

# INFRASTRUCTURE ASSET MANAGEMENT PLAN

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## TRANSPORT



**GOYDER**  
South Australia's Heartland

## DOCUMENT HISTORY AND STATUS

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# 1 EXECUTIVE SUMMARY

The Regional Council of Goyder has worked on the development of this Asset Plan based on an asset register updated as of 1/7/2021.

The transport network comprises:

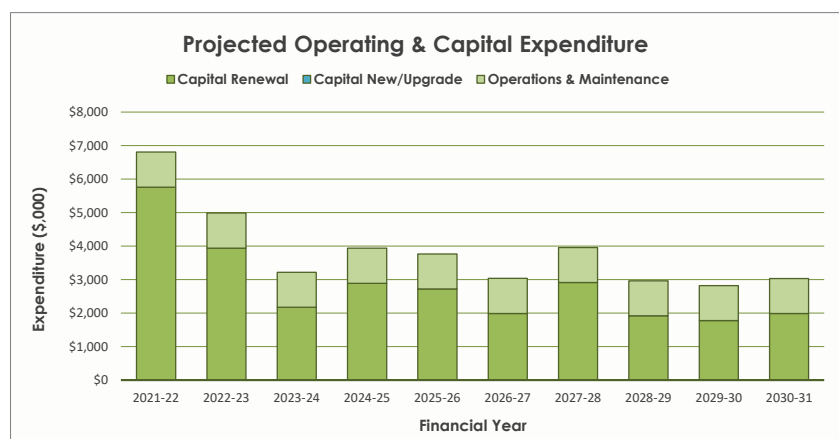
- Sealed Roads
- Unsealed Roads
- Kerbing
- Footpath
- Cross Drains
- Floodways
- Bridges
- Signs

The transport infrastructure assets have a fair value of \$107,978,536 (30 June 2020 financial statements).

Council reinspected the condition of the road network during 2017-18 with bridges inspected in 2019. Cross drain and floodway reinspection's are due to be completed during 2021-22. This plan is based on the best available data to represent the condition of the Transport Assets as of 1/7/2021 and has incorporated the necessary updates in condition including the anticipated completion of the 2020-21 works program.

This plan outlines the requirements for the Council to continue to plan and deliver on the demands to maintain its road infrastructure to prescribed service levels, the expenditure demand and proposed budget are presented below.

The renewal expenditure presented has been established through on-site inspections to verify asset information, delivering a significant 3 year rolling works program with targeted expenditure provided over a 10 year period. The renewal plan is based on system outputs for expenditure. Further work is needed in future plans to define requirements for upgrading assets, primarily for meeting commodity requirements and stormwater.





Council plans to provide transport asset services for the following:

- Operation, maintenance, renewal of sealed roads, unsealed roads, kerbs, footpath, bridges, rural cross drains, bridges and floodway/fords to meet service levels, which is set by Council in annual budgets, with consideration to the demand for expenditure outlined in this plan.
- Develop an upgrade plan in future versions for the asset plan to meet ongoing demand.
- Council is committed to maintaining and renewing the existing transport assets to required service level standards. Additionally, Council will continue planning to upgrade roads identified as freight routes however, commitment to internal funding and external funding is yet to be determined and accordingly is not included in the expenditure profile.

This plan is intended to inform the development of the Long Term Financial Plan and may be updated in the future to even out expenditure and to add upgrade requirements. The Plan will also inform the annual decisions on the levels of funding for Transport assets. Included in the plan is a system generated list of renewal works which is indicative only and actual works is subject on annual inspection and decisions of the works team to prioritise work, which is subject to a separate annual process of approvals.

## 2 INTRODUCTION

### 2.1 Context

This Asset Management Plan has been developed through a comprehensive review as an update to the previous plan from April 2018.

This Plan has been developed using the following information:

- Capital additions and disposals based on programmed works provided by Council for the 2020-21 financial year bringing the register up to date as of 1 July 2021.
- Updates to the replacement cost unit rates from 1 July 2018 to 1 July 2021 for expenditure modelling purposes only.

### 2.2 Background

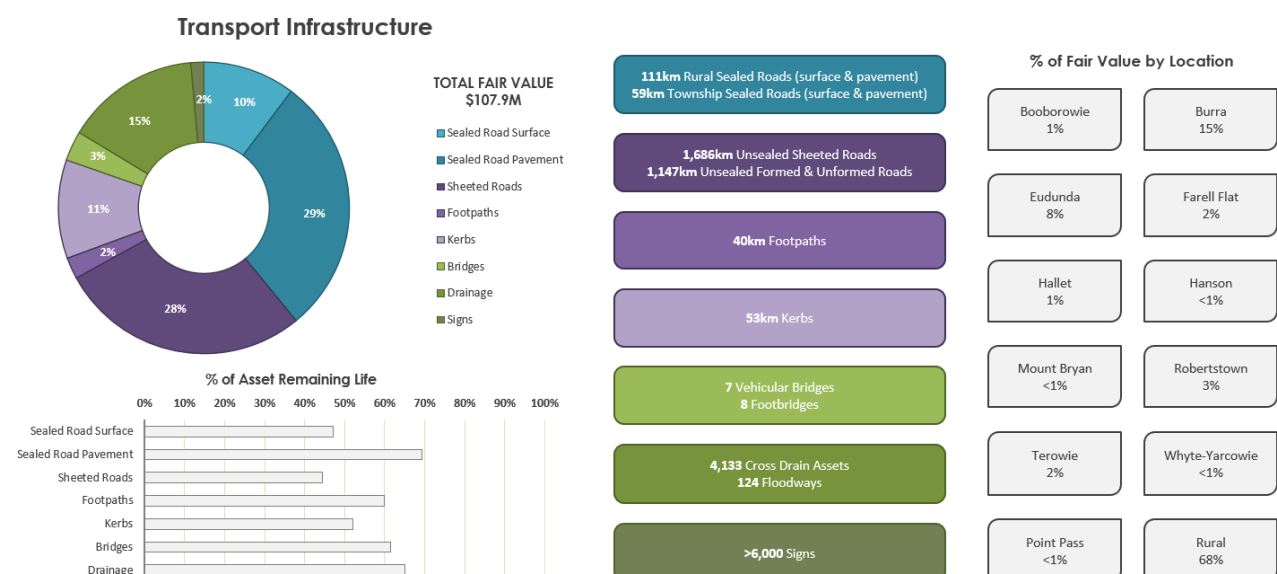
The Regional Council of Goyder is located approximately 180 km north of Adelaide and covers an area of 6,681 square kilometres. It has a population of 4,136 (ABS 2016) with two major towns Burra and Eudunda, with smaller townships of Booborowie, Farell Flat, Hallett, Hanson, Mount Bryan, Point Pass, Robertstown, Terowie and Whyte-Yarcowie.

The transport assets provide a safe and efficient road and footpath network for residents and visitors to the region. Council aims to provide this service in the most cost-effective manner whilst still maintaining service levels required by the community and legislative requirements.

The primary commerce in the region is the production of food/agricultural commodities including cereal production and cattle/sheep meat production as well as wool production. These activities have seasonal impacts on the road transport asset network including surface wear rates, vegetation canopy and road safety corridor widths. Tourism is also a factor impacting on this plan due to the historical significance of the region attracting visitors.

The road network includes unsealed surfaces, sealed surfaces including the underlying pavement, kerbing, footpath, rural cross drain, bridge and floodway assets. An overview of the Transport infrastructure assets covered by this asset management plan are shown Figure 2.1.

**Figure 2.1 Distribution of Transport Assets by Fair Value as of 30 June 2020**



Council is also responsible for unsealed (gravel, rubble or crusher dust) footpaths and formed roads, however it has been determined that the renewals are funded through maintenance expenditure rather than capital, for this reason these assets are not shown in Figure 1. Signs are included as a single item within the asset system for valuation purposes only.

The transport infrastructure is predominantly located in the rural areas, Burra and Eudunda which combine to comprises 90% of the transport infrastructure by value. The remaining 10% is spread across the other smaller towns.

Note: Sealed roads include the surface and underlying pavement. Of the 1,147km of unsealed formed and unformed roads, 615kms is formed graded. Of the 41km of footpaths, 24kms are unsealed (gravel or crusher dust).

## 2.3 Plan Framework

This transport infrastructure asset management plan is based on the fundamental structure of the IPWEA NAMS 3 Asset Management for Small, Rural or Remote Communities template and has been simplified to minimise the content to suit the Regional Council of Goyder's requirements.

The Regional Council of Goyder provides services for the community in part through the provision of infrastructure assets. Council have acquired these assets directly through construction by council staff or contractors and by donation of assets constructed by developers and others over time.

The goal in managing infrastructure assets is to meet the required level of service in the most cost-effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Taking a life cycle approach
- Developing cost-effective management strategies for the long term
- Providing a defined level of service and monitoring performance
- Managing risks associated with asset failures
- Sustainable use of physical resources.

Key elements of the plan are:

- Life cycle management – how the organisation will manage its existing and future assets to provide the required services
- Financial summary – what funds are required to provide the required services
- Future demand– how this will impact on future service delivery and how this is to be met
- Levels of service – specifies the services and levels of service to be provided by Council
- Plan improvement and monitoring – how the plan will be monitored to ensure it is meeting the organisation's objectives.

This asset management plan is prepared under the direction of Council's vision which is:

**“One Goyder** – A vibrant community that embraces change and is characterized by strong and responsible leadership.”



Council's vision is reinforced within the Goyder Master Plan 2020-2035 with the six pillars developed to deliver and monitor the plan, the six pillars are as follows:

ENGAGING WITH THE COMMUNITY	STRENGTHENING COMMUNITY	ECONOMIC RESILIENCE	OUR ENVIRONMENT & HERITAGE IS VALUED AND PROTECTED	COMMUNITY ASSETS & INFRASTRUCTURE	LEADING THE WAY
Council and the Community sharing information and working together	A well-resourced, active and connected community	A strong economy that supports job growth, opportunities for community and business development for a diverse community	Responsible and well informed management of our natural and built environment and cultural heritage	A planned and funded infrastructure and Asset Management Program that supports the long-term financial sustainability of Council	Strong leadership through a cohesive, effective team

## 3 LIFE CYCLE MANAGEMENT

The life cycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (defined in Section 5) while optimising life cycle costs.

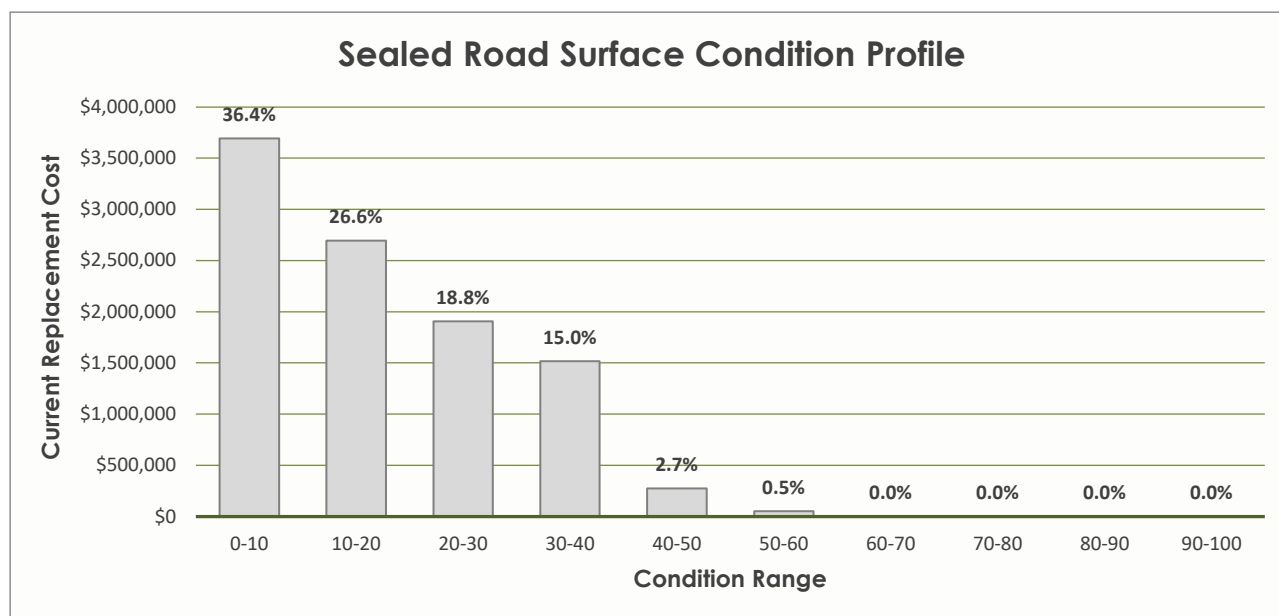
### 3.1 Background Data

The Regional Council of Goyder Transport assets are in both rural areas and townships within the Council and the assets covered by this asset management plan are shown in Figure 2.1. The transport assets consumption is measured by condition at time of inspection. The condition at time of inspection is used to calculate the estimated remaining life at time of valuation for each asset.

The renewal of surface assets is determined through use of a modelling program called the Road Surface Manager (RSM). The RSM utilises the road surface assets within Council's asset management system and the renewal is determined through treatments (interventions) and linked to available funding. The treatment selected for a road surface is determined by the condition at inspection, the treatments include preventative resealing (sealed roads) and resheeting (unsealed sheeted roads), if roads fall into poor condition then rehabilitation is considered and then reconstruction, the cost of the treatments increases as it they include pavement (sealed roads), or lower base (unsealed sheeted roads) works.

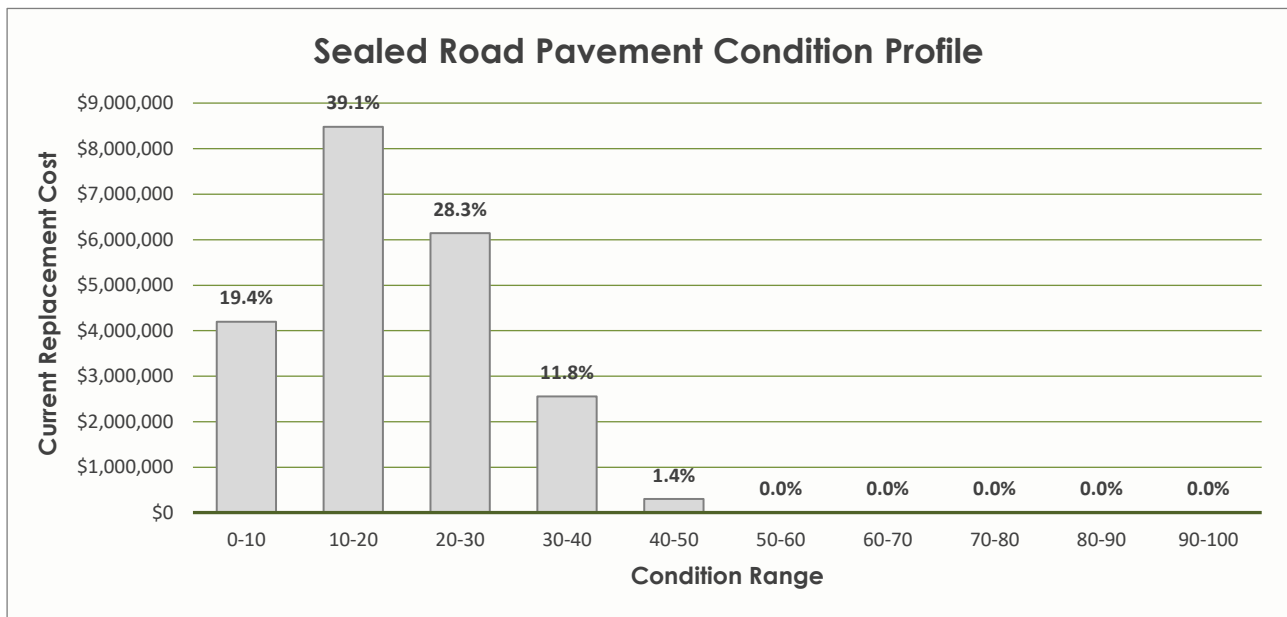
The condition profiles of the road surface, pavement, kerb and footpath assets is based on the 2017-18 condition assessment. The condition profiles for cross drains and floodways is based on a condition assessment undertaken in 2006-07. The condition profile for bridges is based on a condition assessment undertaken in 2019. All profiles include capital renewal up to 1 July 2021 and are shown by Current Replacement Cost (CRC) in the following figures.

Figure 3.1 Summary Sealed Road Surface Condition Profile



As shown in Figure 3.1, approximately 82% of the rural and township road sealed surface assets have a condition less than 30 with 15% between 30 and 40 and the remaining 3% above 40. The defined condition range at which sealed surface assets reach their end of life is between 40 and 60.

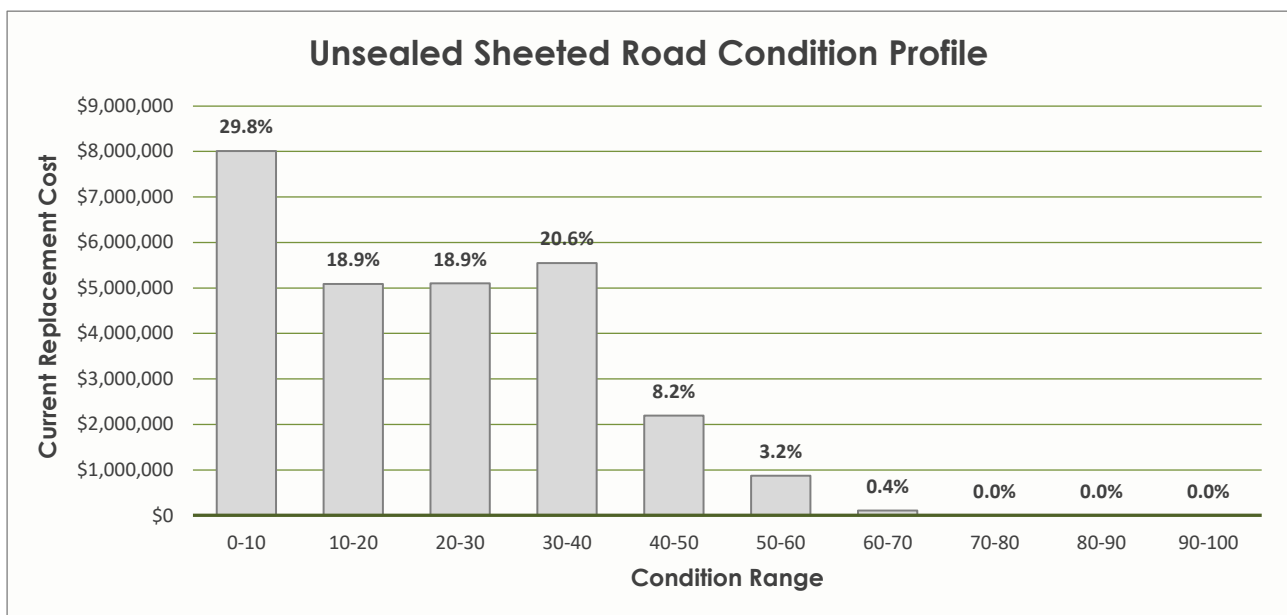
**Figure 3.2 Summary Sealed Road Pavement Condition Profile**



As shown in Figure 3.1, approximately 83% of the rural and township road sealed pavement assets have a condition less than 30 with 12% between 30 and 40 and only 1% above 40. The defined condition range at which sealed pavement assets reach their end of life is between 55 and 65.

The sealed road network is being generally maintained through preventative treatments however, in some cases additional funds are required for the rehabilitation of pavement related defects identified in the condition assessment. The plan is aimed to prevent pavement reconstruction through appropriate sealed road surface management.

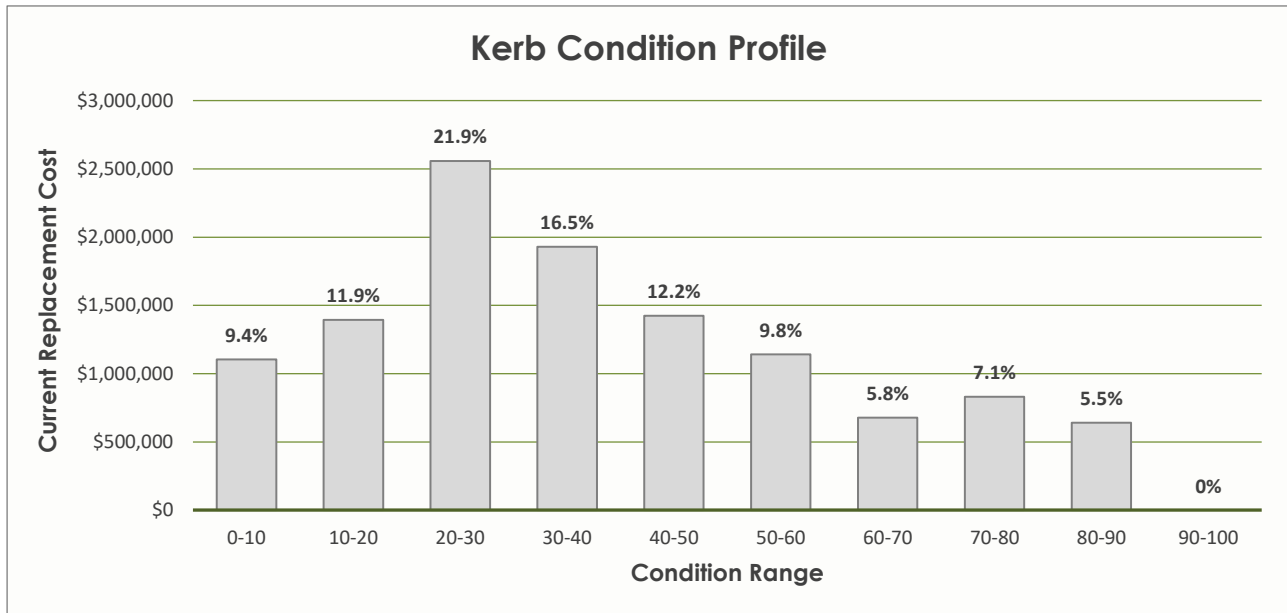
**Figure 3.3 Summary Unsealed Sheeted Road Condition Profile**



As shown in Figure 3.3, approximately 68% of the rural and township road unsealed sheeted surface assets have a condition less than 30 with 29% between 30 and 50, and the remaining 3% above 50. The defined condition range at which unsealed sheeted surface assets reach their end of life is between 50 and 65.

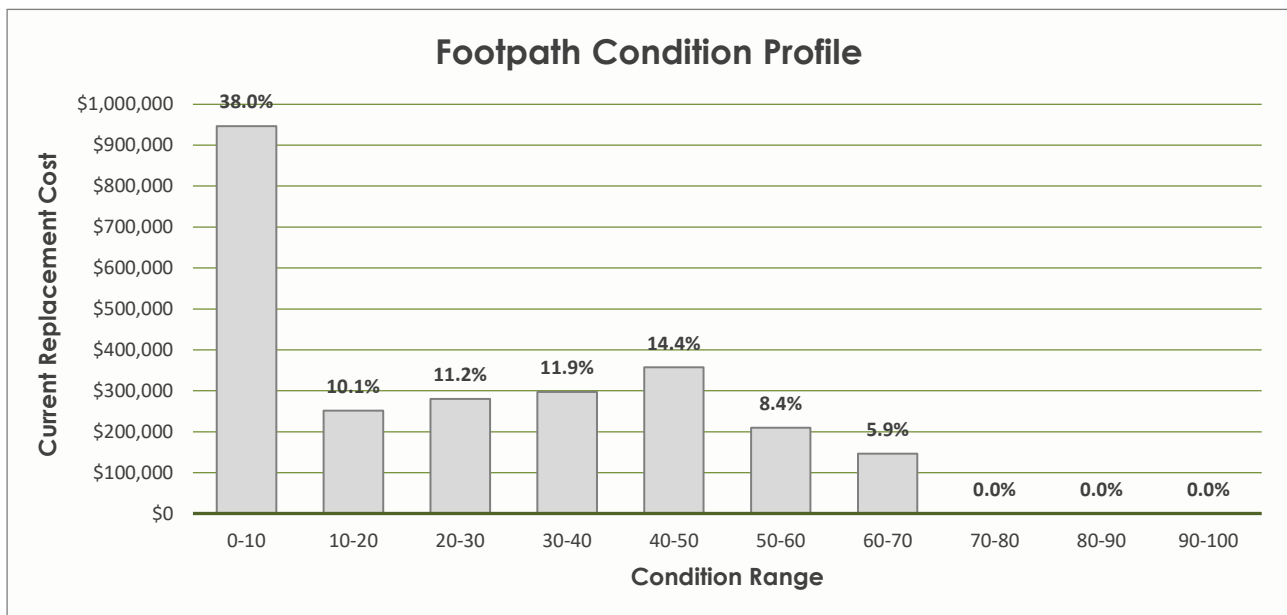
The unsealed sheeted road network is being generally maintained through preventative treatments however, if there is a funding shortfall then reconstruction of the lower base is considered. The plan aims to prevent lower base reconstruction through appropriate sheeted road surface management.

