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SoD 10 Year Road Renewal Program

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Executive Summary

This document outlines the Shire of Dowerin's (SoD) 10-Year Road Program, providing a comprehensive overview of current road assets, their condition, and renewal strategies.

It details the approach and methodologies used for asset assessment, program development, and modelling, and presents long-term plans for roads, culverts and footpaths.

The report includes a breakdown of renewal programs, appendices with criteria and cost rates, and a clear roadmap to ensure effective management and renewal of Shire's transport network over the next decade.

Summary of Road Programs

Program	Budget \$	Program \$	Surplus or Deficit
WFSN Freight Route 10Yr Program	\$6.00M	\$6.00M	Nil
Commodity Route 10Yr Program	\$2.60M	\$2.60M	Nil
RRG Y1 to Y5 Program	\$3.80M	\$3.80M	Nil
RRG Y6 to Y10 Program	\$3.75M	\$7.90M	- \$4.15M
Resheeting 10Yr Program	\$6.05M	\$11.25M	-\$5.20M
Roads Tier 2 and 3 10Yr Program	\$0.50M	\$1.00M	-\$0.50M
Town Streets 10Yr Program	\$0.30M	\$0.56M	-\$0.26M
Total	\$23.00M	\$33.11M	-\$10.11M

The average budget of \$2.30M/annum ¹ for road renewal compares favourably with the road network annual depreciation of \$2.13M ². For most of the major roads (Tier 1) asset condition will be preserved however there is a backlog (deficit) of \$4.15m in the RRG Program Y6 to Y10.

The minor roads have a backlog (deficit) of approximately \$6M, primarily with the resheeting program. This is a common problem with Wheatbelt Shires.

Summary of Other Programs

Program	Budget \$	Program \$	Surplus or Deficit
Culvert 10Yr Program	\$0.95M	\$1.29M	-\$0.34M
Footpaths 10Yr Program	\$1.20M	\$1.20M	Nil

The average budget of \$95K/annum for culvert renewal compares favourably with the culvert annual depreciation of \$100K so asset condition will be preserved for the next decade.

The average budget of \$120K/annum for footpath renewal exceeds the footpath annual depreciation of \$24K ² so asset condition will be enhanced over the next decade.

1. Note that the \$ 2.30 M / annum road budget figure comprises both Upgrade (Improvement) and Renewal components. However >90% of LGs Road Budgets are Renewal Works and as such the Renewal component of this value is equivalent to the annual Depreciation value.
2. These values were calculated in the SoD's recently completed Roads & Associated Assets Revaluation – see Table 2 on page 6.

Introduction

1.1 Purpose

This report has been prepared to document the key elements and outcomes of the SoD's 10-Year Road Program.

1.2 Background and Context

The SoD is responsible for a large road network comprising the following assets:

- 937 km of Roads (174km sealed and 763km unsealed)
- 882 Culverts
- 7.1km Footpaths
- 1 Bridge
- 1456 Signs
- 1731km Table Drains
- 13.9km Kerbing

The first three asset classes (Roads, Culverts and Footpaths) are included in the 10-Year Program

In November 2025 the SoD commissioned R Munns Engineering Consulting Services (RMECS) to provide a comprehensive 10 Year Road Program.

This work builds on the Visual Road Condition Assessment Survey conducted by RMECS in May 2025 and the Roads Asset Valuation conducted in July 2025.

1.3 Objectives

The key objectives of the 10-year Roads Program:

- Aligns with the SoD's Strategic Plan and Dowerin Road Strategy 2025
- Provides input to the Long-Term Financial Plan
- Identifies road preservation priorities for each of the road and associated asset types
- Assists council to make informed decisions on roadwork priorities to ensure preservation of all road assets
- Assists Manager Infrastructure and Projects to plan for future roadworks including funding submissions, sourcing of suitable gravel supplies, carrying out more detailed assessments of road sections for project scoping, obtaining clearing permits and arranging peak season road counts for the major road renewal program.

Approach and Methodology

Development of the 10 Year Road Program included the following:-

- Adoption of a Condition Assessment Model
- Data from RMECS Road Condition Survey and Valuation report
- Condition Profiles for each Asset Category
- Use of the Works Selection Module of Asset and Works Management System (formerly RAMM)
- Renewal Cost Rates for various Preservation Treatments - from the Valuation Report – see Appendix B
- Condition Triggers for each asset type – see Appendix C
- SoD 5 Tier Road Hierarchy – see Section 1.9 and Appendix A
- Availability of Road Funding – see Appendix D

1.4 Condition Assessment Model

Development of the renewal programs is based on a Condition Assessment Model (based on extracts from the International Infrastructure Management Manual) with 5 condition ratings and life stages as shown in the figure below.

NAMS Rating	NAMS Score	Condition & Maintenance Requirements	% Life Expired	Life Stage	Focus
Excellent	1	Very Good Condition Only normal maintenance required	0 to 20%	New	Maintenance
Good	2	Minor Defects Only Minor maintenance required (5%)	20 to 40%	Juvenile	
Average	3	Maintenance Required to Return to Accepted Level of Service Significant maintenance required (10-20%)	40 to 60%	Midlife	
Poor	4	Requires Renewal Significant renewal/upgrade required (20-40%)	60 to 80%	Mature	Renewal
Very Poor	5	Asset Unserviceable Over 50% of asset requires replacement	80 to 100%	End of Life	

TABLE 1

It is important to state that the model does not have an implied correlation between asset age and condition. If the condition is known, then this will prevail in determining asset maintenance and renewal requirements. If the condition of the asset is unknown, then asset age can be used as a surrogate for condition.

