

YORKE PENINSULA COUNCIL



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Strategy for managing risk of B Double+ access to YPC's road network post HDS commodity route reviews.

Abstract

Before traffic safety review, a past term of Council in 2016 endorsed pre-approval of B Double access to commodity routes across its unsealed road network. Council in May 2019 commissioned Phase 1 safety review from a HV operators' perspective of the commodity road network. Such was followed up with Phase 2 February 2022. The safety review prioritised risk management measures according to a P1 to P4 hierarchy. P1 (Priority 1) issues posed very high risk in need of treatment. There were 152 localities and approximately \$49m of works associated with P1 issues. P2 (Priority 2) issues posed high risk but noted Council could accept the risk subject to a program of funding and. P3(Priority 3) posed moderate risk that could be dealt with through routine maintenance. P4 (Priority 4) posed low risk. This report looks to define a way forward to balancing community road safety with the transport access needs and community capacity to pay.

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Yorke Peninsula Council

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1. How the network is managed now

Council has a 3890km road transport network that is comprised of:

- 529km of sealed roads
- 2620km of gravel sheeted unsealed roads
- 523km of formed and graded unsheeted unsealed roads
- 218km of unformed roads and tracks

All of the above is currently NHVR and Council pre-approved for B Double access. Such pre-approval comes with standard conditions (i.e. 26m B Double fitted with Certified Road -Friendly Suspension at Higher Mass Limits HML on all commodity routes in the YPC LGA and subject to a 60km/hr speed limit on all unsealed roads, however note the SA Department of Infrastructure and Transport's (i.e. DIT) RAVnet online mapping system for York Peninsula commodity routes shows an 80km/hr speed limit). This Council decision goes back several Council terms and predates any engineering assessment of road network geometry appropriateness.

Per Annexure 2, access to the road network outside the above is governed by permit consideration on a case-by-case basis application through the National Heavy Vehicle Regulator (i.e. NHVR) who refer applications back to Council for route consideration and conditions of permit if permits are to be allowed.

The conditions of use to a particular route for an OSOM- Oversize Over mass HV, Agriculture equipment and Special Purpose Vehicles vary in terms of; allowable route, time of day, the number of amber flashing beacon escort vehicles needed (i.e. preceding and following the permit holder), frequency of use, special requirements to fix damage done etc.

Whilst the majority of Council's road network has permits issued, and there have been very few accidents involving permit holding HVs, the reality is any system is only as good as; the scope to police and enforce permit conditions (i.e. through SAPOL and NHVR), and self-regulation that flows from community acceptance of permit conditions for either wider community safety preservation and or prolonging the condition of the road network.

2. Drivers for change of network access management and Community consultation

The HDS engineering consultant Phase 2 review of the YPC unsealed road network revealed 12.7% of the network was affected by P1 issues at 152 locations, and additionally 23.1% of the unsealed network was affected by P2 issues over 280 locations (see annexure 1). The risk ratings P1, P2, P3 & P4 were assessed from the perspective of the HV user in terms of spatial travel path route safety deficiencies. The review did not take into account AADT. Obviously as AADT grows coupled with increasing tourist light vehicle use, the associated likelihood of truck/ light vehicle collision increases.

There are number of drivers for change:

- Not enough road funding for the existing road network and provision of such funding not likely.
- Desire for longer HV configurations which require higher standard roads
- Increasing visitor numbers to the LGA which increases risk of vehicular interaction no matter how many truck signs are on the road network.

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- Liability - where Council now has an independent engineering assessment of network deficiencies saying P1 issues should be fixed or the pre-approval for 26m B Doubles on the P1 roads in question revoked (i.e. withdraw the NHVR B Double pre-approval).
- The need to manage and deal with changing risk, and not ignore it, particularly with changing society and community more willing to pursue perceived rights and or look for someone to blame.

The wider Community was invited through advertisement, website and Country Times newsprint media and through transport and agriculture stakeholder business networks to provide feedback to a series of questions. The aim of questions and response to the same was to help Council gauge:

- The extent of interest in road network changes.
- The willingness of HV road users to change the status quo of blanket NHVR B Double pre-approval without permit.
- The willingness of business (i.e. agri-business, farm ratepayers and road transport business) who are the prime beneficiary of the current road network to entertain a 'user pays' / 'willingness to pay' for road remediation works aimed at mitigating risk.
- Roads of most need.
- Stakeholder views on how they believe we can best deal with the risks.

The survey generated 19 responses are summarised and seen Annexure 6.

What was apparent was of those who chose to provide a response:

- The majority did not want to change the status quo of blanket B Double access to the whole YPC road network.
- The majority want to maintain the size of the current unsustainable road network and the shortest route possible.
- The majority are willing to pay 1 to 3% premium on top of general rates provided the same are dedicated to fixing identified road safety deficiencies.
- Some spoke of business having moved on from B Doubles to A Doubles + and believed A Doubles should be the new NHVR/Council pre-approved transport configuration for use on Council's current network in view of transport width being the same as B Doubles, but made no comment on transport longer length, greater turning circle and tracking across roads deficient for B Doubles.
- Some believe no further control measures are needed in view of minimal HV accident history to date.
- There was considerable support for minimising vegetation at intersections, apply speed restrictions to all heavy vehicles of between 40-60km/hour, and improve signage where necessary.
- Spoke to education of the general public to more look out for heavy vehicles. (OK for locals but visitors? One can be sign blind.)
- People want a strategy to support 30m road trains, and access for the same without a permit system which they believe does nothing.

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- Some commented to the effect that any revenue required to fix P1 and P2 issues should come from the rate increases that have already been applied to primary producers
- Some expressed a willingness to pay an extra 1-3% on the general rates.
- Stating the need to build roads better, without mentioning that 'better' always cost more and without acknowledgement of the level of underfunding now (see section 3 below).

Additional to the above were two workshops in October 2022 (i.e. at Yorketown and Maitland) where a presentation was provided to stakeholders (i.e. see Annexure 5) and opportunity provided to listen to and discuss stakeholder sentiment/suggestions.

A number of suggestions were forthcoming from those workshops:

- Do what we can to reduce the P1 and P2 risk rating categories.
- Control the speed of all HVs (i.e. 26m B Doubles, 30m A Double road trains, etc.) on Council's road network.
- Maitland workshop attendees expressed with a show of hands a willingness to pay more to support change provided they could see the extra rates paid being directed entirely to remediation of road deficiencies.
- Possibility for broad acre land users to contribute 'in kind' to Council stockpiles of clean paddock limestone rock.

Additionally Council's external Roads Working Party (i.e. a stakeholder group sounding board for road issues across Yorke Peninsula) provided a listing of roads of most importance to help with roads prioritisation and the gathering of further road use traffic data. Such is shown as Annexure 5.1

Some agricultural businesses have been advocating to open up the road network further.

Things to note include:

- Permits go with the permit holder and thereby place an obligation on the permit holder to ensure the HV driver understands the permit conditions. In an unregulated road access environment, obligations and understanding of network issues will be less understood and risk will increase, not reduce.
- People want efficiencies, maintenance of the status quo, but little suggestion on funding sources to deliver road width standard increase and intersection reconfigurations warranted for unregulated HV access.
- The obvious mismatch between the wants of primary producer and transport industry for Council's road network and the willingness to pay for the same. Such is spoken about in more detail under Item 4 on funding for P1 and P2 issues. There is a real question of equity that Council should consider when considering the allocation of available capital works funding and any contemplation of diversion of existing resources towards maintenance of the status quo.

3. Current Transport AMP and necessary changes ahead

The current Transport Asset Management Plan has its 3361km of unsealed roads split across the following categories:

- Table G5- High Use sheeted Roads

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- Table G6 Medium Use Sheeted Roads
- Table G7 Low Use Sheeted (High Wear) Roads
- Table G8- Low Use Sheeted (Medium Wear) Roads
- Table G9- Low Use Sheeted (Low Wear) Roads
- Table G10- Formed and Graded Roads (i.e. unsheeted)
- Table G11- Unformed Roads and Tracks (i.e. unsheeted)

A sample of AADT's across the network is seen in Annexure 4.

From the above there is 2620km of sheeted roads which based on the level of road funding achieving 28km to 30km of renewal per year, would require the unsealed sheeted wearing surface to last 87 years (i.e. 2620km/30km per year). Such is a significant mismatch with the current Transport AMP in Table 5.3 which has useful lives of the wearing course being between 15 years for a High Use Road to 30 years for a Low Use Low Wear Road.

The issues for Yorke Peninsula Council are:

- The YPC unsealed road network is way too large for the available rate base.
- The available rate base is underfunding the quantum of road renewal works.
- The transport network is not achieving close to the Useful Lives noted in the Asset Management Plan. A lot of this has to do with the resilience and wear resistance of the resheeting materials used, the speed of traffic, and loss of pavement through patrol dry grading reactive response to community complaint on road roughness.
- Speed. HV speed is best controlled through permits and enforcement, whilst material issues are a 'work in progress'. The vision for resilience and wear resistance is a combination of Council using better wearing course materials (where possible) that hold together longer in dry times, and from 2023/2024 the introduction of sheeted renewal requiring little resheet materials importation through the use of strengthening and insitu binding of existing onsite materials along with more recovery and reuse of windrowed materials left in table drains as part of patrol grading surface corrugation cutting (i.e. akin to Clinton Road heavy patch stabilisation work).

Future revisions of the Transport AMP will need to reflect:

- A distillation of unsealed road categories from seven to three:
 - High and Medium Use Sheeted limited to 560km which can be supported with current road renewal funding levels (i.e. see Annexure 10 as a thought starter on possibilities).
 - Low Use Formed and Graded (i.e. removal of the expectation of sheeting of low use roads which cannot be afforded. Rather existing sheeted low use roads wearing course are just graded and subject to the odd patch sheeting of major road blow outs relative to available patch sheeting budget and relative traffic movement/AADT of the low use road in question.).
 - Unformed roads and tracks.
- The reality that a lot of the low use transport network condition will reduce in perceived condition in line with Council road funding levels, and the Accounting Annual Statements of Council will need to reflect a write down in value or impairment of low use network over a reasonable period to reflect the real asset value and balance sheet.

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- There will be no aspirational widening of existing unsealed road networks to facilitate wider loads/machinery unless stakeholder “user pays” principles facilitate such. An example of ‘user pays’ is where a quarry or farming business enters into an Infrastructure Agreement with Council to pay contribution over and above rates for road upgrades enabling its business.
- Adjustment of maintenance expectations linked to funding provided.

4. Funding for P1 and P2 issues

Most of the issues arise on low use roads, but risk profiles are anecdotally changing with increasing visitor traffic and changing HV route usage as seen in AADT's (i.e. Cunningham Road and Point Annie Road).

There are only two known sources of grant funding available to Council. One is the South Australian Government's Special Local Roads Program (SLRP) which provides approximately \$20m annually dispersed across the State's 68 Councils. The other is through the Federal Government's Heavy Vehicle Productivity Program. Both programs are focussed on regional transport route significance and HV usage levels.

To put SLRP in context, approximately \$3m/annum of the \$20m annual grant pool is appropriated to 16 of the 68 councils (i.e. approximately \$3m in total per year goes to the Legatus Group of 16 Councils which includes Yorke Peninsula as one of the 16 Councils).

To receive Special Local Roads grant funding contribution, the 16 councils have to navigate a competitive application process with many questions going to the heart of project justification relative to regional needs, and provide much supportive evidence including traffic data, engineering design, project estimates, project management plans etc. In short, much effort for little return or funding that will make a difference.

If Council wanted to keep the status quo of pre-approved B Double access, it needs to be committed to much work.

Intersection upgrades are where the big spend needs reside, and even if Council was to factor in doing less road intersection upgrades and or road widening in places, such would still require a commitment to long term loans and a significant lift to roads funding over 5-10 years, none of which is in Council's Long Term Financial Plan (LTFP).

As an alternative Council could stop renewing its unsealed road network, divert existing annual renewal funds towards dealing with P1 and P2 issues, and just rely on productive maintenance grading of the network during April to September of the year when rainfall moisture can assist, such would not remediate the quantum of road upgrades identified and could be seen as a step backwards in trying to renew and sustain current high and medium use unsheeted roads. At present funding levels for renewal of existing sheeted unsealed roads is well short on what it should be.

So what available funding Council has needs to be spent on the high to medium use roads and not diverted to low use or 'formed and graded' unsheeted roads.

The other consideration is scope of work. Any intersections work would require consideration of existing utilities (i.e. Telstra and SA Water) proximity which in themselves are costly potentially additional project costs.

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The other proposition that was raised by some stakeholders responding to the online survey was that any funding of P1 and P2 should come from the existing rates paid. That position needs to reflect upon recent times capital expenditure (Capex) and operational expenditure (Opex) funding. The reality is the percentage of OPEX and CAPEX expenditure on Council unsealed road assets primarily benefiting primary production is much higher than the percentage of total rates paid by Primary producers. Such is summarised below and seen in Annexure 9. In 2023/2024 the balance is being adjusted back to deal with sealing and a little attention to town related transport assets.

	Financial Year 2021/2022	Financial Year 2022/2023	Financial Year 2023/2024
Primary production % of Total Rates paid	36%	37%	38%
% of total available capital and operational expenditure applied to unsealed roads	46%	67% + (i.e. does not allow for sealing applied to seals like Wauraltee Rd etc.)	35%

In summary, the level of funding available to resolving P1 and P2 issues at present is an additional 3% of rates (i.e. approximately \$600k/ annum) is provided by primary producer rate payers.

5. Strategy response alternatives and reality check

Fundamentally the available Council responses are:

1. Do nothing.
2. Avoid the risk by fixing the issues.
3. Manage the risk.

Whilst some have suggested that; there has been few truck accidents to-date; the majority of HV drivers are responsible; the amount of HV and AADT road use is low, what is clear is:

- Road use patterns are changing with roads that were thought to be low use are now medium use and trending towards becoming high use (i.e. Point Annie Road).
- There is increasing adventure tourism traffic across the peninsula which is not showing signs of retreat, and which increases the chance of collision on account of; the unfamiliar, changing road conditions and or not driving to the conditions. That is to say the driving landscape and associated risks are changing.
- Out of the 3361km of unsealed road network, at least 1020km are 3m to 7m in width not affording sufficient passing opportunity.
- Now that professional engineers have driven the road network and assessed the same for road user risk, a response should not be avoided no matter how unpopular or impacting of individual status quo interests or there may be a day of reckoning.

It is suggested that doing nothing or maintaining the status quo is not how Council should be responding.

To avoid risk is the opposite end of possibilities requiring many millions of community expenditure, but such is unrealistic on account of the quantum of works and community unwillingness to fund.

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The major beneficiaries of Council's massive road network is transport and primary producer agri-business. Existing users want to maintain existing access conditions and are willing (i.e. as found at stakeholder meetings) to incur a % in rates provided the same is ring fenced and dedicated to helping deal with risk. The extra rates paid by business and broad acre land holdings dedicated to fixing P1 and P2 issues (i.e. see Annexures 3,7 and 8) cannot fix all the identified issues.

Alternatively, retasking Opex and Capex to P1 and P2, to maintain status quo B Double access across a largely rural network is not likely to be well received when town transport related infrastructure of roads, kerb and gutter, drainage, footpaths etc are not fully funded now.

Whilst the wider YP rateable community (i.e. town residences, pensioners etc) may push back on equity grounds of having to pay higher rates to deal with P1 & P2 issues, higher levels of funding than articulated in this document might be possible if extractive industries business is compelled to pay its fair share of contribution to help support the Council HV 'first and last mile' commodity network that it relies upon and pays little directly to help remediate. This later revenue source could be considered as part of a Council rate review in the near future.

To manage the risk and control the level of access and conditions of access seems a more practical and responsible approach. What can reasonably be achieved with current level of \$600k/ annum funding is:

- Some grader widening on crests to mitigate lack of sight distance on roads with poor geometric layout.
- Programs of major vegetation removal and control of the same at intersections to achieve improved sight lines.
- Placement of new HV signage on key roads to help increase tourist road user awareness of HV presence and increased education awareness sought through social media..
- Putting in place revised "right of way" signage to favour directions with the most traffic.
- More use of "Stop" signage in place of "Give way" signage to afford more driver time for risk assessment and decision on whether to proceed or not to proceed.
- A change to road access risk management by either;
 - Revoking pre-approval on roads with P1 issues currently pre-approved for B Double access which would then require people needing to use P1 roads to apply to NHVR for a permit which Council would provide subject to conditions (i.e. deal with each road individually which will translate into significant administrative burden both on Council and HV users). Such would require Council to provide NHVR with 28 days notice via a formal notice to NHVR for the roads to be affected. Some P2 roads might remain without change to the current B Double pre-approval, but pre-approval on others could be considered by Council staff for revocation on account of the level of traffic use and perceived risk to non-local visitor traffic.
 - Not revoking the pre-approval, but rather seeking a consistent change to conditions of use on P1 roads (i.e. a 30km/hr speed limit coupled with an escort until cessation P1 road travel). Such would require Council to provide NHVR with 28 days notice via a formal notice to NHVR for the roads to be affected, coupled with;
 - A change to the HV Operator's Guide reducing the speed limit of GML B-doubles to 50km/hr across the entire Yorke Peninsula Council road network except for more stringent requirements on P1 roads. Such will help reduce road surface condition deterioration. Note, DIT's RAVnet portal for HV use in SA currently shows an 80km/hr speed limit. Whilst some HV road users may choose to ignore NHVR speed regulation,

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police enforcement might be able to help deal with speeding over time if there is consistency across the Yorke Peninsula.

Funding level increases via a 'rate review' or similar could contribute towards minor intersection adjustment over the next 10 years provided the same does not impact utilities and does not require land acquisition.

6. Suggested way forward

At present;

- HVs using Council's road network for freight or commodities (i.e. grain) and operating at GML are subject to the National Gazettal Notices.
- B-Doubles seeking to operate at HML and A-doubles need to seek an NHVR permit to access Council's network.
- Council has all of its commodity network (effectively all of its sealed and unsealed roads) pre-approved for B-doubles to operate at HML. This means the NHVR would issue a permit to use any of Council's roads at HML subject to some basic conditions of having airbag road friendly suspension and operating at certain speed. The SA Department of Infrastructure and Transport's RAVnet site for Council's commodity routes show this speed as 80 km/hr.
- South Australia's DIT displays mapping advice of road access constraints via its RAVnet portal.
- The RAVnet mapping will in early 2024 revert to NHVR mapping.

Currently there are several ways of seeing what road use rules/ constraints apply to Yorke Peninsula roads;

1. Look at NHVR's national notices <https://www.nhvr.gov.au/law-policies/notices-and-permit-based-schemes/national-notices>
2. Refer to the NHVR's HV Operators. <https://www.nhvr.gov.au/files/media/document/125/202212-0977-national-class2-b-double-operators-guide.pdf>
3. Go to DIT's RAVNet site to see status of preapprovals across the YP Council network. <https://www.dit.sa.gov.au/ravnet>

RAVnet

Want to learn how to use the RAVnet Online Map system?

RAVnet is an interactive online map system that displays approved heavy vehicle route networks in South Australia. Restrictions associated with specific route networks are also included.

This interactive tool allows you to choose heavy vehicle route networks to view on screen or print.

To print maps you must have Adobe Acrobat installed on your computer.



[Download and install Adobe Acrobat Reader now.](#)

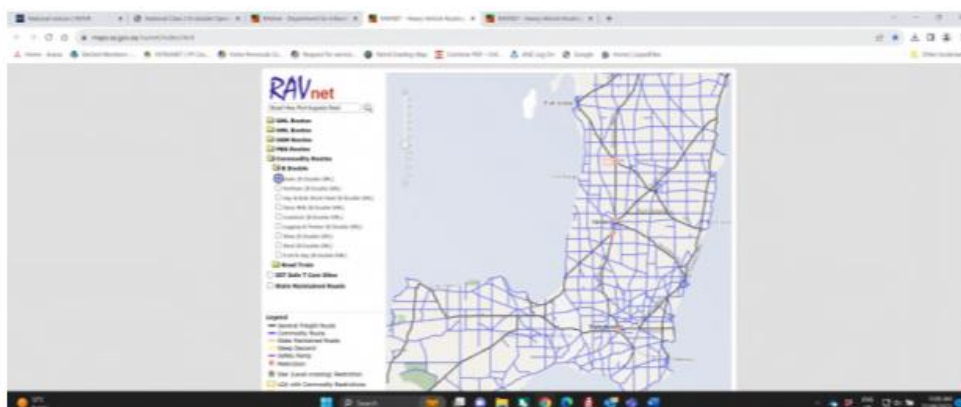
Heavy vehicle information will be updated in RAVnet on a regular basis. To find out more about RAVnet, watch the training video and visit the [FAQs](#) page.

[Enter the online RAVnet map system](#)

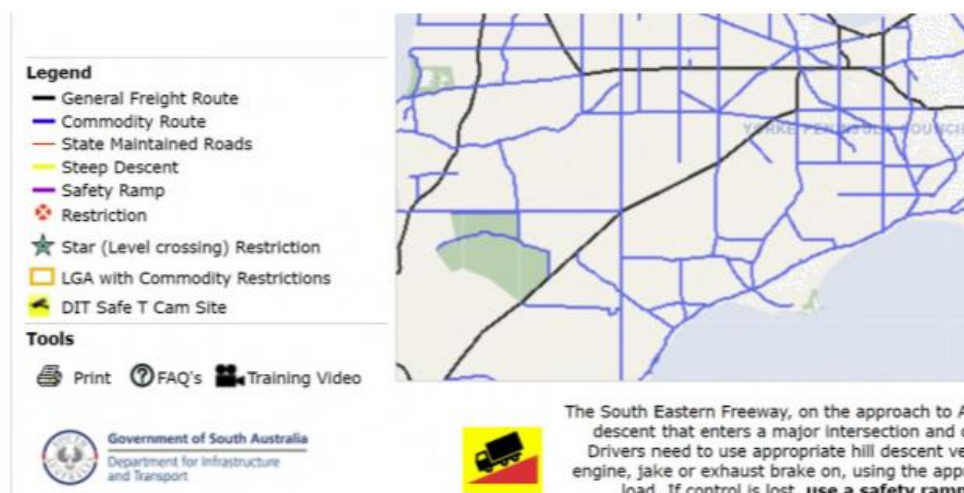
After clicking on the purple link "Enter the online RAVnet map system", the following appears

<https://maps.sa.gov.au/ravnet/index.html>

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If one registers with DIT, at the bottom left of the map is 'Print' icon (see below) which when pressed provides a listing of road use conditions attached to the blue colour coded roads on the YP network for a particular HV category.



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Staff would suggest P1 and P2 be progressively dealt with via the tabulation below (i.e. 'Tabulation 1- Other considerations') and consideration of the following.

- Some grader widening on crests to mitigate lack of sight distance on roads with poor geometric layout.
- Programs of major vegetation removal and control of the same at intersections to achieve improved sight lines.
- Placement of new HV signage on key roads to help increase tourist road user awareness of HV presence and increased education awareness sought through social media..
- Putting in place revised "right of way" signage to favour directions with the most traffic.
- More use of "Stop" signage in place of "Give way" signage to afford more driver time for risk assessment and decision on whether to proceed or not to proceed.
- A change to road access risk management by;
 - Not revoking the pre-approval, but rather seeking a consistent change to conditions of use on P1 roads (i.e. a 30km/hr speed limit coupled with flashing amber lights on the front of the prime mover in lieu of an escort until cessation of P1 road travel). Such would require Council to provide NHVR with 28 days notice via a formal notice to NHVR for the roads to be affected, and once approved such changes would end up appearing in DIT Public Notices as published on the RAVnet website per below.

From: DIT Public Notice <DIT.PublicNotice@sa.gov.au>
 Sent: Friday, 5 May 2023 9:26 AM
 Subject: Notice of updates to South Australia Legally Enforceable Networks, effective 5 May 2023

OFFICIAL

Dear Operator

Please be advised of the following updates to approved heavy vehicle access routes in South Australia, as published to the [ravnet](https://ravnet.sa.gov.au) website and effective 5 May 2023:
 Please direct any queries regarding these route changes to dit.roadnetworks@sa.gov.au in the first instance.

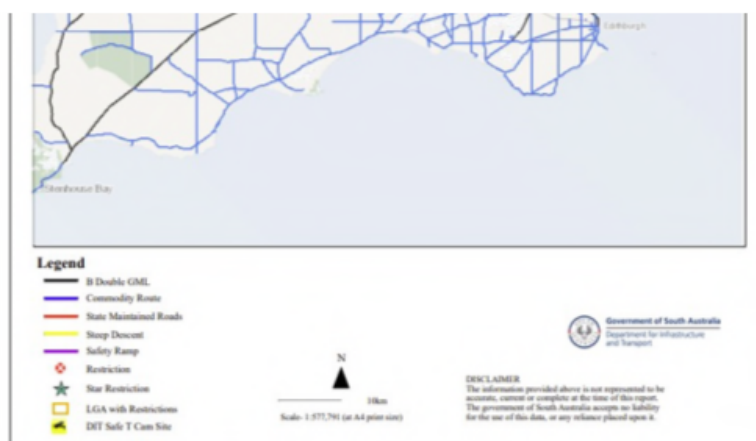
1. ROUTE UPDATES TO PUBLISHED NETWORKS

ROAD MANAGER	CHANGE	DESCRIPTION	RESTRICTIONS / COMMENTS
Northern Areas Council	Provide access to the following networks: • Rigid Truck and Dog (23m)(GML) • 23m and 26m B-Double (GML and HML) • 30m Road Train (GML and HML) • Road Train Converter Dolly (GML and HML)	• Laura Beetaloo Road, LAURA between Possum Park Road and Clegg Road • Clegg Road, LAURA between Laura Beetaloo Road and Possum Park Road • Bullings Crossing, GLADSTONE between Possum Park Road and Booyoolie Road • Booyoolie Road, GLADSTONE between Bullings Crossing and Gladstone Beetaloo Road • Clegg Road, LAURA between Bullings Crossing and Possum Park Road • Woodford Road, between Amey Road GLADSTONE and Gladstone Apple Road • Trig Hill Road, CALTOWIE WEST, between Stone Hut Caltowie Road and Caltowie Terrence Road • Smith Road 1 & 10A between	The following Council-wide access restrictions, published on the ravnet website in the Operator Guides for Truck and Dog, B-double and Road Train combinations apply: 1. Unless a lesser speed limit is displayed, maximum speed limits on Council roads are: • Sealed local council roads – 80km/h • Unsealed local council roads – 60km/h 2. On unsealed roads, travel is suspended during periods of prolonged rain within the 24 hours period after the rainfall event or when the road's surface is holding pooled water.

- Coupled with above is a suggested change to the HV Operator's Guide reducing the speed limit of ALL GML B-doubles to 50km/hr across the entire Yorke Peninsula Council road network except for more stringent requirements on P1 roads. Such will help reduce road surface condition deterioration. Note, DIT's RAVnet portal for HV use in SA currently (per the following) appears to show an 80km/hr speed limit. Whilst some HV road users may choose to ignore NHVR speed regulation, police enforcement might be

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able to help deal with speeding over time if there is consistency across the Yorke Peninsula.



Restrictions

Ref	Restriction Information
43731	80kph speed limit applies between Marildand & Minlaton, unless a lower limit is posted
34110	80kph speed limit applies between Marildand & Minlaton, unless a lower limit is posted
34111	80kph speed limit applies between Marildand & Minlaton, unless a lower limit is posted
34113	80kph speed limit applies between Minlaton & Yorketown, unless a lower limit is posted
33800	80kph speed limit applies between Minlaton & Yorketown, unless a lower limit is posted

Tabulation 1- Other considerations

Other Issues	Council Staff Comment	Council follow up if endorsed
Desire by some for NHVR pre-approved A Double access.	When Council has issues with NHVR preapproved network for 26m B Doubles, it may not be prudent to expand the issue for longer HVs with wider turning paths and greater tracking movement.	<p>Applications for A Doubles can continue to go through the NHVR/Council case by case consideration.</p> <p>Speed restrictions of 30km/hr in towns and a maximum of 50km/hr on roads outside the town boundary (i.e. Note- subject to road limitations the allowable speed might be less).</p> <p>Where the road formation width is less than 7m and there is little if any room for error for oncoming</p>

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Other Issues	Council Staff Comment	Council follow up if endorsed
		<p>vehicles on YPC's roads to navigate vehicle passing, both the light vehicle and the HV need to seriously slow down, and there has to be something 'out of the ordinary' to smaller vehicles affording more time to react. Whilst escort vehicles have been mandated in the past as part of permit conditions, a case has been put by HV lobby/ Elected Members to instead mandate A-double permit requirement for a 'flashing light' equipped prime mover instead of escort vehicles, and for such flashing lights to be activated when travelling on narrow roads.</p> <p>Additionally sign post narrow roads with signage indicating the possible presence of HVs.</p>
Future increased demand or higher levels of service (i.e. via mining or agri-business machinery).	Use of 'User Pays' Infrastructure Agreements.	Such is being drafted for a business now but would need to be adjusted for each unique set of circumstances.
No change to the NHVR pre-approval for B Doubles and allow equal access on unsealed YPC roads.	<p>If Council wants to maintain the status quo they can endorse the same through a resolution of Council, but such endorsement will come with the need to navigate perceptions of conflict of interest and still be subject to increased legal liability to Council.</p> <p>Council would be better to manage the risk of B Double pre-approval status for routes with P1 issues until remediation works and or safety mitigations are implemented using the funding allocated by Council.</p>	Council signal B Double change of conditions of use on P1 routes over 6 months or as required by NHVR, then introduce the permit system.
Traffic growth and changing risk profile notwithstanding permits.	Council will continue to employ its traffic counters which deliver data not only on traffic numbers, and	Council Assets teams to continue updating road use data and look to changes needed in road hierarchy and permit controls.

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Other Issues	Council Staff Comment	Council follow up if endorsed
	<p>traffic types but also on traffic speed.</p> <p>Road categories and permit consideration should be dictated by relative road use (i.e. AADT), changing road conditions, and the changing road user unfamiliarity with problematic road geometry (i.e. mitigate risk generated from the weakest link/least skilled/least familiar road user, and do not rely on many accidents before implementing controls).</p> <p>Resourcing allocation, changes to permits, or changes to signage and or some changes to road widths at crests etc. will be prioritised relative to known AADT, changing network conditions, and known road user changes like increasing tourism road use, mine road use etc.</p>	<p>Council to increase use of more HV signage on the presence of HVs on P1 and P2 routes. The Roads Working Group can advise more in this area.</p> <p>Make use of RACUS road defect visual data to help better assess changing conditions.</p>
Maintenance renewal prioritisation on medium use roads.	Future resheet asset renewal works could consider P1 and P2 issues as part of the asset renewal where possible (i.e. restricting future road widening to crests and bends).	Asset and Works renewal planning consideration.
Sight distance lines across most the LGA through roadside vegetation encroachment on bends and at intersections.	Much of the initial response to P1 and P2's start with improving sight distance through vegetation management. Additionally signage could be employed to increase road user awareness of heavy vehicles (not just during harvest with all the on farm grain storage and cartage throughout the year). Initially the Primary Producer 3% funding for intersection improvement work could and should vegetation and signage. Whilst Council has a basic operational budget of near \$90,000 to cover the entire YP road network (i.e. both town and rural	Asset and Works renewal planning consideration.

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Other Issues	Council Staff Comment	Council follow up if endorsed
	roads). Council could combine any P1/ P2 capital works intersection vegetation with the \$90k operational budget to facilitate a better contract price.	
Which roads are more important and deserve Council wearing surface resheet renewal.	Such should be restricted to high and medium use roads with most consideration of prioritisation given to past accident history and objective measures of use like AADT (i.e. see sample in Annexure 10).	Discussion and input from the Roads Working Group. Update of Council's Transport AMP in the 2024. Council continues to listen to stakeholder and industry on changing use patterns to help Council confirm direction (i.e. like at the Yorketown and Maitland workshops).
Best use of the resources we have.	Mention is made in this document of the direction for road renewal capex application from 2024 to help Council achieve longevity and improved road surface performance. Similarly pulling back on patrol grading 6 days per week every week of the year has to be reconsidered and staff/machinery either redeployed or additional resource like water carts provided to help ensure work done is effective.	Internal YPC work team reorganisation.

Yorke Peninsula Council

Annexures

1. PHASE 2 February 2022 - OUTCOMES
2. Existing Permit distribution - OSOM, SPV, Agricultural
3. Distribution of P1 and P2 issues
4. AADT sample
5. 21 October 2022 Maitland Community Consultation slide presentation
- 5.1 Roads Working Group/Stakeholder views on roads most used
6. Summary of 19 responses to a community survey
7. P1 Summary
8. P2 Summary
9. Primary producer rates versus rates expenditure
10. Potential Transport AMP re-prioritisation of what is resheeted in the future

Yorke Peninsula Council

Annexure 1

PHASE 2 February 2022 - OUTCOMES

PHASE 2- February 2022

Summary of findings

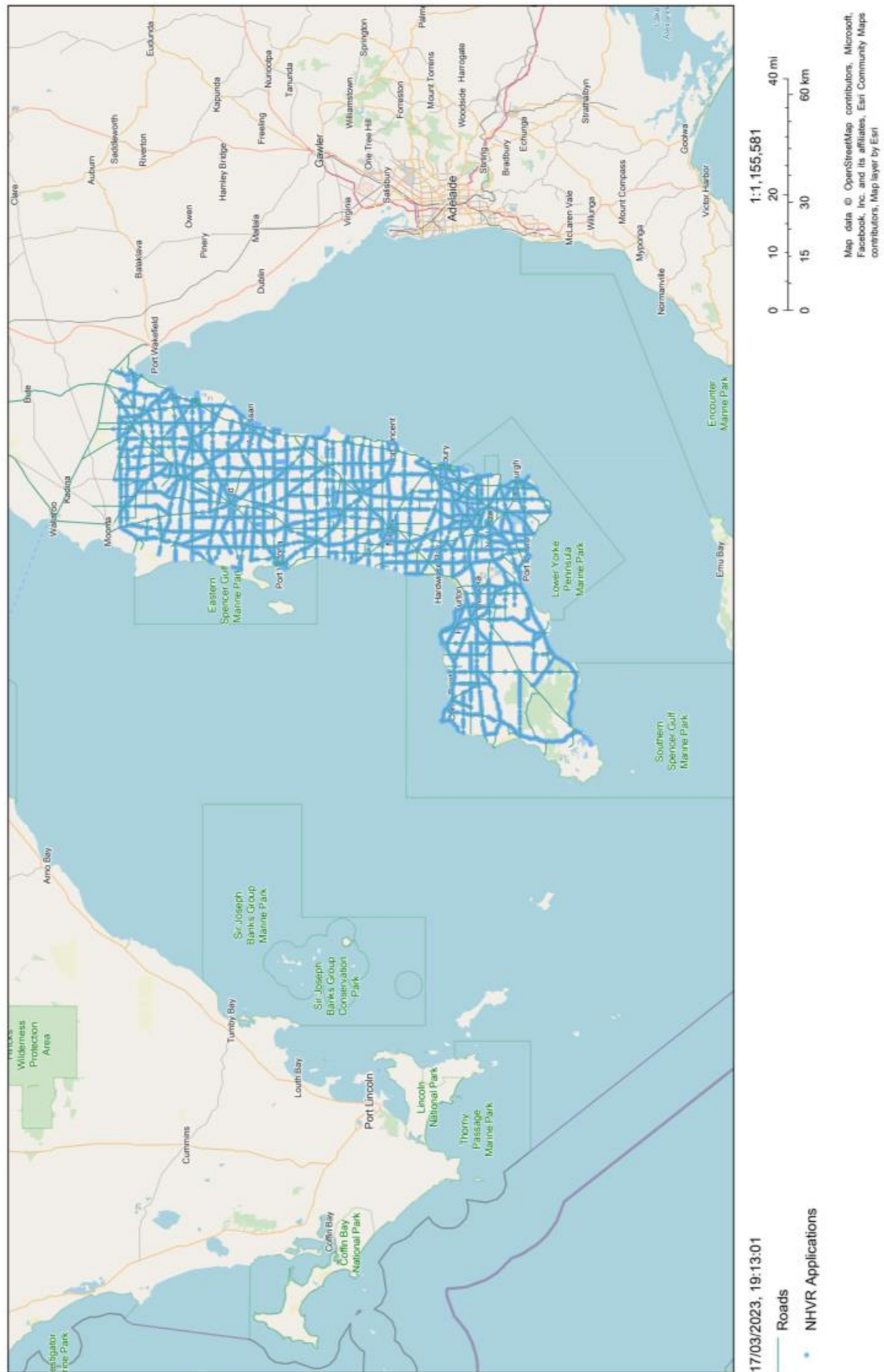
- P1 issues at 152 locations over 427km of Gazetted Commodity Routes
- P1 liability of \$49.5Million impacts 12.7% of unsealed road network
- P2 issues at 280 locations over 778km of Gazetted Commodity Routes
- P2 liability of \$61.6Million impacts 23.1% of unsealed road network

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Annexure 2

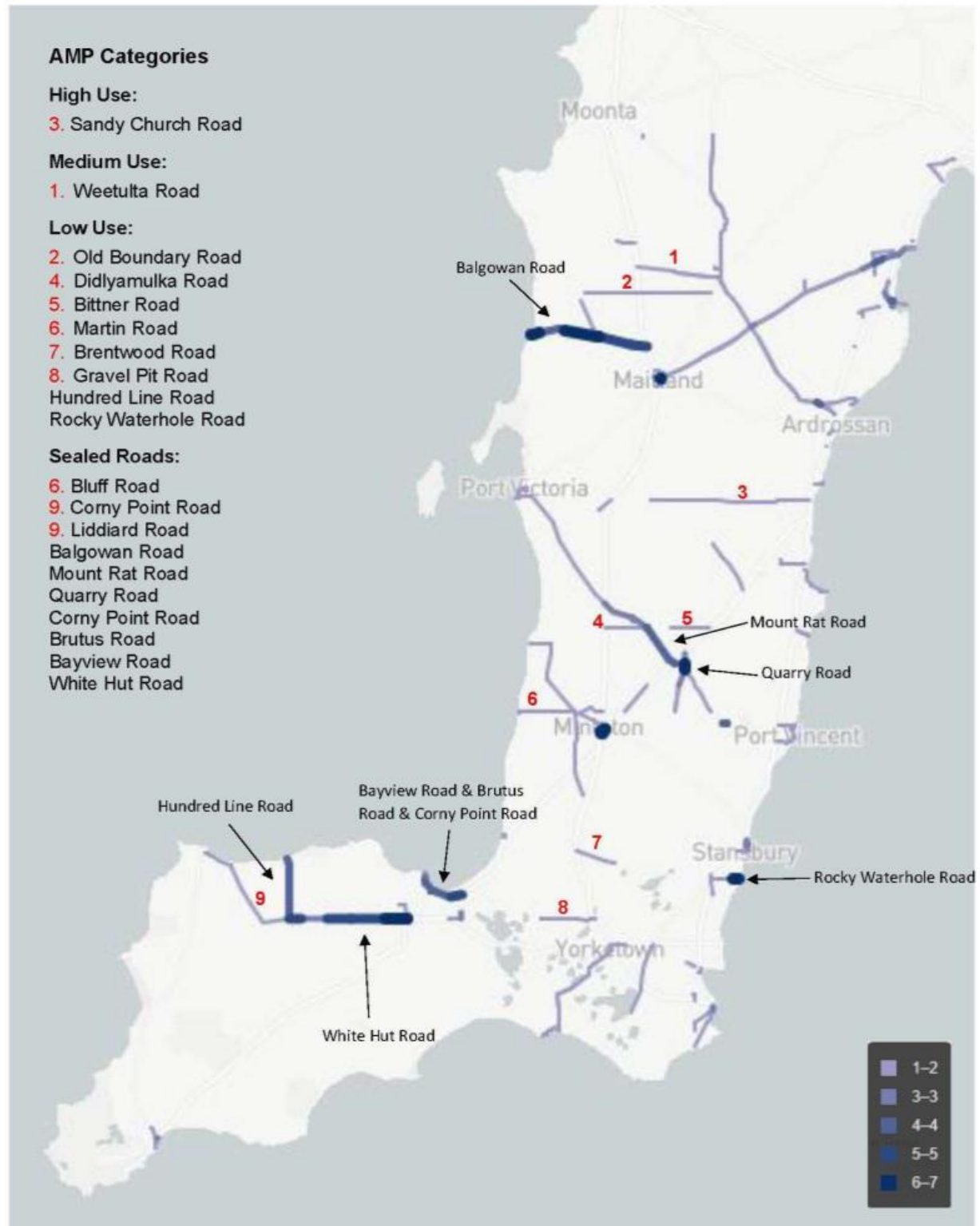
Existing Permit distribution - OSOM, SPV, Agricultural