**Figure 3.4 Summary Kerb Condition Profile**



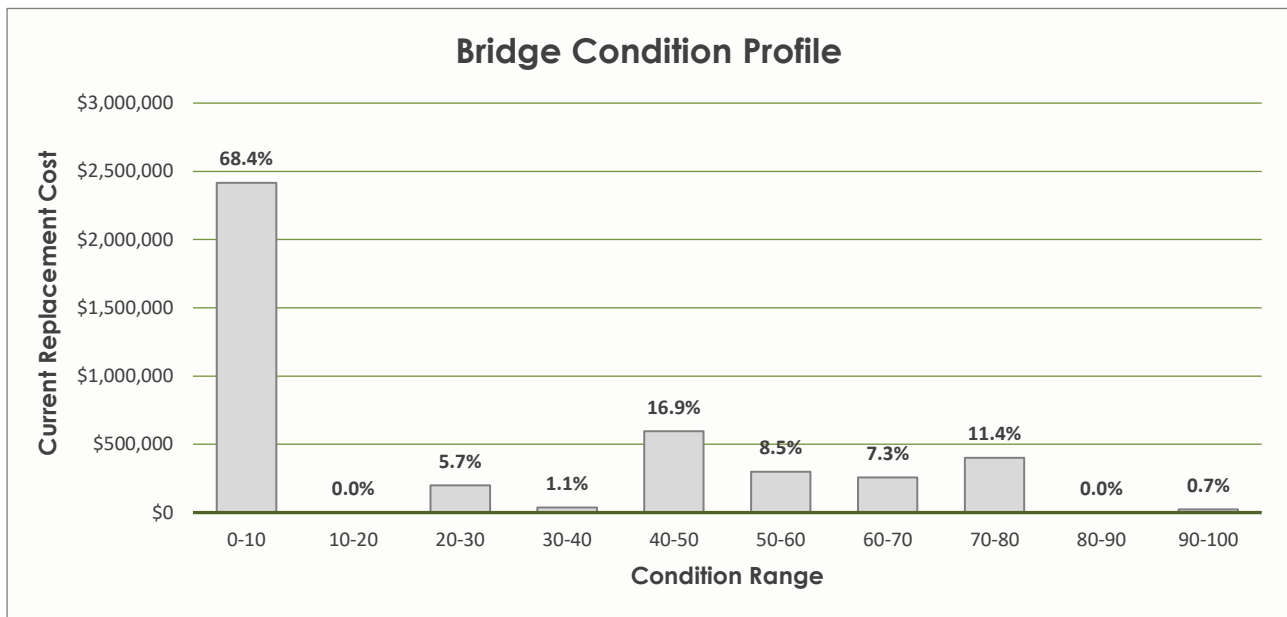
As shown in Figure 3.4, approximately 43% of the kerb assets have a condition between 0 and 30, 29% between 30 and 50 with the remaining 28% above 50. The defined condition at which kerb assets reach their end of life is 85 and 100.

**Figure 3.5 Summary Sealed Footpath Condition Profile**



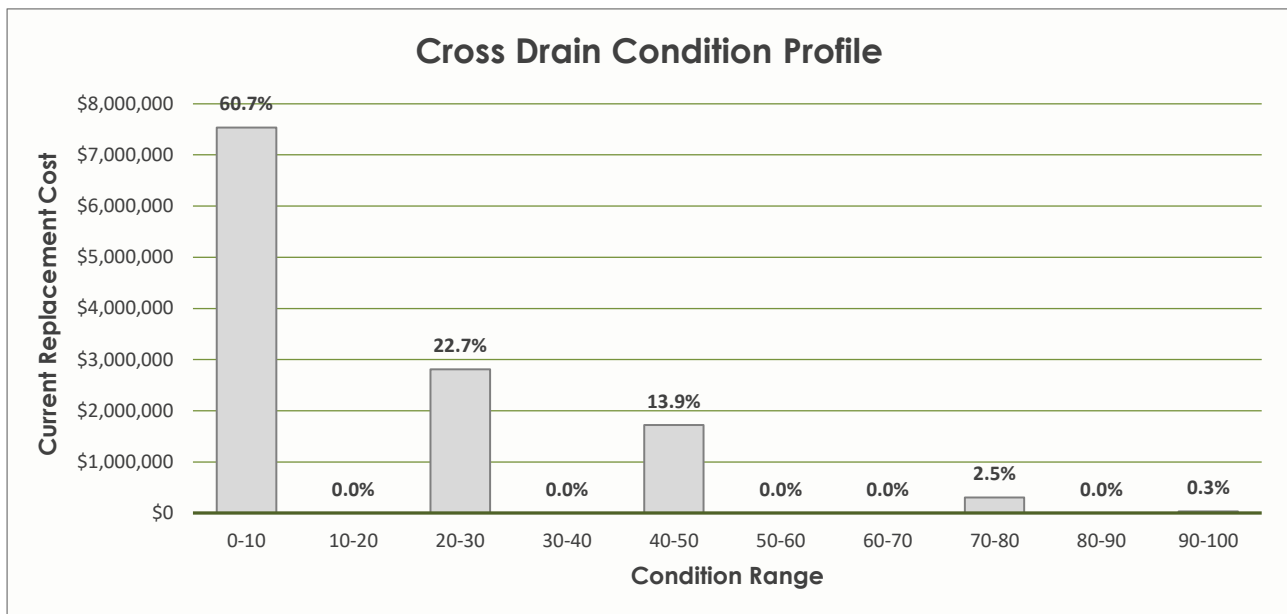
As shown in Figure 3.5, approximately 59.4% of the sealed footpaths have a condition of less than 30, 26.3% of footpaths between 30 and 50 with the remaining 14.3% of footpaths above 50. The defined condition at which footpath assets reach their end of life is between 60 and 70.

**Figure 3.6 Summary Bridge Condition Profile**



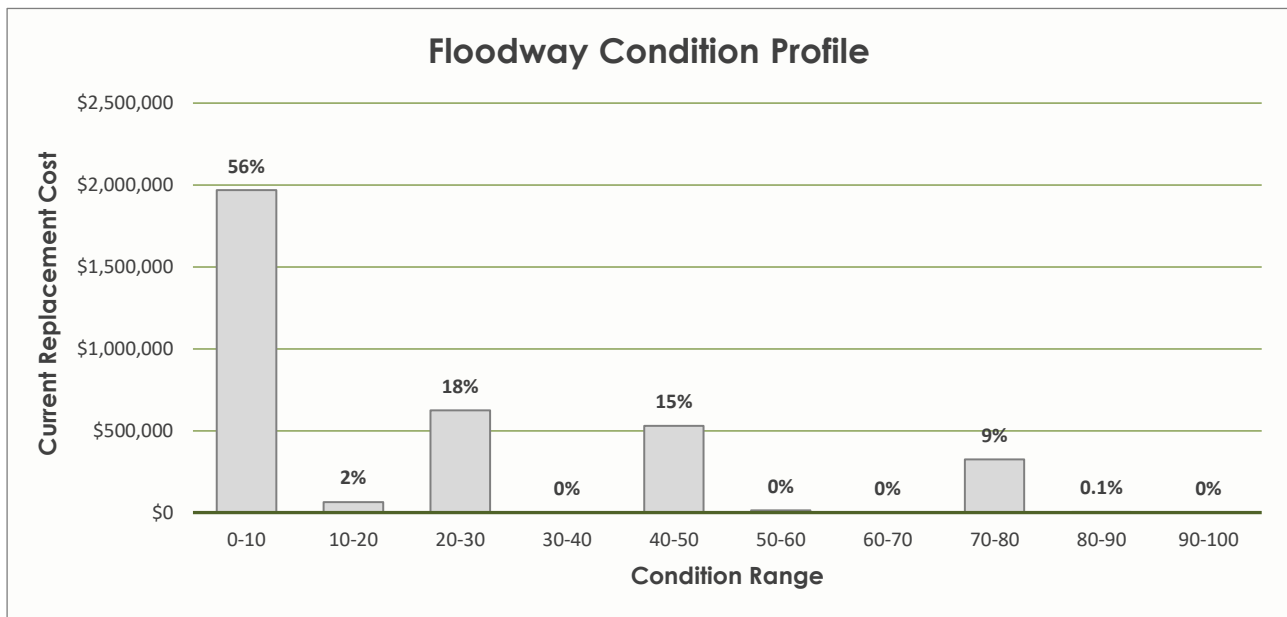
As shown in Figure 3.5, approximately 74% of the bridge components have a condition of less than 30, 18% of components between 30 and 50 with the remaining 28% of components above 50. The defined condition at which bridge components reach their end of life is between 100.

**Figure 3.7 Summary Cross Drains Condition Profile**



The data shown in Figure 3.7 is based on a condition inspection from 2006-07 and updated with capital works since that date up to 1 July 2021. As shown in Figure 3.7, approximately 83% of cross drains have a condition of less than 30, 14% of cross drains between 30 and 50 with the remaining 3% of cross drains above 50. The defined condition at which cross drain assets reach their end of life is 100.

**Figure 3.8 Summary Floodway Condition Profile**



The data shown in Figure 3.8 is based on a condition inspection from 2006-07 and updated with capital works since that date up to 1 July 2021. As shown in Figure 3.8, approximately 75% of floodways have a condition of less than 30, 15% of floodways between 30 and 50 with the remaining 10% of floodways above 50. The defined condition at which floodway assets reach their end of life is 100.

The reinspection of the cross drain and floodway assets would adjust these condition profiles and once undertaken will be included in future revisions of this plan.

### 3.1.1 Asset Capacity and Performance

Council's services are generally provided to meet design standards where these are available. Locations where deficiencies in service performance are known are detailed in Table 7.

**Table 3.1 Known Service Performance Deficiencies**

Location	Service Deficiency
Rural road drainage	Insufficient cross drains on some roads where there are long lengths of table drain with no outlet that result in storm water scour in drains and on roads.
Signage	Currently signage condition is poor
Roadside vegetation	Roadside vegetation clearance is not able to be met with the current funding allocated
Bridges	Bridges need to be reviewed and funding put in place to meet demand for projected RAV usage



### 3.1.2 Asset Condition

The transport assets have been visually inspected, and the condition is measured using a 0-100 rating system, a summary of the condition rating methodology implemented for the different assets types is described below.

#### Sealed Roads

Sealed roads are inspected at a segment level, several defects are recorded and given a score between 0 and 100 based on their severity and extent of damage. The defects recorded vary depending on the type of surface, additional defects are collected to assess the underlying pavement and the construction date of the pavement is also included as a factor. The defects collected for sealed roads are shown below in Table 3.2.

**Table 3.2 Sealed Road Defects**

Sealed Road Defects	
Surface Score	<ul style="list-style-type: none"><li>▪ Binder age</li><li>▪ Aggregate</li><li>▪ Flushing</li><li>▪ Stripping</li></ul>
Deformation	<ul style="list-style-type: none"><li>▪ Environmental deformation</li><li>▪ Rutting (load induced deformation)</li></ul>
Patching	<ul style="list-style-type: none"><li>▪ Severity and extent of patches</li></ul>
Cracking	<ul style="list-style-type: none"><li>▪ Environmental cracking</li><li>▪ Rutting (load induced deformation)</li></ul>
Shape	<ul style="list-style-type: none"><li>▪ Crossfall %</li></ul>
Edge defects	<ul style="list-style-type: none"><li>▪ Edge break and/or drop off, extent of patching</li></ul>
Age	<ul style="list-style-type: none"><li>▪ Pavement assets only</li></ul>

The individual defect scores are weighted to provide a single overall score based on a 0 (as new) to 100 (fully consumed) rating.

## Unsealed Road

Unsealed sheeted are inspected at a segment level, several defects are recorded and given a score between 0 and 100 based on their severity and extent of damage, the defects collected for sheeted roads are shown in Table 3.3.

**Table 3.3 Unsealed Road Defects**

Unsealed Road Defects	
Surface Score	▪ Sheeting condition (sheeting material and extend of subgrade exposed)
Shape	▪ Crossfall %
Rideability	▪ Ride at posted speed limit
Surface Defects	▪ Severity/extent of corrugations, potholes, rutting, scour, loose material and soft surface
Drainage	▪ Impact in wet conditions
Age	▪ Age since last resheet (if known)
Vegetation Canopy	▪ Extent and clearance width

The individual defect scores are weighted to provide a single overall score based on a 0 (as new) to 100 (fully consumed) rating.

## Kerbs

Kerbing assets are inspected at a segment level for both left and right sides, several defects are recorded and give a score out of 100 based on their severity and extent of damage, the defects collected for kerbs are shown in Table 3.4.

**Table 3.4 Kerb Defects**

Kerb Defects	
Deterioration	▪ Cracking ▪ Chipping ▪ Disintegration
Performance	▪ Misalignment ▪ Drainage
Patching	▪ Extent of patching required (m)

The individual scores are weighted to provide a single overall score based on a 0 (as new) to 100 (fully consumed) rating.

## Footpaths

Footpath assets are inspected at a segment level for both left and right sides, several defects are recorded and given a score between 0 and 100 based on their severity and extent of damage and are dependent on the footpath surface, the defects collected for footpaths are shown in Table 3.5

**Table 3.5 Footpath Defects**

Footpath Defects (by type)	
Spray Seal or Hotmix Bitumen	<ul style="list-style-type: none"> <li>Cracking</li> <li>Ravelling/Stripping</li> <li>Services</li> <li>Shape (crossfall %)</li> <li>Displacement</li> </ul>
Concrete	<ul style="list-style-type: none"> <li>Cracking</li> <li>Fretting</li> <li>Surface Wear</li> <li>Services</li> <li>Shape (crossfall %)</li> <li>Displacement</li> </ul>
Paved	<ul style="list-style-type: none"> <li>Gaps / Chips</li> <li>Surface Wear</li> <li>Services</li> <li>Shape (crossfall %)</li> <li>Displacement</li> </ul>
Gravel or Crusher Dust	<ul style="list-style-type: none"> <li>Extent of cover, ground exposed, top up requirements (maintenance requirements)</li> </ul>

The individual scores are weighted to provide a single overall score based on a 0 (as new) to 100 (fully consumed) rating.

## Bridges

The Austroads publication, Guidelines for Bridge Management – Structure Information AP-R252 was used as a guide to conduct the condition rating of the bridges. For each bridge component the percentage of the component in each condition rating (1 – 4) was recorded according to the condition shown below in Table 3.6.

**Table 3.6 Bridge Condition Scores**

Bridge Condition Rating	
1 – As Built	The bridge component is in good condition with little or no deterioration
2 – Good	The bridge component shows minor deterioration. Minor surface defects with no loss of serviceability.
3 – Fair	The bridge component shows advancing deterioration. Minor loss of section but insufficient to affect serviceability.
4 - Poor	The bridge component shows advanced deterioration. Structural assessment is warranted to ascertain impact on serviceability and strength.

The individual scores are converted to provide a single overall score based on a 0 (as new) to 100 (fully consumed) rating.

## Cross Drains and Floodways

Footpath assets are inspected at an individual component level with a single overall score based on a 0 (as new) to 100 (fully consumed) rating.

**Table 3.7 Cross Drain and Floodway Condition Scores**

Cross Drain Scores	Sealed Floodway	Unsealed Floodway
0 – As new	0 – New Construction	0 – New Construction
	10 – Excellent (no defects)	5 – Excellent (no defects)
25 – Minor deterioration	25 – Good (minor defects)	10 – Good (minor defects)
50 – Fair condition	50 – Fair (some defect to repair)	30 – Fair (some defect to repair)
75 – Replace within 3-5 yrs	75 – Poor (major defects, replace <10 yrs)	58 – Poor (major defects, replace <5 yrs)
	90 – Rebuild (replace <5 yrs)	83 – Rebuild (replace <2 yrs)
100 – Replace or renew	100 – Unserviceable (replace now)	100 – Unserviceable (replace now)

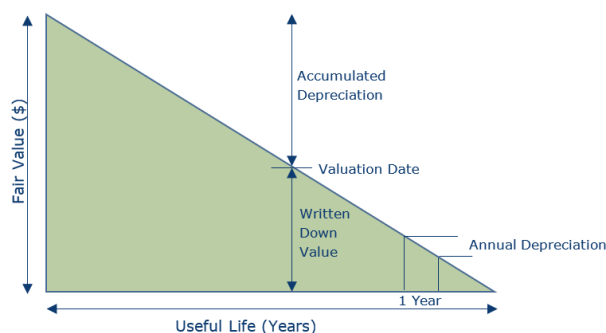
### 3.1.3 Asset Values

The value of the transport assets covered by this asset management plan reported in Councils financial statements of 30 June 2020 is shown below.

**Table 3.8 Transport Asset Value Summary at 30 June 2020**

Category	Fair Value	Carrying Amount	Annual Depreciation
Sealed Road Surface	\$11,069,863	\$5,223,279	\$513,211
Sealed Road Pavement	\$31,128,799	\$21,581,055	\$343,580
Sheeted Roads	\$30,159,853	\$13,387,755	\$1,596,645
Footpaths	\$2,567,178	\$1,538,503	\$57,428
Kerbs	\$11,817,186	\$6,139,238	\$165,237
Bridges	\$3,575,032	\$2,201,103	\$49,211
Drainage	\$16,112,666	\$10,497,763	\$251,786
Signs	\$1,547,959	\$424,579	\$70,862
<b>Total</b>	<b>\$107,978,536</b>	<b>\$60,993,275</b>	<b>\$3,047,960</b>

The current rate of consumption (annual depreciation/fair value) for transport assets is 2.8%. This indicates that on average, over the life of an asset, 3.1% of the fair value amount is consumed annually. The translation of this consumption rate into renewals is subject to a decision on funding, service level determination and asset condition.



## 3.2 Risk Management

An assessment of risks associated with service delivery from transport infrastructure assets has been undertaken by Council. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, develops a risk rating, evaluates the risk and develops a risk treatment plan for non-acceptable risks.

Risks assessed as being 'Extreme' and 'High' - will be identified with associated costs in future revisions of the plan. Table 3.9 is a summary of these risks.

**Table 3.9 Risk Treatment Plan Summary**

Service or Asset at Risk	What can Happen	Risk Rating (Ex,H,M,L)	Risk Treatment Plan
Sheeted roads	Flood damage	H	Early identification of damage and lodging claim to disaster fund
Floodways	Vehicles attempt to cross when water depth and velocity too high	H	Maintain signage and depth gauges on floodways

### 3.3 Required Expenditure

This asset management plan identifies the projected operations, maintenance and capital renewal expenditures required to provide an agreed level of service to the community over a 10 year medium term financial planning period, this provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

#### 3.3.1 Routine Operations/Maintenance

Routine maintenance is the regular on-going work that is necessary to keep assets operating, including instances where portions of the asset fail and need immediate repair to make the asset operational again. Maintenance includes reactive (unplanned), planned and specific maintenance work activities. Assessment and prioritisation of reactive maintenance is undertaken by operational staff using experience and judgement.

Table 3.10 provides a summary of the operations and maintenance activities and the budgeted expenditure, for the purposes of this plan the expenditure is fixed over the 10 year period.

**Table 3.10 Annual Operations and Maintenance Expenditure**

Activity	Expenditure
Sealed Road Maintenance	\$75,000
Sheeted & Formed Road Maintenance	\$500,000
Footpath Maintenance	\$50,000
Kerbing Maintenance	\$50,000
Drainage Maintenance	\$50,000
Bridges Maintenance	\$25,000
Traffic Control (Signage) Maintenance	\$115,000
Roadside Slashing	\$30,000
Roadside Weed Control	\$60,000
Tree Trimming	\$70,000
Quarry Rehabilitation & Maintenance	\$20,000
<b>Total</b>	<b>\$1,045,000</b>

Future operations and maintenance expenditure is forecast to trend in line with the value of the asset stock. The average annual operation and maintenance cost over a 10-year planning period (medium term) is \$1,045,000/year. The projected operations and maintenance cost is based on the actual costs for transport operations and maintenance for the 2019-20 financial year.

#### 3.3.2 Capital Renewal

Renewal expenditure is major work which does not increase the asset's design capacity but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is considered upgrade expenditure.



The method used to develop the renewal plan for sealed and unsealed roads uses the asset register based on the condition inspection undertaken during 2017-18 by Council. The method utilises the Road Surface Manager (RSM) software package, it models the roads using deterioration curves developed using the history of renewal, various treatments required at specific intervention points (condition).

The treatments allow for allocation of funds for both pavement rehabilitation and reconstruction. Various models are developed using specific budgets, these budgets allocate the maximum expenditure for each year, if there is not enough funds then roads will be allocated to the next year, it models the condition over the deterioration curve and over time the cost of treatment increases as the road passes the intervention points and the overall network condition deteriorates.

For this plan an unlimited budget was set, this allowed RSM to select the year and treatment at their current condition with no restriction on funding, the results of this model is shown in Appendix A. The model has determined that the required expenditure is an average of \$3.1M over the next 5 years to improve the condition of the network in line with service standards. Years 6 to 10 of this model drops the required funding to an average of \$1.9M as the network can be maintained with less funding. Funding only decreases if the initial years works are undertaken, if not then roads pass intervention points and require additional funds as the condition deteriorates. The 3 year works program generated from RSM is shown in Appendix B.

The method used for bridge renewal is based on the condition inspection undertaken during 2019 by Tonkin and the timing of renewal is based on the condition at which footpaths reach their end of life. A 5 year works program is shown in Appendix B.

The method used for kerb renewal is based on the condition inspection undertaken during 2017-18 by Council. Where kerb renewal occurs on roads that are scheduled for resealing ideally the repairs are undertaken year before in preparation for the surface and if required pavement works. As part of the condition assessment lengths of kerb which requires patching was recorded and can be used to develop a plan to correct issues affecting kerb performance and ensure kerbs can reach their prescribed end of life will still maintaining appropriate service levels. At present no funding has been allocated for kerb patching however, the kerb register suggests that 3.6km of kerb patching is required and at \$200/m, funding of approximately \$71k over a 10 year period or \$35.5k over a 20 year period is required, this excludes kerbs that would be renewed during that period. A 5 year works program is shown in Appendix B.

The method used for footpath renewal is based on the condition inspection undertaken during 2017-18 by Council and the timing of renewal is based on the condition at which footpaths reach their end of life. A 5 year works program is shown in Appendix B.

The method used for drainage renewal is based on the condition inspection undertaken during 2006 by Council and the timing of renewal is based on the condition at which the drainage assets reach their end of life. It is anticipated that the reinspection of drainage assets will alter the renewal requirements. A 5 year works program is shown in Appendix B.

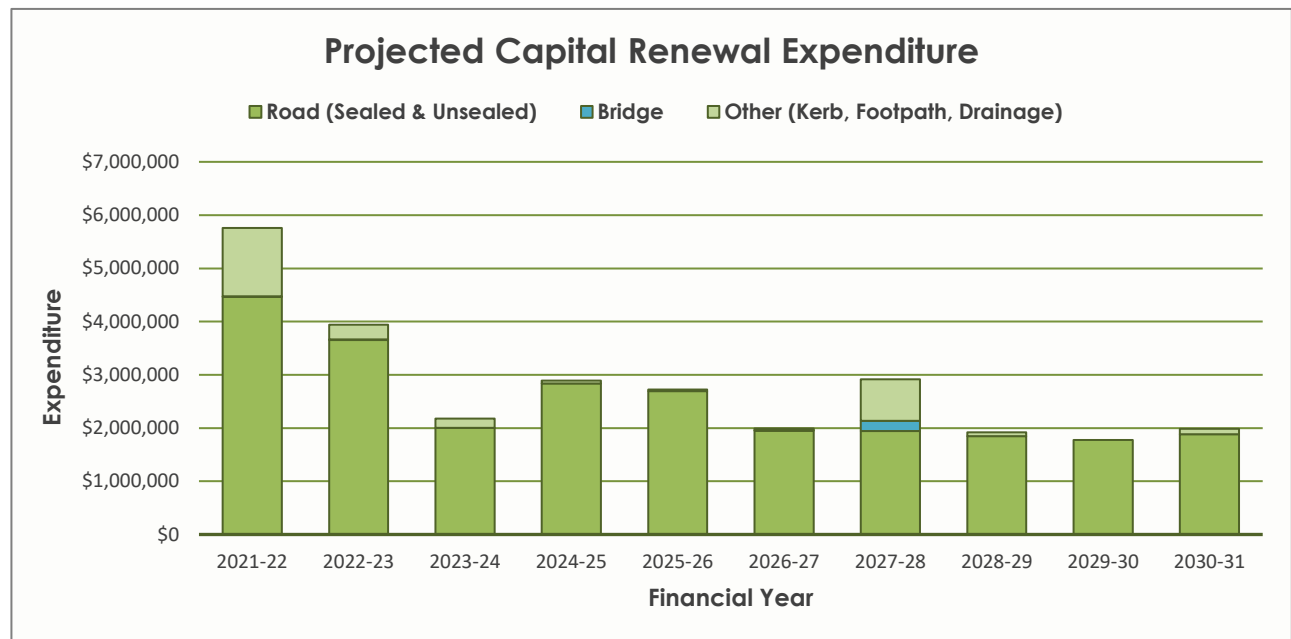
This plan includes renewal programs that have been developed by the methods described above and is shown in Appendix B. The plan is referred to as a 'rolling plan' and is subject to annual review once each year's actual capital projects have been completed.

The costs associated with the renewals have been aggregated for each financial year over a 10 year planning period (medium term) and shown in Table 3.11 and Figure 3.9.

**Table 3.11 Required Capital Renewal Expenditure**

Financial Year	Sealed Road Capital Renewal Expenditure	Unsealed Road Capital Renewal Expenditure	Bridge Capital Renewal Expenditure	Kerb Capital Renewal Expenditure	Footpath Capital Renewal Expenditure	Drainage Capital Renewal Expenditure	Total Capital Renewal Expenditure
2020-21	\$1,007,606	\$3,453,014	\$13,984	\$683,540	\$134,889	\$468,480	\$5,158,144
2021-22	\$712,435	\$2,942,372	\$9,302	\$94,768	\$141,117	\$41,896	\$3,758,877
2022-23	\$621,111	\$1,380,475	\$0	\$10,920	\$146,948	\$17,320	\$2,012,506
2023-24	\$308,092	\$2,528,923	\$0	\$0	\$0	\$54,387	\$2,837,015
2024-25	\$1,115,954	\$1,578,697	\$0	\$0	\$26,635	\$0	\$2,694,651
2025-26	\$380,648	\$1,569,223	\$10,873	\$5,108	\$0	\$25,352	\$1,965,851
2026-27	\$719,129	\$1,223,884	\$191,830	\$774,435	\$4,858	\$0	\$2,909,277
2027-28	\$760,624	\$1,085,920	\$0	\$0	\$0	\$75,550	\$1,846,544
2028-29	\$515,952	\$1,259,958	\$0	\$0	\$0	\$0	\$1,775,910
2029-30	\$20,581	\$1,860,800	\$0	\$104,345	\$49,941	\$30,314	\$1,988,830
<b>Total</b>	<b>\$6,162,132</b>	<b>\$18,883,266</b>	<b>\$225,988</b>	<b>\$1,673,116</b>	<b>\$504,388</b>	<b>\$713,300</b>	<b>\$26,947,606</b>

**Figure 3.9 Projected Capital Renewal Expenditure**



The 3 Year Projected capital renewal program is shown in Appendix B.