Asset maintenance is the primary focus for assets in average or better condition.

Renewal is the primary focus for assets in poor or very poor condition.

The 10yr Programs are based on renewal of assets in poor or very poor condition.

1.5 RMECS Road Condition Survey and Valuation (May 2025)

RMECS carried out a full visual condition assessment of the SoD's Road network in May 2025. This comprised driving the complete road network and assessing the road sections and associated assets with a NAMS Score of 1 to 5.

This data was then input into the SoD's Asset and Works Management System (AWMS - formerly RAMM) and all assets updated to reflect the physical condition and any changes since the last survey.

Key asset data was then extracted from AWMS into a valuation spreadsheet along with standard unit cost rates and asset life data provided by SoD and verified by Rod Munns Principal Engineer RMECS. Refer Appendix B - Standard Unit Replacement Cost Rates (SURCR) and Total Useful Life (TUL).

This provided the basis for a detailed valuation of the SoD Roads Infrastructure. A summary from the Valuation Report is in Table 2 below.

As of 30 June 2025

Shire of Dowerin

2024/25 Yr Roads Infrastructure Valuation Summary

Asset Type	Component	Replacement Cost (\$)	Fair Value (\$)	Annual Depreciation (\$)	Accumulated Depreciation (\$)	Quantity
Roads	Subgrade Structure	\$38,952,755	\$38,952,755	\$0	\$0	937 (km)
	Pavement Structure	\$52,338,932	\$28,457,980	\$1,533,515	\$23,880,952	765 (km)
	Surface Structure	\$12,580,364	\$6,359,386	\$594,224	\$6,220,978	174 (km)
Drainage	Culverts	\$10,192,427	\$5,588,026	\$100,087	\$4,604,401	882 (ea)
Footpaths	Footpath	\$1,493,481	\$901,990	\$24,126	\$591,491	7.1 (km)
Grand Total		\$115,557,958	\$80,260,137	\$2,251,953	\$35,297,822	

\$/annum to maintain current condition ³

TABLE 2

The annual depreciation values in the table above are the minimum level of expenditure required to maintain assets in current condition.

Expenditure below these values will result in a deterioration of asset condition over time.

Expenditure above these values will improve asset condition over time.

For example, the Culvert 10-year programs (Major and Minor) have a total budget of \$90K/annum which is slightly below required preservation level. This will result in a small deterioration in asset condition for this class of asset over time.

On the other hand, the Footpath program has an average spend of \$100K/annum which is well above the preservation funding level (\$24K/annum). This will result in a big improvement (enhancement) in asset condition for this class of asset over time.

- 3 Note that in order for Council to maintain its Road Assets in its current condition, it needs to on average expend this value on Preservation type Works each year. This does not include costs for Road Maintenance and Upgrade Works (e.g. Widen a sealed road to a higher standard or gravel sheeting a previously unsheeted road, etc).

1.6 Condition Profiles

The current condition profile of SoD’s Roads Infrastructure varies by asset class as shown in the Figures 1 to 4 below.

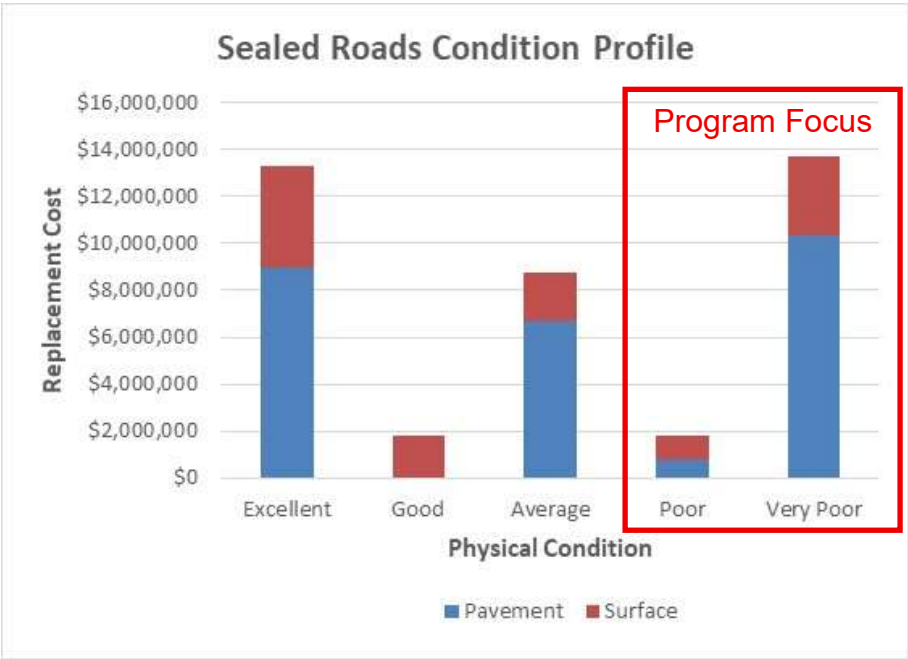


FIGURE 1

The sealed roads condition profile is skewed with most roads either excellent or in very poor condition. The focus for the renewal program is on the poor and very poor assets with total replacement value approximately \$16M.

Note for sealed roads condition is split into pavement and surface condition. This allows for differing treatment measures. Sealed roads with poor pavement condition will generally be reconstructed (new pavement and surface) whereas sealed roads with poor surface condition will generally be resealed (new surface only).

