

Special Local Roads Applications 2018-19

| Regional Organisation Priority | Council | Road & Primary Purpose | Project Details | New / Cont Project | Scope | 2018-19 Project Cost (\$) | SLRP Grant Requested (\$) | Council Contribution (\$) | Identified Local Roads (\$) | Supplementary Local Roads (\$) | Roads to Recovery (\$) |
|--|---------------------------------------|---|--|--------------------|-------------|---------------------------|---------------------------|---------------------------|-----------------------------|--------------------------------|------------------------|
| EYRE PENINSULA LOCAL GOVERNMENT ASSOCIATION | | | | | | | | | | | |
| PRIORITY 1 (82) | District Council of Elliston | Kyancutta / Mount Wedge Road (Community) | Reconstruct 5.2 kilometres of road and apply a 2 coat seal to the road which will complete the District Council of Elliston section of the Mt Wedge to Kyancutta Road to the Wudinna District Council boundary. | Cont | Year 4 of 4 | \$ 688,000 | \$ 459,000 | \$ 229,000 | \$ 459,000 | | |
| PRIORITY 1 (75) | Wudinna District Council | Elliston Stock Route / Mount Wedge Road (Community) | The work proposed includes recreating the base on the 7 kilometre section with introduced crushed limestone rubble. Trees will be trimmed and drainage created (where required). The road will then be sealed using a 14/7mm treatment with C170 binder. This pavement will be suitable for long term heavy vehicle loading. The overall carriageway width will be increased to 14m. | Cont | Year 4 of 4 | \$ 910,000 | \$ 607,000 | \$ 303,000 | | | \$ 607,000 |
| PRIORITY 4 (63) | District Council of Ceduna | Kalanbi Road (Community) | The work proposed includes widening, reconstructing, strengthening and sealing a 2.5km section of Kalanbi Road with a pavement that is suitable for present and long term heavy vehicle loading. | New | Year 1 of 1 | \$ 445,000 | \$ 298,000 | \$ 147,000 | | \$ 298,000 | |
| LEGATUS GROUP | | | | | | | | | | | |
| PRIORITY 1 (49) | Goyder Regional Council | Koonoora (Freight) | It is proposed to pour 200mm thick insitui slabs of reinforced concrete at a width of 8.4 metres over the existing stone culverts to disperse the axle loading away from the stone structures. After the installation of the guard rail the road width will be 7.5 metres. Where cover over the existing stone culverts is minimal, the road will be required to be built up on the approaches to match the level of the new concrete slabs. Guard Rail will also be installed at all three culverts to provide protection from the culvert headwalls and deep watercourses. All the existing stone work will also need repointing with mortar to ensure the culverts integrity and prevent any further degradation of the stonework. Minor earthworks will be required to ensure all culverts are clear and unrestricted. | New | Year 1 of 1 | \$ 185,000 | \$ 93,000 | \$ 92,000 | \$ 93,000 | | |
| PRIORITY 2 (68) | Adelaide Plains Council | Shannon Road (Freight) | To construct and seal 3.7kms section of Shannon Road, Dublin (Dublin Road to Carslake Road) designed by Mace Engineering, which will typically have the following specifications: 11 metre wide formation • construction of 2 X 150 mm compacted layers of 40mm crushed Limestone rubble • 8 metre 2 coat 14mm/7mm spray seal; • line marking - centreline • asphalt seal at Dublin Road and Shannon Road intersection • asphalt seal at Old Dublin Road and Shannon Road intersection | New | Year 1 of 2 | \$ 546,000 | \$ 364,000 | \$ 182,000 | | \$ 364,000 | |
| PRIORITY 3 (67) | Light Regional Council | Gatrell Road (Freight) | The work proposed includes pavement rehabilitation/reconstruction the entire length of the identified section, widening from a 6.4m to a 10m carriageway. A pavement design has been undertaken, in order to fit to existing site levels, profiling 450mm and backfilling 150mm of reworked existing material and 450mm of additional material will be required. The existing rubble footpath will be upgraded to a shared use path to separate the pedestrian and cyclist traffic from the vehicular. Kerb and gutter will be constructed to assist in the flood management for this area and to prevent edge break and scour issues. Additionally, water sensitive urban design will be incorporated by including tree pits along the northern side to capture and treat runoff. Lighting will be added/upgraded to LEDs which will provide a brighter and wider illumination of the road. | New | Year 1 of 1 | \$ 810,000 | \$ 540,000 | \$ 270,000 | | | \$ 540,000 |