### 3.3.3 Capital New/Upgrade and Acquisition

New/upgrade expenditure is major work that creates a new asset that did not previously exist or works which upgrade or improve an existing asset beyond its existing capacity. They may result from growth, social or environmental needs. Assets may also be acquired at no cost to the Council from land development.

At present the focus is to maintain and improve the existing road asset stock through targeted renewal, as such there is limited funding available to add new assets or upgrade the existing assets. The funding required to upgrade unsealed commodity routes in line with the Legatus plan requires further scoping and will be included in future revisions of this plan. As renewal funding reduces and the assets condition is maintained to the appropriate service standards new or upgrade road asset projects can be scoped and funded whilst remaining sustainable.

The Council has developed a stormwater management plan (SMP) for the township of Burra, with the plan finalised in December 2020. A summary of the SMP recommended upgrade projects, priority recommendations and required budget estimates are provided in Table 3.12.

**Table 3.12 Drainage capital New/Upgrade estimate from SMP**

Stormwater Management Plan Objective & Recommendation	Capital New/Upgrade Budget Estimate	Priority	Timeframe
M1: Asset management and regular maintenance of stormwater drainage infrastructure and watercourses	\$10,000	High	0-1 yr
P1: Flood preparedness program – establishment of flood warning thresholds to support a flood warning system	\$20,000	High	1-5 yrs
P1: Flood preparedness program - Community education program e.g. Floodsafe (Community/education officer role and associated materials)	\$20,000	High	1-5 yrs
F1: Channel levee works along Burra Creek	\$810,000	High	5-10 yrs
F2: Burra Creek tributary crossing Kangaroo Street, Queen Street and Chapel Street drainage	\$150,000	High	1-5 yrs
F4: St Just Street drainage system	\$150,000	High	1-5 yrs
F3: Paxton Terrace drainage system	\$350,000	Medium	1-5 yrs
F5: Tregony Street drainage system	\$600,000	Medium	1-5 yrs
F6: Goyder Hwy and Stronach Street drainage system	\$100,000	Low	5-10 yrs
WQ1: Water Quality: Construction of the Spring Street wetland	\$2,500,000	High	5-10 yrs
WQ2-WQ8 Riparian Works	\$4,600,000	Low	5-10 yrs
R1: Harvesting and Reuse: Promote the use of rainwater tanks and increase minimum size to 5000L	\$3,000	Low	1-5 yrs
<b>Total</b>	<b>\$9,313,000</b>		

The Burra stormwater management plans contains a range of recommended actions for consideration, the availability and timing of funding and resources requires further investigation as part of the improvement plan and will be included in future revisions of this plan.

### 3.3.4 Disposal Plan

Disposal includes any activity associated with disposal of a decommissioned asset including sale, demolition or relocation. Council has not identified any transport infrastructure assets to be disposed in the 10 year planning period (medium term).

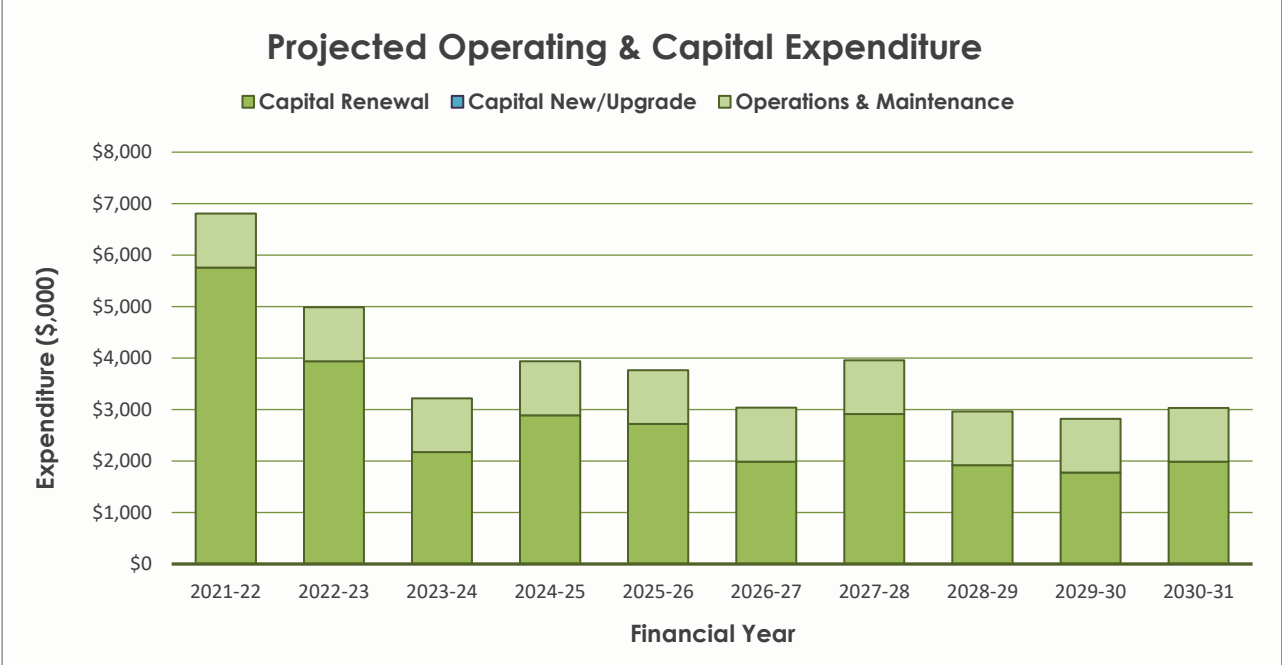
### 3.3.5 Financial Projections

The financial projections are shown in Table 3.13 and Figure 3.10 for projected operating (operations and maintenance), capital renewal, capital new/upgrade and estimated budget funding.

**Table 3.13 Operating and Capital Expenditure**

Financial Year	Operations & Maintenance	Capital Renewal	Capital New/Upgrade	Total Operating & Capital Expenditure
2021-22	\$1,045,000	\$5,761,513	\$0	\$6,806,513
2022-23	\$1,045,000	\$3,941,889	\$0	\$4,986,889
2023-24	\$1,045,000	\$2,176,774	\$0	\$3,221,774
2024-25	\$1,045,000	\$2,891,402	\$0	\$3,936,402
2025-26	\$1,045,000	\$2,721,286	\$0	\$3,766,286
2026-27	\$1,045,000	\$1,991,203	\$0	\$3,036,203
2027-28	\$1,045,000	\$2,914,136	\$0	\$3,959,136
2028-29	\$1,045,000	\$1,922,094	\$0	\$2,967,094
2029-30	\$1,045,000	\$1,775,910	\$0	\$2,820,910
2030-31	\$1,045,000	\$1,988,830	\$0	\$3,033,830
<b>Total</b>	<b>\$10,450,000</b>	<b>\$28,085,039</b>	<b>\$0</b>	<b>\$38,535,039</b>

Figure 3.10 Projected Operating and Capital Expenditure over the Medium Term (10 Years)



The projected operations, maintenance and capital expenditure required over the 10 year planning period is \$3.85M per year.

## 4 FUTURE DEMAND

### 4.1 Demand Forecast

The demand on Council that would result in change to the way the road assets are maintained, renewed or upgraded in the future is more generally related to ongoing growing expectations from the community to have some roads changed to a higher category.

This relates to the ongoing development of agricultural practices and population and demographic changes influencing expectation being observed through requests and the decisions made to upgrade roads. Demand factor trends and impacts on service delivery are summarised in Table 4.1.

**Table 4.1 Demand Factors, Projections and Impact on Services**

Demand Driver	Present Position	Projection	Impact on Services
Sealing town roads	17km of unsealed town roads	Develop a plan to upgrade and prioritise township seals	Potential increase in the town sealed network
Sealing some higher use unsealed roads	26km of category 1 roads 349km of Category 2 roads	Develop a list of potential roads suitable for upgrade under roads to recovery program and link to the Legatus 2030 Regional Transport Plan for regionally significant roads which attracts 50% funding	Potential increase in rural seal network
Increase demand for tourist traffic on road network	Currently 2 recognised tourist routes (Burra Heritage Trail 16 and Hallet Tourist Drive 21) both recognised in Legatus 2030 Regional Transport Plan	Growth in tourism and use of road network	Higher maintenance to meet demand and potential for funding through Legatus
Walking Trials	Heysen, Mawson and Lavender trails	Increase in requests to access road reserves	Managing existing road reserves verse rentals/disposal
Increased demand to use large agricultural vehicles on Category 4 roads	Some roads have insufficient tree canopy clearances to meet this demand	Increase requests for expanding the vegetation clearance	Increased cost to clear vegetation and maintain clearances
Increase access to the network by restricted access vehicles (RAV)	extensive 26m network in place and has been recently assessed for suitability,  Barrier Highway in northern part of the network has recently been approved for 36.5m RAV	projection to increase to approve for 30m plus vehicles and upgrade roads or remove roads from the existing commodity network  Increase pressure for 36.5m RAV on Councils Road network	Increased cost to upgrade and maintain roads and/or remove roads from commodity network where cost prohibited  Cost to bring existing network up to standard
Aging population	Pedestrian related infrastructure is used for scooters and aging population	Increase demand for improved pedestrian access for elderly	Cost to expand footpath network and pedestrian road crossings



## 4.2 Demand Management Plan

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management. Council will determine the ability of the existing assets to manage increased usage for new and housing developments as well as demand for wider agricultural vehicular movements. Developers will be required to provide additional infrastructure for the existing network and upgrade where necessary to ensure adequate transportation. Opportunities identified to date for demand management are shown in Table 4.1. Further opportunities will be developed in future revisions of this asset management plan.

**Table 4.2 Demand Management Plan Summary**

Service Activity	Demand Management Plan
Footpath (Burra Township)	Establish key pedestrian trip generators including schools, hospitals, age facilities, develop hierarchy of footpaths, establish footpath upgrade plan including pedestrian pram ramps and road crossings and establish funding requirements to include in further Asset Plans
Tourist Traffic	Where appropriate develop a case for upgrading certain roads, based on usage, and develop funding applications to support tourism.
Walking Trails	Map walking trails and superimpose the road network, look for linkages and rental agreements and establish a plan to expand the walking trial network if appropriate
Restricted Access Vehicles (RAV)	Network assessment is complete, actions to be costed and prioritised, link the commodity networks and road categories for construction standards, establish funding gap and upgrade estimates to be included in future asset plans and budgets
Increase in size of Agriculture Equipment	A further review on the extent of road network that no longer meets clearance widths for large agriculture equipment and define work and costs needed to maintain required clearance and include in future asset plans
Town seal roadsSe	Review the 6917km of unsealed roads in towns and establish the priority and cost to prioritise and seal the any identified unsealed roads in towns.
Rural Seal roads	Review the higher use category 1 roads and any category 2 roads the could be sealed and establish collect traffic counts data and establish criteria for assessing the merit of sealing any more rural unsealed roads in line with Legatus identified regionally significant roads or build a case for internal funding.

## 5 LEVELS OF SERVICE

The community generally expect that Council will provide transport networks which meets the required Australian and State legislative regulations. Council, in response to customer feedback, has defined service levels in two terms and provides the level of service objective, performance measure process and service target in Table 5.1 and Table 5.2.

### 5.1 Community Levels of Service

Community levels of service relate to the service outcomes that the community wants in terms of quality reliability, responsiveness, amenity, safety and financing.

**Table 5.1 Community Levels of Service**

Key Performance Measure	Level of Service Objective	Performance Measure Process	Service Target
Quality	Roads – all weather access for all sealed and sheeted roads	Council maintain a condition-based road register and rolling 3-year renewal plan to manage reseal and resheeting	Plan and budgets match to deliver required levels of service
	Footpaths provide safe access for higher pedestrian areas	Defect observed	3 month inspections and number defects
		Develop a plan and fund it	Meet plan targets once developed
Function/ Capacity/ Utilisation	Road suitable for road user needs	Road use are categorised based on traffic volumes and strategic importance	Road categories are defined and regularly updated and communicated
Safety	Provide safe and suitable roads free from hazards	Number of accidents reported and customer service request	Zero accidents caused by condition

## 5.2 Technical Levels of Service

Technical levels of service support the community service levels and are operational or technical measures of performance. These technical measures relate to the allocation of resources to service activities that the council undertakes to best achieve the desired community outcomes.

**Table 5.2 Technical Levels of Service**

Key Performance Measure	Level of Service Objective	Performance Measure Process	Service Target
Operations	Efficiently utilise assets which will consume resources such as manpower, energy and materials (IIMM).	Resource/Expertise/ Capacity System/Process	Information is reliable for decision making
Maintenance	Retain assets in a suitable condition to meet it original service potential in line expected life	Routine Maintenance performed as set out in road categories  Perform reactive maintenance as required	Based on categories  Demand is met when required
Renewal	Replace existing assets with assets of equivalent capacity or performance capability (IIMM).	Asset Renewal is planned and occurs in line with established standards and timeframes	Annual works program is delivered
Upgrade	Upgrades are cost effective and meet end user needs and are affordable	Decision making process is established, agreed with Council and followed	All upgrades meet objective

## 5.3 Construction, Renewal and Maintenance Standards for Roads

This plan has been developed based on assumptions related to the construction and renewal standards set out in the following sections for the seal and unsealed road network.

The Condition score of a road is a measure of the road consumption between 0 and 100 where 0 represents a newly surfaced road and 100 represents a fully deteriorated road. For sealed roads a condition score is determined based on binder age and surface defects. For sheeted roads the condition score of each road is based on the sheeting depth, sheeting condition and drainage condition of the road. The Condition at End of Life is the condition at which intervention to maintain road serviceability is required.

The sealed road network is classified as follows:

- Township High Use Seal
- Township Normal Use
- Rural Arterial Seal
- Rural Collector Seal
- Rural Local Use Seal

The sealed road network is further classified by the performance (excellent, good, fair & poor) of the surface based on historical seal dates, in addition to this the defects assessed at the recent condition assessment such as deformation and cracking have been used to further classify the roads into standard and non-standard.

The unsealed sheeted road network is classified according to its usage and are grouped as follows:

- Township Sheeted
- Category 1 Rural Arterial
- Category 2 Rural Collector
- Category 3a Rural Local Road High Use
- Category 3b Rural Local Road Medium Use
- Category 3c Rural Local Road Low Use
- Category 4
- Formed Graded Roads
- Unformed Roads

In addition, there are road reserves that are land only or tracks with limited access to the public.

### 5.3.1 Township Sealed Roads

Council owns and maintains a township sealed road network totalling approximately 59km in length. All roads are spray sealed roads except for one small section (380m) of hotmix bitumen within the township of Eudunda.

The spray seal roads within Council will remain spray seal for the planning period, unless there is a growing community requirement to use hotmix. This will be reviewed from time to time. Hotmix may be considered as the preferred renewal treatment for higher use intersections. All other towns will use spray seals as their main renewal treatment. For new developments road assets are vested to Council. The standard of construction and surfacing treatment is something Council can enforce through policy and the approval process. Existing road that have been constructed over time and to varying standards will be maintained and renewed in a life for life standard.

Current Standard for Township Sealed Roads		
Construction Method	Seal Width	Minimum 3.2m and maximum 22m (average is 6.6m)
	Seal Types	Spray seal 2 coat seal or hotmix bitumen seal
	Pavement Width	Varies
	Pavement Depth	250mm for High Use and 200mm for Normal Use <ul style="list-style-type: none"> <li>Existing assets will be renewed by rework and top up on existing pavement rather than full depth reconstruction.</li> </ul>
	Formation	Included
Renewal Method	Reseal	Varies <ul style="list-style-type: none"> <li>Single coat spray seal (spray seal 7 or 10mm) with an ongoing reseal pattern of 2 coat/1 coat/1 coat/2 coat. 2 coat is 10/5 or 14/7mm.</li> <li>40mm hotmix bitumen (note: high use and only 1 segment)</li> <li>Roads with high deformation and cracking have been identified as non-standard based on the condition assessment and will attract additional funds for renewal through rehabilitation</li> </ul>
	Pavement	250mm for High Use and 200mm for Normal Use <ul style="list-style-type: none"> <li>For existing township roads, rework existing pavement, import 150mm granular material in sections, water and roll</li> </ul>
	Formation	Assume have indefinite life hence no cost incurred at renewal
	Seal Life	18 to 28 years for the upper seal layer depending on usage and 54 to 84 years for the longer life lower seal layer.
	Pavement Life	60 to 90 years for the pavement depending on usage.
Maintenance Method	Maintenance	<ul style="list-style-type: none"> <li>Preventative edge patching, pothole repairs, crack seal and pavement repairs.</li> <li>Side drains cleaned and good working order</li> <li>Annual roadside spraying</li> <li>Gravel shoulder top-ups as required</li> </ul>





### 5.3.2 Rural Sealed Roads

Council owns and maintains a rural sealed road network totalling approximately 111km. Rural sealed roads have been categorised based on their existing construction as follows:

- Rural Arterial 6.8km
- Rural Collector 73.9km
- Rural Local Use 30.7km

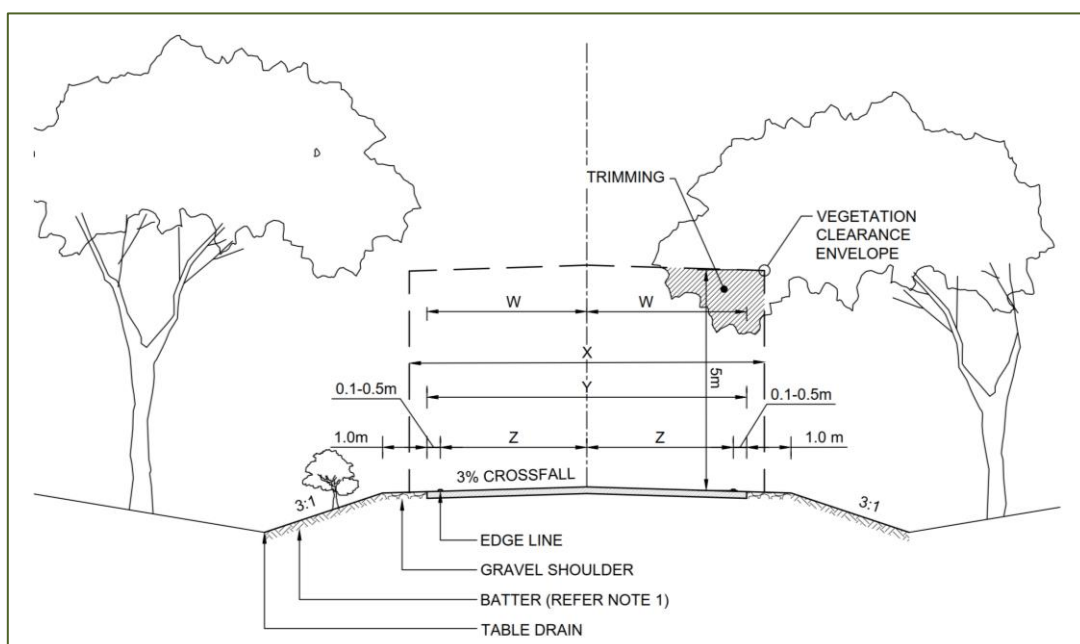
Current Standard for Rural Sealed Roads		
Construction Method	Seal Width	<ul style="list-style-type: none"> <li>▪ Arterial: 8m</li> <li>▪ Collector: 8m</li> <li>▪ Local Use: 7m</li> </ul>
	Seal Types	Spray seal 2 coat seal
	Pavement Width	1m either side of seal
	Pavement Depth	250mm (min) for arterial and collector roads, 200mm for local use (pavement base and sub-base)
	Formation	Included with widths as follows: <ul style="list-style-type: none"> <li>▪ Arterial: 11m</li> <li>▪ Collector: 11m</li> <li>▪ Local Use: 10m</li> </ul>
Renewal Method	Reseal	Varies <ul style="list-style-type: none"> <li>▪ Single coat spray seal (spray seal 7 or 10mm) with an ongoing reseal pattern of 2 coat/1 coat/1 coat/2 coat. 2 coat is 10/5 or 14/7mm</li> <li>▪ Roads with high deformation and cracking have been identified as non-standard based on the condition assessment and will attract additional funds for renewal through rehabilitation</li> </ul>
	Pavement	Pulverise existing seal and base, top up base where required, water and roll
	Formation	Assume have indefinite life hence no cost incurred at renewal
	Seal Life	15 to 25 years for the upper seal layer depending on usage and performance and 15 to 75 years for the longer life lower seal layer.
	Pavement Life	35 to 100 years for the pavement base depending on usage and 70 to 300 years for the pavement sub-base.
	Signage and Line Marking	Refer AS1742.2
Maintenance Method	Maintenance	Road maintenance for seal roads is managed to maintain service levels within the network. Maintenance works are undertaken as per planned maintenance schedules and in reaction to public complaints and any defects identified by staff. Works consist of filling potholes, edge repairs, dig outs and crack sealing and shoulder repairs, roadside spraying/slashing to guidepost line and around cross drains. A budget has been set based on historical spending and on the assumption the seal program will be funded to ensure roads do not deteriorate beyond a reasonable intervention level.



Typical Rural Arterial Sealed Road	Typical Rural Local Use Sealed Road
	
Typical Rural Collector Sealed Road	
	

### Typical Current Construction Standard for Rural Sealed Roads

The typical construction standard that currently exists related to these categories is shown on the typical section below and the previous table.



### 5.3.3 Unsealed Sheeted Roads

Council owns and maintains an unsealed sheeted road network totalling approximately 1686km in length. The unsealed road network has been segmented and digitised in the Council's GIS system. Unsealed Roads within the region serve the community in a wide range of ways from farm gate access, single and multiple residential dwelling access to tourism and freight access and routes for transportation goods like grain, stock and hay. They play a critical role in supporting the local economy and rural communities.

The development of the road categorises has been undertaken in an initial attempt to allow Council to apply different renewal and construction standards across the road network in an affordable way, rather than having one standard for all unsealed roads. This can evolve and develop over time, however for the purposes of this plan the road categorises have been assigned by elected members in 2007 and staff have made recommendations to adjust them to suit changes in use from local knowledge via a desktop analysis and through some field observations. Over time feedback from local knowledge can help further refine this for future plans. Unsealed sheeted roads have been categorised as follows:

**Table 5.3 Sheeted Road Categories**

Road Category	Length (km)
Township	16.3
Cat 1 Rural Arterial	20.9
Cat 2 Rural Collector	354.6
Cat 3a Rural Local High Use	134.3
Cat 3b Rural Local Medium Use	384.5
Cat 3c Rural Local Low Use	775.8

To determine the remaining useful life of any unsealed road in the network the following data has been used:

**Road Condition** – The condition of each unsealed road segment is stored in the Council's Asset Management System Conquest. The unique condition score is calculated from field assessed condition data taking into the consideration sheeting depth, sheeting condition (extent of subgrade breakthrough), Shape (cross fall) and drainage.

**Condition at End of Life (Ceol)** – For each road category a condition at end of life has been determined to identify the condition at which intervention is required.

**Road Categories** – The unsealed road network has been categorised as shown in Table 5.3

## Township Sheeted Roads

Current Standard for Township Sheeted Roads		
Construction Method	Sheeting Width	Average 6.3m, varies from 4m to 14m
	Sheeting Depth	150mm when newly constructed or immediately after a resheet
	Formation Width	varies to suit road reserve width
Renewal Method	Resheet	Supply, place and compact 100mm crushed material to restore the sheeted wearing surface including minor reshaping of existing formation and reinstatement of cut-out drains
	Condition at End of Life	Assume 10mm rubble left prior to resheeting with some subgrade break through, equates to a score of 70 to 80 in the asset system depending on usage.
	Useful Life	The sheeted wearing surface is determined to have 15 to 25 years useful life depending on usage.
	Formation	Assume that some reforming of road cross fall and drainage will be required during resheeting of the road surface.
Maintenance Method	Maintenance	<ul style="list-style-type: none"> <li>1 grade per year maximum or as required subject to favourable moisture conditions</li> <li>Pothole repair as required</li> <li>Regulatory and warning signs replaced as required (Refer AS1742.2)</li> <li>Spraying of verges on a needs basis</li> </ul>

Typical Township Sheeted Road



## Category 1 Rural Sheeted Arterial Roads

Council owns and maintains a rural sheeted arterial road network totalling approximately 21km. These roads generally carry traffic through the Council area and generally connect with DPTI arterial roads. The roads have a higher standard alignment, reasonable sight distance and formation width to allow heavy vehicles to pass. If funds were available, roads would generally be selected for construction and sealing from this category. This road category may attract roads to recovery funding due to their importance.