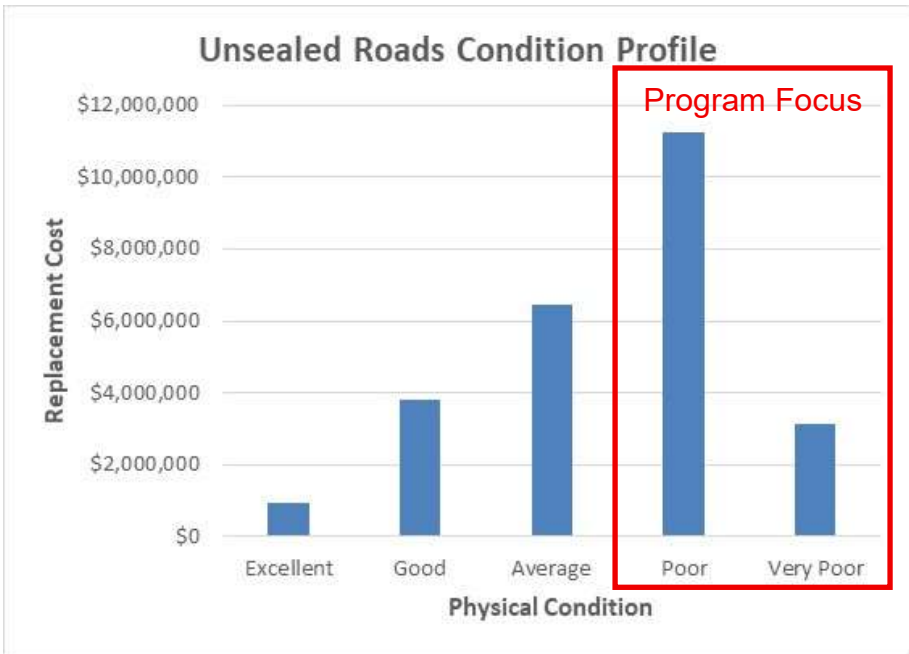


FIGURE 2

The Unsealed Roads Condition Profile is more typical of Wheatbelt Shires with most paved roads in poor condition. This assessment is heavily influenced by Depth of Base and indicates a minimal amount of gravel remaining on the road.

The total replacement (resheeting) value for the unsealed roads is approximately \$14M.

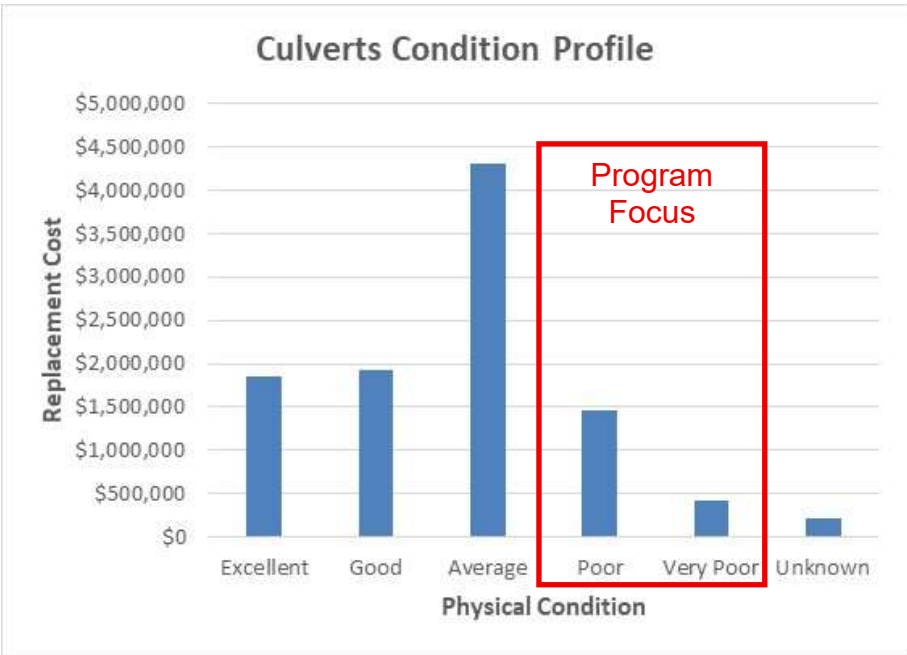


FIGURE 3

Most culverts are in average or better condition, which is better than most Wheatbelt Local Governments (LG). The focus for the culvert renewal program is the culverts in poor or very poor condition with approximate replacement value of \$2M.

The culverts marked as “Unknown” were either not found or fully buried during the road survey and as such could not be condition assessed.