| PRIORITY 5 (61) | Light Regional Council | Stonewell and Smyth Roads, Stonewell (Social) | The current sealed width will be increased from 7m (average) to a total width of 9m that will include 2 x 3.5m travelled lanes and 1m sealed shoulders on either side. There are locations where the site conditions may not allow widening of the road including bridges, embankment cuttings or steep slopes, and vegetation. These hazards will be mitigated through various means most appropriate to the conditions. Safety barriers are proposed at the location with the steep drop-off in the clear zone. | New | Year 1 of 1 | \$ 753,000 | \$ 502,000 | \$ 251,000 | | \$ 502,000 | |
| PRIORITY 6 (71) | District Council of Orroroo Carrieton | Price Maurice Road (Pekina Road) (Freight) | It is proposed that the existing base course is reworked and compacted to form a sub-base layer. A 150mm thick, base course layer is then placed and compacted with a 14/7mm 8 metre wide double seal riding surface applied. | Cont | Year 2 of 2 | \$ 749,000 | \$ 499,000 | \$ 250,000 | \$ 499,000 | | |

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| LIMESTONE COAST LGA | | | | | | | | | | | |
| PRIORITY 1 (73) | Tatiara District Council | Brown Terrace (Freight) | The work proposed on the 250m section of Brown Terrace includes pavement widening, reconstruction of outer wheel paths and reconstruction of drains on both sides of the road. The project will also include construction of an asphalt surface on a short section of the road at the entrance to ARTC railway yard. | New | Year 1 of 1 | \$ 145,000 | \$ 73,000 | \$ 72,000 | \$ 73,000 | | |
| PRIORITY 2 (68) | District Council of Grant | Mingbool Road (Freight) | All roads are currently sealed through to the Victorian border, however the road is not fit for purpose as it is too narrow and requires widening. The road also causes discomfort and is unsafe for users particularly in wet weather conditions. | Cont | Year 3 of 3 | \$ 400,000 | \$ 200,000 | \$ 200,000 | \$ 200,000 | | |
| PRIORITY 3 (54) | Wattle Range Council | Kennedy Road (Glencoe) (Freight) | There are several aspects to this project. The overall aim is to widen the road to a geometric standard for B-Double and A-Double truck movements. The current seal width is 6.4 metres, the desired seal width is 7.0 metres (i.e. 2 x 3.5m lanes), 1.0m sealed shoulder and 0.5m unsealed shoulder, giving an overall carriageway width of 10 metres. There is also a recurring issue with sections of pavement continually breaking up due to local groundwater issues and this project includes sub surface drainage works and 800 square metres major patching of the existing pavement prior to widening. Some build up adjacent to the road is required to allow the construction of a new shoulder (on north side) – estimated 700 cubic metres of fill required. Once all rehabilitation and shoulder construction is completed the road will be resealed to 9 metres (including shoulders). | New | Year 1 of 3 | \$ 300,000 | \$ 150,000 | \$ 150,000 | | \$ 150,000 | |
| PRIORITY 4 (64) | Tatiara District Council | Ramsay Terrace (Freight) | The work proposed includes widening the 0.75km section of Ramsay Terrace with a pavement that is suitable for long-term heavy vehicle loading of adequate sealed lane and shoulder widths. The overall carriageway width will increase from 7.3m to 10m, with a total of 8m proposed sealed width. The proposed pavement depth at the widened areas will be 300mm. | Cont | Year 2 of 3 | \$ 260,000 | \$ 130,000 | \$ 130,000 | \$ 130,000 | | |