Current Standard for Rural Arterial Sheeted Roads		
Construction Method	Sheeting Width	8m (currently 6.5 to 8.5m)
	Sheeting Depth	200 mm when newly constructed or immediately after a resheet
	Formation Width	Edge of shoulder to edge of shoulder additional each side of sheeting, 11m minimum. Note shoulder may or may not have rubble
	Geometric Standard	Austroads 80km/r design standards
Renewal Method	Resheet	Supply, place and compact 150mm crushed material to restore the sheeted wearing surface including minor reshaping of existing formation and reinstatement of cut-out drains
	Condition at End of Life	Assume 50mm rubble left prior to resheeting with no subgrade break through, equates to a score of 50 in the asset system.
	Useful Life	The upper sheeted wearing surface is determined to have a life between 10-11 years depending on the material quality.
	Formation	The lower base and earthworks will typically be reworked as part of the resheeting activity, where appropriate to retain integrity of drainage and cross fall. The verge area may build up with road base and vegetation over time and will be managed through maintenance. As a result, no allowance is made for complete verge reshaping.
Maintenance Method	Maintenance	<ul style="list-style-type: none"> <li>2 grades per year subject to favourable moisture conditions</li> <li>Heavy patching as required</li> <li>Pothole repair as required</li> <li>Side drains and culverts cleaned as required</li> <li>Regulatory and warning signs replaced as required (Refer AS1742.2)</li> <li>Vegetation management in accordance with Council roadside vegetation management plan</li> </ul>

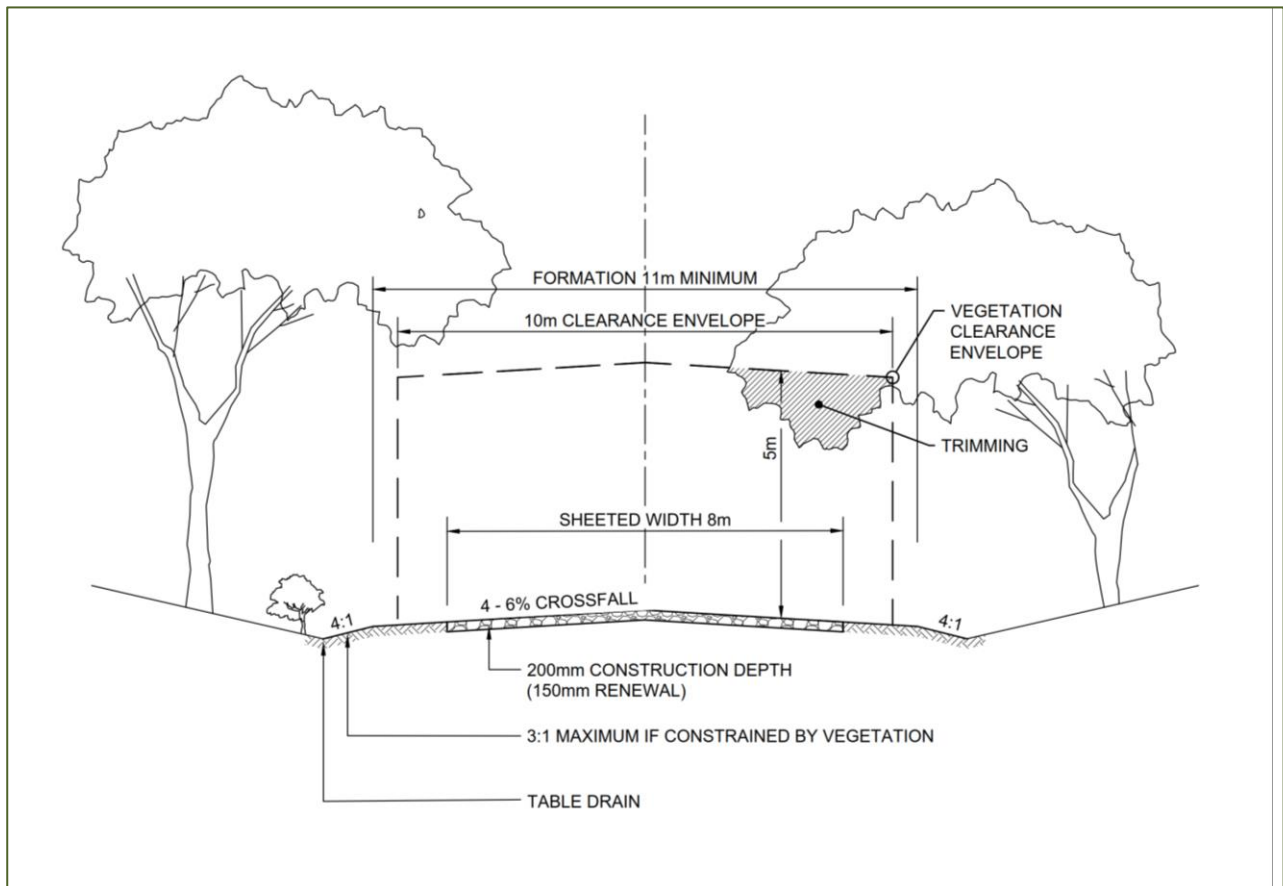
### Typical Rural Arterial Sheeted Road



### Target Service Level for Rural Arterial Sheeted Roads

Figure 5.1 shows a typical construction cross section to illustrate Councils service target for rural sheeted Class 1 roads. It is noted that this is not always achievable due to native vegetation restrictions.

**Figure 5.1 Rural Sheeted Arterial Construction Cross Section**





## Category 2 Rural Sheeted Collector Roads

Council owns and maintains a rural sheeted collector road network totalling approximately 355km. These are major roads for local and tourist traffic. These roads often form part of the school bus routes and have regular truck movements. Some roads from this category are selected for construction and sealing due to their high maintenance costs, tourist importance and close proximity to townships. This road category may attract Roads to Recovery funding due to their importance.

Current Standard for Rural Collector Sheeted Roads		
Construction Method	Sheeting Width	8m (currently 6.5 to 8.5m)
	Sheeting Depth	150 mm when newly constructed or immediately after a resheet
	Formation Width	Edge of shoulder to edge of shoulder generally additional 1.0m each side of sheeting, 10m minimum. Note shoulder may or may not have rubble
	Geometric Standard	Austroads 80km/r design standards
Renewal Method	Resheet	Supply, place and compact 100mm crushed material to restore the sheeted wearing surface including minor reshaping of existing formation and reinstatement of cut-out drains
	Condition at End of Life	Assume 50mm rubble left prior to resheeting with some subgrade break through, equates to a score of 55 in the asset system.
	Useful Life	The upper sheeted wearing surface is determined to have a life between 10-14 years depending on the material quality.
	Formation	The lower base and earthworks will typically be reworked as part of the resheeting activity, where appropriate to retain integrity of drainage and cross fall. The verge area may build up with road base and vegetation over time and will be managed through maintenance. As a result, no allowance is made for complete verge reshaping.
Maintenance Method	Maintenance	<ul style="list-style-type: none"> <li>2 grades per year subject to favourable moisture conditions</li> <li>Heavy patching as required</li> <li>Pothole repair as required</li> <li>Side drains and culverts cleaned as required</li> <li>Regulatory and warning signs replaced as required (Refer AS1742.2)</li> <li>Vegetation management in accordance with Council roadside vegetation management plan</li> </ul>

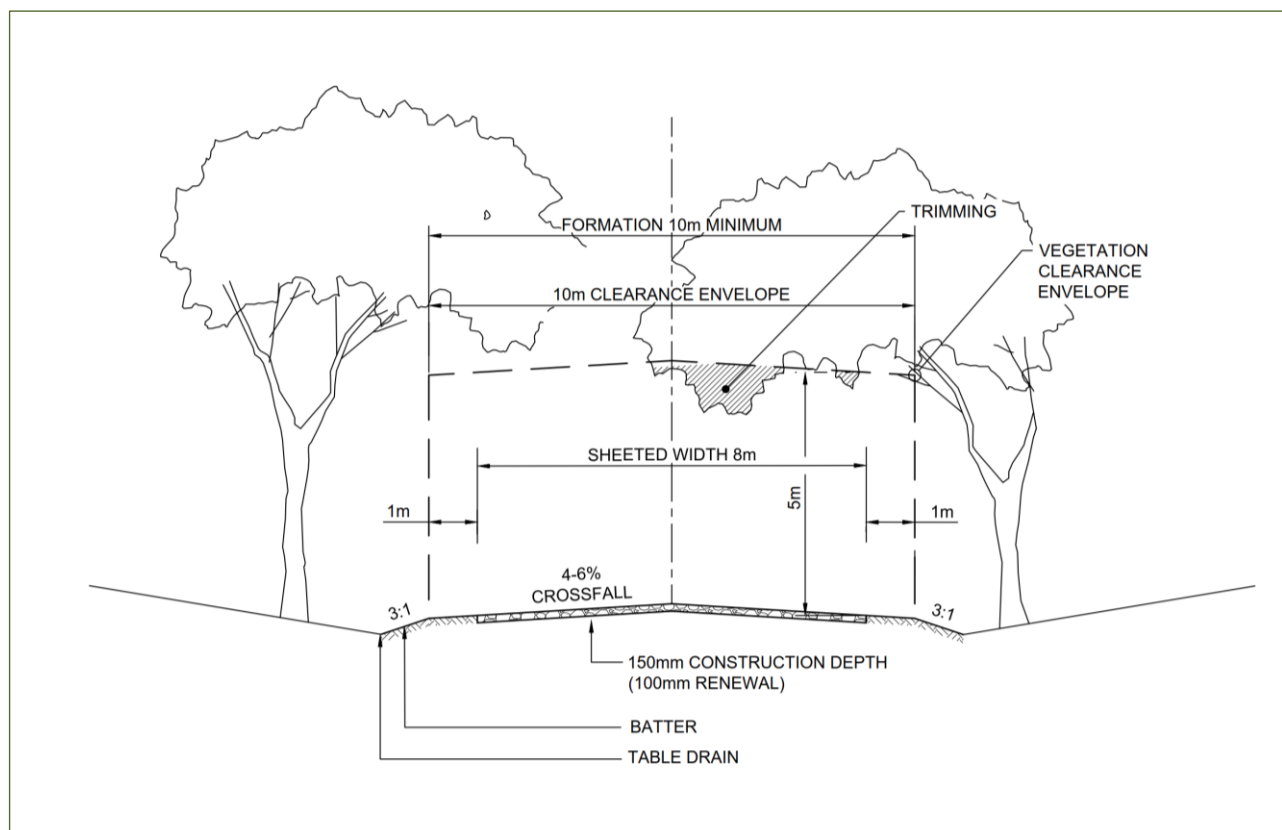


Typical Rural Collector Sheeted Road	Typical Rural Collector Sheeted Road Approaching CEoL
	

### Target Service Level Rural Collector Sheeted Roads – Typical

Figure 5.2 shows a typical construction cross section to illustrate Councils service target for rural sheeted Collector Roads. It is noted that this is not always achievable due to native vegetation restrictions.

**Figure 5.2 Rural Sheeted Collector Construction Cross Section (Typical)**



### Category 3a Rural Sheeted Local High Use Roads

Council owns and maintains a rural sheeted Local High Use road in the network total approximately 134km. Rural sheeted local high use roads are formed and sheeted and provide all weather access. These roads have been identified as having a higher freight, tourism and social importance than other local roads.

Current Standard for Rural Sheeted Local High Use Roads		
Construction Method	Sheeting Width	Existing widths vary from 4-8.5m (current standard is 6 m)
	Sheeting Depth	150mm when newly constructed.
	Formation Width	Same as sheeting width.
	Geometric Standard	Geometry to follow natural terrain
Renewal Method	Resheet	Supply, place and compact 100mm crushed material to restore the sheeted wearing surface including full reshaping of existing formation and reinstatement, shape, cross fall and verge drainage
	Condition at End of Life	Assume 20mm rubble left prior to resheeting with significant subgrade breakthrough, equates to a score of 60 in the asset system.
	Useful Life	The sheeted surface is determined to have a life between 12-15 years depending on the material quality.
	Formation	Assume that reforming of road cross fall and drainage will be required during resheeting of the road surface.
Maintenance Method	Maintenance	<ul style="list-style-type: none"> <li>1 grade per year subject to favourable moisture conditions</li> <li>Heavy patching as required</li> <li>Pothole repair as required</li> <li>Side drains and culverts cleaned as required</li> <li>Regulatory and warning signs replaced as required (Refer AS1742.2)</li> <li>School bus roads may be graded 2 per year</li> <li>Vegetation management in accordance with Council roadside vegetation management plan</li> </ul>

Typical Rural Collector Sheeted Road

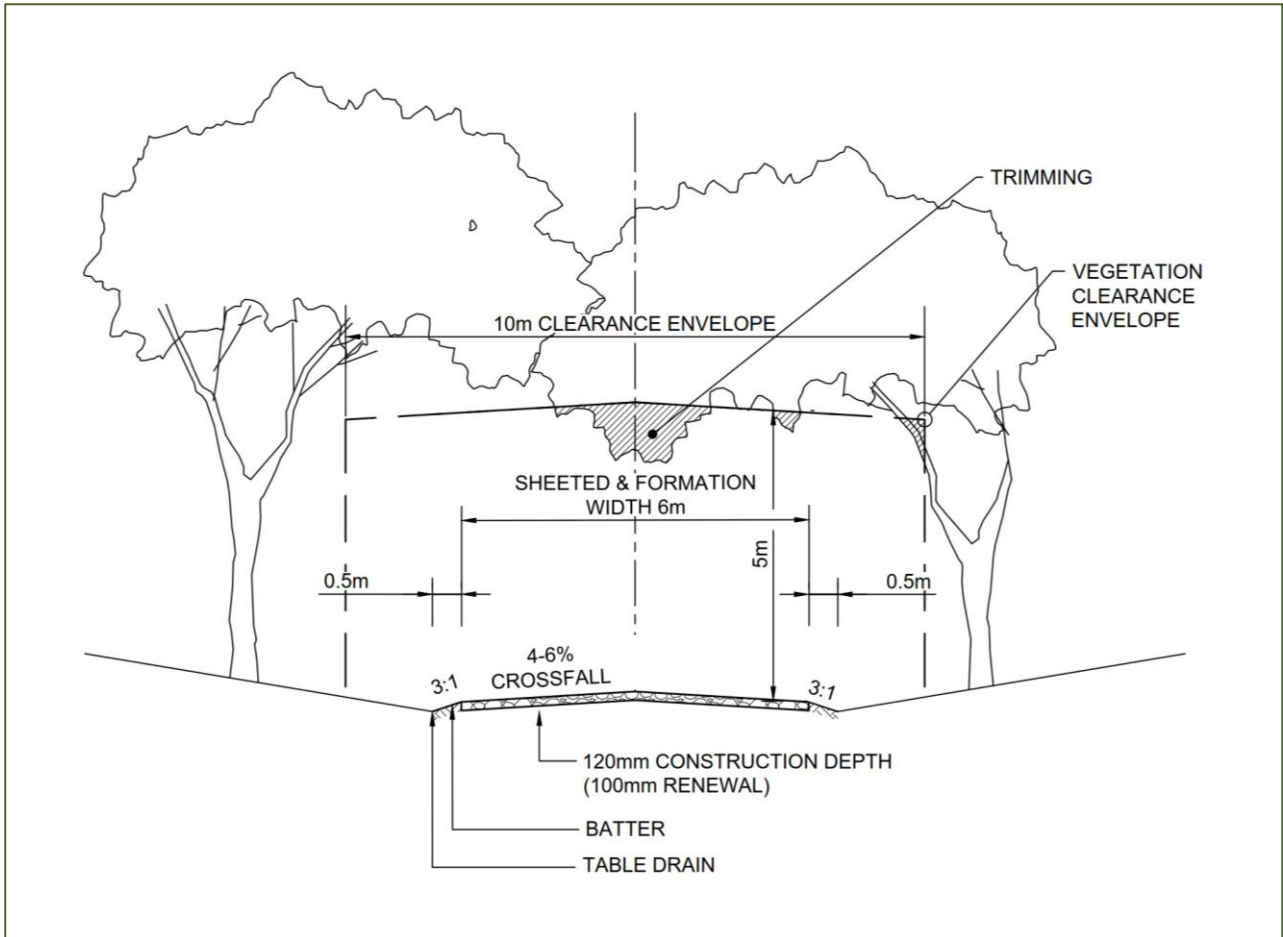




## Target Service Level Local High Use Sheeted Roads

Figure 5.3 shows a typical construction cross section to illustrate Councils service target for rural sheeted local high use roads. It is noted that this is not always achievable due to native vegetation restrictions.

**Figure 5.3 Rural Local High Use Sheeted Road Construction Cross Section**



### Category 3b Rural Sheeted Local Medium Use Roads

Council owns and maintains a rural sheeted local medium use road network totalling approximately 385km. Rural local medium use roads are formed and sheeted and provide all weather access. Rural local medium use roads have been identified as having less freight and social importance and no tourism importance compared to local high use roads.

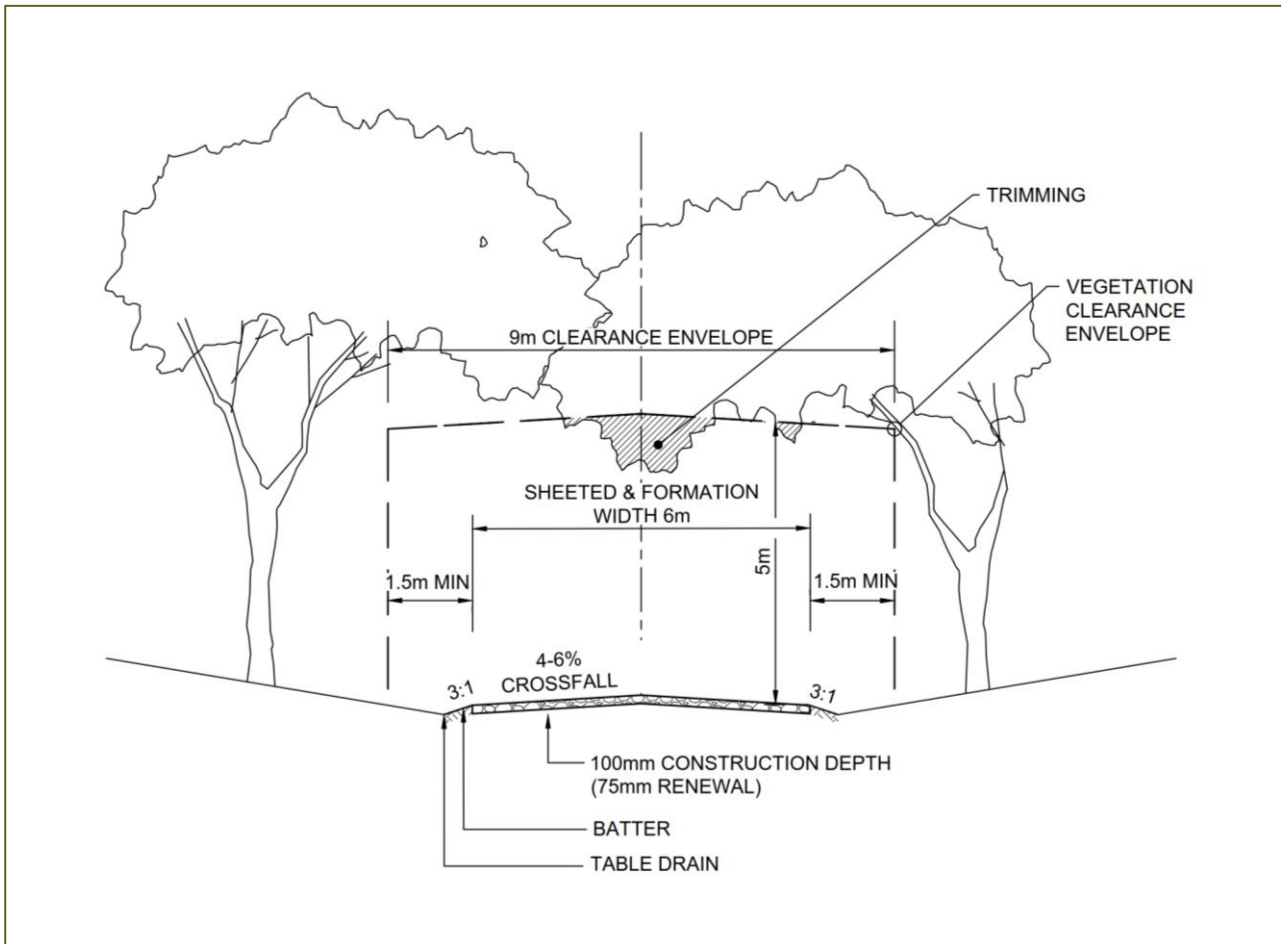
Current Standard for Rural Sheeted Local Medium Use Roads		
Construction Method	Sheeting Width	3.5-8m (Typically 6m)
	Sheeting Depth	100mm when newly constructed
	Formation Width	Same as sheeting width
	Geometric Standard	Geometry follows natural terrain
Renewal Method	Resheet	Supply, place and compact 75 mm crushed material to restore the sheeted wearing surface including full reshaping of existing formation and reinstatement. Shape, cross fall and verge drainage
	Condition at End of Life	Assume 10mm rubble left prior to resheeting with extensive subgrade breakthrough, equates to a score of 65 in the asset system.
	Useful Life	Assume that some reforming of road cross fall and drainage will be required during resheeting of the road surface.
	Formation	Assume that some reforming of road cross fall and drainage will be required during resheeting of the road surface.
Maintenance Method	Maintenance	<ul style="list-style-type: none"> <li>1 grade per year subject to favourable moisture conditions</li> <li>Regulatory and warning signs replaced when resheeting occurs (Refer AS1742.2)</li> <li>Vegetation management in accordance with Council roadside vegetation management plan</li> </ul>

#### Typical Rural Local Medium Use Sheeted Road due for renewal



## Target Service Level Local Medium Use Sheeted Roads

Figure 5.4 shows a typical construction cross section to illustrate Council's service target for rural sheeted local medium roads. It is noted that this is not always achievable due to native vegetation restrictions.



**Figure 5.4 Rural Sheeted Local Medium Use Construction Cross Section**

### Category 3c Rural Sheeted Local Low Use Roads

Council owns and maintains a rural sheeted local low use road network totalling approximately 776km. Rural sheeted local low use roads will be planned for resheeting to preserve all-weather access.

Current Standard for Rural Sheeted Local Low Use Roads		
Construction Method	Sheeting Width	(3-8.5m) typically 4 to 6m
	Sheeting Depth	75 to 100mm when newly constructed
	Formation Width	Additional 0.5m each side of sheeting.
	Geometric Standard	Geometry follows natural terrain
Renewal Method	Resheet	Supply, place and compact 50-75 mm crushed material to restore the sheeted wearing surface including full reshaping of existing formation and reinstatement of shape (cross fall) and verge drainage.
	Condition at End of Life	Assume 10mm rubble left prior to resheeting with some subgrade breakthrough, equates to a score of 65 for local low use roads in the asset system.
	Useful Life	The sheeted surface is determined to have a life between 20-30 years depending on the material quality.
	Formation	Assume that some reforming of road cross fall and drainage will be required during resheeting of the road surface.
Maintenance Method	Maintenance	<ul style="list-style-type: none"> <li>1 grade per year subject to favourable moisture conditions</li> <li>Regulatory and warning signs replaced when resheeting occurs (Refer AS1742.2)</li> <li>Vegetation management in accordance with Council roadside vegetation management plan</li> </ul>

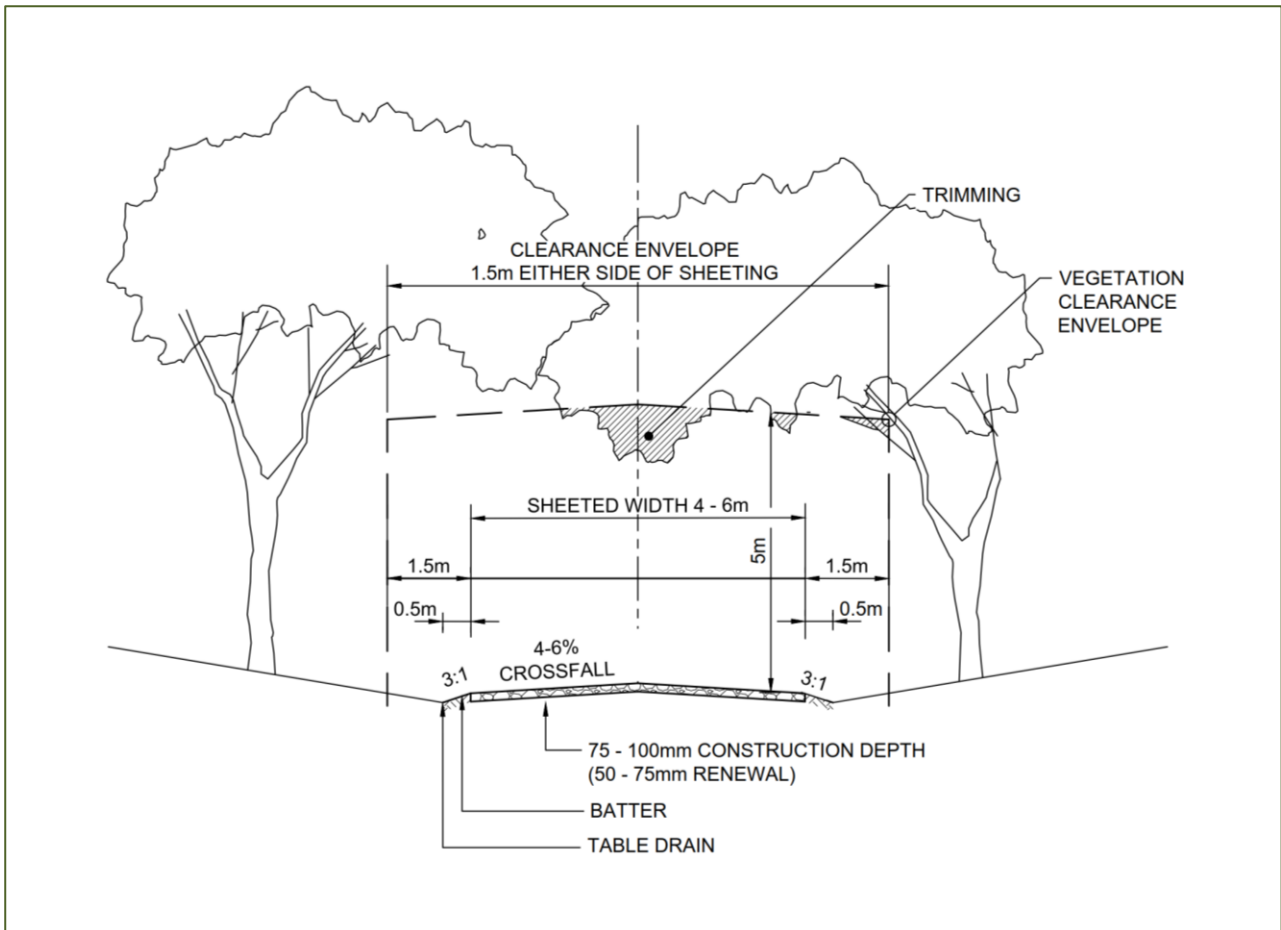
**Typical Rural Local Low Use Sheeted Road Approaching CEoL**



## Target Service Level Rural Local Low Use Sheeted Roads

Figure 5.5 shows a typical construction cross section to illustrate Councils service target for rural sheeted local low use roads. It is noted that this is not always achievable due to native vegetation restrictions.

