



Blackall-Tambo
Regional Council

Road Use, Classification and Design Criteria Policy

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Contents

1	RESOLUTION	4
2	INTRODUCTION	4
3	PURPOSE	4
4	OBJECTIVE	4
5	MAINTAINED ROAD	5
6	UNMAINTAINED ROADS	5
7	CONSTRUCTION AND MAINTENANCE OF ROADS IMMEDIATELY FOLLOWING A NATURAL DISASTER	6
8	LANDLOCKED PROPERTY	6
9	SUBDIVISION	6
10	CROWN ROAD RESERVES	7
11	CLOSING OF ROADS	7
12	LEASE RENEWALS - ROADS OFF CASEMENT	7
13	DESIGN CRITERIA	7
14	ROAD CLASSIFICATION	7
15	BUDGET	8
16	DRIVEWAYS/ CROSSOVERS	8
17	GRIDS AND GATES	8
18	ATTACHMENTS	9



19	CHANGES SINCE LAST REVISION.....	9
20	RECORDS	9



Interim Road Use, Classification and Design Criteria Policy

1 RESOLUTION

21/06A/11

2 INTRODUCTION

Blackall-Tambo Regional Council controls a large scale local road network with a combination of sealed and unsealed rural, semi-rural and urban roads that supports the social and economic values of the region. Council's policy framework required a policy to drive the construction, maintenance and operational activities performed on this road network.

3 PURPOSE

This policy has been developed to give guidance to Council, staff, contractors and land owners with regards to establishing clear and measurable guidelines for operational, construction and maintenance works/activities to current engineering standards on local road networks within the Blackall-Tambo Regional Council area.

These construction and maintenance works/activities include emergent and reconstruction/rehabilitation flood damage remedial works caused by natural disasters.

Policy Number E4 "*Construction and Maintenance of Roads Immediately Following a Natural Disaster*" supports this policy.

4 OBJECTIVE

To establish guidelines for the management and administration of road networks and road reserves controlled by Blackall-Tambo Regional Council.

To establish a road classification framework supported by current engineering standards, specifications and drawings.

To enable Council to make an informed decision as to the classification of maintained roads included on the road register.

To define guidelines that can be applied to all requests for maintenance on roads.



5 MAINTAINED ROAD

Council has developed a road register that lists the roads that are currently maintained under Council operational plans. Roads that are maintained on this list are considered public roads open to the public for access, as stated in the *Local Government Act 2009*.

For a road to be considered on the road register, it has to meet the *Local Government Act 2009* and has to be approved by Council and placed on the road register. The Act states:

“A public road is an area of land dedicated to public use as a road, is open to, or used by the public. A purely private thoroughfare, one made available to and used only by the owner of the area and the owner’s visitors, is not considered a public road.”

“If an off-alignment area satisfies it being public, it does not matter that the area is state-owned or privately owned; it is a road under Council control via the Local Government Act.”

Also public roads on the road register have been classified in accordance with the attached road classification register based on the characteristics of the road.

Council’s service level standards (currently under development) outline the level of services provided to these different classes of roads.

Roads will only be added to the road register after consideration from Council and taking into account; the cost to bring the road up to a minimum standard as defined by Council; its impact on the total roads program and that the section of concern has been surveyed by a registered surveyor to ensure the existing or proposed roadway will be contained fully within the existing road reserve and not generate any encroachments or off alignment issues. This will be at the cost of the applicant.

Finally no major improvement to a maintained public road, for example sealing of an unsealed road, should be engaged until the section of concern has been surveyed by a registered surveyor to ensure the existing or proposed roadway will be contained fully within the existing road reserve and not generate any encroachments or off alignment issues.

6 UNMAINTAINED ROADS

Road extensions beyond the property boundary of the last property on a section of road included on the approved road register will not be maintained by Council.



Access for the improved management of a property is the responsibility of the landowner.

However if a property owner wishes to make these improvements on gazetted road reserves, written permission will be required before any work has commenced. That will include details of the extent of the proposed works and any of the necessary approvals for any clearing obtained from the Department of Environment and Resource Management. Also appropriate traffic control and current public liability will be required. Council may seek restitution of damages generated by works undertaken without approval.

Sections of roadway improvements will not be maintained or improved in any manner by Council unless they are placed on the approved road register.

7 CONSTRUCTION AND MAINTENANCE OF ROADS IMMEDIATELY FOLLOWING A NATURAL DISASTER

Refer to Policy Number E4 “*Construction and Maintenance of Roads Immediately Following a Natural Disaster*” (Policy under development).

8 LANDLOCKED PROPERTY

Council is not obliged to provide road access to a landlocked parcel. The owner of the landlocked parcel may apply to the supreme court under the *Property Law Act* Section 180 for the statutory right of user, e.g. easement, over the land that separates his parcel from the nearest dedicated (and constructed) road.

The statutory right of use/easement of necessity is, however an essentially private law remedy for a private dispute between neighbouring owners. There is no consonant entitlement to compel a local government to provide access.

9 SUBDIVISION

Where the subdivision of land creates a new road, a condition of the development approval will be that the developer constructs the new road in accordance with Council requirements.

Where the subdivision of land or a new development envisages the construction or upgrading of a road within an existing road reserve and the upgrade is solely for that development, a condition of approval will be that road access to that land is required to be upgraded to a standard sufficient to serve that development. In other cases Council may negotiate with the proponent for a contribution to the cost of the upgrade to enable the application to meet the requirements of the development.



Approval of a dwelling on a property on an unformed road or track does not commit the Council to the construction or repairs of that road. Council works are dependent on a road being placed on the approved road register.

10 CROWN ROAD RESERVES

Council does not maintain or administer Crown Road Reserves.

