |           |                          |             |  |
| <b>District Council of Robe</b>     |   |  |                                    |                      |            |           |                          |             |  |
| Nora Creina Road                    | Main Road to 6km South                                  | T,C  | 6.0                                | Minor                | Major      | Minor     | Minor                    | 2           |  |
| Nora Creina Road                    | 6km South of Main Road to Powells Road                  | T,C  | 13.5                               | Minor                | Major      | Minor     | Minor                    | 2           |  |
| Nora Creina Road                    | Powells Road to end                                     | T,C  | 2.8                                | Minor                | Major      | Minor     | Minor                    | 2           |  |
| Wrights Bay Road                    | Lings Road to Southern Ports Hwy                        | F  | 3.8                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| <b>Sub-Total</b>                    |   |  | <b>26.1</b>                        |                      |            |           |                          |             |  |
| <b>Tatiara District Council</b>     |   |  |                                    |                      |            |           |                          |             |  |
| Aerodrome Road                      | Dukes Highway to Aerodrome Road                         | C  | 1.9                                | Minor                | Major      | Major     | Minor                    | 2           |  |
| Bunker Road                         | Densley Road (Railway Terrace) to bunker access road    | F  | 0.6                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Cannawigara Road                    | Ramsay Terrace to Siding Road                           | F,C  | 8.8                                | Compliant            | Major      | Compliant | Compliant                | 2           |  |
| Creecoona Terrace                   | Dukes Highway to Tatiara Road                           | F  | 0.8                                | Minor                | Major      | Minor     | Compliant                | 2           |  |
| Dark Island Well Road               | Emu Flat Road to end of seal                            | F  | 2.6                                | Compliant            | Major      | Compliant | Compliant                | 2           |  |
| Don Hunts Road                      | Dukes Highway to Sidling                                | F  | 0.8                                | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Railway Crossing                    | Dukes Highway to Railway Terrace / Bunker Road          | F  | 0.1                                | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Railway Terrace, Keith              | Emu Flat Road to Bunker Road                            | F  | 1.4                                | Minor                | Major      | Minor     | Compliant                | 2           |  |
| Ridgway Road                        | Railway Terrace North to Dukes Hwy                      | F  | 4.4                                | Compliant            | Major      | Compliant | Major                    | 2           |  |
| Siding Road                         | Don Hunts Road to Cannawigara Road                      | F  | 5.1                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| South Terrace                       | Woolshed Street to Ramsay Terrace                       | C  | 1.4                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Tatiara Road                        | Creecoona Terrace to Railway Crossing                   | F,C  | 6.5                                | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Tatiara Road                        | Railway Crossing to West Terrace                        | F,C  | 6.0                                | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Victoria Parade                     | Marston Terrace to Creecoona Terrace                    | C  | 0.5                                | Compliant            | Compliant  | Compliant | Major                    | 2           |  |
| <b>Sub-Total</b>                    |   |  | <b>40.9</b>                        |                      |            |           |                          |             |  |
| <b>Wattle Range Council</b>         |   |  |                                    |                      |            |           |                          |             |  |
| Dergholm Road                       | Chainage 10530 to Border Road (SA/VIC Border)           | F  | 2.5                                | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Dergholm Road                       | Blight Road to Chainage 10530                           | F  | 5.0                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| Furner Road                         | Princes Highway to Reedy Lagoon Road                    | F,C  | 9.8                                | Minor                | Major      | Minor     | Major                    | 2           |  |
| Glencoe Road                        | Kangaroo Flat Road to Diagonal Road                     | C  | 4.6                                | Compliant            | Major      | Compliant | Compliant                | 2           |  |
| Hemmings Lane                       | Riddoch Highway to Chainage 3000                        | F  | 3.0                                | Minor                | Major      | Minor     | Minor                    | 2           |  |
| Kennedy Road                        | Chainage 900 to Overland Track                          | F  | 6.7                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| LDE Road                            | Chainage 7520 to Manga Road                             | F  | 2.3                                | Compliant            | Major      | Compliant | Minor                    | 2           |  |
| Logging Track                       | Princes Highway to Chainage 244                         | F  | 0.2                                | Compliant            | Major      | Major     | Minor                    | 2           |  |
| Lossie Road                         | Williams Road to Chainage 293                           | T (F)  | 0.3                                | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Lossie Road                         | Chainage 293 to Mayurra Road                            | T (F)  | 4.1                                | Compliant            | Major      | Minor     | Major                    | 2           |  |
| Lossie Road                         | Mayurra Road to Canunda Frontage Road                   | T (F)  | 2.1                                | Compliant            | Major      | Minor     | Compliant                | 2           |  |
| McEnroe Road                        | Riddoch Highway to Armstrong Swamp Road                 | F  | refer NLC                          | Compliant            | Major      | Minor     | Minor                    | 2           |  |
| Memorial Drive                      | Riddoch Highway to Wynns Gate                           | F  | 1.3                                | Compliant            | Major      | Compliant | Compliant                | 2           |  |

| Road                      | Segment Description (from/to)               | Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category | Segment Length (nearest 0.1 km) | Speed Environment | Dimensions | Geometry | Strength / Durability | Action Plan | Cost for Action Plan 1 Only (nearest \$0.1 million) |
|---------------------------|---|--|---------------------------------|-------------------|------------|----------|-----------------------|-------------|---|
| Ockley Road / Border Road | Casterton Road to 1km sth of Shepherds Lane | F  | 6.4                             | Compliant         | Major      | Minor    | Compliant             | 2           |   |
| Ockley Road / Border Road | 1km sth of Shepherds Lane to Shepherds Lane | F  | 1.0                             | Compliant         | Major      | Minor    | Minor                 | 2           |   |
| Seven Sisters Road        | Riddoch Highway to Chainage 8379            | F  | 8.4                             | Compliant         | Major      | Minor    | Compliant             | 2           |   |
| Tower Road                | Riddoch Highway to Casterton Road           | F  | 11.0                            | Minor             | Major      | Minor    | Major                 | 2           |   |
| <b>Sub-Total</b>          |   |  | <b>68.7</b>                     |                   |            |          |                       |             |   |

**TOTAL**

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| Road                                | Segment Description (from/to)                         | Regional Routes<br>F/T/C or Combo -<br>( ) implies Locally<br>Important for this<br>category | Segment Length<br>(nearest 0.1 km) | Speed<br>Environment | Dimensions | Geometry  | Strength /<br>Durability | Action Plan | Cost for<br>Action Plan 1<br>Only (nearest<br>\$0.1 million) |
|-------------------------------------|---|--|------------------------------------|----------------------|------------|-----------|--------------------------|-------------|--|
| <b>District Council of Grant</b>    |   |  |                                    |                      |            |           |                          |             |  |
| Airport Road                        | Airport Entrance to Riddoch Hwy                       | C  | 0.8                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Attamurra Road                      | Worrolong Road to Bishop Road                         | F,C  | 1.2                                | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Attamurra Road                      | Bishop Road to Wireless Road                          | F,C  | refer Mt G                         | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Attamurra Road                      | Wireless Road to Sycamore Road                        | F,C  | refer Mt G                         | Minor                | Minor      | Minor     | Compliant                | 3           |  |
| Blackfellows Caves                  | Hammer Parade to Perkins Road                         | C,T  | 9.7                                | Compliant            | Minor      | Minor     | Compliant                | 3           |  |
| Border Road South                   | Donovans Road to Glenelg River Road                   | T  | 2.9                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Burrungule Road                     | Princes Highway to Carpenter Rocks Road               | C  | 12.1                               | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Caroline Road                       | Yahl Road to Vorwerk Road                             | F  | 5.0                                | Compliant            | Minor      | Compliant | Minor                    | 3           |  |
| Caroline Road                       | Vorwerk Road to Mount Sinai Road                      | F,T  | 5.2                                | Compliant            | Minor      | Compliant | Minor                    | 3           |  |
| Caroline Road                       | Mount Sinai Road to Princess Margaret Rose Caves Road | T  | 5.8                                | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Donovans Road                       | Glenelg River Road to Dry Creek Road                  | C  | 3.8                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Ewan Ponds Road                     | Lower Nelson Road to End of Road                      | T  | 0.7                                | Compliant            | Minor      | Compliant | Minor                    | 3           |  |
| Fairbanks Road                      | Glenelg Highway to Princes Highway                    | F  | 5.4                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Hammer Parade                       | Pelican Point Road to Saunders Road                   | C,T  | 0.8                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Lower Nelson Road                   | Riddoch Highway to Youngs Road                        | T  | 5.8                                | Compliant            | Minor      | Minor     | Compliant                | 3           |  |
| Lower Nelson Road                   | Youngs Road to Peacocks Road                          | T  | 2.5                                | Minor                | Minor      | Minor     | Minor                    | 3           |  |
| Old Boundary Road                   | Megaws Lane to Yatemens Road                          | C,T  | 3.2                                | Compliant            | Minor      | Minor     | Compliant                | 3           |  |
| Old Boundary Road                   | Yatemens Road to Riddoch Highway                      | C  | 8.6                                | Compliant            | Minor      | Minor     | Compliant                | 3           |  |
| O'Leary Road                        | Pinehall Avenue to Wireless Road West                 | F  | refer Mt G                         | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Pelican Point Road                  | Hammer Parade to Carpenters Rocks Road                | C,T  | 5.9                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Pinehall Avenue (East)              | near Sunnybrae Road to Riddoch Highway                | F  | refer Mt G                         | Compliant            | Compliant  | Minor     | Minor                    | 3           |  |
| Princess Margaret Rose Caves Road   | Dry Creek Road to Caroline Road                       | T  | 3.8                                | Compliant            | Minor      | Minor     | Compliant                | 3           |  |
| Ruwoldt Road                        | Dohle Road to Caroline Road                           | F  | 3.2                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Sassanowsky Road                    | Wireless Road West to Princes Highway                 | C  | 0.9                                | Minor                | Minor      | Compliant | Compliant                | 3           |  |
| Sea Parade                          | Compton Street to Standish Street                     | C,T  | 1.5                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Smiths Road / Diagonal Road         | Pannells Road to Lighthouse Road                      | C,T  | 6.6                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Square Mile Road                    | Glenelg River Road to Yahl Road                       | F  | 3.3                                | Compliant            | Minor      | Compliant | Minor                    | 3           |  |
| Tollner Road                        | Jubilee Highway West to Milton Street                 | F,C  | 1.5                                | Compliant            | Minor      | Minor     | Compliant                | 3           |  |
| Tollner Road                        | Milton Street to White Avenue                         | F  | refer Mt G                         | Minor                | Compliant  | Compliant | Minor                    | 3           |  |
| Worrolong Road                      | Riddoch Hwy to Attamurra Road                         | F  | 3.4                                | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Worrolong Road                      | Attamurra Road to Preece Road                         | F,C  | 1.2                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Worrolong Road                      | Preece Road to Glenelg Highway                        | F  | 2.9                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Yahl Hall Road                      | Glenelg River Road to Yahl Road                       | C  | 3.3                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Yahl Road                           | Princes Highway to Yahl Hall Road                     | C  | 3.7                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Yatemens Road                       | Old Boundary Road to Pannells Road                    | C,T  | 1.8                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
|                                     | <b>Sub-Total</b>                                      |  | <b>116.5</b>                       |                      |            |           |                          |             |  |
| <b>Kingston District Council</b>    |   |  |                                    |                      |            |           |                          |             |  |
| Agnes Street                        | East Terrace to Hanson Street                         | C,T  | 0.8                                | Minor                | Compliant  | Compliant | Compliant                | 3           |  |
| Agnes Street                        | Hanson Street to Cooke Street                         | C  | 0.5                                | Minor                | Compliant  | Compliant | Compliant                | 3           |  |
| Gofflinks Road                      | Marine Parade to Southern Port Highway                | T  | 1.1                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Old Coorong Road                    | Princes Highway to Granites Road                      | T  | 2.4                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
|                                     | <b>Sub-Total</b>                                      |  | <b>4.8</b>                         |                      |            |           |                          |             |  |
| <b>Mount Gambier City Council</b>   |   |  |                                    |                      |            |           |                          |             |  |
| Allison Street                      | Wehl St Nth to Penola Road                            | C  | 0.6                                | Minor                | Minor      | Minor     | Compliant                | 3           |  |
| Attamurra Road                      | Jubilee Hwy East to Bishop Road                       | F,C  | 3.0                                | Minor                | Minor      | Minor     | Compliant                | 3           |  |
| Avey Road                           | Tollner Road to Commercial St West                    | F  | 0.9                                | Minor                | Minor      | Compliant | Compliant                | 3           |  |
| Boandik Terrace                     | Crouch Street Sth to Pick Avenue                      | C  | 1.2                                | Minor                | Minor      | Compliant | Compliant                | 3           |  |
| Brownes Road                        | White Avenue to Wilson Street                         | C  | 0.8                                | Minor                | Minor      | Compliant | Minor                    | 3           |  |
| Commercial Street East              | Bay Road to Pick Avenue                               | C,T  | 1.8                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Commercial Street West              | Sutton Avenue to Bay Road                             | C  | 1.7                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Crouch Street North                 | Commercial Street East to Jubilee Hwy East            | C,T  | 0.3                                | Minor                | Minor      | Compliant | Minor                    | 3           |  |
| Davison Drive                       | Haig Drive to end                                     | T  | 0.7                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Elliot Drive                        | Davison Dr to End                                     | T  | 0.8                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Ferrers Street                      | Sturt St to Commercial St East                        | T  | 0.2                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Graham Road                         | Commercial St West to Jubilee Highway West            | F  | 0.6                                | Minor                | Compliant  | Compliant | Minor                    | 3           |  |
| Haig Drive                          | Davison Dr to Davison Dr                              | T  | 1.0                                | Minor                | Compliant  | Minor     | Compliant                | 3           |  |
| Heath Street                        | Acacia Street to Fatch Street                         | E  | 0.4                                | Minor                | Compliant  | Compliant | Minor                    | 3           |  |
| Hosking Street                      | Newsham Ave to Lake Tce East                          | C  | 0.4                                | Compliant            | Compliant  | Minor     | Minor                    | 3           |  |
| John Watson Drive                   | Bay Road to Bay Road                                  | T  | 2.6                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Lake Terrace East                   | Bay Road to Dohle Rd                                  | F  | 4.0                                | Minor                | Compliant  | Compliant | Minor                    | 3           |  |
| Lewis Avenue                        | Lake Tce East to End                                  | F  | 0.4                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Margaret Street                     | Wehl St Sth to Bay Rd                                 | F,C  | 0.6                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| North Terrace                       | Crouch Street Nth to Livingston Street                | E  | 0.4                                | Minor                | Compliant  | Compliant | Minor                    | 3           |  |
| O'Halloran Terrace                  | Wehl Street South to Riddoch Hwy                      | E  | 0.8                                | Minor                | Compliant  | Compliant | Compliant                | 3           |  |
| O'Leary Road                        | Wireless Road West to Pinehall Avenue                 | F  | 1.2                                | Compliant            | Compliant  | Minor     | Minor                    | 3           |  |
| O'Leary Road                        | Jubilee Hwy West to Wireless Road West                | F,C  | 1.1                                | Minor                | Compliant  | Compliant | Minor                    | 3           |  |
| Pinehall Avenue (East)              | near Sunnybrae Road to Riddoch Highway                | F  | 1.7                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Queens Avenue                       | Wehl St Nth to Penola Road                            | E  | 0.6                                | Minor                | Minor      | Minor     | Minor                    | 3           |  |
| Thurston Street                     | Brownes Rd to Commercial St West                      | C  | 0.1                                | Minor                | Minor      | Compliant | Compliant                | 3           |  |
| Tollner Road                        | Milton Street to White Avenue                         | F  | 2.0                                | Minor                | Compliant  | Compliant | Compliant                | 3           |  |
| Wehl Street North                   | Commercial St West to Jubilee Highway West            | F  | 0.6                                | Minor                | Minor      | Compliant | Compliant                | 3           |  |
| Wehl Street North                   | Fatch Street to Queens Avenue                         | F,C  | 0.0                                | Minor                | Minor      | Compliant | Compliant                | 3           |  |
| Wehl Street South                   | Margaret Street to Commercial Street West             | F  | 0.5                                | Minor                | Minor      | Compliant | Minor                    | 3           |  |
| Willow Avenue                       | Jubilee Hwy West to Roundabout                        | E  | 0.4                                | Minor                | Minor      | Compliant | Compliant                | 3           |  |
| Wilson Street                       | Brownes Rd to Commercial St                           | C  | 0.1                                | Minor                | Minor      | Compliant | Minor                    | 3           |  |
| Wireless Road East                  | Crouch Street Nth to Attamurra Road                   | F  | 2.9                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
| Wireless Road East                  | Penola Road to Crouch Street Nth                      | F,C  | 0.5                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Wireless Road West                  | O'Leary Road to Penola Road                           | F,C  | 2.8                                | Compliant            | Compliant  | Compliant | Minor                    | 3           |  |
|                                     | <b>Sub-Total</b>                                      |  | <b>35.1</b>                        |                      |            |           |                          |             |  |
| <b>Naracoorte Lucindale Council</b> |   |  |                                    |                      |            |           |                          |             |  |
| Arthur Street                       | Smith Street / Wimmera Hwy to Pinkerton Road          | C,T  | 1.5                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Bool Lagoon West Road               | Maaup Road to Moyhall Road                            | T  | 1.9                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Brighton Drive                      | Deviation Road to Moyhall Road                        | F  | 0.6                                | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Cadgee Road                         | Sandstone Avenue to Carters Road                      | C  | 5.0                                | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Charcutt Road                       | Diagonal Road to Coles-Killanoola Road                | F  | 10.4                               | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Coles-Killanoola Road               | Diagonal Road to Charcutt Road                        | F  | 7.3                                | Compliant            | Minor      | Minor     | Compliant                | 3           |  |
| Coles-Killanoola Road               | Charcutt Road to start of seal (S-37.2117°)           | F  | 4.9                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Diagonal Road                       | Callendale Road to Charcutt Road                      | F  | 6.8                                | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Diagonal Road                       | Charcutt Road to Council Boundary                     | F  | 12.2                               | Compliant            | Minor      | Minor     | Minor                    | 3           |  |
| Doolans Road / Aerodrome Road       | Airport Entrance to Moyhall Road                      | C  | 0.6                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Gap Road                            | 5km west of Frances-Bordertown Road to Cadgee Road    | C  | 9.4                                | Compliant            | Compliant  | Minor     | Compliant                | 3           |  |
| Gordon Street                       | Church Street (on McRae St) to Pethick Street         | C  | 0.2                                | Compliant            | Minor      | Compliant | Compliant                | 3           |  |
| Gordon Street                       | Butler Terrace to Cathness Avenue                     | C  | 0.5                                | Minor                | Compliant  | Compliant | Compliant                | 3           |  |