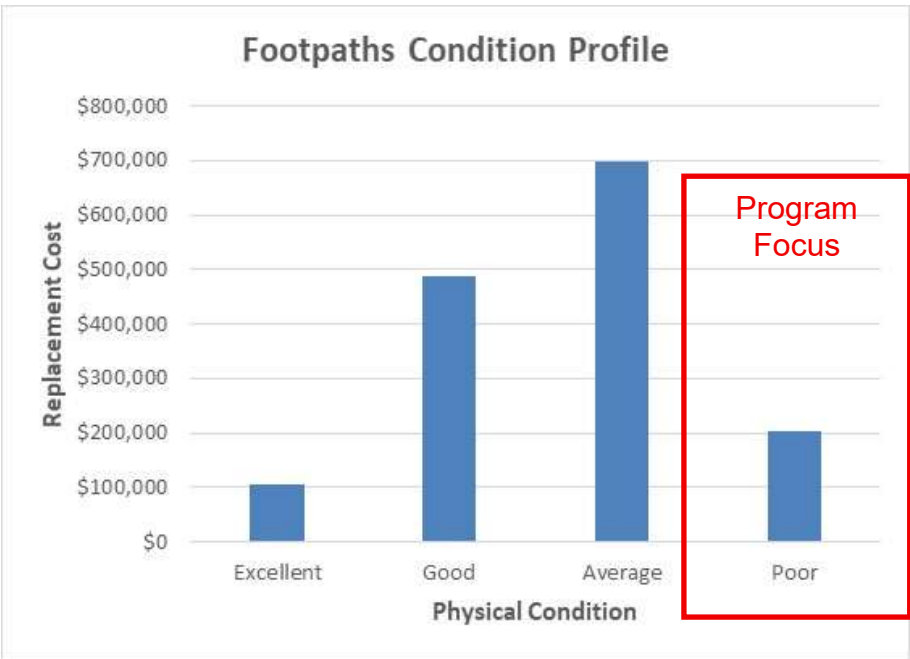


FIGURE 4

Most footpaths are in average or better condition, which is better than most Wheatbelt Shires. There were no footpaths in very poor condition and only \$200K worth of footpaths in poor condition.

This means that the proposed footpath program (approximately \$100k/annum) is more an enhancement program than a preservation program.

1.7 Program Modelling Tool – Works Selection

The Works Selection module of AWMS was used to develop the renewal programs. This module is relatively new and was specifically designed for the development of longer term works programs. A clip of the Works Selection Module is shown in Figure 5 below.

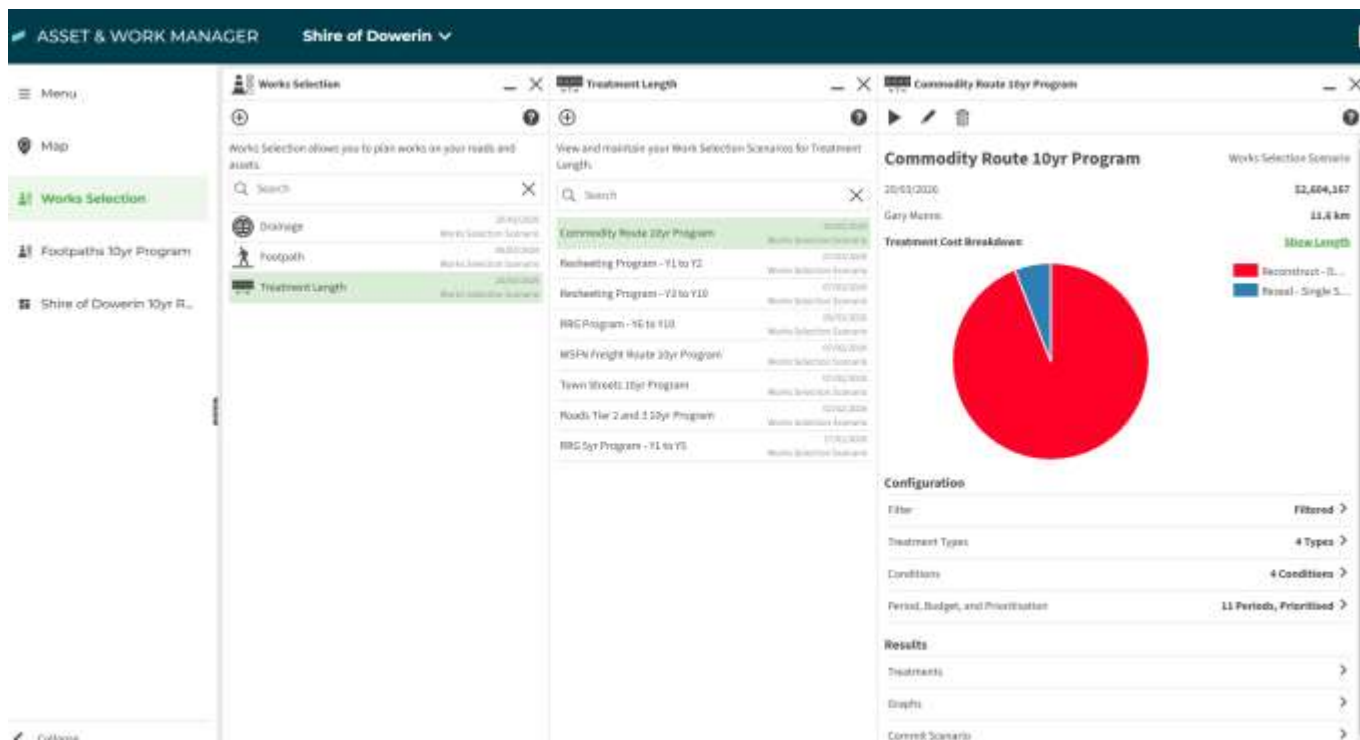


FIGURE 5

Works Selection is based on Scenarios which are essentially programs of work on a designated asset. An asset class can have multiple scenarios. For example, in the figure above there are eight scenarios for the asset class “Treatment Length”. Treatment Length is the AWMS terminology for a uniform section of road (width, pavement type and condition) usually ranging from 50m to 1000m. AWMS road network is split up into many treatment lengths typically up to 800 in number for a Wheatbelt Shire.

The following is a brief description of how a scenario (program) is developed in Works Selection.

1.7.1 Configuration

There are four steps required to configure a scenario

1. Filter

Used to limit the data to a smaller subset of assets. For example, in the Commodity Route 10yr Program the data is filtered for Road = Dowerin Koorda

2. Treatment Types

Treatment Type	Description	Cost
Reconstruct - Double Seal	Type 6 Std (Stabilised Pavement and Double Seal)	\$278.96/m
Reconstruct - Asphalt	Type 6 Std (Stabilised Pavement and Asphalt Seal)	\$543.76/m
Reseal – Single Seal	Type 6 Std (8m wide Single Seal)	\$55.92/m
Reseal – Asphalt	Type 6 Std (8m wide Asphalt Seal)	\$348.00/m

TABLE 3

3. Conditions

Specific condition(s) to define a subset of data with condition trigger and treatment type – see Figure 6 below.