Council will not maintain every public road reserve within the Shire whether formed tracks or unformed road reserves. Council will only maintain roads that are on the approved road register based on service levels and intervention levels.

11 CLOSING OF ROADS

The *Local Government Act 2009* provisions empower a local government to **close any** road (not just a dedicated road) permanently to all traffic, if there is another route reasonably available for use by the traffic.

If Council elect to close a road, then it will be advertised in a locally circulating newspaper and signed at each end, to inform users that they are not public roads.

12 LEASE RENEWALS - ROADS OFF CASEMENT

As part of the Council's response to the State regarding lease renewals. For known public roads off casement, requests will be made that road reserves be realigned to the existing road, where cost neutral to Council.

13 DESIGN CRITERIA

Road design criteria for road networks under the direct control of Blackall-Tambo Regional Council will be in accordance with current engineering design criteria, standards and industry best practice as determined by Council.

Refer to Attachment:

Table 18.1 Road Hierarchy - Function and Characteristics

Table 18.2A - Road Hierarchy Design Criteria (Rural, Urban & Industrial)

14 ROAD CLASSIFICATION

Road classifications are essential in the determination of service level provided and design criteria applied to new capital and reconstruction works.



Table 18.1 Road Hierarchy - Function and Characteristics provides a structured breakdown of road classification criteria utilised by Blackall-Tambo Regional Council to determine classification of various roads within the road network under their direct control.

Attachments 18.4, 18.5 and 18.6 provide the graphical representation of the classification and hierarchy criteria.

15 BUDGET

To be set by Council annually for road capital and road maintenance in accordance with the Asset Management Plans (AMPs), Financial Management Plan, Community Plan and strategic corporate strategies set down by Council.

Expenditure against the road budget will be driven by service levels and intervention levels detailed in the AMPs.

16 DRIVEWAYS/ CROSSOVERS

Driveways or crossovers constructed on road reserves to provide access for property owners are the responsibility of the property owner to construct and maintain.

Council accepts no liability for driveway/crossovers constructed on road reserves unless disturbed during the course of completing programmed works in which case the Council will reinstate the driveway to pre-existing condition.

Property owners wishing to construct new or perform maintenance on a driveway or crossover must seek approval from Council and obtain a works on road permit and pay the scheduled fee detailed in the fees and charges set down by Council.

17 GRIDS AND GATES

Gates and grids are the responsibility of the property owner adjoining the reserve land. The property owner is responsible for all construction and maintenance costs associated with the gate or grid.

The property owner must maintain the gate or grid to an approved standard as determined by Council. The property owner must seek Council approval for the construction of new gates or grids and must obtain a works on road permit and pay the scheduled fee detailed in the fees and charges set down by Council.

Refer to other Council policies for possible subsidies.



18 ATTACHMENTS

- Table 18.1 Road Hierarchy - Function and Characteristics
- Table 18.2 - Road Hierarchy Design Criteria (Rural, Urban & Industrial)
- Table 18.3 - Road Register Summary
- 18.4 - Shire Road Map - Rural Roads Hierarchy
- 18.5 - Shire Road Map - Blackall Urban Roads Hierarchy
- 18.6 - Shire Road Map - Tambo Urban Roads Hierarchy
- 18.7 – Council Approved Grid Specifications

19 CHANGES SINCE LAST REVISION

- Amended Policy as of 11 May 2011 as follows:
- Section 13 - Design Criteria modified for new attachment tables.
 - Section 14 - Road Classifications modified for new attachment tables.
 - Section 18 - Attachments modified for new attachment tables.

20 RECORDS

When completed and approved the original, signed hard copy of the policy is filed in the Master File.

Electronic copies are saved in the appropriately labelled folder in InfoXpert.



Table 18.1 Road Hierarchy – Function and Characteristics

Group	Class	Function Description	Local Terminology	Comment
Rural Arterial Roads	1	Those roads which form the principal avenue of communication between, and through major regions	Highways	Include National highways and other state highways. High speed, high volume routes
Rural Arterial Roads	2	Those roads being class 1, whose main function is to form the principal avenue of communication for movements between capital city and adjoining states and their capital cities; or between a capital city and key towns; or between key towns	Main Road	State Strategic roads generally of this class. Conveys through traffic
Rural Arterial Roads	3	Those roads, not being class 1 or 2, whose main function is to form and avenue of communication of movements between important centres and the Class 1 and Class 2 roads and or/key town; or between important centres which have significant economic, social, tourism or recreation role; or of an arterial nature within a town in a rural area	Rural Arterial	Mainly Regional roads and major local government roads. Conveys through traffic. AADT approximately greater than 250
Rural Local Roads	4A	Those roads which are neither Class 1,2 or 3 whose main function is to serve the purpose of collecting and distributing traffic from local areas to the wider road network, including access to abutting properties	Rural Collector High Order	Mainly district roads and local government collector roads local traffic or LRRS roads. AADT approximately 151 - 250
Rural Local Roads	4B	Those roads which are neither Class 1,2,3 or 4A whose main function is to serve the purpose of collecting and distributing traffic from local areas to the wider road network, including access to abutting properties	Rural Collector Lower Order	Mainly district roads and local government collector roads local traffic or LRRS roads. AADT approximately 81 - 150