| PRIORITY 5 (62) | Wattle Range Council | Wandilo Forest Road (Freight) | It is proposed to rehabilitate and reconstruct a 5.5km section (Stages 1 to 3) of Wandilo Forest Road, between Earls Road and Blanche Young Forest Road (boundary of Wattle Range Council and District Council of Grant). The third stage of this project proposes to rehabilitate and reconstruct a 2.0km section, with a 10m wide formation. The reconstructed road will consist of two 3.5m wide traffic lanes and 1.5m wide shoulders (0.5m sealed / 1.0m unsealed). The rehabilitation will entail the ripping and tining of the existing pavement, with a stabilisation treatment applied. Once the stabilised material has been reshaped and compacted, a 150mm base course layer of PM2 material will be constructed, followed by a two-coat spray seal. The PM2 material will be sourced from the Boral Mount McIntyre Quarry, located approximately 25km north west of Wandilo Forest Road. | Cont | Year 3 of 4 | \$ 550,000 | \$ 275,000 | \$ 275,000 | \$ 275,000 | | |
| PRIORITY 7 (49) | Naracoorte Lucindale Council | Old Caves Road (Tourism) | Stage 1 works will commence 1.6 km south of Pistol Club Road and finish 5.3 km south Pistol Club Road. Works will include both vertical and horizontal realignment to meet Australian Standards for a 100km/h road. The road pavement will be constructed to a width of 9.2m and a depth of 300mm. This will comprise 2 x 3.1m lanes with a 0.5m sealed shoulder and 1.0m unsealed shoulder. Construction will be done in two layers comprising of a 150mm sub base and a 150 mm base course of locally sourced 70mm minus crushed limestone rubble. The road surface will be sealed using prime with a 10mm crumbed rubber initial seal to match existing surface of previously constructed road. | New | Year 1 of 3 | \$ 1,235,000 | \$ 618,000 | \$ 617,000 | | | \$ 618,000 |
| PRIORITY 8 (48) | District Council of Robe | Bagdad Road/Dairy Range Road (Freight) | Reconstructing and upgrading the remaining 4.5km of Dairy Range Road and Bagdad Road to complete the link from Princes Highway to Southern Ports Highway. This includes a section of Dairy Range Road which contains numerous curves and crests and requires realignment. | Cont | Year 2 of 2 | \$ 262,000 | \$ 131,000 | \$ 131,000 | \$ 131,000 | | |
| PRIORITY 9 (56) | Tatiara District Council | Railway Terrace South (Freight) | The works proposed include relocating and improving existing open and culvert drains, removal of existing pavement material, stabilising the subgrade, construction of a new, thicker and wider pavement with crushed granular material, two coat bitumen sealing, signs reinstatement and provision of new line marking. The new pavement will be suitable for long term heavy vehicle loading with adequate width, shoulders and clear zones making it safer. The road will also have an improved structural strength and function better as a regionally significant freight route. | New | Year 1 of 1 | \$ 367,000 | \$ 183,500 | \$ 183,500 | \$ 183,500 | | |

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| MURRAYLANDS & RIVERLAND LGA | | | | | | | | | | | |
| PRIORITY 1 (76) | Renmark Paringa Council | Government Road (Freight) | Works proposed in the concept drawings include realignment of roads and intersections, and an increased sealed road width of 2 x 3.5 metre lanes with a total sealed carriageway of 9 meters, which will include 1.0 metre of sealed shoulder each side. | New | Year 1 of 4 | \$ 1,465,000 | \$ 977,000 | \$ 488,000 | \$ 977,000 | | |
| PRIORITY 2 (56) | Mid Murray Council | Murraylands Road (Tourism) | There are 4 different stages of the project; each stage will involve reconstruction of the road by ripping, spreading and relaying the existing road base material. Importing 200mm of new base material to strengthen and widen the existing base and then sealing, increasing the carriageway width to 10m and the seal width to 7.2m. The project for 2018-19 will start at Black Hill Road, the completion of works from last financial year and finish at the Angas Valley Rd, overall 5km of road construction. | Cont | Year 3 of 4 | \$ 760,000 | \$ 506,000 | \$ 254,000 | \$ 506,000 | | |