Commodity Route 10yr Program - Condition

Description: **Poor Pavement Condition - Thin Surface flexible** Enabled

Filter: **Pavement Type in Thin Surfaced Flexible**

Conditions

Structural Condition I...	3.2
Reconstruct - Double Seal	\$278.96 / m

FIGURE 6

4. Period, Budget and Prioritisation

This component is used to specify the budget for each period and to specify the criteria to prioritise the treatments. This effectively constrains the program – see Figure 7 below.

Commodity Route 10yr Program

Period	Budget
2025/26	\$ 0
2026/27	\$ 525000
2027/28	\$ 525000
2028/29	\$ 525000
2029/30	\$ 525000
2030/31	\$ 525000
2031/32	\$ 525000
2032/33	\$ 525000
2033/34	\$ 525000
2034/35	\$ 525000
2035/36	\$ 525000
Total	\$ 5,250,000

Treatment Length - Prioritise By Budget

This allows you to produce a treatment plan over multiple years based on budget and priority.

Define your Periods and Budgets on the previous blade.

Add columns to define the order for prioritising treatments.

Note: This will override any existing ordering you have done.

Treatment Length	✓ X
Structural Condition Index	
Treatment Length	✓ X
Surface Condition Index	

FIGURE 7

Results

When the scenario is configured, it can be run and prioritised to produce a program of treatments as illustrated in Figure 8 below.

Commodity Route 10yr Program - Treatments

Asset	2025/26	\$0 Tot \$0 Bud	2026/27	\$424,019 Tot \$525,000 Bud	2027/28	\$504,918 Tot \$525,000 Bud	2028/29	\$432,388 Tot \$525,000 Bud	2029/30	\$2,604,167 Tot \$5,250,000 Bud
#717 DOWERIN - KOORDA ROAD, 80 - ...										
#202 DOWERIN - KOORDA ROAD, 1500...										
#203 DOWERIN - KOORDA ROAD, 2060...										
#790 DOWERIN - KOORDA ROAD, 1333...			Reconstruct - Doubl... \$304,066							
#834 DOWERIN - KOORDA ROAD, 1442...			Reconstruct - Doubl... \$119,953							
#209 DOWERIN - KOORDA ROAD, 1485...					Reconstruct - Doubl... \$184,114					
#835 DOWERIN - KOORDA ROAD, 1551...					Reconstruct - Doubl... \$153,428					
#791 DOWERIN - KOORDA ROAD, 1606...					Reconstruct - Doubl... \$167,376					

FIGURE 8

The above is a tabulated view of the treatments by period and shows the total planned renewal v budget for each period and total.

Individual treatments can be edited, added or deleted and status changed (normal, planned, committed, funded) if needed.

The results can also be shown graphically.

The final step in the process is to commit the scenario (program). The committed scenario cannot be edited.

1.8 Renewal Rates and Triggers

1.8.1 Renewal Rates

The renewal cost rates used in Works Selection are based on the Valuation Standard Unit Replacement Cost Rates (SURCR).

The relevant cost rates are provided in Appendix B - Standard Unit Replacement Cost Rates (SURCR) and Total Useful Life (TUL).

Notes:

1. The renewal cost rates are in current Y0 (2025/26) \$.
2. A linear (per m) cost rate is used for asset renewal treatments which are wider than the existing assets (eg. Major Roads built to type 6 standard and Dual Path Footpaths). Note that these treatments include a small upgrade (improvement) component of cost, since the asset is often being improved by a standard.
3. Since an average renewal cost rate per treatment is utilised in this program, and revenue Vs cost inflation values and the economic environment can vary from year to year, its important the the SoD M.I.P. assesses each road section in that year's Road Program and costs the works accordingly. It is also highly recommended that the SoD M.I.P. also updates this 10 Yr Road Program at budget time each year, in case:
 - Unscheduled priority works need to be included in the Program, and / or
 - Scheduled works have been dropped off that year's Program.

1.8.2 Triggers

Triggers are used in works selection configuration to trigger treatments based on, for example, an asset condition such as poor or very poor.

A full set of condition triggers used to develop the programs are provided in Appendix C – Program Development Criteria – Condition Triggers and Renewal Rates

1.9 SoD 5 Tier Road Hierarchy

A Five Tier Road Hierarchy was developed by RMECS in close consultation with the SoD.

The Hierarchy is summarised in Table 4 below and a detailed list is provided in Appendix A - SoD 5 Tier Road Hierarchy

Tier	Description	# km
1	Regional Distributor Rural	138
2	Local Distributor Rural	180
3	Access Road Rural	365
4	Minor Access Road Rural	247
5	Urban Road (Town Streets)	9.5

TABLE 4

The Hierarchy is used in the works selection process for prioritisation along with asset condition.