| Road                            | Segment Description (from/to)                               | Regional Routes F/T/C or Combo - ( ) implies Locally Important for this category | Segment Length (nearest 0.1 km) | Speed Environment | Dimensions | Geometry  | Strength / Durability | Action Plan | Cost for Action Plan 1 Only (nearest \$0.1 million) |
|---------------------------------|---|--|---------------------------------|-------------------|------------|-----------|-----------------------|-------------|---|
| MacDonnell Street               | Stewart Terrace to Omerod Street                            | C  | 0.9                             | Minor             | Compliant  | Compliant | Compliant             | 3           |   |
| Moyhall Road                    | Deviation Road (Riddoch Highway) to Brighton Road           | F,C  | 0.2                             | Minor             | Minor      | Compliant | Compliant             | 3           |   |
| Sandstone Ave                   | Smith Street to Playford Drive                              | C  | 0.7                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Wrattonbully Road               | Riddoch Hwy to 140.872187 ° east (change of road width)     | C  | 5.1                             | Compliant         | Minor      | Minor     | Minor                 | 3           |   |
| <b>Sub-Total</b>                |   |  | <b>68.2</b>                     |                   |            |           |                       |             |   |
| <b>District Council of Robe</b> |   |  |                                 |                   |            |           |                       |             |   |
| Barnett Swamp Road              | 4km East of Baxters Hill Road to Princes Hwy                | F  | 4.8                             | Compliant         | Minor      | Compliant | Minor                 | 3           |   |
| Boatswain Point Road            | Southern Ports Hwy to Sneath Rd                             | T,C  | 5.3                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| <b>Sub-Total</b>                |   |  | <b>10.1</b>                     |                   |            |           |                       |             |   |
| <b>Tatiara District Council</b> |   |  |                                 |                   |            |           |                       |             |   |
| Cannawigara Road                | Tatiara Terrace to Ramsay Terrace                           | C  | 1.0                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Cannawigara Road                | Siding Road Monkey Bridge Road                              | C  | 2.8                             | Compliant         | Compliant  | Minor     | Compliant             | 3           |   |
| Crocker Street                  | West Street to Tatiara Terrace                              | C  | 0.1                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Eastern Service Road            | Racecourse Road to Senior Road                              | C  | 0.4                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Emu Flat Road                   | Dukes Highway to Ngarkat Highway                            | F,C  | 34.5                            | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Garrard Road / Snoad Road       | Railway Terrace South to grain bunker entrance              | F  | 0.5                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Hill Avenue                     | Riddoch Highway to Memorial Avenue                          | C  | 0.8                             | Minor             | Compliant  | Compliant | Compliant             | 3           |   |
| Makin Street                    | Dukes Highway to Tolmer Terrace                             | C  | 0.2                             | Compliant         | Compliant  | Minor     | Compliant             | 3           |   |
| Meatworks Road                  | Dukes Highway to Pigeon Flat Road (excl 2 intersections)    | F  | 4.2                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Meatworks Road                  | 100m south of Tatiara Meatworks Entrance to Naracoorte Road | F  | 1.4                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Mount Charles Road              | Riddoch Highway to Cadzow Road                              | C  | 12.9                            | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Naracoorte Road, Keith          | Tolmer Terrace to Riddoch Highway                           | C  | 1.3                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Padthaway Road                  | Rowney Road to Barker Road                                  | F,C  | 30.6                            | Compliant         | Minor      | Minor     | Minor                 | 3           |   |
| Range Road                      | Riddoch Highway to Hundred Line Road                        | C  | 11.0                            | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Senior Road                     | Eastern Service Road to CH21000                             | C  | 21.0                            | Compliant         | Minor      | Compliant | Minor                 | 3           |   |
| Stirling Road                   | Riddoch Highway to Dukes Highway                            | F  | 2.2                             | Minor             | Compliant  | Compliant | Compliant             | 3           |   |
| <b>Sub-Total</b>                |   |  | <b>124.9</b>                    |                   |            |           |                       |             |   |
| <b>Wattle Range Council</b>     |   |  |                                 |                   |            |           |                       |             |   |
| Aberle Street                   | Boandik Drive to End of Road                                | F  | 0.1                             | Minor             | Compliant  | Compliant | Compliant             | 3           |   |
| Cameron Street                  | Riddoch Highway to Portland Street                          | T  | 0.1                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Canunda Frontage Road           | Poonada Road to Cannunda Causeway                           | T (F)  | 15.2                            | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Coles-Killanoola Road           | Diagonal Road to Charrutt Road                              | F  | refer NLC                       | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Coles-Killanoola Road           | Charrutt Road to start of seal (S -37.2117°)                | F  | refer NLC                       | Compliant         | Compliant  | Minor     | Compliant             | 3           |   |
| Diagonal Road                   | V&A Lane / Coles Killanoola Road to Clay Wells Road         | F  | 4.7                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Eliza Street                    | Watson Street to Eyre Street                                | T  | 1.1                             | Minor             | Compliant  | Compliant | Compliant             | 3           |   |
| Elizabeth Street                | Riddoch Highway to Portland Street                          | T  | 0.1                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Glens Lane                      | Princes Highway to KCA Gate                                 | F  | 1.0                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Gordon Street                   | South Terrace to Dergholm Road                              | F  | 1.6                             | Minor             | Minor      | Compliant | Compliant             | 3           |   |
| Logging Track                   | Chainage 244 to Sawmill Track                               | F  | 10.4                            | Compliant         | Compliant  | Minor     | Minor                 | 3           |   |
| Ockley Road / Border Road       | Shepherds Lane to Start of seal                             | F  | 1.8                             | Compliant         | Compliant  | Minor     | Compliant             | 3           |   |
| Ockley Road / Border Road       | Start of seal to End of Seal (Old Telegraph Rd)             | F  | 4.8                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Ockley Road / Border Road       | End of Seal (Old Telegraph Rd) to Dergholm Road             | F  | 1.8                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Poonada Road                    | Whites Road to Canunda Frontage Road                        | T  | 6.1                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Portland Street                 | Elizabeth Street to John Street                             | T  | 0.3                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Portland Street                 | John Street to Change of width (S -37.3730°)                | T  | 0.1                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Portland Street                 | Change of width (S -37.3730°) to Cameron Street             | T  | 0.2                             | Compliant         | Minor      | Compliant | Compliant             | 3           |   |
| Portland Street                 | Cameron Street to Julian Street                             | T  | 0.7                             | Minor             | Compliant  | Compliant | Compliant             | 3           |   |
| Saleyards Road                  | Belt Road to McIntyre Road                                  | F  | 0.3                             | Compliant         | Minor      | Minor     | Compliant             | 3           |   |
| Seven Sisters Road              | Chainage 8379 to Nangwarry Station Road / Bittners Road     | F  | 1.7                             | Compliant         | Minor      | Minor     | Minor                 | 3           |   |
| Southend Access Road            | Southern Ports Highway to Watson Street                     | F,C,T  | 4.5                             | Minor             | Minor      | Minor     | Compliant             | 3           |   |
| <b>Sub-Total</b>                |   |  | <b>56.6</b>                     |                   |            |           |                       |             |   |
| <b>TOTAL</b>                    |   |  | <b>416</b>                      |                   |            |           |                       |             |   |

| Road                                | Segment Description (from/to)  | Regional Routes<br>F/T/C or Combo -<br>( ) implies Locally<br>Important for this<br>category | Segment Length<br>(nearest 0.1 km) | Speed<br>Environment | Dimensions       | Geometry         | Strength /<br>Durability | Action Plan | Cost for<br>Action Plan 1<br>Only (nearest<br>\$0.1 million) |
|-------------------------------------|--|--|------------------------------------|----------------------|------------------|------------------|--------------------------|-------------|--|
| <b>District Council of Grant</b>    |  |  |                                    |                      |                  |                  |                          |             |  |
| Nene Valley Shacks Road             | Meyers Road to Fishermans Lane                                       | C  | 3.7                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Piccaninnie Ponds Road              | Glenelg River Road to end of road                                    | T  | 3.6                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
|                                     | <b>Sub-Total</b>   |  | <b>7.3</b>                         |                      |                  |                  |                          |             |  |
| <b>Kingston District Council</b>    |  |  |                                    |                      |                  |                  |                          |             |  |
| Cooke Street                        | Agnes Street to Young Street   | C  | 0.2                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Hanson Street                       | Holland Street to Marine Parade                                      | C,T  | 0.2                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Holland Street                      | Agnes Street to Hanson Street  | C,T  | 0.3                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Marine Parade                       | Hanson Street to Gofflinks Road                                      | T  | 3.1                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Young Street                        | Cooke Street to Southern Port Highway                                | C  | 0.8                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
|                                     | <b>Sub-Total</b>   |  | <b>4.6</b>                         |                      |                  |                  |                          |             |  |
| <b>Mount Gambier City Council</b>   |  |  |                                    |                      |                  |                  |                          |             |  |
| Crouch Street South                 | Gwendoline St to Commercial Street East                              | C  | 0.6                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Davison Drive                       | Bay Road to Haig Drive   | T  | 1.2                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| <b>Fartch Street</b>                | <b>Wehl St Nth to Heath Street</b>                                   | <b>E</b>   | <b>0.2</b>                         | <b>Compliant</b>     | <b>Compliant</b> | <b>Compliant</b> | <b>Compliant</b>         | <b>N/A</b>  |  |
| Jane Street                         | Wehl St Nth to Elizabeth St  | C  | 0.2                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Newsham Street                      | Pick Ave to Hosking Ave  | C  | 0.1                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| St Martins Drive                    | Crouch Street Nth to School Entry                                    | C  | 0.7                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
|                                     | <b>Sub-Total</b>   |  | <b>2.8</b>                         |                      |                  |                  |                          |             |  |
| <b>Naracoorte Lucindale Council</b> |  |  |                                    |                      |                  |                  |                          |             |  |
| Bool Lagoon Road                    | Riddoch Highway to 10km west   | T  | 10.0                               | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Butler Terrace                      | Smith Street (Wimmera Hwy) to McCoy Street                           | F  | 0.6                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Church Street                       | McCrae Street to Gordon Street                                       | C  | 0.0                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Gum Avenue                          | Musgrave Avenue to Country Club Road                                 | C  | 0.1                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| McCrae Street                       | Smith Street to Church Street  | C  | 0.3                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| McCrae Street                       | Ormerod Street to Smith Street                                       | C  | 0.1                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Moyhall Road (near Bool Lagoon)     | Limberts Road to Bool Lagoon West                                    | T  | 6.8                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Old Caves Road                      | 700m south-east of Arthur Street to 5km North of Caves Road          | T  | 3.4                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Ormerod Street                      | Sandstone Avenue to MacDonnell Street                                | C  | 0.6                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
|                                     | <b>Sub-Total</b>   |  | <b>21.9</b>                        |                      |                  |                  |                          |             |  |
| <b>District Council of Robe</b>     |  |  |                                    |                      |                  |                  |                          |             |  |
| N/A                                 |  |  |                                    |                      |                  |                  |                          |             |  |
|                                     | <b>Sub-Total</b>   |  | <b>0.0</b>                         |                      |                  |                  |                          |             |  |
| <b>Tatiara District Council</b>     |  |  |                                    |                      |                  |                  |                          |             |  |
| Crocker Street                      | Woolshed Street to West Street                                       | C  | 0.3                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| DeCoursey Street                    | Woolshed Street to East Terrace                                      | C  | 0.2                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Don Hunts Road                      | Sidling to CH 3400   | F  | 2.6                                | Compliant            | Compliant        | Compliant        | Major                    | N/A         |  |
| East Terrace                        | DeCoursey Street to Benjamin Street                                  | C  | 0.1                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Meatworks Road                      | Pigeon Flat Road to 100m south of Tatiara Meatworks Rd entrance      | F  | 0.9                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Possum Park Drive                   | Benjamin Street to Victoria Parade                                   | C  | 0.4                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Racecourse Road                     | Dukes Highway to Eastern Service Road                                | C  | 0.0                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Railway Terrace N, Wolseley         | West Terrace to Ridgway  | F,C  | 0.9                                | Compliant            | Compliant        | Compliant        | Minor                    | N/A         |  |
| Ridgway Road                        | Railway Terrace South to Railway Terrace North                       | F  | 0.1                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Victoria Parade                     | Naracoorte Road to Marston Terrace                                   | C  | 0.9                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Vogelsang Road                      | Barker Road to Summers Road  | F,C  | 0.3                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Western Service Road                | Dukes Highway to Dukes Highway (north western end)                   | F  | 0.7                                | Compliant            | Compliant        | Compliant        | Minor                    | N/A         |  |
| Woolshed Street                     | North Terrace to South Terrace                                       | C  | 0.5                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
|                                     | <b>Sub-Total</b>   |  | <b>7.9</b>                         |                      |                  |                  |                          |             |  |
| <b>Wattle Range Council</b>         |  |  |                                    |                      |                  |                  |                          |             |  |
| Aberle Street                       | Unsealed Access to Belt Rd to Boandik Drive                          | F  | 0.3                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Agricultural Bureau Drive           | Mount Burr Road to Princes Highway (South)                           | F  | 11.4                               | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Belt Road                           | Adelaide Road to Sutherland Rd                                       | F  | 0.5                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Canunda Causeway                    | Chainage 4650 to Chainage 5900 (end of road - former landfill gate)) | T  | 1.3                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| Manga Road                          | Atlantic Heath Road to Clay Wells Road                               | F  | 6.5                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
| POW Lane                            | Riddoch Highway to Armstrong Swamp Road                              | F  | 8.0                                | Compliant            | Compliant        | Compliant        | Compliant                | N/A         |  |
|                                     | <b>Sub-Total</b>   |  | <b>28.0</b>                        |                      |                  |                  |                          |             |  |
| <b>TOTAL</b>                        |  |  | <b>73</b>                          |                      |                  |                  |                          |             |  |