Yorke Peninsula Council



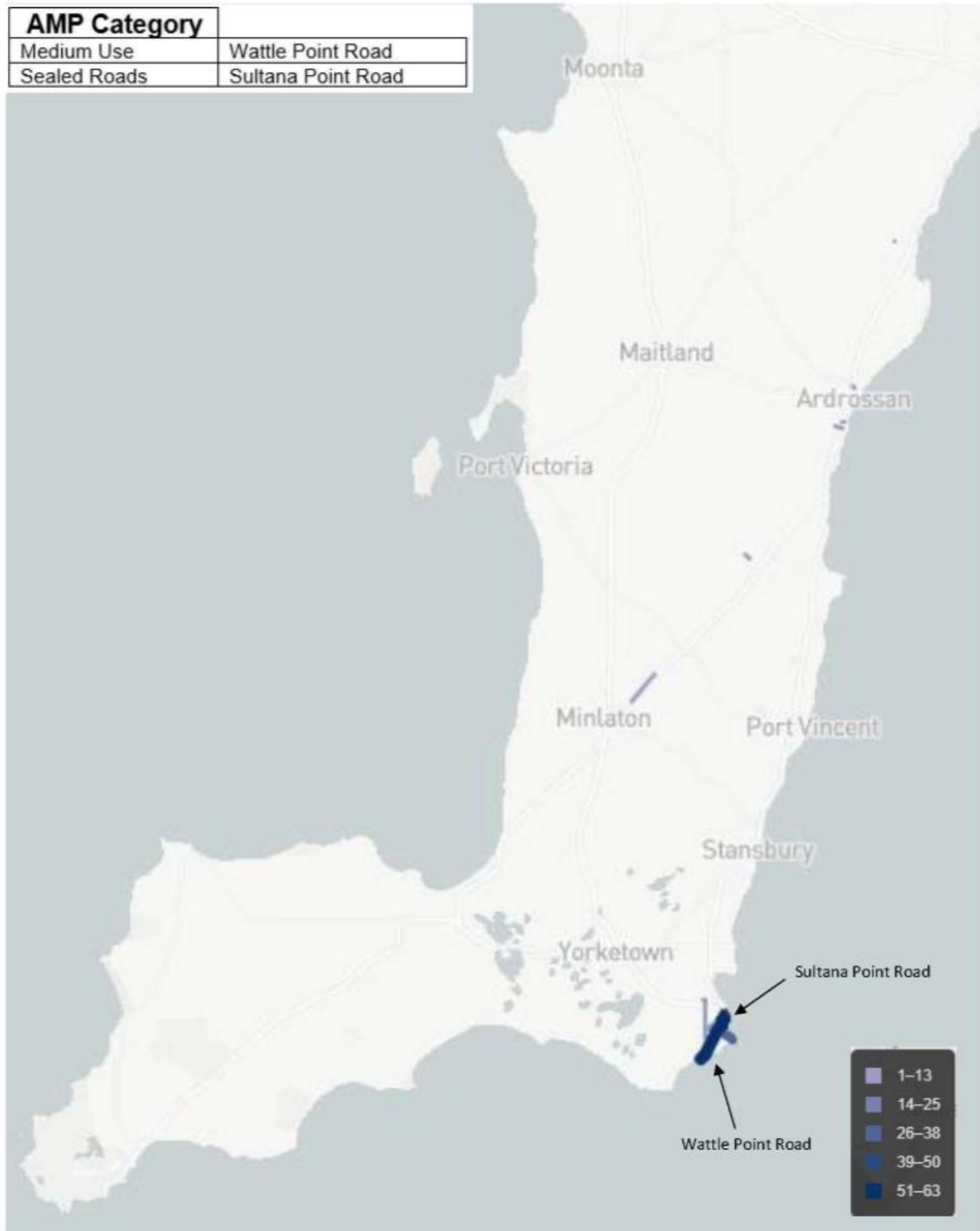
Oversize/Overmass (OSOM) Permits

2017/18 – 2018/19 – 2019/20 – 2020/21



Special Purpose Vehicle (SPV) Permits

2017/18 – 2018/19 – 2019/20 – 2020/21

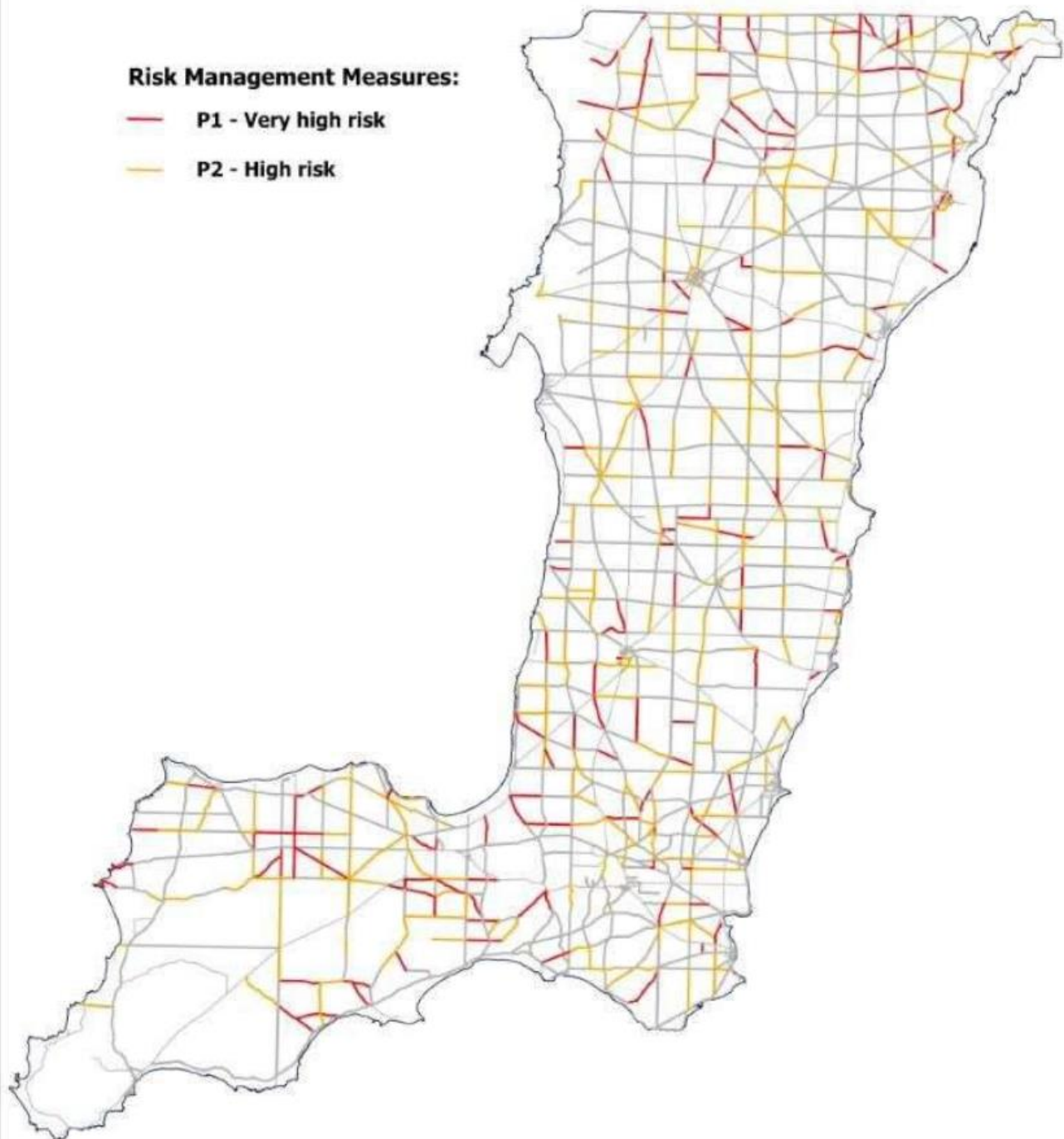


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Annexure 3

Distribution of P1 and P2 issues

HDS - Heavy Vehicle Route Assessment and Risk Analysis - Phase 1 & 2



HDS - Heavy Vehicle Route Assessment and Risk Analysis - Phase 1 & 2

Risk Management Measures:

— P1 - Very high risk

— P2 - High risk

Agricultural Permits

AMP Category	
High Use	9 Sandy Church Road 27 Pine Point Road
Medium Use	4 Saint Road 14 Gleasons Road 20 New Horizon Road 22 Heel Road 39 Troutbridge Hill Road
Low Use	1 Pipeline Road 2 McCauley Road 3 Dutschke Road 3 Moody Road 5 Thiepval Road 6 Smith Road 7 Yarrum Road 8 James Well Road 10 Cross Road 11 Baker Road 12 Green Flat Road 13 Moorowie Station Road 17 Recluse Road 18 Lake Fowler Road 19 Substation Road 21 Old Horizon Road 23 South Kikerran Road 24 North South Road 25 Summer Track 26 Yorke Valley Road 28 Piggery Corner Road 29 Porky Road 30 Power Line Road 31 Sundown Lake Road 32 Little Glory Road 33 Woodges Road 35 Oaklands Road 36 Coringle Road 37 Goldsmith Beach Road 38 Sheoak Beach Road
Rural Form Graded	15 Lower White Hut Road 16 Ilfracombe Road 34 Yelland Road
Sealed Roads	Agery Road Arthurton Road Balgowan Road Marion Bay Road White Hut Road Hayward Park Road

OSOM Permits

AMP Categories

High Use:

A. Sandy Church Road

Medium Use:

B. Weetulla Road

Low Use:

C. Old Boundary Road

D. Didlyamulka Road

E. Bittner Road

F. Martin Road

G. Brentwood Road

H. Gravel Pit Road

Hundred Line Road

Rocky Waterhole Road

Sealed Roads:

I. Bluff Road

J. Corny Point Road

K. Liddiard Road

Balgowan Road

Mount Rat Road

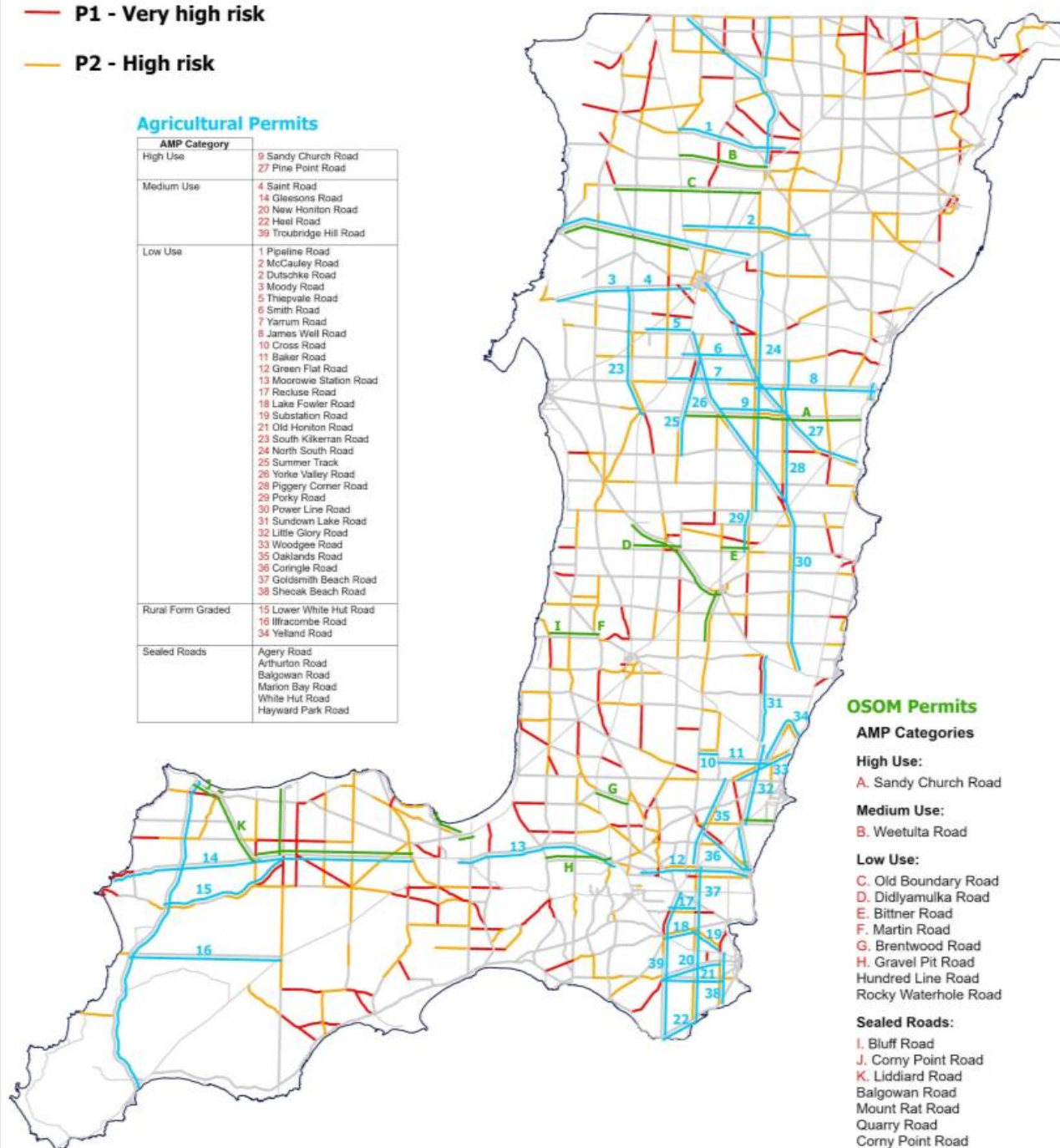
Quarry Road

Corny Point Road

Brutus Road

Bayview Road

White Hut Road



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Annexure 4

AADT sample

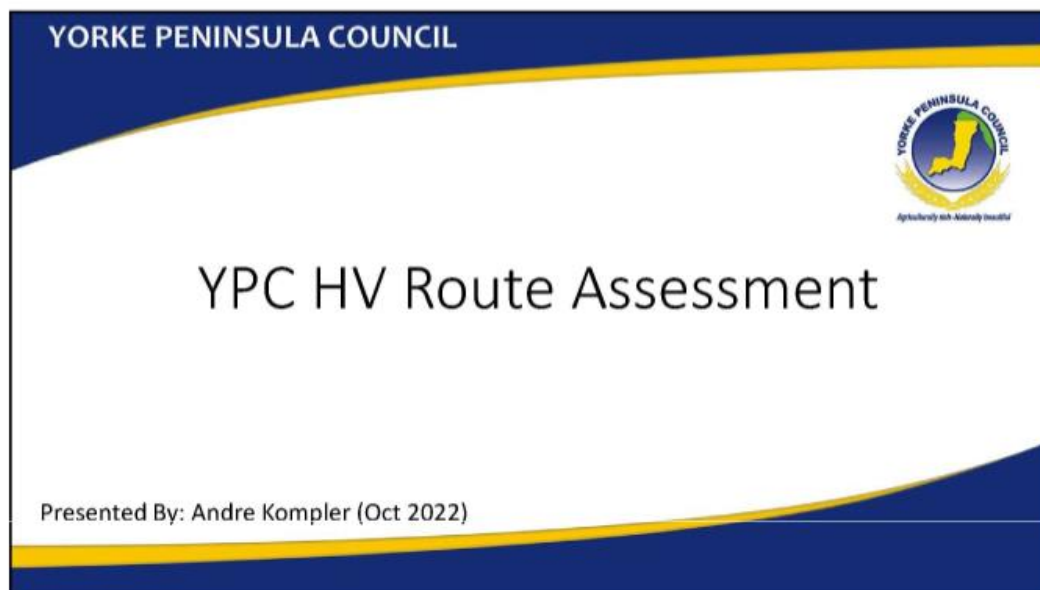
Road Name	From	To	Counter Location	Date From	Date To	AADT
Rural Sealed Roads – High Use						
Ardrossan Road	Upper Yorke Road	Yorke Highway	500m W of Yorke Hwy	01-July-2022	11-September-2022	482
ArthurltonRoad	Kalkabury Road	Pedler Road	Pedler Rd	17-June-2022	09-August-2022	234
ArthurltonRoad	Kalkabury Road	Pedler Road	100m N of Upper Yorke Rd	17-June-2022	09-August-2022	886
Clinton Road	Shannon Terrace (Maitland)	Yorke Highway	Yorke Hwy End	1-Dec-21	2-Aug-22	592
Crowell Road	Yorke Highway	2.1km W of Yorke Highway	100m W of Yorke Highway	01-December-2021	18-March-2022	91
Gardner Street	Moorara Road (Price)	Yorke Highway	Yorke Hwy End (80km sign)	2020	2021	256
Rural Sealed Roads – Normal Use						
Balgowan Road	Main Street (Balgowan)	Spencer Highway	200m W of Spencer Hwy	01-July-2022	05-September-2022	203
Black Point Road	St Vincent Highway	2km S of St Vincent Highway	100m NW of Boat Ramp	28-May-2018	11-April-2019	304
Hundred Line Road	Scarlett Runner Road (The Pines)	Corny Point Road	North of Corny Point Rd intersection	2018	2019	130
Kainton Road	Holman Road	Upper Yorke Road	200m N of Upper Yorke Rd	17-Jun-22	08-August-2022	89
Lime Kiln Road	Old Coast Road	St Vincent Highway	100m E of Yorke Highway	09-December-2021	07-March-2022	549
Port Julia Road	St Vincent Highway	Julia Road (Port Julia)	50km Sign adjacent oval	03-September-2021	29-October-2021	154
Rogues Point Road	Rogues Point	Yorke Highway	30km Sign	03-September-2021	29-October-2021	190
Sturt Bay Road	Baker Street (Warooka)	1.7km S of Baker Street (Warooka)	Near cemetery	16-Oct-20	15-Mar-21	97
High Use Sheeted Roads						
Corny Point Road	Liddiard Road	28.7km E of Liddiard Road (end of unsealed)	East of Hayes Road (500m)			111
Melton South Road	Upper Yorke Road	Yorke Highway	South of Clinton Road intersection (200m)	11-September-2020	30-December-2020	86
Melton South Road	Upper Yorke Road	Yorke Highway	200m S of Upper Yorke Rd	01-April-2022	24-May-2022	9
Nalyappa Road	Spencer Highway	Port Victoria Road	North of Gap Road intersection	20-September-2019	28-August-2020	54
Nalyappa Road	Spencer Highway	Port Victoria Road	200m S of Spencer Hwy	01-April-2022	03-June-2022	124
Nalyappa Road	Spencer Highway	Port Victoria Road	200m W of Port Victoria Rd	01-April-2022	27-May-2022	26
North Coast Road	Bayview Road (Point Turton)	Point Souttar Road	North Coast Road (End of Seal)	09-January-2019	09-April-2021	227
Pine Point Road	End of Seal 4.5km SE of Vista Grove (Maitland)	St Vincent Highway	Between James Well Road and Sandy Church Road	24-September-2019	28-July-2020	39
Sandy Church Road	Spencer Highway	Yorke Highway	1km East of Spencer Highway	19-March-2021	07-May-2021	32
Sandy Church Road	Spencer Highway	Yorke Highway	200m E of Redding Rd	01-April-2022	03-June-2022	32
South Coast Road	Yorke Highway	Green Hill Road	100m E of Yorke Highway	14-July-2021	24-September-2021	52
Waterloo Bay Road	Green Hill Road	McEacherns Beach Road	End of Seal (McEacherns Beach Rd intersection)	14-July-2021	24-September-2021	54
Medium Use Sheeted Roads						
Brutus Road	Bayview Road	Corny Point Road	2km East of West Cowie Road	16-October-2020	12-March-2021	72
Chinaman Wells Road	Port Victoria Road	Beginning of seal Chinaman Wells	250m E of South Kilkerran Road	08-July-2021	27-August-2021	35
Coringle Road	Hayward Park Road	Weavers Road	500m S of Weavers Road	03-December-2021	01-March-2022	24
Cunningham Road	Spencer Highway	Back Road	1.5km W of Back Road	19-March-2021	28-May-2021	23
Daly Head Road	Marion Bay Road	Daly Head	300m W of West Beach Road	15-December-2020	18-May-2021	111
Dowlingville Slant Road	Yorke Highway	Clinton Road	Adjacent Winulta Tennis Courts	19-March-2021	29-June-2021	28
Dowlingville Slant Road	Yorke Highway	Clinton Road	200m W of Yorke Hwy	01-April-2022	05-May-2022	42
Dump Road	Minlaton Road	St Vincent Highway	West of Yorke Highway	16-April-2021	07-May-2021	34
Gap Road	Spencer Highway	Coast	West of Spencer Highway (200m)	31-July-2020	02-May-2021	65
Gleasons Road	White Hut Road	Coast	50m W of Marion Bay Road	14-July-2021	24-September-2021	31
Gun Club Road	Spencer Highway	Wauraltee Road	500m S of Wauraltee Road	02-December-2021	04-March-2022	44
Heel Road	Wattle Point Road	Troubridge Hill Road	Wattle Point Bush Camping Reserve	18-May-2021	24-September-2021	40
Micky Flat Road	North Terrace	Old Coast Road	End of Seal (Curramulka)	16-April-2021	07-May-2021	46
Mount Rat Wells Road	Spencer Highway	Mount Rat Road	200m SE of Spencer Highway	02-December-2021	18-February-2022	18
New Honiton Road	West Street	McEacherns Beach Road	200m W of Goldsmith Beach Road	09-July-2021	24-September-2021	24
Old Coast Road	Mills Road	Lime Kiln Road	60m Sof Mills Road	03-December-2021	01-March-2022	37
Old Port Vincent Road	East Terrace	Port Vincent Road	600m W of Port Vincent Road	08-April-2022	26-May-2022	28
Saint Road	South Terrace	South Kilkerran Road	500m W of South Terrace (Maitland)	19-March-2021	28-May-2021	47
Sturt Bay Road	1.7km S of Baker Street	South Coast Road	Adjacent Cemetery	16-October-2020	12-March-2021	97
Troubridge Hill Road	Port Giles Road	Troubridge Point Road	200m N of New Honiton Road	10-December-2021	04-March-2022	51
Urania Road	Wauraltee Road	Spencer Highway	500m W of Spencer Highway	08-July-2021	27-August-2021	34
Wattle Point Road	Sultana Point Road	Heel Road	200m S of Hilsea Road	09-July-2021	24-September-2021	57
Waylands Road	Upper Yorke Road	Arthurlton Road	500m W of Upper Yorke Road	08-July-2021	16-November-2021	22
Weavers North Road	Weavers Road	Minlaton Road	200m N of Bowden Road	09-July-2021	24-September-2021	28
Weetulta Road	West Terrace (Arthurlton)	Spencer Highway	500m W of Thompson Road	08-July-2021	03-September-2021	60
Low Use Sheeted (High Wear) Roads						
Bussenschutt Road	Holman Road	Upper Yorke Road	200m NW of Adams Road	03-December-2021	18-March-2022	21
Goldsworthy Road	Yorke Highway	Quarry Road	200m E of Yorke Highway intersection	03-September-2020	12-March-2021	51
Honner Road	Upper Yorke Road	Corrells Road	200m E of Polkinghorne Road	11-March-2022	26-April-2022	25
James Well Road	Yorke Highway	North South Road	200m E of Standpipe Road	26-November-2021	18-February-2022	26
Lighthouse Road	Marion Bay Road	Point Annie Road	Marion Bay Road (Corny Point end)	12-December-2019	17-July-2020	95
Mason Road	Clinton Road	Pioneer Road	100m E of Clinton Road	02-December-2021	18-February-2022	38
Moorowie Station Road	Harry Butler Road	Yorke Highway	200m W of Lake Sunday Road	08-April-2022	26-May-2022	43
Old Boundary Road	Schwartz Road	Yorke Highway	West of Spencer Highway (200m)	31-July-2020	14-April-2021	45
Point Annie Road	Marion Bay Road	Lighthouse Road	200m W of Marion Bay Road	03-September-2020	12-March-2021	70
Quarry Road	West Terrace	Port Vincent Road	500m S of Seal	16-December-2020	12-March-2021	45
Weavers Road	Rabbit Corner Road	St Vincent Highway	500m East of Lake Monday Road	07-May-2021	16-May-2021	53
Willing Road	East Terrace	Correll Road	500m W of Clinton Road	07-May-2021	30-June-2021	25
Low Use Sheeted (Medium Wear) Roads						
Sunnyvale Road	Schilling Road	Agery Road	200m E of Coote Road	11-March-2022	31-March-2022	25
Wauraltee Beach Road	Wauraltee Road	Conservation Drive	700m W of Wauraltee Road	08-April-2022	03-May-2022	82
Low Use Sheeted (Low Wear) Roads						
Bamboos Road	Rickaby Road	Bertram Road	Port Rickaby Rd end	22-June-2020	20-July-2020	32
Township Sealed Roads						
Maitland						
Clinton Road	Bowman Terrace	North Terrace	Adjacent 47 Clinton Road	29-September-2017	10-August-2018	231

Yorke Peninsula Council

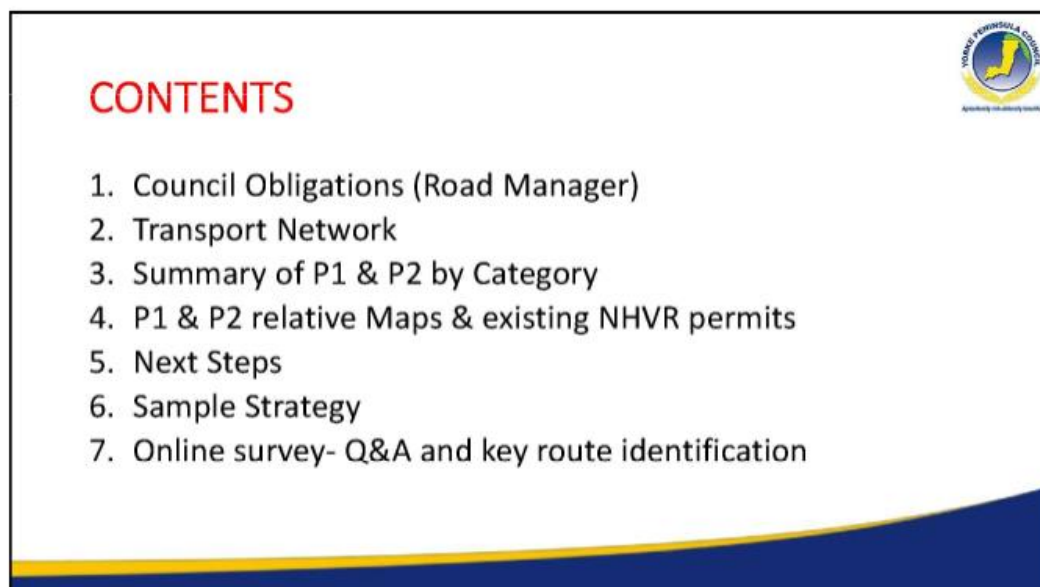
Annexure 5

21 October 2022 Maitland Community Consultation slide presentation

21/10/2022




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1


21/10/2022



1. Council Obligations

- YPC Responsibility as Road Manager (manage access to its road network & not knowingly put public in harms way- tourism increase, harvest time and transport increase)
- Council's civil liability - NonFeasance (failure to Act) MalFeasance (intentional) & Misfeasance (accidental)
- Make decisions on risk.

3



2. Transport Network (3890km)

- 529k sealed
- 523km unsheeted formed and graded roads
- 218km unformed tracks
- 2620km of Gravel Sheeted unsealed roads :
 - Rate of resheet once in 85 years (YPC resheets last a fraction.....)
 - Road user risk a function of; LV/ HV use increasing, road condition, road user familiarity with road, weight, speed, length, road geometry....
 - Wear and tear & renewal needs greater than current funding.....
 - Whole network was preapproved for 26m B- double by previous Council before safety risk assessment for width, sight dist, intersections etc .
 - Reassessment. Going backwards with current funding & access

4

2

21/10/2022

3. Summary of HDS- P1 & P2 by Category



CATEGORY	DESCRIPTION	P1 No.	P1 \$\$\$	P2 No.	P2 \$\$\$
1	Signage	2	4,000	2	2,000
2	Alignment	2	300,000	24	3,600,000
3	Major Inter upgrade	52	26,000,000	22	11,000,000
4	Minor Inter upgrade	13	1,950,000	16	8,000,000
5	Road Width	22	8,690,000	9	360,000
6	Sight Distance	40	500,000	93	4,650,000
7	Widen Inter	5	500,000	21	2,100,000
8	Pavement	32	14,560,000	65	39,515,000
		TOTAL P1	52,504,000	TOTAL P2	69,227,000

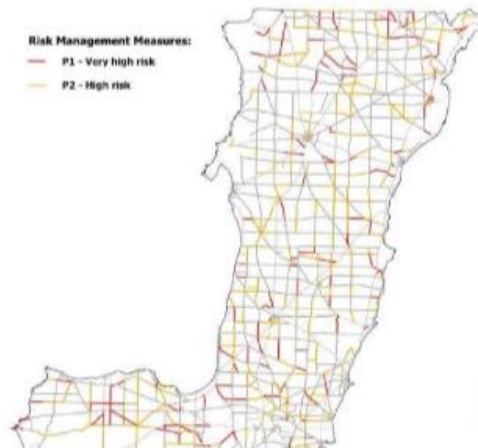
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HDS - Heavy Vehicle Route Assessment and Risk Analysis - Phase 1 & 2



Risk Management Measures:

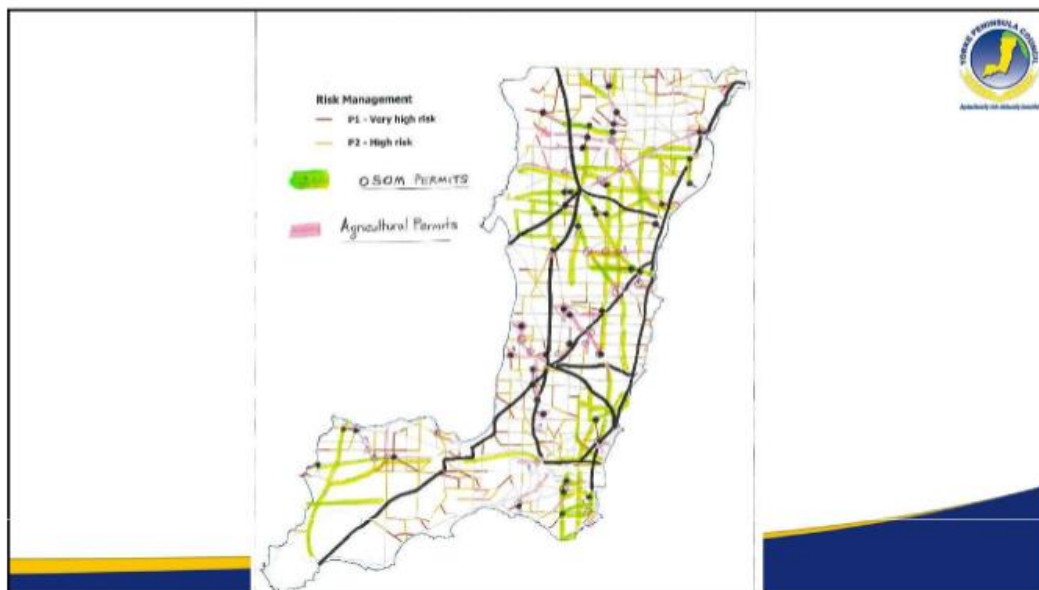
- P1 - Very high risk
- P2 - High risk



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3

21/10/2022



7

5. Next Steps

1. Focus 2022/23 intersections budget of approx. 130k on P1 & P2 signage and sight distance issues on existing OSOM/ Agricultural permit roads.
2. Bring a report back to Council on Strategy Options for risk & proposed funding for future budgets consideration.
3. Change AMP

8

4

21/10/2022

6. Sample Strategy (options)



1. Maintain status quo access & spend no more or;
2. Maintain status quo access- commit to fund & fix issues over reasonable time frame (ie 5 years) or;
3. Change the status quo access after a 6month advance advice and Council better manage risk

9

6.3 Change of Status Quo (thought starter)

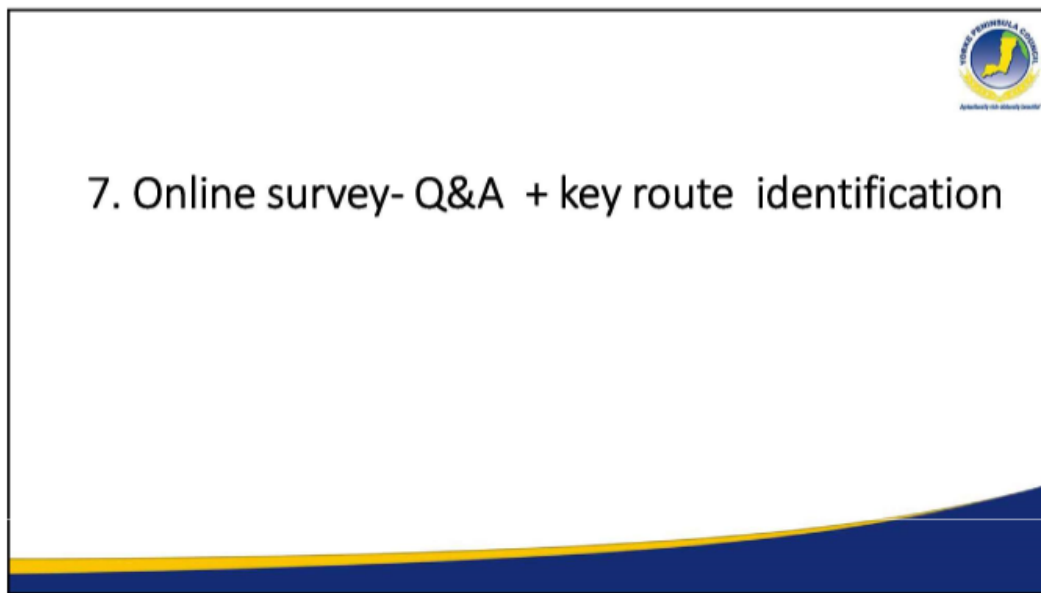


- Revoking B-double access on P1 & P2 roads & revert to NVHR permit (ie identify real transport need).
- Prioritise first P1 & P2's attention starting with OSOM/ Agricultural permit routes
- Refocus rural patch sheeting capital works for 3 years to P1 intersections
- Rate increase PP levy of X%/ year for the next 20 years from Primary Producers (PP) & Business to help fund P1 & P2 remediation which primarily benefit PP's/ business
- Use PP levy for the next 3 years to first focus on vegetation trimming, sight distance improvement and better signage.
- Reprioritise the Road Hierarchy in Transport AMP (ie less sheeted roads & focus on key routes only - East West DIT connections north of Hardwicke Bay and North South DIT connections south of Hardwick. Aim for a sustainable resheet frequency rate closer to 20 yrs rather than current 85 years)
- Revise 'fit for purpose' Standards in Transport AMP (NOT build wider roads for bigger gear)
- Continue to improve how long resheeted roads last.

10

5

21/10/2022



11

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Yorke Peninsula Council

Annexure 5.1

Roads Working Group/Stakeholder views on roads most used

Location	Stakeholder	Issue/Comment	Industry
Major Road Used	Richard Murdoch	Issue/Comment	Farming and Transport - SYP
Hundred Line Road (Corny Point Road to White Hut Road)		Not Supplied	
Levens Road (Brutus Road to White Hut Road)		Not Supplied	
Point Souttar Road (Brutus Road to Cant Road)		Problems with Cant Road/White Hut Road intersection	
Orrie Cowie Road (Yorke Highway to Barrett Road)			
Diagonal Road (Brutus Road to White Hut Road only)			
Barrett Road (Yorke to St Vincent Highways)		Yorke Peninsula Council observation: Duplicate Yorke Highway and St Vincent Highway	
Moorowie Station Road (Yorke Highway to Harry Butler Road)			
Wild Dog Hill Road (McKenzie Road to Yorke Highway)			
Sturt Bay Road (South Coast Highway to Warooka Township)			
Tuckokcowie Road (South Coast Road to Moorowie Station Road)		Yorke Peninsula Council observation: Duplicates Sturt Bay Road	
Major Road used	Greg Twelftree	Issue/Comment	Farming - CYP
Schwartz Road			
Old Boundary Road (Between Spencer Highway and Upper Yorke Road)		Yorke Peninsula Council observation: Low use and questionably warranting attention relating to all other needs across Yorke Peninsula Council	
Broster Road		Yorke Peninsula Council observation: Appears to be a North-south connection between Upper Yorke Road and Clinton Road	
Dutschke Road (East-west)			

Rifle Range Road		Yorke Peninsula Council observation: (North-south into Maitland) Low use and questionably warranting attention relating to all other needs across Yorke Peninsula Council	
South Kilkerran Road		Yorke Peninsula Council observation: Appears to be a North-south connection between Port Victoria Road and Spencer Highway	
Gypsum Pit Road		Yorke Peninsula Council observation: Appears to be a West-east connection between Troubridge Hill Road and New Honiton Road; Gypsum Pit Road is used to access the gypsum pit	
Major Road Used and Intersections	Anthony Trengove	Issue/Comment	Transport
Butler Road Spencer Highway - steep		Yorke Peninsula Council observation: Scope to come out at Spicer Road intersection, but longer journey; Council will not fund DIT road work	
Mickey Flat Road and Cemetery Road intersection		Sign and sight distance	
Bluff Road and Port Rickaby Road intersection		Sign and sight distance	
Minlaton Road, Roberts Highway and Button Road intersection		Sign and sight distance	
Bowden Road and Minlaton Road intersection		Sign and sight distance	
St Vincent Highway, Old Saltworks Road and Black Gate Road intersection		Sign and sight distance	
Corny Point Road and Brutus Road intersection		Sign and sight distance	
White Hut Road, Hayes Road, Gleesons Road and Liddiard Road 5 way intersection		Sign and sight distance	
Major Road Used	David Langford	Issue/Comment	Farming - CYP
Arthurton Road and Waylands Road intersection		Sign and sight distance	
Kainton Road (from Upper Yorke Road to Reservoir Road)		Transport Asset Management Plan (TAMP) Classification – Low Use Sheeted (High Wear)	
Coleman Road (from Correll Road to Davey Road)		TAMP Classification – Low Use Sheeted (High Wear)	

Yorke Peninsula Council

Annexure 6

Summary of 19 responses to a community survey

Collated Survey Responses 22/101210

1. Do you support a strategy aimed at giving priority to upgrade along heavy vehicle routes that provide the shortest connection to the state sealed road network for freight and transport?			Council Officer Response
Yes	No		
17	2		
2. Do you support a strategy that would see the removal of the 26m B Double gazetted/pre-approval on the least used roads?			Council Officer Response
Yes	No		
6	13		
3. Where there are adjacent roads, are you in favour of Council maintaining 26m B Double access on only the highest use roads, with access to other roads provided via a permit, where there is a demonstrated need to access the road?			Council Officer Response
Yes	No		
8	11		
4. Where a primary producer/transport operator has no alternative access for 26m B doubles, except for a particular road, and the road in question has P1 or P2 Issues identified, are you in favour of minimising the risk to other road users through the removal of the road from the gazetted/pre-approval, with access instead provided via a permit, which will attract conditions of use?			Council Officer Response
Yes	No		
5	14		
5. Are you in favour of the blanket removal of the 26m B Double gazetted and pre-approval on all roads identified as P1 and P2, with access instead provided by way of a permit, where there is a demonstrated need?			Council Officer Response
Yes	No		
6	13		
6. What do you believe is a reasonable period of notice, if Council was to de-gazette the 26m B Double network?			Council Officer Response
5 Working days			
At least 10 years. Many farmers have invested hundreds of thousands of dollars in B doubles and will have to reinvest in different configurations if they can't access their paddocks to get their product to silos for export.			