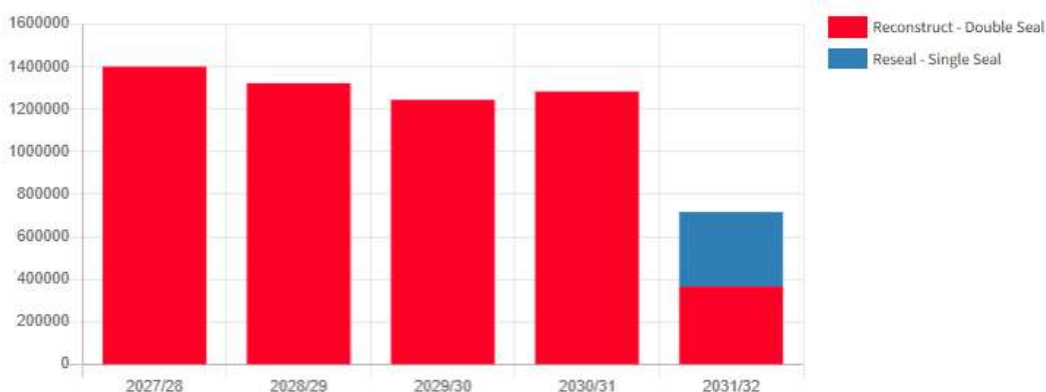
Renewal Programs

1.10 WSFN Freight Route 10Yr Program

- Dowerin Kalannie Road
- Prioritised by Pavement Condition then Surface Condition
- Treatments – Reconstruct/Reseal to Type 6 Standard
- Budget - \$1.4M/annum commencing Y2 (2027/28)
- Funding Source – WSFN Funding
- Program estimated completion Y6 (2031/32)

WSFN Freight Route 10yr Program

Dowerin Kalannie Road. Prioritised by Pavement Condition then Surface Condition. Budget: \$1.4M/yr starting 2027/28



Refer Appendix E1 – WSFN Freight Route 10yr Program for a detailed list of road sections and treatment costs for this program.

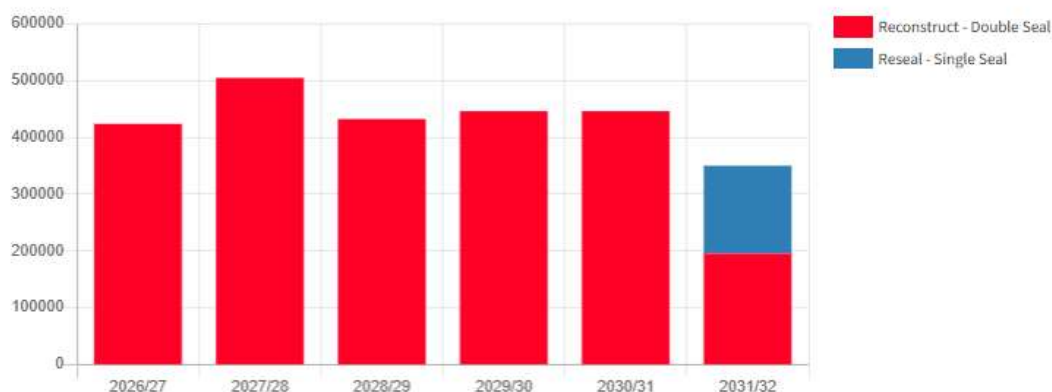
FIGURE 9

1.11 Commodity Route 10Yr Program

- Dowerin Koorda Road
- Prioritised by Pavement Condition then Surface Condition
- Treatments – Reconstruct/Reseal to Type 6 Standard
- Budget - \$525K/annum commencing Y1 (2026/27)
- Funding Source – Commodity Route Funding (not guaranteed each year and to be applied for)
- Program estimated completion Y6 (2031/32)

Commodity Route 10yr Program

Dowerin Koorda Road. Prioritised by Pavement Condition then Surface Condition. Budget: \$525k/yr starting 2026/27



Refer Appendix E2 – Commodity Route 10yr Program for a detailed list of road sections and treatment costs for this program.

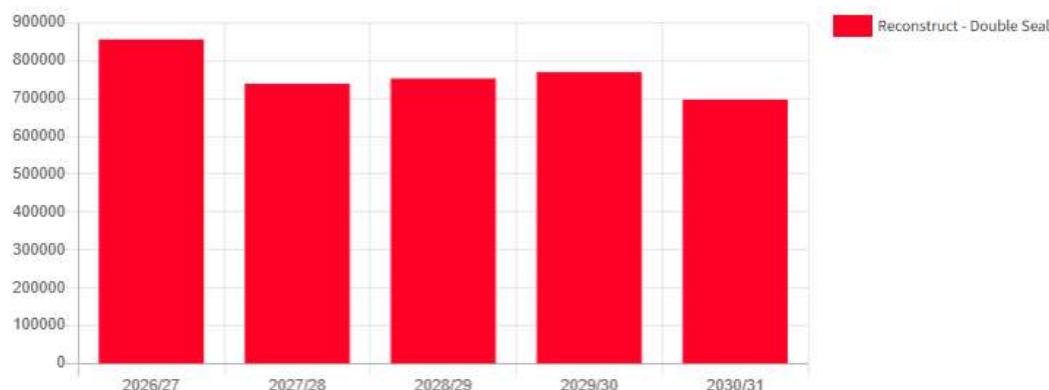
FIGURE 10

1.12 RRG Y1 to Y5 Program (committed)

- Dowerin Meckering Road and Cunderdin Minnivale Road
- Prioritised by SoD - Manager of Infrastructure and Projects
- Treatments – Reconstruct to Type 6 Standard
- Budget - \$775K/annum commencing Y1 (2026/27)
- Funding Source – RRG

RRG Yr 1 to 5 Program

RRG Program Y1 to Y5 (committed) - Dowerin Meckering, Cunderdin Minnivale Roads Budget: \$775k/yr starting 2026/27



Refer Appendix E3 – RRG Program – Yr 1 to Yr5 for a detailed list of road sections and treatment costs for this program.