**Figure 5.5 Rural Sheeted Local Low Use Construction Cross Section**



## Formed Graded Roads

Council owns and maintains a rural formed graded road network totalling approximately 615km and smaller township formed graded road network of approximately 6km. Formed graded roads are low use roads only. Formed graded roads require no road base material to provide a surface. These roads are not renewed by capital works, however, they do undergo maintenance activities (ie grading) when damaged. Formed graded roads do not require all weather access.

Current Standard for Formed Graded Roads	
Valuation Assumptions	Not a valued asset
Renewal Method	Not a valued asset, maintained by grading when required.
Maintenance Method	Grade when damaged and not serviceable

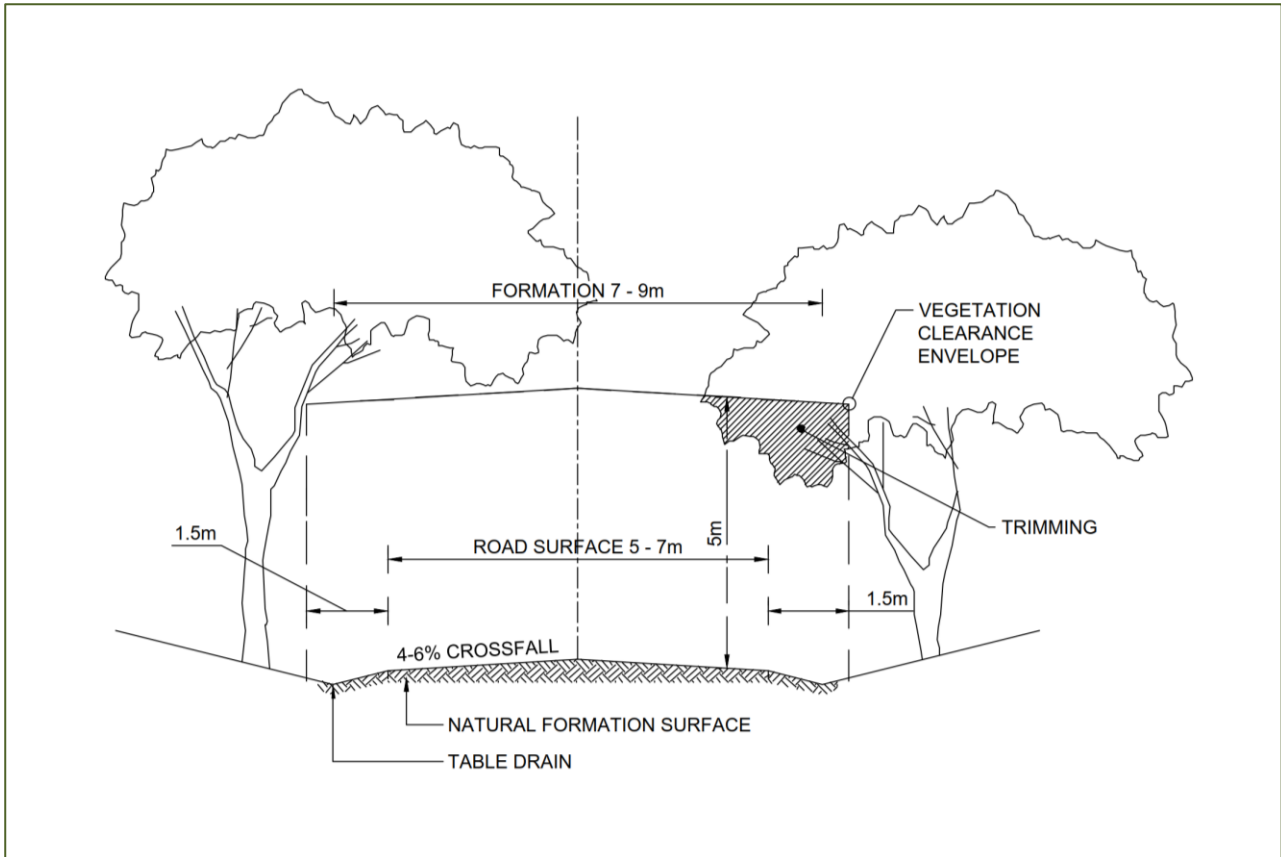
Typical Formed Graded Road in Need of Reforming



## Target Service Level Formed Graded Roads

Figure 5.6 shows a typical construction cross section to illustrate Councils service target for formed graded roads. It is noted that the target service level for rural roads is not always achievable due to native vegetation restrictions.

**Figure 5.6 Formed Graded Construction Cross Section**



## Unformed Roads

In addition to formed graded roads there is an additional 531 km of roads that are unformed tracks that attract no renewal or maintenance.

Typical Rural Unformed Track



## Road Reserves

These roads are land only or farm tracks that are generally rented to adjoining land owners and Council may consider disposal of reserves where ownership no longer provides a strategic benefit to Council

Note Fire tracks can be assigned to any of the above road categories and are separately inspected annually prior to the fire danger season to ensure they are serviceable. This may include patrol grading.



## 6 PLAN IMPROVEMENT AND MONITORING

The following tasks have been identified for improving future versions of the plan. Council should assign responsibilities and recourses to these tasks as part of the endorsement of the plan.

**Table 6.1 Tasks identified for improving future versions of the plan**

Task No.	Task	Responsibility
1.	Complete condition audit on rural cross drains and floodway/ford assets and update Conquest with new data.	Council Administration
2.	Develop unsealed road upgrade plan with consideration to demand and service deficiencies	Council Administration
3.	Develop a footpath renewal, upgrade and maintenance plan to align with service levels and demand	Council Administration
4.	Align current road hierarchy with other freight network ie commodity routes to align construction standards	Council Administration
5.	Update this Asset plan once rural cross drain and floodway data has been reinspected and analysed	Council Administration
6.	Develop an implementation plan to address the SMP recommendations for drainage capital new/upgrade projects.	Council Administration

This plan has a life of 4 years and is due for revision and updating within 2 years of each Council election however, it will be reviewed during annual budget planning processes and amended as required to address any material changes in service levels and/or resources available to provide those services as a result of budget decisions.

## 7 REFERENCES

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IPWEA, 2006, NAMS.PLUS3 Asset Management, Institute of Public Works Engineering Australia, Sydney, [www.ipwea.org](http://www.ipwea.org)

IPWEA, 2011, Asset Management for Small, Rural or Remote Communities Practice Note, Institute of Public Works Engineering Australia, Sydney, [www.ipwea.org](http://www.ipwea.org)

Water Technology, 2020, Burra Stormwater Management Plan, Final Report (December 2020)

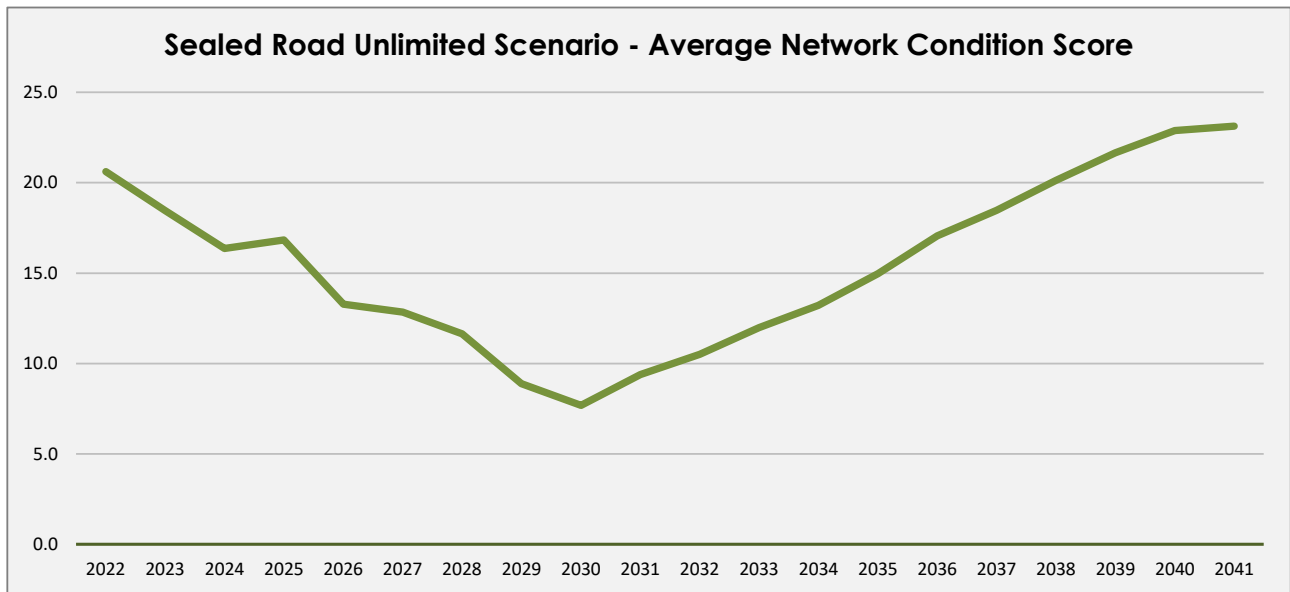
Goyder Master Plan 2020-2035, Final Report (October 2020)

Goyder Annual Business Plan and Budget 2020-21, Adopted Report (June 2020)

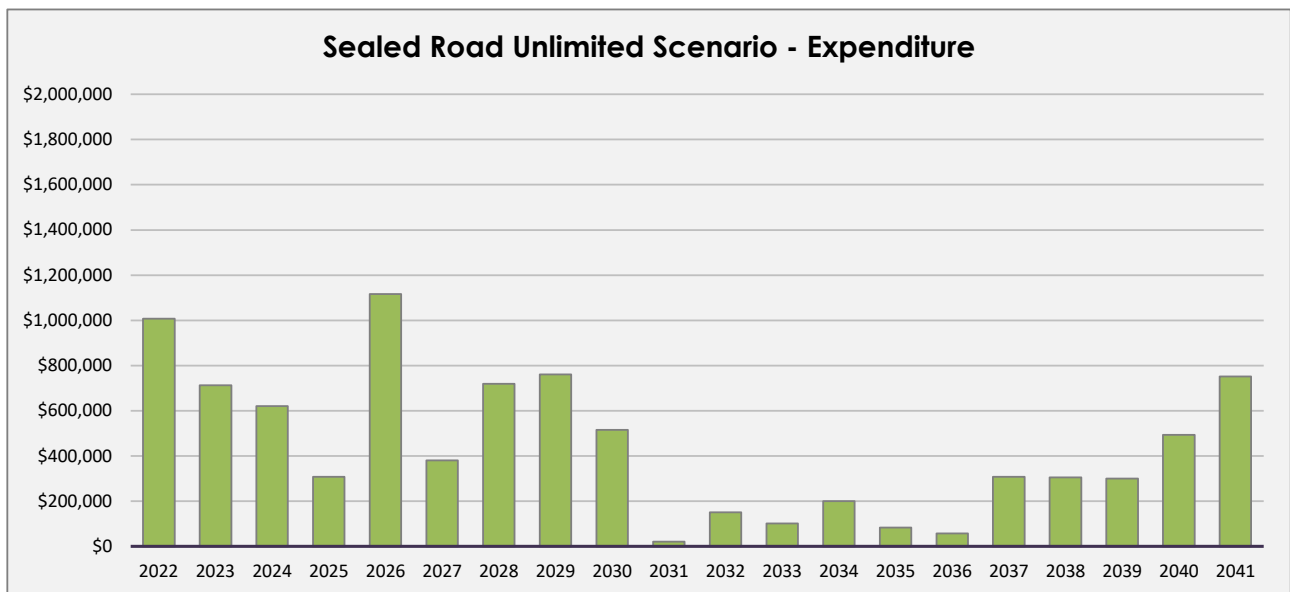
# APPENDIX A ROAD SURFACE MODELLING OUTPUTS

### Sealed Road Unlimited Budget Scenario

The graph below shows the condition forecast using an unlimited budget scenario for sealed roads. The graph shows that if funding is available the condition of the sealed network reaches its optimum condition at year 2030. After 2030 the network begins the cycle of deterioration and roads are treated as they reach their intervention points reaching the peak in 2041. After 2041 the cycle continues and the condition score falls and rises over time, this scenario assumes that there will always be funds available for renewal.



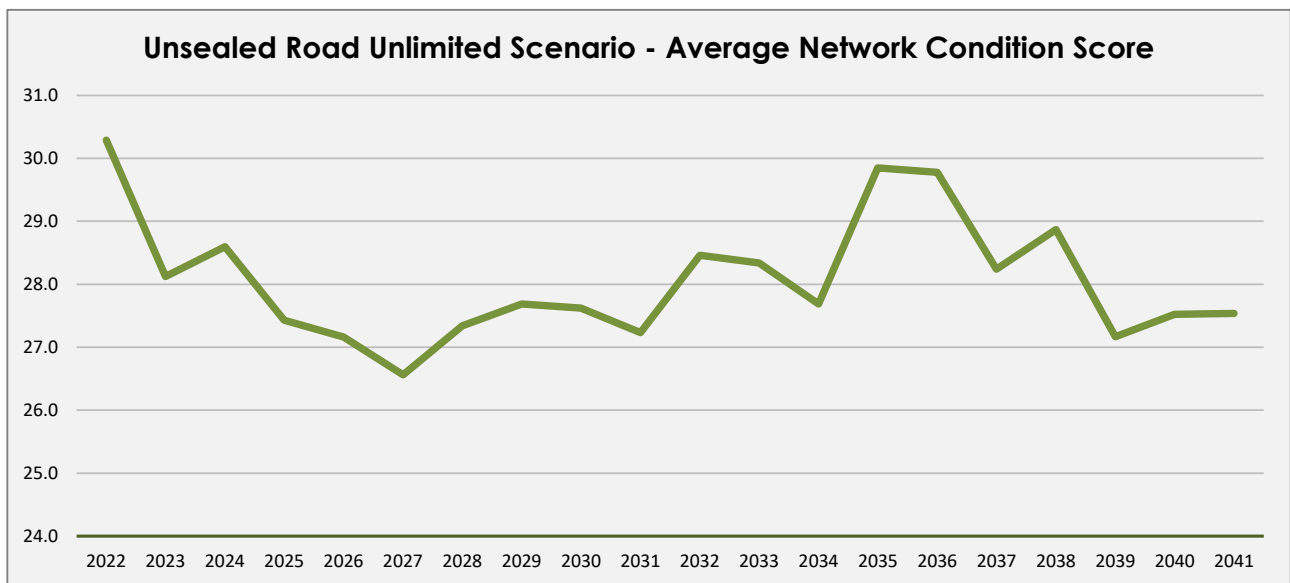
The graph below shows the expenditure over the 20 year period, it demonstrates that with a robust asset register and modelling principles that Council can improve the condition of the road network in a short period of time. The benefit of optimum funding and the application of strategic renewal and maintenance works is demonstrated through these two graphs and over time improves Councils financial sustainability.



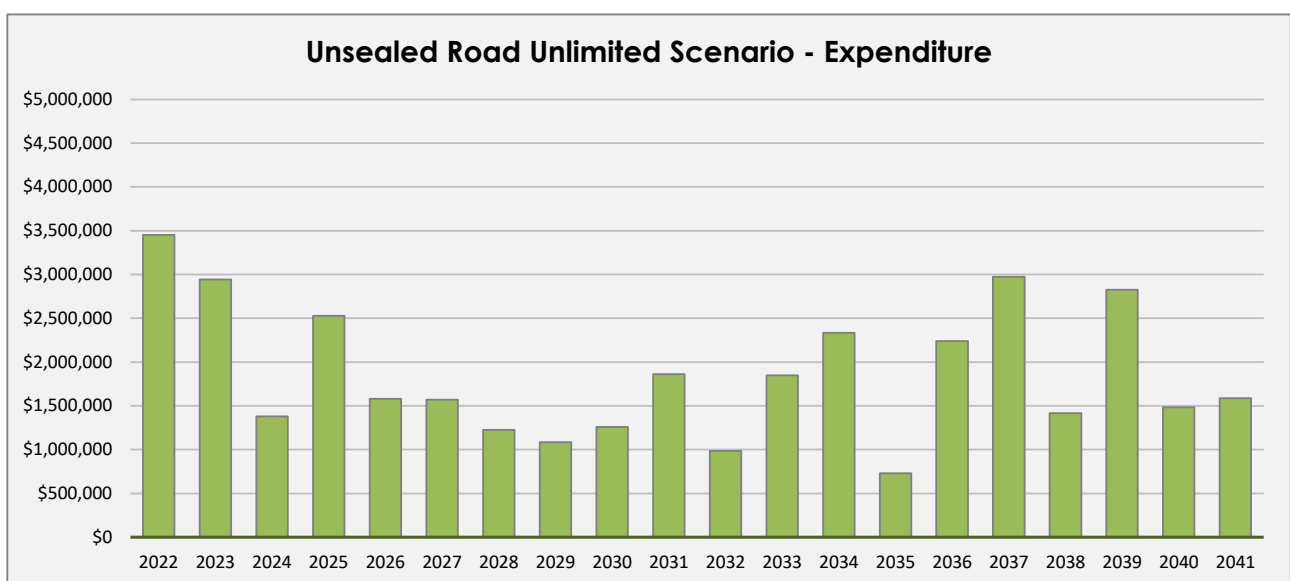
The renewal funding used in this plan for sealed road assets is based on this scenario and the rolling 3 year plan is provided in Appendix B.

### Unsealed Road Unlimited Budget Scenario

The graph below shows the condition forecast using an unlimited budget scenario for unsealed (sheeted) roads. The graph shows that if funding is available the condition of the sealed network reaches its optimum condition at year 2027. After 2027 the network begins the cycle of deterioration and roads are treated as they reach their intervention points reaching the peak in 2035. After 2041 the cycle continues and the condition score falls and rises over time, this scenario assumes that there will always be funds available for renewal. The condition profile for unsealed roads does not appear as smooth as the condition profile for sealed roads, the unsealed network is made up of various road categories which have differing intervention points and modelling lives. The sealed roads have less categories and the intervention points and modelling lives are generally similar.



The graph below shows the expenditure over the 20 year period, it demonstrates that with a robust asset register and modelling principles that Council can improve the condition of the road network in a short period of time. The benefit of optimum funding and the application of strategic renewal and maintenance works is demonstrated through these two graphs and over time improves Councils financial sustainability.



The renewal funding used in this plan for unsealed road assets is based on this scenario and the rolling 3 year plan is provided in Appendix B.

## **APPENDIX B   PROJECTED CAPITAL RENEWAL**

### **3 YEARS FOR ROADS AND 5 YEARS FOR FOOTPATH, KERB, BRIDGE AND DRAINAGE**

The following plan is a guide only and will be reviewed and amended annually as part of the planning and budget process, with consideration being given to material availability and the verification of asset condition.

Projected 3 Year Capital Renewal Program - Sealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2021-22	11323	Blyth Street (003) from Ayers Street to Mitchell Flat	129	8.8	1131	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,135
2021-22	11182	Cameron Terrace (001) from South Terrace to Baron Street	127	6.0	763	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,812
2021-22	11366	Chapel Street (004) from Bath Street to Stock Street	144	6.4	921	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,812
2021-22	10596	Copper Ore Road (001) from Farrell Flat Road to Keane Road (Council Boundary)	2262	7.0	15834	Preventative (Single Coat) on Rural Spray Seal Collector	\$96,587
2021-22	11229	Crowan Street (002) from Sancreed Street to Fore Street	78	6.0	470	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,964
2021-22	11092	Government Silos Road (001) from Wilkins Highway to South Terrace	384	6.6	2532	Preventative (Single Coat) on Township Normal Use Spray Seal	\$15,979
2021-22	11097	Government Silos Road (002) from South Terrace to Willogoleeche Road	335	6.5	2175	Preventative (Two Coat) on Township Normal Use Spray Seal	\$18,508
2021-22	12861	Government Silos Road (003) from Willogoleeche Road to End of Seal 700m S of Willogoleeche Road	701	6.4	4485	Preventative (Single Coat) on Rural Spray Seal Local Low Use	\$27,355
2021-22	13012	Gum Creek Road (004) from 2055m NW of Barrier Highway to Blieschke Road	654	7.2	4706	Preventative (Single Coat) on Rural Spray Seal Collector	\$28,706
2021-22	11401	Halkett Street (001) from Commercial Street to End	122	8.3	1009	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,364
2021-22	11412	Hill Street (Eudunda) (002) from Weigall Street to Ward Street	107	9.0	965	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,088
2021-22	10603	Julia Road (007) from 4210m S of Scenic Drive (Town Limit) to 150m S of Hampden Road (Town Limit)	634	6.8	4313	Rehabilitation (Minor) on Rural Spray Seal Local Medium Use Poor	\$62,662
2021-22	11360	Kangaroo Street (001) from Commercial Street to Church Street	152	7.4	1123	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,084
2021-22	11259	Kitchen Street (001) from Mill Street to Butterworth Street	112	4.5	502	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,166
2021-22	21624	Lewis Street (001) from Paxton Terrace to End	147	7.2	1057	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,670
2021-22	11271	Linkson Street (001) from West Street to Jenkin Street	207	6.5	1345	Preventative (Single Coat) on Township Normal Use Spray Seal	\$8,486
2021-22	11375	Lloyd Street (Burra) (001) from Commercial Street to Church Street	143	4.0	571	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,604
2021-22	11172	Love Street (001) from High Street to South Terrace	277	6.0	1664	Preventative (Two Coat) on Township Normal Use Spray Seal	\$14,159
2021-22	11374	Lower Thames Street (002) from Stock Street to Allen Street	141	5.2	732	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,620
2021-22	11037	Lower Thames Street (003) from Allen Street to End of Seal	134	5.1	683	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,309
2021-22	11070	Main Street (Terowie) (002) from Railway Terrace to Jessie Street	98	6.1	595	Preventative (Single Coat) on Township HU Spray Seal	\$3,757
2021-22	11067	Main Street (Terowie) (003) from Jessie Street to Aver Street	481	6.1	2934	Preventative (Two Coat) on Township HU Spray Seal	\$24,964
2021-22	11033	Napier Street (previously Farell Flat Rd) (002) from Copper Ore Road to Cameron Terrace	364	6.0	2182	Preventative (Two Coat) on Township HU Spray Seal	\$18,571
2021-22	11264	Parks Lane (001) from West Street to 150m E of West Street (start of kerb)	145	5.0	726	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,581
2021-22	11049	Paxton Terrace (006) from Quarry Street to End 75m SE of Quarry Street	75	6.0	451	Rehabilitation (Major) on Township Normal Use Spray Seal Poor	\$11,193
2021-22	11342	Peacock Street (001) from Bend 210m SW of Graham Street to End of Seal	210	6.0	1261	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,954
2021-22	11303	Quarry Street (003) from Kooringa Road to Paxton Terrace	100	5.5	548	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,460
2021-22	11362	Queen Street (005) from Stock Street to Allen Street	136	6.1	832	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,250
2021-22	11275	Railway Terrace (Burra) (001) from West Street to Jenkin Street	215	5.8	1245	Preventative (Two Coat) on Township Normal Use Spray Seal	\$10,592
2021-22	11273	Railway Terrace (Burra) (002) from Jenkin Street to End 205m S of Jenkin Street	220	5.8	1274	Preventative (Two Coat) on Township Normal Use Spray Seal	\$10,844
2021-22	21861	Saleyards Road (003) from Start of Seal 580m S of Industry Road to End of Seal 975m S of Industry Road	392	7.2	2823	Preventative (Single Coat) on Rural Spray Seal Arterial	\$17,221
2021-22	11211	Sancreed Street (001) from Mevagessey Street to Illogan Street	48	6.0	290	Preventative (Single Coat) on Township Normal Use Spray Seal	\$1,832
2021-22	11185	Silo Road (Farrell Flat) (001) from South Terrace to Napier Street	239	6.2	1482	Preventative (Two Coat) on Township HU Spray Seal	\$12,615
2021-22	11422	South Terrace (Eudunda) (002.2) from 40m E of Silo Entrance to Weigall Street	332	8.7	2888	Preventative (Two Coat) on Township HU Spray Seal	\$24,580
2021-22	11341	Spring Street (003) from Graham Street to End	139	4.7	655	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,131
2021-22	12526	Springbank Road (001) from Barrier Highway to End of Seal 200m S of Barrier Highway	204	8.2	1673	Preventative (Single Coat) on Rural Spray Seal Local Medium Use	\$10,204
2021-22	11238	St Just Street (001) from Market Street to Sancreed Street	161	6.2	999	Preventative (Two Coat) on Township Normal Use Spray Seal	\$8,500
2021-22	11154	Staveley Street (001) from Rassam Terrace to Phayre Street	140	5.2	730	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,607
2021-22	11387	Stock Street (003) from Queen Street to Chapel Street	84	10.2	852	Preventative (Two Coat) on Township Normal Use Spray Seal	\$7,248
2021-22	11261	Taylor Street (Burra) (002) from Elder Street to Morehead Street	216	6.1	1316	Preventative (Single Coat) on Township Normal Use Spray Seal	\$8,303
2021-22	11404	Three Chain Road (002) from 150m S of Bruce Street to 120m N of South Terrace	1640	7.5	12298	Rehabilitation (Major) on Township HU Spray Seal Poor	\$406,319
2021-22	11193	Tregony Street (004) from Truro Street to Trembath Street	145	6.5	941	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,935
2021-22	11313	Unknown Road 5011 (002) from 70m NW of Bridge Street East to Welsh Place	25	22.0	541	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,415
2021-22	11239	View Street (Burra) (001) from St Just Road to The Grove	116	6.0	696	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,392
2021-22	11409	Ward Street (001) from Kapunda Street to Hill Street	288	9.3	2676	Preventative (Two Coat) on Township Normal Use Spray Seal	\$22,769
2021-22	11408	Ward Street (002) from Hill Street to Weigall Street	552	7.2	3974	Preventative (Single Coat) on Township Normal Use Spray Seal	\$25,074
2021-22	11213	Young Street (001) from Hall Terrace to Elder Street	112	6.0	669	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,221
2022-23	11391	Allen Street (001) from Kangaroo Street to Queen Street	92	7.7	708	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,470
2022-23	21612	Barwell Street (003) from Lloyd Street to Kapunda Street	208	11.4	2371	Preventative (Single Coat) on Township Normal Use Spray Seal	\$14,962
2022-23	11381	Bath Street (004) from Queen Street to Chapel Street	71	11.2	792	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,996
2022-23	21634	Black Springs Road (008) from Redbanks Road to Stock Route Road	1500	7.5	11249	Preventative (Single Coat) on Rural Spray Seal Local Medium Use	\$68,621
2022-23	10609	Booborowie Road (Central) (011) from Muncowie Road to Farm Driveway 1580m N of Muncowie Road	1584	7.1	11246	Preventative (Single Coat) on Rural Spray Seal Collector	\$68,603
2022-23	11120	Bowling Club Access Road (001) from Booborowie Road to Bowling Club Road (North/South Section)	41	6.1	248	Preventative (Single Coat) on Township Normal Use Spray Seal	\$1,563
2022-23	11309	Bridge Street (002) from Kingston Street to Paxton Terrace	174	9.4	1638	Preventative (Single Coat) on Township Normal Use Spray Seal	\$10,333
2022-23	11308	Bridge Street (003) from Paxton Terrace to End	153	5.8	889	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,607

The following plan is a guide only and will be reviewed and amended annually as part of the planning and budget process, with consideration being given to material availability and the verification of asset condition.