## **Appendix B**

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Summary of Submissions



Funding application summaries  
 (with notes from RSTWA Mtg  
 on 3 Apr 17)  
 JCO

**Local Government Transport Advisory Panel**

**FUNDING APPLICATION  
 SPECIAL LOCAL ROADS PROGRAM 2017-18**

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

**1. PROJECT SUMMARY (please complete all details in this box)**

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast Local Government Association           |
| <b>Council</b>                                       | District Council of Grant                              |
| <b>Contact Name</b>                                  | Adrian Schutz  |
| <b>Contact Email</b>                                 | Adrian.schutz@dcgrant.sa.gov.au                        |
| <b>Road Name</b>                                     | Mingbool Road  |
| <b>Timeframe (Continuing Project or New Project)</b> | This project has not received SLRP funding previously. |

|   | <b>2017-18 Application</b> | <b>Project Total (3-year Project)</b> |
|---|----------------------------|---------------------------------------|
| <b>Estimated Cost (\$)</b>                                | \$400,000                  | \$1.2m                                |
| <b>Length of Road (Km)</b>                                | 2kms                       | 5.8kms                                |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 100                        | 100                                   |
| <b>Amount Sought (\$)</b>                                 | \$200,000                  | \$600,000                             |
| <b>Council Contribution (\$)</b>                          | \$200,000                  | \$600,000                             |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Mingbool Road extends from the turn off at the Riddoch Highway, north of Mount Gambier, to the Victorian border. The road sits within the 'Green Triangle Region', the area in South West Victoria and South East of South Australia.

The road is classified freight.

The project will be undertaken in 3 stages:

Stage 1 – Commencement of Worrolong Road to Peeweena Road Junction – 2km

Stage 2 - Peeweena Road Junction to Kennedy Ave – 2.2km

Stage 3 - Kennedy Avenue to Attamurra Road – 1.6km

~~This application is for Stage 1.~~

Mingbool Road is a heavy vehicle by-pass and provides access for commodity freight to the A1 Princes Highway into Victoria for the horticulture, agriculture, dairy and forestry industries residing north of the City of Mount Gambier (See Appendix 3).

Mingbool Road is a main access road for the Warrnambool Cheese and Butter Factory of which 75% of their product from their Mil-lal site is freighted to the Riddoch Highway via Mingbool Road (See Attached Email). Commodities such as potatoes and milk, produced east of the Riddoch Highway are freighted via Mingbool Road and the Riddoch Highway to Adelaide or via Mingbool Road and on to Victorian processing facilities. Mingbool Road is a heavy vehicle by pass for stock transport from the Mount Gambier saleyards to various locations north of the City of Mount Gambier.

Mingbool Road also forms part of a bus and commuter access route for the Mil-Lal school and surrounding communities.

All roads are currently sealed through to the Victorian border, however the road is not fit for purpose as it is too narrow and requires widening. The road also causes discomfort and is unsafe for users particularly in wet weather conditions (See Attached Safety Audit).

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Addressed in Section 2(a)

2. **A map showing the location of the project has been included.**

Yes, attached as appendix 3 – Funding application section, in yellow

3. **If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

### **Primary – Freight**

Mingbool Road is a Heavy Vehicle By-Pass and B-Double Access route providing access for vehicles to Victoria for the horticulture, agriculture, dairy and forestry industries residing north of the City of Mount Gambier. Mingbool Road also provides access to the Riddoch



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

|  |   |
|--|---|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast Local Government Association          |
| <b>Council</b>                                       | District Council of Grant                             |
| <b>Contact Name</b>                                  | Adrian Schutz   |
| <b>Contact Email</b>                                 | adrian.schutz@dcgrant.sa.gov.au                       |
| <b>Road Name</b>                                     | Post Office Road                                      |
| <b>Timeframe (Continuing Project or New Project)</b> | This project has not received SLRP funding previously |

|  | <b>2017-18 Application</b> | <b>Project Total</b> |
|--|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                       | 450,000                    | 450,000              |
| <b>Length of Road (Km)</b>                                       | 2.2                        | 2.2                  |
| <b>% Gap Closed</b><br>(Refer to <b>Section 3</b> of Guidelines) | 100                        | N/A                  |
| <b>Amount Sought (\$)</b>  | 225,000                    | 225,000              |
| <b>Council Contribution (\$)</b>                                 | 225,000                    | 225,000              |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Post Office Road extends from the turn off at the Riddoch Highway, south of Mount Gambier and becomes Laslett Road connecting to the Glenelg River Road which continues on to the Victorian Border and to Portland.

*at Trevor Clarke Drive,*

Laslett Road has been upgraded, however Post Office Road remains incomplete.

The road sits within the 'Green Triangle Region', the area in South West Victoria and South East of South Australia.

*as Regionally Significant for*

The road is classified freight and is a designated Heavy Vehicle By-Pass Road.

Post Office Road provides freight transport for enterprises to the west and south of the City of Mount Gambier. Commodities are freighted via Post Office Road onto the Glenelg River Road (which becomes the Portland-Nelson Road) to the Port of Portland for export or onto other Victoria processing facilities. This includes but is not limited to bulk tanker transport for milk and harvested timber on B-Double trucks.

Post Office Road provides access for live cattle transport to the Mount Gambier Saleyards.

Post Office Road also forms part of a tourism access route to the Mount Shank State Heritage Area. Access to Mount Shank is via Post Office Road which connects to Mountain Path Road.

All roads are currently sealed through to the Victorian border, however the road is not fit for purpose as it is too narrow and requires widening. Tree removal and side road hazard removal will occur with the widening of the road.

The pavement is also failing and has roughness thus the road also causes discomfort and is unsafe for users particularly in wet weather conditions.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Addressed in Section 2(a)

2. **A map showing the location of the project has been included.**

Yes / No

3. **If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY:

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast LGA  |
| <b>Council</b>                                       | City of Mount Gambier  |
| <b>Contact Name</b>                                  | Daryl Morgan   |
| <b>Contact Email</b>                                 | <a href="mailto:dmorgan@mountgambier.sa.gov.au">dmorgan@mountgambier.sa.gov.au</a> |
| <b>Road Name</b>                                     | Caldwell Street (Elizabeth St to Gray St)  |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project – 2017-2018 FY   |

|   | <b>2017-18 Application</b> | <b>Project Total</b> |
|---|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                | \$140,000                  | \$140,000            |
| <b>Length of Road (Km)</b>                                | 0.2                        | 0.2                  |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 100                        | N/A                  |
| <b>Amount Sought (\$)</b>                                 | \$70,000                   | \$70,000             |
| <b>Council Contribution (\$)</b>                          | \$70,000                   | \$70,000             |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Reconstruction of road pavement to full depth and replacement of water table and kerb where required.

Pavement has reached the end of its life and requires replacement in order to maintain service levels

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Caldwell Street provides direct access to a number of key community facilities such as a shopping precinct, aged care facility and Families SA regional office

- 2. A map showing the location of the project has been included.**

Yes /~~No~~ refer to attached

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**

Identified as a regionally significant community access route that provides direct access to a number of key community facilities.



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at  
[www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY:

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast LGA  |
| <b>Council</b>                                       | City of Mount Gambier  |
| <b>Contact Name</b>                                  | Daryl Morgan   |
| <b>Contact Email</b>                                 | <a href="mailto:dmorgan@mountgambier.sa.gov.au">dmorgan@mountgambier.sa.gov.au</a> |
| <b>Road Name</b>                                     | ELIZABETH ST (Commercial St to Jane St)  |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project – 2018-2019 FY   |

|   | <b>2017-18 Application</b> | <b>Project Total</b> |
|---|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                | \$140,000                  | \$140,000            |
| <b>Length of Road (Km)</b>                                | 0.2                        | 0.2                  |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 100                        | N/A                  |
| <b>Amount Sought (\$)</b>                                 | \$70,000                   | \$70,000             |
| <b>Council Contribution (\$)</b>                          | \$70,000                   | \$70,000             |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Reconstruction of road pavement to full depth and replacement of water table and kerb where required.

Pavement has reached the end of its life and requires replacement to improve the serviceability of the road

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Elizabeth Street provides direct access to a number of key community facilities such as a shopping precincts, business district and health facilities

- 2. A map showing the location of the project has been included.**

Yes /No- refer to attached

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**

Identified as a regionally significant community access route that provides direct access to a number of key community facilities.



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

|   |                                 |
|---|---------------------------------|
| Regional LGA or MLGG                          |                                 |
| Council                                       | Naracoorte Lucindale Council    |
| Contact Name                                  | Steve Bourne                    |
| Contact Email                                 | steve.bourne@nlc.sa.gov.au      |
| Road Name                                     | Kingston Avenue / Donald Street |
| Timeframe (Continuing Project or New Project) | One year 2017/18                |

|  | 2017-18 Application | Project Total                    |
|--|---------------------|----------------------------------|
| Estimated Cost (\$)                                | \$ 750,000          | \$ 750,000                       |
| Length of Road (Km)                                | 1060 -m             |                                  |
| % Gap Closed<br>(Refer to Section 3 of Guidelines) |                     | N/A                              |
| Amount Sought (\$)                                 | \$ 375,000          | <del>\$ 750,000</del> \$ 375,000 |
| Council Contribution (\$)                          | \$ 375,000          | <del>\$ 750,000</del> \$ 375,000 |

*for*

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Works will involve the reconstruction of Kingston Avenue West from the roundabout constructed 2017 on Konetta Road to Treatment Works Road. Works will include the construction of Kingston Avenue to 10 m width to accommodate heavy vehicles, the intersection to the as yet unmade Donald Street (to be constructed concurrently with this project) including kerb and watertable on the northern side, and construction of a swale drain on the southern side of the road. This edge will remain unkerbed with a 1m sealed shoulder. The pavement will be constructed from 175 mm of PM2 material for the sub-base and 175 mm of PM1 material for the base course. *(type of seal is still being determined)* Stormwater drainage will be included in construction works to manage water captured on adjacent property and the road itself.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.
2. A map showing the location of the project has been included.  
 Yes  No
3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.
4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY (please complete all details in this box)

|  |   |
|--|---|
| <b>Regional LGA or MLGG</b>                          |   |
| <b>Council</b>                                       | Naracoorte Lucindale Council  |
| <b>Contact Name</b>                                  | Steve Bourne  |
| <b>Contact Email</b>                                 | steve.bourne@nlc.sa.gov.au  |
| <b>Road Name</b>                                     | Old Caves Road  |
| <b>Timeframe (Continuing Project or New Project)</b> | Has this project received SLRP funding previously?<br>If so, indicate the financial year it commenced and what year this is i.e. 2 of 3 or 1 of 1 |

|   | 2018-19   | 2019-20   | 2020-21                     | Total project |
|---|-----------|-----------|-----------------------------|---------------|
| <b>Estimated Cost (\$)</b>                                | \$800,000 | \$800,000 | \$980,000                   | \$2,780,000   |
| <b>Length of Road (Km)</b>                                | 2.5km     | 2.5km     | 700m                        | 5.7km         |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 100%      | 100%      | 100%                        |               |
| <b>Amount Sought (\$)</b>                                 | \$400,000 | \$400,000 | \$200,000<br>(of roadworks) | \$1,000,000   |
| <b>Council Contribution (\$)</b>                          | \$400,000 | \$400,000 | \$780,000                   | \$1,780,000   |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Naracoorte Lucindale Council is seeking to establish the Old Caves Road as the primary link between Naracoorte township and Naracoorte Caves, South Australia's only World Heritage Site and a major regional visitor attraction. This link will be complemented with walking and bike trails, as well as an interpretative trail. The need for this was identified by Council and the community and supported through a project called "Caves Connections", coordinated by Council consisting of community and business members.

Works will involve the reconstruction of Old Caves Road to a suitable standard for tourism traffic. This includes the re-construction of a 700m section from Arthur Street to Pinkerton Road (urban section), and 5km of road extending north from the Caves Road (rural section). The balance of the road is fit for purpose.

### Rural Section

Works include the realignment to meet standards for a 100km/r road and full reconstruction of 5km of road. The road will have 6.2m seal with a 2 m shoulder with a 1m seal. It will be constructed with a 150mm sub base and 150 mm base of 70mm minus rubble. The road will be sealed with a 100mm crumbed rubber to match existing surface of previously constructed road.

### Urban section

Works will include the realignment and reconstruction of the existing 5.8m wide sealed pavement to a 10m pavement with an AC10 asphalt seal. The pavement will be constructed from 300mm of 70mm minus crushed rubble and include kerb and watertable and the replacement of the stormwater drainage infrastructure. There will be significant drainage works required for the construction of this section of road. There is provision for a shared path to be included in the construction from Arthur Street to The Sunrise Christian School that will link the school to the CBD footpath network and provision for bike lanes.

Final costings for this project will not be completed until April 2018 to get a more accurate budget figure.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

The current pavement is failing with large areas of longitudinal cracking, pavement deformity and potholing. This section of road has issues with water laying on the sides of roadway during rain events as there is no drainage or kerbing. The seal is narrow and becoming unsatisfactory for tourist and community traffic.



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

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### 1. PROJECT SUMMARY (please complete all details in this box)

|  |   |
|--|---|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast LGA                                     |
| <b>Council</b>                                       | District Council of Robe                                |
| <b>Contact Name</b>                                  | Trevor Hondow   |
| <b>Contact Email</b>                                 | works@robe.sa.gov.au                                    |
| <b>Road Name</b>                                     | Bagdad Road/Dairy Range Road <i>Barnett Swamp Road.</i> |
| <b>Timeframe (Continuing Project or New Project)</b> | New project 2017-2018                                   |

|   | <b>2017-18 Application</b> | <b>Project Total</b> |
|---|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                | \$491,000                  | \$752,000            |
| <b>Length of Road (Km)</b>                                | 10.2 kms                   | 14.7 kms             |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 50 %                       | N/A                  |
| <b>Amount Sought (\$)</b>                                 | \$245,000                  | \$375,000            |
| <b>Council Contribution (\$)</b>                          | \$245,000                  | \$376,000            |

*Barnett Swamp Road.*

*2*

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Dairy Range Road has a section of corners and hills and Council will be undertaking obtaining road design and a process of road opening and closing in accordance with that design in 2018-2019. The section of road to be completed in 2017-2018 is an open surface road with a variable road width. It is intended to re-sheet the road and establish a road width through out of 7.1 metres width a road shoulder of 1.00 metre on each side.