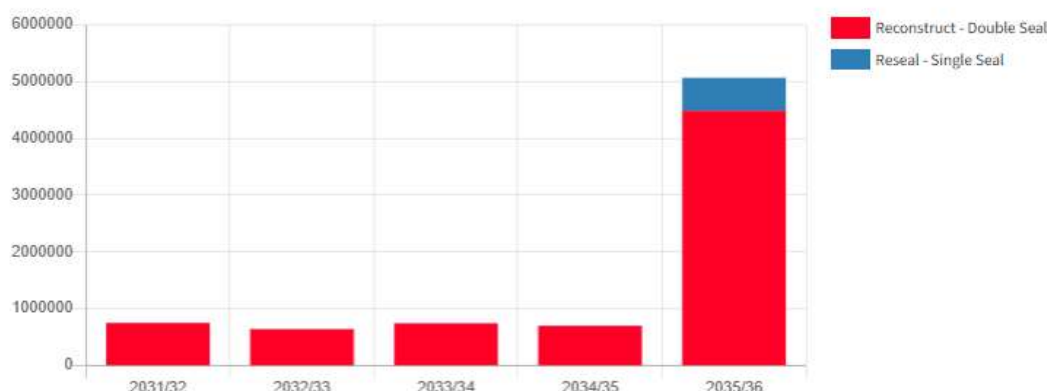
FIGURE 11

1.13 RRG Y6 to Y10 Program

- Dowerin Meckering Road, Cunderdin Minnivale Road and Koorda Wongan Hills Road
- Prioritised by Pavement Condition then Surface Condition
- Treatments – Reconstruct/Resurface to Type 6 Standard
- Budget - \$750K/annum commencing Y6 (2031/32)
- Funding Source – RRG
- Backlog of Renewals at end of program – 24km of road sections at a cost of \$4.3M

RRG Yr 6 to 10 Program

Dowerin Meckering, Cunderdin Minnivale & Koorda Wongan Roads. Prioritised by Pavement Condition then Surface Condition. Budget: \$750k/yr starting 2031/32



Refer Appendix E4 – RRG Program – Yr 6 to Yr10 for a detailed list of road sections and treatment costs for this program.

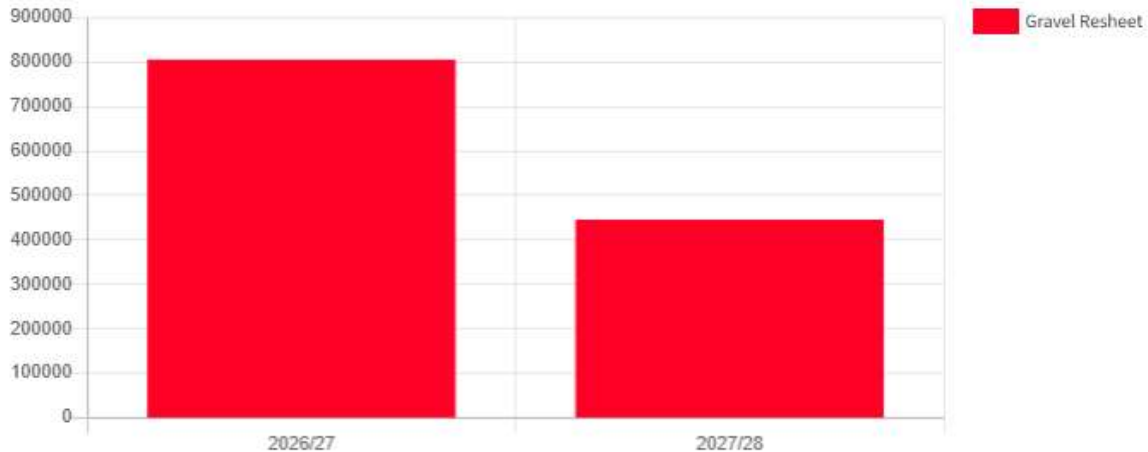
FIGURE 12

1.14 Resheeting Program Y1 to Y2 Program - Committed

- Prioritised by SoD - Manager of Infrastructure and Projects
- Treatment – Gravel Resheet to 150mm Depth
- Budget Y1 (2026/27) \$800K and Y2 (2027/28) \$450K
- Funding Source – Generally FAGs or R2R Funding – depending on other priority Road Program items.

Resheeting Program - Y1 to Y2 - Committed

Committed Resheeting Program for Y1 (2026/27) and Y2 (2027/28). Budget: \$800k/yr (Y1) \$450k/yr (Y2)



Refer Appendix E5 – Resheeting Program – Yr 1 to Yr2 (Committed) for a detailed list of road sections and treatment costs for this program.

FIGURE 13

1.15 Resheeting Program Y3 to Y10 Program

- Paved Roads with Poor Depth of Base
- Prioritised by Road Hierarchy then Depth of Base
- Minor Access roads excluded
- Treatment – Gravel Resheet to 150mm Depth
- Budget \$600K per annum commencing Y1 (2026/27)
- Funding Source – Generally FAGs or R2R Funding – depending on other priority Road Program items.
- Backlog of Renewals at end of program – 158 km of road sections at a cost of \$6.2M

Resheeting Program - Y3 to Y10

Gravel Roads with Poor Depth of Base. Prioritise by Road Hierarchy then Depth of Base. Minor Access Roads excluded. Budget: \$600k/yr starting 2028/29