Projected 3 Year Capital Renewal Program - Sealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2022-23	11324	Bridge Street East (001) from Bridge Street to Ayers Street	143	14.2	2033	Preventative (Single Coat) on Township Normal Use Spray Seal	\$12,831
2022-23	11371	Chapel Street (002) from Harry Street to Church Street	97	5.8	560	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,535
2022-23	11365	Chapel Street (003) from Church Street to Bath Street	154	6.6	1018	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,426
2022-23	11377	Chapel Street (005) from Stock Street to Allen Street	138	6.2	858	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,415
2022-23	11358	Church Street (Burra) (001) from Justice Lane to Hill Street	61	6.2	378	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,383
2022-23	11402	Corey Street (001) from Commercial Street to Railway Parade	249	10.3	2566	Preventative (Single Coat) on Township Normal Use Spray Seal	\$16,190
2022-23	11228	Crowan Street (001) from Lelante Street to Sancreed Street	76	4.9	374	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,362
2022-23	11266	Elder Street (001) from Cooper Street to Taylor Street	44	6.1	271	Preventative (Single Coat) on Township Normal Use Spray Seal	\$1,709
2022-23	21615	Essex Street (001) from Paxton Terrace to End 160m NW of Paxton Terrace	162	6.6	1069	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,747
2022-23	11139	Fifth Street (Booborowie) (002) from First Street to Second Street	146	6.2	908	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,728
2022-23	11141	Fifth Street (Booborowie) (003) from Second Street to Third Street	146	6.2	905	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,712
2022-23	11146	Fifth Street (Booborowie) (004) from Third Street to South Terrace	134	6.3	841	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,307
2022-23	11398	First Avenue (001) from New Street to Commercial Street	73	6.2	451	Rehabilitation (Minor) on Township Normal Use Spray Seal	\$6,247
2022-23	11439	Gardens Lane (001) from Gunn Street Extn to Worlds End Highway (Kapunda Street)	66	7.1	470	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,966
2022-23	12786	Gum Creek Road (005) from Blieschke Road to Duncan Drive	988	7.2	7115	Preventative (Single Coat) on Rural Spray Seal Collector	\$43,401
2022-23	11210	Helen Terrace (001) from Hall Terrace to Illogan Street	46	5.7	260	Preventative (Single Coat) on Township Normal Use Spray Seal	\$1,640
2022-23	11361	Hill Street (Burra) (001) from Commercial Street to Church Street	146	9.0	1310	Preventative (Single Coat) on Township Normal Use Spray Seal	\$8,263
2022-23	11419	Hill Street (Eudunda) (001) from Railway Parade to Weigall Street	61	9.0	546	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,447
2022-23	11411	Hill Street (Eudunda) (003) from Ward Street to End	85	7.3	622	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,925
2022-23	21698	Industry Road (001) from Three Chain Road to End of Seal	192	6.8	1304	Preventative (Single Coat) on Township HU Spray Seal	\$8,230
2022-23	11356	Kangaroo Street (002) from Church Street to Bath Street	154	5.8	893	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,632
2022-23	11368	Kangaroo Street (003) from Bath Street to Stock Street	152	5.7	866	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,467
2022-23	11416	Kapunda Street (003) from Bruce Street to Ward Street	111	9.1	1013	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,391
2022-23	11430	Laurence Street (001) from Allan Street to Lloyd Street	322	7.8	2515	Preventative (Single Coat) on Township Normal Use Spray Seal	\$15,868
2022-23	11169	Levi Street (002) from High Street to South Terrace	246	6.0	1477	Preventative (Single Coat) on Township Normal Use Spray Seal	\$9,321
2022-23	11272	Linkson Street (002) from Jenkin Street to End	100	5.0	499	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,146
2022-23	11431	Lloyd Street (Eudunda) (002) from Barwell Street to Laurence Street	116	8.0	928	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,856
2022-23	11150	Merewether Street (001) from Rassam Terrace to Phayre Street	120	5.0	600	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,783
2022-23	11216	Mevagessey Street (002) from Lelante Street to Sancreed Street	80	5.7	457	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,884
2022-23	11330	Mitchell Flat (001) from Blyth Street to Stock Street	141	6.2	872	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,500
2022-23	11331	Mitchell Flat (002) from Stock Street to End	282	6.7	1887	Preventative (Single Coat) on Township Normal Use Spray Seal	\$11,905
2022-23	11035	Mokota Road (001) from Barrier Highway to End of Seal	135	7.6	1025	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,465
2022-23	11337	Mount Pleasant Road (003) from 60m SW of Market Street to End 100m NW of St Joseph Lane	345	8.7	3003	Preventative (Single Coat) on Township Normal Use Spray Seal	\$18,950
2022-23	11184	Napier Street (001) from Cameron Terrace to Senafe Street	121	6.0	725	Preventative (Single Coat) on Township HU Spray Seal	\$4,573
2022-23	11127	North Terrace (Booborowie) (003) from Sixth Street to East Terrace	115	5.9	680	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,289
2022-23	11177	Patterson Street (002) from Baron Street to Napier Street	182	12.3	2241	Preventative (Single Coat) on Township HU Spray Seal	\$14,141
2022-23	11297	Paxton Terrace (003) from Lewis Street to Essex Street	94	12.5	1174	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,407
2022-23	11299	Paxton Terrace (004) from Essex Street to Bend 230m E of Essex Street	230	8.9	2046	Preventative (Single Coat) on Township Normal Use Spray Seal	\$12,911
2022-23	11056	Paxton Terrace (005) from Bend 230m E of Essex Street to Quarry Street	164	7.7	1264	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,978
2022-23	11370	Queen Street (002) from Harry Street to Church Street	96	6.0	574	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,619
2022-23	11367	Queen Street (004) from Bath Street to Stock Street	144	6.1	875	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,524
2022-23	11077	Railway Terrace West (Terowie) (001) from Besanko Street to North Terrace	78	9.1	708	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,467
2022-23	11420	Reserve Road (001) from Thiele Highway to Corner 200m E of Thiele Highway	206	6.5	1340	Preventative (Single Coat) on Township Normal Use Spray Seal	\$8,457
2022-23	11100	Richard Street (Hallett) (001) from Wilkins Highway to Alfred Street	289	6.3	1822	Preventative (Single Coat) on Township Normal Use Spray Seal	\$11,497
2022-23	11204	Sancreed Street (002) from Illogan Street to Truro Street	84	9.0	760	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,793
2022-23	11176	Senafe Street (002) from Baron Street to Napier Street	185	6.0	1108	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,989
2022-23	11039	Silo Road Approach (Farrell Flat) (002) from Patterson Street to Silo Road	17	6.8	116	Preventative (Single Coat) on Township HU Spray Seal	\$729
2022-23	11135	South Terrace (Booborowie) (003) from Sixth Street to East Terrace	122	6.3	767	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,842
2022-23	11421	South Terrace (Eudunda) (003) from Weigall Street to Three Chain Road	444	7.8	3461	Rehabilitation (Minor) on Township HU Spray Seal	\$47,899
2022-23	11251	St Just Street (002) from Sancreed Street to Tregony Street	68	6.1	414	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,610
2022-23	11253	St Just Street (003) from Tregony Street to Trembath Street	98	6.0	589	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,714
2022-23	11254	St Just Street (004) from Trembath Street to The Crescent	80	6.1	490	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,094
2022-23	11386	Stock Street (002) from Kangaroo Street to Queen Street	74	13.2	973	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,138
2022-23	11388	Stock Street (004) from Chapel Street to Lower Thames Street	98	5.9	576	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,637
2022-23	11194	Stronach Street (001) from Hall Terrace to Watt Street	89	6.1	542	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,422



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Projected 3 Year Capital Renewal Program - Sealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2022-23	11247	Taylor Street (Burra) (001) from Watt Road to Elder Street	113	6.1	691	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,361
2022-23	11291	Tomkinson Street (001) from Paxton Terrace to End	105	6.1	641	Rehabilitation (Minor) on Township Normal Use Spray Seal	\$8,873
2022-23	11197	Tregony Street (006) from St Dye Street to Ludgvan Street	83	6.5	542	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,417
2022-23	11246	Tregony Street (008) from Helston Street to St Just Street	91	6.0	548	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,457
2022-23	11206	Truro Street (002) from Sancreed Street to Fore Street	80	13.5	1077	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,798
2022-23	11410	Weigall Street (003) from Hill Street to Kapunda Street	281	9.2	2585	Preventative (Single Coat) on Township Normal Use Spray Seal	\$16,313
2022-23	11277	West Street (006) from Linkson Street to End	178	5.8	1035	Preventative (Single Coat) on Township HU Spray Seal	\$6,529
2022-23	10578	Worlds End Gorge Road (001) from Worlds End Highway to End of Seal 1280m W of Worlds End Highway	1284	7.3	9373	Preventative (Single Coat) on Rural Spray Seal Local Low Use	\$57,172
2023-24	11426	Allan Street (001) from Bruce Street to Barwell Street	78	6.2	486	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,064
2023-24	11316	Ayers Street (001) from Bridge Street East to Blyth Street	133	6.1	814	Preventative (Single Coat) on Township HU Spray Seal	\$5,134
2023-24	21610	Barwell Street (001) from Bruce Street to Allan Street	173	11.7	2023	Preventative (Single Coat) on Township Normal Use Spray Seal	\$12,764
2023-24	10610	Booborowie Road (Central) (010) from Petherton Road to Muncowie Road	601	7.2	4329	Preventative (Single Coat) on Rural Spray Seal Collector	\$26,409
2023-24	10611	Booborowie Road (Central) (012) from Farm Driveway 1580m N of Muncowie Road to Mundunny Hill Road	1440	7.2	10369	Preventative (Single Coat) on Rural Spray Seal Collector	\$63,249
2023-24	21804	Booborowie Road (Central) (013) from Mundunny Hill Road to Hanlin Road	1634	7.5	12257	Preventative (Single Coat) on Rural Spray Seal Collector	\$74,770
2023-24	11101	Bowman Terrace (002) from Barrier Highway to Railway Terrace	84	6.4	538	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,392
2023-24	11036	Bowman Terrace (004) from East Terrace to Goode Terrace	135	6.2	835	Preventative (Single Coat) on Township Normal Use Spray Seal	\$5,269
2023-24	21618	Gall Street (001) from John Barker Street to Justice Lane	227	5.1	1160	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,318
2023-24	21797	Gum Creek Road (007) from Farm Driveway 1610m NW of Duncan Drive to Booborowie Road	1917	7.8	14950	Preventative (Single Coat) on Rural Spray Seal Collector	\$91,192
2023-24	11385	Harry Street (001) from Queen Street to Chapel Street	69	4.0	278	Preventative (Single Coat) on Township Normal Use Spray Seal	\$1,752
2023-24	11237	Helston Street (001) from Sancreed Street to Tregony Street	85	5.2	443	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,792
2023-24	11218	Illogan Street (001) from Helen Terrace to Lelante Street	87	5.7	496	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,129
2023-24	11217	Illogan Street (002) from Lelante Street to Sancreed Street	78	5.7	442	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,791
2023-24	11281	Jenkin Street (001) from Railway Terrace to Linkson Street	104	5.0	518	Rehabilitation (Minor) on Township Normal Use Spray Seal	\$7,169
2023-24	21622	John Barker Street (001) from Commercial Street to Gall Street	103	10.1	1043	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,583
2023-24	21646	Julia Road (010) from 2950m S of Nash Road to Curio Highway	230	7.2	1656	Preventative (Single Coat) on Rural Spray Seal Local Medium Use	\$10,102
2023-24	11094	Julia Street (001) from TSA-Alfred Street to John Street	145	7.2	1047	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,606
2023-24	21623	Justice Lane (001) from Commercial Street to Church Street	144	12.2	1752	Preventative (Single Coat) on Township Normal Use Spray Seal	\$11,054
2023-24	11060	Lancelot Lane (001) from Bath Street to End of Seal	41	3.2	131	Preventative (Single Coat) on Township Normal Use Spray Seal	\$824
2023-24	11666	Landore Street (002) from Morrision Street to Penglawdd Street	121	6.0	724	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,570
2023-24	11062	Main Street (Terowie) (004) from Aver Street to Amelia Street	243	6.4	1553	Preventative (Single Coat) on Township HU Spray Seal	\$9,801
2023-24	11066	Main Street (Terowie) (005) from Amelia Street to Frederick Street	270	6.2	1674	Preventative (Single Coat) on Township HU Spray Seal	\$10,563
2023-24	11068	Main Street (Terowie) (007) from Besanko Street to North Terrace	97	12.9	1247	Preventative (Single Coat) on Township HU Spray Seal	\$7,871
2023-24	11063	Main Street (Terowie) (008) from North Terrace to Taylor Street	46	12.9	595	Preventative (Single Coat) on Township HU Spray Seal	\$3,753
2023-24	11073	Main Street (Terowie) (011) from Carter Street to Johns Street	225	6.3	1419	Preventative (Single Coat) on Township HU Spray Seal	\$8,956
2023-24	11071	Main Street (Terowie) (012) from Johns Street to Belalie Road	202	6.4	1292	Preventative (Single Coat) on Township HU Spray Seal	\$8,149
2023-24	11149	Mais Street (001) from South Terrace to Napier Street	184	6.0	1105	Preventative (Single Coat) on Township Normal Use Spray Seal	\$6,970
2023-24	11151	Merewether Street (002) from South Terrace to Napier Street	126	6.2	783	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,941
2023-24	11268	Mill Street (001) from Kitchen Street to Morehead Street	71	5.8	414	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,609
2023-24	11046	Napier Street (003) from Mais Street to Merewether Street	126	5.4	680	Preventative (Single Coat) on Township HU Spray Seal	\$4,293
2023-24	11395	New Street (001) from Church Street to First Avenue	139	12.2	1692	Preventative (Single Coat) on Township Normal Use Spray Seal	\$10,677
2023-24	11396	New Street (003) from Second Avenue to Commercial Street	380	13.0	4941	Preventative (Single Coat) on Township Normal Use Spray Seal	\$31,180
2023-24	11078	North Terrace (Terowie) (001) from Main Street to Railway Terrace West	104	6.4	668	Preventative (Single Coat) on Township Normal Use Spray Seal	\$4,216
2023-24	11302	Paradise Street (001) from Kingston Street to Quarry Street	69	5.9	407	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,565
2023-24	11296	Paradise Street (002) from Quarry Street to Kooringa Road	63	6.0	378	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,385
2023-24	11305	Paxton Terrace (001) from Bridge Street to Tomkinson Street	184	9.5	1747	Preventative (Single Coat) on Township Normal Use Spray Seal	\$11,024
2023-24	11294	Paxton Terrace (002) from Tomkinson Street to Lewis Street	156	12.5	1955	Preventative (Single Coat) on Township Normal Use Spray Seal	\$12,336
2023-24	11190	Penclawdd Street (002) from Morrision Street to Llanelly Street	309	4.0	1236	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,799
2023-24	11160	Phayre Street (001) from South Terrace to Staveley Street	151	4.9	738	Rehabilitation (Minor) on Township Normal Use Spray Seal	\$10,219
2023-24	11053	Reserve Road (002) from Corner 200m E of Thiele Highway to End of Seal 435m SE of Thiele Highway	234	11.8	2766	Preventative (Single Coat) on Township Normal Use Spray Seal	\$17,453
2023-24	11236	Sancreed Street (006) from Ludgvan Street to Helston Street	84	5.7	477	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,011
2023-24	11245	Sancreed Street (007) from Helston Street to St Just Street	82	5.7	467	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,946
2023-24	11162	South Terrace (Farrell Flat) (006) from Merewether Street to Staveley Street	130	6.0	780	Preventative (Single Coat) on Township HU Spray Seal	\$4,922
2023-24	11226	St Dye Street (002) from Start of Seal 30m E of Lelante Street to Sancreed Street	45	5.2	231	Preventative (Single Coat) on Township Normal Use Spray Seal	\$1,460
2023-24	11220	St Dye Street (003) from Sancreed Street to Fore Street	73	5.2	378	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,382
2023-24	11225	St Dye Street (005) from Trembath Street to The Crescent Street	84	5.0	421	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,653

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Projected 3 Year Capital Renewal Program - Sealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2023-24	11152	Staveley Street (002) from Phayre Street to South Terrace	81	5.2	421	Preventative (Single Coat) on Township Normal Use Spray Seal	\$2,655
2023-24	11569	Staveley Street (004) from 80m S of Napier Street to The Gap Road	148	7.5	1112	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,014
2023-24	11329	Stock Street (005) from Lower Thames Street to Mitchell Flat	199	6.2	1234	Preventative (Single Coat) on Township Normal Use Spray Seal	\$7,785
2023-24	11075	Taylor Street (Terowie) (003) from Mitchell Street to Main Street	100	14.5	1456	Preventative (Single Coat) on Township Normal Use Spray Seal	\$9,186
2023-24	11223	The Crescent (002) from Ludgvan Street to Helston Street	85	6.1	518	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,268
2023-24	11234	The Crescent (003) from Helston Street to St Just Street	92	6.0	554	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,498
2023-24	11198	Tregony Street (002) from Hampton Road to Llanelly Street	384	6.0	2302	Preventative (Single Coat) on Township Normal Use Spray Seal	\$14,523
2023-24	11243	Trembath Street (003) from Helston Street to St Just Road	84	6.2	523	Preventative (Single Coat) on Township Normal Use Spray Seal	\$3,298
2023-24	11415	View Street (Eudunda) (001) from Kapunda Street to End	168	8.0	1346	Rehabilitation (Minor) on Township Normal Use Spray Seal	\$18,634
2023-24	11306	Welsh Place (001) from Paxton Terrace to Kingston Street	129	7.6	980	Preventative (Single Coat) on Township HU Spray Seal	\$6,181

The following plan is a guide only and will be reviewed and amended annually as part of the planning and budget process, with consideration being given to material availability and the verification of asset condition.

Projected 3 Year Capital Renewal Program - Unsealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2021-22	11967	Andrews Road (001) from Carmody Road to Goyder Highway	1422	1.0	1422	Resheet on Rural Cat 2	\$34,121
2021-22	21922	Anlaby Road (004) from Buchanan Road to Curio Highway	2421	1.0	2421	Resheet on Rural Cat 2	\$58,092
2021-22	12082	Apoinga Road (001) from Black Springs Road to Farm Gate 1900m S of Black Springs Road	1900	1.0	1900	Resheet on Rural Cat 3b	\$34,202
2021-22	11603	Aver Street (001) from Packer Street to Mitchell Street	102	5.5	559	Resheet on Township	\$1,788
2021-22	11615	Aver Street (002) from Mitchell Street to Main Street	99	5.5	547	Resheet on Township	\$1,749
2021-22	11893	Barrier Access Road (002) from End of Seal 200m S of Belalie Road to Barrier Highway	1711	1.0	1711	Resheet on Rural Cat 3b	\$27,382
2021-22	21929	Belalie Road (007) from Booborowie Road to Yongala Vale Road	3711	1.0	3711	Resheet on Rural Cat 2	\$89,059
2021-22	11880	Belalie Road (008) from Yongala Vale Road to Yongala Road	1908	1.0	1908	Resheet on Rural Cat 2	\$45,785
2021-22	21651	Black Springs Road (001) from 300m N of Apoinga Road (Council Boundary) to Tothill Belt Road	3628	1.0	3628	Resheet on Rural Cat 1	\$108,837
2021-22	21783	Black Springs Road (002) from Tothill Belt Road to Range Road	705	1.0	705	Resheet on Rural Cat 1	\$21,135
2021-22	21784	Black Springs Road (003) from Range Road to Burra Road	3321	1.0	3321	Resheet on Rural Cat 1	\$99,624
2021-22	12109	Brady Road (002) from 450m W of Church Street (End of Seal) to Hill Road	2034	1.0	2034	Resheet on Rural Cat 2	\$48,816
2021-22	12114	Brady Road (005) from Neindorf Road to 2780m NW of Neindorf Road	2787	1.0	2787	Resheet on Rural Cat 2	\$66,895
2021-22	22293	Braefoot Road (004.2) from 1750m W of Springvale Road to Booborowie Road	2112	1.0	2112	Resheet on Rural Cat 3b	\$38,009
2021-22	12099	Burra Road (007) from Black Spring Road to Hallelujah Hills Road	973	1.0	973	Resheet on Rural Cat 2	\$23,362
2021-22	12097	Burra Road (009) from Exchange Road to Werner Road	1509	1.0	1509	Resheet on Rural Cat 2	\$36,211
2021-22	12108	Burra Road (010) from Werner Road to Brady Road	2313	1.0	2313	Resheet on Rural Cat 2	\$55,522
2021-22	12452	Cartapo Road (001) from Petherton Road to Shattock Road	4925	1.0	4925	Resheet on Rural Cat 3b	\$78,805
2021-22	22313	Cattle Station Road (003) from 7320m SE of Barrier Highway (Farm Driveway) to Razorback Road	884	1.0	884	Resheet on Rural Cat 3b	\$14,146
2021-22	12711	Civilization Gate Road (005) from Unknown Road 5044 to Wilkens Drive	900	1.0	900	Resheet on Rural Cat 3c	\$14,398
2021-22	12392	Dare's Hill Summit Road (003) from 7000m N of Dust Hole Creek Road to 10460m NE of Dust Hole Creek Road	3463	1.0	3463	Resheet on Rural Cat 2	\$83,112
2021-22	13143	Detour Road (001) from Barrier Highway to Track 9049	3742	1.0	3742	Resheet on Rural Cat 3b	\$59,874
2021-22	13140	Detour Road (002) from Track 9049 to Franklyn Road	1244	1.0	1244	Resheet on Rural Cat 3b	\$19,898
2021-22	12507	Duttons Trough Road (001) from Worlds End Highway to Top Road	1487	1.0	1487	Resheet on Rural Cat 3c	\$26,764
2021-22	13031	East Road (Robertstown) (002) from Worlds End Highway to Keller Road	438	1.0	438	Resheet on Rural Cat 3a	\$8,758
2021-22	21769	Eastern Road (005) from Caroona Road to 4700m E of Caroona Road	4731	1.0	4731	Resheet on Rural Cat 2	\$113,544
2021-22	21815	Eastern Road (010) from 8800m NE of Grassville Track to 12500m NE of Grassville Track	3731	1.0	3731	Resheet on Rural Cat 2	\$89,539
2021-22	12625	Fettke Road (001) from Black Springs Road to Quarry Road	3538	1.0	3538	Resheet on Rural Cat 3c	\$63,677
2021-22	11632	First Street (Whyte Yarcowie) (001) from Barrier Highway to Main Street	61	5.1	310	Major Resheet on Township	\$1,389
2021-22	12230	Franklyn Road (001) from Barrier Highway to Slant Road	421	1.0	421	Resheet on Rural Cat 2	\$10,109
2021-22	12229	Franklyn Road (002) from Slant Road to Hiles Lagoon Road	768	1.0	768	Resheet on Rural Cat 2	\$18,430
2021-22	12234	Franklyn Road (003) from Hiles Lagoon Road to Deep Creek Road	4961	1.0	4961	Resheet on Rural Cat 2	\$119,064
2021-22	12226	Franklyn Road (004) from Deep Creek Road to Bush Track	1491	1.0	1491	Resheet on Rural Cat 2	\$35,784
2021-22	12935	Frankton Road (006) from Stephan Road to Brownlow Road	2753	1.0	2753	Resheet on Rural Cat 3b	\$49,558
2021-22	12466	Golf Course Road (002) from Tohls Road to Quinn Road	1059	1.0	1059	Resheet on Rural Cat 3b	\$16,949
2021-22	22546	Gum Creek Pit Road (001) from Booborowie Road to 2200m SW of Booborowie Road (Pit Gate)	2201	1.0	2201	Resheet on Rural Cat 3c	\$35,216
2021-22	12436	Hilldrop Road (001) from Barrier Highway to Range Road	1176	1.0	1176	Resheet on Rural Cat 3c	\$18,816
2021-22	14070	Hyde Road (001) from Mickel Road to Farm Driveway 500m N of Mickel Road	501	1.0	501	Resheet on Rural Cat 3c	\$9,016
2021-22	11599	Jeffrey Street (001) from Hoskin Street to Packer Street	101	5.5	558	Resheet on Township	\$1,785
2021-22	11605	Jessie Street (Terowie) (002) from Mitchell Street to Main Street	109	5.4	587	Resheet on Township	\$1,878
2021-22	13786	Keane Road (003) from Slant Track to Martin Road	1426	1.0	1426	Resheet on Rural Cat 3a	\$28,518
2021-22	22113	Ketchowla Road (001) from Dares Hill Summit Road to Grid 1350m E of Dares Hill Summit Road	1348	1.0	1348	Resheet on Rural Cat 2	\$32,352
2021-22	12271	Ketchowla Road (005) from Gate 4720m NW of Pulpura Road to 8300m NW of Pulpura Road	3572	1.0	3572	Major Resheet on Rural Cat 2	\$91,453
2021-22	12536	Koonoona Road (005) from Farm Driveway at 6330m S of Nankivell Road to Sod Hut Ruins at 8900m S of Nankivell Road	2563	1.0	2563	Resheet on Rural Cat 2	\$61,502
2021-22	12533	Koonoona Road (007) from 10640m S of Nankivell Road to Turners Road	2952	1.0	2952	Resheet on Rural Cat 2	\$70,855
2021-22	12565	Koonoona Road (008) from Turners Road to Porter Lagoon Road	363	1.0	363	Resheet on Rural Cat 2	\$8,722
2021-22	12590	Koonoona Road (010) from Farm Driveway at 2100m S of Porter Lagoon Road to Quarry Road	1460	1.0	1460	Resheet on Rural Cat 2	\$35,047
2021-22	21795	Leighton Road (005) from Iron Mine Road to Farm Driveway at 1980m W of Iron Mine Road	1988	1.0	1988	Resheet on Rural Cat 2	\$47,719
2021-22	12638	Madigan Road (001) from Somme Brae Road to RRD 1097	1025	1.0	1025	Resheet on Rural Cat 3c	\$18,448
2021-22	21738	Merino Road (005) from Whyte Road to Mt Sly Road	2250	1.0	2250	Resheet on Rural Cat 3a	\$45,004
2021-22	13215	Mongolata Road (001) from Caroona Road to Wildlidle Ruins 2300m N of Caroona Road	2300	1.0	2300	Resheet on Rural Cat 3c	\$36,795
2021-22	12292	Mt Bryan East Road (018) from Floodway 3900m W of Banbury Road to Intersection 125m S of Scrub Road	3461	1.0	3461	Resheet on Rural Cat 2	\$83,054
2021-22	11860	Mt Sly Road (005) from Booborowie Road to 2000m W of Booborowie Road	1995	1.0	1995	Resheet on Rural Cat 3a	\$39,904
2021-22	11871	Mt Sly Road (006) from 2000m W of Booborowie Road to Canowie Belt Road (Council Boundary)	2353	1.0	2353	Resheet on Rural Cat 3a	\$47,052
2021-22	22331	Muncowie Road (003) from Farm Driveway 2300m W of McInnis Track to Farm Driveway 4500m SW of McInnis Track	2258	1.0	2258	Resheet on Rural Cat 3c	\$36,125

The following plan is a guide only and will be reviewed and amended annually as part of the planning and budget process, with consideration being given to material availability and the verification of asset condition.