Rural Local Roads	5A	Those roads that are neither Class 1,2, 3 or 4. Provides for main traffic movements into and through a region. Caters generally for medium travel speed, all vehicle types including commercial traffic	Rural Feeder High Order	All weather road (gravel) predominantly two-lane high quality of service. AADT approximately 41 – 80
Rural Local Roads	5B	Those roads that are neither Class 1,2,3,4 nor 5A. Provides for main traffic movements into and through a region. Caters generally for medium travel speed, all vehicle types including commercial traffic	Rural Feeder Low Order	All weather road (gravel) predominantly two-lane medium quality of service. AADT approximately 21 – 40
Rural Local Roads	6A	Those roads that are neither Class 1,2,3,4 nor 5. Provide access to residential or rural properties. Provide exclusively for one activity or function	Rural Access High Order	All weather road (gravel) predominantly two-lane basic quality of service. AADT approximately 11 – 20
Rural Local Roads	6B	Provide access to low use areas, caters for low travel speed and access may be limited to dry weather	Rural Access Low Order	A single lane two-way dry weather, formed track/road, made from local materials (no gravel). Low quality of service. AADT approximately less than 10
Urban Arterial Roads	7	Those roads whose main function is to perform as the principal arteries for through traffic and freight movements across urban areas, provide access to major freight terminals between important centres which have significant economic, social, tourism or recreation value	Urban Arterial	Generally State Strategic. Regional roads or major local government roads. AADT Greater than 360
Urban Arterial Roads	8A	Those roads not being class 7 whose main function is to: Complete the major road network across the Urban area including commercial and industrial traffic. May form part of regularly spaced road network supplementary to the principal urban road network.	Major Urban Collector	Local Government road links in urban areas. Conveys through traffic. AADT approximately 181 – 360. Includes Bus Routes



Urban Local Roads	8B	Those roads that are neither Class 7 or 8A whose main function serves the purpose of collecting and distributing traffic from local areas to the wider road network. Special provision for those historic roads within established townships. The engineering standard of which may be greater than that required to service the current traffic loads	Urban Collector	These Local Government roads provide a link between residential access roads to a higher class of road within township areas. AADT approximately 91 – 180. Formation width may be fully or partially sealed
Urban Local Roads	9A	Those roads which connect the Urban Access roads to class 7 & 8 roads. May have more than one connection to the road network. Generally used for new roads within an established township where retention of street character is warranted or desired.	Urban Feeders	These roads are the lowest order through roads with the Urban Road Network. AADT approximately 45 – 90
Urban Local Roads	9B	Those roads whose main function is to provide access to residences and properties and generally do not have more than one connection to the road network.	Urban Access	These roads are the lowest order road, most often Cul-De-Sac within the Urban Road Network. AADT less than 45
Industrial Roads	10A	Those roads within an industrial estate or area that connect to Class 6, 7 and 8 roads, often more than once, and whose main function is provide roads of a suitable width and construction standard to provide for heavy and articulated vehicles.	Industrial Collector	These roads should be through roads as often as possible or at least provide for an internal loop design. AADT approximately 25 – 250
Industrial Roads	10B	Terminating roads within industrial estates or where regularly use by heavy or articulated vehicles is anticipated. For example – Truck parking bays on the outskirts of town or opposite and adjacent to fuel supply depots and truck stops.	Industrial Access	These roads are the lowest order Industrial road, most often Cul-De-Sac. AADT less than 25



Table 18.2 - Road Hierarchy Design Criteria (Urban & Industrial)

Location Category	Urban Arterial / Bypass	Major Urban Collector	Urban Collector	Urban Feeder	Urban Access	Industrial Collector	Industrial Access
	Urban Arterial Roads	Urban Arterial Roads	Urban Collector	Urban Local Roads	Urban Access	Industrial Collector	Industrial Access
Group							
Class	7	8A	8B	9A	9B	10A	10B
Reserve Width (W)	30	30	30	20	18	25	20
Formation Width (F)	21	21	21	10	8	12	10
Bitumen Surfacing	Yes	Yes	Part	Yes	Yes	Yes	Yes
Kerb Type	Barrier	Layback	Mixed	Layback	Layback	Barrier	Barrier
Cul De Sac / Radial	No	No	No	No	Yes / 8.0	No	Yes / 12.5
Floodway Inverts / Width			Piped Drainage Where Applicable and Appropriate				
Target Speed Environment	50	50	50	50	40	50	50
Target Average Annual Daily Traffic (AADT)	>360	181 - 360	91 - 180	45 - 90	<45	25 - 250	<25
Max Allotments Served	>80	41 - 80	21 - 40	11 - 20	<10	>5	5
Pavement Design (ESA) (20 years)	1.5 x 10 ⁶	7.5 x 10 ⁵	5 x 10 ⁵	2.5 x 10 ⁵	1.5 x 10 ⁴	1.5 x 10 ⁶	1.0 x 10 ⁶
Surfacing	Bit. 14/10	Bit. 14/10	Bit. 14/10	Bit. 14/10	Bit. 14/10	Bit. 14/10	Bit. 14/10
Min. Pavement (Thickness/Type)	150/2.2	125/2.2	125/2.2	100/2.2	100/2.2	150/2.2	150/2.2
Cycleway/Footpath	1x2.1 + 1x1.2	1x1.2	1x1.2	No	No	No	No
Line Marking	Edge + Centre			At Intersections with Arterial /Bypass Only			

Notes

1. Design requirements are subject to state and federal design criteria
2. Widths are nominal and may not accurately represent the true width at any particular location along a road length
3. Max number of allotments served is based on 4.5 vehicle trips per day for Urban areas.
4. Pavement width is Formation Width (W) plus 1.8m (0.9m beyond nominal kerb line each side)
5. Pavement Depths are minimum and subject to soil testing
6. Industrial Roads include Parking Lanes and Service Roads.
7. Formation Width for Urban is nominal face of kerb to nominal face of kerb
8. Urban Arterial Roads include heavy/oversize vehicle bypass routes

Updated: 5/05/2011



Table 18.2 Road Hierarchy Design Criteria (Rural)