Collated Survey Responses 22/101210

6. What do you believe is a reasonable period of notice, if Council was to de-gazette the 26m B Double network?			Council Officer Response
Survey Response			
How about a vote of no confidence in the Council			
Minimum of 3 months			
3-6 months, give time for operators to arrange permits (given additional demands delays through Council and NHVR).			
6 months x 3			
3 years			
5 years x 3			
(may have long term contracts in place.)			
24 months			
At least 2 years			
7. What roads are critical to your business, for which there is no alternative route?			Council Officer Response
Survey Response			
Arthurton/Ardrossan Rd	Kangaroo flat	Sandy Church	
Kenny Rd	Cutline	Pt Annie Road	
Cane Rd	Anderson x 2	Old Boundary x2	
Dowlingville Slant Rd	Breona Rd	Gap	
Mason Rd	Thiepval Rd	Rocky Bend	
Crowell Rd	Hean Rd	Heinrich	
Melton South Rd	South Kilkerran Rd	Clasohm	
Davey Rd	Back Rd	Nalyappa	
Wilson	Hasting Rd	Clinton Rd	
Cudmore	Smith Rd	Graham Rd	
Rogers	Lodge Rd	Dave Germein Rd	
Crothers	Standpipe Rd	Piggery Corner Rd x 2	
Yorke Valley Road x 2	Yarrum Rd		

Collated Survey Responses 22/101210

8. Noting the \$121+ million value to address P1 and P2 issues on the roads most used by primary producers and the transport operators who service them, and bearing in mind Council's responsibility to address these issues now that they have been identified, as a primary production ratepayer, are you willing to accept a primary production special rate increase over and above existing rates dedicated to specifically addressing p1 and p2 issues?				Council Officer Response	
	Yes	No	N/A		
6	8	5			

If YES, what per cent, over and above existing rates, would you be prepared to pay?		Council Officer Response
1-2% Commensurate with monies required I believe that primary production ratepayers already make a significant contribution in rating income so I wouldn't like to see a huge hike in our already expensive rates, however I would be happy to make a small % contribution under a service charge type of arrangement if it was guaranteed that money went towards improvements to the road network and maintaining an appropriate level of access for heavy vehicles 2% 3%	Survey Response	

9. What do you believe should be considered as part of the solution/ strategy to manage heavy vehicle risk on roads with P1 or P2 issues?		Council Officer Response
Perhaps a lower speed limit for heavy vehicles, but council must not use that to slow down the process of fixing the road. Back to normal speed limits in 2 years regardless. Bear in mind the likelihood of the risk as well. Speed-limit heavy vehicles to reduce risk.	Survey Response	

Collated Survey Responses 22/101210

9. What do you believe should be considered as part of the solution/ strategy to manage heavy vehicle risk on roads with P1 or P2 issues?	Survey Response	Council Officer Response
	<p>The road network has handled the heavy vehicle traffic with minimal or no incidents for many years. Do the p1 or P2 issues take into account little to no light vehicle use in many of these roads.</p> <p>Maintenance and speed x 3</p> <p>Re-evaluation of transport needs from paddock to silo.</p> <p>I think that we need to remember that road trains re no wider than semi-trailer combinations and therefore I don't believe escort conditions are warranted, this should be reserved for over width machinery. It is hard to be part of the solution without knowing the risks identified. We probably also need to keep in mind that obtaining a MX (B double/ road train licence) is reserved only for drivers who meet strict standards in difficult conditions.</p> <p>I appreciate the perception of the risk and the need to improve our roads for the industry, but the reality is that there's never been a serious accident since b doubles have been allowed. You can upgrade all the roads and intersections and still have entirely unregulated access from paddocks onto roads with greater risk.</p> <p>Standard of road and speed limits throughout towns; 50km/hr is too fast through Minlaton and Yorketown for any truck.</p> <p>All road users benefit from better and safer roads; therefore, all should contribute to the cost thereof. Whilst safety for all road users is of utmost concern the past 6 or so years of liberal granting of permits etc, for the operation of B-doubles and road trains by Y.P Council on most of the roads under its control has proven that safety is not an issue and that further control measures are not required.</p>	

Collated Survey Responses 22/10/210

9. What do you believe should be considered as part of the solution/ strategy to manage heavy vehicle risk on roads with P1 or P2 issues?	
Survey Response	Council Officer Response
<p>Education to the general public to look out for heavy vehicles.</p> <p>Reduce speed limits, more regular grading and maintenance, better communication between council and road users. I have tried to have meetings about this and had no or limited response from Council.</p> <p>Minimise vegetation at intersections, apply speed restrictions to all heavy vehicles between 40-60kph, improve signage where necessary</p> <p>More signage, 60km speed limit for B-Double gazetted roads and permit A-Double roads. More education for tourism would help a lot.</p> <p>Better built roads.</p>	

Any additional comments made throughout survey	
Other Response	Council Officer Response
<p>Getting our grain off and out of the paddock in a timely is critical to our profitability. We need to ensure that we are harvesting grain in optimum condition and moving it quickly to storage facilities (both on farm and receivable sites). To do this in the most efficient manner need heavy vehicle access to all farm gates at harvest time and ideally road train access as this is the configuration, we have determined to be the most economical for our operation. The economy of our region relies heavily on solid agricultural production so I believe it should be in the interest of Local Government to support industry success whilst balancing the needs of other community members and asset longevity. Studies have</p>	

Collated Survey Responses 22/101210

Any additional comments made throughout survey	Council Officer Response
<p data-bbox="300 1411 331 1590">Other Response</p> <p data-bbox="335 1142 391 1888">demonstrated that road trains are also more forgiving on pavements than b-doubles in large volume movements.</p> <p data-bbox="414 1142 470 1888">It's not about no alternative routes it about using the most common-sense route.</p> <p data-bbox="494 1142 614 1888">It's not just about an alternative route but also the quickest route. An extra load delivered per day in the narrow window of harvest by every farmer/ every carrier makes a big difference in efficiencies for our industry.</p> <p data-bbox="646 1142 1013 1888">Most are very critical to us as we are carriers of a lot of Farmers grain/fertiliser etc. most of the unsealed and resheeted roads we use ones that we have valid permits for. Our situation is that things for us always change constantly on where we may need to go on the southern YP. So removal of any gazetted roads would effect us tremendously. I feel there needs to be at a lot of already gazetted roads or where permits are valid for A double Heavy vehicles a lot more signage and clearer visibility at lot of the P1 and P2 intersections shown on the map. This would be a cost effective and simple solution to these problems. Also through social media there could be a little bit more education for other Rd users. 60km speed limit for gazetted bdouble Rd,s and for the permitted Rd's of A Doubles. This would help reduce the amount of road damage.</p> <p data-bbox="1021 1142 1077 1888">Most farming blocks only have access from 1 road so all roads are critical.</p> <p data-bbox="1093 1142 1173 1888">Any revenue required to fix the P1 & P2 issues should come from the hefty rate increases that have ALREADY been applied to Primary Producers.</p> <p data-bbox="1197 1142 1308 1888">Heavy Vehicle safety has improved dramatically on Yorke Peninsula over the last 20 years, largely due to the introduction of 30 metre road trains. A significant reduction in vehicle movements, slower speed limits and improved vehicle safety features have all played a</p>	

Collated Survey Responses 22/101210

Any additional comments made throughout survey	Council Officer Response
<p>Other Response</p> <p>big part. We need a strategy that supports the use of this type of vehicle, not a permit system with unnecessary conditions that do little (if anything) to improve safety. Slower speed limits on unsealed roads and built up areas have been a good thing. The use of pilot vehicles is confusing (they are for over-width vehicles) and totally unnecessary - they do not contribute to safety outcomes.</p> <p>As it is impossible for Council to to Fix P1 risks in the 12month timeline recommended by HDS or raise the required funding of \$ 52,504,000 in the 12-month timeline recommended by HDS and to minimize the risk to the community it should be considered:</p> <p>>to immediately undertake an evaluation about the liability (financially and morally) for Council after having received the report and then without delay decide if it is appropriate to immediately</p> <p>>>revoke pre-approval for 26m B Doubles carrying a commodity and operating at HML</p> <p>>>revoke B-double access on all roads</p> <p>>>revert to NVHR permit</p> <p>>>allow route assessment undertaken by a suitably qualified assessor at the applicant's expense, with any . . . route upgrades for operations of RAV required at cost to the applicant after consent is given by Council.</p>	

Yorke Peninsula Council

Annexure 7

P1 Summary

Asset ID	Asset Type	Name	From	To	Length	Width	Counter Location	AADT	%HV	HV	P2 costing	P1 costing	Classification	HDS comments	Category	Additional considerations	NHVR applications update 20/02/2023
Total metres <3185km					427046						\$ 61,685,000	\$ 49,592,000.00					
4638	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Sheoak Hill Rd	Arthurton Rd	Lakes Rd	5933.8	7						\$ 1,190,000.00	Low Use Sheeted Road Medium Wear	Intersection with Arthurton Road has give way, sight lines sufficient, radii insufficient will cross centreline, 6m carriageway, pavement good condition, trees within 3m clear zone, vegetation up to edge and encroaching onto pavement , tight horizontal curve with minor sight line issues, vehicles likely to cross centreline, wider now to 7m, after 1.5km road narrows to 5m with very poor pavement, trees up to edge, very soft, poor alignment 3-4m wide, has fence across at 3.8km, no access from Lakes Road	8 - Pavement		0
25184	Rural Formed Graded Surface	Lakes Rd	Pipeline		5728	6						\$ 1,150,000.00	Unsheeted Road formed and graded	Intersection with Pipeline Road has give way, sight lines sufficient, radii insufficient, will cross centreline, 6m carriageway, vegetation encroaching, fence across road 100m along (photo), other end is one lane track with grass down middle, junction with Old Boundary Road has give way, sight lines sufficient, radii insufficient will use full width,	8 - Pavement		10
4526	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Croser Rd (Sth Gum Flat Ward)	Bowden Rd	Rogers Rd	5364.9	7						\$ 1,075,000.00	Low Use Sheeted Road Medium Wear	Intersection with Bowden Road has give way, sight lines insufficient due to vegetation and horizontal curve, radii insufficient will need to use full width, first 500m 6-7m carriageway, straight and flat, vegetation up to edge and trees within clear zone, then becomes one lane track with grass down middle, 3m track, pavement very poor condition, poor alignment with sight line issues, trees on edge, vegetation overhanging, southern 1.5km widens to 6m, pavement poor condition, clear zone opens up, junction with Rogers Road has give way, sight lines just sufficient, radii insufficient, use full width (Photo)	8 - Pavement		6
25159	Rural Formed Graded Surface	Happy Valley Rd	Hundred Line Rd		5202	4						\$ 1,045,000.00	Unsheeted Road formed and graded	Junction with South Coast Road has give way, sight lines sufficient, radii insufficient will cross centreline, hard to see in due to trees, 6m carriageway, vegetation up to edge, pavement very sandy, straight alignment with minor vertical curves, unsure if trucks can make it through sandy sections? horizontal curves with minor sight line issues road widens to 7m carriageway, minor crests, intersection with Hundred Line Road has give way, poor angle should be squared up, sight line insufficient to north due to vertical curve, sufficient to south, radii insufficient will use full width	8 - Pavement		15
25142	Rural Formed Graded Surface	Coonarie Rd	Foul Bay Rd		4922	6						\$ 985,000.00	Unsheeted Road formed and graded	Junction with Hundred Line Road has give way, sight lines sufficient, radii insufficient will use full road width, needs hazard board, 5-6m carriageway, pavement very sandy, vegetation up to edge, some trees within 3m clear zone, straight alignment with minor vertical, pavement poor quality, alignment tight with horizontal curves and 5m wide in sections, poor pavement, major sight line issues, junction with Foul Bay Road has give way, sight lines sufficient, radii insufficient cant do right out or left in	8 - Pavement		6
25131	Rural Formed Graded Surface	Bush Rd	Airstrip Rd		4501	3						\$ 905,000.00	Unsheeted Road formed and graded	Intersection with Standpipe Road has no give way, sight lines insufficient due to vegetation, radii insufficient and too narrow to turn into Bush Road, 3m wide track, grass down middle, alignment very poor, major sight line issues, pavement very poor, not a B Double road, intersection with Airstrip Road has no give way, sight lines sufficient, radii insufficient	8 - Pavement		0

Asset ID	Asset Type	Location	Asset Description	Asset Condition	Asset Age	Asset Value	Asset Status	Asset Notes	Asset Category	Asset Count
25119	Rural Formed Graded Surface	Balaklava Rd	Point Souttar Rd	7383	3.5	\$ 740,000.00	Unsheeted Road formed and graded	Junction at Levens Road has no give way or hazard board, sight lines insufficient to south, sufficient to north, radii insufficient, needs to be much wider pavement, 3-4m carriageway, some grass down middle, pavement reasonable, some trees within 3m clear zone, alignment poos in sections with minor sight line issues, some have major sight line issues, intersection with Point Souttar Road has give way, sight lines insufficient along main road due to angles and vegetation, six legs, radii insufficient needs to be improved, segment 3.6km section to north only road reserve	5 - Carriageway Widths	7
25116	Rural Formed Graded Surface	Balaklava Rd	Little Sheoak Rd	3631	3	\$ 730,000.00	Unsheeted Road formed and graded	Intersection with Wild Dog Hill Road has give ways, sight lines sufficient, radii insufficient due to 3m wide road, tall grass down middle, pavement very bad in sections, some sections fully grass, (photo), intersection with Little Sheoak Road has give way, major sight line issues both directions due to road alignment, radii insufficient to complete movements	8 - Pavement	7
25214	Rural Formed Graded Surface	Reo Rd	White Hut Rd	3583	3	\$ 720,000.00	Unsheeted Road formed and graded	Junction with Yellowoorowie Road has give way, intersection covered with vegetation, sight lines sufficient, radii insufficient, 3m track with grass along middle of road, (photo), some trees within clear zone, pavement poor, straight alignment with tight crest, sight line issues, widens to 4m for northern 300m, intersection with White Hut Road has give way, sight lines sufficient, radii insufficient	8 - Pavement	2
25202	Rural Formed Graded Surface	Peesey Rd	Yorke Hwy	3534	4	\$ 710,000.00	Unsheeted Road formed and graded	(Photo) Intersection with Mooroorowie Station Rd - Has give way sign (faded), sight lines sufficient, radius insufficient, vehicle will use full pavement width for turns. Mid-block - Inconsistent pavement width from 4m to 8m wide, pavement surface very poor / insufficient, major deep potholing and evidence of ponding and damage (road within a floodplain), grasses growing within pavement, road alignment to the north is very bad - tight curves, more of an isolated track, only 3m wide with insufficient sight through vegetation and over crests. Not suitable for heavy vehicle access. Intersection with Yorke Hwy - DIDN'T GET TO THIS END, ROAD UNSUITABLE - CONFIRM AT A LATER DATE.	8 - Pavement	0
25130	Rural Formed Graded Surface	Brook Rd	Boundary Rd	3257	5.5	\$ 655,000.00	Unsheeted Road formed and graded	Intersection with Boundary Road has give way, sight lines sufficient, radii insufficient some movements not possible, one lane track, grass down middle (photo), poor alignment, trees in clear zone, pavement poor, tall grass down middle of track, not a B Double route, impassable for a truck, junction with Twelve Mile Road has give way, sight lines sufficient, radii insufficient	8 - Pavement	2
25249	Rural Formed Graded Surface	Wurlie Rd	Hundred Line Rd	3229	3	\$ 650,000.00	Unsheeted Road formed and graded	Intersection with Hayes Road has give way, sight line sufficient, radii insufficient will go off pavement, 3m track with grass down middle, (photo), alignment fine but not great, pavement reasonable, clear zone generally good, grass down middle whole way, intersection with Hundred line Road has give way, sight lines sufficient to north, insufficient to south due to vegetation, radii insufficient due to road width	8 - Pavement	26
4029	Rural Sheeted Low Use High Wear (Central Zone) Surface	Gregor Rd	Roolama Rd	3178.7	6	\$ 640,000.00	Low Use Sheeted Road High Wear	Has priority at Roolama Road, 5m carriageway, but generally one lane track with grass down middle, clear zone is good, widens in sections but generally one lane only, pavement very poor condition with soft spots, has priority at Porky Road but only leads into a road reserve	8 - Pavement	1

Asset ID	Asset Name	Location	Year	Condition	Value	Notes	Comments	Remarks
25113	Rural Formed Graded Surface	Bagnells Well West Rd	Kangaroo Flat Rd	2935	3	\$ 590,000.00	Unsheeted Road formed and graded	8 - Pavement
<p>(Photo)</p> <p>Intersection with Kangaroo Flat Rd - No give way sign, sight lines sufficient, radius insufficient, vehicle will use full pavement width.</p> <p>Mid-Block - Eastern end - little to no actual pavement, more of an undefined track. Major potholes, undulations and exposed sections of uneven rock. Meanders between trees, pavement not suitable for heavy vehicle use.</p> <p>Western end - alignment and surface improves, 3m track. Intersection with Cudoorowie Rd - Has give way sign, sight lines sufficient, radius insufficient, vehicle will track off pavement for all turns.</p>								
25174	Rural Formed Graded Surface	Honner Rd (Maitland)	Spencer Hwy	2912	4.5	\$ 585,000.00	Unsheeted Road formed and graded	8 - Pavement
<p>Junction with Spencer Highway has sufficient sight lines, radii insufficient due to Honner Road width and underground drainage, 4m wide road, (photo), grass down middle in sections, pavement soft then improves, 5m wide, alignment fine, clear zone good, intersection with Port Victoria Road has give ways, sight lines sufficient, radii insufficient will cross full width, same on western side of intersection, pavement very poor with major drainage issues, 3-4m wide track with grass down middle, branches encroaching, trees just outside clear zone, junction with Saint Road has no hazard board, sight lines sufficient, radii insufficient due to width of Honner Road</p>								
25200	Rural Formed Graded Surface	O'Grady Rd	Spencer Hwy	2861	5	\$ 575,000.00	Unsheeted Road formed and graded	8 - Pavement
<p>Intersection with Port Victoria Road has give ways, sight lines sufficient, observation angle very poor to north due to junction angle, radii insufficient for right out and left in due to angles, other movements fine, dry weather only sign, width varies 4-7m, pavement poor with vegetation growing on edges, some down middle, some bushes and branches encroaching onto pavement, straight alignment, traffic hazard section where pavement very soft major drainage issues evidence of vehicles causing damage to road, improves, junction with Spencer Highway has no hazard board, sight lines sufficient to south, insufficient to north due to vertical curve, radii insufficient, pavement major issues</p>								
25111	Rural Formed Graded Surface	Antonio Rd	St Vincent Hwy	2828	3	\$ 570,000.00	Unsheeted Road formed and graded	8 - Pavement
<p>(Photo) - north end</p> <p>Intersection with Weavers Road - Has give way sign, sight lines sufficient. Radius insufficient - turning movements not possible on pavement due to narrow width of Antonio Rd.</p> <p>Mid-block - 3m pavement width, grass growing in middle, pavement poor - uneven rock and potholing. Winding alignment - no delineation. Some sections of pavement have drainage issues, evidence of pooling within the roadway. Widens at southern end.</p> <p>(Intersection with St Vincent Hwy) - T-junction into Little Glory Road prior to St Vincent - Horizontal curve into intersection - hazard boards and intersection past a curve sign present. Sight lines to left insufficient, ok to right. Radius insufficient, will use full width for turns.</p>								
25114	Rural Formed Graded Surface	Bagnells Well West Rd	Cudoorowie Rd	2515	5.5	\$ 505,000.00	Unsheeted Road formed and graded	8 - Pavement
<p>(Photo)</p> <p>Intersection with Cud. Rd - Has give way sign, sight lines insufficient to the left (inside curve and vegetation to edge of pavement), radius insufficient, vehicle will cross centre line.</p> <p>Mid-block - 5 to 6m pavement width in some sections, piles of rubble rock 1 to 1.5m tall (hazard) against edge of pavement. Pavement appears non-existent in some sections. Central section pavement surface and alignment deteriorates to a winding track around trees. Not suitable for heavy vehicle use.</p> <p>Intersection with Pookawarowie. Rd - Has give way sign, sight lines sufficient, radius insufficient, vehicle will use full pavement width.</p>								

Rural Sheeted Low Use High Wear (Southern 4335 Zone) Surface	Barrett Rd	St Vincent Hwy	Sturt Bay Rd	3715	8	\$ 500,000.00	Low Use Sheeted Road High Wear	Junction with St Vincent Highway has a give way, Y-junction, (photo) sight lines insufficient to left due to horizontal curve, sufficient to right, observation angle very poor, left out and right in not possible due to angle, very dangerous set up needs to be squared up, 6-7m carriageway, straight alignment with some upgrade, pavement good condition, clear zone has some hazards eastern end then becomes good, intersection with Sturt Bay Road has give ways, sight lines sufficient, radii insufficient will cross centreline	3 - Major Intersection Upgrade	20
Rural Sheeted Low Use High Wear (Southern 4387 Zone) Surface	Barrett Rd	Little Sheoak Rd	Yorke Hwy	3807.4	8	\$ 500,000.00	Low Use Sheeted Road High Wear	Intersection with Little Sheoak Road has give way, sight lines sufficient, vegetation trimming to south required, priority unclear six ways, radii insufficient for some movements due to angles , 6-7m carriageway, some trees within 3m clear zone, stobies on northern side of road and some within clear zone, pavement good but some loose rocks on road, alignment reasonable has large horizontal curve, minor crest sight lines fine, intersection with Wild Dog Hill Road has give ways, sight lines insufficient from eastern side due to tall grass , radii insufficient will cross centreline, sufficient from western side, tight alignment and pavement very poor in this section, junction with Yorke Highway has give way, Y-junction, sight lines sufficient but very poor observation angle, radii insufficient for left in and right out due to angle (photo)	3 - Major Intersection Upgrade	20
Rural Sheeted Low Use High Wear (Northern 4275 Zone) Surface	Bridge Rd	Upper Yorke Rd	Pootawana Rd	2161.1	7.5	\$ 500,000.00	Low Use Sheeted Road High Wear	Junction with Upper Yorke Highway has give way, Y-junction with poor angle, observation angles poor, radii insufficient for some movements due to angles, sight lines insufficient in both directions due to horizontal curves in road, 6-7m carriageway, some grass growing on edges of pavement, some trees within 3m clear zone, pavement good, has priority at Pootawana Road	3 - Major Intersection Upgrade	16
Rural Sheeted Low Use High Wear (Southern 4045 Zone) Surface	Hardwicke Bay Rd	Cudoorowie Rd	Yorke Hwy	3871.3	9	\$ 500,000.00	Low Use Sheeted Road High Wear	(Photo) Intersection with Yorke Hwy - (First intersects with Pookawarowie Rd in a Y junction, not visible (shielded by trees, no delineation and poor intersecting angle, not aware of prior intersection due to major intersection just past this, major risk of collisions here . At Yorke Hwy has a hazard board, sight lines sufficient, radius insufficient, likely to track over centre line. Mid-block - 8m pavement width, pavement surface good, trees within the 3m clear zone. Intersection with Cud. Rd - Hardwicke Bay. Rd has priority, has crossroad warning sign.	3 - Major Intersection Upgrade	45
Rural Sheeted Low Use High Wear (Northern 4039 Zone) Surface	Honner Rd (Kalkabury Ward)	Upper Yorke Rd	Polkinghorne Rd	1838.4	7.5	\$ 500,000.00	Low Use Sheeted Road High Wear	Intersection with Upper Yorke Road has give way, angle very poor, Y-junction set up needs to be squared up, sight lines insufficient to south, sufficient to north but observation angle very poor, radii insufficient for some movements due to angles, 7m carriageway, trees within clear zone, pavement good but shape needs to be improved water running down middle of road, alignment fine, has priority at Polkinghorne Road	3 - Major Intersection Upgrade	26
Rural Sheeted Low Use High Wear (Northern 4954 Zone) Surface	Pipeline Rd	Arthurton Rd	Upper Yorke Rd	1542.8	7.5	\$ 500,000.00	Low Use Sheeted Road High Wear	Intersection with Arthurton Road has give ways, sight lines sufficient, radii insufficient will cross centreline, 6m carriageway, trees within 3m clear zone, pavement poor condition, alignment fine, intersection with Upper Yorke Road has give way, angle poor like a Y-junction, sight lines to south insufficient, north sufficient, radii insufficient for some movements due to angle, should be squared up	3 - Major Intersection Upgrade	25

	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Pookawarowie Rd	Bagnells Well West Rd	Yorke Hwy	3812.8	8.5	\$	500,000.00	Low Use Sheeted Road High Wear	(Photo) - Same as Hardwicke Bay P1 Intersection with Bagnells. Rd - Pookawarowie. Rd has priority. Mid-block - 8m pavement width, pavement surface ok, some minor corrugation, trees within 3m clear zone, some at edge of pavement, some weeds growing within pavement at edges. Intersection with Yorke Hwy - Has give way sign (faded), Y-junction with Hardwicke Bay Rd prior to the intersection, priority unclear and poor observation angle (not ideal) - high risk for collisions at this first intersection as not highly visible, hazard board at main road. Sight lines sufficient, radius insufficient - likely to cross centre line.	3 - Major Intersection Upgrade	55
	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Redding Rd (East)	Black Bobs Rd	Yorke Hwy	3410.4	6	\$	500,000.00	Low Use Sheeted Road High Wear	Junction with Black Bobs Road has no signage, give way knocked over, sight lines sufficient, can be improved with vegetation trimming, radii insufficient will use full width, 4 5m carriageway, straight alignment, pavement reasonable with some corrugations, trees within 3m clear zone, vegetation up to edge in sections, minor vertical, junction with Pine Point Road has no hazard board or give ways, sight lines sufficient, radii insufficient, Redding Road continues for a short section to Yorke Highway, Y-junction, with sight line issues due to vegetation and vertical curve, radii issues due to angle and poor observation angle, this section should be closed	3 - Major Intersection Upgrade	46
	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Reservoir Rd	Pootawana Rd	Upper Yorke Rd	1733.3	6.5	\$	500,000.00	Low Use Sheeted Road High Wear	Has priority at Pootawana Road, 5m carriageway, isolated trees in 3m clear zone more bushes, narrows to 3m with grass down middle of road, pavement reasonable, straight alignment, tall grass up to edge not easy for a truck to get off if a vehicle comes the other way no matter how unlikely, junction with Upper Yorke Road has no hazard board, Y-junction with poor angle, sight lines insufficient although false crest hard to tell, radii insufficient due to angles	3 - Major Intersection Upgrade	47
	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Rocky Bend Rd	Spencer Hwy	Barnes Rd	4402.2	6.5	\$	500,000.00	Low Use Sheeted Road High Wear	There are two junctions with Spencer Highway and a large loop, the northern junction is a Y-junction with poor angle, sight lines insufficient, radii insufficient for left in and right out, other movements fine, loop section 8m wide, vegetation up to edges, minor sight line issues around curves, look 1km long, southern junction sight lines sufficient, radii insufficient for left out and right in need to be banned, other movements fine due to high angle, should be squared up, junction onto Rocky Bend Road is Y-junction with minor leg, left in and right out not possible and need to be banned due to angle, other movement fine, 6-7m carriageway, trees within 3m clear zone and up to edge, vegetation encroaching onto pavement, pavement corrugated, narrows to 4-5m carriageway, tight alignment with major sight line issues around horizontal curves due to vegetation, crests with sight line issues to, pavement poor, intersection with Barnes Road has give way, sight lines insufficient to west and dangerous due to embankment (photo), sufficient to east, radii insufficient for some movements due to road widths	3 - Major Intersection Upgrade	55
	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Summer Track	Francis Rd	Yarrum Rd	2918.3	8	\$	500,000.00	Low Use Sheeted Road High Wear	Intersection with Yorke Valley Road has give way, Y-junction set up with poor angles, sight lines insufficient, radii insufficient due to angles for some movements, needs to be squared up, 7-8m carriageway, straight and flat, clear zone generally good but some trees within it, pavement rough average condition, trees more frequent further south, intersection with Yarrum Road has give way, hard to see on approach due to vegetation, sight lines a sufficient, can be improved to east by trimming vegetation, radii insufficient will use full road width	3 - Major Intersection Upgrade	58

4784	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Wild Dog Hill Rd	Yorke Hwy	Balaklava Rd	1460	7	\$ 500,000.00	Low Use Sheeted Road High Wear	Junction with Yorke Highway is a Y-junction, has give way, sight lines insufficient, poor observation angle, radii insufficient for some movements, (photo), needs to be squared up and improved, major horizontal curve on Yorke Highway, 7m carriageway, has priority at Barrett Road, clear zone good at start, pavement good condition, straight alignment with some minor vertical curves have minor sight line issues, pile of rubble within clear zone on western side of road, has priority at Balaklava Road intersection	3 - Major Intersection Upgrade	41
4354	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Black Swamp Rd	Yorke Hwy	Cook Rd	3586.1	8	\$ 500,000.00	Low Use Sheeted Road Low Wear	Has priority at Cook Road, 7m carriageway, alignment is good, pavement good condition, some trees within 3m clear zone, more trees further on, junction with Yorke Highway has give way, Y-junction with left slip leg and large island, sight lines sufficient, radii insufficient due to angle, need to square up	3 - Major Intersection Upgrade	13
4255	Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Bridge Rd (Edithburgh)	St Vincent Hwy (Nth)	St Vincent Hwy (Sth)	2626	7.5	\$ 500,000.00	Low Use Sheeted Road Low Wear	Junction with St Vincent Highway North has give way, in 80 zone, Y-junction, sight lines sufficient but observation angle very poor, radii insufficient for left in and right out due to angles not possible and need to be banned, other movement fine, junction needs to be squared up, 6-7m carriageway, pavement poor with corrugations and pot holes, alignment poor with horizontal and vertical curves with minor sight line issues, vegetation up to edge, clear zone generally good, stobies outside 3m, intersection with St Vincent Highway South has give ways, sight lines sufficient, radii insufficient may cross centreline	3 - Major Intersection Upgrade	16
4874	Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Old Saltworks Rd	St Vincent Hwy	Boundary Rd	4814.5	7.5	\$ 500,000.00	Low Use Sheeted Road Low Wear	Has priority at Boundary Road, 7m carriageway, wider in sections, tight horizontal curves around lake but sight lines sufficient, pavement soft in sections, clear zone is good, 8m carriageway, horizontal curves tight but sight lines sufficient, pavement good condition, clear zone generally good, intersection with Black Gate Road has give way, sight lines insufficient both directions due to vegetation, radii insufficient will use full width, sight lines sufficient from eastern side, junction with St Vincent Highway has give way, sight lines sufficient but observation angle poor, Y-junction, radii insufficient for some movements, needs to be squared up very dangerous (photo)	3 - Major Intersection Upgrade	22
4348	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Back Rd	Maitland Rd	Wheare Rd	1724.9	7.5	\$ 500,000.00	Low Use Sheeted Road Medium Wear	Intersection with Maitland Road has give way, poor angle Y-junction, sight lines sufficient but poor observation angle, radii insufficient for some movements due to angles, 7m carriageway, pavement good condition some minor corrugations, trees within 3m clear zone, straight alignment, has priority at Wheare Road	3 - Major Intersection Upgrade	9
4507	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Correll Ln (Minlaton)	Yorke Hwy	Cemetery Rd	430.8	6	\$ 500,000.00	Low Use Sheeted Road Medium Wear	Junction with Cemetery Road has give way, Y-junction, sight lines sufficient but poor observation angle, radii insufficient will cross centreline, 7-8m carriageway, some trees 3m from edge, pavement good, horizontal curve fine, intersection with Yorke Highway has give way, large central island, sight lines sufficient, radii insufficient due to island, needs to be removed (photo)	3 - Major Intersection Upgrade	2
4134	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Main Rd	Port Vincent Rd	St Vincent Hwy	1737.1	8	\$ 500,000.00	Low Use Sheeted Road Medium Wear	Junction with Port Vincent Road has give way, is Y-junction, sight lines insufficient due to angles, radii insufficient for some movements (photo), need to square up junction, 6-7m carriageway, some trees within 3m clear zone, pavement good condition, junction with St Vincent Highway has give way, large central grassed island, sight lines sufficient but observation angles very poor, radii insufficient for some movements due to angles, need to remove island and square up	3 - Major Intersection Upgrade	0

									Has priority at Old Boundary Road, 4-5m carriageway, straight and flat, pavement fine, into town, intersection with Gardiner Road has give ways, sight lines sufficient, radii insufficient would need full width, 5m carriageway, trees up to edge of pavement, pavement poor, intersection with Reliance Rd has give ways, sufficient sight lines, radii insufficient turning movements not possible, pavement poor condition, floodway is deep, intersection with One and All Rd has give ways, sight lines sufficient once at junction, radii insufficient will leave pavement likely, road becomes one lane track with grass down middle, 3m wide poor alignment, trees up to edge, junction with Failie Dr sight lines sufficient radii insufficient, some sections maybe ok but not whole length		
Rural Sheeted Low Use Medium Wear (Northern Zone)	4670 Surface	Ulonga Rd (Price)	Failie Dr	Old Boundary Rd	2469.4	5	\$ 495,000.00	Low Use Sheeted Road Medium Wear	8 - Pavement	4	
Rural Formed Graded Surface	25247	Wurlie Rd	Levens Rd		2401	3	\$ 485,000.00	Unsheeted Road formed and graded	8 - Pavement	26	
Rural Formed Graded Surface	25248	Wurlie Rd	2.4km W of Levens Rd		2360	3	\$ 475,000.00	Unsheeted Road formed and graded	8 - Pavement	26	
Rural Sheeted Low Use Low Wear (Northern Zone) Surface	4979	Schilling Rd	Upper Yorke Rd	Bussenschutt Rd	4675	6	\$ 470,000.00	Low Use Sheeted Road Low Wear	5 - Carriageway Widths	5	
Rural Formed Graded Surface	25188	Little Sheoak Rd	Balaklava Rd		2345	6	\$ 470,000.00	Unsheeted Road formed and graded	8 - Pavement	16	
Rural Sheeted Low Use High Wear (Southern Zone) Surface	4347	Antonio Rd	Weavers Rd	Cutline Rd	2272	5.5	\$ 455,000.00	Low Use Sheeted Road High Wear	8 - Pavement	11	
Rural Sheeted Low Use Low Wear (Northern Zone) Surface	4017	Killoran Rd	Upper Yorke Rd	Reservoir Rd	4407	7.5	\$ 445,000.00	Low Use Sheeted Road Low Wear	5 - Carriageway Widths	7	

25222	Rural Formed Graded Surface	Reo Rd	Corny Point Rd		4416	3	\$	445,000.00	Unsheeted Road formed and graded	Southern junction with Wurlie Road closed with a gate (photo), northern 2.0km open to a dead end/gate, 3m track with grass down middle, major sight line issues over a crest, widens to 4m carriageway, straight alignment, vegetation trimmed back, pavement poor, poor vertical alignment with sight line issues, pavement has rutting, major pot holes, intersection with Corny Point Road has give way, sight lines sufficient, radii insufficient will use full width	5 - Carriageway Widths	2
4690	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Tiparra Springs Rd	Nalyappa Rd	Coast	4315.5	7	\$	435,000.00	Low Use Sheeted Road High Wear	Intersection with Nalyappa Road has give way, sight lines insufficient to south, due to vegetation and horizontal curve, major issues, sufficient to north, radii insufficient will use full width, 5m carriageway, pavement poor with major corrugations, straight alignment with minor crest with minor sight line issues, 4m wide in sections, pavement better, goes to dead end, trees in 3m clear zone Junction with Cadd Road has needs a hazard board or give way , sight lines sufficient, radii insufficient will use full width, has gates which are open, along paddock basically, 3m track, pavement fine, poor alignment, pile of rubble in clear zone, gates onto Arthurton Road, intersection needs give way, sight lines sufficient, radii insufficient will use full width, northern side of Arthurton Road has give way, poor angle but sight lines sufficient, radii insufficient, 5-6m carriageway, trees up to edge, pavement good condition, intersection with Pedler Road has give way, sight lines sufficient, radii insufficient will use full width	5 - Carriageway Widths	4
4897	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Nankivell Rd	Pedler Rd	Cadd Rd	4221	6	\$	425,000.00	Low Use Sheeted Road Medium Wear	Intersection with Yorke Highway has give way, sight lines insufficient to east, sufficient to west, radii insufficient and trucks will not be able to complete due to narrow width, 3m track with grass down middle, grass completely over road in sections, clear zone good, pavement poor, alignment reasonable, intersection with Wild Dog Hill Road has give ways, sight lines just sufficient, radii insufficient due to narrow width of road on both sides, 3m track with grass continues,	5 - Carriageway Widths	0
25117	Rural Formed Graded Surface	Balaklava Rd	Wild Dog Hill Rd		2028	3	\$	410,000.00	Unsheeted Road formed and graded	Intersection with Schilling Road has give way, sight lines along Schilling Road sufficient, radii insufficient as road too narrow, may not be able to complete some movements on pavement, 5-6m carriageway, trees within 3m clear zone, pavement poor condition, some grass on edges of pavement and down middle, alignment fine, junction with Holman Road needs hazard board, sight lines sufficient, radii insufficient left out may not be possible, other movements use full width	8 - Pavement	7
26328	Rural Formed Graded Surface	Unnamed Road 0936	Schilling Rd		2023	5	\$	405,000.00	Unsheeted Road formed and graded	Coast end is one lane track with grass down middle (photo), poor alignment, pavement very poor and sandy, widens after 500m to 3-4m, pavement very poor, alignment fine, clear zone good, intersection with Bamboos Road has give way, sight lines sufficient, radii insufficient due to roads width may not be able to complete on pavement	8 - Pavement	0
25133	Rural Formed Graded Surface	Bushes Rd	Bamboos Rd		1964	4	\$	395,000.00	Unsheeted Road formed and graded	Eastern end pavement very poor (photo), track really, pavement poor condition and very soft, straight alignment, clear zone good, pavement improves 3-4m track, minor vertical curve with rutting which very deep and dangerous, hard to see, intersection with Hill Road has give way, sight lines sufficient, radii insufficient will go off pavement	8 - Pavement	4
25182	Rural Formed Graded Surface	Macs Beach Rd	Hill Rd		1970	3.5	\$	395,000.00	Unsheeted Road formed and graded			

25110	Rural Formed Graded Surface	Agery Hill Rd	Lakes Rd	3942	5				\$	395,000.00	Unsheeted Road formed and graded	Intersection with Lakes Road has give way, sight lines sufficient, radii insufficient will use full width due to road widths, 4-6m carriageway, very narrow through cutting, pavement poor condition large sandy sections, trees within 3m clear zone and up to edge of pavement, typically 4m wide and road cut down so vehicles cant get off if another comes, straight alignment with very minor crests, sight lines fine, pavement very soft and sandy unsure if a truck would get through, 5m carriageway, pavement has major damage, clear zone improves, junction with Weetulta Tank Road has give way, sight lines insufficient due to embankments and vegetation, radii insufficient unsure if can be completed	5 - Carriageway Widths	2	
25225	Rural Formed Graded Surface	Rocky Bend Rd	Barnes Rd	3929	6				\$	395,000.00	Unsheeted Road formed and graded	Intersection with Barnes Road has give way, sight lines insufficient to west due to horizontal curve, sufficient to east, radii insufficient for some movements very narrow, 6-7m carriageway, vegetation encroaching onto pavement, steep crests with major sight line issues, pavement sandy, narrows to 4-5m carriageway, cut down, numerous crests with sight line issues, straight alignment, pavement soft and poor, tight alignment, intersection with Bagshaw Road has give way, sight lines sufficient, radii insufficient will use full width	5 - Carriageway Widths	55	
25235	Rural Formed Graded Surface	West Beach Rd	Corny Point Rd	3805	3				\$	385,000.00	Unsheeted Road formed and graded	(Photo) road reserve with gates, other end is a 300m section behind houses, 3m wide, vegetation up to edge, pavement reasonable, straight and flat, leads to dead end, junction with Corny Point Road has give way, sight lines sufficient, radii insufficient poor angle	5 - Carriageway Widths	6	
25128	Rural Formed Graded Surface	Boundary Rd (Gum Flat Ward)	Davies Rd	3835	4				\$	385,000.00	Unsheeted Road formed and graded	Should have priority straight on at Davies Road, 4m carriageway, typically 4-5m wide, straight alignment with some vertical, trees up to edge, pavement average quality, can see a long way forward and get off road in some sections, further on becomes one lane track with grass down middle (Photo) pavement poor condition, junction with Sparrow Road has give way and hazard board, sight lines insufficient to south due to vegetation, sufficient to north, radii insufficient for movements due to narrow width	5 - Carriageway Widths	0	
4351	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Bagnells Well East Rd	Rabbit Corner Rd	Bublacowie Rd	1856	5			\$	375,000.00	Low Use Sheeted Road Medium Wear	(Photo) Intersection with Rabbit Corner Rd - Has give way sign, sight lines sufficient, limited to the left due to vegetation. Radius insufficient, vehicle will track off the pavement. Mid-block - 3m wide track (widens to 4m eastern end), grass growing in centre, pavement surface poor, trees within 3m clear zone, some small horizontal curves with fair sight lines through. Narrow corridor, not recommended for heavy vehicle use. Intersection with Bublacowie Rd - Has give way sign (text faded away), sight lines sufficient, radius insufficient, vehicle will track off the pavement.	8 - Pavement	11	
4085	Rural Sheeted Medium Use (Central Zone) Surface	Gun Club Rd	Spencer Hwy	Barkers Rocks Rd	3777.9	500m S of Wauralte 8 Rd	44	0.0274	2	\$	350,000.00	Medium Use Sheeted Road	Junction with Spencer Highway is a Y-junction with poor angle, sight distances to left is bad due to angle, radii impacted due to angle, has give way no hazard board, 6.5m to 7m carriageway, needs to be graded to full width, some tree in clear zone but minor, alignment has curves but sight lines good, need some curve widening, have give ways at Barkers Racks Road, sight distance to right impeded by vegetation, radii very tight	Carriageway width, sight distance and intersection upgrade	39
25215	Rural Formed Graded Surface	Rocky Glen Rd (Kooluwurtie)	Sparrow Rd	1746	4				\$	350,000.00	Unsheeted Road formed and graded	Junction with Sparrow Road has no hazard board, sight lines north insufficient due to vertical curve, sufficient to south, radii insufficient due to Rocky Glen Road width, (photo), one lane track with grass down middle, poor pavement, trees within 3m clear zone, vegetation up to edge, western 200m 4m wide carriageway, poor pavement, junction with Mount Rat Wells Road has no hazard board, sight lines sufficient, radii insufficient	8 - Pavement		

25223	Rural Formed Graded Surface	Reo Rd	Wurlie Rd		1665	3	\$	335,000.00	Unsheeted Road formed and graded	Intersection with White Hut Road has give way, sight lines sufficient, radii insufficient, track with grass down middle, marked an 'No through road' (photo)	8 - Pavement	2
25147	Rural Formed Graded Surface	Cutline Rd (Kalkabury Ward)	Agery Rd		3201	6	\$	325,000.00	Unsheeted Road formed and graded	Intersection with Penang Road has give way, sight lines sufficient, radii insufficient will cross centreline, 5-6m carriageway, horizontal curve very tight with minor sight line issues due to vegetation, some vegetation encroaching, trees within 3m clear zone, pavement reasonable but some soft spots, becomes 3m wide, road cut down and vegetation so cant get off, straight , (photo), junction with Fuss Road has give way as well, priority unclear, sight lines insufficient along Fuss Road, sight lines along Agery Road sufficient, radii sufficient	5 - Carriageway Widths	0
8179	Rural Spray Seal High Use Upper Surface	Silo Rd	Maitland Rd		994.4	5.4	\$	300,000.00	Rural Sealed Roads High Use	Y-junction with Maitland Road, poor angle, sight distances to right poor due to angle, radii insufficient for some movements	major intersection upgrade	97
4746	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Trig Rd	Weavers North Rd	Roberts Hwy	2844.5	7	\$	285,000.00	Low Use Sheeted Road Medium Wear	Junction with Weavers North Road needs hazard board installed, sight lines sufficient, radii insufficient will use full width, carriageway 3-4m due to vegetation growing on pavement, some trees within 3m clear zone , straight alignment with vertical curves, sight lines generally good, pavement reasonable but cant get off if someone comes other way, widens to 6-7m at western end, junction with Roberts Highway needs hazard board, sight lines insufficient to south due to vertical curve, sufficient to north, radii insufficient will use full width	5 - Carriageway Widths	0
4712	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Wurlie Rd	2.7km W of Marion Bay Rd	Coast	2782.5	8	\$	280,000.00	Low Use Sheeted Road High Wear	Leads to camp area, dead end basically, 3-4m carriageway , pavement badly corrugated, straight alignment with some minor vertical curves sight lines sufficient, clear zone generally good, minor sight line issues over some vertical curves, widens to 5-6m, pavement needs a grade	5 - Carriageway Widths	26
4955	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Pistol Club Rd	Clinton Rd	North South Rd	2610.1	4.5	\$	265,000.00	Low Use Sheeted Road Medium Wear	Intersection with North South Road has give way, sight lines sufficient but tight due to vegetation, radii insufficient, 4m wide carriageway, trees within 3m clear zone, narrows to one lane road with grass down middle, 3m wide, cant get off road (photo), 90 degree horizontal curve, pavement soft in sections and damaged from being driven when wet, junction with Clinton Road has give way no hazard board, sight lines insufficient due to vegetation, radii insufficient for some movements	5 - Carriageway Widths	3
4289	Rural Sheeted Low Use High Wear (Central Zone) Surface	Cemetery Rd (Curramulka)	Dans Rd	Mulburra Park Rd	2880.7	9	\$	250,000.00	Low Use Sheeted Road High Wear	Junction with Dans Road has give way, Y-junction, (photo), sight lines sufficient, poor observation angle, radii insufficient for some movements, danger of not giving way, needs to be squared up, 8m carriageway, pavement good, clear zone good, straight alignment with vertical, pavement has some large pot holes, intersection with Mulburra Park Road has give ways, sight lines sufficient, radii insufficient will use full width but open	3 - Major Intersection Upgrade	37
4053	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Diagonal Rd	Little Sheoak Rd	Corny Point Rd	3516.9	8	\$	250,000.00	Low Use Sheeted Road High Wear	Junction with Little Sheoak Road has give way, very close to Yorke Highway junction, sight lines sufficient, radii insufficient, left out and right in may not be possible due to angles, 6-7m carriageway, pavement is very corrugated, trees up to edge and cutting on edge of pavement , clear zone improves, alignment has horizontal curves but reasonable, needs a grade, junction with Corny Point Road is a Y-junction, has give way, sight lines sufficient when squared up but very poor observation angle, radii insufficient for left in and right out movements need to be banned others alright (photo)	3 - Major Intersection Upgrade	29