Road intersections will be constructed in accordance with Australian Road Design standards. The road will be constructed with side drain and a significant camber to enable water to be drained from the road surface. Currently the flatness of the road does not allow water to drain which reduces the life of the road surface and causes an annual maintenance cost for council.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

**1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

- Dairy Range Road/Bagdad Road are used for freight from the surrounding primary production properties and a school bus route for the Kingston Area School. The primary production which travels this road is mainly pine logs, potatoes, stock and grain.
- Sections of the road have not been re sheeted in the past 20 years and are substandard for the volume of traffic the road carries.
- The objective of the road is to ensure that the road is brought up to standard for commercial freight and passenger transport.

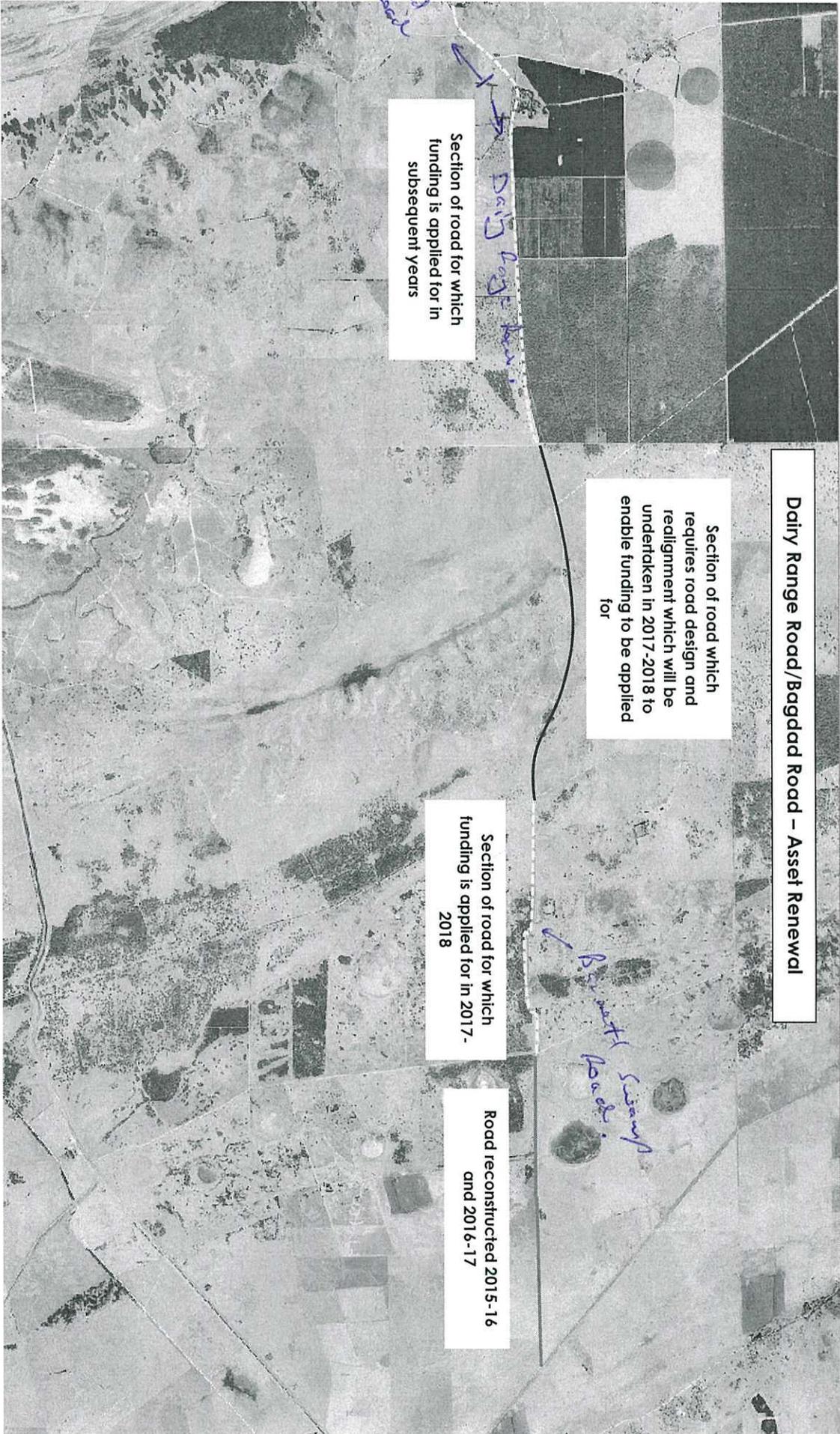
**2. A map showing the location of the project has been included.**

Yes / No

**3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

The road requires a full reconstruction to bring it to a level whereby it is fit for purpose.

**4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



Dairy Range Road/Bagdad Road - Asset Renewal

Section of road which requires road design and realignment which will be undertaken in 2017-2018 to enable funding to be applied for

Section of road for which funding is applied for in 2017-2018

Road reconstructed 2015-16 and 2016-17

Section of road for which funding is applied for in subsequent years

Bagdad Road

Dairy Range Road

Burrumbidgee Swamp



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

|   |  |
|---|--|
| Regional LGA or MLGG                          | LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION                           |
| Council                                       | Tatiara District Council   |
| Contact Name                                  | Surya Prakash  |
| Contact Email                                 | suryaprakash@tatiara.sa.gov.au   |
| Road Name                                     | Meatworks Rd   |
| Timeframe (Continuing Project or New Project) | Yes – 2 year project commenced in 16/17 and will be completed in 17/18 |

|  | 2017-18 Application | Project Total |
|--|---------------------|---------------|
| Estimated Cost (\$)                                | \$550,000           | \$917,000     |
| Length of Road (Km)                                | 600                 | \$917,000     |
| % Gap Closed<br>(Refer to Section 3 of Guidelines) | 100                 | N/A           |
| Amount Sought (\$)                                 | \$275,000           | \$458,500     |
| Council Contribution (\$)                          | \$275,000           | \$458,500     |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The proposed project involves upgrading two major intersections located along Meatworks Rd. The two intersections are Pigeon Flat Rd and Cannawigara Rd. The works at each intersection include the following:

Pigeon Flat Rd – widen turning lanes and add BAL treatments, finish with an asphalt overlay over the entire intersection

Cannawigara Rd – reconstruct low lying areas (where water pools) to improve the drainage, widen the turning lanes and add BAL treatments and finish with an asphalt overlay over the entire intersection.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Meatworks Road is a major transport route servicing the Bordertown Industrial Estate Precinct, Blue Lake Milling and JBS meat processing plant. It also provides a transport link from Dukes Highway to the Riddoch Highway on route to Naracoorte, Mount Gambier and Lower Southeast region.

The road is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML (see RAVNET Gazetted Routes map)

The two intersections, Pigeon Flat Rd and Cannawigara Rd are both classified as freight routes receiving high amounts of heavy vehicle turning movements. The current alignment of the intersection requires turning B-doubles to cross the white line into oncoming traffic posing a safety risk. In addition there are no turning lanes or BAL treatments to accommodate vehicles turning off Meatworks Road onto either Pigeon Flat Rd or Cannawigara Rd. This is a major safety concern as regularly motorists have to remain stationary in the traffic lane while waiting for oncoming traffic, resulting in a high risk of rear end collision or road run off from vehicles travelling along Meatworks Rd.

- 2. A map showing the location of the project has been included.**



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

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### 1. PROJECT SUMMARY (please complete all details in this box)

|   |   |
|---|---|
| Regional LGA or MLGG                          | LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION  |
| Council                                       | Tatiara District Council  |
| Contact Name                                  | Surya Prakash   |
| Contact Email                                 | suryaprakash@tatiara.sa.gov.au  |
| Road Name                                     | Pigeon Flat Road  |
| Timeframe (Continuing Project or New Project) | New Project to be completed over 2 stages<br>Stage 1 – 2019-20<br>Stage 2 – 2020-21<br><i>) quite different projects.<br/>(need to split) -</i> |

|  | 2019-20 Application | Project Total |
|--|---------------------|---------------|
| Estimated Cost (\$)                                | \$450,000           | \$850,000     |
| Length of Road (Km)                                | 4.3km               | 7.8km         |
| % Gap Closed<br>(Refer to Section 3 of Guidelines) | 90%                 | 90%           |
| Amount Sought (\$)                                 | \$225,000           | \$425,000     |
| Council Contribution (\$)                          | \$225,000           | \$425,000     |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The proposal is to reconstruct and upgrade Pigeon Flat Road over two stages as detailed below:

Stage 1, 2019-20, 4.3km section of Pigeon Flat Rd from Cup a Cup Rd to Rowney Rd. Reconstruct and widen the shoulders and seal width to meet fit for purpose standards and accommodate cycle lanes on either side of the road.

Stage 2, 2020-21, 1.7km section of Pigeon Flat Road from Ramsay Tce to just west of Meatworks Rd. Reconstruct, and strengthen the pavement and finish with a two coat spray seal surface.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Pigeon Flat Road traverses between the townships of Bordertown and Mundulla. The objective of this two stage project is to upgrade the road to fit for purpose standards, accommodate cyclists with bicycle lanes along the length and repair a rough and failing section.

The first stage, a 4.3km section from Cup a Cup Rd to Rowney Rd is classified as a Community access route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double commodity route (see RAVNET Gazetted Routes map).

The current width has been identified as a major deficiency for a community access route of regional significance. The road is also used significantly by cyclists travelling between the two townships. Council has committed to providing a safe cycling environment for this road and has already constructed 1.5m cycle lanes on both sides of the road for the first 3.4km from Bordertown to Cup a Cup Rd. Cyclists will be accommodated by sealing the entire shoulder width of the section

Stage 2 includes the reconstruction of a 1.7km section that is failing due to a lack of pavement strength. This segment of road is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML route. (see RAVNET Gazetted Routes map).

A major deficiency has been identified with the strength and durability of the pavement as a



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

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### 1. PROJECT SUMMARY (please complete all details in this box)

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION |
| <b>Council</b>                                       | Tatiara District Council                     |
| <b>Contact Name</b>                                  | Surya Prakash                                |
| <b>Contact Email</b>                                 | suryaprakash@tatiara.sa.gov.au               |
| <b>Road Name</b>                                     | Railway Terrace South, Wolseley              |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project                                  |

|  | <b>2018-19 Application</b> | <b>Project Total</b> |
|--|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                       | \$250000                   |                      |
| <b>Length of Road (Km)</b>                                       | 0.5                        |                      |
| <b>% Gap Closed</b><br>(Refer to <b>Section 3</b> of Guidelines) | 100%                       |                      |
| <b>Amount Sought (\$)</b>  | \$125000                   |                      |
| <b>Council Contribution (\$)</b>                                 | \$125000                   |                      |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The proposal is to upgrade/reconstruct Railway Terrace South to meet fit for purpose standards. The works involve ripping, reconstructing and adding additional material and widening the pavement and seal width to cater for heavy vehicle traffic.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Railway Terrace South is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML (see RAVNET Gazetted Routes map)

The road services access to the Viterra grain site located at Wolseley for all trucks from a southerly direction. It also facilitates access between the Viterra grain bunkers located at the eastern end and the silos and railway loading facility located midway along the road length.

The current width of the road seal of 6.4m is below fit for purpose standards for the high amounts of heavy vehicles utilising the road and the road is showing signs of significant pavement failure. The reconstruction will include stabilisation of the very reactive subgrade to increase the pavement strength and widening the seal and shoulders to meet fit for purpose standards.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

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### 1. PROJECT SUMMARY (please complete all details in this box)

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION   |
| <b>Council</b>                                       | Tatiara District Council   |
| <b>Contact Name</b>                                  | Surya Prakash  |
| <b>Contact Email</b>                                 | suryaprakash@tatiara.sa.gov.au   |
| <b>Road Name</b>                                     | Ramsay Terrace   |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project to be completed over 3 stages<br>Stage 1 – 2017-18<br>Stage 2 – 2018-19<br>Stage 3 – 2019-20 |

|   | <b>2017-18 Application</b> | <b>Project Total</b> |
|---|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                | 150,000                    | \$700000             |
| <b>Length of Road (Km)</b>                                | 0.15km                     | 1.6km                |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 90%                        | 90%                  |
| <b>Amount Sought (\$)</b>                                 | \$75,000                   | \$350,000            |
| <b>Council Contribution (\$)</b>                          | \$75,000                   | \$350,000            |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The proposal is to reconstruct and upgrade Ramsay Tce from the Dukes Highway through to Pigeon Flat Rd over three stage as detailed below:

Stage 1, 2017-18, 150m section of Ramsay Tce from Dukes Highway to Weir Drive. Reconstruct, widen, strengthen the pavement and finish with an asphalt surface.

Stage 2, 2019-20, 650m section of Ramsay Tce from Cannawigara Rd to Pigeon Flat Rd. Reconstruct, widen, strengthen the pavement and finish with a two coat spray seal surface.

Stage 2, 2018-19, 650m section of Ramsay Tce from Weir Drive to Cannawigara Rd, 150m section. Reconstruct, widen, strengthen the pavement and finish with and two coat spray seal surface.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Ramsay Terrace is classified as a freight route of regional significance as indicated on the South East Transport 2030 Strategy map produced by HDS Australia (see 2030 Strategy map in Appendix). The road is a gazetted 26 m B-double route and HML (see RAVNET Gazetted Routes map).

The road services two major businesses, Blue Milling Company and Qube Logistic Transport Depot. It also services access to the Bordertown Industrial Estate precinct and is used by heavy vehicles to bypass the centre of Bordertown. The current width is classified as a major deficiency for the classification of road and is also displaying defects such a rutting indicating pavement failure.

The road runs along the outer boundary of Bordertown in a built up residential area resulting in a high number of commuter and local traffic.

Stage 1 involves upgrading the first 150m segment from the Dukes Highway to the Weir Drive. Qube Logistics operates a transport depot adjacent to Ramsay Terrace just off of the Dukes Highway. The Dukes Highway is a National Highway that traverses between Adelaide and Melbourne and is the reason for the location of Qube's transport depot there. Qube Logistics are currently operating PBS Level 2B vehicles from their Bordertown depot and to ensure the continued use of this configuration, DPTI requires the road to be upgraded to fit for purpose standards for this configuration.

The upgrade includes asphaltting this section of road due to the high number of heavy vehicle turning movements in and out of the transport depot, impacting on the condition of the road surface. Asphaltting the road will reduce the maintenance effort, increase the



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast Local Government Association                             |
| <b>Council</b>                                       | Wattle Range Council   |
| <b>Contact Name</b>                                  | Peter Halton   |
| <b>Contact Email</b>                                 | <a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a> |
| <b>Road Name</b>                                     | Whites Road  |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project  |

|  | <b>2017-18 Application</b> | <b>Project Total</b> |
|--|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                       | \$330,000                  | \$330,000            |
| <b>Length of Road (Km)</b>                                       | 0.895 km                   | 0.895 km             |
| <b>% Gap Closed</b><br>(Refer to <b>Section 3</b> of Guidelines) |                            | N/A                  |
| <b>Amount Sought (\$)</b>  | \$165,000                  |                      |
| <b>Council Contribution (\$)</b>                                 | \$165,000                  |                      |

## **2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN**

To reconstruct an existing unsealed road to a standard suitable for gazettal for B double. It will be a sealed road with an 80kp/h design speed, 6.2 metre wide 14/7 mm two coated sealed pavement, 1.5 metre shoulder (.5m sealed & 1m unsealed) and a pavement depth of approximately 400mm.