Location Category	National Highway	State / Main Road	Rural Arterial Roads				Rural Local Roads			
			Rural Arterial	Rural Collector High Order	Rural Collector Low Order	Rural Feeder High Order	Rural Feeder Low Order	Rural Access High Order	Rural Access Low Order	
Group	1	2	3	4A	4B	5A	5B	6A	6B	
Class			30	30	30	30	30	30	30	
Reserve Width (W)			9	7	7	7	7	6	4.8	
Formation Width (F)			9	7	7	6	4.8	4.8	0	
Gravel Width (G)			8	6	4	0	0	0	0	
Seal Width (S)			Concrete/10	Concrete/8	Concrete/6	Bitumen/6	Bitumen/6	Bitumen/6	Bitumen/6	
Floodway Inverts / Width			100	80	80	80	70	60	40	
Target Speed Environment			> 250	151 - 250	81 - 150	41 - 80	21 - 40	11-20	<10	
Target Average Annual Daily Traffic (AADT)			>120	120	40	30	16	8	4	
Max Allotments Served			2.25 x 10 ⁶	1.25 x 10 ⁶	8.75 x 10 ⁵	4.5 x 10 ⁵	2.5 x 10 ⁵	1.5 x 10 ⁵	1.00 x 10 ⁵	
Pavement Design (ESA) (20 years)			Bit. 14/10	Bit. 14/10	Bit. 14/10	N/A	N/A	N/A	N/A	
Surfacing			150/2.2	100/2.2	100/2.2	200/2.4	150/2.4	150/2.4	N/A	
Min. Pavement (Thickness/Type)			150/2.4	150/2.4	150/2.4	200/2.4	150/2.4	150/2.4	N/A	
Line Marking			Edge + Centreline	No	No	N/A	N/A	N/A	N/A	
Cycleway/Footpath			1x2.1	No	No	No	No	No	No	

Notes
 1. Design requirements are subject to state and federal design criteria
 2. Widths are nominal and may not accurately represent the true width at any particular location along a road length
 3. Max number of allotments served is based on 2.5 vehicle trips per day for Rural areas.
 4. Pavement Depths are minimum and subject to soil testing

Updated: 5/05/2011



Table 18.3 Road Register Summary

Road Number	Road Name	Desired Hierarchy Class	Sealed Length	Gravel Length	Formed Length	Unformed Length	Total Length	Property Accesses	Traffic Count Data
Main Roads									
13B	Augathella - Tambo	1	58.80				59.00		
13C	Blackall - Tambo	1	99.53				102.03		
13D	Blackall - Barcaldine	1	36.90				38.30		
441	Blackall - Jericho	2	31.60	45.1	0.87		77.57		
443	Alpha - Tambo	2	11.13	10	9.43		30.56		
716	Isisford - Blackall	2	93.71				93.71		
7103	Blackall - Adavale	2	14.50	7.8	91.4		113.70		
87A	Springure - Tambo	2	39.39	34.01			73.40		
1000 Blackall Urban Roads									
1010	Leek Street	5A - 8B	490	540			1030		
1020	St. Albans Street	8B	407				407		
1030	Myrtle Street	8B	423				423		
1040	St Andrews Street	8B	589				589		
1050	Violet Street	7 - 8A - 10A	909				909		
1060	Coronation Drive	8A - 8B	516				516		
1070	Clematis Street	7 - 8A - 8B	1337				1337		
1080	Hawthorne Street	8A - 8B	1000				1000		
1090	Gidyea Street	8B - 9A	586				586		
1100	Muliga Street	9A	224				224		
1110	Bauhinia Lane	9A	415				415		
1120	Daisy Street	8B - 9A	640				640		
1130	Flora Street	9A	222				222		
1140	Aster Street	9A	160	160			320		
1150	Carnation Street	9A	105				105		
1160	Mimosa Street	7 - 9A	614				614		



Road Number	Road Name	Desired Hierarchy Class	Sealed Length	Gravel Length	Formed Length	Unformed Length	Total Length	Property Accesses	Traffic Count Data
1170	Woodbine Street	9A	250				250		
1180	Acacia Street	9A	262				262		
1190	Short Street	8B	210				210		
1200	Orchid Street	9A	430				430		
1210	Acacia Avenue	9A	233	158			391		
1220	Aqua Street	9A	278				278		
1230	Garden Street	7	1344				1344		
1240	Walter Street	8B	630				630		
1250	Spring Lane	9B	203				203		
1260	Thistle Street	7 - 8B	2265				2265		
1270	Bedford Street	8B	440				440		
1280	Rose Street	7A	2026	162			2188		
1290	May Street	9A - 9B	262				262		
1300	Ivy Street	10A	924				924		
1310	Abelia Street	9A 10A		260			260		
1320	Hospital Access	4A	433				443		
1330	Aerodrome Road	4A	1902				1902		
1340	Treatment Works	5A		480			480		
1350	Dahlia Street	9A	80	320			400		
1360	Larkspur Street	9B	105				105		
1370	Margold Street	9A	117				117		
1380	Hart Lane	9B	125	93			218		
1390	Shamrock Street	7	2000	2119			4119		
1400	Salvia Street (M.R.D)	7 - 8B							
1410	Petunia Street	9B		90			90		
1420	May lane	9B		70			70		
1430	Mulberry Street	10A							
1440	Banksia Street	10A							
1450	Magnolia Street	9B							