Rural Sheeted Low Use High Wear (Southern Zone)	4068	Surface	Diamond Lake Rd	Troubridge Hill Rd	Clan Ranald Rd	5543.9	7.5	\$	250,000.00	Low Use Sheeted Road High Wear	Junction with Troubridge Hill Road has give way, sight lines sufficient, Y-junction set up with poor observation angles, needs to be squared up, radii insufficient for left in and right out will need to be banned, other movements possible, 6-7m carriageway, clear zone good first 2km, pavement good but soft in sections and damage evident, tight alignment but sight lines sufficient, trees within 3m clear zone, water on road, width varies 5-7m, clear zone improves, pavement very poor, tight horizontal curve with signs, crest with minor sight line issues, has priority at Clan Ranald Road	3 - Major Intersection Upgrade	4
Rural Sheeted Low Use High Wear (Southern Zone)	4095	Surface	Hundred Line Rd	White Hut Rd	Yellowoorowie Rd	3725.4	7	\$	250,000.00	Low Use Sheeted Road High Wear	Intersection with White Hut Road has give way, sight lines sufficient, radii insufficient will cross centreline, 7m carriageway, vegetation up to edge , pavement poor, junction with Lower White Hut Road has give way although straight through, (photo), Y-junction set up, sight line and radii issues, needs to be sorted out and squared up, priority decided, 5-6m carriageway, pavement very poor condition, vegetation up to edge , has priority at Yellowoorowie Road junction	3 - Major Intersection Upgrade	57
Rural Sheeted Low Use High Wear (Northern Zone)	4007	Surface	Kellys Hill Rd	Shed Rd	Samphire Rd	2143.2	7.5	\$	250,000.00	Low Use Sheeted Road High Wear	Junction with Samphire Rd is a Y-junction, give way and priority not clear, needs sign, also dangerous and curve is hard to see from Kellys Hill Rd , pavement poor, width varies from 4m to 6m , grass up to edge, straight alignment, has priority at Shed Rd intersection, however tight curve through intersection	3 - Major Intersection Upgrade	37
Rural Sheeted Low Use High Wear (Northern Zone)	4082	Surface	Koch Rd	South Kilkerran Rd	Balgowan Rd	653.4	8	\$	250,000.00	Low Use Sheeted Road High Wear	Junction with South Kilkerran Road has give way, Y-junction, (photo), sight lines insufficient to south due to vegetation and curve, sufficient to north but poor observation angle, radii insufficient for some movements due to angle, needs to be squared up as drivers unlikely to give way, 6m carriageway, straight and flat, pavement average, vegetation up to edge, intersection with Balgowan Road has give way, half knocked over sign , poor angle, sight lines sufficient, radii insufficient will cross centreline	3 - Major Intersection Upgrade	56
Rural Sheeted Low Use High Wear (Northern Zone)	4126	Surface	Lamshed Rd	Adams Rd	Bussenschutt Rd	3235.1	7.5	\$	250,000.00	Low Use Sheeted Road High Wear	Has priority at Adams Road, 'dry weather' road sign, road cut down would have drainage issues, trees within 3m clear zone, 7m carriageway some vegetation growing on pavement, width varies, junction with Bussenschutt Road has give way, large central grassy island two legs, poor angles, sight lines insufficient due to angles, radii insufficient for some movements due to angles, Y-junction set up needs to be improved	3 - Major Intersection Upgrade	75
Rural Sheeted Low Use High Wear (Southern Zone)	4236	Surface	Little Sheoak Rd	Point Turton Rd	Yorke Hwy	1633.2	8	\$	250,000.00	Low Use Sheeted Road High Wear	Junction with Point Turton Road has give way, Y-junction, sealed throat, sight lines sufficient, observation angle very poor, radii insufficient for some movements due to angles, large pot holes at end of seal (photo), 7m carriageway, pavement in very poor condition, clear zone good, straight alignment with minor vertical curves, intersection with Yorke Highway has give way, sight lines sufficient, radii insufficient will cross centreline	3 - Major Intersection Upgrade	16
Rural Sheeted Low Use High Wear (Northern Zone)	4181	Surface	McFarlane Rd	Pine Point Rd	Piggery Corner Rd	3915.4	8.5	\$	250,000.00	Low Use Sheeted Road High Wear	Intersection with Piggery Corner Road has give way, sight lines sufficient, radii insufficient will cross full width, 6-7m carriageway, pavement good condition, some trees within 3m clear zone, vegetation encroaching in sections , typically 7m straight and flat, junction with Pine Point Road has give way, Y-junction, sight lines sufficient when squared up, poor observation angles, radii insufficient for some movements due to angle, needs to be improved as likely drivers will fail to give way (photo)	3 - Major Intersection Upgrade	102

Rural Sheeted Low Use High Wear (Southern 5062 Zone) Surface	Orrie Cowie Rd	Sturt Bay Rd	Little Sheoak Rd	4071.3	7	\$ 250,000.00	Low Use Sheeted Road High Wear	Intersection with Little Sheoak Road has give way, six ways, sight lines along main road insufficient to south due to angle and vegetation, sufficient to north, priority confusing, radii insufficient for some movements due to angles, 6m carriageway, tight horizontal curves sight lines reasonable, vertical curve with minor sight line issues, clear zone generally good, pavement reasonable condition, branches badly encroaching onto pavement, tight alignment in sections, junction with Balaklava Road has give way, Y-junction, sight lines sufficient but poor observation angle, radii insufficient for some movements, (photo), intersection with Sturt Bay Road has give ways, sight lines sufficient, radii insufficient will use full width	3 - Major Intersection Upgrade	47
Rural Sheeted Low Use High Wear (Central 5041 Zone) Surface	Piggery Corner Rd	Black Bobs Rd	Yorke Valley Rd	2309.6	7.5	\$ 250,000.00	Low Use Sheeted Road High Wear	Intersection with Black Bobs Road has give ways, sight lines to west insufficient due to crest in road, sufficient to east, radii insufficient will use full width, 7m carriageway, vegetation up to edge, pavement is very corrugated, alignment flat and straight, junction with Yorke Valley Road is Y-junction, has give way but sight lines insufficient poor observation angles, minor central island, radii insufficient for some movements, need to improve alignment (photo)	3 - Major Intersection Upgrade	76
Rural Sheeted Low Use High Wear (Southern 4546 Zone) Surface	Recluse Rd	Goldsmith Beach Rd	Gumbowie Rd	2060.2	7.5	\$ 250,000.00	Low Use Sheeted Road High Wear	Junction with Gumbowie Road has give way, Y-junction (photo), sight lines sight lines sufficient but poor observation angles, unsure if people will give way, radii insufficient for left out and right in need to be banned due to angle, other movement fine, 5m carriageway with grass down middle in sections, trees up to edge in sections, straight and flat, pavement poor, intersection with Goldsmith Beach Road has give way, sight lines to north insufficient due to vegetation , sufficient to south, radii insufficient will use full width	3 - Major Intersection Upgrade	5
Rural Sheeted Low Use Low Wear (Southern 4032 Zone) Surface	Gum Tree Rd	Sturt Bay Rd	Old Saltworks Rd	4080.2	7	\$ 250,000.00	Low Use Sheeted Road Low Wear	Junction with Old Saltworks Road has no give way sign, sight lines sufficient, observation angle poor, Y-junction with left in slip lane, radii insufficient for some movements, large central grassy island, needs to be removed and squared up, alignment reasonable, some trees within clear zone and vegetation up to edge but generally good, pavement soft in sections but reasonable, intersection with Tuckokcowie Road has give ways, sight lines insufficient to south, major issues as very short due to horizontal curve and sight lines, sufficient to north, radii insufficient will use full width, sight lines from eastern side sufficient, radii insufficient, steep descent to intersection, 7m carriageway, straight alignment with vertical curves, clear zone generally good, pavement good, junction with Sturt Bay Road has give way needs hazard board, sight lines sufficient, vegetation trimming would improve, radii insufficient will use full width	3 - Major Intersection Upgrade	17
Rural Sheeted Low Use Low Wear (Northern 4033 Zone) Surface	Johns Rd	Gap Rd	End of Sheeting	1763	6	\$ 250,000.00	Low Use Sheeted Road Low Wear	Junction with Gap Road has no give way but appears it should, sight lines sufficient but poor due to angle, Y-junction, have junction with Nalyappa Road to east, radii insufficient for some movements due to angle, 4m carriageway for first 1km then becomes track with grass down middle, vegetation up to edge	3 - Major Intersection Upgrade	0
Rural Sheeted Low Use Low Wear (Central 4195 Zone) Surface	Mills Rd	Port Julia Rd	St Vincent Hwy	1649.6	8.5	\$ 250,000.00	Low Use Sheeted Road Low Wear	Junction with Port Julia Road is Y-junction, sight lines sufficient but poor observation angle, radii insufficient for some movements due to angle, needs to be squared up, (photo), intersection with Moorara Way has give ways, sight lines sufficient, radii insufficient will need full width both ways, 7m carriageway, pavement poor, tress within 3m clear zone, junction with St Vincent Highway has hazard board, sight lines sufficient, radii sufficient	3 - Major Intersection Upgrade	6

4227	Rural Sheeted Low Use Low Wear (Central Zone) Surface	Mumford Rd (Gum Flat Ward)	Harry Butler Rd	Bublacowie Rd	2872.3	7.5	\$	250,000.00	Low Use Sheeted Road Low Wear	Intersection with Bublacowie Road has no give way but seems like it should, sight lines sufficient, Y-junction angle, poor observation angle, left out and right in need to be banned due to angle , needs to be squared up, 6m carriageway, trees within 3m clear zone, advanced t junction warning sign provided, grass and vegetation growing on edges of pavement, pavement average quality, straight alignment with minor vertical, half way clear zone improves and width increases to 8m intersection with Harry Butler Road has give way, sight lines sufficient to north, insufficient to south due to horizontal curve and vegetation , radii insufficient will use full width Junction with Ardrossan Road has give way, sight lines sufficient, Y-junction so poor observation angle, radii insufficient for some movements due to angles, 5-6m carriageway typically, cut down, clear zone good, pavement condition poor, straight alignment with steep vertical curves, minor sight line issues, intersection with Yorke Highway has give ways, sight lines sufficient, radii sufficient	3 - Major Intersection Upgrade	36
5032	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Oster Rd	Yorke Hwy	Ardrossan Rd	1905.7	7.5	\$	250,000.00	Low Use Sheeted Road Low Wear	Junction with Yorke Highway has no give way or hazard board , sight lines very good, radii insufficient will cross full width, can easily see into Samphire Rd to check it is clear, unsealed carriageway, vegetation low but up to edge and onto pavement, 5-6m wide carriageway, intersection with Borlace Rd has priority with give ways on side roads, pavement reasonable condition, up to Kellys Hills Rd junction Samphire Rd is fine, this intersection is a Y-junction and poorly set up, need give way on Samphire Rd leg , road becomes one lane track with grass down middle, 3-4m wide, straight and flat, pavement average, junction with Shed Rd has no hazard board , sight liens sufficient, radii insufficient and will need full road width and be very tight	3 - Major Intersection Upgrade	6
4627	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Samphire Rd	Yorke Hwy	Shed Rd	3055.2	7.5	\$	250,000.00	Low Use Sheeted Road Low Wear	Junction with Nalyappa Road has give way, is a Y-junction with poor angles and slip leg, sigh lines to north insufficient very short due to horizontal curve, to south sufficient but poor observation angle, radii insufficient for left in and right out need to be banned, other movements sufficient due to angle, 7m carriageway, pavement corrugates, trees within 3m clear zone, vegetation encroaching onto pavement, vertical curves with minor sight line issues, pavement rough in sections, road cut down with embankments on edges of road, sand on pavement, has priority at Barnes Road intersection, 'no entry' and gates over road just after, seems Chapmans Rd actually extends to west, 7m carriageway, pavement very poor, vegetation on southern side of road, leads to dead end	3 - Major Intersection Upgrade	16
25137	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Chapman Rd	Nalyappa Rd		4268	7	\$	250,000.00	Low Use Sheeted Road Low Wear	(Photo)		2
4350	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	East Rd	Harry Butler Rd	Rabbit Corner Rd	2290.3	5	\$	250,000.00	Low Use Sheeted Road Medium Wear	Intersection with Harry Butler Rd - (intersects instead with Depot Shed Rd prior) - No give way sign and Y-junction prior to major intersection. Unclear who has priority and poor observation angle. Recommend to install give way sign. Sight lines sufficient. Radius insufficient, left-out and right-in movements likely to track off of pavement. Mid-block - 4m pavement width, poor pavement surface, trees within 3m clear zone, horizontal curves with insufficient sight lines (vegetation blocking sight). Narrow corridor, not recommended for heavy vehicle use. Intersection with Rabbit Corner Rd - Has give way sign, sight lines sufficient, limited to the left due to vegetation. Radius insufficient, vehicle will track off the pavement.	3 - Major Intersection Upgrade	11

4293	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Cemetery Rd (Brentwood)	Anderson Rd	Cutline Rd	2455.2	7.5				\$	250,000.00	Low Use Sheeted Road Medium Wear	Junction with Cutline Road has give way, needs hazard board, sight lines sufficient, trim vegetation to east to improve, radii insufficient will cross centreline, 6-7m carriageway, some tight curves at the start, straightens out, some isolated trees within the clear zone, some vegetation encroaching, pavement average, junction with Anderson Road has give way, Y-junction with poor angle, sight lines sufficient but observation angle poor, radii insufficient for some movements due to angle	3 - Major Intersection Upgrade	23	
3994	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Harmer Rd	Arthurton Rd	Sawley Rd	3626.1	7.5				\$	250,000.00	Low Use Sheeted Road Medium Wear	Junction with Arthurton Road has give way, sight lines to south have a blind section, sight lines to north sufficient, Y-junction angle, radii insufficient due to angles, 6-7m carriageway, pavement good, horizontal curves with minor sight line issues, some trees within 3m clear zone, long upgrade to Sawley Road junction, Y-junction with a poor angle, sight lines sufficient, radii insufficient for left out and right in due to angle, needs to be squared up	3 - Major Intersection Upgrade	10	
4168	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Martin Rd	Spencer Hwy	Bluff Rd	3427.6	7.5				\$	250,000.00	Low Use Sheeted Road Medium Wear	Intersection with Spencer Highway has give way, sight lines sufficient, radii insufficient will cross centreline, trees within 3m clear zone, 6m carriageway, tight horizontal curves with minor sight line issues, pavement good condition, vegetation up to edge, junction with Bluff Road has give way and hazard board, Y-junction set up needs to be squared up, sight lines sufficient but poor observation angle, radii insufficient for some movements	3 - Major Intersection Upgrade	6	
4695	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Tea Tree Glen Rd	Rocky Bend Rd	Nalyappa Rd	2577	7				\$	250,000.00	Low Use Sheeted Road Medium Wear	Has priority at Rocky Bend Road, 4-5m carriageway, pavement good condition, minor crests with minor sigh line issues, vegetation up to edge, straight alignment, some trees in clear zone, widens to 6m, Y-junction with Ferguson Road, sight lines sufficient but poor observation angle, radii insufficient for some movements, intersection with Nalyappa Road has give way, sight lines sufficient, radii insufficient will cross centreline	3 - Major Intersection Upgrade	41	
4673	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Tipara Church Rd	Old Boundary Rd	Nalyappa Rd	3216.6	8				\$	250,000.00	Low Use Sheeted Road Medium Wear	Intersection with Old Boundary Road has give way, sight lines sufficient, radii insufficient will cross centreline, 7m carriageway, pavement poor in sections, straight and generally flat, some vegetation up to edge, junction with Nalyappa Road has give way, Y-junction, sight lines insufficient to north due to vertical alignment and vegetation, sufficient to south, radii insufficient due to angles (photo) needs to be squared up	3 - Major Intersection Upgrade	12	
4677	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Vinecombe Rd	St Vincent Hwy	Twelve Mile Rd	1028.4	7				\$	250,000.00	Low Use Sheeted Road Medium Wear	Junction with Twelve Mile Road has give way, Y-junction, sight lines to east insufficient, poor observation angle, radii insufficient for some movements due to angle, 6-7m carriageway, tight horizontal alignment with tight curves with major sight line issues due to vegetation, grass growing on edges of pavement, vegetation up to edge, intersection with St Vincent Highway has give way, sight lines sufficient, radii insufficient, too narrow for some movements	3 - Major Intersection Upgrade	0	
25238	Rural Sheeted Low Use Medium Wear (Southern Zone) Wearing Surface	West Cowie Rd	Brutus		1080	7				\$	250,000.00	Low Use Sheeted Road Medium Wear	Junction with North Coast Road has give way and hazard board, sight lines sufficient, radii insufficient will use full width, 6m carriageway, pavement reasonable, clear zone generally good, junction with Diagonal Road has very short approach sight distance to the give way over a crest, Y-junction, major sight line issues to west, east sufficient, radii insufficient for some movements, right out and left in cant be completed, (Photo), intersection with Brutus Road has give way, sight lines sufficient, radii insufficient will need full width	3 - Major Intersection Upgrade	13	
4295	Rural Sheeted Medium Use (Northern Zone) Surface	Chinaman Wells Rd	Port Victoria Rd	2km W of Port Victoria Rd	1999.2		250m E of South Kilkeran Rd	35	0.0439	2	\$	250,000.00	Medium Use Sheeted Road	Intersection with Port Victoria Road is at a poor angle, should be squared up, sight distance to right very tight due to horizontal curve on Port Victoria Road, has large grass island in middle of intersection for some movements? Radii appear ok	alignment, sight distance and intersection upgrade	43
4044	Rural Sheeted Medium Use (Southern Zone) Surface	Gleesons Rd	West Coast Rd	Gleesons	2766.2		50m W of Marion Rd	31	0.0066	1	\$	250,000.00	Medium Use Sheeted Road	Road narrows to single lane track, no room to get off road, pavement gone tight curves	carriageway width	30

	Rural Sheeted Medium Use (Northern Zone)	Mount Rat Wells Rd	Spencer Hwy	Andrews Rd	5265.2	200m SE of Spencer 8 Highway	18	0.0461	0.8298	\$	250,000.00	Medium Use Sheeted Road	Intersection with Spencer Highway has 7 legs, poor alignment makes sight distances to left difficult, radii tight for some turns due to angle, give way provided, advanced warning sign has poor approach sight distance due to vertical curve	sight distance, alignment and major intersection upgrade	29
4173	Surface														
	Rural Spray Seal High Use Upper	Arthunton Rd	Kalkabury Rd		1273.2	6.1				\$	250,000.00	Rural Sealed Roads High Use	Junction with Upper Yorke Road poor alignment, Y-junction that needs realignment, Junction with Orrie Cowie Road has a give way, Y-junction shape, central grassy island, sight lines sufficient but observation angle poor, radii insufficient for some movements due to angle and island, (photo) 5-7m wide carriageway, pavement generally good but poor in patches, clear zone good, alignment tight but sight lines sufficient, some branches encroaching onto pavement, junction with Tuckokcowie Road has give way, Y-junction angle, sight lines sufficient but poor observation angle, radii insufficient for some movements needs to be squared up	Junction widening, intersection upgrade	534
8249	Surface														
	Rural Formed Graded Surface	Moldarby Rd	Orrie Cowie Rd		3270	6				\$	250,000.00	Unsheeted Road formed and graded	Junction with South Coast Road has give way, needs hazard board, sight lines sufficient, radii insufficient will cross centreline, typically 6m carriageway some sections wider, poor horizontal and vertical alignment with major sight line issues, vegetation up to edges and encroaching onto pavement, some trees within 3m clear zone, pavement very bad in sections barely any there, junction with Coonarie East Road is Y-junction, priority unclear sight lines insufficient radii insufficient (photo)	3 - Major Intersection Upgrade	3
25192															
	Rural Formed Graded Surface	Sandy Point Rd	South Coast Rd		3427	6				\$	250,000.00	Unsheeted Road formed and graded	Junction with South Coast Road has give way, Y-junction set up, sight lines sufficient but observation angle poor, radii insufficient for left in and right out due to angle, needs to be squared up, 5-7m carriageway, trees generally outside 3m clear zone, alignment tight but reasonable, pavement very poor with sand, junction with Foul Bay Road has give way, sight lines insufficient to south major issue, insufficient to north, radii insufficient may not be able to complete as too narrow (photo)	3 - Major Intersection Upgrade	8
25216															
	Rural Formed Graded Surface	Cape Yorke Rd	South Coast Rd		2185	6				\$	250,000.00	Unsheeted Road formed and graded	Junction with Cunningham Road has give way, Y-junction with poor angle, (photo), sight lines insufficient to west due to vegetation, sufficient to east but poor angles, radii insufficient for some movements, needs to be squared up, 4m carriageway, pavement reasonable, alignment tight with horizontal and vertical curves, minor sight line issues, trees within 3m clear zone, branches and vegetation encroaching, intersection with Pine Point Road has give way, Y-junction, sight lines sufficient, poor observation angle, radii insufficient needs to be squared up	3 - Major Intersection Upgrade	1
25135															
	Rural Formed Graded Surface	Back Rd	Cunningham Rd		3187	4				\$	250,000.00	Unsheeted Road formed and graded	Junction with Hundred Line Road has priority around the corner, bi-directional hazard board confusing should be uni-directional, Y-junction set up but has priority, width varies between 7m and 5m, pavement poor in sections, vegetation up to edge with trees in 3m clear zone, lots of pot holes, width typically 6-7m, horizontal curves generally reasonable size with minor sight line issues, minor vertical only, has priority at Hayes Road intersection 50km/h speed zone, 8-9m wide carriageway, stobies within 3m clear zone, pavement good quality, becomes 7m seal with no line marking, then widens to allow on-street parking, junction with High Street Y-junction, no give way but seems like need to, sight lines sufficient but observation angle poor, radii sufficient but difficult to complete some movements due to angle, need to make priority clear, this junction also includes Fourth St	3 - Major Intersection Upgrade	9
25112															
	Rural Formed Graded Surface	Lower White Hut Rd	Hayes Rd		4219	5				\$	250,000.00	Unsheeted Road formed and graded	Junction with St Vincent Highway has give way, needs hazard board, sight lines sufficient, radii insufficient will cross centreline, 3m track with grass down middle, vegetation encroaching, pavement poor, poor alignment, essentially no pavement, clear zone generally good, rocks piles up on edge of clear zone, junction with New Honiton Road has give way, sight lines sufficient, branch trimming to west required, radii insufficient (photo)	3 - Major Intersection Upgrade	14
25181															
	Township Spray Seal Upper	Main St (Curramulka)	Fourth St		417	7.1				\$	250,000.00				0
7611	Surface														
	Rural Formed Graded Surface	Museum Rd (Edithburgh)	St Vincent Hwy		1198	3				\$	240,000.00	Unsheeted Road formed and graded		8 - Pavement	0
25204															

Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Mumford Rd (Kalkabury Ward)	Wauraltee Rd	Conservation Dr	2321	5					\$ 235,000.00	Low Use Sheeted Road Low Wear	Junction with Conservation Drive priority unclear, major sightline issues, radii insufficient for heavy vehicles, 4-5m carriageway, pavement reasonable, clear zone generally good, straight and flat alignment, some trees within 3m clear zone, intersection with Wauraltee Road has give way, sight lines sufficient radii insufficient will cross centreline	5 - Carriageway Widths	36
Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	BHP Rd	Yorke Hwy	Stevies Rd	2244	7					\$ 225,000.00	Low Use Sheeted Road Medium Wear	Intersection with Stevie's Road has give way, sight lines insufficient due to grass and road alignment, radii insufficient will need full width, grass on pavement, width down to 3m but typically 6m, pavement has some rutting with water running down road, tight alignment, horizontal and vertical alignment very poor, major sight line issues and road only 4m wide in these sections so high risk, some isolated trees in clear zone and branches encroaching, width varies, long steep descent to intersection with Yorke highway, has give ways, sight lines sufficient to north, insufficient to south, radii insufficient unlikely to complete turns due to large culvert under road	5 - Carriageway Widths	5
Rural Formed Graded Surface Rural Sheeted High Use (Southern Zone) Surface	Savage Hut Rd	Green Flat Rd		1113	3					\$ 225,000.00	Unsheeted Road formed and graded	(Photo) Intersection with Green Flat Rd - Has give way sign, sight lines sufficient, radius insufficient, vehicles will track off the pavement. Mib-block - 3m pavement width, grass in centre of pavement, pavement surface poor, uneven rock and potholes. Isolated trees within 3m clear zone, tight horizontal curve with no widening, fair sight lines through curve. Narrow track, not suitable for heavy vehicles. Intersection with Pentonvale Rd - Acute intersection angle, no give way sign (add), sight lines insufficient due to vegetation, crest and poor observation angle, radius insufficient - vehicle will track off of pavement.	8 - Pavement	18
	Corny Point Rd	9.0km E of Liddiard Rd	10.0km E of Liddiard Rd	1002.1		East of Hayes Rd 9 (500m)	111	0.018	2	\$ 200,000.00	High Use Sheeted Road	Y-junction with Brutus Road is poorly aligned and sight distances would be difficult, unsure if priority will be obeyed	alignment, sight distance and intersection upgrade	150
Rural Sheeted Low Use High Wear (Central Zone) Surface	Mulburra Park Rd	St Vincent Hwy	Old Coast Rd	1959.5	6					\$ 200,000.00	Low Use Sheeted Road High Wear	Junction with Old Coast Road has give way, sight line sufficient, vegetation trim would improve, radii insufficient may cross centre of road, 4m carriageway, pavement wider but grass growing on it, some grass down centre of road, trees generally outside 3m clear zone, intersection with St Vincent Highway has give way, sight lines sufficient, radii insufficient will cross centreline on Mulburra Park Road as very narrow	5 - Carriageway Widths	21
Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Killoran Rd	Reservoir Rd	Kainton Rd	1970.7	7.5					\$ 200,000.00	Low Use Sheeted Road Low Wear	Intersection with Kainton Road has sight line issues, radii insufficient for some movements due to angles, 4-5m unsealed carriageway, trees within 3m clear zone, narrows to one lane with grass down middle, intersection with reservoir Road has insufficient sight lines due to trees, radii insufficient will need full width	5 - Carriageway Widths	7
Rural Sheeted Medium Use (Southern Zone) Surface	Coringle Rd	Oaklands Rd	Weavers Rd	2627.2		500m S of Weavers 8 Rd	24	0.0769	2	\$ 200,000.00	Medium Use Sheeted Road	Y-junction with Weaves Hill Road, poor angle makes sight lines poor, radii good except for left turn due to angle, some tight horizontal curves with no curve widening, 7.0m wide carriageway, give ways for Oaklands Road, sight lines are tight due to vegetation	vegetation and intersection upgrade	68
Rural Sheeted Medium Use (Southern Zone) Surface	Daly Head Rd	2.2km W of West Coast Rd (at Rd bend)	Daly Head	2633.1		300m W of West 6 Beach Rd	111	0.0071	1	\$ 200,000.00	Medium Use Sheeted Road	Road narrows to 5-6m with high edged where road is cut in so difficult to get off road, tight horizontal curves with limited sight distances, not B Double road	carriageway width and sight distance	2
Rural Formed Graded Surface	Moorara Rd (Price)	Reliance Rd		876	4					\$ 180,000.00	Unsheeted Road formed and graded	Junction with Reliance Road needs hazard board, sight lines sufficient, radii insufficient cant complete turns, 3m wide track trees within clear zone, pavement poor, water runs down road and damages pavement, floodway, intersection with Gardner St has give ways, sight lines sufficient, radii insufficient will need full width very tight, 5 6m carriageway pavement poor has rutting, 90 degree bend into Mary Street	8 - Pavement	0

25148	Rural Formed Graded Surface	Cutline Rd (Kalkabury Ward)	Penang Rd	1629	3					\$	165,000.00	Unsheeted Road formed and graded	Junction with Pedler Road has no give way or hazard board, sight lines insufficient to west due to vegetation, needs trimming, sufficient to east, radii insufficient, may struggle to do some movements at all as very narrow and road cut down, 3-4m carriageway, straight and flat, pavement reasonable, grass growing on pavement edges, clear zone good, intersection with Penang Road has no give way on this leg, needs one as priority is unclear, sight lines sufficient, radii insufficient will use full width, major dip at intersection due to drainage	5 - Carriageway Widths	0
9353	Rural Sheeted High Use (Northern Zone) Surface	Nalyappa Rd	Spencer Hwy	1.0km S of Spencer Hwy	999.6	200m S of Spencer Highway	124	0.0233	2.8892	\$	150,000.00	High Use Sheeted Road	Junction with Spencer Highway is a Y-junction with large grass island in middle, alignment is poor and sight angle difficult to the right, turning movements would be impacted for heavy vehicles by alignment, has guide posts to delineate	alignment and minor intersection upgrade	196
4946	Rural Sheeted High Use (Northern Zone) Surface	Pine Point Rd	24.5km SE of Vista Grove	25.5km SE of Vista Grove	1004	Between James Well Rd and Sandy 9 Church Rd	39	0.0323	1.2597	\$	150,000.00	High Use Sheeted Road	9m carriageway up to Yorke Highway, intersection with Yorke Highway has give ways, sight distance to north poor due to vertical curve on Highway, radii tight will cross centreline		357
4047	Rural Sheeted Low Use High Wear (Central Zone) Surface	Didlyamulka Rd	Mount Rat Rd	The Gunbarrel Rd	1985.1	8.5				\$	150,000.00	Low Use Sheeted Road High Wear	Has priority at The Gunbarrel Road, 7m carriageway, straight alignment with minor vertical, trees within 3m clear zone and up to edge, pavement has some minor pot holes, junction with Mount Rat Road has give way and hazard board, sight lines insufficient to south due to horizontal curve, sufficient to north, radii insufficient due to large central grassy island, needs to be removed (photo)	4 - Minor Intersection Upgrade	28
4003	Rural Sheeted Low Use High Wear (Central Zone) Surface	Illman Rd	Yorke Hwy	McKenzie Rd	3941.9	8.5				\$	150,000.00	Low Use Sheeted Road High Wear	Junction with Yorke Highway has give way, sight lines sufficient, radii insufficient due to large central island (photo), needs to be removed, 8-9m carriageway, straight alignment with minor vertical, trees generally outside 3m clear zone, pavement good condition, intersection with Cemetery Road has give way, sight lines sufficient, radii insufficient will cross centreline	4 - Minor Intersection Upgrade	9
4004	Rural Sheeted Low Use High Wear (Central Zone) Surface	Jacka Rd	Yorke Hwy	Harry Butler Rd	4217	7.5				\$	150,000.00	Low Use Sheeted Road High Wear	Intersection with Harry Butler Road has give way, six ways junction, sight lines sufficient along Harry Butler Road, radii insufficient for left out and right in need to be banned due to angles, priority confusing with Cudmore Road, should formalise, 6m carriageway, pavement good, some trees in 3m clear zone but generally good, alignment has some horizontal curves but sight lines reasonable, intersection with Yorke Highway has give way, priority confusing with Bowden Road as meets at same point, both ends junctions need to be upgraded, large central island (photo) sight lines to north sufficient, insufficient to south, radii insufficient for some movements due to island	4 - Minor Intersection Upgrade	18
4065	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Jacobs Ln	Birkin Rd	Yorke Hwy	2989.1	6.5				\$	150,000.00	Low Use Sheeted Road High Wear	Junction with Birkin Road steep up to junction, sight lines insufficient, radii insufficient, 6m carriageway, poor alignment with sight line issues, intersection with Coleman Road has give ways, sight lines insufficient, radii insufficient, road narrows to 5m, trees within 3m clear zone, pavement good, intersection with Clinton Road has give ways, sight lines sufficient, radii insufficient, road 5m wide, junction with Yorke Highway has two legs, sight lines sufficient radii insufficient for some movements, large central island needs to be improved	4 - Minor Intersection Upgrade	18
4225	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Moloney Rd	Upper Yorke Rd	Arthurton Rd	3466.7	7				\$	150,000.00	Low Use Sheeted Road High Wear	Intersection with Sawley Road and Upper Yorke Road is confusing as who has priority, no give way, large central island, sight lines sufficient, radii insufficient for some movements, 5-6m carriageway, trees within 3m clear zone, dry weather road sign, straight with minor vertical, narrows to 4m, pavement poor with soft sections, clear zone good for a while then trees again, road widens at western end, intersection with Arthurton Road has give way, sight lines sufficient, radii insufficient likely to cross centreline	4 - Minor Intersection Upgrade	7

4636	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Thomson Rd	2.5km NW of Pipe Line Rd	Lakes Rd	2375.3	8	\$	150,000.00	Low Use Sheeted Road High Wear	Junction with Lakes Road has hazard board on one leg, large central island with two legs, major sight line issues to south due to vegetation and horizontal curve , sight lines sufficient to north, radii insufficient due to island, (photo), pavement good condition, 6-7m carriageway, horizontal curves but well set up, trees within 3m clear zone	4 - Minor Intersection Upgrade	16
4775	Rural Sheeted Low Use High Wear (Central Zone) Surface	Wilson Rd	Yorke Hwy	Honner Rd	4254.9	8	\$	150,000.00	Low Use Sheeted Road High Wear	Intersection with Honner Road has give way, sight lines sufficient to west, insufficient to east due to vertical curve and vegetation , radii insufficient need full width, 6-7m carriageway, poor alignment with tight horizontal curves with minor sight line issues, pavement corrugated, trees within 3m clear zone, minor crests, pavement reasonable, alignment improves, intersection with Yorke Highway (photo), has give ways, priority unclear with Cudmore Road , large central grassy island, sight lines along Yorke highway sufficient, radii insufficient for some movements due to island, needs to be removed	4 - Minor Intersection Upgrade	9
4701	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Yararoo Rd	Wayside Rd	Kainton Rd	3990.9	7.5	\$	150,000.00	Low Use Sheeted Road High Wear	Typically 7m wide, alignment poor in norther section both horizontal and vertical, minor sight line issues in several locations, trees on both side of road within 3m clear zone, alignment improves pavement good, junction with Kainton Road has large central island with trees, major sight line issues due to alignment, radii insufficient due to island, needs to be improved	4 - Minor Intersection Upgrade	41
4782	Rural Sheeted Low Use High Wear (Central Zone) Surface	Yorke Valley Rd	1.8km SE of Black Bobs Rd	Yorke Hwy	1883.5	8	\$	150,000.00	Low Use Sheeted Road High Wear	Y-junction with Piggery Corner Road very poor alignment, unlikely give way will be obeyed , 8m carriageway, trees 5m back, straight and flat, pavement good, has intersection warning sign, give ways, sight distances good, radii ok	minor intersection upgrade	155
4463	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Coconut Rd	Upper Yorke Hwy	Holman Rd	1718.6	7.5	\$	150,000.00	Low Use Sheeted Road Low Wear	Junction with Upper Yorke Highway has give way, two legs with large central island, poor angles, major sight line issues, radii insufficient for some movements, this needs an upgrade , (photo), 7m carriageway, some grass growing on pavement edges, clear zone is good, pavement good quality, short sealed section past house very poor quality with major pot holes, trees start on southern side of road branches up to edge of road, has priority at Holman Road	4 - Minor Intersection Upgrade	14
4092	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Green Plains Rd	Holman Rd	Bussenschutt Rd	3406.7	7.5	\$	150,000.00	Low Use Sheeted Road Low Wear	Intersection with Holman Road has give way, sight lines sufficient, radii insufficient for some movements due to angle, 7m carriageway, pavement poor in patches, vegetation up to edges and encroaching, trees within 3m clear zone, some tight horizontal curves with sight line issues due to vegetation, intersection with Bussenschutt Road has give way, large central island with tree, two legs, sight lines sufficient, radii insufficient for some movements, needs island removed	4 - Minor Intersection Upgrade	6
4740	Rural Sheeted Low Use Low Wear (Central Zone) Surface	Sundown Lake Rd	Port Vincent Rd	Dump Rd	4735	8	\$	150,000.00	Low Use Sheeted Road Low Wear	Intersection with Dump Road has give way, sight lines sufficient, radii insufficient will cross centreline, 7m carriageway, straight at the start with numerous crests sight lines generally fine, vegetation up to edge and encroaching onto pavement some trees within 3m clear zone, pavement average condition, tight alignment in section with horizontal curves minor sight line issues, junction with Old Port Vincent Road has give way and then both legs straight onto Port Vincent Road, priority unclear sight lines into Old Port Vincent Road major issue due to pine trees, sight lines along Port Vincent Road insufficient to west due to horizontal curve very poor , sufficient to east, radii will cross centreline, (photo)	2 - Alignment and Signage	21

4286	Surface	Cartwright Rd	Boundary Rd	Sturt Bay Rd	4195.6	7.5					\$	150,000.00	Low Use Sheeted Road Medium Wear	Intersection with Sturt Bay Road has give way, sight lines to north insufficient due to vertical curve, sufficient to south, radii insufficient will cross centreline, 6-7m carriageway, pavement reasonable, vegetation up to edge, some trees within 3m clear zone, rocks along edge of pavement, straight alignment with vertical curves, narrows to 5m over crest, pavement has some large pot holes, intersection with Tuckokcowie Road has give ways, major sight line issues from western side due to horizontal curve and vegetation, radii insufficient will need full width, from eastern side sight lines sufficient to north still insufficient to south, 7m carriageway, straight, clear zone good, pavement good, junction with Boundary Road poorly set up with grass in middle, sight lines sufficient radii insufficient, needs to be formalised, (photo)	4 - Minor Intersection Upgrade	11
5048	Surface	Savage Hut Rd	Weavers Rd	Olive Tree Rd	1158.7	7					\$	150,000.00	Low Use Sheeted Road Medium Wear	(Photo) Intersection with Weavers Rd - Acute intersection angle (very tight (<45 degrees) with Weavers Rd to the left), 5 leg intersection. Has give way sign, sight distance insufficient, vegetation impacting both directions and very poor intersection angle to left (although pre-intersection turnout connection provided to Weaver). Radius insufficient for left out and right in turns, will track off of pavement. Mid Block - 6 to 7m pavement width, heavy grass growth through pavement near edges, pavement surface otherwise good, some trees within 3m clear zone. Intersection with Olive Tree Rd - Has give way sign. Sight lines sufficient, radius insufficient, vehicles will track over full pavement width.	2 - Alignment and Signage	18
21617	Surface	Brutus Rd	Levens Rd	Corny Point Rd	2208.3	8	2km East of West	72	0.0345	3	\$	150,000.00	Medium Use Sheeted Road	7m carriageway, Y-junction with Corny Point Road, angle very poor, difficult to see if vehicles coming, give way unlikely to be obeyed, needs to be realigned	Sight Distance, Junction	82
4850	Surface	Old Coast Rd	Moorara Rd	Micky Flat Rd	1104.3	9.5	south of Clinton Rd intersecti on (200m)	37	0.1111	4.1107	\$	150,000.00	Medium Use Sheeted Road	Y-junction with Active Road has no give way for priority , 8.0m carriageway, very steep dip has warning signs	minor intersection upgrade	4
4748	Surface	Troubridge Hill Rd	Recluse Rd	St Vincent Hwy	2816	9	200m N of New Honiton Rd	51	0.0306	1.5606	\$	150,000.00	Medium Use Sheeted Road	sight distances along St Vincent Highway poor due to horizontal curve, radii tight for left turns in, 7m carriageway, alignment good, some vegetation and trees up to edge	minor intersection upgrade and vegetation	124
25141	Graded Surface	Coonarrie East Rd	Wild Dog Hill Rd		3500	6					\$	150,000.00	Unsheeted Road formed and graded	Junction with Foul Bay Road has two legs with large island with trees, legs have give ways, very poor observation angles and sight line issues, radii issues due to angles, southern leg steep and very sandy, needs to be improved and realigned, 6-7m carriageway, pavement very poor with lots of sand, some trees within 3m clear zone, alignment poor with horizontal and vertical curves with major sight line issues, narrows 5-6m carriageway, pavement poor, some grass growing on pavement, junction with Wild Dog Hill Road has give way, needs hazard board, sight lines insufficient to north due to vegetation and vertical curve , sufficient to south, radii insufficient will use full width	4 - Minor Intersection Upgrade	13
25189	Graded Surface	McInerny Rd	Melton South Rd		2815	3					\$	150,000.00	Unsheeted Road formed and graded	Intersection with Melton South Road has give ways, sight lines sufficient, radii insufficient, will need full width, 6m carriageway, trees and vegetation along both edges and encroaching onto pavement, alignment tight in sections with minor sight line issues, pavement 5m wide only, pavement poor condition, junction has give way but two roads Barns Rd and Kainton Road, large grassy island, poorly set up, sight lines insufficient, radii insufficient for some movements	4 - Minor Intersection Upgrade	18

[illegible]