Projected 3 Year Capital Renewal Program - Unsealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2021-22	12184	Nash Road (001) from Julia Road to Hampden Road	1357	1.0	1357	Resheet on Rural Cat 3b	\$24,428
2021-22	12185	Nash Road (002) from Hampden Road to Range Road	1628	1.0	1628	Major Resheet on Rural Cat 2	\$41,674
2021-22	12181	Nash Road (003) from Range Road to Pfltzner Road	1692	1.0	1692	Resheet on Rural Cat 2	\$40,610
2021-22	12179	Nash Road (004) from Pfltzner Road to Patterson Road	1410	1.0	1410	Resheet on Rural Cat 2	\$33,842
2021-22	12931	Neales Road (005) from Brownlow Road to Altmann Road	1477	1.0	1477	Resheet on Rural Cat 3b	\$26,581
2021-22	12118	Ngapala Road (002) from Webbs Gap Road to Farm Driveway 2430m S of Webbs Gap Road	2431	1.0	2431	Resheet on Rural Cat 2	\$58,344
2021-22	12199	Ngapala Road (013) from Patterson Road to Curio Highway	826	1.0	826	Resheet on Rural Cat 2	\$19,834
2021-22	12848	Nicholson Road (001) from Thiele Highway to Finch Road	824	1.0	824	Resheet on Rural Cat 3c	\$14,839
2021-22	12430	North Booborowie School Road (001) from Old Boundary Road to Petherton Road	2672	1.0	2672	Resheet on Rural Cat 3b	\$42,758
2021-22	12640	North Booborowie School Road (002) from Petherton Road to RRD 3249	557	1.0	557	Resheet on Rural Cat 3c	\$10,026
2021-22	11604	Packer Street (003) from Aver Street to Amelia Street	242	6.7	1621	Resheet on Township	\$5,186
2021-22	21906	Petherton Road (002) from Paradoxa Road to Old Boundary Road	1801	1.0	1801	Resheet on Rural Cat 3a	\$36,022
2021-22	12433	Petherton Road (006) from Cousins Road to North Booborowie School Road	2407	1.0	2407	Resheet on Rural Cat 3a	\$48,148
2021-22	12668	Pine Creek Road (001) from Pandappa Road to Ketchowla Road	959	1.0	959	Major Resheet on Rural Cat 2	\$24,558
2021-22	11958	Pipeline Track (005) from North Ramms Track to The Camels Hump Road	1213	1.0	1213	Resheet on Rural Cat 3c	\$19,406
2021-22	13949	Pistol Club Road (001) from Barrier Highway to Copperhouse Road	1613	1.0	1613	Resheet on Rural Cat 3c	\$29,025
2021-22	12573	Porter Lagoon Road (002) from Mickel Road to 1970m NE of Mickel Road	1976	1.0	1976	Resheet on Rural Cat 3a	\$39,520
2021-22	12580	Porter Lagoon Road (003) from 1970m NE of Mickel Road to Springbank Road	1910	1.0	1910	Resheet on Rural Cat 3a	\$38,200
2021-22	12575	Porter Lagoon Road (004) from Springbank Road to Koonoona Road	1122	1.0	1122	Resheet on Rural Cat 3a	\$22,438
2021-22	13326	Pulpara Road (001) from Ketchowla Road to Gate 4975m E of Ketchowla Road	4975	1.0	4975	Resheet on Rural Cat 3c	\$79,598
2021-22	11617	Railway Terrace East (Terowie) (002) from 350m SW of Barrier Highway to North Terrace	162	7.0	1133	Resheet on Township	\$3,624
2021-22	12323	Razorback Road (001) from Barrier Highway to Clay Road	2646	1.0	2646	Resheet on Rural Cat 3b	\$47,619
2021-22	13923	Reilly Road (003) from Unknown Road 5223 to Pipeline Track	1467	1.0	1467	Resheet on Rural Cat 3c	\$26,408
2021-22	11636	Second Street (Whyte Yarcowie) (005) from Fifth Street to 75m E of Fifth Street	77	4.5	347	Resheet on Township	\$1,112
2021-22	21923	Slant Road (Terowie West) (001) from Belalie Road to Steggels Road	256	1.0	256	Resheet on Rural Cat 2	\$6,137
2021-22	12136	Stock Route Road (Robertstown Ward) (008) from Schild Road to Kaiser Street	2726	1.0	2726	Resheet on Rural Cat 2	\$65,434
2021-22	11950	The Brae's Road (003) from Farm Driveway 2410m N of Cemetery Road to Weirs Gap Road	1121	1.0	1121	Resheet on Rural Cat 3c	\$17,941
2021-22	11627	Third Street (Whyte Yarcowie) (002) from Sixth Street to McCulloch Square	78	6.1	476	Resheet on Township	\$1,524
2021-22	11630	Third Street (Whyte Yarcowie) (003) from McCulloch Square to Main Street	55	6.1	337	Resheet on Township	\$1,079
2021-22	11631	Third Street (Whyte Yarcowie) (004) from Main Street to Fifth Street	169	6.1	1032	Resheet on Township	\$3,303
2021-22	12483	Tiver Road (001) from Paradoxa Road to Willalo Road	2474	1.0	2474	Resheet on Rural Cat 2	\$59,386
2021-22	21841	Weirs Gap Road (001) from Barrier Highway to Cappeedee Road	3516	1.0	3516	Resheet on Rural Cat 3b	\$63,279
2021-22	21843	Weirs Gap Road (002) from Cappeedee Road to Popperinghi Road	1976	1.0	1976	Resheet on Rural Cat 3b	\$35,575
2021-22	12070	White Road (001) from Booborowie Road to Wahoonga Road	2978	1.0	2978	Resheet on Rural Cat 3b	\$53,600
2021-22	22129	Windy Brae Road (001) from Tohls Road to Quinn Road	1998	1.0	1998	Resheet on Rural Cat 3c	\$31,965
2021-22	12510	Worlds End Gorge Road (002) from End of Seal 1280m W of Worlds End Highway to 2300m W of Worlds End Highway	1021	1.0	1021	Resheet on Rural Cat 3b	\$16,342
2022-23	11956	Andrews Road (001) from Council Boundary (West) to Carmody Road	2967	1.0	2967	Resheet on Rural Cat 2	\$71,206
2022-23	21810	Anlaby Road (002) from Hansen Road to Hansborough Road	2741	1.0	2741	Resheet on Rural Cat 2	\$65,774
2022-23	12493	Ashby Road (004) from Woodman Road to Willalo Road	2633	1.0	2633	Resheet on Rural Cat 3c	\$47,389
2022-23	21648	Australia Plains Road (002) from Saleyards Road to Myrtle Road	1752	1.0	1752	Resheet on Rural Cat 2	\$42,036
2022-23	12665	Booborowie Road (Central) (021) from Seven Trees Road to The Willows Road	3318	1.0	3318	Major Resheet on Rural Cat 1	\$104,839
2022-23	12661	Booborowie Road (Central) (022) from The Willows Road to 2770m N of The Willows Road (Council Boundary)	2763	1.0	2763	Major Resheet on Rural Cat 1	\$87,317
2022-23	21692	Booborowie Road (South) (011) from End of Seal 260m Sth Gum Creek Road to Miller Road	2043	1.0	2043	Major Resheet on Rural Cat 2	\$52,311
2022-23	12954	Bower Boundary Road (001) from Goyder Highway to Bunday Church Road	3304	1.0	3304	Resheet on Rural Cat 3a	\$66,076
2022-23	21654	Bower Boundary Road (002) from Bunday Church Road to Powerline Road	4811	1.0	4811	Resheet on Rural Cat 3a	\$96,216
2022-23	21655	Bower Boundary Road (003) from Powerline Road to Pipeline Road	4786	1.0	4786	Resheet on Rural Cat 3a	\$95,724
2022-23	21994	Bower Boundary Road (006) from Bower Dam Road to Ruin 5080m S of Bower Dam Road	5073	1.0	5073	Resheet on Rural Cat 3a	\$101,468
2022-23	12873	Brownlow Road (003) from Stephen Road to Frankton Road	3145	1.0	3145	Resheet on Rural Cat 3b	\$56,605
2022-23	12585	Burra Road (005) from Schuppan Road to Coucil Chamber Road	1934	1.0	1934	Resheet on Rural Cat 2	\$46,411
2022-23	12581	Burra Road (006) from Council Chamber Road to Black Spring Road	1911	1.0	1911	Resheet on Rural Cat 2	\$45,854
2022-23	12095	Burra Road (008) from Hallelujah Hills Road to Exchange Road	1344	1.0	1344	Resheet on Rural Cat 2	\$32,246
2022-23	12347	Eastern Road (003) from 2600m E of Wandillah Road to Cumba Head Station Road	2993	1.0	2993	Major Resheet on Rural Cat 2	\$76,613
2022-23	21770	Eastern Road (006) from 4700m E of Caroona Road to 10000m E of Caroona Road	5289	1.0	5289	Resheet on Rural Cat 2	\$126,946
2022-23	21816	Eastern Road (011) from 12500m NE of Grassville Track to Hogback Lane	4476	1.0	4476	Resheet on Rural Cat 2	\$107,414
2022-23	12616	Echerdt Road (001) from Niernitz Road to Schmidt Road	1326	1.0	1326	Resheet on Rural Cat 3c	\$23,875

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Projected 3 Year Capital Renewal Program - Unsealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2022-23	22058	Franklyn Road (005) from Bush Track to Pandappa Road	4590	1.0	4590	Resheet on Rural Cat 2	\$110,148
2022-23	12620	Hallelujah Hills Road (002) from Black Springs Road to Cemetery Road (Emu Downs)	1119	1.0	1119	Resheet on Rural Cat 3a	\$22,378
2022-23	12124	Hills Road (001) from Brady Road to Stock Route Road	1784	1.0	1784	Resheet on Rural Cat 3a	\$35,670
2022-23	12016	Iron Mine Road (001) from Gum Creek Road to Acacia Road	3530	1.0	3530	Resheet on Rural Cat 3a	\$70,596
2022-23	12018	Iron Mine Road (003) from Manilla Road to Little Springsvale Road	860	1.0	860	Resheet on Rural Cat 3a	\$17,204
2022-23	13785	Keane Road (004) from Martin Road to 900m W of Martin Road (Farm Driveway)	962	1.0	962	Resheet on Rural Cat 3a	\$19,230
2022-23	12514	Koonoona Road (001) from Barrier Highway to Nankivell Road	1254	1.0	1254	Major Resheet on Rural Cat 2	\$32,110
2022-23	12516	Koonoona Road (002) from Nankivell Road to Ruins at 1800m S of Nankivell Road	1810	1.0	1810	Major Resheet on Rural Cat 2	\$46,339
2022-23	21942	Koonoona Road (006) from Sod Hut Ruins at 8900m S of Nankivell Road to 10640m S of Nankivell Road	1737	1.0	1737	Resheet on Rural Cat 2	\$41,693
2022-23	12587	Koonoona Road (009) from Porter Lagoon Road to Farm Driveway at 2100m S of Porter Lagoon Road	2132	1.0	2132	Major Resheet on Rural Cat 2	\$54,577
2022-23	12584	Koonoona Road (011) from Quarry Road to 2300m S of Quarry Road (Council Boundary)	2308	1.0	2308	Major Resheet on Rural Cat 2	\$59,085
2022-23	12044	Leighton Road (001) from Barrier Highway to Copperhouse Road	1348	1.0	1348	Resheet on Rural Cat 2	\$32,342
2022-23	21793	Leighton Road (006) from Farm Driveway at 1980m W of Iron Mine Road to Wahroonga Road	1897	1.0	1897	Resheet on Rural Cat 2	\$45,518
2022-23	21792	Leighton Road (007) from Wahroonga Road to Booborowie Road	526	1.0	526	Resheet on Rural Cat 2	\$12,619
2022-23	12637	McInnis Track (001) from Muncowie Road to 130m N of Muncowie Road	132	1.0	132	Resheet on Rural Cat 3c	\$2,109
2022-23	12649	McMahon Road (003) from Shed Driveway 3.2km E of Carmody Road to Booborowie Road	1224	1.0	1224	Resheet on Rural Cat 3c	\$22,037
2022-23	12674	Mt Bryan East Road (001) from Barrier Highway to White Hill Road	1924	1.0	1924	Resheet on Rural Cat 2	\$46,176
2022-23	12319	Mt Bryan East Road (020) from Cemetry Road to Dump Road	382	1.0	382	Major Resheet on Rural Cat 2	\$9,774
2022-23	12107	Ngapala Road (001) from Brady Road to Webbs Gap Road	570	1.0	570	Resheet on Rural Cat 2	\$13,685
2022-23	22536	Ngapala Road (003) from Farm Driveway 2430m S of Webbs Gap Road to Hill Road	3769	1.0	3769	Resheet on Rural Cat 2	\$90,461
2022-23	12152	Ngapala Road (005) from Dunstan Road to Milde Road	2151	1.0	2151	Resheet on Rural Cat 2	\$51,634
2022-23	21825	Ngapala Road (006) from Milde Road to Mosey Road	1135	1.0	1135	Resheet on Rural Cat 2	\$27,238
2022-23	21778	Ngapala Road (010) from Reichelt Road to Geister Road	1058	1.0	1058	Resheet on Rural Cat 2	\$25,399
2022-23	22337	Niblet Gap Rd (002) from 900m NE of Tothill Belt Road (Farm Driveway) to Heinrich East Road	309	1.0	309	Resheet on Rural Cat 3c	\$5,569
2022-23	11612	Packer Street (004) from Amelia Street to Frederick Street	260	7.0	1817	Resheet on Township	\$5,815
2022-23	11607	Packer Street (006) from Taylor Street to Carter Street	253	9.6	2431	Resheet on Township	\$7,778
2022-23	12700	Pandappa Road (002) from Holder Road to Franklyn Valley Road	1913	1.0	1913	Major Resheet on Rural Cat 2	\$48,973
2022-23	21677	Patterson Road (001) from Curio Highway to Nash Road	1549	1.0	1549	Resheet on Rural Cat 2	\$37,178
2022-23	12432	Petherton Road (007) from North Booborowie School Road to Booborowie Road (Central)	2361	1.0	2361	Resheet on Rural Cat 3a	\$47,224
2022-23	22504	Pfitznrs Gap Road (001) from 520m W of Swamp Road (Council Boundary) to Swamp Road	521	1.0	521	Resheet on Rural Cat 3c	\$9,383
2022-23	11827	Quail Road (001) from Worlds End Highway to RRD 1296	1276	1.0	1276	Resheet on Rural Cat 3c	\$22,970
2022-23	13839	Quondong Road (002) from Foote Road to 1100m NE of Foote Road (Farm Driveway)	1114	1.0	1114	Resheet on Rural Cat 3c	\$20,045
2022-23	12975	Schwerdt Road (002) from Geyer Road to Sutherlands Road	3765	1.0	3765	Resheet on Rural Cat 3c	\$60,234
2022-23	12227	Slant Road (Terowie East) (003) from 480m SW of Hiles Lagoon Road to Franklyn Road	650	1.0	650	Resheet on Rural Cat 3c	\$11,693
2022-23	12746	Stock Route Road (Eudunda Ward) (004) from Eagle Road to May Road	4143	1.0	4143	Resheet on Rural Cat 3c	\$74,572
2022-23	12089	Stock Route Road (Robertstown Ward) (001) from Black Springs Road to Windmill at 2600m S of Black Springs Road	2587	1.0	2587	Major Resheet on Rural Cat 2	\$66,237
2022-23	12135	Stock Route Road (Robertstown Ward) (009) from Kaiser Street to Cutting Road	200	1.0	200	Major Resheet on Rural Cat 2	\$5,130
2022-23	11952	The Brae's Road (002) from Cemetery Road to Farm Driveway 2410m N of Cemetery Road	2418	1.0	2418	Resheet on Rural Cat 3c	\$38,685
2022-23	21666	The Camels Hump Road (004) from Kimbo Road to Hogan Road	1302	1.0	1302	Resheet on Rural Cat 3a	\$26,030
2022-23	21667	The Camels Hump Road (005) from Hogan Road to Pipeline Track	667	1.0	667	Resheet on Rural Cat 3a	\$13,342
2022-23	21669	The Camels Hump Road (006) from Pipeline Track to Pipeline Track	1416	1.0	1416	Resheet on Rural Cat 3a	\$28,314
2022-23	12502	Tin Hut Corner Road (001) from Barrier Highway to Willogoleeche Road	2283	1.0	2283	Resheet on Rural Cat 2	\$54,787
2022-23	12024	Tiver Corner Road (001) from Old Hanson Road to Finch Road	1032	1.0	1032	Resheet on Rural Cat 3c	\$18,581
2022-23	12067	Tohls Road (006) from Goyder Highway to Williams Road	1472	1.0	1472	Resheet on Rural Cat 3c	\$26,492
2022-23	11889	Warranilla Road (003) from Lynbrae Road to RRD 4914	2008	1.0	2008	Resheet on Rural Cat 3c	\$36,151
2022-23	12074	White Road (002) from Wahroonga Road to Iron Mine Road	2380	1.0	2380	Resheet on Rural Cat 3b	\$42,845
2023-24	22240	Anlaby Road (001) from 1180m S of Hansen Road (Council Boundary) to Hansen Road	1184	1.0	1184	Resheet on Rural Cat 2	\$28,421
2023-24	13059	Belalie Road (002) from End of Seal at Packer Street to Neathvale Road	870	1.0	870	Resheet on Rural Cat 2	\$20,887
2023-24	11881	Belalie Road (003) from Neathvale Road to Steggels Road	1922	1.0	1922	Resheet on Rural Cat 2	\$46,133
2023-24	21830	Booborowie Road (Central) (020) from Browns Road to Seven Trees Road	860	1.0	860	Resheet on Rural Cat 1	\$25,800
2023-24	21897	Booborowie Road (North) (001) from Sleep Road (Council Boundary) to Sunny Brae Road	2286	1.0	2286	Resheet on Rural Cat 2	\$54,869
2023-24	21899	Booborowie Road (North) (003) from Belalie Road to 2025m S of Belalie Road	2021	1.0	2021	Resheet on Rural Cat 2	\$48,504
2023-24	13041	Bower Road (002) from Keller Road to Rocky Plains Road	4524	1.0	4524	Resheet on Rural Cat 3b	\$81,427
2023-24	12105	Brady Road (004) from Stock Route Road to Neindorf Road	604	1.0	604	Resheet on Rural Cat 2	\$14,506
2023-24	12835	Brownlow Road (007) from Well Road to May Road	3017	1.0	3017	Resheet on Rural Cat 3b	\$54,297

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Projected 3 Year Capital Renewal Program - Unsealed Roads							
Year	Surface ID	Segment Description	Length (m)	Width (m)	Area (m2)	Treatment	Cost
2023-24	22246	Cattle Station Road (002) from Farm Driveway 3570m E of Barrier Highway to Farm Driveway 7320m SE of Barrier Highway	3739	1.0	3739	Resheet on Rural Cat 3c	\$59,821
2023-24	21937	Dare's Hill Summit Road (005) from Collinsville to Mallett Road	4993	1.0	4993	Resheet on Rural Cat 2	\$119,839
2023-24	12690	Dust Hole Creek Road (001) from Dares Hill Summit Road to Dare Road	872	1.0	872	Resheet on Rural Cat 3c	\$13,958
2023-24	12760	Foote Road (001) from Eudunda Road to Neales Flat Road	2464	1.0	2464	Resheet on Rural Cat 3b	\$44,359
2023-24	12748	Foote Road (003) from Quondong Road to Pepper Road	686	1.0	686	Resheet on Rural Cat 3b	\$12,344
2023-24	12744	Frankton Road (002) from Stock Route Road to Angle Road	938	1.0	938	Resheet on Rural Cat 3b	\$16,880
2023-24	12937	Frankton Road (007) from Brownlow Road to Altmann Road	1927	1.0	1927	Resheet on Rural Cat 3b	\$34,693
2023-24	21817	Hallelujah Hills Road (001) from Burra Road to Black Springs Road	812	1.0	812	Resheet on Rural Cat 3a	\$16,238
2023-24	12618	Hallelujah Hills Road (004) from Schmidt Road to Koo-owie Gap Road	1416	1.0	1416	Resheet on Rural Cat 3b	\$25,483
2023-24	13360	Heron Road (001) from Thiele Highway to Peep Hill Road	735	1.0	735	Resheet on Rural Cat 3c	\$13,232
2023-24	13844	Holding Road (002) from Tableland Road to RRD 1935	1080	1.0	1080	Resheet on Rural Cat 3c	\$19,442
2023-24	13845	Holding Road (003) from RRD 1935 to Newlands Road	1977	1.0	1977	Resheet on Rural Cat 3c	\$35,582
2023-24	12012	Iron Mine Road (002) from Acacia Road to Manilla Road	714	1.0	714	Resheet on Rural Cat 3a	\$14,280
2023-24	21823	Keane Road (001) from Copper Ore Road to Toringa Road	1259	1.0	1259	Resheet on Rural Cat 3a	\$25,172
2023-24	21953	Mt Bryan East Road (017) from Banbury Road to Floodway 3900m W of Banbury Road	3912	1.0	3912	Resheet on Rural Cat 2	\$93,893
2023-24	12844	Neales Road (002) from Von Reiben Road to Foote Road	2077	1.0	2077	Resheet on Rural Cat 3b	\$37,391
2023-24	12932	Neales Road (004) from Quondong Road to Brownlow Road	2190	1.0	2190	Resheet on Rural Cat 3b	\$39,415
2023-24	22263	Ngapala Road (007) from Mosey Road to Schulz Road West	3180	1.0	3180	Resheet on Rural Cat 2	\$76,325
2023-24	22264	Ngapala Road (008) from Schulz Road West to Tothill Creek Road	1099	1.0	1099	Resheet on Rural Cat 2	\$26,364
2023-24	21780	Ngapala Road (012) from Tarnma Road to Patterson Road	1870	1.0	1870	Resheet on Rural Cat 2	\$44,873
2023-24	12023	Old Hanson Road (002) from Finch Road to Cutting Road	1358	1.0	1358	Resheet on Rural Cat 3b	\$24,446
2023-24	21796	Petherthon Road (005) from 2170m W of Donara Road to Cousins Road	2450	1.0	2450	Resheet on Rural Cat 3a	\$48,998
2023-24	13015	Spring Road (001) from Thiele Highway to Tableland Road	1283	1.0	1283	Resheet on Rural Cat 3b	\$23,099
2023-24	12657	The Willows Road (001) from Booborowie Road (Central) to Seven Trees Road	1156	1.0	1156	Resheet on Rural Cat 3b	\$20,803
2023-24	12332	Wandillah Road (001) from Eastern Road to Grid 4650m N of Eastern Road	4640	1.0	4640	Resheet on Rural Cat 3b	\$83,525
2023-24	11837	Williams Road (002) from Tohls Road to RRD 2763	2199	1.0	2199	Resheet on Rural Cat 3c	\$35,178