Road Number	Road Name	Desired Hierarchy Class	Sealed Length	Gravel Length	Formed Length	Unformed Length	Total Length	Property Accesses	Traffic Count Data
2000 Tambo Urban Roads									
2010	William Street	9B	1045		18		1063		
2020	Edward Street	8B - 9A	1000		18		1018		
2030	Arthur Street	7	1300		18		1318		
2040	Albert Street	7 - 8B	1140		18		1158		
2050	Charles	9A	325		18		343		
2060	Mitchel	8A - 8B - 9A	720		18		738		
2070	Star	8A - 8B	590		18		608		
2080	Garden	8A - 8B - 9A	1120		18		1138		
2090	Barcoo	7 - 8B - 9A	680		18		698		
2100	Ernest	8B - 9A	530		18		548		
2110	Clewett	9A	100		18		118		
3000 Rural Roads									
3010	Mineeda	6B	0.40	0.60	5.40		6.40	1	
3020	Woodbine	6B		0.10	11.30		11.40	3	
3030	Harden Park	6B		1.10	10.40		11.50	1	
3040	Lisgool	4B		16.90			16.90	0	
3050	Neverfall	5B		54.60			54.60	6	
3060	Tumbar	4B	10.50	74.00	3.60		88.10	13	
3070	Rostrevor	6B		12.10			12.10	2	
3080	Champion	5B		29.40	3.20		32.60	0	
3090	Nonwood	6B		1.30			1.30	1	
3100	Pentwyn	6A	0.20	7.30	24.50	7.90	39.90	1	
3110	Darracourt	6B		16.70			16.70	4	
3120	The Springs (Blackall)	5A		0.90	8.662		9.76	0	
3130	Evora	3 & 6A	3.90	13.80	18.60		36.30	3	
3140	Glenusk	6A & 6B		1.20	17.30		18.50	2	
3150	Avington	5A	1.50	16.60	24.20		42.30	6	
3160	Melrose	5A		1.80	23.00		24.80	1	
3170	Duneria	6B	0.20	3.40	5.30		8.90	0	



Road Number	Road Name	Desired Hierarchy Class	Sealed Length	Gravel Length	Formed Length	Unformed Length	Total Length	Property Accesses	Traffic Count Data
3180	Romulus	5A	0.40	5.70	18.20		24.30	5	
3190	Idalia	6A	0.60	3.00	27.90		31.50	4	
3200	Maree Downs	6B			2.40		2.40	0	
3210	Wooroolah	5B		0.50	9.00		9.50	0	
3220	Rivington	6B		0.20	8.50		8.70	0	
3230	Alva	5A		12.20	27.70		39.90	6	
3240	Coolatari	5B	0.10	4.30	49.90		54.30	1	
3250	Ravensbourne	4B & 5A	21.90	8.00	22.30		52.20	10	
3260	Coolabynia	5A				19.50	19.50	0	
3270	Terrick	5B	1.20	2.10	40.50		43.80	2	
3280	Warringah	6A	1.40	5.60	47.00		54.00	2	
3290	Springleigh	5B		1.00	38.70		39.70	1	
3300	Flemington	6B		0.60	11.20		11.80	1	
3310	Lisburne	6B		0.30	3.70		4.00	0	
3320	Mount Calder	6B		1.10	20.30		21.40	1	
3330	Acton	4B		12.60	29.00		41.60	6	
3340	Isisford-Avington	6A				19.20	19.20	0	
3350	Stratavon	5B		2.50	15.10		17.60	2	
3360	Linden	6B		0.10	16.40		16.50	2	
3370	Homebush	6A		1.20	10.40		11.60	0	
3380	Brides Creek	6B		0.30	5.80		6.10	0	
3390	Colart	5A		5.70	20.40		26.10	2	
3400	Forest Hill	6B		0.20	5.00		5.20	0	
3410	Lambert	6B			6.10	12.80	18.90	0	
3420	Ramsay Park	6B		0.30	9.40		9.70	1	
3430	Emmet	4A	13.10	7.00	28.10		48.20	8	
3440	Glencoe	6B		1.90	5.10		7.00	2	
3450	Juray	6B		0.60	4.30		4.90	1	
3460	Tarves	6B			0.70		0.70	0	
3470	Gillespie	6B		1.50			1.50	0	
3480	Woodbine Lane	6B						0	