The reconstruction will be slightly North of the existing alignment to achieve a clear-zone from the existing stobie poles in accordance with Austroads Part 6, Roadside Design, Safety and Barriers.

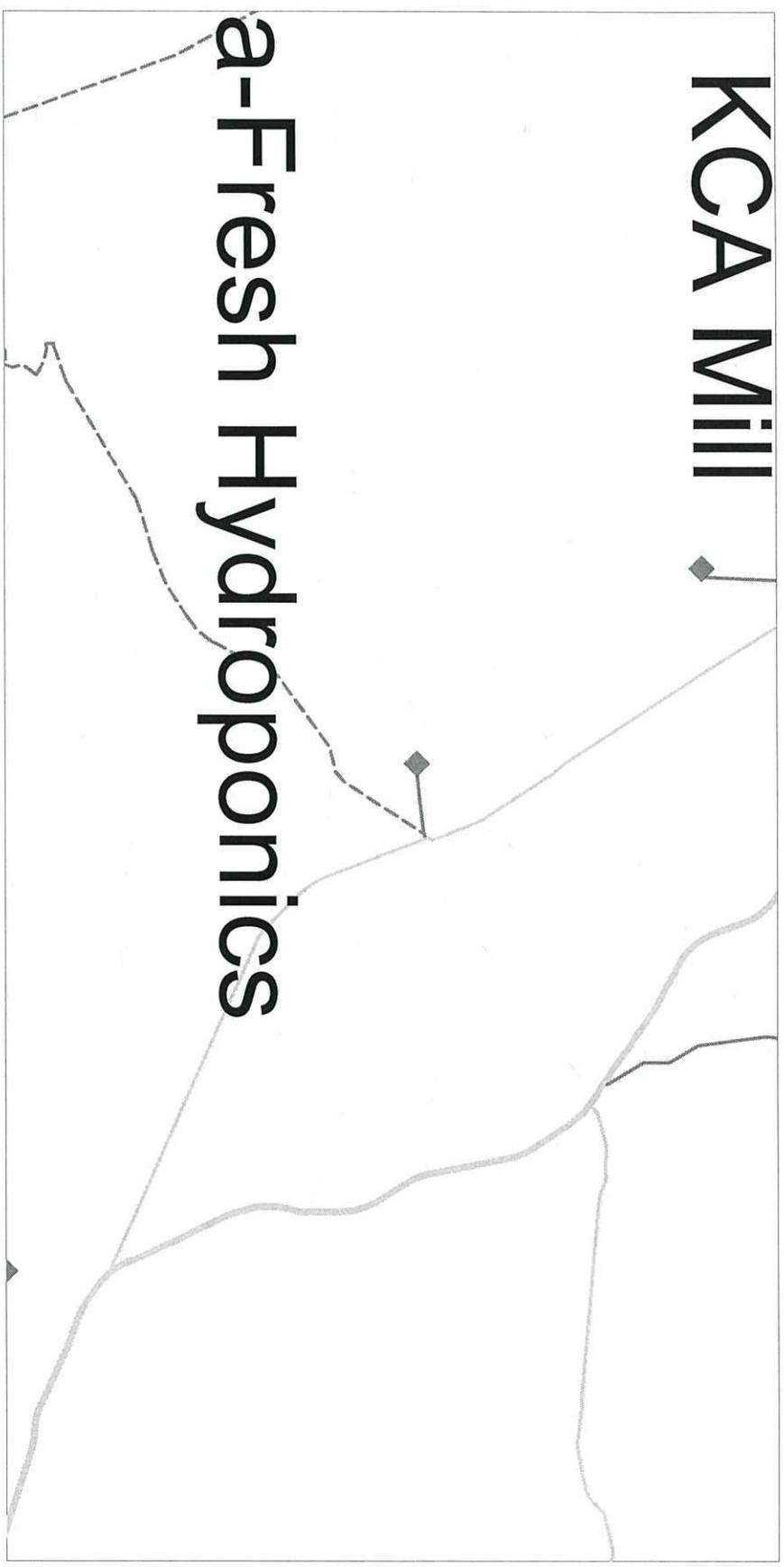
Roadside vegetation encroaching onto the roadway will be removed or trimmed as required to ensure appropriate sight distances are provided.

Asphalt with localised widening at strategic locations on the western end of the road will be used to reduce damage caused by heavy vehicles entering onto the roadway.

**KCA Mill**



**a-Fresh Hydroponics**





## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2018-19

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY (please complete all details in this box)

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast Local Government Association                             |
| <b>Council</b>                                       | Wattle Range Council   |
| <b>Contact Name</b>                                  | Peter Halton   |
| <b>Contact Email</b>                                 | <a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a> |
| <b>Road Name</b>                                     | Agricultural Bureau Drive  |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project  |

|   | <b>2018-19 Application</b> | <b>Project Total</b> |
|---|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                | \$98,000                   | \$98,000             |
| <b>Length of Road (Km)</b>                                | 1.9km                      | 1.9km                |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 100%                       | N/A                  |
| <b>Amount Sought (\$)</b>                                 | \$49,000                   | \$49,000             |
| <b>Council Contribution (\$)</b>                          | \$49,000                   | \$49,000             |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

In accordance with a Sealed Road condition assessment, and Council's 10yr renewal plan, a 1.9km section of Agricultural Bureau Drive between Princes Highway (northern end) and Mount Burr Road, is due for renewal. The renewal takes form of a bitumen reseal.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

The existing road surface is 11.0m wide, and this includes a partially sealed shoulder. Total formation width is 16.0m. The sealed road condition assessment indicated that a reseal was required within the next five years from the date of the plan. The dimensions of the roadway are deemed fit for purpose.

2. **A map showing the location of the project has been included.**

Yes / No

3. **If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

4. **Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2018-19

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast Local Government Association                             |
| <b>Council</b>                                       | Wattle Range Council   |
| <b>Contact Name</b>                                  | Peter Halton   |
| <b>Contact Email</b>                                 | <a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a> |
| <b>Road Name</b>                                     | Kennedy Road (Glencoe)   |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project  |

|  | <b>2018-19 Application</b> | <b>Project Total</b> |
|--|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                       | \$112,000                  | \$112,000            |
| <b>Length of Road (Km)</b>                                       | 0.9                        | 0.9                  |
| <b>% Gap Closed</b><br>(Refer to <b>Section 3</b> of Guidelines) | 100%                       | N/A                  |
| <b>Amount Sought (\$)</b>  | \$56,000                   | \$56,000             |
| <b>Council Contribution (\$)</b>                                 | \$56,000                   | \$56,000             |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

The eastern 900m of Kennedy Road (Glencoe) from Kangaroo Flat Road is due for a reseal in FY18/19, in accordance with a condition assessment report and Council's Sealed Road 10yr Renewal Plan.

This section of Kennedy Road is subjected to a naturally occurring spring, causing rapid deterioration of the roadway in this area due to constant water inundation. It is proposed to reconstruct the small portion of roadway, estimated 80-100m, to allow adequate drainage of the natural spring away from the road pavement. During these works, shoulders will also be constructed the full segment length to meet fit for purpose freight route criteria. At the completion of the construction works, the full 900m segment will be resealed.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Kennedy Road, Glencoe, is a significant freight route, servicing the Mount Burr Timber Plantation. The current dimensions of this segment is 6.8m wide, with no shoulders. The proposed construction works will widen the sealed surface to 7.1m, provide 2x 3.1m lanes and provide shoulders (0.5/1.0 sealed/unsealed), closing the gap within this segment.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2019-20

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY (please complete all details in this box)

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast Local Government Association                             |
| <b>Council</b>                                       | Wattle Range Council   |
| <b>Contact Name</b>                                  | Peter Halton   |
| <b>Contact Email</b>                                 | <a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a> |
| <b>Road Name</b>                                     | Dergholm Road  |
| <b>Timeframe (Continuing Project or New Project)</b> | New Project  |

|  | <b>2019-20 Application</b> | <b>2020-21 Application</b> | <b>Project Total</b> |
|--|----------------------------|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                       | \$24,000                   | \$144,000                  | \$168,000            |
| <b>Length of Road (Km)</b>                                       | 0.7km                      | 4.9km                      | 5.6km                |
| <b>% Gap Closed</b><br>(Refer to <b>Section 3</b> of Guidelines) | 100%                       | 100%                       | N/A                  |
| <b>Amount Sought (\$)</b>  | \$12,000                   | \$72,000                   | \$84,000             |
| <b>Council Contribution (\$)</b>                                 | \$12,000                   | \$72,000                   | \$84,000             |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

In accordance with a Sealed Road Condition Assessment and Council's 10yr Renewal Plan, two consecutive sections of Dergholm Road are due for a reseal in FY19/20 and FY20/21. The sections relate to the segments between Gordon Street and Shepherds Lane in FY19/20 and between Shepherds Lane and Blight Road in FY20/21. The total length to be resealed over the two year period is 5.6km.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

1. **If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

During FY16/17, Council are undertaking shoulder works between Gordon Street and Blight Road under the Black Spot Funding program. The construction of sealed shoulders closes the geometry gap and ensures this roadway is now fit for purpose.

2. **A map showing the location of the project has been included.**

Yes / No

3. **If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

4. **Points at which the proposal interlinks with other regional, State or Federal plans or policies.**



## Local Government Transport Advisory Panel

### FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

#### 1. PROJECT SUMMARY (please complete all details in this box)

|  |  |
|--|--|
| <b>Regional LGA or MLGG</b>                          | Limestone Coast Local Government Association   |
| <b>Council</b>                                       | Wattle Range Council   |
| <b>Contact Name</b>                                  | Peter Halton   |
| <b>Contact Email</b>                                 | <a href="mailto:peter.halton@wattlerange.sa.gov.au">peter.halton@wattlerange.sa.gov.au</a> |
| <b>Road Name</b>                                     | Wandilo Forest Road  |
| <b>Timeframe (Continuing Project or New Project)</b> | Continuing project, Stage 1 was funded by SLRP 16-17. Seeking funding for Stage 2 of 4     |

|   | <b>2017-18 Application</b> | <b>Project Total</b> |
|---|----------------------------|----------------------|
| <b>Estimated Cost (\$)</b>                                | \$500,000                  | \$1,900,000          |
| <b>Length of Road (Km)</b>                                | 2.0km                      | 5.5km                |
| <b>% Gap Closed</b><br>(Refer to Section 3 of Guidelines) | 100%                       | N/A                  |
| <b>Amount Sought (\$)</b>                                 | \$250,000                  |                      |
| <b>Council Contribution (\$)</b>                          | \$250,000                  |                      |

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Wandilo Forest Road is located to the east of Glencoe and provides an alternate light and heavy vehicle route to the nearest major centre of Mount Gambier. It also provides an alternate route for heavy vehicles to link up with the heavy vehicle bypass to the north of the major centre. A locality map of the region is shown in Appendix A.

Since the initial construction of the roadway, many areas have undergone subsidence due to the swampy nature of the roadside reserve. A partial reconstruction was undertaken approximately 6-7 years ago, repairing a subsided section midway along the length of road. The previous major construction of the road was undertaken during the mid to late 1990's. The existing road formation is currently a bitumen, spray sealed surface 6 to 7m wide, single lane traffic in each direction. The existing pavement material is approximately 300mm in depth and varies between limestone, sandstone and gravel. Whilst there are formed shoulders present along the entire length of road, much of it is overgrown with grass and weeds and can be very soft in areas.

It is proposed to rehabilitate and reconstruct a 5.5km section of Wandilo Forest Road, between Earls Road and Blanche Young Forest Road (boundary of Wattle Range Council and District Council of Grant). The second stage of this project proposes to rehabilitate and reconstruct a 2.0km section, with a 10m wide formation. The reconstructed road will consist of two 3.5m wide traffic lanes and 1.5m wide shoulders (0.5m sealed / 1.0m unsealed). The rehabilitation will entail the ripping and tyning of the existing pavement, with a stabilisation treatment applied. Once the stabilised material has been reshaped and compacted, a 150mm basecourse layer of PM2 material will be constructed, followed by a two-coat spray seal. The PM2 material will be sourced from the Boral Mount McIntyre Quarry, located approximately 25km north west of Wandilo Forest Road.

The project is being completed in stages, with Stage 1 (approximately 1.5km) currently under construction. The additional staging to complete the project would be dependent on available funding at the time. It is anticipated to complete the project over four stages. The proposed staging plan can be found in Appendix A.



## Local Government Transport Advisory Panel

# FUNDING APPLICATION SPECIAL LOCAL ROADS PROGRAM 2017-18

(Please complete this form using the GUIDELINES available at [www.lga.sa.gov.au/goto/lgtap](http://www.lga.sa.gov.au/goto/lgtap))

### 1. PROJECT SUMMARY (please complete all details in this box)

|   |   |
|---|---|
| Regional LGA or MLGG                          | Limestone Coast Local Government Association  |
| Council                                       | Wattle Range Council  |
| Contact Name                                  | Peter Halton  |
| Contact Email                                 | <a href="mailto:peh@wattlerange.sa.gov.au">peh@wattlerange.sa.gov.au</a>                            |
| Road Name                                     | Wandilo Forest Road   |
| Timeframe (Continuing Project or New Project) | Yes<br>Commenced FY16/17<br>Individual application FY17/18<br>Additional 2years of funding requests |

|  | 2018-19 Application | <sup>20-21</sup><br><del>2021-22</del> Application <i>JCO</i> | Project Total                             |
|--|---------------------|---|---|
| Estimated Cost (\$)                                | \$500,000           | \$500,000   | \$1,900,000                               |
| Length of Road (Km)                                | 2.0km               | 0.6km + major intersection reworks                            | 5.5km                                     |
| % Gap Closed<br>(Refer to Section 3 of Guidelines) | 100%                | 100%  | N/A                                       |
| Amount Sought (\$)                                 | \$250,000           | \$250,000   | <del>\$500,000</del> \$950,000 <i>JCO</i> |
| Council Contribution (\$)                          | \$250,000           | \$150,000<br>(seeking \$100,000 from DPTI)                    | <del>\$500,000</del> \$950,000 <i>JCO</i> |

↑  
why not  
2017-18

## 2(a). BRIEF DESCRIPTION OF WORKS TO BE UNDERTAKEN

Last remaining stages of the Wandilo Forest Road reconstruction as a fit for purpose freight route. FY18/19 will see the final 2.0km of road reconstruction towards the boundary with District Council of Grant. FY20/21 will involve the reconstruction of the first 600m from Kangaroo Flat Road, including the Kangaroo Flat Road/Medhurst Road/Wandilo Forest Road intersection. This intersection is currently not approved for heavy vehicle movements under the NHVR system. Kangaroo Flat Road is a DPTI road, and as such will require consultation to finalise the design and undertake works.

## 2(b). PROJECT SUITABILITY CHECKLIST FOR LGTAP CONSIDERATION

- 1. If not covered in section 2(a) on the previous page, please outline justification and objectives of the project, including a description of the functions of the road and any existing problems.**

Wandilo Forest Road is a regionally significant freight route, servicing the Wandilo and Mount Burr timber plantations. The reconstruction of Wandilo Forest Road meets the fit for purpose criteria under SLRP.