| PRIORITY 3 (48) | Berri Barmera Council | Jury Road (Freight) | The stage 1 proposed work includes service relocating, widening and reconstruction of 1.4kms section of Jury Road with a pavement that is suitable for long term heavy vehicle loading of adequate width and shoulder and clear zones. The overall carriage width will be increased from 9.5m to 10m; the sealing surface will be increased from 6.6m to 7m; the shoulder width will be increased from 1.4m to 1.5m; several stobie poles will be relocated and drainage sumps will be converted to trafficable ones. | New | Year 1 of 2 | \$ 745,000 | \$ 497,000 | \$ 248,000 | \$ 497,000 | | |
| PRIORITY 5 (60) | Rural City of Murray Bridge | Mary Terrace (Freight) | The proposed works will include removal of the existing seal and base course, undertake carry out lime stabilisation of subgrade and reinstate the pavement with deep asphaltic material. | New | Year 1 of 1 | \$ 425,000 | \$ 214,000 | \$ 211,000 | | \$ 214,000 | |
| PRIORITY 6 (50) | Southern Mallee District Council | Lovers Lane (Freight) | The proposed works includes widening and reconstructing the 1km section of Lovers lane and will consist of new pavement incorporating crushed rock base coarse and a 2 coat bitumen spray seal to a width of 8 meters with 1 meter unsealed shoulder. | New | Year 1 of 1 | \$ 328,000 | \$ 218,000 | \$ 110,000 | \$ 218,000 | | |
| SOUTHERN & HILLS LOCAL GOVERNMENT ASSOCIATION | | | | | | | | | | | |
| PRIORITY 1 (64) | City of Victor Harbor | Waitpinga Road (The Straight) (Tourism) | Road Upgrade: The design provides for the existing alignment 2x3.1m lane widths with a carriageway width of 9.2m. Stormwater/culvert crossing upgrades. Waitpinga Road to be replaced in the same alignment path as the existing pavement, however designed to Austroads Standards. Waitpinga Road pavement construction methodology is currently being investigated by undertaking a number of traffic counts and types. Geotechnical investigations of the supgrade material has been sought to understand the CBR value, this information has allowed design for an appropriate pavement fit for purpose. | Cont | Year 3 of 4 | \$ 900,000 | \$ 600,000 | \$ 300,000 | | \$ 600,000 | |
| PRIORITY 2 (26) | Mount Barker District Council | Springs Road (Dutton Road to Bald Hills Road) (Social) | The road upgrade will provide wider traffic lanes and a sealed shoulder (proposed 3.3m traffic lanes and 1.5m sealed shoulders). The project will provide improvements to delineation and lighting of the existing junctions with Waterford Avenue, BurnbankWay and Ruben Pope Crt. In addition the junction to the A/VTP. ESC, wetlands and school oval will be upgraded. The road upgrade will also include the installation of guard fence including 5 box-beam sites to provide protection within the clear zone of significant trees and also fill embankments. | Cont | Year 2 of 4 | \$ 975,000 | \$ 650,000 | \$ 325,000 | | | \$ 650,000 |
| PRIORITY 3 (69) | Kangaroo Island Council | Wedgewood Road / Hickmans Road - Parndana (Community) | The work proposed includes a slight widening of the carriageway, improved shoulder definition and the addition of pavement material prior to a 2 coat spray seal application with a CRS 170 Emulsion. The overall carriageway width will be increased from 8.5m to 9.20m with pavement to be surfaced to a thicker surface from 250mm to 380mm (to be confirmed). Additional to the above will be the widening of two stormwater structures - 1 x bridge and 1 x RCP bank. | New | Year 1 of 3 | \$ 300,000 | \$ 200,000 | \$ 100,000 | | \$ 200,000 | |
| PRIORITY 4 (49) | Alexandrina Council | Quarry Road - Tooperang (Freight) | The work proposed includes widening and reconstructing the 600m section of Quarry Road with a pavement that is suitable for long term heavy vehicle loading of over 68,000 tonnes per year as well as adequate width and shoulders/clear zones. The intersection of Quarry Road and Alexandrina Road will also be upgraded to cater for safe and efficient turning movements into and out of Quarry Road. | New | Year 1 of 2 | \$ 285,000 | \$ 190,000 | \$ 95,000 | | \$ 190,000 | |