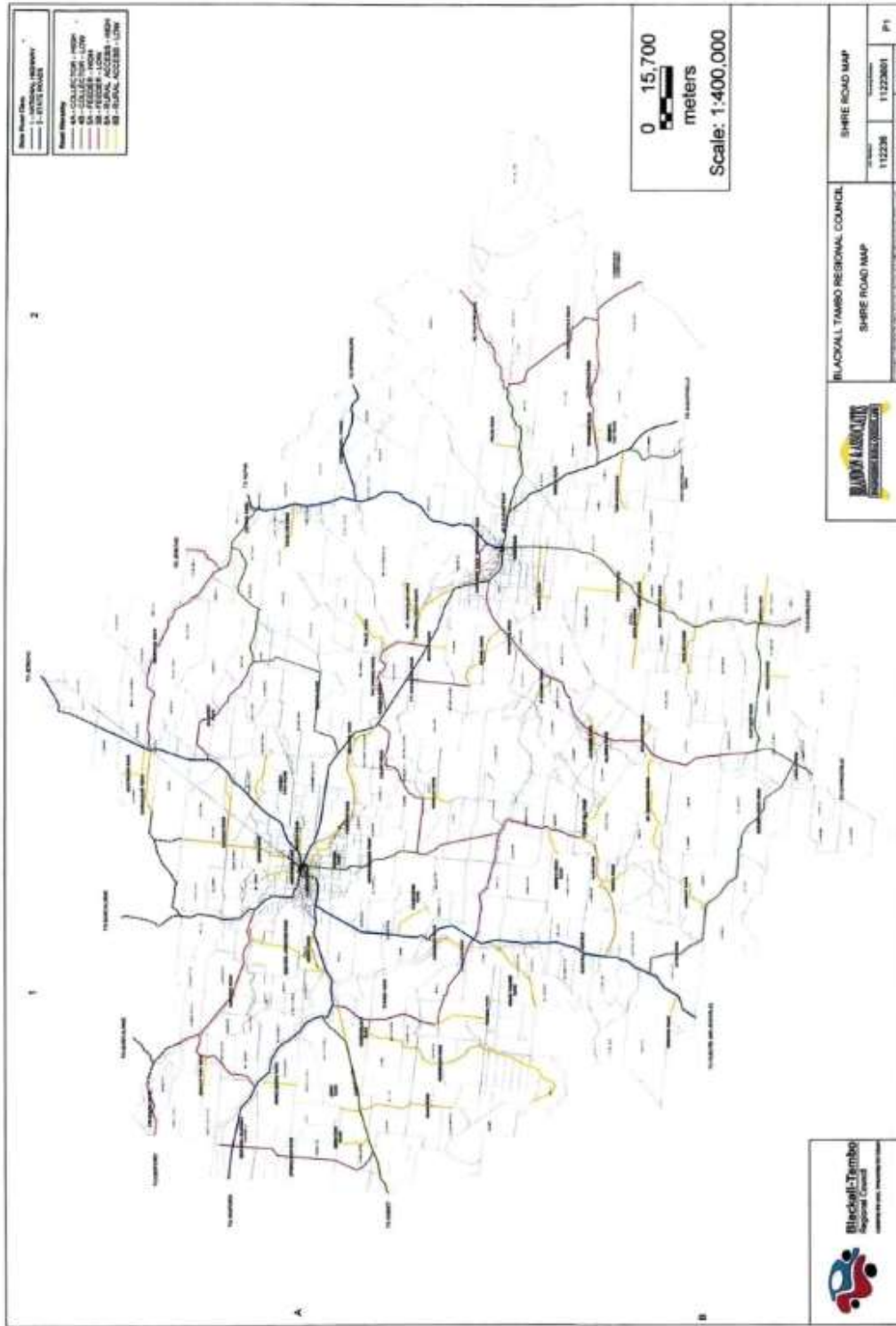
Road Number	Road Name	Desired Hierarchy Class	Sealed Length	Gravel Length	Formed Length	Unformed Length	Total Length	Property Accesses	Traffic Count Data
3490	Romulus Cooe	6B							
3500	Evora - Alice Downs	6B							
3510	Ward	4B	41.1	5.37	39.01	0	65.48	8	
3520	Stirling	6B			6.305		6.305	1	
3530	Woolga	6A		0.5	16.18		16.68	3	
3540	Blaree	6B			6.9		6.9	2	
3550	Sunny Downs	6B			3.32		3.32	1	
3560	Toolong	6A			13.77		13.77	2	
3570	Lower Landsdowne	6B			0.342		0.342	1	
3580	Camroo Lane	6B		0.2	12.4		12.6	2	
3590	East West	4B			32.44		32.44	2	
3600	Noella	6B				1.3	1.3	1	
3610	Langlo	4B - 5A	31.16	45.02	42.88		119.06	7	
3620	Bexhill	5B		0.5	18.59		19.09	2	
3630	Cranmore	6B			1.06		1.06	1	
3640	Jynoomah	6A		1.1	12.81		13.91	1	
3650	Bulburram	6B			4.44		4.44	1	
3660	Mt.Edinburgh	6B		0.6	25.7		26.3	2	
3670	Scrubby Creek	4B			31.48		31.48	2	
3680	Mt. Playfair	4A - 5A	16.54	15.87	36.64		69.05	1	
3690	Truno	5A		1.5	2.8		4.3	1	
3700	Malta / Caldervale	5B			33		33	1	
3710	Caldervale	5A		22	15.61		37.61	1	
3720	Stockade	6B			0.972		0.972	2	
3730	Caldervale / Kyber	5B			16.27		16.27	1	
3740	Isoroy	6A		0.48	16		16.48	2	
3750	Gartmore	5B - 6B			4.15		4.15	1	
3760	Blackall Stock Route	6B			35		35	0	
3770	Wyanga	6B			4.84		4.84	1	
3780	Mt. Macquarie	5B			16.43		16.43	2	
3790	Mt. Enniskillen	6B		1	11.23		12.23	2	