25198	Rural Formed Graded Surface	Murch Rd (Kooluwurtie)	Mount Rat Rd		692	4		\$ 70,000.00	Unsheeted Road formed and graded	Junction with Rocky Glen Road has no hazard board, sight lines insufficient to east due to vegetation, sufficient to west, radii insufficient due to central grassy island, 4m carriageway, pavement ok, clear zone good, some pot holes and some rock exposed in pavement, straight and flat, junction with Mount Rat Road has no hazard board, sight lines sufficient, radii insufficient will cross centreline	5 - Carriageway Widths	0
4150	Rural Sheeted Low Use High Wear (Central Zone) Surface	Mount Terrible Rd	Parsons Beach Rd	Watson Beach Rd	3739.9	7.5		\$ 50,000.00	Low Use Sheeted Road High Wear	Has priority at Watson Beach Road, 7m carriageway, pavement very rough, vegetation along edges, some trees within 3m clear zone, alignment reasonable, intersection with Parsons Beach Road has give way, sight lines to west insufficient due to vertical curve , major sight line issue as sealed high speed road, sufficient to east, radii insufficient will cross centreline ([photo])	6 - Sight Distance and Junction Widening	15
4560	Rural Sheeted Low Use High Wear (Central Zone) Surface	Sparrow Rd	Yorke Hwy	Butler Rd	4074.9	7.5		\$ 50,000.00	Low Use Sheeted Road High Wear	Intersection with Butler Road has give way, sight lines sufficient to east, insufficient to west due to horizontal curve and vegetation , radii insufficient will use full width, 8-7m carriageway, pavement has some pot holes and corrugations, trees within 3m clear zone, alignment fine, priority unclear with Saucer Road as both has give ways past this intersection for Yorke Highway, then have two legs onto Yorke Highway for these two roads, need to clarify priority, using leg straight ahead of Sparrow Road the sight lines along Yorke highway are sufficient, radii insufficient for left out but other movements fine	6 - Sight Distance and Junction Widening	20
4193	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Miller Rd	Saint Rd	Greenslade Rd	1229	7		\$ 50,000.00	Low Use Sheeted Road Low Wear	Intersection with Saint Road needs give way , has not got a sign, sight lines sufficient, radii insufficient, will cross centreline, 6m carriageway, straight and flat, pavement fine, clear zone generally good, intersection with Greenslade Road has give way, sight lines sufficient, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	5
4732	Rural Sheeted Low Use Low Wear (Central Zone) Surface	Yacca Rd	Weavers North Rd	Rogers Rd	2847.5	6		\$ 50,000.00	Low Use Sheeted Road Low Wear	Intersection with Rogers Road has give way, sight lines sufficient, radii insufficient, some movements not possible due to narrow width on pavement, 3m track, grass down middle, widens to 4-5m carriageway, vegetation up to edge and encroaching, trees within 3m clear zone, straight alignment, pavement average, cant get off road , junction with Weavers North Road has give way, no hazard board, sight lines insufficient to north due to vegetation , sufficient to south, radii insufficient will use full road width	6 - Sight Distance and Junction Widening	4
3981	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Davies Rd	Anderson Rd	Boundary Rd	1640.6	7.5		\$ 50,000.00	Low Use Sheeted Road Medium Wear	Intersection with Anderson Road has give way, sight lines sufficient, radii insufficient but can use full width reasonably open, 7m carriageway, pavement rough with some pot holes, trees generally outside 3m clear zone but some inside, minor sight line issues over crests, junction with Boundary Road has no give way or hazard board, more just a horizontal curve to east which makes priority unclear, need sign, sight lines insufficient due to vegetation, radii insufficient, need give way to make priority clear (photo)	6 - Sight Distance and Junction Widening	29
4719	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Wayside Rd	Kainton Rd	Melton South Rd	1753.2	6.5		\$ 50,000.00	Low Use Sheeted Road Medium Wear	Junction with Melton South Road has give way, sight lines sufficient, radii insufficient can use full width, trees within 3m clear zones on both sides, 5m unsealed carriageway, has give ways at Bridge Road intersection, major sight lines issues, radii insufficient for some movements, will need full width, intersection with Kainton Road has give way, sight lines insufficient, radii insufficient cant do some movements	6 - Sight Distance and Junction Widening	5
25234	Rural Formed Graded Surface	Wapper Rd	Rickaby Rd		2640	3		\$ 50,000.00	Unsheeted Road formed and graded	Intersection with Rickaby Road has no give way, needs give way , sight lines sufficient, can be improved to south with vegetation trimming , radii insufficient due to narrow width, 3m carriageway with grass down middle, vegetation up to edge and encroaching (photo), pavement poor, has exposed rock, large pot holes, sandy sections, trees within 3m clear zone , junction with Crosser Road has insufficient sight lines, radii insufficient, no hazard board	6 - Sight Distance and Junction Widening	

Rural Formed 25231 Graded Surface	Swincer Rd (Minlaton)	Yorke Hwy	621	7	\$	50,000.00	Unsheeted Road formed and graded	Junction with Fuller Road has give way, sight lines to north sufficient, to south insufficient (photo) due to vegetation and vertical crest , major issue, radii insufficient, will use full width, 7-8m carriageway, lots of houses, pavement poor, vegetation up to edge and branches encroaching, some trees within 3m clear zone, no give way at Yorke Highway intersection, needs one, sight lines sufficient, radii sufficient	6 - Sight Distance and Junction Widening	0
Rural Formed 25191 Graded Surface	McKenzie Rd (Innes-Penton Vale Ward)	3.4km NW of South Coast Rd	2565	5	\$	50,000.00	Unsheeted Road formed and graded	Junction with Wild Dog Hill Road has give way, sight lines insufficient due to vegetation, needs trimming , radii insufficient will use full width, 5-6m carriageway, lots of sand on pavement poor condition, clear zone generally good, lots of crests but sight lines reasonable, end of segment tight horizontal curve with major sight line issues due to vegetation, trucks will cross whole road width, major issue (photo)	6 - Sight Distance and Junction Widening	0
Rural Formed 25219 Graded Surface	Pootawana Rd	Kainton Rd	1157	5	\$	50,000.00	Unsheeted Road formed and graded	Intersection with Kainton Road has give way, sight lines to east sufficient, to west very poor due to horizontal curve and vegetation , dangerous for all users, radii insufficient will need full width, 5m unsealed carriageway, some grass down middle, trees generally further than 3m back, pavement average, intersection with Reservoir Rd has give way, sight lines sufficient, radii insufficient, some movements not possible as too narrow roads	6 - Sight Distance and Junction Widening	16

Yorke Peninsula Council

Annexure 8

P2 Summary

Asset ID	Asset Type	Name	From	To	Length	Width	Counter Location	AADT	%HV	HV	No of HV permits	P2 costings if all HDS comments dealt with	P1 costing	Classification	HDS comments	Category	Additional considerations
					777625.300						Total	\$ 61,685,000	\$ 49,592,000.00				
4294	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Cant Rd	White Hut Rd	Yellowoorowie Rd	5569	7					9	\$ 1,115,000		Low Use Sheeted Road High Wear	Intersection with White Hut Road has give way, poor angle between roads, needs to be squared up, sight lines sufficient but observation angle poor, radii insufficient for left out and right in , other movements reasonable, needs to be squared up, 6-7m carriageway, clear zone generally good but large pile of rocks within it, horizontal curves but sight lines sufficient, pavement poor in patches, has lots of vertical curves with minor sight line issues over crests, pavement poor, more trees in clear zone now, has priority onto Yellowoorowie Road	8 - Pavement	tba
25158	Rural Formed Graded Surface	Yorke Highway	Hundred Line Road		5327.8	5.5					0	\$ 1,070,000		Unsheeted Road formed and graded	Intersection with Hundred Line Road has give way, sight lines to north insufficient due to vertical curve, sight lines to south sufficient, radii insufficient will use full width, 5-6m carriageway, poor alignment with horizontal and vertical curves, major sight line issues, vegetation up to edge , pavement poor some just exposed rock, no sand issues very haRoad, but lots of pot holes, width varies between 3-7m, poor alignment with sight line issues, junction with Yorke Highway has give way and hazaRoad boaRoad, sight lines sufficient, radii sufficient,		tba
4016	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Goldsmith Beach Rd	Old Honiton Rd	Heel Rd	4845.6	8					13	\$ 970,000		Low Use Sheeted Road High Wear	Junction with Heel Road has give way, sight line insufficient to east due to horizontal curve , sufficient to west, radii insufficient will cross centreline mainly due to angle quite wide, 7-8m carriageway, clear zone generally good some isolated trees and a large rubble pile on edge of road however, pavement has some corrugations, alignment good, very wide, pavement very poor in sections, intersection with Old Honiton Road has give way, sight lines sufficient, radii insufficient will use full width	8 - Pavement	tba
4880	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Old Boundary Rd	Thomas Rd	Graham Rd	4778.4	7.5 (200m)	West of Spencer Highway	45	0.0238	1.071	37	\$ 960,000		Low Use Sheeted Road High Wear	Has priority at Graham Road, 6-7m carriageway, trees up to edge, straight alignment with long vertical curves, pavement has no shape, evidence of water running down road and causing damage and rutting to pavement, minor sight line issues over crests, pavement poor in sections with pot holes and very rough, intersection with Thomas Road has give way, sight lines insufficient due to vegetation , radii insufficient will need full width	8 - Pavement	tba
4010	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Johnson Rd	Graham Rd	Gillis Rd	4758.7	7.5					6	\$ 955,000		Low Use Sheeted Road High Wear	Intersection with Ardrossan Road and Graham Road needs improvement, both have give ways for Ardrossan but not each other, then large central island, sight lines are sufficient, radii fine if select correct leg however insufficient if not and may lead to confusion, 7-8m unsealed carriageway, pavement condition is poor with a lot of pot holes, trees within 3m clear zone vegetation encroaching onto pavement, narrows to 6m wide in sections , pavement very poor conditions needs work, width varies 6-8m wide, alignment good, vegetation along full length, intersection with Gillis Road has give ways, sight lines insufficient due to vegetation, needs trimming, radii insufficient for some movements	8 - Pavement	tba
4436	Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Hayes Rd	Wurlie Rd	Corny Point Rd	4726.3	6					6	\$ 950,000		Low Use Sheeted Road Low Wear	Has priority at Wurlie Road intersection, 5m carriageway, pavement poor condition with lots of pot holes, trees within 3m clear zone, vegetation trimmed back, alignment generally straight with minor crests, major sight line issues over some crests, pavement poor condition, junction with Corny Point Road has give way, sight lines sufficient, radii insufficient	8 - Pavement	tba
4106	Rural Sheeted Low Use High Wear (Southern Zone) Surface		4km S of Hundred Line Rd	Yorke Hwy	4137	7					12	\$ 830,000		Low Use Sheeted Road High Wear	5m carriageway, pavement poor condition, straight alignment with minor vertical, sight lines sufficient, vegetation up to edge, some trees within 3m clear zone, widens a little to 6m, junction with Yorke highway has give way, sight lines sufficient, radii insufficient will cross centreline	8 - Pavement	tba

	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Weetulta Tank Rd	Bull Ant Rd	Pipeline Rd	4122.2	8.5	8	\$	825,000	Low Use Sheeted Road High Wear	Has priority at Bull Ant Road, 7m carriageway, trees within 3m clear zone, tight alignment at northern end minor sight line issues , pavement poor condition, major sight line issues over some crests, intersection with Pipeline Road has give way, however both roads just lead straight into Spencer Highway junction and priority unclear , observation angle really poor to Pipeline Road, radii insufficient onto Pipeline Road for some movements	8 - Pavement
	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Hundred Line Rd	Yellowoorowie Rd	4km S of Yellowoorowie Rd	4001	7	12	\$	805,000	Low Use Sheeted Road High Wear	Has priority at Yellowoorowie Road intersection, 5-6m carriageway, vegetation encroaching, trees within 3m clear zone, pavement poor condition, straight alignment with continuous vertical curves, some have minor sight line issues, Junction with Marion Bay Road has give way, sight lines sufficient, radii insufficient will cross centreline, sealed throat, 7m carriageway, pavement good but corrugated, trees along edges , alignment becomes poor with horizontal and vertical curves with minor sight line issues, pavement badly corrugated, narrows to 5m, sand on pavement some horizontal curves with major sight line issues due to vegetation and very tight	8 - Pavement
	Rural Formed 25157 Graded Surface	Marion Bay Road	Coast		3980.3	7	19	\$	800,000	Unsheeted Road formed and graded	Intersection with Yorke Highway has give way, sight lines sufficient, radii insufficient will need full width but open and can see in easily, 5-7m carriageway, 90 degree horizontal curves, can see around as no vegetation, pavement has minor pot holes, pavement very soft in section, vegetation growing on edges of pavement, clear zone is good, junction with Yarroo Road has no hazaRoad boaRoad, sight lines to left insufficient, right sufficient, radii insufficient will need full width and just make turn	8 - Pavement
	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Borlace Rd	Yorke Hwy	Yarroo Rd	3912.1	8	3	\$	785,000	Low Use Sheeted Road High Wear	Intersection with Greenslade Road has give way, sight lines insufficient due to vegetation and horizontal curve, radii insufficient will cross centreline, dry weather road, pavement poor, 5-6m carriageway, straight alignment with long upgrade, clear zone generally good with isolated trees only, intersection with Balgowan Road has give way, sight lines to west insufficient due to vegetation, sufficient to east, radii insufficient will use full width	8 - Pavement
	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Miller Rd	Greenslade Rd	Balgowan Rd	3875.6	7	2	\$	780,000	Low Use Sheeted Road Low Wear	Dead end, 5-6m wide carriageway, straight alignment, width varies, vertical curves with minor sight line issues, clear zone good but then vegetation up to edge and some trees within 3m clear zone, pavement poor, some rutting, lots of pot holes, intersection with Sturt Bay Road has give ways, sight lines insufficient to north due to vertical curve, sufficient to south, radii insufficient will cross centreline	8 - Pavement
	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Cartwright Rd	Sturt Bay Rd	Dead end	3841.1	7.5	4	\$	770,000	Low Use Sheeted Road Medium Wear	Has priority at McFarlane Road, 6-7m carriageway, trees within 3m clear zone, long upgrade, pavement has drainage issues resulting in large pot holes, water running down road, needs to be reshaped, 7-8m carriageway, alignment good, stobies 6-7m back, intersection with Black Bobs Road has give ways, sight lines insufficient due to vegetation and road alignment, radii insufficient will need full width	8 - Pavement
	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Piggery Corner Rd	McFarlane Rd	Black Bobs Rd	3828.1	8	10	\$	770,000	Low Use Sheeted Road High Wear	Has priority at Hayes Road intersection, 6-7m carriageway, pavement poor with pot holes and lose material, clear zone generally good with vegetation back, tight alignment, narrows to 5m in sections, some major sight line issues around curves which are narrow	8 - Pavement
	Rural Formed 25180 Graded Surface	7.4km E of Marion Bay Road	Hayes Road		3843.7	6	0	\$	770,000	Unsheeted Road formed and graded	5-7m carriageway generally 6-7m but grass growing on edges of pavement, vegetation up to edge and encroaching in sections, tight horizontal curves with major sight line issues, lots of pot holes in pavement, poor alignment with lots of sight line issues, pavement very poor, narrows to 5m, junction with Marion Bay Rod has give way and hazaRoad boaRoad, sight line sufficient, radii insufficient will use full width	8 - Pavement
	Rural Formed 25178 Graded Surface	3.7km E of Marion Bay Road			3704.9	6	19	\$	745,000	Unsheeted Road formed and graded	Junction with Sturt Bay Road has give way and hazaRoad boaRoad, sight lines to north sufficient, to south insufficient due to vertical curve, radii insufficient will use full width, 6m carriageway, vegetation along both sides, pavement very sandy and soft, straight alignment with vertical curves, minor sight line issues, width varies, pavement very poor condition	8 - Pavement
	Rural Formed 25199 Graded Surface	Sturt Bay Road	Little Sheoak Road		3663	6	0	\$	735,000	Unsheeted Road formed and graded		8 - Pavement

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4316	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Cadd Rd	Weetulta Tank Rd	Arthurton Rd	3616.7	6.5				1	\$	725,000	Low Use Sheeted Road High Wear	Junction with Arthurton Road has give way, sight lines sufficient, radii insufficient for some movements will cross full width, 7m carriageway, trees within 3m clear zone, pavement condition is poor, drainage issues, road cut down, alignment fine, width varies, lots of pot holes, intersection with Weetulta Tank Road has give way, sight lines insufficient due to vertical curves, radii insufficient will need full withs	8 - Pavement	
25186	Rural Formed Graded Surface	Levens Rd	Yellowoorowie Rd		3596	7				11	\$	720,000	Unsheeted Road formed and graded	Intersection with White Hut Road has give way, sight lines sufficient, radii insufficient will use full width, 4m carriageway, vegetation trimmed, poor alignment, pavement poor, some trees within 3m clear zone but generally good, major pot holes, some sight line issues over crests, junction with Yellowoorowie Road has give way, sight lines to east insufficient due to vertical curve, insufficient to west due to vegetation, radii insufficient will use full width	8 - Pavement	
25153	Rural Formed Graded Surface	Coonarie Road	Cape Yorke Road		3571.7	6				0	\$	715,000	Unsheeted Road formed and graded	Has priority at Cape York Road, 6-7m carriageway, some vegetation up to edge, trees generally outside clear zone, pavement this less sand but still poor, long steep upgrade, sight lines fine, straight alignment, more sand on pavement, alignment becomes tight again around Coonarie Road junction with major sight line issues around the curve at junction, trucks will cross centreline to as very tight,		
4178	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Mine Hill Rd	North South Rd	Gillis Rd	3519.8	6.5				2	\$	705,000	Low Use Sheeted Road Medium Wear	Intersection with Gillis Road has give ways, sight lines insufficient to south due to vegetation needs trimming, good to north, radii insufficient for some movements, 5-6m carriageway, trees within 3m clear zone on both sides, tall grass up to edge, pavement is poor soft and damaged in sections, alignment has minor horizontal curves and minor crest sight lines tight, pavement soft with only a small amount of rain, some horizontal curves with minor sight line issues, intersection with North South Road has give way, sight lines insufficient due to vegetation, radii insufficient for some movements	8 - Pavement	
4694	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Sunnyvale Rd	Coote Rd	Agery Rd	3519.9		200m E of 8 Coote Rd	25	0.0459	1.1475	14	\$	705,000	Low Use Sheeted Road High Wear	Has priority at Coote Road intersection, 8m carriageway, trees within 3m clear zone, pavement is poor with lots of pot holes, need to be improved, alignment is good, intersection with Agery Road has give way, sigh lines sufficient to north, insufficient to south due to vegetation and horizontal curve, needs trimming, radii insufficient will cross centreline	8 - Pavement
25203	Rural Formed Graded Surface	Little Sheoak Road	Wild Dog Hill Road		3514.8	6				0	\$	705,000	Unsheeted Road formed and graded	Has priority at Little Sheoak Road junction, 6-7m carriageway, pavement very poor condition, lots of sand on pavement, vegetation up to edge and branches encroaching onto pavement, some trees within 3m clear zone, straight alignment with large vertical curves and minor sight line issues over curves, pavement very poor width narrows slightly, junction with Wild Dog Hill Road has give way, needs hazaRoad boaRoad, sight lines sufficient, radii insufficient will use full width		
4274	Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Boundary Rd (Innes Penton-Vale Ward)	Old Saltworks Rd	Cartwright Rd	3488.3	6.5				5	\$	700,000	Low Use Sheeted Road Low Wear	Junction with Cartwright Road basically just horizontal curve onto it, priority unclear needs to be improved, 6m carriageway, pavement very poor in sections, some trees within 3m clear zone, branches encroaching onto pavement, grass growing on pavement in sections, alignment reasonable tight horizontal curve sight lines sufficient, barely any pavement, junction with Old Saltworks Road needs hazaRoad boaRoad, sight lines sufficient to east, insufficient to west due to vertical curve, radii insufficient will use full width	8 - Pavement	
37747	Rural Sheeted Low Use Low Wear (Central Zone) Wearing Surface	Redding Road	Black Bobs Road		3427.3	7				0	\$	690,000	Low Use Sheeted Road Low Wear	Intersection with Black Bobs Road has give ways, sight lines sufficient, radii insufficient will cross centreline, 7m carriageway, pavement very rough, vegetation up to edge and encroaching on western side, some trees in 3m clear zone, vertical curve with minor sight line issues, narrows to 5m then widens again, pavement poor condition, horizontal curve reasonable, intersection with Redding Road has give way, sight lines to east sufficient, to west insufficient due to vegetation needs trimming, radii insufficient will cross centreline		

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4722	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Weetulta Tank Rd	Agery Hill Rd	Bull Ant Rd	3398.5	8	8	\$	680,000	Low Use Sheeted Road High Wear	Has priority at Agery Hill Road, 6-7m carriageway, trees typically 3m back, some vegetation up to edge, pavement poor condition, straight alignment initially with lots of small vertical curves/crests, minor sight line issues only, horizontal alignment becomes tight with many curves some with major sight line issues and no widening, pavement corrugated and lots of pot holes, junction with Bull Ant Road has priority	8 - Pavement	tba
4781	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Wyndotte Rd	2.4km S of Stuckey Rd (bend in Rd)	Weetulta Tank Rd	3289	7	0	\$	660,000	Low Use Sheeted Road High Wear	Intersection with Weetulta Tank Road has give way, sight lines insufficient due to vertical curves, radii insufficient need full width, 7m carriageway, trees within 3m clear zone up to edge, straight alignment with vertical crests, pavement poor and sandy, narrows to 4m wide, minor sight line issues, width varies, pavement poor, segment ends with 90 degree horizontal curve, can see around but narrow no widening	8 - Pavement	tba
4425	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Gordon Rd	Mumford Rd	Wauraltee Rd	3224.9	7.5	2	\$	645,000	Low Use Sheeted Road Low Wear	Intersection with Mumford Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, vegetation encroaching, straight with minor vertical alignment, some isolated trees within 3m clear zone, vegetation up to edge, pavement poor in sections needs a grade, narrows to 6m, has give way at Black Bobs Road, sight lines insufficient due to vegetation to two eastern legs, sufficient to west to see Wauraltee Road, radii insufficient for some movements due to angles Intersection with Black Bobs Road has give way, sight lines sufficient, radii insufficient will use full width, harder to see in due to vegetation, 6-7m carriageway, vegetation up to edge, straight alignment with vertical curves with minor sight line issues, pavement has rutting and pot holes, trees generally outside 3m clear zone but some inside, pavement very poor in sections, needs to be shaped better, some crests have major sight line issues, intersection with Anderson Road has give way, sight lines sufficient, radii insufficient will need full width but reasonable as open	8 - Pavement	tba
3980	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Davies Rd	Black Bobs Rd	Anderson Rd	3183.9	7.5	11	\$	640,000	Low Use Sheeted Road Medium Wear	Intersection with Lovers Lane has give ways, sight lines sufficient, radii insufficient will use full width, 6m carriageway, pavement very poor with major pot holes and soft sections, vegetation up to edge, trees within 3m clear zone, straight alignment with minor vertical only, intersection with Yorke Highway has give ways, sight lines sufficient, radii insufficient due to angle, radii insufficient for left out and right in due to angles, need to square up Has priority onto Yarroo Road, 7-8m carriageway, pavement has significant corrugations, alignment has tight horizontal curves, some grass growing on pavement edges, no curve widening, give way at Samphire Road, sight lines insufficient to south, north sufficient, radii insufficient no wide enough for some movements, junction with Copper Coast Highway has give ways, sight lines sufficient, radii sufficient, segment slightly longer than on here	8 - Pavement	tba
4211	Rural Sheeted Low Use Low Wear (Central Zone) Surface	Lovers Ln	Port Vincent Rd	Yorke Hwy	3150.1	7	3	\$	635,000	Low Use Sheeted Road Low Wear	Has priority at Redding Road junction, 6m carriageway, straight with some vertical curves with minor sight line issues, pavement good condition, clear zone generally good some trees within 3m clear zone, some vegetation encroaching onto pavement, pavement becomes very poor with major pot holes, junction with St Vincent Highway has hazard board, sight lines to north insufficient due to vertical curve, sufficient to south, radii insufficient will cross centreline	8 - Pavement	tba
4252	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Borlace Rd	Yarroo Rd	Copper Coast Hwy	3127.1	8	3	\$	630,000	Low Use Sheeted Road High Wear	Intersection with Maitland Road has give way, sight lines insufficient to west, sufficient to east, radii insufficient and some movements not possible as very narrow, pavement varies between 5m and 8m wide, pavement poor condition in sections, some trees in 3m clear zone, branches encroaching, straight but lots of vertical curves with some sight line issues, 1m high embankment on eastern side of road, some major rutting at northern end, 5m wide, steep downslope to Ardrossan Road junction, has give way but no hazard board, sight lines sufficient, radii insufficient will need full width	8 - Pavement	tba
4383	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Black Bobs Rd	St Vincent Hwy	Redding Rd	3124.5	7.5	26	\$	625,000	Low Use Sheeted Road Medium Wear			tba
4882	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Old Pump Rd	Maitland Rd	Ardrossan Rd	3071.1	7	5	\$	615,000	Low Use Sheeted Road Low Wear			tba

25201	Rural Formed Graded Surface	Agery Road	Coote Road	3033.5	4				4	\$	610,000	Unsheeted Road formed and graded	Has priority at Coote Road, 4m wide with grass down middle, grass growing on edges of pavement, trees within 3m clear zone however most outside this, some bushes on edge, pavement poor in sections, drainage issues, last few hundred meters road widens, intersection with Agery Road has give ways, sight lines sufficient, can be better with grass and vegetation trimming, radii insufficient, will need to use full width also has culvert blocking y		
4458	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Cook Rd (Kalkabury Ward)	Dowlingville Slant Rd	Yorke Hwy	2904.7	7.5				14	\$	585,000	Low Use Sheeted Road Medium Wear	Intersection with Dowlingville Slant Road has give way, sight lines insufficient due to vegetation and angles, radii insufficient due to angles, 6m carriageway, trees within 3m clear zone, branches encroaching onto pavement, pavement has pot holes and poor condition, 5-6m wide, minor vertical curves with minor sight line issues, 5m wide, corrugations, clear zone better now, intersection with Yorke Highway has give ways, sight lines sufficient, radii insufficient will cross centreline	8 - Pavement
4054	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Goldsmith Beach Rd	Stansbury Rd	Port Giles Rd	2900.3	7.5				13	\$	585,000	Low Use Sheeted Road High Wear	Intersection with Port Giles Road has give way, sight lines sufficient, radii insufficient, will cross centreline, 7m carriageway, trees within 3m clear zone, branches encroaching, pavement poor in patches, intersection with Stansbury Road has give way, Green Flat Road leg also has give way and meets at same point, priority confusing, sight lines along Stansbury Road sufficient, radii sufficient, need to make priority clearer with side legs	8 - Pavement
4130	Rural Sheeted Low Use High Wear (Northern Zone) Surface	McCauley Rd	Spencer Hwy	Rifle Range Rd	2893	8				14	\$	580,000	Low Use Sheeted Road High Wear	Junction with Spencer Highway has hazard board, sight lines insufficient to south very poor, to north just sufficient, radii insufficient for some movements, pavement poor at junction where water has rutted from Spencer Highway, 6m carriageway, trees within 3m clear zone, pavement has lots of pot holes poor condition, tall grass up to edge, alignment fine, has priority at Rifle Range Road	8 - Pavement
25244	Rural Formed Graded Surface	McKenzie Road	2.8km S of McKenzie Road (T Junction Unnamed Road)		2854	6				0	\$	575,000	Unsheeted Road formed and graded	6m carriageway, pavement average, vegetation up to edge, poor alignment with minor sight line issues around some horizontal curves, pavement poor very sandy, width varies becomes wider in sections, has priority	
4146	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Mason Rd	Kenny Rd	Pioneer Rd	2849.7	100m E of 8 Clinton Rd	38	0.0378	2	21	\$	570,000	Low Use Sheeted Road High Wear	Has priority at Pioneer Road, 8m carriageway, plat and straight, trees within 3m clear zone, pavement average but fine, pavement worse as segment goes west, more pot holes and uneven, has priority at intersection with Kenny Road, poorly set up however	8 - Pavement
25152	Rural Formed Graded Surface	Coonarie East Road	Coonarie Road		2801.3	6				0	\$	565,000	Unsheeted Road formed and graded	7m carriageway, vegetation up to edge, pavement generally good, straight alignment with minor crests, some tight horizontal curves on approach to Coonarie East Road with minor sight line issues, pavement becomes poor quality, junction with Coonarie East Road just long sweeping curve with sight line issues and trucks will cross centreline	
4630	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Rifle Range Rd	North Tce	Balgowan Rd	2771.3	8				3	\$	555,000	Low Use Sheeted Road Low Wear	Has priority at Balgowan Road intersection, 4m typically but width varies, pavement poor condition, clear zone is good, straight alignment with only minor vertical, has priority at North Terrace	8 - Pavement
4268	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Bowden Rd (Gum Flat Ward)	Harry Butler Rd	Croser Rd	2704.2	7.5				4	\$	545,000	Low Use Sheeted Road Medium Wear	Has priority at Croser Road, 6-7m carriageway, vegetation along both edges, some encroaching onto pavement, trees within 3m clear zone, pavement average, tight alignment with minor sight line issues, width varies between 5-8m, pavement average has drainage issues on uphill section with water running down road, poor alignment in segments, intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient will need full width	8 - Pavement
4311	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Carbery Rd	Cockle Beach Rd	Watson Beach Rd	2685.2	7.5				4	\$	540,000	Low Use Sheeted Road Medium Wear	Intersection with Watson Beach Road has give ways, sight lines sufficient, radii insufficient for some movements, 6m carriageway, vegetation up to edge, trees within 3m clear zone, pavement sandy and poor, horizontal curves with major sight line issues, pavement corrugated, intersection with Cockle Beach Road has give ways, sight lines sufficient, radii insufficient will need full road width	8 - Pavement

	Rural Sheeted Low Use Medium Wear (Southern Zone)	Savage Hut Rd	Olive Tree Rd	Depot Shed Rd	2644.3	7	7 \$	530,000	Low Use Sheeted Road Medium Wear	(Photo) Intersection with Olive Tree Rd - Has give way sign. Sight lines insufficient due to vegetation (left and right) radius insufficient, left out turn will track off the pavement. Mid-Block - Pavement width 4 to 5m, pavement surface poor - exposed rock and potholes, grass growing at pavement edges, some trees within 3m clear zone and horizontal curves with insufficient sight lines. Pavement damage at low point adjacent floodplain. Intersection with Depot Shed Rd - Acute intersection angle, sight lines sufficient, observation angle poor due to intersection geometry, radius insufficient, some movements will track off the pavement.	8 - Pavement
4057	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Goldsmith Beach Rd	Lake Fowler Rd	St Vincent Hwy	2573.3	8	13 \$	515,000	Low Use Sheeted Road High Wear	Intersection with St Vincent Highway has give ways, sight lines sufficient, radii insufficient will cross centreline, 7m carriageway, vegetation up to edge, trees and stobies within 3m clear zone, pavement condition poor, lots of pot holes, straight alignment with minor vertical, width varies gets wider, intersection with Lake Fowler Road has give way, sight lines to west sufficient, to east sufficient, insufficient on Substation Road, radii insufficient will use full width	8 - Pavement
5018	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Polkinghorne Rd	Old Boundary Rd	Willing Rd	2551.8	7.5	11 \$	515,000	Low Use Sheeted Road High Wear	Intersection with Willing Road has insufficient sight lines to east due to horizontal curve, west just sufficient, radii insufficient will cross centre of road, 7m carriageway, pavement condition poor in sections with major pot holes and large soft spots with drainage issues and damage, straight alignment minor vertical, some trees within 3m clear zone, has priority at Old Boundary Road	8 - Pavement
25172	Rural Formed Graded Surface	2.5km S of Yorke Highway	5km S of Yorke Highway		2509.9	7	0 \$	505,000	Unsheeted Road formed and graded	6-7m carriageway, vegetation up to edge in sections, pavement poor quality with pot holes, numerous large crests with minor sight line issues, straight alignment, Has priority at McCauley Road, 7m carriageway, straight and flat to start with, trees along both edges, vegetation up to edge and encroaching onto pavement, pavement good condition, minor pot holes, long vertical curve, sight lines fine, lots of pot holes in pavement, intersection with Upper Yorke Highway has give way, Y-junction, sight lines sufficient but poor observation angle, been done up recently but should have been squared up, radii insufficient for left out and right in due to angle, other movements fine	3 - Major Intersection Upgrade
4259	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Broster Rd	Upper Yorke Rd	McCauley Rd	4907.1	8	13 \$	500,000	Low Use Sheeted Road Medium Wear	Intersection with Weetulta Road has give way, sight lines sufficient, radii insufficient will cross centreline, 6m carriageway, pavement fine, vegetation and trees up to edge, Y-junction with Upper Yorke Road partially squared up with sealed throat, sight line sufficient, observation angle still poor, no give way or hazard board, radii insufficient Has priority at Wurlie Road, 5-6m carriageway, pavement poor, some trees within 3m clear zone, straight alignment with minor vertical curves, sight lines good, intersection with Corny Point Road has give way, sight lines sufficient, radii insufficient will use full width	3 - Major Intersection Upgrade
4565	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Thomson Rd	Upper Yorke Rd	Weetulta Rd	1135.5	7	6 \$	500,000	Low Use Sheeted Road High Wear		3 - Major Intersection Upgrade
25211	Rural Formed Graded Surface	Point Souttar Rd	Wurlie Rd		2454	5.5	8 \$	495,000	Unsheeted Road formed and graded		8 - Pavement
4780	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Wyndotte Rd	Stuckey Rd	2.4km S of Stuckey Rd (bend in Rd)	2426.8	7	0 \$	490,000	Low Use Sheeted Road High Wear		8 - Pavement
4028	Rural Sheeted Low Use High Wear (Central Zone) Surface	Gregor Rd	Sparrows Rd	Roolama Rd	4810.5	6	1 \$	485,000	Low Use Sheeted Road High Wear	Junction with Sparrow Road has give way and hazard board, sight lines sufficient, radii insufficient will use full road width and be tight, 4-6m carriageway, trees within 3m clear zone, pavement average, straight alignment, long gradual uphill section which has some drainage issues leading to water running across the road and causing ruts, pavement widens to 7m, has priority at Roolama Road	5 - Carriageway Widths
4750	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Wild Dog Hill Rd	2.3km S of Murodck Rd	McKenzie Rd	2327.1	8	8 \$	470,000	Low Use Sheeted Road High Wear	7-8m carriageway, poor alignment with major sight line issues around curves, pavement poor condition very sandy, vegetation up to edge, has priority at McKenzie Road junction	8 - Pavement

[illegible]

5146	Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	West Tce (Maitland)	North Tce		1784	7			0	\$	360,000		Intersection with South Terrace has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, width varies, straight alignment, pavement poor condition, trees generally outside 3m clear zone, has give way at Elizabeth Street, sight lines insufficient to west from southern side as drivers may be concerned by tall grass and not being able to see road, likely they will see vehicles, others sufficient, radii insufficient will need full width, width varies from 6m to very wide, pavement has large pot holes, clear zone has large pile of rubble in it, road becomes very wide, straight, junction with North Terrace has no give way or hazard board, sight lines sufficient, radii insufficient will cross centreline	8 - Pavement	
25209	Rural Formed Graded Surface	Point Souttar Rd	Yellowoorowie Rd		3600	4			8	\$	360,000	Unsheeted Road formed and graded	Intersection with Yellowoorowie Road has give way, sight lines insufficient along main road with major issues due to angles and vegetation, radii insufficient due to angles, 5m carriageway, narrows to 4m, vegetation trimmed back, pavement average, straight with vertical curves, intersection with White Hut Road has give way, sight lines sufficient, radii insufficient will need full width and very tight	5 - Carriageway Widths	
4588	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Thomas Rd	Old Boundary Rd	Ardrossan Rd	1737.9	7.5			17	\$	350,000	Low Use Sheeted Road High Wear	Has priority at Old Boundary Road, 6-7m carriageway, some grass growing on edges of pavement, pavement poor with lots of pot holes, trees within 3m clear zone, alignment fine, intersection with Ardrossan Road has give ways, angle is poor, needs to be squared up, sight lines sufficient but poor observation angle, radii insufficient for some movements due to poor angles will cross full width	8 - Pavement	
4267	Rural Sheeted Low Use Low Wear (Central Zone) Surface	Brook Rd	Ross Rd	Boundary Rd	1675.7	6.5			1	\$	340,000	Low Use Sheeted Road Low Wear	Junction with Ross Road has give way, needs hazard board, sight lines insufficient to west due to vegetation and vertical curve, sufficient to east, radii insufficient will need full width, 5-6m carriageway, grass growing on edge of pavement, pavement poor, some trees within 3m clear zone, straight alignment with some vertical, intersection with Boundary Road has give way, sight lines sufficient, radii insufficient some moves not possible	8 - Pavement	
4770	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Wyndotte Rd	Pedler Rd	Stuckey Rd	1696.7	7			0	\$	340,000	Low Use Sheeted Road High Wear	Intersection with Stuckey Road has give way, sight lines sufficient, radii insufficient can use full width, 6m carriageway, vegetation up to edge, trees within 3m clear zone, straight alignment, crests with major sight line issues, pavement poor, junction with Pedler Road needs hazaRoad boaRoad, sigh lines sufficient, vegetation trimming would improve, radii insufficient will need full width	8 - Pavement	
4404	Rural Sheeted Medium Use (Northern Zone) Surface	Dowlingville Slant Rd	Yorke Hwy	Cook Rd	2468	200m W of Yorke 9.5 Highway	42	0.0062	1	21	\$	325,000	Medium Use Sheeted Road	Intersection with Yorke Highway has give way, sight distances are very good, radii tight for left turns, sealed throat but pavement quality poor, a lot of guide posts, 8.0m unsealed carriageway, stobies on south side then north some as close as 2m but generally 3-4m back, Cook Road intersection it has priority other legs have give ways, sight lines from minor legs not great horizontal curve	
4956	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Point Souttar Rd	Brutus Rd	North Coast Rd	1605.7	8			8	\$	325,000	Low Use Sheeted Road High Wear	Intersection with Brutus Road has give way, sight lines sufficient, radii insufficient will cross centreline, 6m carriageway, some trees within 3m clear zone, pavement badly corrugated, widens to 7m, clear zone good generally, junction with North Coast Road is just a 90 degree horizontal curve, no widening vehicles will cross centreline and minor sight lines issues	8 - Pavement	
25154	Rural Formed Graded Surface	Cape Yorke Road	South Coast Road		1503.6	6			0	\$	305,000	Unsheeted Road formed and graded	Junction with South Coast Road has give way and hazaRoad boaRoad, sight lines sufficient, radii sufficient, 6m carriageway, pavement very sandy, vegetation up to edge, horizontal and vertical curves are tight with major sight line issues, has priority at Cape York Road		
4149	Rural Sheeted Medium Use (Central Zone) Surface	Mount Rat Wells Rd	Redding Rd	Mount Rat Rd	3227.5	200m SE of Spencer 7.5 Highway	18	0.0461	0.8298	13	\$	300,000	Medium Use Sheeted Road	6m carriageway, pavement poor, some tight horizontal and vertical curves with sight line issues, need curve widening, junction with Mount Rat Road has no hazard board, has give ways, sight distances good radii ok	carriageway width, pavement and signage
8162	Rural Spray Seal Normal Use Upper Surface (Minlaton)	Cemetery Rd (Minlaton)	Yorke Hwy		1072.7	5.6			0	\$	300,000	Rural Sealed Roads Normal Use	Junction with Yorke Highway has poor angle, sight distances tight due to angle, radii tight, 6m seal with no line marking, 1.5m unsealed shoulders, alignment fine, pavement poor, trees 4m back, has priority at McKenzie Road	junction widening, pavement	

Rural Sheeted Low Use High Wear (Northern Zone) Surface	4879	Old Boundary Rd	Ardrossan Rd	Thomas Rd	1444.7	West of Spencer Highway 7.5 (200m)	45	0.0238	1.071	37	\$	290,000	Low Use Sheeted Road High Wear	Intersection with Thomas Road has give way, sight lines sufficient, radii insufficient will cross full width, 7m carriageway, vegetation up to edge, trees within 3m clear zone, pavement rough, straight alignment with minor vertical, major pot holes including at intersection, intersection with Ardrossan Road has give way, sight lines sufficient to north, insufficient to south due to horizontal curve, radii insufficient for left out due to angles, other radii good,	8 - Pavement	tba
Rural Sheeted Low Use High Wear (Northern Zone) Surface	5011	Rocky Bend Rd	Bagshaw Rd	Ferguson Rd	1370.8	6.5				10	\$	275,000	Low Use Sheeted Road High Wear	Intersection with Bagshaw Road has give way, sight lines sufficient, radii insufficient will use full width, 7-5m carriageway width, narrows to 5m through cutting over crest, pavement very rough, vegetation encroaching onto pavement, tight horizontal curve, intersection with Ferguson Road has give way, sight lines sufficient, radii insufficient will use full width	8 - Pavement	tba
Rural Sheeted Low Use High Wear (Southern Zone) Surface	4306	Bublacowie Rd	Rabbit Corner Rd	Stockers Lake Rd	3592.6	8.5				7	\$	250,000	Low Use Sheeted Road High Wear	6m carriageway, vegetation on edges of carriageway, trees 1m back for long section, pavement good, alignment has some tight curves, intersection with Brentwood Road has give ways, drainage channel over road makes a big dip, sight distances ok, radii ok, Y-junction with Rabbit Corner Road has very poor sight lines due to angle and radii insufficient for left turns	Carriageway widening and major intersection upgrade	tba
Rural Sheeted Low Use High Wear (Southern Zone) Surface	4005	Kangaroo Flat Rd	Hardwicke Bay Rd	Wilson Rd	3900.3	7				10	\$	250,000	Low Use Sheeted Road High Wear	Intersection with Wilson Rd - Y- junction with no signage - install give way, sight lines insufficient due to vegetation to pavement edge, radius insufficient, vehicle will use full width. Mid-block - Northern end - 6 to 7m pavement width, pavement surface good, lots of trees within 3m clear zone with some trees and branches at edge of pavement. Southern end - 7 to 8m width, no trees, grass growing in pavement at edges. Within segment intersection with Cutline Rd - sight lines sufficient for both approaches, radius insufficient, will use full pavement width for both approaches.		tba
Rural Sheeted Low Use High Wear (Southern Zone) Surface	4202	Lake Sunday Rd (Yorketown)	Harry Butler Rd	Boothill Station Rd	3262	8				3	\$	250,000	Low Use Sheeted Road High Wear	Intersection with Hardwicke Bay Rd - Has give way sign (faded), sight lines sufficient, radius insufficient, full pavement width required for turns. Intersection with Boothill Station Road - Lake Sunday Road has priority. Mid-block - 7 to 8m pavement width, pavement surface ok, some potholing and corrugation at northern end. Some isolated trees within 3m clear zone and horizontal curves without delineation or curve widening but with adequate sight lines. Within segment intersections with Queens Highway and Moorooie Station Road - both have give way signs (within 30m of each other) - sight distance sufficient at both, in both directions, both radii insufficient, with vehicles requiring full pavement width for both. Intersection with Harry Butler Road (this section of Lake Sunday Road appears to be listed as Minlaton Road) - Has give way sign, Y-junction with see through effect to main road. Sight lines sufficient but poor observation angle due to intersection angle. Radius sufficient for left-out right in movements as straight, insufficient for left-in / right out, will track off of pavement. Recommend to square up intersection or ban these turns. (Photo)	3 - Major Intersection Upgrade	tba
Rural Sheeted Low Use High Wear (Southern Zone) Surface	4854	Olive Tree Rd	Savage Hut Rd	Weavers Rd	875.7	7.5				7	\$	250,000	Low Use Sheeted Road High Wear	Intersection with Savage Hut Rd - Oliver Tree Rd has priority, has crossroad warning signage. Mid-block - 6 to 7m wide pavement, pavement surface good, some trees within 3m clear zone. Intersection with Weavers Rd - Y-intersection, has give way sign, sight lines sufficient, poor observation angle due to intersection geometry. Radius insufficient, left-in turn will track off the pavement, consider squaring intersection.	3 - Major Intersection Upgrade	tba