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Projected 5 Year Capital Renewal Program - Kerb & Footpath							
Year	ID	Segment Description	Length (m)	Width (m)	Area (m2)	Asset Type	Cost
2021-22	14963	Left Kerb & Gutter - Bath Street (003) from Kangaroo Street to Queen Street	68	-	-	Upright Concrete Kerb & Gutter	\$15,140
2021-22	23386	Right Kerb & Gutter - Carter Street (002) from Packer Street to Mitchell Street	61	-	-	Upright Concrete Kerb Only	\$9,703
2021-22	22390	Left Kerb & Gutter - Carter Street (003) from Mitchell Street to Main Street	113	-	-	Upright Concrete Kerb Only	\$18,046
2021-22	14949	Left Kerb & Gutter - Chapel Street (003) from Church Street to Bath Street	123	-	-	Upright Slate/Stone Kerb Only	\$32,000
2021-22	14947	Left Kerb & Gutter - Chapel Street (004) from Bath Street to Stock Street	144	-	-	Upright Slate/Stone Kerb Only	\$37,304
2021-22	15262	Right Kerb & Gutter - Chapel Street (004) from Bath Street to Stock Street	144	-	-	Upright Slate/Stone Kerb Only	\$37,304
2021-22	15358	Left Kerb & Gutter - Commercial Street (Burra) (004) from Queen Street to Kangaroo Street	81	-	-	Upright Slate/Stone Kerb & Gutter	\$29,053
2021-22	15026	Right Kerb & Gutter - Commercial Street (Burra) (008) from Hill Street to 20m W of Hill Street	55	-	-	Upright Slate/Stone Kerb Only	\$14,336
2021-22	15223	Right Kerb & Gutter - East Street (001) from Kingston Terrace to Quarry Street	30	-	-	Upright Slate/Stone Kerb Only	\$7,777
2021-22	22389	Right Kerb & Gutter - Frederick Street (002) from Mitchell Street to Main Street	118	-	-	Upright Concrete Kerb Only	\$18,830
2021-22	15038	Right Kerb & Gutter - Gunn Street (002) from Gunn Street Extension to Thiele Highway	197	-	-	Upright Concrete Kerb & Gutter	\$43,817
2021-22	23388	Right Kerb & Gutter - Hill Street (Burra) (002) from Church Street to Vineyard Terrace	28	-	-	Upright Concrete Kerb Only	\$4,415
2021-22	15226	Right Kerb & Gutter - Kingston Street (004) from Pleasant Road to Kooringa Road	94	-	-	Upright Slate/Stone Kerb Only	\$24,316
2021-22	23393	Left Kerb & Gutter - Linkson Street (001) from West Street to Jenkin Street	41	-	-	Upright Concrete Kerb & Gutter	\$9,213
2021-22	15268	Right Kerb & Gutter - Lower Thames Street (001) from Bath Street to Stock Street	99	-	-	Upright Concrete Kerb Only	\$15,884
2021-22	15028	Left Kerb & Gutter - Ludgvan Street (003) from Sancreed Street to Fore Street	85	-	-	Upright Slate/Stone Kerb Only	\$21,957
2021-22	15332	Right Kerb & Gutter - Ludgvan Street (003) from Sancreed Street to Fore Street	85	-	-	Upright Slate/Stone Kerb Only	\$21,957
2021-22	15029	Left Kerb & Gutter - Ludgvan Street (004) from Fore Street to Tregony Street	37	-	-	Upright Slate/Stone Kerb Only	\$9,527
2021-22	15341	Right Kerb & Gutter - Ludgvan Street (004) from Fore Street to Tregony Street	42	-	-	Upright Slate/Stone Kerb Only	\$10,888
2021-22	15334	Right Kerb & Gutter - Ludgvan Street (005) from Tregony Street to Trembath Street	32	-	-	Upright Slate/Stone Kerb Only	\$8,270
2021-22	15351	Right Kerb & Gutter - Ludgvan Street (006) from Trembath Street to The Crescent	58	-	-	Upright Slate/Stone Kerb Only	\$15,061
2021-22	23422	Right Kerb & Gutter - Market Street (001) from Mount Pleasant Road to St Joseph Lane	73	-	-	Upright Concrete Kerb & Gutter	\$16,209
2021-22	14922	Right Kerb & Gutter - Mitchell Flat (001) from Blyth Street to Stock Street	141	-	-	Upright Slate/Stone Kerb Only	\$36,448
2021-22	22387	Left Kerb & Gutter - Mitchell Street (005) from Frederick Street to Taylor Street	228	-	-	Upright Concrete Kerb Only	\$36,556
2021-22	22388	Right Kerb & Gutter - Mitchell Street (005) from Frederick Street to Taylor Street	137	-	-	Upright Concrete Kerb Only	\$21,934
2021-22	14971	Left Kerb & Gutter - New Street (003) from Second Avenue to Commercial Street	380	-	-	Upright Concrete Kerb & Gutter	\$84,629
2021-22	15085	Right Kerb & Gutter - North Terrace (Hallett) (003) from John Street to East Terrace	160	-	-	Mountable Concrete Kerb & Gutter	\$35,579
2021-22	14738	Left Kerb & Gutter - North Terrace (Terowie) (001) from Main Street to Railway Terrace West	104	-	-	Upright Concrete Kerb Only	\$16,717
2021-22	15258	Right Kerb & Gutter - Queen Street (005) from Stock Street to Allen Street	82	-	-	Upright Concrete Kerb Only	\$13,104
2021-22	23402	Right Kerb & Gutter - Taylor Street (Terowie) (002) from Packer Street to Mitchell Street	110	-	-	Upright Concrete Kerb Only	\$17,565
2022-23	14945	Left Kerb & Gutter - Church Street (Burra) (001) from 35m S of Hill Street to Hill Street	37	-	-	Upright Concrete Kerb & Gutter	\$8,136
2022-23	15338	Right Kerb & Gutter - Commercial Street (Robertstown) (001) from Church Street to First Avenue	123	-	-	High Profile Concrete Kerb & Gutter	\$32,218
2022-23	15012	Left Kerb & Gutter - Commercial Street (Robertstown) (003) from Second Avenue to Corey Street	120	-	-	High Profile Concrete Kerb & Gutter	\$31,562
2022-23	15201	Right Kerb & Gutter - West Street (006) from Linkson Street to End	143	-	-	Upright Concrete Kerb Only	\$22,853
2023-24	15264	Right Kerb & Gutter - Kangaroo Street (004) from Stock Street to Allen Street	58	-	-	Upright Concrete Kerb Only	\$9,319
2023-24	15237	Right Kerb & Gutter - Mount Pleasant Road (003) from 60m SW of Market Street to End 100m NW of St Joseph Lane	10	-	-	Upright Concrete Kerb Only	\$1,601

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Projected 5 Year Capital Renewal Program - Kerb & Footpath							
Year	ID	Segment Description	Length (m)	Width (m)	Area (m2)	Asset Type	Cost
2021-22	22444	Left Footpath - Main Street (Terowie) (007) from Besanko Street to North Terrace	97	2.9	280	Hotmix Bitumen (Planned) Footpath	\$19,111
2021-22	22450	Left Footpath - Main Street (Terowie) (008) from North Terrace to Taylor Street	46	2.9	134	Hotmix Bitumen (Planned) Footpath	\$9,113
2021-22	22447	Left Footpath - Main Street (Terowie) (009) from Taylor Street to Third Street	125	3.7	461	Hotmix Bitumen (Planned) Footpath	\$31,400
2021-22	22453	Right Footpath - Main Street (Terowie) (006) from Frederick Street to Besanko Street	82	2.9	237	Hotmix Bitumen (Planned) Footpath	\$16,146
2021-22	22445	Right Footpath - Main Street (Terowie) (007) from Besanko Street to North Terrace	97	3.1	300	Hotmix Bitumen (Planned) Footpath	\$20,433
2021-22	22451	Right Footpath - Main Street (Terowie) (008) from North Terrace to Taylor Street	46	3.4	157	Hotmix Bitumen (Planned) Footpath	\$10,680
2021-22	22446	Right Footpath - Main Street (Terowie) (009) from Taylor Street to Third Street	125	3.3	411	Hotmix Bitumen (Planned) Footpath	\$28,006
2022-23	14693	Left Footpath - Commercial Street (Burra) (006) from Ware Street to Driveway (Nth Side)	48	2.8	135	Spray Seal (Planned) Footpath	\$5,217
2022-23	23439	Right Footpath - Commercial Street (Burra) (004) from Queen Street to Kangaroo Street	41	3.2	130	Spray Seal (Planned) Footpath	\$5,013
2022-23	14483	Left Footpath - Commercial Street (Robertstown) (001) Church Street to First Avenue	123	2.1	258	Insitu Concrete (Planned) Footpath	\$21,191
2022-23	14482	Left Footpath - Commercial Street (Robertstown) (003) from Second Avenue to Corey Street	120	2.2	265	Spray Seal (Planned) Footpath	\$10,214
2022-23	14709	Right Footpath - Commercial Street (Robertstown) (004) from Corey Street to Halkett Street	201	3.3	662	Spray Seal (Planned) Footpath	\$25,546
2022-23	14496	Right Footpath - Gunn Street (002) from Gunn Street (Extension) to Thiele Highway	197	3.4	669	Spray Seal (Planned) Footpath	\$25,820
2022-23	14688	Right Footpath - Main Street (Robertstown) (001) from Commercial Street to Oval Entrance 300m S of Commercial Street	320	2.0	640	Spray Seal (Planned) Footpath	\$24,697
2022-23	22449	Right Footpath - Railway Terrace West (Terowie) (001) from Besanko Street to North Terrace	78	2.5	195	Spray Seal (Planned) Footpath	\$7,505
2022-23	14671	Right Footpath - Reserve Road (001) from Thiele Highway to Corner 200m E of Thiele Highway	206	2.0	412	Spray Seal (Planned) Footpath	\$15,914
2023-24	22443	Right Footpath - Besanko Street (001) from Main Street to Railway Terrace West	110	2.7	296	Hotmix Bitumen (Planned) Footpath	\$20,154
2023-24	14439	Left Footpath - Church Street (Robertstown) (002) from New Street to Commercial Street	90	2.9	260	Hotmix Bitumen (Planned) Footpath	\$17,748
2023-24	14648	Right Footpath - Church Street (Robertstown) (002) from New Street to Commercial Street	90	2.2	198	Hotmix Bitumen (Planned) Footpath	\$13,468
2023-24	14475	Left Footpath - Commercial Street (Robertstown) (002) First Avenue to Second Avenue	201	2.3	462	Hotmix Bitumen (Planned) Footpath	\$31,495
2023-24	14711	Right Footpath - Commercial Street (Robertstown) (003) from Second Avenue to Corey Street	120	2.2	265	Hotmix Bitumen (Planned) Footpath	\$18,041
2023-24	14653	Right Footpath - Corey Street (001) from Commercial Street to Railway Parade	249	1.0	249	Block Paver Footpath	\$26,829
2023-24	22448	Right Footpath - North Terrace (Terowie) (001) from Main Street to Railway Terrace West	104	2.7	282	Hotmix Bitumen (Planned) Footpath	\$19,213
2025-26	23437	Right Footpath - Commercial Street (Burra) (001) from Upper Thames Street to Chapel Street	99	2.5	247	Block Paver Footpath	\$26,635



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Projected 5 Year Capital Renewal Program - Bridges					
Year	ID	Segment Description	Measurement	Asset Type	Cost
2021-22	23551	Deck (Plinth on Deck) - Kingston Street Vehicular Bridge (2), Burra	1	Concrete Plinth	\$3,333
2021-22	23623	Barrier - Queen Street Footbridge (13), Burra	16	Post and Wire Barrier	\$10,651
2022-23	23622	Deck - Queen Street Footbridge (13), Burra	1	Concrete Deck	\$3,305
2022-23	23625	Substructure (Pier) - Queen Street Footbridge (13), Burra	2	Steel (100mm Diameter) Pier	\$514
2022-23	23626	Superstructure (Beams) - Queen Street Footbridge (13), Burra	16	Steel (120UB Rail Track) Beam	\$5,483

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Projected 5 Year Capital Renewal Program - Drainage					
Year	ID	Segment Description	Measurement	Asset Type	Cost
2021-22	17577	Headwall No. 1 - 300mm (CD00044) Belalie Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17552	Headwall No. 2 - 300mm (CD00044) Belalie Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	15917	Floodway - (FW0109) Belcunda Road (003)	32	Concrete Floodway	\$7,408
2021-22	18369	Headwall No. 1 - 375mm (CD02019) Black Springs Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	18364	Headwall No. 2 - 375mm (CD02019) Black Springs Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	15945	Floodway - (FW0096) Black Springs Road (006)	105	Concrete Floodway	\$24,306
2021-22	15946	Floodway - (FW0097) Black Springs Road (009)	234	Concrete Floodway	\$54,168
2021-22	18001	Headwall No. 1 - 375mm (CD00430) Booborowie Road (South)	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17982	Headwall No. 2 - 375mm (CD00430) Booborowie Road (South)	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	15862	Floodway - (FW0006) Braefoot Road (004)	24	Concrete Floodway	\$5,556
2021-22	18080	Headwall No. 1 - 450mm (CD00301) Braefoot Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	18039	Headwall No. 2 - 450mm (CD00301) Braefoot Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	19680	Headwall No. 1 - 375mm (CD01999) Burra Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19687	Headwall No. 2 - 375mm (CD01999) Burra Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	15944	Floodway - (FW0091) Burra Road (009)	32	Concrete Floodway	\$7,408
2021-22	17670	Headwall No. 1 - 450mm (CD00066) Canowie Belt Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	17659	Headwall No. 2 - 450mm (CD00066) Canowie Belt Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	18849	Headwall No. 1 - 375mm (CD00892) Cattle Station Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	18866	Headwall No. 2 - 375mm (CD00892) Cattle Station Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	18728	Headwall No. 1 - 300mm (CD00825) Civilization Gate Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	18729	Headwall No. 2 - 300mm (CD00825) Civilization Gate Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	18919	Headwall No. 1 - 375mm (CD02162) Eastern Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	18937	Headwall No. 2 - 375mm (CD02162) Eastern Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19899	Headwall No. 1 - 1200mm (CD00674) Eudunda - Truro Road	1	Single 1200mm Concrete CD Headwall Type	\$4,590
2021-22	19914	Headwall No. 2 - 1200mm (CD00674) Eudunda - Truro Road	1	Single 1200mm Concrete CD Headwall Type	\$4,590
2021-22	18636	Headwall No. 1 - 300mm (CD00770) Franklyn Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	18646	Headwall No. 2 - 300mm (CD00770) Franklyn Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	15858	Floodway - (FW0005) Goodridge Road (001)	98	Concrete Floodway	\$22,686
2021-22	17999	Headwall No. 1 - 225mm (CD00377) Gum Creek Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	17989	Headwall No. 2 - 225mm (CD00377) Gum Creek Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18017	Headwall No. 1 - 300mm (CD00378) Gum Creek Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	18006	Headwall No. 1 - 300mm (CD00379) Gum Creek Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17978	Headwall No. 2 - 300mm (CD00378) Gum Creek Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17971	Headwall No. 2 - 300mm (CD00379) Gum Creek Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19404	Headwall No. 1 - 300mm (CD01617) Gumlea Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19382	Headwall No. 2 - 300mm (CD01617) Gumlea Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19054	Headwall No. 1 - 375mm (CD01630) Hacklins Corner Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19042	Headwall No. 2 - 375mm (CD01630) Hacklins Corner Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	18440	Headwall No. 1 - 225mm (CD00631) Hill Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	15935	Floodway - (FW0071) Holder Street (002)	330	Concrete Floodway	\$76,391
2021-22	18026	Headwall No. 1 - 225mm (CD00334) Iron Mine Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18046	Headwall No. 2 - 225mm (CD00334) Iron Mine Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18708	Headwall No. 1 - 300mm (CD00802) Ketchowla Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	18717	Headwall No. 2 - 300mm (CD00802) Ketchowla Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17842	Headwall No. 1 - 225mm (CD00195) Kimbo Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	17867	Headwall No. 2 - 225mm (CD00195) Kimbo Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	19462	Headwall No. 1 - 375mm (CD01857) Koonoona Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19486	Headwall No. 1 - 0mm (CD01861) Koonoona Road	1	Single Unknown Size Concrete CD Headwall Type	\$519
2021-22	19469	Headwall No. 1 - 0mm (CD01864) Koonoona Road	1	Single Unknown Size Concrete CD Headwall Type	\$519
2021-22	19478	Headwall No. 2 - 0mm (CD01864) Koonoona Road	1	Single Unknown Size Concrete CD Headwall Type	\$519
2021-22	19521	Headwall No. 1 - 300mm (CD01880) Koonoona Road	1	Single 300mm Concrete CD Headwall Type	\$637

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Projected 5 Year Capital Renewal Program - Drainage					
Year	ID	Segment Description	Measurement	Asset Type	Cost
2021-22	18214	Headwall No. 1 - 225mm (CD00257) Leighton Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18232	Headwall No. 1 - 225mm (CD00259) Leighton Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18218	Headwall No. 1 - 300mm (CD00256) Leighton Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	18238	Headwall No. 2 - 225mm (CD00257) Leighton Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18235	Headwall No. 2 - 225mm (CD00259) Leighton Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18236	Headwall No. 2 - 300mm (CD00256) Leighton Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19563	Headwall No. 1 - 375mm (CD01912) Mitchellvue Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19564	Headwall No. 1 - 375mm (CD01913) Mitchellvue Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19558	Headwall No. 2 - 375mm (CD01912) Mitchellvue Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19553	Headwall No. 2 - 375mm (CD01913) Mitchellvue Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	15907	Floodway - (FW0066) Mt Bryan East Road (023)	208	Concrete Floodway	\$48,150
2021-22	17651	Headwall No. 1 - 300mm (CD00001) Munjibbie Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17705	Headwall No. 2 - 300mm (CD00001) Munjibbie Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	15878	Floodway - (FW0015) Ngapala Road (009)	128	Concrete Floodway	\$29,631
2021-22	18559	Headwall No. 1 - 375mm (CD00501) Ngapala Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19167	Headwall No. 1 - 225mm (CD01700) North Booborowie Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	19207	Headwall No. 2 - 225mm (CD01700) North Booborowie Road	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	19398	Headwall No. 1 - 450mm (CD01739) North Booborowie Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	19360	Headwall No. 2 - 450mm (CD01739) North Booborowie Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	15960	Floodway - (FW0045) Pepper Road (001)	114	Concrete Floodway	\$26,390
2021-22	15906	Floodway - (FW0069) Polville Road (001)	70	Concrete Floodway	\$16,204
2021-22	18775	Headwall No. 1 - 300mm (CD00894) Polville Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19647	Headwall No. 1 - 300mm (CD01926) Porter Lagoon Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19638	Headwall No. 2 - 300mm (CD01926) Porter Lagoon Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19134	Headwall No. 1 - 450mm (CD01816) Range Road (Burra Ward)	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	19142	Headwall No. 2 - 450mm (CD01816) Range Road (Burra Ward)	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	19117	Headwall No. 1 - 375mm (CD01822) Range Road (Burra Ward)	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19124	Headwall No. 2 - 375mm (CD01822) Range Road (Burra Ward)	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	18478	Headwall No. 1 - 0mm (CD00510) Schulz Road (Eudunda Ward)	1	Single Unknown Size Concrete CD Headwall Type	\$519
2021-22	18500	Headwall No. 2 - 0mm (CD00510) Schulz Road (Eudunda Ward)	1	Single Unknown Size Concrete CD Headwall Type	\$519
2021-22	15954	Floodway - (FW0048) Schulz Road (Robertstown Ward) (005)	180	Rubble Floodway Type	\$17,120
2021-22	19974	Headwall No. 1 - 600mm (CD00822) Scrub Road (Hallet Ward)	1	Single 600mm Concrete CD Headwall Type	\$1,558
2021-22	17736	Headwall No. 1 - 450mm (CD00122) Stock Route Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	17788	Headwall No. 1 - 375mm (CD00124) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17811	Headwall No. 2 - 375mm (CD00124) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17751	Headwall No. 1 - 375mm (CD00128) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17717	Headwall No. 2 - 375mm (CD00128) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17776	Headwall No. 1 - 375mm (CD00129) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17768	Headwall No. 2 - 375mm (CD00129) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17772	Headwall No. 1 - 375mm (CD00134) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17719	Headwall No. 2 - 375mm (CD00134) Stock Route Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17770	Headwall No. 1 - 300mm (CD00136) Stock Route Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17769	Headwall No. 1 - 300mm (CD00137) Stock Route Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17721	Headwall No. 2 - 300mm (CD00136) Stock Route Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	17722	Headwall No. 2 - 300mm (CD00137) Stock Route Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	15876	Floodway - (FW0036) Stock Route Road (017)	360	Rubble Floodway Type	\$34,240
2021-22	19813	Headwall No. 1 - 375mm (CD00713) Tablelands Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19403	Headwall No. 1 - 300mm (CD01595) The Bluff Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19350	Headwall No. 2 - 300mm (CD01595) The Bluff Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19412	Headwall No. 1 - 300mm (CD01599) The Bluff Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19379	Headwall No. 2 - 300mm (CD01599) The Bluff Road	1	Single 300mm Concrete CD Headwall Type	\$637

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Projected 5 Year Capital Renewal Program - Drainage					
Year	ID	Segment Description	Measurement	Asset Type	Cost
2021-22	19347	Headwall No. 1 - 375mm (CD01669) Tiver Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	19340	Headwall No. 2 - 375mm (CD01669) Tiver Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	18893	Headwall No. 1 - 225mm (CD02175) Unknown Road 5219	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	18905	Headwall No. 2 - 225mm (CD02175) Unknown Road 5219	1	Single 225mm Concrete CD Headwall Type	\$519
2021-22	15856	Floodway - (FW0001) Unknown Road 5223 (001)	70	Concrete Floodway	\$16,204
2021-22	18897	Headwall No. 1 - 0mm (CD02152) Wandillah Road	1	Single Unknown Size Concrete CD Headwall Type	\$519
2021-22	18891	Headwall No. 2 - 0mm (CD02152) Wandillah Road	1	Single Unknown Size Concrete CD Headwall Type	\$519
2021-22	18309	Headwall No. 1 - 300mm (CD00215) Whites Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	18327	Headwall No. 2 - 300mm (CD00215) Whites Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19302	Headwall No. 1 - 600mm (CD01649) Willalo Road	1	Single 600mm Concrete CD Headwall Type	\$1,558
2021-22	19274	Headwall No. 1 - 300mm (CD01654) Willalo Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19287	Headwall No. 1 - 300mm (CD01655) Willalo Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19329	Headwall No. 2 - 300mm (CD01654) Willalo Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19328	Headwall No. 2 - 300mm (CD01655) Willalo Road	1	Single 300mm Concrete CD Headwall Type	\$637
2021-22	19303	Headwall No. 1 - 375mm (CD01657) Willalo Road	1	Single 375mm Concrete CD Headwall Type	\$789
2021-22	17600	Headwall No. 1 - 450mm (CD00008) Yongala School Road	1	Single 450mm Concrete CD Headwall Type	\$974
2021-22	17605	Headwall No. 2 - 450mm (CD00008) Yongala School Road	1	Single 450mm Concrete CD Headwall Type	\$974
2022-23	20083	Pipe No. 1 - 450mm (CD00066) Canowie Belt Road	9	450mm Reinforced Concrete CD Pipe Type	\$2,720
2022-23	15916	Floodway - (FW0107) Caroon Road (011)	72	Sealed Floodway Type	\$11,408
2022-23	20754	Pipe No. 1 - 300mm (CD00893) Clay Road	9	300mm Reinforced Concrete CD Pipe Type	\$2,312
2022-23	21100	Pipe No. 1 - 300mm (CD01617) Gumlea Road	12	300mm Reinforced Concrete CD Pipe Type	\$3,083
2022-23	20965	Pipe No. 1 - 225mm (CD01700) North Booborowie Road	10	225mm Reinforced Concrete CD Pipe Type	\$1,976
2022-23	20931	Pipe No. 1 - 375mm (CD01822) Range Road (Burra Ward)	7	375mm Reinforced Concrete CD Pipe Type	\$1,877
2022-23	20118	Pipe No. 1 - 450mm (CD00122) Stock Route Road	10	450mm Reinforced Concrete CD Pipe Type	\$3,022
2022-23	20150	Pipe No. 1 - 375mm (CD00124) Stock Route Road	10	375mm Reinforced Concrete CD Pipe Type	\$2,682
2022-23	21088	Pipe No. 1 - 225mm (CD01604) The Bluff Road	13	225mm Reinforced Concrete CD Pipe Type	\$2,569
2022-23	15937	Floodway - (FW0090) Top Road (001)	20	Concrete Floodway	\$4,630
2022-23	21037	Pipe No. 1 - 600mm (CD01649) Willalo Road	14	600mm Reinforced Concrete CD Pipe Type	\$5,616
2023-24	15899	Floodway - (FW0064) Dare's Hill Summit Road (011)	48	Rubble Floodway Type	\$4,565
2023-24	20637	Pipe No. 1 - 375mm (CD00759) Franklyn Road	5	375mm Steel CD Pipe Type	\$1,341
2023-24	15877	Floodway - (FW0035) Stock Route Road (015)	120	Rubble Floodway Type	\$11,413
2024-25	21557	Culvert No. 1 - 1800mm x 600mm (CD00739) Railway Terrace	9	1800mm x 900mm Mortared Stone CD Culvert Type	\$22,090
2024-25	21558	Culvert No. 1 - 1800mm x 900mm (CD00738) Railway Terrace	9	1800mm x 1500mm Mortared Stone CD Culvert Type	\$28,504
2024-25	21481	Culvert No. 1 - 450mm x 300mm (CD01816) Range Road (Burra Ward)	6	450mm x 300mm Concrete CD Culvert Type	\$3,794