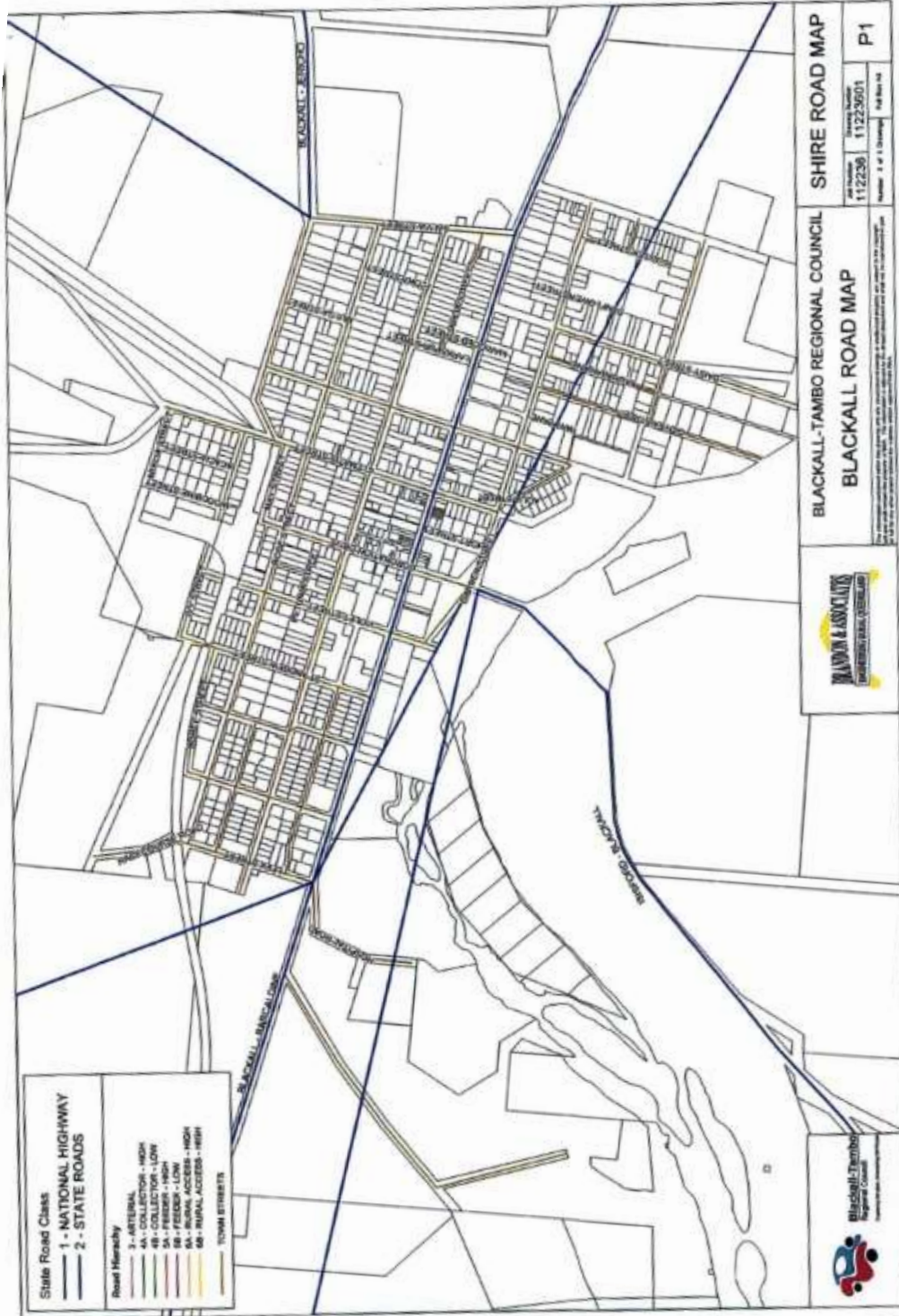


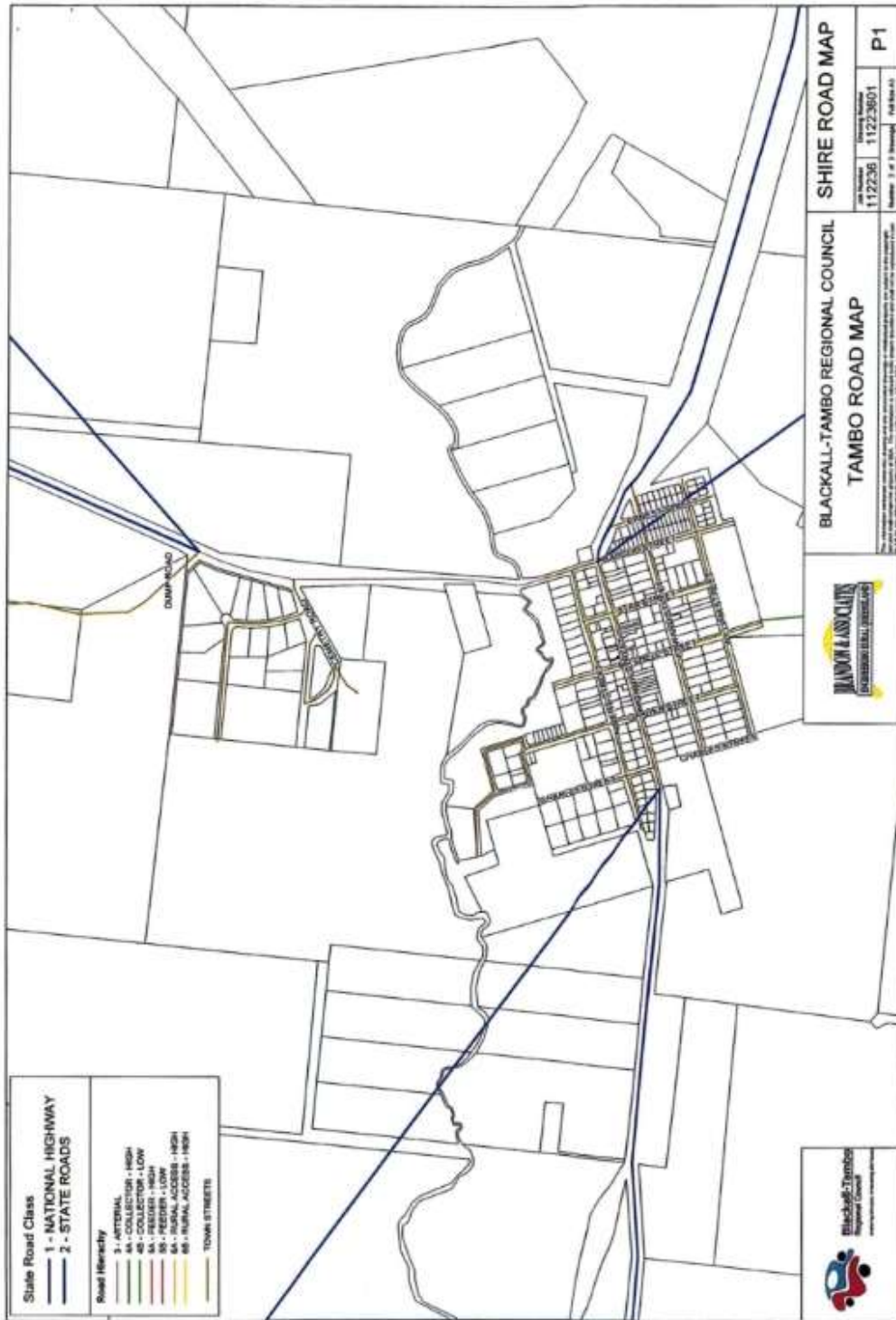
Road Number	Road Name	Desired Hierarchy Class	Sealed Length	Gravel Length	Formed Length	Unformed Length	Total Length	Property Accesses	Traffic Count Data
3800	Tralee	6B			11.43		11.43	1	
3810	Baneda	6B			0.44		0.44	1	
3820	Ivanhoe	6B			0.36		0.36	1	
3830	Toomalaree	6A		2.95	11.71		14.66	1	
3840	Old Augathelia	4B	15.651				15.651	2	
3850	Racecourse	4A	0.9	1.2			2.1	1	
3860	Cemetery	4A		1.995			1.995	6	
3870	Rubbish Dump	4A		0.4	1.16	2.57	4.13	1	
3880	Golf Club	4A - 5B	0.365		8.335		8.7	1	
3890	Aerodrome	4A				0.9	0.9	1	
3900	Repeater	6B			3.62	3.78	7.4	1	
3910	Rosclare	6B			3.2		3.2	2	
3920	Mt Pleasant	6A		1.1			1.1	1	
3930	Glanmire	6A			2		2	1	
3940	Allawah	6B			1.1		1.1	2	
3950	New Manning East	6B							