- 2. A map showing the location of the project has been included.**

Yes / No

- 3. If not considered in section 2(a) on the previous page, please describe the nature and extent of the project, highlighting the principal aspects and ensure that the application is submitted under one of the 'fit for purpose' categories of freight, tourism or community access.**

- 4. Points at which the proposal interlinks with other regional, State or Federal plans or policies.**

## **Appendix C**

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2017 Roads Database

(Endorsed by R&TMG 3 April 2017)

## Summary of Road Proposals

Sort in Descending Order using Data / Sort by Column "H", then by Column "F"

| Council | Road Name                       | Segment   | Primary Purpose  | Initial Score | Initial Ranking | Revised Score | Revised Ranking | Council Year of  |                            |
|---------|---------------------------------|---|------------------|---------------|-----------------|---------------|-----------------|------------------|----------------------------|
|         |                                 |   |                  |               |                 |               |                 | Proposed Funding | Expected Source of Funding |
| DCG     | Mingbool Road                   | Attamurra Road to Worrolong Road                      | Freight          | 55            | 5               | 63            | 1               | 2017-20          | SLRP                       |
| DCG     | Post Office Road                | Riddoch Highway to Trevor Clarke Drive                | Freight          | 68            | 1               | 61            | 2               | 2018-19          | SLRP                       |
| WRC     | Kennedy Road (Glencoe)          | Kangaroo Flat Road to Chainage 900                    | Freight          | 56            | 4               | 59            | 3               | 2018-19          | SLRP                       |
| NLC     | Kingston Avenue / Donald Street | Wheeler Street to Donald Street                       | Freight          | 58            | 3               | 57            | 4               | 2017-18          | SLRP                       |
| TDC     | Ramsay Terrace                  | Dukes Highway to Pigeon Flat Rd                       | Freight          | 37            | 12              | 57            | 5               | 2017-20          | SLRP                       |
| WRC     | Wandilo Forest Road             | Kangaroo Flat Road to Council Boundary                | Freight          | 59            | 2               | 53            | 6               | 2016-21          | SLRP                       |
| WRC     | Whites Road                     | Tantanoola Road to Chainage 895                       | Freight          | 48            | 8               | 50            | 7               | 2017-18          | SLRP                       |
| TDC     | Meatworks Road                  | Intersections with Pidgeon Flat Road & Cannawigara    | Freight          | 36            | 13              | 54            | 8               | 2017-18          | SLRP                       |
| WRC     | Dergholm Road                   | Gordon Street to Blight Road                          | Freight          | 37            | 11              | 47            | 9               | 2019-21          | SLRP                       |
| WRC     | Agricultural Bureau Drive       | Princes Highway (North) to Mount Burr Road            | Freight          | 43            | 10              | 46            | 10              | 2018-19          | SLRP                       |
| NLC     | Old Caves Road                  | Arthur St to 700m South of Arthur St & 5km North of C | Tourism          | 51            | 6               | 44            | 11              | 2018-21          | SLRP                       |
| DCR     | Bagdad Road / Dairy Range Road  | Kangaroo Flat Road to Chainage 900                    | Freight          | 48            | 9               | 43            | 12              | 2017-20          | SLRP                       |
| TDC     | Railway Terrace South           | Ridgway Road to Vittera Entrance                      | Freight          | 50            | 7               | 43            | 13              | 2018-19          | SLRP                       |
| TDC     | Pigeon Flat Road                | Ramsay Terrace to Meatworks Road                      | Community Access | 32            | 17              | 35            | 14              | 2020-21          | SLRP                       |
| CMG     | Elizabeth Street                | Commercial Street to Jane Street                      | Community Access | 34            | 15              | 34            | 15              | 2017-18          | SLRP                       |
| CMG     | Caldwell Street                 | Elizabeth Street to Gray Street                       | Community Access | 34            | 14              | 34            | 16              | 2017-18          | SLRP                       |
| TDC     | Pigeon Flat Road                | Cuppa Cup Road to Rowney Road                         | Community Access | 32            | 16              | 30            | 17              | 2019-20          | SLRP                       |

Note - The following recommended "2017 Regional Priorities", sorted both by "Primary Purpose" and "Overall", are based upon all road segments submitted for consideration with "2017-18+" council priority (being a subset of road segments listed in the 2017 Roads Database), sub-grouped by the likelihood of funding within their individual purpose categories, then re-grouped for an overall ranking.

| Council | Road Name                       | Segment  | Primary Purpose  | Revised Score | Revised Ranking | 2017 Priority Overall | 2017 Priority by Purpose | SLRP Grant Sought (\$) | SLRP Notes for LGTAP   |
|---------|---------------------------------|--|------------------|---------------|-----------------|-----------------------|--------------------------|------------------------|------------------------|
| DCG     | Mingbool Road                   | Attamurra Road to Worrolong Road                   | Freight          | 63            | 1               | R1                    | F1                       | \$200,000              | New - Year 1 of 3      |
| NLC     | Kingston Avenue / Donald Street | Wheeler Street to Donald Street                    | Freight          | 57            | 4               | R2                    | F2                       | \$375,000              | New - Year 1 of 1      |
| TDC     | Ramsay Terrace                  | Dukes Highway to Pigeon Flat Rd                    | Freight          | 57            | 5               | R3                    | F3                       | \$75,000               | New - Year 1 of 3      |
| WRC     | Wandilo Forest Road             | Kangaroo Flat Road to Council Boundary             | Freight          | 53            | 6               | R4                    | F4                       | \$250,000              | Continue - Year 2 of 4 |
| WRC     | Whites Road                     | Tantanoola Road to Chainage 895                    | Freight          | 50            | 7               | R5                    | F5                       | \$165,000              | New - Year 1 of 1      |
| TDC     | Meatworks Road                  | Intersections with Pidgeon Flat Road & Cannawigara | Freight          | 54            | 8               | R6                    | F6                       | \$275,000              | Continue - Year 2 of 2 |
| DCR     | Bagdad Road / Dairy Range Road  | Kangaroo Flat Road to Chainage 900                 | Freight          | 43            | 12              | R7                    | F7                       | \$245,000              | New - Year 1 of 2      |
| CMG     | Elizabeth Street                | Commercial Street to Jane Street                   | Community Access | 34            | 15              | R8                    | C1                       | \$70,000               | New - Year 1 of 1      |
| CMG     | Caldwell Street                 | Elizabeth Street to Gray Street                    | Community Access | 34            | 16              | R9                    | C2                       | \$70,000               | New - Year 1 of 1      |

\$1,725,000

# LCLGA 2017 ROADS DATABASE - INITIAL ASSESSMENT

## ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

|   |               | Council Code<br>Timeframe  | DCG<br>2017-20  | DCG<br>2018-19                  | CMG<br>2017-18                   | CMG<br>2017-18                  | NLC<br>2017-18                  | NLC<br>2018-21              | DCR<br>2017-20                               | TDC<br>2017-18  | TDC<br>2019-20                | TDC<br>2020-21                   |
|---|---------------|--|---|---------------------------------|----------------------------------|---------------------------------|---------------------------------|-----------------------------|--|---|-------------------------------|----------------------------------|
| <b>Council Name:</b>                        |               | District Council of Grant  | District Council of Grant   | City of Mount Gambier           | City of Mount Gambier            | Naracoorte Lucindale Council    | Naracoorte Lucindale Council    | District Council of Robe    | Tatiara District Council                     | Tatiara District Council                                | Tatiara District Council      | Tatiara District Council         |
| <b>Road Name:</b>                           |               | Mingbool Road  | Post Office Road  | Caldwell Street                 | Elizabeth Street                 | Kingston Avenue / Donald Street | Wheeler Street to Donald Street | Arthur Street to Caves Road | Bagdad Road / Dairy Range Road               | Meatworks Road  | Pigeon Flat Road              | Pigeon Flat Road                 |
| <b>Segment:</b>                             |               | Attamura Road to Worrolong Road  | Riddoch Highway to Trevor Clarke Drive                            | Elizabeth Street to Gray Street | Commercial Street to Jane Street |                                 |                                 |                             | Southern Ports Highway to Barnett Swamp Road | Intersections with Pidgeon Flat Road & Cannawigara Road | Cuppa Cup Road to Rowney Road | Ramsay Terrace to Meatworks Road |
| <b>Primary Purpose:</b>                     |               | Freight  | Freight   | Community Access                | Community Access                 | Freight                         | Tourism                         | Freight                     | Freight                                      | Community Access  | Community Access              | Community Access                 |
| <b>Length of Segment (km) - RL</b>          |               | 5.8  | 2.2   | 0.2                             | 0.2                              | 1.1                             | 5.7                             | 14.7                        | 0.6  | 4.3   | 1.7                           | 1.7                              |
| <b>Traffic Volume (AADT): - TV</b>          |               | 780  |   | 2000                            | 2000                             | 500                             | 300                             |                             | 750  | 450   | 450                           | 450                              |
| <b>% Gap Closed: - GC</b>                   |               | 100  | 100   | 100                             | 100                              |                                 | 100                             | 50                          | 100  | 90  | 90                            | 90                               |
| <b>Cost to Close Gap (\$): - UC</b>         |               | 1200000  | 450000  | 140000                          | 140000                           | 750000                          | 2580000                         | 752000                      | 550000                                       | 450000  | 400000                        | 400000                           |
| <b>Amount Sought (\$)</b>                   |               | 600000   | 225000  | 70000                           | 70000                            | 375000                          | 1000000                         | 375000                      | 275000                                       | 225000  | 200000                        | 200000                           |
| Benefit Influencing Factor                  | Weighting (%) | Specific Criteria  | Maximum Score   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
| 5(a). Secondary Purpose(s)                  | 10            | 1. One Secondary Purpose   | 5.0   |                                 |                                  |                                 |                                 | 5.0                         | 5.0  | 5.0   |                               |                                  |
|   |               | 2. Two Secondary Purposes  | 5.0   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
| 5(b). Regional Significance                 | 25            | 1. Community Significance  | 8.3   |                                 | 8.3                              | 8.3                             | 8.3                             | 8.3                         | 8.3  | 8.3   | 8.3                           | 8.3                              |
|   |               | 2. Regional Significance   | 8.3   | 8.3                             | 8.3                              | 8.3                             | 8.3                             | 8.3                         | 8.3  | 8.3   | 8.3                           | 8.3                              |
|   |               | 3. State Significance  | 8.3   |                                 |                                  |                                 |                                 | 8.3                         |  |   |                               |                                  |
| 5(c). Economic                              | 10            | Road User Benefit  |   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 1. Reduce delays and operating costs for heavy vehicles?                           | 1.7   | 1.7                             | 1.7                              |                                 |                                 |                             | 1.7  |   |                               |                                  |
|   |               | 2. Provide direct access to major industrial developments                          | 1.7   | 1.7                             | 1.7                              |                                 |                                 |                             | 1.7  |   |                               |                                  |
|   |               | 3. Facilitate a higher classification of freight movements                         | 1.7   | 1.7                             | 1.7                              |                                 |                                 | 1.7                         |  |   |                               |                                  |
|   |               | 4A. Facilitate intermodal transport operations - rail                              | 0.6   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 4B. Facilitate intermodal transport operations - sea                               | 0.6   |                                 | 0.6                              |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 4C. Facilitate intermodal transport operations - air                               | 0.6   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 5. Assist export of products by improving quality and reducing impacts of dust etc | 1.7   |                                 |                                  |                                 |                                 | 1.7                         |  |   |                               |                                  |
|   |               | 6. Provide direct access to new industrial precincts                               | 1.7   |                                 |                                  |                                 |                                 | 1.7                         |  |   |                               |                                  |
|   | 5             | Community Benefit  |   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 7. Benefit regional employment and sustain communities                             | 2.5   | 2.5                             | 2.5                              | 2.5                             | 2.5                             | 2.5                         | 2.5  | 2.5   |                               |                                  |
|   |               | 8. Assist attraction of economic investment to region                              | 2.5   | 2.5                             | 2.5                              | 2.5                             | 2.5                             | 2.5                         | 2.5  | 2.5   |                               |                                  |
|   | 5             | Road Owner Benefit   |   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 9. Reduce the road maintenance effort  | 5.0   | 5.0                             | 5.0                              | 5.0                             | 5.0                             | 2.5                         | 5.0  | 5.0   | 5.0                           | 5.0                              |
| 5(d). Access                                | 15            | 1. Reduce traffic congestion   | 1.7   | 1.7                             | 1.7                              |                                 |                                 | 1.7                         |  |   |                               |                                  |
|   |               | 2. Link areas of particular land uses to strategic routes                          | 1.7   | 1.7                             | 1.7                              | 1.7                             | 1.7                             | 1.7                         |  |   |                               |                                  |
|   |               | 3. Provide a higher standard alternative route                                     | 1.7   | 1.7                             | 1.7                              |                                 |                                 | 1.7                         |  |   |                               |                                  |
|   |               | 4. Complement the existing arterial road network                                   | 1.7   | 1.7                             | 1.7                              |                                 |                                 |                             | 1.7  |   | 1.7                           | 1.7                              |
|   |               | 5. Provide improved access to key population centres                               | 1.7   | 1.7                             | 1.7                              | 1.7                             | 1.7                             | 1.7                         |  | 1.7   | 1.7                           | 1.7                              |
|   |               | 6. Ensure communities are not dislocated by flooding                               | 1.7   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 7. Act as a collector road for local or heavy traffic                              | 1.7   | 1.7                             | 1.7                              |                                 |                                 | 1.7                         |  | 1.7   |                               |                                  |
|   |               | 8. Provide all weather access  | 1.7   | 1.7                             | 1.7                              | 1.7                             | 1.7                             | 1.7                         | 1.7  | 1.7   |                               |                                  |
|   |               | 9A. Provide access to other types of transport - bus                               | 0.6   |                                 |                                  |                                 |                                 | 1.7                         |  |   |                               |                                  |
|   |               | 9B. Provide access to other types of transport - rail                              | 0.6   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 9C. Provide access to other types of transport - air                               | 0.6   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
| 5(e). Safety                                | 20            | 1. Reduce conflicts between tourist, freight and commuter traffic                  | 2.2   | 2.2                             | 2.2                              |                                 |                                 | 2.2                         | 2.2  | 2.2   | 2.2                           | 2.2                              |
|   |               | 2. Contribute to safer travel and reduce accidents                                 | 2.2   | 2.2                             | 2.2                              | 2.2                             | 2.2                             | 2.2                         | 2.2  | 2.2   | 2.2                           | 2.2                              |
|   |               | 3. Provide safe overtaking opportunities and reduce frustration and fatigue        | 2.2   | 2.2                             | 2.2                              |                                 |                                 |                             | 2.2  |   |                               |                                  |
|   |               | 4. Reduce exposure to travel risk  | 2.2   | 2.2                             | 2.2                              |                                 |                                 |                             | 2.2  | 2.2   | 2.2                           | 2.2                              |
|   |               | 5. Provide access for school buses   | 2.2   | 2.2                             | 2.2                              |                                 |                                 | 2.2                         | 2.2  |   |                               |                                  |
|   |               | 6. Provide access for emergency services   | 2.2   | 2.2                             | 2.2                              |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 7. Remove traffic from city/town areas   | 2.2   | 2.2                             | 2.2                              |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 8. Reduce road roughness and potential dust hazards                                | 2.2   | 2.2                             | 2.2                              | 2.2                             | 2.2                             | 2.2                         | 2.2  | 2.2   | 2.2                           | 2.2                              |
|   |               | 9. Reduce the impact of roadside hazards   | 2.2   | 2.2                             | 2.2                              |                                 |                                 | 2.2                         | 2.2  | 2.2   | 2.2                           | 2.2                              |
| 5(f). Environmental                         | 10            | 1A. Reduce environmental pollution - air   | 1.1   |                                 |                                  |                                 |                                 | 1.1                         |  |   |                               |                                  |
|   |               | 1B. Reduce environmental pollution - noise   | 1.1   |                                 |                                  |                                 |                                 | 1.1                         |  |   |                               |                                  |
|   |               | 1C. Reduce environmental pollution - water   | 1.1   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
|   |               | 2. Minimise impact of heavy vehicles on local community                            | 3.3   | 3.3                             | 3.3                              |                                 |                                 | 3.3                         |  |   |                               |                                  |
|   |               | 3. Reduce reliance on road transport and encourage other forms of transport        | 3.3   |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
| <b>WEIGHTED BENEFIT SCORE (WB)</b>          |               |  | <b>100</b>  | <b>55</b>                       | <b>68</b>                        | <b>34</b>                       | <b>34</b>                       | <b>58</b>                   | <b>51</b>                                    | <b>48</b>   | <b>36</b>                     | <b>32</b>                        |
| <b>WEIGHTED BENEFIT/COST SCORE (WBC)</b>    |               |  |   | <b>205</b>                      | <b>0</b>                         | <b>96</b>                       | <b>96</b>                       | <b>0</b>                    | <b>34</b>                                    | <b>0</b>  | <b>29</b>                     | <b>122</b>                       |
|   |               |  | $( = WB \times TV \times (RL \times 1000) \times (GC/100) / UC )$ |                                 |                                  |                                 |                                 |                             |  |   |                               |                                  |
| <b>PRIORITY RANKING BY WEIGHTED BENEFIT</b> |               |  | <b>5</b>  | <b>1</b>                        | <b>14</b>                        | <b>15</b>                       | <b>3</b>                        | <b>6</b>                    | <b>9</b>                                     | <b>13</b>   | <b>16</b>                     | <b>17</b>                        |