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| METROPOLITAN LOCAL GOVERNMENT GROUP | | | | | | | | | | | |
| PRIORITY 1 (96) | City of Port Adelaide Enfield | Bedford Street (Freight) | Removal and reinstatement of existing asphalt with 250mm deeplift. Kerb and gutter maintenance repairs and reinstatement of Linemarking. | New | Year 1 of 1 | \$ 300,000 | \$ 150,000 | \$ 150,000 | | \$ 150,000 | |
| PRIORITY 2 (96) | City of Port Adelaide Enfield | Church Street (Community) | The scope of works includes the excavation of existing kerb and gutter and 100mm deeplift of the road pavement and to reinstate with new kerb and gutter. Kerb alignment will be regraded to minimise water ponding and mitigate future environmental sub-surface movement. Installation of new raised pavement pedestrian crossing to address pedestrian hazards and installation of new Linemarking. | New | Year 1 of 1 | \$ 350,000 | \$ 175,000 | \$ 175,000 | \$ 175,000 | | |
| PRIORITY 3 (96) | City of Port Adelaide Enfield | Osborne Road (Community) | Removal and replacement of damaged kerb and gutter. Asphalt deeplift of 100mm on both carriageways and reinstatement of Linemarking. | New | Year 1 of 1 | \$ 270,000 | \$ 135,000 | \$ 135,000 | | \$ 135,000 | |
| PRIORITY 4 (77) | City of Onkaparinga | Justs Road (Community) | The work involves reconstructing, strengthening and widening the 2.23km section of Justs Road with a pavement that is suitable for longer term use by tourists, commuters, service vehicles, cyclists and busses. | New | Year 1 of 2 | \$ 1,220,000 | \$ 610,000 | \$ 610,000 | \$ 610,000 | | |
| PRIORITY 5 (71) | City of Unley | King William Road (Community) | The work proposed includes reconstructing a 600m section (Stage 1) of King William Road with a pavement that is fit for purpose and suitable to maximise the useful life and overall management of the asset. The reconstruction of the existing roadway will provide a catalyst to the redesign of the main street precinct, including opportunities to enhance the presentation, safety and appeal of the main street with the road replacement works. | New | Year 1 of 2 | \$ 3,000,000 | \$ 750,000 | \$ 2,250,000 | | \$ 50,000 | \$ 700,000 |
| PRIORITY 6 (62) | City of Onkaparinga | States Road (Community) | Works proposed includes strengthen and widen road pavement to ensure suitability to provide a safer long term traffic solution that will cater for the expected increase in traffic generated from the new Hackham South East development. | New | Year 1 of 1 | \$ 4,100,000 | \$ 1,044,500 | \$ 2,050,000 | \$ 897,500 | \$ 147,000 | |
| PRIORITY 7 (49) | City of Salisbury | Pauls Drive (Community) | A detailed design has been developed for the replacement of the existing structure with a large precast arch bridge structure that will accommodate a significantly greater flow capacity. Provision has also been made for the Dry Creek linear trail to be connected beneath the roadway, thereby removing the current need for trail users to leave the linear reserve and cross against the traffic along Pauls Drive. | New | Year 1 of 1 | \$ 2,150,000 | \$ 711,373 | \$ 1,075,000 | \$ 302,000 | | \$ 409,373 |
| NOT RECOMMENDED (67) | City of Charles Sturt / City of West Torrens | West Beach Road (Community) | The proposal is to provide a divided road, with protected turning lanes, dedicated parking lane plus 2 on road cycle lanes, Water Sensitive Urban design options for stormwater drainage and up-graded landscaping. Due to extensive use of road by tourists staying in West Beach Caravan Park it is proposed to provide an off road shared use path. | Cont. | Year 2 of 2 | \$ 2,000,000 | \$ 700,000 | \$ 1,000,000 | | | \$ 700,000 |
| TOTAL RECOMMENDED FUNDING ALLOCATED TO METRO PROJECTS: | | | | | | | \$ 4,275,873 | | \$ 1,984,500 | \$ 482,000 | \$ 1,809,373 |
| TOTAL RECOMMENDED FUNDING ALLOCATED TO RURAL PROJECTS: | | | | | | | \$ 9,174,500 | | \$ 4,241,500 | \$ 2,518,000 | \$ 2,415,000 |
| TOTAL AVAILABLE FUNDING: | | | | | | | \$ 13,450,373 | | \$ 6,226,000 | \$ 3,000,000 | \$ 4,224,373 |
| REMAINING FUNDING AVAILABLE FOR ALLOCATION TO ALL PROJECTS: | | | | | | | \$ - | | \$ - | \$ - | \$ - |