4815	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Pentonvale Rd	Harry Butler Rd	Rabbit Corner Rd	1266	7.5				9	\$	250,000	Low Use Sheeted Road High Wear	Intersection with Rabbit Corner Road - Has give way sign, sight lines sufficient, some limiting by vegetation. Radius insufficient, vehicle will use full pavement width. Mid-block - Pavement width 7 to 8m. Pavement surface good. Trees within 3m clear zone, some at edge of pavement and some branches into road width. Some grass growing in pavement at edge. Intersection with Harry Butler Road - Has Give way sign (faded) - see-through risk due to intersection configuration onto main road (consider new give way sign / advance give way sign). Acute angle (Y-intersection), sight lines insufficient to the left due to crest and horizontal curve (to right is sufficient). Radius insufficient for left-out / right in - too sharp, vehicle will track off pavement, left-out, right-in movements are straight. Consider squaring up through crest to improve both sight and access issues.	3 - Major Intersection Upgrade	tba
7993	Rural Spray Seal Normal Use Upper Surface	One And All Rd (Price)		Wells Tce	1000.8	5.5				0	\$	250,000	Rural Sealed Roads Normal Use	6.2m seal with no edge lines, 1.5m unsealed shoulders, some tight curves in 50 km/h township section with no curve widening,	carriageway widening	tba
4593	Rural Sheeted Low Use Low Wear (Central Zone) Surface	The Gunbarrel Rd	Didlyamulka Rd	Mount Rat Rd	1156.1	7.5				11	\$	235,000	Low Use Sheeted Road Low Wear	Junction with Mount Rat Road has hazard board, sight line sufficient to east, insufficient to west due to vegetation, radii insufficient will cross centreline but open, 6m carriageway, pavement very poor with major pot holes, trees up to edge, vegetation encroaching, widens to 7m, straight and flat, intersection with Didlyamulka Road has give way, sight lines sufficient can be improved to west with vegetation trimming, radii insufficient, use full width	8 - Pavement	tba
25165	Rural Sheeted Low Use Low Wear (Southern Zone) Wearing Surface	Marion Bay Road	Coast		1066	6				19	\$	215,000	Low Use Sheeted Road Low Wear	Intersection with Marion Bay Road has give way and sealed throat, needs hazaRoad boaRoad, sight lines sufficient, radii insufficient will use full width, 6-7m carriageway, alignment poor, pavement poor with lose material, clear zone is good, dead end at beach		tba
4197	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Levens Rd	Corny Point Rd	Brutus Rd	1980.6	7				11	\$	200,000	Low Use Sheeted Road Medium Wear	Intersection with Brutus Road has give way, sight lines sufficient, radii insufficient will cross full width, 4-5m carriageway, trees within 3m clear zone and vegetation up to edge, pavement poor condition, straight alignment, intersection with Corny Point Road has give way, sight lines sufficient, radii insufficient will use full width	5 - Carriageway Widths	tba
4811	Rural Sheeted Medium Use (Central Zone) Surface	Old Port Vincent Rd	4.4km E of Cook Rd	Port Vincent Rd	2186.1	8 Rd	28	0.0494	1.3832	11	\$	200,000	Medium Use Sheeted Road	Junction with Port Vincent Road has good radii as it is very wide, sight distance poor, very bad to left due to horizontal curve, has give way, steep slope to junction, approach sight distance poor has advanced warning sign, some trees right on edge of carriageway, 7m carriageway 7-8m wide carriageway, stobies 3-5m back, trees 1-2m back, pavement poor in patches, tight horizontal curves but sight lines fine, approach to Spencer Highway has warning sign, approach sight distance tight due to vertical curve, sight distances good at intersection, radii tight for left turn out	minor intersection upgrade	tba
4676	Rural Sheeted Medium Use (Northern Zone) Surface	Urania Rd	2.6km E of Bagshaw Rd	Spencer Hwy	2726.7	10 Highway	34	0.017	0.578	14	\$	200,000	Medium Use Sheeted Road	7.0m seal, no edge lines, 2m unsealed shoulders, straight alignment, stobies 4-5m from edge clear zone otherwise good, steep upgrade to Bayview Road, intersection has give ways, angle to south leg poor, sight distances good, radii good except for left turn	pavement	tba
8072	Rural Spray Seal Normal Use Upper Surface	Brutus Rd	1.2km W of Corny Point Rd		1412	6.3				23	\$	200,000	Rural Sealed Roads Normal Use		Junction widening, intersection upgrade	tba
4334	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Barley Stacks Rd	South Kilkerran Rd	Spencer Hwy	4295.6	8				8	\$	150,000	Low Use Sheeted Road Medium Wear	Intersection with Spencer Highway has give ways, sight lines sufficient, radii insufficient for some movements has central grassy island on southern side, not ideal needs to be upgraded, 6-7m carriageway, straight alignment with vertical curves, minor sight lines issues over some crests, cutting 6m wide only, trees within 3m clear zone, pavement fine, becomes flat and straight, pavement good, intersection with South Kilkerran Road has give ways, sight lines insufficient due to angles of roads and vegetation needs trimming, radii insufficient will need full width	4 - Minor Intersection Upgrade	tba

4361	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Barrett Rd	Sturt Bay Rd	Little Sheoak Rd	3664.3	8				7	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Sturt Bay Road has give way, sight lines sufficient, radii insufficient will cross centreline, 6m carriageway, widens to 7m in sections, straight alignment with large vertical curves, some trees and vegetation in 3m clear zone, some stobies in 3m clear zone but generally outside, pavement good condition, alignment is fine, intersection with Little Sheoak Road has give way, six ways intersection priority confusing, sight lines along main road insufficient to south due to vegetation, sufficient to north, radii insufficient for some movements, need to align better	2 - Alignment and Signage	
4371	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Birkin Rd	Jacobs Lane	Kainton Rd	3909.7	7.5				8	\$	150,000	Low Use Sheeted Road Medium Wear	Intersection with Kainton Road has give way, poorly set up with large central island, sight lines poor due to vegetation, 7m carriageway, trees within 3m clear zone, tight horizontal alignment, minor sight line issues due to vegetation, pavement fine, batter slope issues, has priority at Jacobs Lane	4 - Minor Intersection Upgrade	
4276	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Bowden Rd (Gum Flat Ward)	Yorke Hwy	Harry Butler Rd	2404.5	7.5				6	\$	150,000	Low Use Sheeted Road Medium Wear	Intersection with Harry Butler Road has give way, sight lines sufficient, radii insufficient will use full width, 5-6m carriageway, straight alignment with minor vertical crest, road widens well cut down, isolated trees within 3m clear zone, give way at Yorke Highway junction, confusing on priority as Jacka Road leg on same side, needs to be improved, has central island, sigh lines along Yorke Highway sufficient to north, insufficient to south due to horizontal curve, radii insufficient due to island	4 - Minor Intersection Upgrade	
4263	Rural Sheeted Medium Use (Southern Zone) Surface	Brutus Rd	4.1km W of Bayview Rd (at field boundary)	West Cowie Rd	1960.5	8	2km East of West Cowie Rd	72	0.0345	3	23	\$	150,000	Medium Use Sheeted Road	Two tight crests with sight line issues, Y-junction with Diagonal Road has poor sight lines on side road, width 8m, straight alignment	Junction widening and sight distance
4308	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Bull Ant Rd	Spencer Hwy	Weetulta Tank Rd	3149.5	7				4	\$	150,000	Low Use Sheeted Road Low Wear	Junction with Weetulta Tank Road has no give way, major central grassed island, sight lines to north insufficient due to vegetation and alignment, sufficient to south, radii insufficient for some movements due to island, needs to be removed, 5-6m carriageway, straight with minor crests some have minor sight line issues, vegetation up to edge and encroaching, trees within 3m clear zone, pavement good condition, intersection with Spencer Highway has give way, sight lines sufficient, has left slip, radii insufficient due to slip and small island	4 - Minor Intersection Upgrade	
4301	Rural Sheeted Low Use High Wear (Central Zone) Surface	Cemetery Rd (Curramulka)	Micky Flat Rd	Yorke Hwy	2231	9				1	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Micky Flat Road has give way, sight lines sufficient, radii insufficient for left out, other movements good, 7m carriageway, straight alignment with some vertical, pavement good condition, clear zone generally good but some trees within 3m, intersection with Yorke Highway has give way, priority confusing with Twelve Mile Road, six ways intersection, sight lines along Yorke Highway sufficient, radii sufficient, need to improve layout	2 - Alignment and Signage	
4390	Rural Sheeted Medium Use (Northern Zone) Surface	Chinaman Wells Rd	5km W of Nalyappa Rd	Beginning of seal	3307.8	7.5	250m E of South Kilkerran Rd	35	0.0439	2	17	\$	150,000	Medium Use Sheeted Road	Tight alignment with two 90 degree bends, sight lines ok but vehicles will take up whole road, 7m carriageway, 30km/h speed zone into Chainman's Well shack area, sealed road past shacks	alignment
4400	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Davey Rd	Old Boundary Rd	Melton South Rd	1249.8	7.5				15	\$	150,000	Low Use Sheeted Road Medium Wear	Junction with Old Boundary Road has give way, poor alignment, sight lines insufficient due to tall grass and angle, radii insufficient for some movements due to angle, 6-7m carriageway, isolated trees, pavement good, straight uphill, intersection with Melton South Road has give ways, angle poor, sight lines insufficient need to get into intersection, radii insufficient for some movements due to angles	2 - Alignment and Signage	
4027	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Hardwicke Bay Rd	Harry Butler Rd	Kangaroo Flat Rd	3083.6	9				11	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Kang. Rd - Hardwicke Bay. Rd has priority, crossroad sign present. Mid-block - 8m pavement width, some trees within 3m clear zone, some trees at pavement edge. Pavement surface fair, some undulation and potholing, some grass growing within pavement at edges, a horizontal curve without delineation or curve widening and insufficient sight lines. Within segment intersection with Rogers Corner Rd - Hardwicke Bay. Has priority. Intersection with Harry b. Rd - Has T-junction sign and hazard board, sight lines insufficient to the right due to vegetation (on curve), sufficient to the left (also an issue for right in turns by long vehicles). Radius possibly insufficient, vehicles may cross the centre line.	2 - Alignment and Signage	

4107	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Hundred Line Rd	Yorke Hwy	Coonarie Rd	3780.9	7			12	\$	150,000	Low Use Sheeted Road High Wear	Has priority at Coonarie Road junction, 6-7m carriageway, straight alignment with significant vertical curves, vegetation and trees outside clear zone, pavement still corrugated with pot holes, major sight lines issues over some crests, road widens in sections, junction with Yorke Highway has give way and hazaRoad boaRoad, sight lines sufficient to west, insufficient to east due to horizontal curve and vegetation, small central island with left out slip lane which should be removed, radii insufficient for some movements will cross centreline	4 - Minor Intersection Upgrade	
4067	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Kalkabury School Rd	Holman Rd	Lamshed Rd	2137.5	7.5			9	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Lamshed Road has give ways, sight lines sufficient, radii insufficient will need full road widths, 6-7m wide carriageway, trees within 3m clear zone, pavement fine, intersection with Holman Road has give ways, large island poorly arranged and confusing, some sight lines insufficient, radii insufficient for some movements Has priority at Shed Road intersection, 'walk the Yorke' road again, 7m unsealed carriageway, major dip with steep alignment and curves, minor sight line issues, has dip signs, steep upgrade with poor alignment crest has sight line issues, warning signs, width varies 6-8m has priority at Yararoo Road	4 - Minor Intersection Upgrade	
4006	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Kellys Hill Rd	Yararoo Rd	Shed Rd	3206.5	7.5			8	\$	150,000	Low Use Sheeted Road High Wear	Intersection with St Vincent Highway has give way, seven ways intersection, sight lines along St Vincent Highway sufficient but poor observation angles, needs to be squared up, although large horizontal curve wont make it perfect, radii insufficient for left out and right in need to be banned due to angles, other movements reasonable, cant see into other legs, 6-7m carriageway, pavement corrugated and has pot holes, straight and generally flat, clear zone good at western end then long pile of rocks on southern side within 3m clear zone, has priority at Goldsmith Beach Road intersection	2 - Alignment and Signage	
4023	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Lake Fowler Rd	Goldsmith Beach Rd	St Vincent Hwy	3685.7	9			6	\$	150,000	Low Use Sheeted Road High Wear	Junction with Upper Yorke Road has give way, angle poor, sight lines sufficient, has minor central island due to poor angle, radii insufficient for some movements, needs to be squared up, 8m carriageway, some grass on edges narrows it slightly, straight and flat, trees within 3m clear zone, pavement good, has priority at Williamson Road Intersection with Broster Road has give ways, sight lines sufficient, radii insufficient for some movements will cross centre of road, 7m carriageway, trees within 3m clear zone, pavement good quality, narrows to 6m with steep 30cm high cuttings on each side from grading, pavement not as good quality here, branches encroaching, intersection with Clinton Road has give ways, six ways intersection which is poor, sight lines insufficient, radii insufficient for some movements, major drainage issues with large pools of water	2 - Alignment and Signage	
4139	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Loveridge Rd	Upper Yorke Rd	Williamson Rd	2844.5	8.5			12	\$	150,000	Low Use Sheeted Road High Wear	Has priority at Gun Club Road intersection, 7-8m carriageway, straight and flat, vegetation up to edge of pavement, pavement condition is good, even wider than 8m in sections, intersection with Wauraltee Road has give way, sight lines sufficient, sealed throat, left slip leg which is not ideal, radii insufficient due to central island for some movements	4 - Minor Intersection Upgrade	
4142	Rural Sheeted Low Use High Wear (Northern Zone) Surface	McCauley Rd	Broster Rd	Clinton Rd	3543.7	7			14	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Sandy Church Road give way sign has been knocked over, sight lines sufficient, radii insufficient will use full width, 7m carriageway, width varies, straight alignment with minor vertical curves, trees within 3m clear zone, pavement good condition some pot holes, intersection with Pine Point Road is six ways, priority with Yarrum Road is unclear, both have give ways, sight lines along Pine Point Road sufficient, radii insufficient for some movements due to the angles	2 - Alignment and Signage	
4914	Rural Sheeted Low Use High Wear (Central Zone) Surface	Newbold Rd	Wauraltee Rd	Gun Club Rd	3236.7	8.5			7	\$	150,000	Low Use Sheeted Road High Wear	8m carriageway, two very tight horizontal curves, sight lines impacts by some vegetation, no curve widening applied	carriageway width	
4920	Rural Sheeted Low Use High Wear (Northern Zone) Surface	North South Rd	Pine Point Rd	Sandy Church Rd	3389.4	8.5			22	\$	150,000	Low Use Sheeted Road High Wear			
4806	Rural Sheeted Medium Use (Central Zone) Surface	Old Coast Rd	Mulburra Park Rd	2.0km S of Mulburra Park Rd (at corner)	2022.8		south of Clinton Rd intersectio n (200m)	37	0.1111	4.1107	2	\$	150,000	Medium Use Sheeted Road	

4926	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Orrie Cowie Rd	Little Sheoak Rd	Yorke Hwy	4817.2	7	9	\$	150,000	Low Use Sheeted Road High Wear	Junction with Yorke highway has give way and hazaRoad boaRoad, sight lines sufficient, sealed throat, radii insufficient likely to cross centreline on Orrie Cowie Road, 6-7m carriageway, pavement in good condition, clear zone good except for pile of rubble, horizontal curves sight lines are reasonable, narrows to 6m, some stobies in 3m clear zone, intersection with Little Sheoak Road is six ways, has give way, priority unclear, sight lines insufficient to south due to angles, radii insufficient due to angles	2 - Alignment and Signage
5031	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Orrie Cowie Rd	White Hut Rd	Corny Point Rd	1835.5	8	9	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Corny Point Road has no give way, needs one, five ways intersection, priority confusing with Cant Road, sight lines sufficient, radii insufficient some movements will cross centreline, 7m carriageway, straight with minor vertical curve, clear zone good except for pile of rubble on eastern side of road, pavement good, tight horizontal curve but good sight lines, junction with White Hut Road has give way and hazard board, sight lines insufficient to east due to vertical curve, sufficient to west, radii insufficient will cross centreline	2 - Alignment and Signage
4872	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Piggery Corner Rd	James Well Rd	Pine Point Rd	3650.5	8	10	\$	150,000	Low Use Sheeted Road High Wear	Intersection with James Well Road has give way, sight lines sufficient, radii insufficient will use full width, 7m carriageway, pavement good, vegetation up to edge, some trees within 3m clear zone, widens to 8m, pavement good, horizontal curve with minor sight line issues due to vegetation, intersection with Pine Point Road has give ways, six ways intersection with insufficient sight lines along some legs due to angles and vegetation, radii insufficient for some movements due to angles	2 - Alignment and Signage
5039	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Piggery Corner Rd	Pine Point Rd	McFarlane Rd	4149.9	8	10	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Pine Point Road has give way, six ways, sight lines insufficient along some legs due to angles, radii insufficient for some movements due to angles, 8m plus carriageway, vegetation up to edge, trees within 3m clear zone, stobies 6m back, pavement generally good but some sections are poor, has priority at McFarlane Road Junction with West Beach Road (Corny Point Road?) has give way, five ways intersection, sight lines insufficient, radii insufficient for some movements, 5-6m carriageway, trees within 3m clear zone, pavement average, horizontal curves, some major sight line issues, typically 5m carriageway, pavement good, crest with poor approach sight distance to intersection, needs advanced warning sign, intersection with Point Annie Road has give way, sight lines sufficient to east, insufficient to west due to vertical curve and vegetation, radii insufficient will need full width	2 - Alignment and Signage
4966	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Rockleigh Rd	West Beach Rd	Point Annie Rd	3712.6	6.5	1	\$	150,000	Low Use Sheeted Road Medium Wear	Junction with St Vincent Highway has hazard board, sight lines sufficient, radii insufficient will cross centreline, has minor slip lane leg with large central island with trees on it, needs to be removed, 6-7m carriageway, grass growing on edge of pavement, trees within 3m clear zone, stobies outside 3m clear zone, some vegetation up to edge, straight alignment with minor vertical, narrows to 6m in sections, branches encroaching well onto pavement, pavement poor in sections, intersection with Oaklands Road has give ways, sight lines insufficient to south due to vegetation, sufficient to north just, radii insufficient will use full width	2 - Alignment and Signage
5067	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Rocky Waterhole Rd	St Vincent Hwy	Oaklands Rd	3689.7	7.5	15	\$	150,000	Low Use Sheeted Road High Wear	Has priority at Harmer Road, 7-8m carriageway, trees within 3m clear zone, pavement becomes very wide, good quality pavement, intersection with Upper Yorke Road has give ways, has small islands and another side road, poor angles, need to remove islands and formalise, sight lines sufficient on main leg, radii insufficient for some movements	4 - Minor Intersection Upgrade
5003	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Sawley Rd	Upper Yorke Rd	Harmer Rd	906.8	7.5	9	\$	150,000	Low Use Sheeted Road High Wear		4 - Minor Intersection Upgrade

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4607	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Sheoak Beach Rd	Old Honiton Rd	Wattle Point Rd	3004	7.5				10	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Old Honiton Road has give way, sight lines insufficient to west due to horizontal curve, sufficient to east, poor angles as five ways, radii insufficient, 7m carriageway, clear zone good except for pile of rubble, pavement reasonable with minor corrugations, straight alignment with minor vertical, vegetation up to edges in southern section, some trees within 3m clear zone, pavement worse further south, vegetation encroaching, junction with Wattle Point Road has give way, sight lines sufficient, poor angle should be squared up, radii insufficient for left out and right in due to angle, other movements use full width	2 - Alignment and Signage
4584	Rural Sheeted Low Use High Wear (Northern Zone) Surface	South Kilkerran Rd	Spencer Hwy	Barley Stacks Rd	3717.4	9				18	\$	150,000	Low Use Sheeted Road High Wear	Has priority at Barley Stacks Road intersection, horizontal curve through intersection, a7-8m carriageway, pavement good condition, trees within 3m clear zone, vegetation up to edge of pavement, horizontal curve fine, steep downgrade to Spencer Highway, has give way signs, seven ways intersection, central islands, priority between side roads unclear, needs to be improved, sigh lines along Spencer Highway sufficient, radii insufficient for some movements due to islands	4 - Minor Intersection Upgrade
4596	Rural Sheeted Low Use High Wear (Northern Zone) Surface	South Kilkerran Rd	Hean Rd	Port Victoria Rd	1559.5	8.5				18	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Port Victoria Road has give way, large central island, sight lines sufficient but poor observation angles, radii insufficient for some movements due to island, should be removed, 9m wide carriageway, flat and straight, pavement good quality, vegetation along one side with some trees in 3m clear zone, has priority at Hean Road	4 - Minor Intersection Upgrade
4587	Rural Sheeted Low Use High Wear (Northern Zone) Surface	South Kilkerran Rd	Port Victoria Rd	Point Pearce Rd	1295.6	7				18	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Point Pearce Road has give way, sight lines sufficient, radii insufficient will cross centreline, 7m carriageway, trees within 3m clear zone, straight and flat, pavement good condition, intersection with Port Victoria Road has give way, sight lines sufficient, poor angle with large central island, needs to be removed, radii insufficient for some movements,	4 - Minor Intersection Upgrade
4751	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Sunnyvale Rd	Schilling Rd	Adams Rd	2510.9	200m E of 8 Coote Rd	25	0.0459	1.1475	14	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Upper Yorke Road has give way, central island which should be remove, sight lines sufficient, radii insufficient for some movements due to island, some drainage issues, 7m carriageway, trees up to edge of pavement, widens to 8m, straight alignment minor vertical, pavement has some pot holes, has priority at Adams Road	4 - Minor Intersection Upgrade
4586	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Thomas Rd	Ardrossan Rd	Clinton Rd	3819.4	7.5				17	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Ardrossan Road has give ways, sight lines sufficient, poor observation angle, radii insufficient for some movements will use full width due to angles, 7-8m carriageway, pavement good with some soft patches will lead to pot holes, some trees within 3m clear zone, some poor sections of pavement, alignment is good, intersection with Clinton Road has give ways, six way intersection, sight lines along Clinton Road insufficient due to vegetation and horizontal curve, radii insufficient due to angles	2 - Alignment and Signage
4788	Rural Sheeted Low Use High Wear (Central Zone) Surface	Twelve Mile Rd	3km W of Power Line Rd	Yorke Hwy	1900.9	9				12	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Yorke Highway has give way, also another side road which makes priority confusing, needs to be upgraded, sight lines sufficient, radii sufficient, left in may cross centreline, 7m carriageway, trees within 3m clear zone, vegetation up to edge, straight alignment with vertical curves but sight lines sufficient	2 - Alignment and Signage
4678	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Wallyalla Rd	Kainton Rd	Bridge Rd	1746.2	6.5				5	\$	150,000	Low Use Sheeted Road Medium Wear	Has priority at Bridge Road, trees along edge of road, pavement good condition, 7m unsealed carriageway, straight alignment, minor vertical curve, intersection with Kainton Road has give way, five ways, alignment really poor and observation angles tight due to angles at intersection, some movements impossible due to angles, sight lines sufficient but poor angles	2 - Alignment and Signage
4707	Rural Sheeted Medium Use (Northern Zone) Surface	Waylands Rd	Upper Yorke Rd	Kalkabury School Rd	2424.3	500m W of Upper 8 Yorke Rd	22	0.0994	2.1868	15	\$	150,000	Medium Use Sheeted Road	7.5m unsealed carriageway, trees overhanging onto road, need to be trimmed, small trees 3m back, generally flat and straight, intersection with Upper Yorke Road has give way, sight lines ok, alignment poor has a large grass island, 5 ways intersection, some turning movements may be tight due to Y-junction type set up,	tree trimming, intersection upgrade @DIT road

4794	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Weetulta Tank Rd	Arthurton Rd	Cadd Rd	2922.6	8	8	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Arthurton Road has give ways, six ways, sight lines along Arthurton Road are sufficient, other legs insufficient due to angles, radii insufficient due to angle, 8m carriageway, trees within 3m clear zone, road width narrows and then back to 7m, straight alignment with crests minor sight line issues, pavement corrugated and pot holes, has priority at Cadd Road	2 - Alignment and Signage	tba
4730	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Williamson Rd	Reservoir Rd	Melton South Rd	3142.2	6.5	6	\$	150,000	Low Use Sheeted Road Medium Wear	Intersection with Melton South Road has give way, five ways, sight lines sufficient on main roads, cant see into all due to angles, radii insufficient for some movement, 5-6m carriageway, trees up to edge, alignment has some horizontal and vertical but reasonable, pavement poor in sections, intersection with Reservoir Road has give way, sight lines sufficient, radii insufficient will use full width Intersection with St Vincent Hwy - Has give way sign, bad intersection angle. Sight lines are sufficient, but observation angles are poor due to angle of intersection. Left turn in radius insufficient due to angle, radius on other turns is sufficient. Suggest squaring intersection to the highway. Mid block - Pavement width 6m (plus extra 1m which has vegetation growing into it), pavement is good. Minimal trees in 3m clear zone.	2 - Alignment and Signage	tba
4685	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Woodgee Rd	St Vincent Hwy	Minlaton Rd	2482.6	7.5	7	\$	150,000	Low Use Sheeted Road Medium Wear	Intersection with Minlaton Rd - Has give way sign. 7 way intersection with highway, unclear who has priority with 3 minor roads coming into the highway. Sight lines are sufficient. Radius is sufficient (three side roads in one). Intersection with Kellys Hill Road is wide, has large central island, sight lines insufficient to north due to vertical alignment, radii insufficient for some movements, 'walk to Yorke' segment, 5-7m wide varies a lot, trees on edge of pavement, lots within 3m clear zone, small vertical curves with minor sight line issues, has priority at Wayside Road junction	2 - Alignment and Signage	tba
4724	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Yararoo Rd	Kellys Hill Rd	Wayside Rd	3407.3	7.5	8	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Pine Point Road has give way, six ways, poor angles, sight lines insufficient for some legs, radii insufficient for some movements due to angles, upgrade to intersection, needs grass and vegetation trimming to improve to, 7m carriageway, pavement poor quality with pot holes and soft sections, trees and vegetation within 3m clear zone, straight alignment some vertical, sight lines sufficient,	4 - Minor Intersection Upgrade	tba
4706	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Yarrum Rd	3km E of Yorke Valley Rd	Pine Point Rd	3051.6	7	18	\$	150,000	Low Use Sheeted Road High Wear	Intersection with Corny Point Road has give way, five ways, priority confusing with Orrie Cowie Road onto Corny Point Road, needs to be formalised, leads to poor angle with Corny Point Road, sight lines insufficient to east due to horizontal curve and vegetation, sufficient to west, radii insufficient due to angle, 5-6m carriageway, trees within 3m clear zone, pavement poor condition, straight alignment with minor vertical, intersection with White Hut Road has give way, poor angle between roads should be squared up, sight lines sufficient, radii insufficient for left out and right in need to be banned, other movements reasonable	2 - Alignment and Signage	tba
25134	Rural Sheeted Low Use Medium Wear (Southern Zone) Wearing Surface	Cant Rd	Corny Point Rd		2958	7	9	\$	150,000	Low Use Sheeted Road Medium Wear	Has priority at Rocky Bend Road, 7m carriageway, wider in sections, pavement generally good some sandy sections, vegetation trimmed back but then up to edge in sections, trees within 3m clear zone, tight horizontal curve with major sight line issues due to vegetation, intersection with Spencer Highway has give way, sight lines to south insufficient due to horizontal and vertical curve, sufficient to north, radii sufficient	2 - Alignment and Signage	tba
25169	Rural Sheeted Low Use High Wear (Northern Zone) Wearing Surface	Ferguson Rd	Spencer Hwy		4614	9	12	\$	150,000	Low Use Sheeted Road High Wear			tba
8253	Rural Spray Seal Normal Use Upper Surface Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	Point Pearce Rd	Port Victoria Rd		1432.2	6.1	10	\$	150,000	Rural Sealed Roads Normal Use	80 km/h speed limit on the approach to Port Victoria Road, pavement is a bit uneven, poor angle at intersection, difficult to see to the right but sight distance is good, sight distance to left tight, radii sufficient 6m unsealed carriageway, straight with long downslope, some trees within 3m clear zone, pavement reasonable but drainage issues leads to water running across the road and causing rutting, junction with Sandilands Road just 90 degree bend which has no widening and major sight line issues	pavement and minor intersection upgrade	tba
5160		South Tce (Maitland)	End of Seal at Town limit		536	7	0	\$	150,000			2 - Alignment and Signage	tba

8125	Rural Spray Seal High Use Upper Surface	Ardrossan Rd	Upper Yorke Rd	682.7	5.9				83	\$	150,000	Rural Sealed Roads High Use	80 km/h on approach to intersection then 60, reduce speed sign, give way sign, sight distances very good, angle a bit tight to left, radii tight for left turn, pavement quality poor, uneven Intersection with Yorke highway has give way, sight lines to east are insufficient due to horizontal curve, sufficient to west, small central island and left slip, radii insufficient for some movements, need island removed, 6m carriageway, straight alignment with minor vertical curves, 3m clear zone good with vegetation trimmed back, pavement poor in sections, longer vertical curve, some minor sight line issues, width out to 7m in sections, pavement poor, intersection with Yellowoerowie Road has give way, six ways intersection, sight lines along main road insufficient due to vegetation, radii insufficient for some legs	pavement	tba	
25208	Rural Formed Graded Surface	Yorke Highway	Yellowoerowie Road	4181.4	7				0	\$	150,000	Unsheeted Road formed and graded	Just horizontal curve at Moorara Road, 5m wide, pavement poor, flat and straight, trees within the clear zone, junction with Ulonga Road needs hazard board, sight lines sufficient, radii insufficient some moves not possible		tba	
4135	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Mary St (Price)	Moorara Rd	Ulonga Rd	685.5	5			0	\$	140,000	Low Use Sheeted Road Low Wear	6m carriageway, with trees along edge, pavement good, sight distances tight at Old Coast Road due to vegetation and vertical curve, radii tight Intersection with Lamshed Road has give ways, sight lines sufficient, radii insufficient will need full width, 7m carriageway, trees within 3m clear zone, pavement good condition, tight horizontal curve with superelevation and one guide post, more delineation would help, pavement up to 8m wide, another tight horizontal curve similar to last one, still trees and vegetation up to edge of road, pavement good condition, intersection with Sunnysvale Road has give ways, sight lines are sufficient, radii insufficient will use full width	8 - Pavement	tba	
4182	Rural Sheeted Medium Use (Central Zone) Surface	Micky Flat Rd	St Vincent Hwy	Old Coast Rd	1946.8	End of Seal (Curramul 7 ka)	46	0.045	2.07	10	\$	125,000	Medium Use Sheeted Road	Intersection with Bublacowie Rd - Has give way sign (text faded away), sight lines sufficient, radius insufficient, vehicle will use full width of the pavement. Mid-block - 8m wide pavement, pavement surface good, trees within 3m clear zone, some narrowing to 7m pavement width. Intersection with Savage Hut Rd - 5 leg intersection, unclear who has priority of 2 minor legs. Has give way sign, sight distance insufficient to the left (vegetation), radius insufficient, vehicle will cross centre line. Has priority at Didlyamulka Road intersection, 7m carriageway, vegetation up to edge and encroaching, clear zone generally good, pavement good, straight alignment, pavement becomes uneven and poor width varies, narrows to 5m in sections, corrugated and major pot holes, no give way seems to have to give way at Bertram Road intersection, needs give way, sight lines sufficient, radii insufficient will need full width	sight distance and carriageway width	tba
4024	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Adams Rd	Sunnysvale Rd	Lamshed Rd	4306.7	8.5			11	\$	100,000	Low Use Sheeted Road Medium Wear	Has priority at McConkey Road, 7m carriageway, trees within 3m clear zone, width varies between 6-8m, pavement average, straight alignment, minor vertical curves only, intersection with Rickaby Road has give way, sight lines insufficient due to horizontal curve and vegetation, can see better in truck, radii insufficient for some movements need full width (Photo) Intersection with Gypsum Pit Road (Intersection is with New Honiton Road, Gypsum Pit Road is the staggered T continuation of Black Hill Road) - Has give way sign, sight lines sufficient, radius insufficient, vehicle will cross centre line. Mid-block - 8m pavement width at northern end, to 7m at southern end, pavement surface good, some trees within 3m clear zone, some vegetation growing in pavement at edges.	7 - Major Intersection Widening	tba	
4352	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Bagnells Well East Rd	Bublacowie Rd	Savage Hut Rd	1864.1	7.5			3	\$	100,000	Low Use Sheeted Road Medium Wear	Intersection with Diamond Lake Road - Has give way sign (faded), Sight lines are insufficient due to being on inside of horizontal curve, on crest and vegetation (both sides), radius insufficient, vehicle will use full width of pavement and possibly track off of pavement.	7 - Major Intersection Widening	tba	
4336	Rural Sheeted Low Use High Wear (Central Zone) Surface	Bamboos Rd	Didlyamulka Rd	Bertram Rd	4347.9	Port Rickaby 7.5 Rd end	32	0.0313	1	5	\$	100,000	Low Use Sheeted Road High Wear			tba
4330	Rural Sheeted Low Use High Wear (Central Zone) Surface	Barkers Rocks Rd	McConkey Rd	Rickaby Rd	3179.9	7.5			7	\$	100,000	Low Use Sheeted Road High Wear			tba	
4370	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Black Hill Rd	Gypsum Pit Rd	Diamond Lake Rd	4268.7	6.5			1	\$	100,000	Low Use Sheeted Road Medium Wear			tba	

4280	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Bowden Rd (Gum Flat Ward)	Weavers North Rd	Minlaton Rd	1932.3	7.5			2	\$	100,000	Low Use Sheeted Road Medium Wear	Junction with Minlaton Road needs hazard board, sight lines insufficient to west due to horizontal curve, sufficient to east, radii insufficient for left out due to angles, has give way, 7m carriageway, alignment fine, clear zone good except for short section with trees, pavement fine, intersection with Weavers North Road has give ways, sight lines sufficient, radii insufficient will use full width	7 - Major Intersection Widening	
4262	Rural Sheeted Medium Use (Southern Zone) Surface	Brutus Rd	2.0km W of Bayview Rd	4.1km W of Bayview Rd (at field boundary)	2119	2km East of West 8 Cowie Rd	72	0.0345	3	23	\$	100,000	Medium Use Sheeted Road	Carriageway varies between 7 and 8m, two tight horizontal curves, have warning signs, no curve widening almost 90 degree turns, straight after that, clear zone good	carriageway widening widening
4266	Rural Sheeted Medium Use (Southern Zone) Surface	Brutus Rd	Point Souttar Rd	North Coast Rd	1636.7	2km East of West 8 Cowie Rd	72	0.0345	3	23	\$	100,000	Medium Use Sheeted Road	7.0m carriageway, trees 3m from edge, tight horizontal curve at North Coast Road, has guide posts, some widening, sight lines tight, have warning signs	
4469	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Cook Rd (Sth Gum Flat Ward)	Port Vincent Rd	Old Port Vincent Rd	2069.7	8			6	\$	100,000	Low Use Sheeted Road Medium Wear	Intersection with Old Port Vincent Road has give ways, sight lines insufficient to west due to vegetation and vertical curve, sufficient to east, radii insufficient will use full width, 6-7m carriageway, horizontal curve sight lines sufficient, clear zone generally good some trees and vegetation, pavement poor in sections but generally good, minor crest, approach sight distance to intersection poor due to it has advanced warning sign, some major pot holes, intersection with Port Vincent Road has give way, sight lines sufficient, vegetation trimming would improve, radii insufficient will use full width	7 - Major Intersection Widening	
4465	Rural Sheeted Medium Use (Southern Zone) Surface	Coringle Rd	Hayward Park Rd	St Vincent Hwy	2340.7	500m S of Weavers 8 Rd	24	0.0769	2	14	\$	100,000	Medium Use Sheeted Road	7-8m carriageway, grass on shoulders, tight horizontal curve on Ulonga Road junction, junction with Hayward Park Road is hidden by a curve and vegetation but warning sign provided, has hazard board and sight distances are tight to north due to horizontal curve, radii tight	alignment, sight distance, junction widening
3978	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Davies Rd	Sandy Church Rd	Andrews Rd	4308.3	8.5			11	\$	100,000	Low Use Sheeted Road Medium Wear	Intersection with Sandy Church Road has give way, five ways intersection, sight lines along Sandy Church Road sufficient, other legs insufficient but they have give ways, priority unclear with Yorke Valley Road leg, radii insufficient, can use full width onto Sandy Church Road but other legs not possible due to angles, 7m carriageway, trees within 3m clear zone, pavement condition good, straight and flat, narrows to 6m, pavement good, alignment good, clear zone improves, intersection with Andrews Road has give way, sight lines sufficient, radii insufficient, will use full width	7 - Major Intersection Widening	
4075	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Depot Shed Rd	Harry Butler Rd	Weavers Rd	4761.7	7			7	\$	100,000	Low Use Sheeted Road High Wear	Intersection with Weavers Rd - Has give way sign. Sight lines sufficient, radius insufficient - vehicle will track over full pavement width. Mid-block - 5 to 6m pavement width. Some grass growing in pavement edges, lots of trees within 3m clear zone. Slight horizontal curve with poor sight lines due to vegetation (in combination with narrow pavement width). Pavement widens to 6 to 7m north of Rabbit Corner Rd, some corrugation, crests with limited sight on approach. Within segment intersection with Rabbit Corner Rd - Give way signs on Depot Shed Road, sight lines sufficient to the left, insufficient to the right due to vegetation (requires trimming). Acute intersection angle - poor observation angle. Radius insufficient, vehicle requires full pavement width. Within segment intersection with Bagnells Well Rd E - Depot Shed Rd has priority. Intersection with Harry Butler Rd - Sharp horizontal curve into intersection, no delineation or advance warning of intersection (not visible on approach). Has give way sign. Wide dual / triangle intersection with island. Sight lines sufficient, radius insufficient for right turns unless using slip lanes (recommend to remove).	7 - Major Intersection Widening	

4051	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Diagonal Rd	Corny Point Rd	Brutus Rd	4675.2	8	8	\$	100,000	Low Use Sheeted Road High Wear	Intersection with Corny Point Road has give way, five ways, sight lines sufficient, radii insufficient for some movements, 6-7m carriageway, pavement minor corrugations and some pot holes, clear zone generally good with trees outside 3m clear zone, horizontal and vertical curves with minor sight line issues, pavement condition gets worse, some trees within clear zone now, narrows to 6m, junction with Brutus Road is a Y-junction but very wide so drivers can square up, sight lines are sufficient, has give way, radii insufficient will use full width due to angles between legs	7 - Major Intersection Widening	tba
4088	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Green Flat Rd	Stansbury Rd	Depot Shed Rd	3826.6	8.5	7	\$	100,000	Low Use Sheeted Road High Wear	Intersection with Stansbury Road - Acute intersection angle, has give way sign, sight lines sufficient, observation angle poor due to intersection geometry, radius insufficient, left in turn likely to track off the pavement. Mid-block - 6 to 7m width, some isolated trees within 3m clear zone and some grasses growing through pavement edges. More trees within 3m clear zone at western end. Slight horizontal curve through western end. Intersection within segment with Weavers Hill Road, has give way signs in both directions (text faded off on eastern sign). Sight lines sufficient for both approaches, radius insufficient for both, both requiring vehicle to use full pavement width. Intersection with Depot Shed Road - Acute intersection angle, has give way sign. Sight lines sufficient, observation angle poor due to intersection geometry. Radius insufficient, likely to track over centre line.	7 - Major Intersection Widening	tba
4240	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Moorara Rd (Wool Bay)	Coringle Rd	Hayward Park Rd	991.3	5.5	2	\$	100,000	Low Use Sheeted Road Medium Wear	Junction with Coringle Road needs hazaRoad boaRoad, sight lines sufficient, can be improved with vegetation trimming, poor angle, can be squared up, radii insufficient for some movements due to angle, 4m carriageway, clear zone generally good, stobies outside 3m, junction with HaywaRoad Park Road needs hazaRoad boaRoad, sight lines sufficient, radii insufficient will need full road width to complete, haRoad to see in	5 - Carriageway Widths	tba
4886	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Olive Tree Rd	Stansbury Rd	Oaklands Rd	2643	8	7	\$	100,000	Low Use Sheeted Road High Wear	(Photo) Intersection with Oaklands Rd - Has give way sign. Sight lines right sufficient, to left is restricted by vegetation and stobie. Suggest trimming vegetation. Radius insufficient, vehicle will require full pavement width for turns. Mid block - 6m pavement width, pavement surface good, some trees within 3m clear zone, more towards the eastern end, some grass growing through edges of pavement. Intersection with Stansbury Rd - Has give way sign, intersecting angle not square, suggest squaring up, 5-leg intersection. Sight distance sufficient to the right, slightly limited to the left due to vegetation, poor observation angle due to intersection geometry. Radius insufficient and left turn in likely to track off of pavement. Intersection with Honner Road has give ways, sight lines sufficient, radii insufficient, will need to cross centre of road, tight alignment on approach to intersection has advanced warning sign, trees within 3m clear zone, 7m carriageway, pavement good quality, straight alignment minor vertical but sight lines sufficient, intersection with Willing Road has give ways, sight lines insufficient to east due to vegetation and horizontal curve, sufficient to west, radii insufficient will cross centre of road,	7 - Major Intersection Widening	tba
5028	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Polkinghorne Rd	Willing Rd	Honner Rd	1992	7.5	11	\$	100,000	Low Use Sheeted Road High Wear	Intersection with Honner Road has give ways, sight lines sufficient, radii insufficient, will need to cross centre of road, tight alignment on approach to intersection has advanced warning sign, trees within 3m clear zone, 7m carriageway, pavement good quality, straight alignment minor vertical but sight lines sufficient, intersection with Willing Road has give ways, sight lines insufficient to east due to vegetation and horizontal curve, sufficient to west, radii insufficient will cross centre of road,	7 - Major Intersection Widening	tba
5027	Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Rabbit Corner Rd	Brentwood Rd	Bublacowie Rd	980.8	7	7	\$	100,000	Low Use Sheeted Road Low Wear	Intersection with Brentwood Rd - Has give way sign. Sight lines insufficient, restricted to the right due to vegetation. Radius insufficient, vehicles will use full pavement width. Mid-block - 7 to 8m pavement width, pavement surface good, some grass growing in pavement edges, trees within 3m clear zone, some trees at edge of pavement. Intersection with Bublacowie Rd - Has give way sign, very sharp intersection angle, suggest squaring up. Sight lines sufficient, poor observation angle due to intersection geometry. Radius insufficient, left in turn will track off of pavement due to tight angle.	7 - Major Intersection Widening	tba