# LCLGA 2017 ROADS DATABASE - INITIAL ASSESSMENT

## ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

|   |               | Council Code   | TDC                              | TDC                             | WRC                             | WRC  | WRC                                | WRC                          | WRC                                    |
|---|---------------|--|----------------------------------|---------------------------------|---------------------------------|--|------------------------------------|------------------------------|--|
|   |               | Timeframe  | 2018-19                          | 2017-20                         | 2017-18                         | 2018-19                                    | 2018-19                            | 2019-21                      | 2016-21                                |
|   |               | Council Name:  | Tatiara District Council         | Tatiara District Council        | Wattle Range Council            | Wattle Range Council                       | Wattle Range Council               | Wattle Range Council         | Wattle Range Council                   |
|   |               | Road Name:   | Railway Terrace South            | Ramsay Terrace                  | Whites Road                     | Agricultural Bureau Drive                  | Kennedy Road (Glencoe)             | Dergholm Road                | Wandilo Forest Road                    |
|   |               | Segment:   | Ridgway Road to Viterra Entrance | Dukes Highway to Pigeon Flat Rd | Tantanoola Road to Chainage 895 | Princes Highway (North) to Mount Burr Road | Kangaroo Flat Road to Chainage 900 | Gordon Street to Blight Road | Kangaroo Flat Road to Council Boundary |
|   |               | Primary Purpose:   | Freight                          | Freight                         | Freight                         | Freight                                    | Freight                            | Freight                      | Freight                                |
|   |               | Length of Segment (km) - RL  | 0.5                              | 1.6                             | 0.9                             | 1.9  | 0.9                                | 5.6                          | 2.6                                    |
|   |               | Traffic Volume (AADT): - TV  | 100                              | 750                             | 200                             | 665  | 110                                | 315                          | 640                                    |
|   |               | % Gap Closed: - GC   | 100                              | 90                              |                                 | 100  | 100                                | 100                          | 100                                    |
|   |               | Cost to Close Gap (\$): - UC   | 250000                           | 700000                          | 330000                          | 98000                                      | 112000                             | 168000                       | 1900000                                |
|   |               | Amount Sought (\$)   | 125000                           | 350000                          | 165000                          | 49000                                      | 56000                              | 84000                        | 950000                                 |
| Benefit Influencing Factor                  | Weighting (%) | Specific Criteria  | Maximum Score                    |                                 |                                 |  |                                    |                              |  |
| 5(a). Secondary Purpose(s)                  | 10            | 1. One Secondary Purpose   | 5.0                              |                                 |                                 |  |                                    |                              | 5.0                                    |
|   |               | 2. Two Secondary Purposes  | 5.0                              |                                 |                                 |  |                                    |                              |  |
| 5(b). Regional Significance                 | 25            | 1. Community Significance  | 8.3                              | 8.3                             | 8.3                             | 8.3  | 8.3                                | 8.3                          | 8.3                                    |
|   |               | 2. Regional Significance   | 8.3                              | 8.3                             |                                 |  |                                    | 8.3                          | 8.3                                    |
|   |               | 3. State Significance  | 8.3                              |                                 |                                 |  |                                    |                              |  |
| 5(c). Economic                              | 10            | Road User Benefit  |                                  |                                 |                                 |  |                                    |                              |  |
|   |               | 1. Reduce delays and operating costs for heavy vehicles?                           | 1.7                              |                                 | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |
|   |               | 2. Provide direct access to major industrial developments                          | 1.7                              |                                 |                                 |  |                                    |                              |  |
|   |               | 3. Facilitate a higher classification of freight movements                         | 1.7                              | 1.7                             | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |
|   |               | 4A. Facilitate intermodal transport operations - rail                              | 0.6                              | 0.6                             |                                 |  |                                    |                              |  |
|   |               | 4B. Facilitate intermodal transport operations - sea                               | 0.6                              |                                 |                                 |  |                                    |                              |  |
|   |               | 4C. Facilitate intermodal transport operations - air                               | 0.6                              |                                 |                                 |  |                                    |                              |  |
|   |               | 5. Assist export of products by improving quality and reducing impacts of dust etc | 1.7                              | 1.7                             | 1.7                             | 1.7  | 1.7                                | 1.7                          |  |
|   |               | 6. Provide direct access to new industrial precincts                               | 1.7                              |                                 |                                 |  |                                    |                              |  |
|   | 5             | Community Benefit  |                                  |                                 |                                 |  |                                    |                              |  |
|   |               | 7. Benefit regional employment and sustain communities                             | 2.5                              |                                 | 2.5                             | 2.5  | 2.5                                | 2.5                          |  |
|   |               | 8. Assist attraction of economic investment to region                              | 2.5                              | 2.5                             | 2.5                             | 2.5  | 2.5                                |                              | 2.5                                    |
|   | 5             | Road Owner Benefit   |                                  |                                 |                                 |  |                                    |                              |  |
|   |               | 9. Reduce the road maintenance effort  | 5.0                              | 5.0                             | 5.0                             | 5.0  | 5.0                                | 5.0                          | 5.0                                    |
| 5(d). Access                                | 15            | 1. Reduce traffic congestion   | 1.7                              |                                 | 1.7                             |  | 1.7                                | 1.7                          |  |
|   |               | 2. Link areas of particular land uses to strategic routes                          | 1.7                              | 1.7                             |                                 |  | 1.7                                | 1.7                          | 1.7                                    |
|   |               | 3. Provide a higher standard alternative route                                     | 1.7                              |                                 |                                 | 1.7  | 1.7                                | 1.7                          | 1.7                                    |
|   |               | 4. Complement the existing arterial road network                                   | 1.7                              |                                 | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |
|   |               | 5. Provide improved access to key population centres                               | 1.7                              |                                 |                                 |  |                                    |                              |  |
|   |               | 6. Ensure communities are not dislocated by flooding                               | 1.7                              |                                 |                                 |  |                                    |                              |  |
|   |               | 7. Act as a collector road for local or heavy traffic                              | 1.7                              |                                 |                                 |  |                                    |                              |  |
|   |               | 8. Provide all weather access  | 1.7                              |                                 | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |
|   |               | 9A. Provide access to other types of transport - bus                               | 0.6                              |                                 |                                 |  |                                    |                              |  |
|   |               | 9B. Provide access to other types of transport - rail                              | 0.6                              | 0.6                             |                                 |  |                                    |                              |  |
|   |               | 9C. Provide access to other types of transport - air                               | 0.6                              |                                 |                                 |  |                                    |                              |  |
| 5(e). Safety                                | 20            | 1. Reduce conflicts between tourist, freight and commuter traffic                  | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |
|   |               | 2. Contribute to safer travel and reduce accidents                                 | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |
|   |               | 3. Provide safe overtaking opportunities and reduce frustration and fatigue        | 2.2                              |                                 |                                 |  |                                    |                              |  |
|   |               | 4. Reduce exposure to travel risk  | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |
|   |               | 5. Provide access for school buses   | 2.2                              |                                 |                                 |  | 2.2                                | 2.2                          | 2.2                                    |
|   |               | 6. Provide access for emergency services   | 2.2                              |                                 |                                 |  |                                    |                              |  |
|   |               | 7. Remove traffic from city/town areas   | 2.2                              |                                 |                                 | 2.2  | 2.2                                | 2.2                          | 2.2                                    |
|   |               | 8. Reduce road roughness and potential dust hazards                                | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |
|   |               | 9. Reduce the impact of roadside hazards   | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |
| 5(f). Environmental                         | 10            | 1A. Reduce environmental pollution - air   | 1.1                              | 1.1                             | 1.1                             | 1.1  |                                    |                              |  |
|   |               | 1B. Reduce environmental pollution - noise   | 1.1                              | 1.1                             | 1.1                             | 1.1  |                                    |                              | 1.1                                    |
|   |               | 1C. Reduce environmental pollution - water   | 1.1                              |                                 |                                 |  |                                    |                              |  |
|   |               | 2. Minimise impact of heavy vehicles on local community                            | 3.3                              | 3.3                             | 3.3                             | 3.3  | 3.3                                | 3.3                          | 3.3                                    |
|   |               | 3. Reduce reliance on road transport and encourage other forms of transport        | 3.3                              |                                 |                                 |  |                                    |                              |  |
| <b>WEIGHTED BENEFIT SCORE (WB)</b>          |               |  | <b>100</b>                       | <b>50</b>                       | <b>37</b>                       | <b>48</b>                                  | <b>43</b>                          | <b>56</b>                    | <b>37</b>                              |
| <b>WEIGHTED BENEFIT/COST SCORE (WBC)</b>    |               |  |                                  | <b>10</b>                       | <b>57</b>                       | <b>0</b>                                   | <b>560</b>                         | <b>50</b>                    | <b>385</b>                             |
| (= WB x TV x (RLx1000) x (GC/100) / UC )    |               |  |                                  |                                 |                                 |  |                                    |                              |  |
| <b>PRIORITY RANKING BY WEIGHTED BENEFIT</b> |               |  |                                  | <b>7</b>                        | <b>12</b>                       | <b>8</b>                                   | <b>10</b>                          | <b>4</b>                     | <b>11</b>                              |