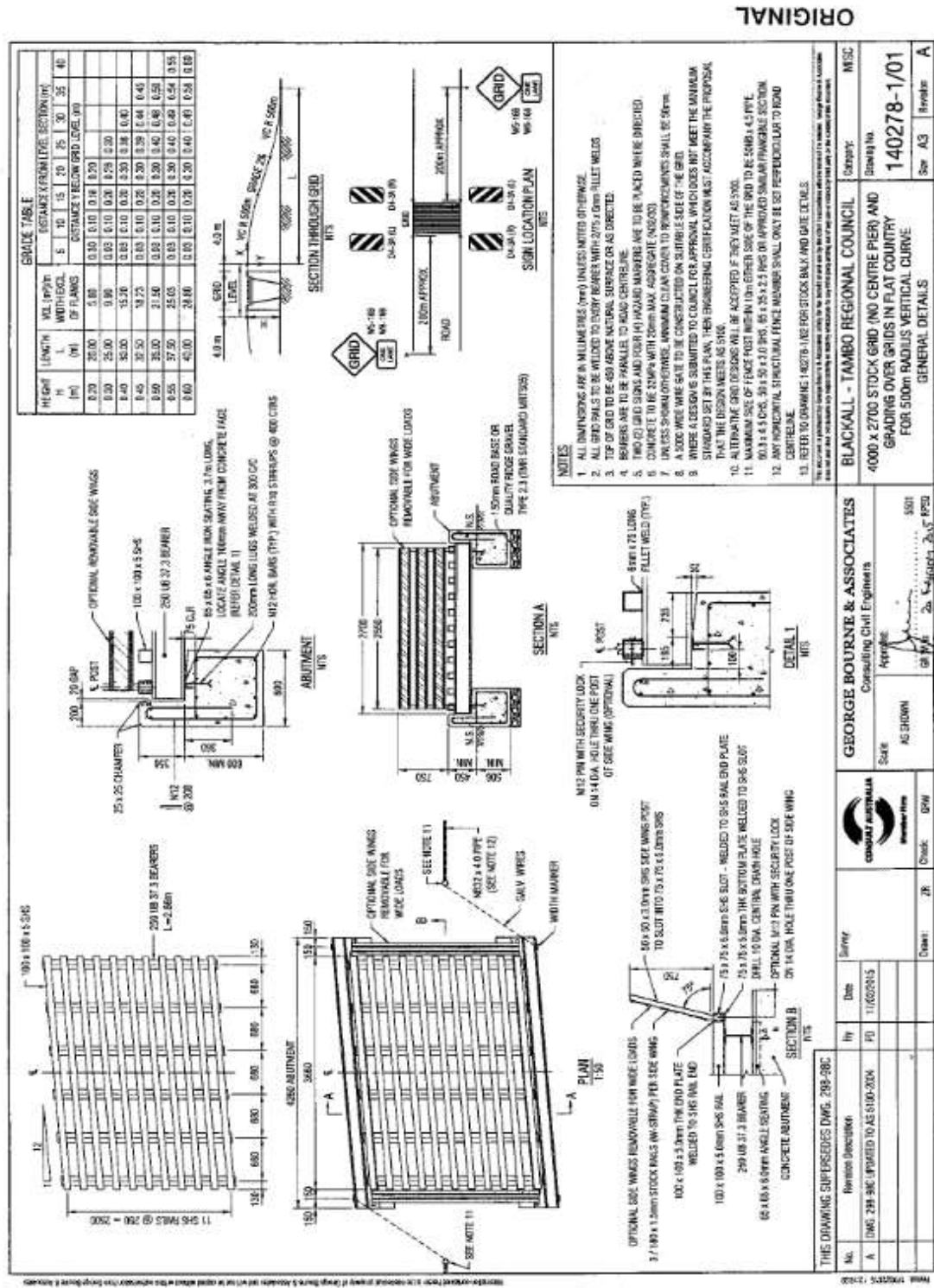
Notes

1. Pavement widths will increase at inverts and horizontal curves to allow for super elevation and safe entry and exit.
2. Pavement depths will increase at inverts to 300mm to increase load bearing capacity and low strength subgrade areas.









ORIGINAL