Rural Sheeted Low Use Medium Wear (Southern Zone)	5056 Surface	Savage Hut Rd	Cutline Rd	Stockers Lake Rd	2337.9	8	7	\$	100,000	Low Use Sheeted Road Medium Wear	Intersection with Cutline Rd - Has give way sign (faded), sight lines insufficient (both) due to vegetation up to edge of pavement, radius insufficient, vehicle will use full pavement width. Mid-block - 7 to 8m pavement width, pavement surface good, reasonable amount of weeds growing in pavement near edges and in, limiting effective width to 6m, trees within 3m clear zone with branches encroaching into the road width, some trees at edge of pavement. Intersection with Stockers Lake Rd - Not present, road closed off for some time (through horizontal curve)	7 - Major Intersection Widening	tba
Rural Sheeted Low Use Medium Wear (Southern Zone)	5071 Surface	Savage Hut Rd	Brentwood Rd	Weavers Rd	2920.2	7	7	\$	100,000	Low Use Sheeted Road Medium Wear	Intersection with Weavers Rd - Give way sign present (but after crest, poor approach sight distance), S leg intersection, confusing priority between 2 minor legs prior to main leg, sight lines insufficient to the left due to vegetation, radius insufficient, particularly left-out, right-in due to intersection angle. Mid-block - 7 to 8m pavement width, pavement surface good, lots of trees within 3m clear zone. Some horizontal curves, sight lines through curves sufficient. Some loss of pavement fines at low points where water may pond. Intersection with Brentwood - Has give way sign, sight lines sufficient to the left, limited somewhat to the right due to vegetation and horizontal curve. Radius insufficient, vehicle will use full pavement width. (Photo)	7 - Major Intersection Widening	tba
Rural Sheeted Low Use Medium Wear (Southern Zone)	4986 Surface	Savage Hut Rd	Depot Shed Rd	Green Flat Rd	571.3	7	7	\$	100,000	Low Use Sheeted Road Medium Wear	Intersection with Depot Shed Road - Acute intersection angle, sight lines sufficient, observation angle poor due to intersection geometry, radius insufficient, some movements will track off the pavement. Mid-block - 6m pavement width with grasses encroaching in 1m on either side within pavement, trees within the 3m clear zone. Intersection with Green Flat Road - Has give way sign, sight lines insufficient (both) due to vegetation, radius insufficient, vehicles will use full pavement width.	7 - Major Intersection Widening	tba
Rural Sheeted Medium Use (Northern Zone)	4734 Surface	Wells Rd	Yorke Hwy	Tiddy Widdy Beach Rd	2593.9	8.5	3	\$	100,000	Medium Use Sheeted Road	Junction with Tiddy Widdy Beach Road has no hazard board, radii tight but vehicles can make turning movements by crossing centre of road, sight distances good in both directions, junction approach sight distance poor due to horizontal curve and tight crest, vegetation on southern side of road overhanging onto road, small trees within 2m of edge, 7.4m wide unsealed carriageway, generally straight, junction with Yorke Highway has give way, sight distances ok, tight to left due to horizontal curve, radii tight for left turn out will cross centreline Intersection with Harry Butler Rd - Has give way sign and crossroad warning signage indicating priority (incorrect - remove sign), sight lines sufficient but poor observation angle due to intersection geometry, radius insufficient, vehicle will use full pavement width, left out may track off of pavement. Mid-block - 6 to 7m pavement width with grass growing in pavement edges. Some minor pavement corrugation. Lots of trees within 3m clear zone with branches up to pavement edge and some into the roadway. Horizontal curve at eastern end with insufficient sight lines due to vegetation at edge of traffic lane (trim/remove), no delineation or curve widening, other horizontal curves with limited but sufficient sight lines.	signage, sight issues	tba
Rural Sheeted Low Use High Wear (Southern Zone) Surface	4786 Surface	Wilson Rd	Cutline Rd	Harry Butler Rd	2199.5	7.5	3	\$	100,000	Low Use Sheeted Road High Wear	Intersection with Cutline Rd - Has give way sign. Sight lines left insufficient due to branches encroaching to edge of roadway, right is sufficient. Radius insufficient, full pavement width used by vehicle, left in turn may track off pavement.	7 - Major Intersection Widening	tba

4687	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Woodgee Rd	Little Glory Rd	Cutline Rd	3093	7.5	7	\$	100,000	Low Use Sheeted Road Medium Wear	Intersection with Little Glory Road - Has give way sign. 45 degree angle on cross-road intersection - sight lines good, observation angle poor. Radius insufficient - full pavement width used. Mid block - 4 to 5m pavement width. Pavement good. Some isolated trees within 3m clear zone. Southern end features more trees at edge of pavement / within 3m. Pavement width out to 5 to 6m. Tight horizontal curve (90 degree) with some vegetation blocking sight lines through, no curve widening, no delineation, truck would use full width. Intersection with Cutline Road - Has give way sign, sight lines sufficient. Radius insufficient - will cross centreline and use full road width.	7 - Major Intersection Widening	tba
25155	Rural Formed Graded Surface	Francis Rd	Bridgman Rd		2907	6	1	\$	100,000	Unsheeted Road formed and graded	Intersection with Bridgman Road has give way, sight lines sufficient, radii insufficient will use full width, 5-6m carriageway, clay road, trees within 3m clear zone, vegetation up to edge, generally straight but has some small kinks in alignment, pavement poor condition, intersection with Smith Road has give way, five ways, sight lines along Smith Road sufficient to east, junction to west with Yorke Valley Road, radii insufficient due to angles Intersection with Upper Yorke Road has give way, sight lines sufficient, radii insufficient will cross centreline, 6m carriageway, trees within 3m clear zone, narrows, clear zone becomes fine, pavement very poor, drainage issues and water runs down road causing rutting, cars have damaged driving on when wet, straight alignment, intersection with Rifle Range Road has give way, sight lines sufficient, radii insufficient road not wide enough for some turning movements Mid block - 4 to 5m width, pavement ok, some trees in clear zone. Tight horizontal curve (90 deg) with no delineation or widening. Sight line issues due to vegetation on inside. Truck would use full pavement width. Pavement widens to 5 to 6m some sections of northern end.	7 - Major Intersection Widening	tba
25120	Rural Formed Graded Surface	Balgowan Rd	Rifle Range Rd		1951	6	53	\$	100,000	Unsheeted Road formed and graded	Intersection with Rifle Range Road has give way, sight lines sufficient, radii insufficient road not wide enough for some turning movements Mid block - 4 to 5m width, pavement ok, some trees in clear zone. Tight horizontal curve (90 deg) with no delineation or widening. Sight line issues due to vegetation on inside. Truck would use full pavement width. Pavement widens to 5 to 6m some sections of northern end.	7 - Major Intersection Widening	tba
25243	Rural Formed Graded Surface	Yelland Rd	3.3km NE of Minlaton Rd		3294	4.5	3	\$	100,000	Unsheeted Road formed and graded	Intersection with St Vincent Hwy - Has give way sign. Sight lines are good. Radius is ok, but likely to use full width of Yelland Road. Has priority at Holman Road, carriageway 7m wide useable 6m due to vegetation growing on pavement edges, trees within 3m clear zone, bushes up to edge and branches overhanging onto road, pavement good condition, give ways at Bussenschutt Road intersection, sight lines sufficient, radii insufficient will need to use full width, 7m carriageway, vegetation up to edge trees in 3m clear zone, pavement good condition, intersection with Lamshed Road has give ways, sight lines sufficient to east, insufficient to west due to vegetation needs trimming, radii insufficient for some movements will need full width may not even be sufficient	7 - Major Intersection Widening	tba
4338	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Adams Rd	Lamshed Rd	Holman Rd	2135.4	8.5	11	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Cutline Road has give way, sight lines sufficient to west, insufficient to east due to vegetation, radii insufficient will use full width, 7m carriageway, straight alignment, pavement corrugated, some vegetation up to edge, clear zone generally good, widens to 8m, needs to be graded, approach sight distance to give way poor over crest, give way to Honner Road sight lines insufficient to east, then give way to Yorke Highway, sight lines sufficient north, insufficient to south, radii sufficient	6 - Sight Distance and Junction Widening	tba
4342	Rural Sheeted Low Use High Wear (Central Zone) Surface	Anderson Rd (Sth Gum Flat Ward)	Yorke Hwy	Cutline Rd	3560.5	9	2	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Cutline Road has give way, sight lines sufficient to west, insufficient to east due to vegetation, radii insufficient will use full width, 7m carriageway, straight alignment, pavement corrugated, some vegetation up to edge, clear zone generally good, widens to 8m, needs to be graded, approach sight distance to give way poor over crest, give way to Honner Road sight lines insufficient to east, then give way to Yorke Highway, sight lines sufficient north, insufficient to south, radii sufficient	6 - Sight Distance and Junction Widening	tba
4329	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Bagnells Well West Rd	Harry Butler Rd	Kangaroo Flat Rd	4037.4	8.5	2	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Kangaroo Flat Rd - Has give way sign and advance T-junction sign (remove), sight lines sufficient, radius insufficient, vehicle will cross centre line. Mid-block - 8m pavement width, pavement surface good, some isolated trees within 3m clear zone and some branches encroaching within road width. Some horizontal curves with no delineation or curve widening - have sufficient sight lines through curves. Intersection with Harry Butler Rd - Has give way sign (faded), sight lines insufficient (veg encroachment left and horizontal + vertical geometry + vegetation right). Wide pavement with left slip lane, radius insufficient, some crossing of the centre line still likely.	6 - Sight Distance and Junction Widening	tba

4331	Rural Sheeted Low Use High Wear (Central Zone) Surface	Barkers Rocks Rd	Rickaby Rd	Coast	2850.3	7	7	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Rickaby Road has give ways, unclear if for Parsons Road to? Poorly set up, has large central island, give way unclear, needs to be realigned, sight lines sufficient, radii insufficient for some movements due to island, 6m carriageway, trees within 3m clear zone, widens to 7m, pavement corrugated, straight alignment, some bushes up to edge of pavement, encroaching more to west, some trees in clear zone also	6 - Sight Distance and Junction Widening	tba
4377	Rural Sheeted Low Use Low Wear (Central Zone) Surface	Bennett Rd	Old Port Vincent Rd	Port Vincent Rd	2130.3	7.5	7	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Old Port Vincent Road has give ways, sight lines insufficient to east due to horizontal curve and vegetation, sufficient to west, radii insufficient will use full width, 6-7m carriageway, straight alignment with minor vertical curve some minor sight line issues, pavement poor in sections, vegetation up to edge and trees within 3m clear zone, intersection with Port Vincent Road has give ways, sight lines seem sufficient difficult to tell to east due to vertical curve, radii insufficient will cross full width	6 - Sight Distance and Junction Widening	tba
4357	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Black Bobs Rd	Spencer Hwy	Wauraltee Rd	3749.5	8	26	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Spencer Highway has give way, sight lines sufficient, radii insufficient will cross centreline, 6-7m carriageway, pavement good condition, road cut down in sections so has hazard on edge, some vegetation up to edge, clear zone generally good but some trees within 3m clear zone, straight and generally flat alignment, narrows to 5m in sections, clear zone gets better, pavement good condition, intersection with Wauraltee Road has give way, five ways intersection, priority unclear on eastern side with other legs, sight lines to south insufficient due to vegetation and horizontal curve, sufficient to north, radii insufficient will cross centreline, left slip area formed too, needs to be formalised	6 - Sight Distance and Junction Widening	tba
4271	Rural Sheeted Low Use High Wear (Central Zone) Surface	Boundary Rd (Gum Flat Ward)	Powerline Rd	Yorke Hwy	1812.5	7.5	5	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Yorke Highway has give way, sight lines sufficient, radii insufficient will cross centreline due to angle, 6m carriageway, trees within 3m clear zone, pavement good quality, straight and flat alignment, has priority at Powerline Road	6 - Sight Distance and Junction Widening	tba
4253	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Bridge Rd	Pootawana Rd	Wallyalla Rd	1751.4	7.5	7	\$	50,000	Low Use Sheeted Road High Wear	Has priority at Pootawana Road, 6-7m carriageway, grass growing on edges, alignment good, trees within 3m clear zone, pavement good quality, give way at Wallyalla Road intersection, sight lines insufficient due to vegetation needs trimming, radii insufficient need to use full width Intersection with Bluff Road has give ways, sight lines sufficient, radii insufficient will need full width, 7m carriageway, some bushes up to edge, pavement reasonable, odd trees within clear zone, straight alignment, minor vertical curves, horizontal curve at southern end has minor sight line issues, intersection with Watson Beach Road has give ways, major sight line issues, radii insufficient	6 - Sight Distance and Junction Widening	tba
4309	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Carbery Rd	Watson Beach Rd	Bluff Rd	3844.8	7.5	4	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Mulburra Park Road has give way, sight lines sufficient, radii insufficient will use full width, 7-8m carriageway, pavement good but corrugated, straight alignment with some vertical sight lines fine, clear zone generally good with trees 3m from edge, some inside, intersection with Sheoak Flat Road has give way, sight lines sufficient to west but poor observation angle, insufficient to east due to vegetation, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
4290	Rural Sheeted Low Use High Wear (Central Zone) Surface	Cemetery Rd (Curramulka)	Mulburra Park Rd	Sheoak Flat Rd	2385	9	8	\$	50,000	Low Use Sheeted Road High Wear	Has priority at Mount Terrible Road intersection, 7-8m carriageway, pavement corrugated in sections some loose material on surface, some vegetation up to edges, isolated trees within clear zone, alignment good, just 90 degree horizontal curve into Beegoodye Wells Road with major sight line issues and no widening	6 - Sight Distance and Junction Widening	tba
4462	Rural Sheeted Low Use High Wear (Central Zone) Surface	Cockle Beach Rd	Mount Terrible Rd	Beegoodye Wells Rd	3154.3	8.5	8	\$	50,000	Low Use Sheeted Road High Wear	Junction with Yorke Highway has no hazard board, no give ways but priority is clear, sight distances are good and radii sufficient, 6.5m carriageway, road width varies, one tight crest with low sight distance, road is set down so some embankments on edges, clear zone generally good some vegetation, intersection with Melton South Road has give ways, sight distance tight to right, radii tight but can make using whole road	signage and junction widening	tba
4466	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Coleman Rd	Melton South Rd	Yorke Hwy	4220.2	7.5	10	\$	50,000	Low Use Sheeted Road High Wear			tba

4470	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Cook Rd (Sth Gum Flat Ward)	Old Port Vincent Rd	Minlaton Rd	4019.4	8				1	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Minlaton Road has give ways, sight lines sufficient to east, insufficient to west due to vertical curve, radii insufficient will cross centreline, 6-7m carriageway, trees up to edge and vegetation, pavement corrugated, tight alignment with tight horizontal curves, minor sight line issues, 7-8m carriageway, pavement poor in sections but generally good needs to be graded, alignment fine, clear zone improves, minor sight line issues over vertical curve, intersection with Old Port Vincent Road has give ways, sight lines sufficient, radii insufficient will use full width	6 - Sight Distance and Junction Widening
4472	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Coote Rd	Sunnyvale Rd	Lamshed Rd	2808.1	7.5				7	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Lamshed Road has give way, sight lines sufficient, radii insufficient will need full width, 7m carriageway, trees within 3m clear zone, some bushes up to edge, pavement has large soft spot which is damaged, some pot holes and corrugations, intersection with Sunnyvale Road has give way, sight lines insufficient due to vegetation mainly to east, radii insufficient will cross middle of road	6 - Sight Distance and Junction Widening
4413	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Cutline Rd	Weavers North Rd	Savage Hut Rd	3656.4	7.5				14	\$	50,000	Low Use Sheeted Road High Wear	7m carriageway, vegetation up to edge, trees generally 2m back, straight, some vertical curves, several advanced warning signs to Weavers North Road intersection as approach sight distance very poor due to crest just before intersection, difficult for sight distance from Weavers Road	sight distance,
4402	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Davey Rd	Clinton Rd	Coleman Rd	3149	8				15	\$	50,000	Low Use Sheeted Road Medium Wear	Junction with Clinton Road is staggered T, has give way, sight lines sufficient, radii insufficient but can cross centreline, 7m unsealed carriageway, trees within 3m clear zone, pavement has some pot holes, straight alignment, minor vertical, intersection with Pioneer Road has priority, intersection with Coleman Road has give ways, poor angle, sight lines insufficient due to angle and vegetation, radii insufficient for some movements	6 - Sight Distance and Junction Widening
4430	Rural Sheeted Medium Use (Northern Zone) Surface	Dowlingville Slant Rd	Cook Rd	Mason Rd	4286.4	200m W of Yorke 8 Highway	42	0.0062	1	21	\$	50,000	Medium Use Sheeted Road	6.0m carriageway, vegetation up to edge, less non-frangible trees however, alignment generally good, road widens to west end, give way sign partially obscured by vegetation, intersection with Mason Road is a poor angle, sight distances poor due to angle and vegetation, radii tight	sight distance and junction widening
4457	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Dutschke Rd (West)	Port Victoria Rd	Nalyappa Rd	2452.1	8.5				2	\$	50,000	Low Use Sheeted Road Medium Wear	Junction with Nalyappa Road needs hazard board, sight lines sufficient to north, insufficient to south due to vegetation, radii insufficient will need full road width, 7m carriageway, trees within 3m clear zone, some grass growing on pavement edges, pavement good quality, straight and flat, some bushes encroaching, intersection with Port Victoria road has give ways, sight lines to south sufficient, to north insufficient, poor angle, radii insufficient for some movements due to angles, horizontal curve on Port Victoria road causes sight line issue	6 - Sight Distance and Junction Widening
9356	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Falgie Dr (Price)	One And All Rd	Black Swamp Rd	2429.2	8				0	\$	50,000	Low Use Sheeted Road Medium Wear	Junction with Black Swamp Road has give way and hazard board, sight lines sufficient, radii insufficient will need full width, 7m carriageway, trees up to edge of pavement, some corrugations, 50 ahead signs, 'walk to Yorke' route, tight horizontal curve with sight line issues, 50 zone, intersection with Reliance Rd has give ways, sight lines sufficient for low speed area, radii insufficient will need full width, junction with One and All Road has give way, poor alignment, sight lines sufficient radii insufficient due to angle	6 - Sight Distance and Junction Widening
3987	Rural Sheeted Low Use High Wear (Central Zone) Surface	Ford Rd (Minlaton)	Minlaton Rd	Yorke Hwy	4280.8	7				1	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Yorke Highway has give ways, sight lines sufficient, radii insufficient will cross centreline, 7-8m carriageway, vegetation and trees up to edge of pavement, lots of property access points, 6-7m wide, tight alignment with minor sight line issues around curves due to vegetation, intersection with Treloar Road has give ways, sight lines to north sufficient, insufficient to south due to horizontal curve, radii insufficient will need full width, sight lines sufficient from eastern side, 6m wide section with poor alignment then 7m widens and flat and straight, trees along edge branches need trimming, tight horizontal curve on approach to junction, very poor approach alignment will be across whole road, junction with Minlaton Road needs hazard board, sight lines insufficient to west, sufficient to east but need vegetation trimming, radii insufficient	6 - Sight Distance and Junction Widening

Rural Sheeted Low Use High Wear (Central Zone) Surface	Goldsworthy Rd	Dans Rd	Cemetery Rd	1840.3	200m E of Yorke Highway Intersectio n	51	0.1538	8	14	\$	50,000	Low Use Sheeted Road High Wear	Has priority at Cemetery Road, intersection located after a crest has poor approach sight distance, advanced warning sign provided, 7m carriageway, clear zone is good, pavement reasonable, straight alignment with minor vertical crests, intersection with Dans Road has give way, poor angle, sight lines just sufficient but poor observation angle, radii insufficient for some movements, need full width	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use High Wear (Central Zone) Surface	Gum Flat Rd (Minlaton)	Stansbury Rd	Yorke town Rd	2683.8	7.5				5	\$	50,000	Low Use Sheeted Road High Wear	Junction with Yorke Highway has give way, hazard board, sealed throat, sight lines sufficient, radii insufficient will cross centreline, steep upgrade and tight horizontal curve on approach to junction but well set up, 6-7m carriageway, pavement poor in sections, trees within 3m clear zone, tight alignment, pot holes and corrugations, rocks on edge of pavement, intersection with Ford Road has give ways, sight lines insufficient due to poor angles and vegetation, radii insufficient for some movements due to angles and widths, trees on edge of pavement reduce width, lots of property access points, intersection with Minlaton Road has give way, sight lines sufficient to east, insufficient to west due to horizontal curve and vegetation, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Hayes Rd	Lower White Hut Rd	Gleesons Rd	3176.1	6				6	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Lower White Hut Road has give way, sight lines to east insufficient due to angle and vegetation, sight lines to west insufficient due to vertical curve, radii insufficient poor angles, due to a crest the approach sight distance to the intersection is very poor, there is an advanced warning sign, 5-6m carriageway, flat and straight generally with vegetation up to the edge, trees within 3m clear zone, pavement poor condition, vertical curves further north, most with only minor sight line issues but one with major issues, has priority at Gleesons Road, junction with White Hut Road has give way and hazaRoad boaRoad, sealed throat, previously mentioned sight line issues due to horizontal curve and radii issues Intersection with St Vincent Highway has give way, sight line sufficient to north, insufficient to south, radii sufficient, 6-7m carriageway, straight and flat, trees within 3m clear zone, vegetation up to edge of pavement, clear zone opens up, pavement fine, junction with Old Coast Road has give way and hazard board, sight lines insufficient to north, horizontal curve very poor, sufficient to south, radii insufficient will need full width	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use High Wear (Central Zone) Surface	Hickman Rd	Old Coast Rd	St Vincent Hwy	1964.7	8.5				15	\$	50,000	Low Use Sheeted Road High Wear	Junction with Sheoak Beach Road has give way and hazaRoad boaRoad, sight lines sufficient along Sheoak Beach Road, grass trimming would improve, radii insufficient will use full width, 7-6m carriageway, straight and flat, clear zone good generally, pavement reasonable, some poor sections, grass growing on edge of pavement, intersection with Wattle Point Road has give ways, sight lines sufficient, radii insufficient will use full width from both sides, 5m pavement very poor quality, junction with Sultana Pt Road has give way, sight lines sufficient, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Hillsea Rd (Edithburgh)	Sultana Pt Rd	Sheoak Beach Rd	2004	8.5				0	\$	50,000	Low Use Sheeted Road Low Wear	Has priority at Rowntree Road, 7-8m carriageway, straight alignment minor vertical, trees within 3m clear zone, pavement good condition, junction with Masons Road has give way and hazard board, five ways, sight lines down some of the legs insufficient, radii insufficient for some movements due to angles	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use High Wear (Northern Zone) Surface	Kenny Rd	Rowntree Rd	Mason Rd	3222.2	8.5				11	\$	50,000	Low Use Sheeted Road High Wear	Junction with the Esplanade needs hazaRoad boaRoad, sight lines sufficient, radii insufficient will use full width, 7m carriageway, vegetation up to edge, some trees in 3m clear zone, narrows to 5m due to vegetation growing on pavement, branches encroaching over pavement, alignment tis good, pavement fine, intersection with St Vincent Highway has give way, sight lines insufficient due to horizontal curve, radii insufficient will need full width	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Kooraka Rd	Esplanade	St Vincent Hwy	2494.9	7				1	\$	50,000	Low Use Sheeted Road Medium Wear			tba

4021	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Kooraka Rd	St Vincent Hwy	Goldsmith Beach Rd	3809	7	1	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with St Vincent Highway has give way, sight lines sufficient, radii insufficient will need full width, 3m wide, vegetation up to edge, trees within 3m clear zone, width varies due to grass growing on pavement generally 4m, alignment fine, pavement good, junction with Goldsmith Beach Road needs hazaRoad boaRoad, sight lines insufficient to south due to vegetation, radii insufficient need full width Intersection with Munkowurlie Road - Has give way sign, sight lines sufficient, limited by crests, radius insufficient, vehicle will use full pavement width. Mid-block - 7 to 8m pavement width, pavement surface fair, some undulation, weeds growing in pavement at edge, trees just outside 3m clear zone, some isolated trees within 3m, minor crests with sufficient sight lines. Some tight horizontal curves with no delineation or curve widening, sight lines sufficient. Intersection with McEacherns Beach Road - Has give way sign, sight lines insufficient, restricted by vegetation left and a crest right. radius insufficient, vehicle will use full pavement width. Intersection with Yorke Highway has no give way, needs one, sight lines sufficient, radii insufficient will cross centreline, 7-8m carriageway, vegetation along edge and encroaching onto pavement, trees within 3m clear zone, pavement good, vertical curve with minor sight line issues, junction with Gum Flat Road has give way, sight lines sufficient to north, insufficient to south due to horizontal curve, radii sufficient, may cross centreline for some movements	6 - Sight Distance and Junction Widening	tba
4096	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Lake Fowler Rd	Munkowurlie Rd	McEacherns Beach Rd	2586	8	6	\$	50,000	Low Use Sheeted Road High Wear	Intersection with McEacherns Beach Road - Has give way sign, sight lines insufficient, restricted by vegetation left and a crest right. radius insufficient, vehicle will use full pavement width. Intersection with Yorke Highway has no give way, needs one, sight lines sufficient, radii insufficient will cross centreline, 7-8m carriageway, vegetation along edge and encroaching onto pavement, trees within 3m clear zone, pavement good, vertical curve with minor sight line issues, junction with Gum Flat Road has give way, sight lines sufficient to north, insufficient to south due to horizontal curve, radii sufficient, may cross centreline for some movements	6 - Sight Distance and Junction Widening	tba
4204	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Lake View Rd (Minlaton)	Yorke Hwy	Gum Flat Rd	964.6	6	0	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6-7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge, intersection with Thiepval Road has give way, sight lines sufficient to west, insufficient to east due to vegetation, needs trimming, radii insufficient needs full road width Intersection with Thiepval Road has give ways, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality, intersection with Port Victoria Road has give way, poor angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point Intersection with Hasting Road has give way, sight lines to north insufficient due to vegetation, to south sufficient, radii insufficient will need full widths, 7m carriageway, trees and vegetation up to edges of road, pavement good quality, stobies 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width	6 - Sight Distance and Junction Widening	tba
4128	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Lizard Park Dr	Hean Rd	Thiepval Rd	2816.4	7	12	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6-7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge, intersection with Thiepval Road has give way, sight lines sufficient to west, insufficient to east due to vegetation, needs trimming, radii insufficient needs full road width Intersection with Thiepval Road has give ways, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality, intersection with Port Victoria Road has give way, poor angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point Intersection with Hasting Road has give way, sight lines to north insufficient due to vegetation, to south sufficient, radii insufficient will need full widths, 7m carriageway, trees and vegetation up to edges of road, pavement good quality, stobies 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width	6 - Sight Distance and Junction Widening	tba
4154	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Lizard Park Dr	Thiepval Rd	Port Victoria Rd	2085	7	12	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Hean Road has give way, sight lines sufficient, radii insufficient will need full road width, 6-7m carriageway, straight and flat, pavement condition good, trees within 3m clear zone, vegetation up to edge, intersection with Thiepval Road has give way, sight lines sufficient to west, insufficient to east due to vegetation, needs trimming, radii insufficient needs full road width Intersection with Thiepval Road has give ways, sight lines sufficient, radii insufficient will use full width, 7m carriageway, straight and reasonably flat, trees within 3m clear zone, vegetation up to edge, pavement good quality, intersection with Port Victoria Road has give way, poor angle but drivers can square up, sight lines sufficient, radii insufficient will cross centreline, good gap to other side road at this point Intersection with Hasting Road has give way, sight lines to north insufficient due to vegetation, to south sufficient, radii insufficient will need full widths, 7m carriageway, trees and vegetation up to edges of road, pavement good quality, stobies 7m back, pavement has soft sections in sections, alignment has long horizontal curve which is fine, intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width	6 - Sight Distance and Junction Widening	tba
4180	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Lodge Rd	Standpipe Rd	Hasting Rd	4866.3	7.5	3	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Standpipe Road has give way, sight lines insufficient due to vegetation, radii insufficient will need full road width	6 - Sight Distance and Junction Widening	tba
4138	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Matthews Rd	James Well Rd	Redding Rd	3540.4	8	1	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Redding Road has give way, sight lines to west insufficient due to vertical curve, sufficient to east, radii insufficient will cross centreline, 7m carriageway, pavement good condition, straight alignment, trees within 3m clear zone, edge of pavement not straight due to drains being cut into road, vertical curve sight lines fine, intersection with James Well Road has give way, sight lines sufficient, tight to east due to vegetation, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
4144	Rural Sheeted Low Use Low Wear (Central Zone) Surface	McConkey Rd	Rickaby Rd	Barkers Rocks Rd	3200.6	8.5	3	\$	50,000	Low Use Sheeted Road Low Wear	Junction with Rickaby Road has give way, sight lines sufficient, poor angle and poor observation angle, should be squared up, radii insufficient for left in due to angle, others acceptable, 7-8m carriageway, trees generally outside 3m clear zone, vegetation up to edge in sections, pavement fine, tight horizontal curve but sight lines acceptable, intersection with Barkers Rocks Road has give way, sight lines insufficient to west due to vegetation, sufficient to east, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba

4212	Rural Sheeted Low Use Low Wear (Central Zone) Surface	McConkey Rd	Barkers Rocks Rd	Koolywurtie Church Rd	3398.6	8.5			3	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Barkers Rocks Road has give way, sight lines sufficient to east, insufficient to west due to vegetation, radii insufficient will use full width, 7m carriageway, pavement average, vegetation up to edge of pavement, some trees within 3m clear zone, straight alignment, junction with Koolywurtie Church Road needs hazard board, has junction warning sign, sight lines sufficient, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba		
4192	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Miller Rd	Port Victoria Rd	Saint Rd	3495.2	7			2	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Port Victoria Road has give way opposite end of road, has to give way to Chinamans Well Road first, sight lines sufficient, radii insufficient, the junction with Port Victoria Road has give way, poor angle, sight lines to south insufficient, sufficient to north, radii insufficient will cross centreline, 7m carriageway, straight and flat, vegetation up to edge, trees in clear zone in sections, pavement good condition, intersection with Saint Road has give way, sight lines sufficient, radii insufficient will cross centreline Junction with Beegoodye Well Road has hazard board, sight lines insufficient due to vegetation and horizontal curve, radii insufficient will cross centreline, straight alignment with minor crests, sight lines generally fine, pavement good, some trees within 3m clear zone, some vegetation up to edge, has priority at intersection with Treasure Road	6 - Sight Distance and Junction Widening	tba		
4248	Rural Sheeted Low Use High Wear (Central Zone) Surface	Minlacowie Rd	Treasure Rd	Beegoodye Wells Rd	3351.5	8.5			4	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Minlacowie Road has give way, sight lines sufficient, radii insufficient will need full road width, crest just before junction, approach sight distance to intersection very poor has advanced give way warning sign, 8m carriageway, several horizontal curves with tight alignment and minor sight line issues, road straightens up, vegetation up to edge in sections, some trees in 3m clear zone, pavement reasonable condition, another horizontal curve with warning signs very tight major sight line issues, crest, intersection with Cockle Beach Road has give way, sight lines sufficient, radii insufficient will need full width Intersection with Wauraltee Road has give way, sight lines to north insufficient due to horizontal curve and vegetation, sufficient to south, radii insufficient will cross full width, 6m carriageway, some vegetation growing on pavement edges, clear zone good, flat and straight, has priority with Kinnane Road intersection Intersection with Lake Fowler Road - Munkowurlie Road has priority, has crossroad warning sign. Mid-block - 7 to 8m pavement width, pavement surface fair, some very minor potholes and corrugation. Some crests and minor horizontal curves with sufficient sight lines, some trees within 3m clear zone.	6 - Sight Distance and Junction Widening	tba		
4152	Rural Sheeted Low Use High Wear (Central Zone) Surface	Mount Terrible Rd	Cockle Beach Rd	Minlacowie Rd	3156.5	8.5			5	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Minlacowie Road has give way, sight lines sufficient, radii insufficient will need full road width, crest just before junction, approach sight distance to intersection very poor has advanced give way warning sign, 8m carriageway, several horizontal curves with tight alignment and minor sight line issues, road straightens up, vegetation up to edge in sections, some trees in 3m clear zone, pavement reasonable condition, another horizontal curve with warning signs very tight major sight line issues, crest, intersection with Cockle Beach Road has give way, sight lines sufficient, radii insufficient will need full width Intersection with Wauraltee Road has give way, sight lines to north insufficient due to horizontal curve and vegetation, sufficient to south, radii insufficient will cross full width, 6m carriageway, some vegetation growing on pavement edges, clear zone good, flat and straight, has priority with Kinnane Road intersection Intersection with Lake Fowler Road - Munkowurlie Road has priority, has crossroad warning sign. Mid-block - 7 to 8m pavement width, pavement surface fair, some very minor potholes and corrugation. Some crests and minor horizontal curves with sufficient sight lines, some trees within 3m clear zone.	6 - Sight Distance and Junction Widening	tba		
4216	Rural Sheeted Low Use Low Wear (Northern Zone) Surface	Mumford Rd (Kalkabury Ward)	Kinnane Rd	Wauraltee Rd	1947.9	6			1	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Lake Fowler Road - Munkowurlie Road has priority, has crossroad warning sign. Mid-block - 7 to 8m pavement width, pavement surface fair, some very minor potholes and corrugation. Some crests and minor horizontal curves with sufficient sight lines, some trees within 3m clear zone.	6 - Sight Distance and Junction Widening	tba		
4155	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Munkowurlie Rd	Lake Fowler Rd	New Honiton Rd	2614.8	8			8	\$	50,000	Low Use Sheeted Road High Wear	Intersection with New Honiton Road - Has give way sign, Sight lines insufficient to the right due to vegetation (trim), radius insufficient, vehicle will track over the centreline.	6 - Sight Distance and Junction Widening	tba		
4162	Rural Sheeted High Use (Northern Zone) Surface	Nalyappa Rd	35.0km S of Spencer Hwy	36.0km S of Spencer Hwy	997.9		200m W of Port Victoria 9 Rd	26	0.0181	1	21	\$	50,000	High Use Sheeted Road	Advanced give way sign before Chinaman Wells Road, give ways at intersection, sight distance to right good to left bit blocked by embankment, radii tight, carriageway very wide flat and straight, intersection with Point Pearce Road has give ways, radii insufficient, sight distance to left poor Flat and straight alignment, give way signs at Balgowan Road are a surprise, sight distance is tight due to vegetation have to move along way forward, radii tight for left turns	junction widening and sight distance	tba
4867	Rural Sheeted High Use (Northern Zone) Surface	Nalyappa Rd	25.0km S of Spencer Hwy	26.0km S of Spencer Hwy	997.9		8 n	54	0.0185	0.999	21	\$	50,000	High Use Sheeted Road	junction widening	tba	

4907	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Nelligan Rd	Spencer Hwy	Mumford Rd	5913.8	7.5			7	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Mumford Road has give way, sight lines sufficient, vegetation trimming would improve, radii insufficient will need full width, 7m carriageway, pavement minor corrugations, some trees in clear zone them improves, poor alignment with horizontal and vertical curves which have sight line issues, widths generally enough to stay on correct side of road, 6-7m carriageways, intersection with Spencer Highway has give way however confusing with Urania Road leg as to who has priority as both meet here, sight lines sufficient but observation angle very poor, also another leg on western side of Spencer Highway, radii insufficient right out and left tin movements need to be banned due to angle Junction with Black Bobs Road has give way, sight lines insufficient due to vegetation to east, priority confusing with other legs, radii insufficient for some movements due to angles, 7-8m carriageway, trees within 3m clear zone, vegetation up to edge, pavement good condition, horizontal curves with minor sight line issues, trees within 3m clear zone, pavement poor in patches, intersection with Mumford Road has give way, sight lines sufficient but can be improved with vegetation trimming, radii insufficient will need full width for some movements due to angles	6 - Sight Distance and Junction Widening	tba	
4899	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Nelligan Rd	Mumford Rd	Wauraltee Rd	3720.3	7.5			7	\$	50,000	Low Use Sheeted Road High Wear	Has priority at Hastings Road, 7-8m carriageway, good road just poor intersections, trees within 3m clear zone and vegetation up to edge, pavement good condition, straight alignment with minor vertical, intersection with Back Road has give way, sight lines to west insufficient, and east insufficient due to vegetation, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba	
4918	Rural Sheeted Low Use High Wear (Northern Zone) Surface	North South Rd	Back Rd	Hasting Rd	2987.8	8			22	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Pine Point Road has give way, sight lines insufficient due to horizontal curve and vegetation, poor observation angle due to road angles need to be squared up, radii insufficient for some movements due to angles, 6-7m carriageway, straight and generally flat alignment, pavement graded minor pot holes, trees within 3m clear zone, branches encroaching onto pavement needs to be trimmed back, has priority at Hastings Road	6 - Sight Distance and Junction Widening	tba	
4919	Rural Sheeted Low Use High Wear (Northern Zone) Surface	North South Rd	Hasting Rd	Pine Point Rd	2837.6	8			22	\$	50,000	Low Use Sheeted Road High Wear	Intersection with McFarlane Road has give way, sight lines sufficient, grass trimming would improve, radii insufficient will use full width, 7m carriageway, pavement good condition, trees within 3m clear zone, straight alignment with minor vertical, some pot holes, intersection with Sandy Church Road has give way, sight lines to west insufficient due to vegetation, sufficient to east, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba	
4921	Rural Sheeted Low Use High Wear (Northern Zone) Surface	North South Rd	Sandy Church Rd	McFarlane Rd	4306	8			22	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Anderson Road has give way, sight lines sufficient, radii insufficient will use full width, 6-7m carriageway, straight alignment with large vertical curve sight lines sufficient, vegetation up to edge, some trees in 3m clear zone, pavement good with minor corrugations, intersection with Black Bobs Road has give way, sight lines insufficient both directions due to vegetation, needs trimming, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba	
4844	Rural Sheeted Low Use High Wear (Central Zone) Surface	North South Rd	Black Bobs Rd	Anderson Rd	3186.4	7.5			22	\$	50,000	Low Use Sheeted Road High Wear	Has priority at Rocky Waterhole Road, 5-6m carriageway, straight alignment, pavement fine, trees within 3m clear zone, vegetation up to edge of pavement, flat, intersection with Weavers Road has give way, sight lines insufficient to east due to vegetation and angle, sufficient to west, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba	
4839	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Oaklands Rd	Rocky Waterhole Rd	Weavers Rd	2178.2	8.5			10	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Nalyappa Road has give way, sight lines sufficient, radii insufficient will cross centreline, 8m carriageway, alignment fine, pavement good, clear zone good, junction with Schwartz Road is basically just a 90 degree curve, minor sight lines issues will use full width	6 - Sight Distance and Junction Widening	tba	
4836	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Old Boundary Rd	Schwartz Rd	Nalyappa Rd	1597.9	7.5 (200m)	45	0.0238	1.071	37	\$	50,000	Low Use Sheeted Road High Wear		6 - Sight Distance and Junction Widening	tba