# LCLGA 2017 ROADS DATABASE - REVISED ASSESSMENT

## ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

|   |  | Council Code<br>Timeframe   | DCG<br>2017-20                         | DCG<br>2018-19                  | CMG<br>2017-18                   | CMG<br>2017-18                  | NLC<br>2017-18                  | NLC<br>2018-21                                      | DCR<br>2017-20                               | TDC<br>2017-18  | TDC<br>2019-20                | TDC<br>2020-21                   |           |
|---|--|---|--|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---|--|---|-------------------------------|----------------------------------|-----------|
| <b>Council Name:</b>  |  | District Council of Grant   | District Council of Grant              | City of Mount Gambier           | City of Mount Gambier            | Naracoorte Lucindale Council    | Naracoorte Lucindale Council    | District Council of Robe                            | Tatiara District Council                     | Tatiara District Council                                | Tatiara District Council      | Tatiara District Council         |           |
| <b>Road Name:</b>   |  | Mingbool Road   | Post Office Road                       | Caldwell Street                 | Elizabeth Street                 | Kingston Avenue / Donald Street | Wheeler Street to Donald Street | Arthur St to 700m South of Caves Road to Caves Road | Bagdad Road / Dairy Range Road               | Meatworks Road  | Pigeon Flat Road              | Pigeon Flat Road                 |           |
| <b>Segment:</b>   |  | Attamura Road to Worrolong Road   | Ridloch Highway to Trevor Clarke Drive | Elizabeth Street to Gray Street | Commercial Street to Jane Street |                                 |                                 |   | Southern Ports Highway to Barnett Swamp Road | Intersections with Pidgeon Flat Road & Cannawigara Road | Cuppa Cup Road to Rowney Road | Ramsay Terrace to Meatworks Road |           |
| <b>Primary Purpose:</b>   |  | Freight   | Freight                                | Community Access                | Community Access                 | Freight                         | Tourism                         | Freight   | Freight                                      | Community Access  | Community Access              | Community Access                 |           |
| <b>Length of Segment (km) - RL</b>  |  | 5.8   | 2.2                                    | 0.2                             | 0.2                              | 1.1                             | 5.7                             | 14.7  | 0.6  | 4.3   | 1.7                           | 1.7                              |           |
| <b>Traffic Volume (AADT): - TV</b>  |  | 780   | 780                                    | 2000                            | 2000                             | 500                             | 300                             | 750   | 750  | 450   | 450                           | 450                              |           |
| <b>% Gap Closed: - GC</b>   |  | 100   | 100                                    | 100                             | 100                              | 100                             | 100                             | 80  | 100  | 90  | 90                            | 90                               |           |
| <b>Cost to Close Gap (\$): - UC</b>   |  | 1200000   | 450000                                 | 140000                          | 140000                           | 750000                          | 2580000                         | 752000  | 550000                                       | 450000  | 400000                        | 400000                           |           |
| <b>Amount Sought (\$)</b>   |  | 600000  | 225000                                 | 70000                           | 70000                            | 375000                          | 1000000                         | 375000  | 275000                                       | 225000  | 200000                        | 200000                           |           |
| Benefit Influencing Factor  | Weighting (%)  | Specific Criteria   | Maximum Score                          |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| 5(a). Secondary Purpose(s)  | 10   | 1. One Secondary Purpose  | 5.0                                    |                                 |                                  |                                 |                                 |   |  | 5.0   |                               | 5.0                              |           |
|   |  | 2. Two Secondary Purposes   | 5.0                                    |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| 5(b). Regional Significance   | 25   | 1. Community Significance   | 8.3                                    | 8.3                             | 8.3                              | 8.3                             | 8.3                             | 8.3   | 8.3  | 8.3   | 8.3                           | 8.3                              |           |
|   |  | 2. Regional Significance  | 8.3                                    | 8.3                             | 8.3                              | 8.3                             | 8.3                             | 8.3   | 8.3  | 8.3   | 8.3                           | 8.3                              |           |
|   |  | 3. State Significance   | 8.3                                    |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| 5(c). Economic  | 10   | Road User Benefit   |  |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 1. Reduce delays and operating costs for heavy vehicles?                    | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 | 1.7   | 1.7  |   |                               |                                  |           |
|   |  | 2. Provide direct access to major industrial developments                   | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 | 1.7   | 1.7  | 1.7   |                               |                                  |           |
|   |  | 3. Facilitate a higher classification of freight movements                  | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 | 1.7   | 1.7  | 1.7   |                               |                                  |           |
|   |  | 4A. Facilitate intermodal transport operations - rail                       | 0.6                                    |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 4B. Facilitate intermodal transport operations - sea                        | 0.6                                    | 0.6                             |                                  |                                 |                                 |   |  |   |                               |                                  |           |
|   | 4C. Facilitate intermodal transport operations - air                               | 0.6   |  |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
|   | 5. Assist export of products by improving quality and reducing impacts of dust etc | 1.7   |  |                                 |                                  |                                 | 1.7                             | 1.7   |  |   |                               |                                  |           |
|   | 6. Provide direct access to new industrial precincts                               | 1.7   |  |                                 |                                  |                                 | 1.7                             | 1.7   | 1.7  |   |                               |                                  |           |
|   | 5  | Community Benefit   |  |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| 7. Benefit regional employment and sustain communities                                | 2.5  | 2.5   | 2.5                                    | 2.5                             | 2.5                              | 2.5                             | 2.5                             | 2.5   | 2.5  | 2.5   |                               |                                  |           |
| 8. Assist attraction of economic investment to region                                 | 2.5  | 2.5   | 2.5                                    | 2.5                             | 2.5                              | 2.5                             | 2.5                             | 2.5   | 2.5  | 2.5   |                               |                                  |           |
| 5   | Road Owner Benefit   |   |  |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| 9. Reduce the road maintenance effort   | 5.0  | 5.0   | 5.0                                    | 5.0                             | 5.0                              | 5.0                             | 5.0                             | 5.0   | 5.0  | 5.0   |                               |                                  |           |
| 5(d). Access  | 15   | 1. Reduce traffic congestion  | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 2. Link areas of particular land uses to strategic routes                   | 1.7                                    | 1.7                             | 1.7                              | 1.7                             | 1.7                             | 1.7   | 1.7  | 1.7   |                               |                                  |           |
|   |  | 3. Provide a higher standard alternative route                              | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 | 1.7   | 1.7  |   |                               |                                  |           |
|   |  | 4. Complement the existing arterial road network                            | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 |   |  | 1.7   |                               |                                  |           |
|   |  | 5. Provide improved access to key population centres                        | 1.7                                    | 1.7                             | 1.7                              | 1.7                             | 1.7                             |   |  | 1.7   | 1.7                           | 1.7                              |           |
|   |  | 6. Ensure communities are not dislocated by flooding                        | 1.7                                    |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 7. Act as a collector road for local or heavy traffic                       | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 | 1.7   | 1.7  | 1.7   | 1.7                           |                                  |           |
|   |  | 8. Provide all weather access   | 1.7                                    | 1.7                             | 1.7                              |                                 |                                 | 1.7   | 1.7  | 1.7   | 1.7                           |                                  |           |
|   |  | 9A. Provide access to other types of transport - bus                        | 0.6                                    |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 9B. Provide access to other types of transport - rail                       | 0.6                                    |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| 9C. Provide access to other types of transport - air                                  | 0.6  |   |  |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| 5(e). Safety  | 20   | 1. Reduce conflicts between tourist, freight and commuter traffic           | 2.2                                    | 2.2                             | 2.2                              |                                 |                                 | 2.2   | 2.2  | 2.2   | 2.2                           | 2.2                              |           |
|   |  | 2. Contribute to safer travel and reduce accidents                          | 2.2                                    | 2.2                             | 2.2                              | 2.2                             | 2.2                             | 2.2   | 2.2  | 2.2   | 2.2                           | 2.2                              |           |
|   |  | 3. Provide safe overtaking opportunities and reduce frustration and fatigue | 2.2                                    | 2.2                             | 2.2                              |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 4. Reduce exposure to travel risk   | 2.2                                    | 2.2                             | 2.2                              |                                 |                                 | 2.2   | 2.2  | 2.2   | 2.2                           | 2.2                              |           |
|   |  | 5. Provide access for school buses  | 2.2                                    | 2.2                             | 2.2                              |                                 |                                 |   | 2.2  | 2.2   | 1.1                           |                                  |           |
|   |  | 6. Provide access for emergency services                                    | 2.2                                    | 2.2                             | 2.2                              |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 7. Remove traffic from city/town areas                                      | 2.2                                    | 2.2                             | 2.2                              |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 8. Reduce road roughness and potential dust hazards                         | 2.2                                    | 2.2                             | 2.2                              | 2.2                             | 2.2                             | 2.2   | 2.2  | 2.2   | 2.2                           | 2.2                              |           |
|   |  | 9. Reduce the impact of roadside hazards                                    | 2.2                                    | 2.2                             | 2.2                              |                                 |                                 |   |  |   |                               |                                  |           |
| 5(f). Environmental   | 10   | 1A. Reduce environmental pollution - air                                    | 1.1                                    |                                 |                                  |                                 |                                 | 1.1   |  |   | 1.1                           |                                  |           |
|   |  | 1B. Reduce environmental pollution - noise                                  | 1.1                                    |                                 |                                  |                                 |                                 | 1.1   | 1.1  |   |                               |                                  |           |
|   |  | 1C. Reduce environmental pollution - water                                  | 1.1                                    |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
|   |  | 2. Minimise impact of heavy vehicles on local community                     | 3.3                                    | 3.3                             | 3.3                              |                                 |                                 | 3.3   |  | 3.3   |                               |                                  |           |
| 3. Reduce reliance on road transport and encourage other forms of transport           | 3.3  |   |  |                                 |                                  |                                 |                                 |   |  |   |                               |                                  |           |
| <b>WEIGHTED BENEFIT SCORE (WB)</b>  |  |   | <b>100</b>                             | <b>63</b>                       | <b>61</b>                        | <b>34</b>                       | <b>34</b>                       | <b>57</b>   | <b>44</b>                                    | <b>43</b>   | <b>54</b>                     | <b>30</b>                        | <b>35</b> |
| <b>WEIGHTED BENEFIT/COST SCORE (WBC)</b><br>( = WB x TV x (RLx1000) x (GC/100) / UC ) |  |   |  | <b>237</b>                      | <b>233</b>                       | <b>96</b>                       | <b>96</b>                       | <b>40</b>   | <b>29</b>                                    | <b>0</b>  | <b>44</b>                     | <b>116</b>                       | <b>60</b> |
| <b>PRIORITY RANKING BY WEIGHTED BENEFIT</b>   |  |   |  | <b>1</b>                        | <b>2</b>                         | <b>16</b>                       | <b>15</b>                       | <b>4</b>  | <b>11</b>                                    | <b>12</b>   | <b>8</b>                      | <b>17</b>                        | <b>14</b> |

**LCLGA 2017 ROADS DATABASE - REVISED ASSESSMENT**

**ANALYSIS OF WEIGHTED BENEFIT (WB) AND WEIGHTED BENEFIT/COST SCORE (WBC)**

(Based on Guidelines developed through the Roads Infrastructure Database Project, for application for Special Local Roads Funding)

|   |  | Council Code  | TDC                              | TDC                             | WRC                             | WRC  | WRC                                | WRC                          | WRC                                    |           |
|---|--|---|----------------------------------|---------------------------------|---------------------------------|--|------------------------------------|------------------------------|--|-----------|
|   |  | Timeframe   | 2018-19                          | 2017-20                         | 2017-18                         | 2018-19                                    | 2018-19                            | 2019-21                      | 2016-21                                |           |
|   |  | Council Name:   | Tatiara District Council         | Tatiara District Council        | Wattle Range Council            | Wattle Range Council                       | Wattle Range Council               | Wattle Range Council         | Wattle Range Council                   |           |
|   |  | Road Name:  | Railway Terrace South            | Ramsay Terrace                  | Whites Road                     | Agricultural Bureau Drive                  | Kennedy Road (Glencoe)             | Dergholm Road                | Wandilo Forest Road                    |           |
|   |  | Segment:  | Ridgway Road to Viterra Entrance | Dukes Highway to Pigeon Flat Rd | Tantanoola Road to Chainage 895 | Princes Highway (North) to Mount Burr Road | Kangaroo Flat Road to Chainage 900 | Gordon Street to Blight Road | Kangaroo Flat Road to Council Boundary |           |
|   |  | Primary Purpose:  | Freight                          | Freight                         | Freight                         | Freight                                    | Freight                            | Freight                      | Freight                                |           |
|   |  | Length of Segment (km) - RL   | 0.5                              | 1.6                             | 0.9                             | 1.9  | 0.9                                | 5.6                          | 4.6                                    |           |
|   |  | Traffic Volume (AADT): - TV   | 100                              | 750                             | 200                             | 665  | 110                                | 315                          | 640                                    |           |
|   |  | % Gap Closed: - GC  | 100                              | 90                              | 100                             | 100  | 100                                | 100                          | 100                                    |           |
|   |  | Cost to Close Gap (\$): - UC  | 250000                           | 700000                          | 330000                          | 98000                                      | 112000                             | 168000                       | 1900000                                |           |
|   |  | Amount Sought (\$)  | 125000                           | 350000                          | 165000                          | 49000                                      | 56000                              | 84000                        | 950000                                 |           |
| Benefit Influencing Factor  | Weighting (%)  | Specific Criteria   | Maximum Score                    |                                 |                                 |  |                                    |                              |  |           |
| 5(a). Secondary Purpose(s)  | 10   | 1. One Secondary Purpose  | 5.0                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 2. Two Secondary Purposes   | 5.0                              |                                 |                                 |  |                                    |                              |  |           |
| 5(b). Regional Significance   | 25   | 1. Community Significance   | 8.3                              | 8.3                             | 8.3                             | 8.3  | 8.3                                | 8.3                          | 8.3                                    |           |
|   |  | 2. Regional Significance  | 8.3                              | 8.3                             | 8.3                             | 8.3  | 8.3                                | 8.3                          | 8.3                                    |           |
|   |  | 3. State Significance   | 8.3                              |                                 |                                 |  |                                    |                              |  |           |
| 5(c). Economic  | 10   | Road User Benefit   |                                  |                                 |                                 |  |                                    |                              |  |           |
|   |  | 1. Reduce delays and operating costs for heavy vehicles?                    | 1.7                              |                                 | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |           |
|   |  | 2. Provide direct access to major industrial developments                   | 1.7                              |                                 | 1.7                             |  |                                    |                              |  |           |
|   |  | 3. Facilitate a higher classification of freight movements                  | 1.7                              |                                 | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |           |
|   |  | 4A. Facilitate intermodal transport operations - rail                       | 0.6                              | 0.6                             |                                 |  |                                    |                              |  |           |
|   |  | 4B. Facilitate intermodal transport operations - sea                        | 0.6                              |                                 |                                 |  |                                    |                              |  |           |
|   | 4C. Facilitate intermodal transport operations - air                               | 0.6   |                                  |                                 |                                 |  |                                    |                              |  |           |
|   | 5. Assist export of products by improving quality and reducing impacts of dust etc | 1.7   | 1.7                              | 1.7                             | 1.7                             | 1.7  | 1.7                                | 1.7                          |  |           |
|   | 6. Provide direct access to new industrial precincts                               | 1.7   |                                  | 1.7                             |                                 |  |                                    |                              |  |           |
|   | 5  | Community Benefit   |                                  |                                 |                                 |  |                                    |                              |  |           |
| 7. Benefit regional employment and sustain communities                      | 2.5  |   | 2.5                              | 2.5                             | 2.5                             | 2.5  | 2.5                                | 2.5                          |  |           |
| 8. Assist attraction of economic investment to region                       | 2.5  | 2.5   | 2.5                              | 2.5                             | 2.5                             | 2.5  | 2.5                                | 2.5                          |  |           |
| 5   | Road Owner Benefit   |   |                                  |                                 |                                 |  |                                    |                              |  |           |
| 9. Reduce the road maintenance effort                                       | 5.0  | 5.0   | 5.0                              | 5.0                             | 5.0                             | 5.0  | 5.0                                | 5.0                          |  |           |
| 5(d). Access  | 15   | 1. Reduce traffic congestion  | 1.7                              |                                 | 1.7                             |  |                                    |                              |  |           |
|   |  | 2. Link areas of particular land uses to strategic routes                   | 1.7                              | 1.7                             |                                 |  |                                    |                              |  |           |
|   |  | 3. Provide a higher standard alternative route                              | 1.7                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 4. Complement the existing arterial road network                            | 1.7                              |                                 | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |           |
|   |  | 5. Provide improved access to key population centres                        | 1.7                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 6. Ensure communities are not dislocated by flooding                        | 1.7                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 7. Act as a collector road for local or heavy traffic                       | 1.7                              |                                 | 1.7                             |  |                                    |                              |  |           |
|   |  | 8. Provide all weather access   | 1.7                              |                                 | 1.7                             | 1.7  | 1.7                                | 1.7                          | 1.7                                    |           |
|   |  | 9A. Provide access to other types of transport - bus                        | 0.6                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 9B. Provide access to other types of transport - rail                       | 0.6                              | 0.6                             |                                 |  |                                    |                              |  |           |
| 9C. Provide access to other types of transport - air                        | 0.6  |   |                                  |                                 |                                 |  |                                    |                              |  |           |
| 5(e). Safety  | 20   | 1. Reduce conflicts between tourist, freight and commuter traffic           | 2.2                              |                                 | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |           |
|   |  | 2. Contribute to safer travel and reduce accidents                          | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |           |
|   |  | 3. Provide safe overtaking opportunities and reduce frustration and fatigue | 2.2                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 4. Reduce exposure to travel risk   | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |           |
|   |  | 5. Provide access for school buses  | 2.2                              |                                 |                                 | 2.2  | 2.2                                | 2.2                          | 2.2                                    |           |
|   |  | 6. Provide access for emergency services                                    | 2.2                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 7. Remove traffic from city/town areas                                      | 2.2                              |                                 |                                 | 2.2  | 2.2                                | 2.2                          | 2.2                                    |           |
|   |  | 8. Reduce road roughness and potential dust hazards                         | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |           |
|   |  | 9. Reduce the impact of roadside hazards                                    | 2.2                              | 2.2                             | 2.2                             | 2.2  | 2.2                                | 2.2                          | 2.2                                    |           |
| 5(f). Environmental   | 10   | 1A. Reduce environmental pollution - air                                    | 1.1                              | 1.1                             | 1.1                             | 1.1  |                                    |                              |  |           |
|   |  | 1B. Reduce environmental pollution - noise                                  | 1.1                              | 1.1                             | 1.1                             | 1.1  |                                    |                              |  |           |
|   |  | 1C. Reduce environmental pollution - water                                  | 1.1                              |                                 |                                 |  |                                    |                              |  |           |
|   |  | 2. Minimise impact of heavy vehicles on local community                     | 3.3                              | 3.3                             | 3.3                             | 3.3  | 3.3                                | 3.3                          | 3.3                                    |           |
| 3. Reduce reliance on road transport and encourage other forms of transport | 3.3  |   |                                  |                                 |                                 |  |                                    |                              |  |           |
| <b>WEIGHTED BENEFIT SCORE (WB)</b>  |  |   | <b>100</b>                       | <b>43</b>                       | <b>57</b>                       | <b>50</b>                                  | <b>46</b>                          | <b>59</b>                    | <b>47</b>                              | <b>53</b> |
| <b>WEIGHTED BENEFIT/COST SCORE (WBC)</b>                                    |  |   |                                  | <b>9</b>                        | <b>88</b>                       | <b>27</b>                                  | <b>594</b>                         | <b>52</b>                    | <b>497</b>                             | <b>82</b> |
| (= WB x TV x (RLx1000) x (GC/100) / UC )                                    |  |   |                                  |                                 |                                 |  |                                    |                              |  |           |
| <b>PRIORITY RANKING BY WEIGHTED BENEFIT</b>                                 |  |   |                                  | <b>13</b>                       | <b>5</b>                        | <b>7</b>                                   | <b>10</b>                          | <b>3</b>                     | <b>9</b>                               | <b>6</b>  |