Rural Sheeted Low Use Low Wear (Southern Zone) Surface	4885	Old Saltworks Rd	Gum Tree Rd	Tuckokowie Rd	2277.8	7.5	5	\$	50,000	Low Use Sheeted Road Low Wear	Junction with Tuckokowie Road has hazaRoad boaRoad, sight lines to north insufficient due to vertical curve, sufficient to south, radii insufficient will use full width, 6-7m carriageway, some grass growing on pavement, vegetation encroaching onto pavement, some trees within 3m clear zone, pavement good condition, some isolated pot holes, tight alignment with horizontal curves, sight lines sufficient, has priority at Gum Tree Road junction	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	4915	Pedler Rd	Nankivell Rd	Cutline Rd	3329.6	7.5	10	\$	50,000	Low Use Sheeted Road Medium Wear	Has priority at Cutline Road, 6m carriageway, trees within 3m clear zone up to edge with some bushes to, pavement good quality, uphill gradient, straight alignment, pavement generally good some lose material on surface, intersection with Nankivell Road has give ways, sight lines insufficient due to vegetation, needs removal, radii insufficient for some movements, will need full width Intersection with Sandercock Road has give way, sight lines sufficient, radii insufficient needs to use full width, 7m carriageway, trees within 3m clear zone, pavement good, mostly frangible vegetation in clear zone, big see through issues with Arthurton Road intersection consider additional signage, intersection has give way, poor angle, sight lines insufficient to south, radii insufficient for some movements due to angles	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	5037	Pedler Rd	Arthurton Rd	Sandercock Rd	1371.8	7.5	10	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Dowlingville Slant Road has give way, sight lines insufficient due to vegetation and angles, radii insufficient for some moves due to angles, 6-7m unsealed carriageway, pavement good quality, trees within 3m clear zone, up to edge and branches encroaching onto pavement, vegetation needs to be trimmed back in section, intersection with Mason Road has give way, sight lines sufficient, vegetation needs some trimming, radii insufficient but can use full width	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use High Wear (Northern Zone) Surface	4948	Pioneer Rd	Mason Rd	Dowlingville Slant Rd	3223.9	8	13	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Bridge Road has give way, sight lines sufficient, radii insufficient will need full width, 5-6m unsealed, trees within 3m clear zone, some minor horizontal curves on down grade, then road straightens out, pavement good, intersection with Melton South Road has insufficient sight lines due to trees and angles of road, radii insufficient will need to use full width	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use High Wear (Northern Zone) Surface	5057	Pootawana Rd	Bridge Rd	Melton South Rd	3098.7	7.5	3	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Yorke Highway has give way, sight lines sufficient but poor angle, radii insufficient due to angles left out and right in banned other movements can be completed, 7m carriageway, flat and straight, pavement good but has some pot holes, some trees within 3m clear zone, intersection with Gregor Road has give ways which seems incorrect, priority should be changed, sight lines insufficient to west, no road to east, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use Medium Wear (Central Zone) Surface	5059	Porky Rd	Yorke Hwy	Gregor Rd	1023.9	8.5	14	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Gregor Road has give way, priority should be changed, sight lines insufficient to west, no road to east, radii insufficient, need full width, 6-7m carriageway, pavement good but some large pot holes, trees within 3m clear zone, vegetation and branches encroaching onto pavement, alignment flat and straight essentially, intersection with Boundary Road has give way, sight lines insufficient to east due to grass and angle, sufficient to west, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use Medium Wear (Central Zone) Surface	5060	Porky Rd	Gregor Rd	Boundary Rd	2097.7	8.5	14	\$	50,000	Low Use Sheeted Road Medium Wear	7m carriageway, straight, with some vertical curves sight lines insufficient in some instances, stobie poles on southern side 3-6m back, trees in clear zone, have advanced give way warning sign due to insufficient approach sight distance to intersection with Mulburra Park Road, sight distances tight due to vertical crests on all legs, radii ok	6 - Sight Distance and Junction Widening	tba
Rural Sheeted Low Use High Wear (Central Zone) Surface	5023	Powerline Rd	Sheoak Flat Rd	Mulburra Park Rd	2802.1	7.5	1	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Yorke Highway has good sight distances, radii tight but ok, 7m carriageway width varies a bit, alignment fine, trees 2m close in some sections, intersection with Boundary Road sight distances tight due to vegetation, radii tight	sight distance at intersection	tba
Rural Sheeted Low Use High Wear (Central Zone) Surface	4995	Powerline Rd	Yorke Hwy	Boundary Rd	1796.3	7.5	9	\$	50,000	Low Use Sheeted Road High Wear		vegetation and junction widening	tba

4957	Rural Sheeted Low Use Low Wear (Southern Zone) Surface	Rabbit Corner Rd	Harry Butler Rd	Pentonvale Rd	1100.9	9	7	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Harry Butler Road - Has give way sign, sight lines insufficient with crests in both directions and observation angle poor due to intersection angle, some uncertainty of priority with intersecting minor roads prior to major road, radius insufficient, vehicles using full width of pavement. Mid-block - 8m pavement width, pavement surface good, trees within 3m clear zone and branches to edge of pavement. Intersection with Pentonvale Road - Rabbit Corner Road has priority, crossroad warning sign present. Intersection with Goldsmith Beach Road has give way, sight lines to north insufficient due to vegetation, sufficient to south, radii insufficient will use full width, 6m carriageway, vegetation encroaching onto pavement, some trees within 3m clear zone, straight alignment minor vertical, 5m in sections, intersection with Troubridge Hill Road has give way, sight lines insufficient to north due to angle and vegetation, sufficient to south, radii insufficient will use full width	6 - Sight Distance and Junction Widening
4753	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Recluse Rd	Troubridge Hill Rd	Goldsmith Beach Rd	3027.9	7.5	2	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Yorke Highway has give way, sight lines insufficient due to vertical curve and vegetation, has slip legs which should be removed, radii insufficient for some movements, 7m carriageway, straight alignment with some vertical curves, sigh lines reasonable, trees within 3m clear zone, pavement good condition, one crest has minor sight line issues, intersection with Matthews Road has give way, sight lines insufficient to west due to vertical curve, sufficient to east, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening
4616	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Redding Rd (East)	Yorke Hwy	Matthews Rd	4653.7	7.5	12	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Point Annie Road has give way, sight lines to west insufficient due to curve, sufficient to east, radii insufficient will use full width, 5-6m carriageway, poor alignment with horizontal and vertical curves minor sight line issues, pavement fine, clear zone generally good, some vegetation up to edge, intersection with Wurlie Road has give way, sight lines insufficient to east due to vertical curve, insufficient to west due to vegetation, radii insufficient	6 - Sight Distance and Junction Widening
4976	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	Rockleigh Rd	Point Annie Rd	Wurlie Rd	2230.6	6.5	1	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Oaklands Road has give ways, sight lines sufficient, radii insufficient will use full width, 7-6m carriageway, clear zone good, pavement fine, tight horizontal curve but sight lines sufficient, junction with Coringle Road has give way, sight lines insufficient to north, sufficient to south but poor observation angle, radii insufficient for some movements due to angles	6 - Sight Distance and Junction Widening
5068	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Rocky Waterhole Rd	Oaklands Rd	Coringle Rd	1470.5	7.5	15	\$	50,000	Low Use Sheeted Road High Wear	Has priority at Crosier Road junction, 6-7m carriageway, grass growing on edges of pavement, trees within 3m clear zone, branches and vegetation encroaching onto pavement, pavement reasonable, two crests and a horizontal curve with minor sight line issues, vegetation really encroaching onto pavement, intersection with Yacca Road has give ways, major sight line issues due to road alignment, radii insufficient,	6 - Sight Distance and Junction Widening
5081	Rural Sheeted Low Use High Wear (Central Zone) Surface	Rogers Rd	Crosier Rd	Yacca Rd	4345.4	7.5	8	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Honner Road has give way, sight lines are sufficient, radii insufficient will use full road width, 8m carriageway, trees within 3m clear zone, pavement good quality, has lots of pot holes and minor soft spots, some tight horizontal curves with minor sight line issues, crest with sigh line issues, tight alignment, narrows and creek crossing before intersection with Willing Road, sight lines sufficient, radii insufficient some moves not possible as too tight	6 - Sight Distance and Junction Widening
5074	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Rose Rd	Honner Rd	Willing Rd	4232.6	9	10	\$	50,000	Low Use Sheeted Road High Wear	Junction with Old Boundary Road is 90 degree curve, has hazard board, minor sight lines issues due to vegetation, will cross centreline, 7m carriageway, pavement cut down, very corrugated, some trees within clear zone, end of segment tight horizontal curve sigh lines sufficient but no widening will use full width	6 - Sight Distance and Junction Widening
4532	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Schwartz Rd	2.1km N of T Junction Unnamed Rd	Old Boundary Rd	1605.7	7.5	2	\$	50,000	Low Use Sheeted Road Medium Wear	Junction with West Terrace has no give way and no hazard board, sight lines sufficient, radii insufficient will cross road, 5-6m carriageway, alignment poor, vegetation encroaching onto pavement, some trees within 3m clear zone, junction with Micky Flat Road has no give way or hazard board, angle tight, sight lines sufficient, radii sufficient	6 - Sight Distance and Junction Widening
4533	Rural Sheeted Low Use Low Wear (Central Zone) Surface	Secker Rd (Curramulka)	West Tce	Micky Flat Rd	339.4	6	0	\$	50,000	Low Use Sheeted Road Low Wear		6 - Sight Distance and Junction Widening

4597	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Sheoak Beach Rd	New Honiton Rd	Old Honiton Rd	1977.1	7.5	10	\$	50,000	Low Use Sheeted Road High Wear	Intersection with New Honiton Road has give way, sight line sufficient, radii insufficient will cross full width, 6-7m carriageway, straight alignment, clear zone is good, pavement reasonable, intersection with Old Honiton Road has give way, five ways, poor angles, major sight line issues to western leg (photo) due to vegetation and horizontal curve, sight lines sufficient along easter leg, however poor observation angle, radii insufficient for some movements due to angles	6 - Sight Distance and Junction Widening	tba
4981	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Simmons Rd	Maitland Rd	Standpipe Rd	4120.8	7.5	1	\$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Standpipe Road has give way, sight lines sufficient, radii insufficient will cross full width, 7m carriageway, straight and flat at start, trees within 3m clear zone, pavement good condition, long vertical curve, narrows to 6m, minor sight line issues over crest, then tight horizontal curve with major sight line issues due to vegetation, vehicles will cross centreline, intersection with Maitland Road has give way, sight lines sufficient, trim vegetation to south to improve, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
4763	Rural Sheeted Low Use High Wear (Central Zone) Surface	Springfield Rd	Minlaton Rd	Cross Rd	4416.3	7.5	13	\$	50,000	Low Use Sheeted Road High Wear	Has priority at Cross Road, 8m carriageway, pavement in good condition, straight alignment with vertical curves, vegetation up to both edges, trees within 3m clear zone, sight lines good over vertical curves, pavement good, junction with Minlaton Road has hazard board, sight lines insufficient major issues mainly to the east, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
4744	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Stevies Rd	Airstrip Rd	James Well Rd	4011.5	7.5	5	\$	50,000	Low Use Sheeted Road High Wear	Junction with James Well Road has give way but no hazard board, sight lines sufficient to east but insufficient to west due to vertical curve, radii insufficient, need full width, 6-7m carriageway, some vegetation growing on edges of pavement, trees within 3m clear zone, bushes encroaching onto pavement need trim, alignment tight, pavement fine, minor rutting, horizontal and vertical curves with tight alignment but sight lines are fine, has priority at Airstrip Road	6 - Sight Distance and Junction Widening	tba
4761	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Stone Rd (Curramulka)	Micky Flat Rd	End of Sheeting	712.2	6	0	\$	50,000	Low Use Sheeted Road Medium Wear	Junction with Micky Flat Road, has no give way or hazard board, poor angle, slightly squared up only, sight lines sufficient, radii insufficient for some movements, no through road, 5-6m carriageway, poor alignment, trees along edge of road, vegetation encroaching, dead end	6 - Sight Distance and Junction Widening	tba
4632	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Substation Rd (Edithburgh)	Bridge Rd	Lake Fowler Rd	3657	7.5	2	\$	50,000	Low Use Sheeted Road High Wear	Junction with Bridge Road has give way, sight lines sufficient to south, insufficient to north due to vertical curve, radii insufficient will use full width, needs hazaRoad boaRoad, 5-6m carriageway, pavement average, tight alignment with horizontal and vertical curves with minor sight line issues, clear zone has some stoble poles and trees within 3m, some vegetation up to edge, large pile of rocks on southern side of road within 3m clear zone, intersection with Lake Fowler Road has give way, five ways, sight lines along Lake Fowler Road sufficient, other legs not, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
4737	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Summer Track	2.5km S of Sandy Church Rd	Andrews Rd	2627.4	8	12	\$	50,000	Low Use Sheeted Road High Wear	8m carriageway, pavement good condition, straight alignment with some vertical curves but minor, trees within 3m clear zone, vegetation up to edge, narrows to 7m carriageway, intersection with Andrews Road has give way, sigh lines to east sufficient, to west insufficient due to vegetation needs trimming, radii insufficient will need full width	6 - Sight Distance and Junction Widening	tba
4738	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Summer Track	Andrews Rd	Black Bobs Rd	3189.5	8	12	\$	50,000	Low Use Sheeted Road High Wear	Intersection at Andrews Road has give way, sight lines sufficient, radii insufficient will need full width, large pot hole at junction, 6m carriageway, trees within 3m on both sides, clear zone improves, width varies, pavement rough but reasonable, horizontal curve satisfactory, intersection with Black Bobs Road has give way, sight lines insufficient both ways due to vegetation and road angle, radii insufficient will need full width	6 - Sight Distance and Junction Widening	tba
4696	Rural Sheeted Low Use Low Wear (Central Zone) Surface	The Gunbarrel Rd	Yorke Hwy	Spicer Rd	3534.1	7.5	11	\$	50,000	Low Use Sheeted Road Low Wear	Intersection with Spicer Road has give way, sight lines sufficient, radii insufficient will cross centreline, 7-8m carriageway, straight alignment with minor vertical, pavement generally good but some sections corrugated and some isolated poor patches, trees within 3m clear zone and up to edge, narrows 6-7m carriageway, hazard board at junction with Lime Kiln Road, sight lines insufficient to west along Lime Kiln Road due to vegetation, radii sufficient	6 - Sight Distance and Junction Widening	tba

4668	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Tomney Rd	Rickaby Rd	McConkey Rd	3157.9	7.5				0 \$	50,000	Low Use Sheeted Road Medium Wear	Junction with Rickaby Road has give way and hazard board, sight lines sufficient, can be improved to south with vegetation removal, radii insufficient will cross centreline, 6-7m carriageway, narrows to 5m due to vegetation growing on pavement, clear zone generally good, straight and flat alignment, pavement good, T-junction warning sign on approach, no give way or no hazard board, sight lines to north insufficient, due to vegetation, sufficient to south, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
4669	Rural Sheeted Low Use High Wear (Central Zone) Surface	Treasure Rd	Minlacowie Rd	Yorke Hwy	3043.2	9				4 \$	50,000	Low Use Sheeted Road High Wear	Junction with Yorke Highway has give way, sight lines sufficient 80 km/h zone, very wide radii sufficient, left out will cross centreline, 9m seal in town then narrows no line marking, 8m unsealed carriageway, straight alignment, minor crest, pavement corrugated, some pot holes, width varies 7-8m, intersection with Minlacowie Road has give way, sight lines sufficient to west, insufficient to east due to vegetation and angle, radii insufficient will need full width	6 - Sight Distance and Junction Widening	tba
4645	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Turville Park Rd (Stansbury)	St Vincent Hwy	Minlaton Rd	3828.6	6.5				2 \$	50,000	Low Use Sheeted Road High Wear	Intersection with St Vincent Hwy - Poor int angle, has give way sign. Sight distances are sufficient. Due to poor angle, left turn our radius is insufficient. Other radius' are fine. Intersection should be squared up to highway. Mid block South of Weavers - 6m width, pavement good - straight and flat, clear zone generally good, some trees within 3m. North of Weavers - Pavement width 5m. Pavement good. Some trees in 3m clear zone. North of Cutline Rd - 5m width, pavement good, some trees within 3m clear zone. Give way within segment at Weavers Road int - give way signs present - for both directions sight lines sufficient, radius insufficient - will cross the centreline - crossroad intersection. Sight could be improved with vegetation trimming. To the north full road width will be used for turn. Give way within segment at Cutline Road int - No give way sign on south approach, give way sign present on north approach. Sight lines good, radius insufficient - using close to full pavement width - both approaches. Intersection with Minlaton Road - has give way sign. Sight lines are good. Radius good, but angle not great for left-in, and vegetation on inside. Should have sufficient width. Intersection with Yararoo Road has priority, 6m carriageway, pavement good, some minor trees within 3m clear zone, alignment fine large horizontal curve, pavement generally good but some large pot holes, lots of trees within 3m clear zone, some branches encroaching, widens to 7m, intersection with Melton South Road has give way, sight lines sufficient at intersection, radii insufficient for some movements but can see enough into side road to know if clear	6 - Sight Distance and Junction Widening	tba
4790	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Wallyalla Rd	Melton South Rd	Yararoo Rd	3987.1	6.5				5 \$	50,000	Low Use Sheeted Road Medium Wear	Intersection with Mount Terrible Road has give way, sight lines insufficient, vegetation trimming would improve, radii insufficient will need full road width, 6-7m carriageway, pavement heavily corrugated, vegetation up to edge, trees within 3m clear zone, straight alignment with minor vertical, advanced intersection warning sign, intersection has priority on a very tight horizontal curve Junction with Yararoo Road has give way, no hazard board, sight lines sufficient, radii insufficient, will need full width, 5m unsealed, minor grass down middle, trees on both sides within 3m clear zone, minor alignment issues, pavement varies between 4m and 6m wide, pavement fine, intersection with Melton South Road has give way, sight lines tight due to vegetation, radii sufficient may cross centreline for some movements	6 - Sight Distance and Junction Widening	tba
4787	Rural Sheeted Low Use Medium Wear (Central Zone) Surface	Watson Beach Rd	Carbery Rd	Mount Terrible Rd	2237.8	8				6 \$	50,000	Low Use Sheeted Road Medium Wear	8m carriageway, trees 1m from edge, alignment good, pavement good, Y-junction formed with Olive Tree Road, minor leg has give way but sight lines poor	sight lines and junction widening	tba
4720	Rural Sheeted Low Use Medium Wear (Northern Zone) Surface	Wayside Rd	Melton South Rd	Yararoo Rd	4212.1	6.5				3 \$	50,000	Low Use Sheeted Road Medium Wear			tba
4561	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Weavers Rd	Savage Hut Rd	Olive Tree Rd	1579.7	9 Rd	53	0.0197	1.0441	12 \$	50,000	Low Use Sheeted Road High Wear			tba

4725	Rural Sheeted Low Use Medium Wear (Southern Zone) Surface	West Beach Rd	Marion Bay Rd	Lighthouse Rd	2242.4	7	4	\$	50,000	Low Use Sheeted Road Medium Wear	Junction with Lighthouse Road has give way and hazard board, sight lines sufficient, radii insufficient will use full width, 7m carriageway, pavement good condition, vegetation up to edge trees within 3m clear zone, straight alignment with minor vertical, junction with Marion Bay Road has sealed throat, give way and hazard board, sight lines insufficient to south due to horizontal curve, sufficient to north, radii insufficient will cross centreline Intersection with Cutline Road has give way, sight lines sufficient but tight, radii insufficient due to angle and road width for left in and right out need to ban, other movements can be completed, 6-7m carriageway, pavement very poor at southern end but improved, trees within 3m clear zone and up to edge, branches encroaching onto pavement, horizontal and vertical alignment is poor with minor sight line issues, intersection with Honner Road has give way, sight lines tight but sufficient, radii insufficient will use full width Intersection with Levens Road has give ways, sight lines sufficient, radii insufficient will cross centreline, 5m carriageway which narrows to 3-4m, clear zone generally good but then trees start within it up to edge, pavement average, straight alignment with minor vertical, only minor sight line issues, junction with Point Souttar Road has give way, sight lines to north insufficient due to vegetation and vertical curve, sufficient to south, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba
4776	Rural Sheeted Low Use High Wear (Central Zone) Surface	Wilson Rd	Honner Rd	Cutline Rd	2523.7	8	3	\$	50,000	Low Use Sheeted Road High Wear	Intersection with Levens Road has give ways, sight lines sufficient, radii insufficient will cross centreline, 5m carriageway which narrows to 3-4m, clear zone generally good but then trees start within it up to edge, pavement average, straight alignment with minor vertical, only minor sight line issues, junction with Point Souttar Road has give way, sight lines to north insufficient due to vegetation and vertical curve, sufficient to south, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba
4708	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Wurlie Rd	Point Souttar Rd	Levens Rd	3229.4	8	6	\$	50,000	Low Use Sheeted Road High Wear	5-6m carriageway, vegetation up to edge and trees within 3m clear zone, 6m carriageway some grass growing on pavement edges, straight alignment with vertical curves minor sight line issues, intersection with Marion Bay Road has give way, sight lines insufficient due to vertical curve, radii insufficient will need full width	6 - Sight Distance and Junction Widening	tba
4711	Rural Sheeted Low Use High Wear (Southern Zone) Surface	Wurlie Rd	Marion Bay Rd	2.7km W of Marion Bay Rd	2700.9	8	6	\$	50,000	Low Use Sheeted Road High Wear	Give way at Sandy Church Road has poor sight distances due to poor angle, some turning movements tight, width down to 5.6m in sections, trees 2-3m from edge for large sections of road, alignment fine	6 - Sight Distance and Junction Widening	tba
4688	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Yorke Valley Rd	Sandy Church Rd	2.3km SE of Sandy Church Rd	2300.4	8	23	\$	50,000	Low Use Sheeted Road High Wear	6.2m seal with no edge lines, 1.5m unsealed shoulders, tight horizontal curves, trees 3m back, intersection with Yorke Highway sight distances tight to south due to alignment, radii good	vegetation and junction widening	tba
8177	Rural Spray Seal High Use Upper Surface	Mount Rat Rd	Yorke Hwy		1339.3	5.9	53	\$	50,000	Rural Sealed Roads High Use	Junction with Bookyanna Road has hazard board and give ways, sight distances good, radii tight for left turn will cross onto wrong side of road, good delineation	alignment at DIT road and junction widening	tba
8117	Rural Spray Seal Normal Use Upper Surface	Point Pearce Rd	8.4km W of Port Victoria Rd		1037.6	6.1	10	\$	50,000	Rural Sealed Roads Normal Use	Intersection with Upper Yorke Road has give ways, sight lines sufficient, radii insufficient will use full width, 6m carriageway, clear zone good, flat and straight to Pioneer Road intersection, sight lines sufficient, radii insufficient will use full width, dry weather road, 5-6m carriageway, straight and flat, pavement very poor condition, some major rutting and drainage issues, intersection with Spencer highway has give way, poor angle, sight lines sufficient, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba
5157	Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	North Tce (Maitland)	Spencer Hwy		1011	7	0	\$	50,000		Junction with South Terrace is 90 degree bend, major sight line issues and insufficient width so trucks will cross centreline, 7m carriageway, trees within 3m clear zone, intersection with Pine Point Road has give way, sight lines sufficient, radii insufficient will cross centreline	6 - Sight Distance and Junction Widening	tba
5147	Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	Sandilands Rd	Pine Point Rd		220	7	4	\$	50,000		Has priority at Bowman Terrace, 9m seal, straight into school zone with flags out, intersection with Artherton Road? Has give way, sight lines sufficient, radii insufficient	6 - Sight Distance and Junction Widening	tba
7604	Township Spray Seal Upper Surface	Clinton Rd	Artherton Rd		489	7.8	119	\$	50,000				tba

											Intersection with Nalyappa Road has give way, sight lines insufficient due to embankments and vegetation, radii insufficient will use full road width, 6m carriageway, straight alignment with vertical curves, minor sight line issues, pavement sandy, vegetation up to edge of pavement, width varies 5-6m, pavement poor condition, several crests with poor sight lines, grass growing on pavement narrows width, poor approach sight distance to intersection, consider warning sign, has priority at Rocky Bend Road	6 - Sight Distance and Junction Widening	tba
25124	Rural Formed Graded Surface	Barnes Rd	Rocky Bend Rd	Nalyappa Rd	3152	6	0	\$	50,000	Unsheeted Road formed and graded			
25212	Rural Formed Graded Surface	Point Souttar Rd	Corny Point Rd		4002	6	8	\$	50,000	Unsheeted Road formed and graded	Intersection with Corny Point Road has give way, sight lines sufficient, radii insufficient, will use full width, 6m carriageway, pavement poor in patches, trees within 3m clear zone, straight alignment with minor vertical some minor sight line issues, width varies, intersection with Brutus Road has give way, sight lines sufficient, radii insufficient, will use full width	6 - Sight Distance and Junction Widening	tba
25250	Rural Formed Graded Surface	Wurlie Rd	Hayes Rd		1525	5	6	\$	50,000	Unsheeted Road formed and graded	Intersection with Liddiard Road has give way, sight lines sufficient, radii insufficient will cross centreline, 5m carriageway, pavement average, clear zone generally good, straight alignment with minor vertical, clear zone generally good with trees back, intersection with Hayes Road has give way, sight lines insufficient to north due to vegetation and vertical curve, sufficient to south, radii insufficient will use full width	6 - Sight Distance and Junction Widening	tba
25115	Rural Formed Graded Surface	Orrie Cowie Road	Little Sheoak Road		3133.6	6	0	\$	50,000	Unsheeted Road formed and graded	Intersection with Little Sheoak Road has give way, sight lines insufficient, major issue to north, radii insufficient due to poor angles, five ways, 6m carriageway, pavement reasonable, alignment fine, some trees within 3m clear zone, width varies between 5-7m, has priority at Orrie Cowie Road		tba
25218	Rural Formed Graded Surface	Upper Yorke Road	Kainton Road		1352.9	5	0	\$	50,000	Unsheeted Road formed and graded	Junction with Upper Yorke Road has give way, poor angle, sight lines to south good, to north insufficient due to angles and vegetation, high angle, radii insufficient for some movements, straight alignment, minor vertical, 5m useable width, graded to 6m but grass growing on pavement, trees on both sides within 3m clear zone, has give way at Kainton Road intersection, sight lines to west insufficient due to curve in road, to right poor due to tall grass, radii insufficient will need full road width		tba
25220	Rural Formed Graded Surface	Reservoir Road	Bridge Road		1797	5	0	\$	50,000	Unsheeted Road formed and graded	Intersection with Reservoir Road has give way, sight lines sufficient, radii insufficient, turning movements not possible as roads too narrow, 5-6m unsealed carriageway, pavement generally good but minor drainage issues, isolated trees within 3m clear zone, intersection with Bridge Road has give way, sight lines insufficient due to tall grass and trees, radii insufficient will need full road width		tba
25252	Rural Formed Graded Surface	Point Souttar Road	Levens Road		3221.2	6	0	\$	50,000	Unsheeted Road formed and graded	Has priority at Point Souttar Road intersection, 6-7m carriageway, very tight vertical curves with major sight line issues, vegetation up to edge and encroaching onto pavement, trees within 3m clear zone, pavement reasonable, narrows to 5m in sections, some pot holes, has priority at Levens Road junction		tba
25254	Rural Formed Graded Surface	Reo Road (Track)	Hundred Line Road		1523.8	5	0	\$	50,000	Unsheeted Road formed and graded	Has priority at Reo Road junction, 5m carriageway, straight alignment with minor vertical sight lines fine, some trees within 3m clear zone, pavement reasonable, intersection with Hundred Line Road has give way, sight lines sufficient, radii insufficient will use full width		tba
25255	Rural Formed Graded Surface	Hundred Line Road	Hayes Road		3226.1	5	1	\$	50,000	Unsheeted Road formed and graded	Intersection with Hundred Line Road has give way, sight lines insufficient due to vegetation, radii insufficient need to use full width, 5m carriageway, vegetation up to edge, pavement average, straight alignment with vertical curves, minor sight line issues, intersection with Hayes Road has give ways, sight lines sufficient but vegetation trimming would improve, radii insufficient will need full width, angles poor		tba
7902	Township Spray Seal Upper Surface	School Road	Cul de sac		373.4	4	0	\$	40,000		Leads to gate which is closed, 4m seal with 1-2m unsealed shoulders, no line marking, clear zone good, straight alignment with minor vertical, sight line fine, has priority at School Road		tba

4891	Rural Sheeted High Use (Southern Zone) Surface	North Coast Rd	1.0km W of Bayview Rd	2.0km W of Bayview Rd	1002.8	8 Seal)	227	0.0088	1.9976	5	\$	10,000	High Use Sheeted Road	8m carriageway, stobies 1m from edge on northern side of road, shacks along northern side of road, straight and flat, minor crest and curve at end of segment, stobies get further back, some trees 2m from edge, stobies to other side 2m back, still 50 zone, houses, end of segment is end of 50 zone, several areas with drainage issues	Drainage no comments from HDS assuming	tba
4901	Rural Sheeted High Use (Southern Zone) Surface	North Coast Rd	2.0km W of Bayview Rd	3.0km W of Bayview Rd	1002.3	8 Seal)	227	0.0088	1.9976	5	\$	10,000	High Use Sheeted Road		Drainage issues no comments from HDS assuming	tba
4902	Rural Sheeted High Use (Southern Zone) Surface	North Coast Rd	3.0km W of Bayview Rd	4.0km W of Bayview Rd	1001.6	8 Seal)	227	0.0088	1.9976	5	\$	10,000	High Use Sheeted Road		Drainage issues no comments from HDS assuming	tba
4453	Rural Sheeted Medium Use (Northern Zone) Surface	Gap Rd	1.7km W of Rocky Bend Rd	Nalyappa Rd	1730.5	7 (200m)	65	0.0238	2	19	\$	5,000	Medium Use Sheeted Road	Flat and straight, intersection with Nalyappa Road has give ways, sight distances good, being reconstructed currently, radii look tight	recently upgraded but some widening required	tba
5012	Rural Sheeted Low Use High Wear (Central Zone) Surface	Powerline Rd	Twelve Mile Rd	Micky Flat Rd	2236.5	7.5				1	\$	5,000	Low Use Sheeted Road High Wear	7.0m unsealed carriageway, straight alignment, stobie poles on southern side generally 5-6m back, trees up to edge in sections, pavement good, give ways at Micky Flat Road sight distances impacted by vegetation in both directions, radii insufficient	vegetation and sight distance	tba
5078	Rural Sheeted High Use (Northern Zone) Surface	Sandy Church Rd	13.0km E of Spencer Hwy	14.0km E of Spencer Hwy	1002.6	1km East of Spencer Highway	32	0.023	0.736	41	\$	5,000	High Use Sheeted Road	8m carriageway, tight horizontal curve has guideposts, trees 1m from edge, 6way intersection, has give ways, some sight distances tight due to angles, radii ok due to large size	sight distance due to angles	tba
4772	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Willing Rd	Polkinghorne Rd	2.6km E of Polkinghorne Rd	2599.8	500m W of Clinton Rd	25	0.0337	0.8425	21	\$	5,000	Low Use Sheeted Road High Wear	6-7m unsealed carriageway, some tight horizontal curves with superelevation, sight lines impacted by vegetation, trees 2m from edge, loose material on surface	carriageway width and grading needs some	tba
5025	Rural Sheeted Low Use High Wear (Central Zone) Surface	Powerline Rd	Hickman Rd	Port Vincent Rd	3376.6	8				3	\$	2,000	Low Use Sheeted Road High Wear	7m carriageway, alignment good, stobie 4-6m from edge, a lot of trees up to edge, pavement good, junction with Port Vincent Road has large grass island, radii impacted by island, sight distances good	vegetation removal and minor tree trimming	tba
5019	Rural Sheeted Low Use High Wear (Central Zone) Surface	Quarry Rd	Goldsworthy Rd	Port Vincent Rd	3241.4	500m S of 9 Seal	45	0.1512	6.804	34	\$	2,000	Low Use Sheeted Road High Wear	8m carriageway, alignment good, trees 1m back, intersection with Port Vincent Road has poor sight distances, radii good, need vegetation removed to west and vertical curve to east	vegetation removal	tba
5064	Rural Sheeted Low Use High Wear (Central Zone) Surface	Roolama Rd	Bittner Rd	Boundary Rd	3143.9	9				14	\$	2,000	Low Use Sheeted Road High Wear	Junction with Boundary Road has hazard board and give way, sight distances fine slightly impacted by vegetation, radii tight, 8m carriageway, narrower in some sections, school bus route, intersection with Gregor Road has give ways, sight distances impacted by tall grass radii tight, straight alignment, pavement fine, intersection with Bittner Road has give ways sight distances fine, radii tight	vegetation removal	tba
4731	Rural Sheeted Low Use High Wear (Northern Zone) Surface	Willing Rd	East Tce	Polkinghorne Rd	2934.8	500m W of Clinton Rd	25	0.0337	0.8425	21	\$	2,000	Low Use Sheeted Road High Wear	Junction with East Terrace has priority, 6m unsealed carriageway, some tight curves and sight lines impacted by vegetation, large trees 2m back, intersection with Polkinghorne Road has priority,	vegetation	tba
4945	Rural Sheeted High Use (Northern Zone) Surface	Pine Point Rd	23.5km SE of Vista Grove	24.5km SE of Vista Grove	1001.6	Between James Well Rd and Sandy 9 Church Rd	39	0.0323	1.2597	35	\$	1,000	High Use Sheeted Road	Y-junction with McFarlane Road, it has priority and give way on McFarlane but vehicles may not obey	signage	tba
7658	Township Spray Seal Upper	Fourth St (Curramulka)	North Tce		116	5.6				0	\$	500		Within 50km/h zone, 7m seal with no line marking, straight alignment, has priority at North Terrace, seems to have priority at Second Street no give ways however	1 - Signage	tba
7273	Township Spray Seal Upper	Fourth St (Curramulka)	Second St		153	9.5				0	\$	500		14m kerb to kerb, no line marking, straight and gradual downslope, stobies behind kerb, pavement looks fine, intersection with Main Street seems to give way but no signage, sight lines sufficient, radii sufficient	1 - Signage	tba

Yorke Peninsula Council

Annexure 9

Primary producer rates versus rates expenditure

Yorke Peninsula Council

Selected Transport Assets Spend compared to General Rate Income 2021-2022 to 2023-2024

Item	21/22 Actual	21/22 Percentages of total rates income	22/23 Revised Budget	22/23 Percentages of total income	23/24 Estimate	23/24 Percentages of total income
Rates Income (Paul)						
Total rates income (a+b+c+d+e+f)	\$19,283,076		\$20,257,588		\$21,675,619	
a. Residential rates total	\$10,513,544	55%	\$10,778,662	53%	\$11,317,595	52%
b. Commercial	\$567,040	3%	\$538,263	3%	\$565,176	3%
c. Industrial rates	\$76,798	0%	\$76,594	0%	\$80,424	0%
d. Primary Production	\$6,880,966	36%	\$7,537,427	37%	\$8,319,450	38%
e. Vacant Land	\$1,043,277	5%	\$1,125,890	6%	\$1,182,185	5%
f. Other	\$201,451	1%	\$200,752	1%	\$210,790	1%
EXPENDITURE (Daniel)						
Total expenditure on selected items below	\$9,645,896	50%	\$16,028,881	79%	\$9,547,593	44%
Reseals	\$467,264	2%	\$2,183,375	11%	\$1,500,000	7%
Jetpatch OPEX	\$315,730	2%	\$279,739	1%	\$393,839	2%
Transport Capex ie resheeting & patch sheeting (excluding seals)	\$5,172,296	27%	\$7,406,424	37%	\$5,213,394	24%
One off transport contracts like Wauraltee Rd	\$2,398,375	12%	\$4,573,235	23%	\$650,000	3%
Transport Opex (patrol grading)	\$1,292,231	7%	\$1,286,108	6%	\$1,290,360	6%
Kerb & gutter capex	\$0	0%	\$0	0%	\$0	0%
Rubble	\$0	0%	\$300,000	1%	\$500,000	2%

Total rates levied before rebates & remissions (02/20100/980/800)**\$19,292,485****\$20,261,903****\$21,680,236****MAGIQ**

Variance \$ (due to changes in valuation between modelling and actual rate raising)

\$9,409

\$4,315

\$4,617

23/24 Rates	Percentage	Amount
Increase applied to all categories	5%	\$1,012,879.40
Additional Primary Production increase	2%	\$405,151.76
Totals	7%	\$1,418,031.16

Last year rates raised \$20,257,588

Forecast rates raised \$21,675,619.16

Have used sealed road maintenance spend (excluding depreciation).

For 23/24 have not included North Coast Road Stage 2 but you could.

Yorke Peninsula Council

Annexure 10

Potential Transport AMP re-prioritisation of what is resheeted in the future

Asset ID	Asset Type	Name	From	To	Length	Width	Counter Location	AADT	%HV	HV
4261	Rural Sheeted Medium Use (Southern Zone) Surface	Brutus Rd	Bayview Rd	Corny Point Rd	16684.5		2km East of West 8 Cowie Rd	72	0.0345	3
4295	Rural Sheeted Medium Use (Northern Zone) Surface	Chinaman Wells Rd	Port Victoria Rd	Beginning of seal	16730.4		250m E of South Kilkerran 9 Rd	35	0.0439	2
4465	Rural Sheeted Medium Use (Southern Zone) Surface	Coringle Rd	Hayward Park Rd	Weavers Rd	9371.5		500m S of Weavers 8 Rd	24	0.0769	2
4513	Rural Sheeted High Use (Southern Zone) Surface	Corny Point Rd	Liddiard Rd	28.7km E of Liddiard Rd (end of unsealed)	28754.7		East of Hayes Rd 9 (500m)	111	0.018	2
4416	Rural Sheeted Medium Use (Northern Zone) Surface	Cunningham Rd	Spencer Hwy	Back Rd	7578.5		1.5km W 8 of Back Rd	23	0.0583	2
9345	Rural Sheeted Medium Use (Southern Zone) Surface	Daly Head Rd	Marion Bay Rd	Daly Head	8598		300m W of West 10 Beach Rd	111	0.0071	1
4404	Rural Sheeted Medium Use (Northern Zone) Surface	Dowlingville Slant Rd	Yorke Hwy	Clinton Rd	9719.2		200m W of Yorke 9.5 Highway	42	0.0062	1
4415	Rural Sheeted Medium Use (Central Zone) Surface	Dump Rd	Minlaton Rd	St Vincent Hwy	12721.8		West of Yorke 7.5 Highway	34	0.0519	2
21615	Rural Sheeted Medium Use (Northern Zone) Surface	Gap Rd	Spencer Hwy	Coast	13334.1		West of Spencer Highway 8 (200m)	65	0.0238	2
3988	Rural Sheeted Medium Use (Southern Zone) Surface	Gleesons Rd	White Hut	Gleesons	17185.8		50m W of Marion 8 Bay Rd	31	0.0066	1
4085	Rural Sheeted Medium Use (Central Zone) Surface	Gun Club Rd	Spencer Hwy	Wauralteed Rd	19005.8		500m S of Wauralteed 8 Rd	44	0.0274	2
4112	Rural Sheeted Medium Use (Southern Zone) Surface	Heel Rd	Wattle Point Rd	Troubridge Hill Rd	7152.1		Wattle Point Bush Camping 8 Reserve	40	0.0042	1
4189	Rural Sheeted High Use (Northern Zone) Surface	Melton South Rd	Upper Yorke Rd	22.0km S of Upper Yorke Rd	22365.6		200m S of Upper 8.5 Yorke Rd	9	0.1113	1
4188	Rural Sheeted Medium Use (Central Zone) Surface	Micky Flat Rd	End of Seal .9km E of North Tce	Old Coast Rd	14859		End of Seal (Curramul 9 ka)	46	0.045	2.07

4173	Rural Sheeted Medium Use (Northern Zone)	Mount Rat Wells Rd	Spencer Hwy	Mount Rat Rd	15259.3	200m SE of Spencer 8 Highway	18	0.0461	0.8298
4147	Rural Sheeted High Use (Northern Zone)	Nalyappa Rd	Spencer Hwy	42.0km S of Spencer Hwy	42498.2	200m S of Spencer 8.5 Highway	124	0.0233	2.8892
4911	Rural Sheeted Medium Use (Southern Zone)	New Honiton Rd	West St	McEachens Beach Rd	18706.1	200m W of Goldsmith 9 Beach Rd	24	0.02	1
4891	Rural Sheeted High Use (Southern Zone)	North Coast Rd	1.0km W of Bayview Rd	Point Souttar Rd	11044.2	North Coast Rd (End of 8 Seal)	227	0.0088	1.9976
4850	Rural Sheeted Medium Use (Central Zone)	Old Coast Rd	Moorara Rd	Lime Kiln Rd	12207.1	south of Clinton Rd intersection 9.5 n (200m)	37	0.1111	4.1107
4829	Rural Sheeted Medium Use (Central Zone)	Old Port Vincent Rd	2.5km E of Gum Flat Rd	2.5km E of Gum Flat Rd	14765.4	600m W of Port Vincent 8 Rd	28	0.0494	1.3832
4927	Rural Sheeted High Use (Northern Zone)	Pine Point Rd	4.5km SE of Vista Grove	Spencer Hwy	24082.5	Between James Well Rd and Sandy 9 Church Rd	39	0.0323	1.2597
4614	Rural Sheeted Medium Use (Northern Zone)	Saint Rd	South Tce	South Kilkerran Rd	6826.7	500m W of South Terrace 9 (Maitland)	47	0.05	2.35
5002	Rural Sheeted High Use (Northern Zone)	Sandy Church Rd	Spencer Hwy	Yorke Hwy	25191.6	1km East of Spencer 9 Highway	32	0.023	0.736
5050	Rural Sheeted High Use (Southern Zone)	South Coast Rd	Yorke Hwy	43.0km E of Yorke Hwy	48299.8	100m E of Yorke 9 Highway	52	0.0188	0.9776
4662	Rural Sheeted Medium Use (Southern Zone)	Sturt Bay Rd	1.7km S of Warooka (Golf Club)	South Coast Rd	10841.7	Adjacent 8 Cemetery 200m N of New	97	0.0352	3.4144
4647	Rural Sheeted Medium Use (Southern Zone)	Troubridge Hill Rd	Pt Giles Rd	Troubridge Point Rd	17299.8	Honiton 9 Rd	51	0.0306	1.5606
4672	Rural Sheeted Medium Use (Northern Zone)	Urania Rd	Port Victoria Rd	Spencer Hwy	10713.9	500m W of Spencer 9.5 Highway End of Seal	34	0.017	0.578
4572	Rural Sheeted High Use (Southern Zone)	Waterloo Bay Rd	Green Hill Rd	McEachens Beach Rd	7186.8	(McEachers Beach Rd intersection 8 n)	54	0.0222	1.1988

Rural Sheeted Medium Use (Southern Zone)								
4679 Surface	Wattle Point Rd	Sultana Point Rd	Heel Rd	4708.7	200m S of 8.5 Hilsea Rd	57	0.0124	0.7068
Rural Sheeted Medium Use (Northern Zone)								
4707 Surface	Waylands Rd	Upper Yorke Rd	Arthurton Rd	8709.4	500m W of Upper 8 Yorke Rd	22	0.0994	2.1868
Rural Sheeted Medium Use (Central Zone)								
4575 Surface	Weavers North Rd	Weavers Rd	Minlaton Rd	13972.6	200m N of Bowden 8 Rd	28	0.0524	1.4672
Rural Sheeted Medium Use (Northern Zone)								
4785 Surface	Weetulta Rd	West Tce	Spencer Hwy	10254.6	500m W of Thompson 10 Rd	60	0.1052	6.312
Rural Sheeted Medium Use (Northern Zone)								
4734 Surface	Wells Rd	Yorke Hwy	Tiddy Widdy Beach Rd	2593.9	8.5			
Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	North Tce (Maitland)	Spencer Hwy		1011	7			
Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	West Tce (Maitland)	North Tce		1784	7			
Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	South Tce (Maitland)	End of Seal at Town limit		536	7			
Township Sheeted (North Zone) Wearing Surface (Incl. Lower Base & Earthworks)	Sandilands Rd	Pine Point Rd		220	7			