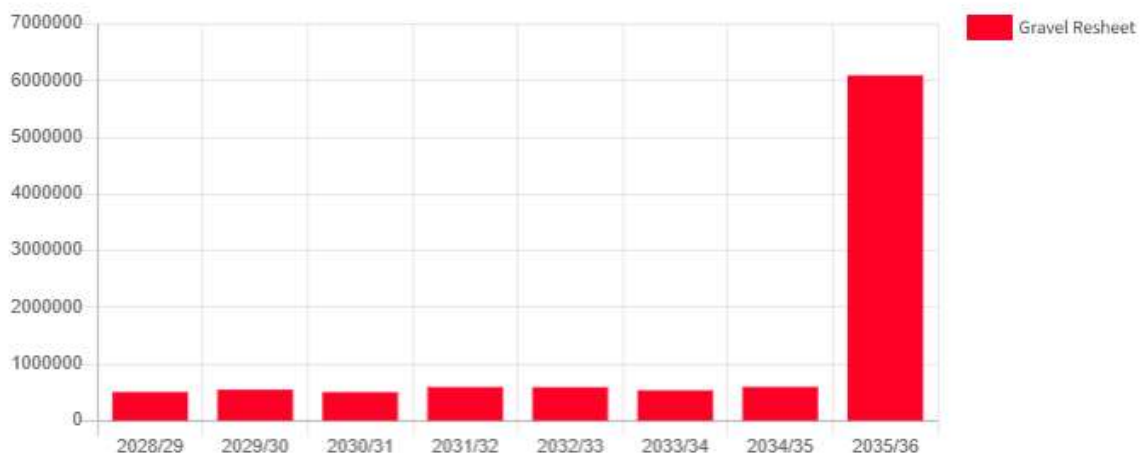
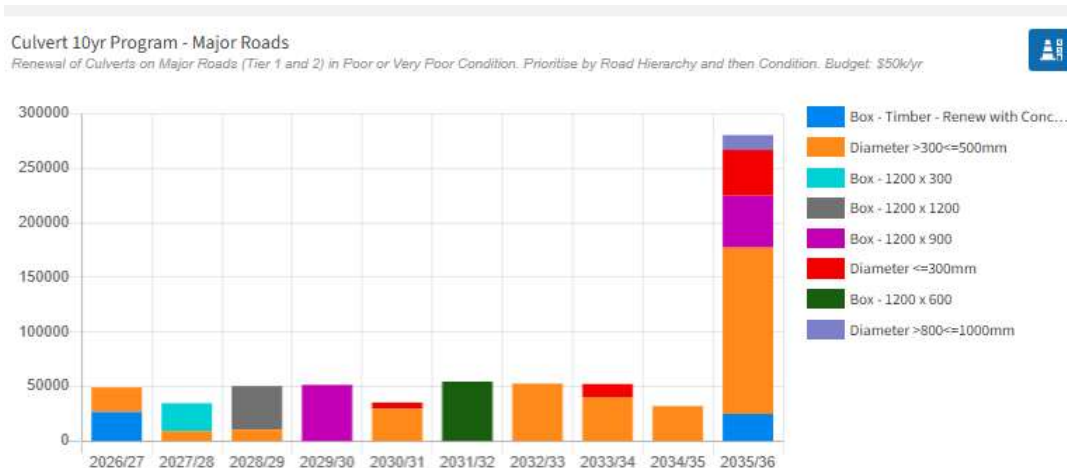


FIGURE 14

Refer Appendix E6 – Resheeting Program – Y3 to Y10 for a detailed list of road sections and treatment costs for this program.

1.16 Culvert 10Yr Program – Major Roads

- Major Roads (Tier 1 and 2) in poor condition
- Prioritised by Road Hierarchy then Condition
- Treatments – Renew with equivalent capacity concrete culvert
- Budget - \$50K/annum commencing Y1 (2026/27)
- Funding Source – Generally Municipal, FAGs or Direct Grant Funding depending on other priority Road Program items (including Maintenance Works).
- Backlog of Renewals at end of program – 24 culverts at a total renewal cost of \$280K

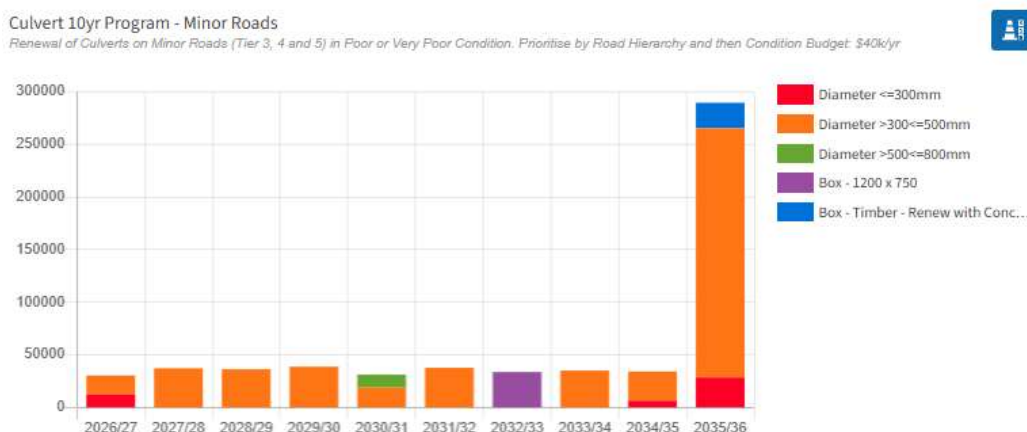


Refer Appendix E7 – Culvert 10yr Program – Major RoadsAppendix E6 – Resheeting Program – Y3 to Y10 for a detailed list of culverts and renewal costs for this program.

FIGURE 15

1.17 Culvert 10Yr Program – Minor Roads

- Minor Roads (Tier 3, 4 and 5) in poor condition
- Prioritised by Road Hierarchy then Condition
- Treatments – Renew with equivalent capacity concrete culvert
- Budget - \$40K/annum commencing Y1 (2026/27)
- Funding Source – Generally Municipal, FAGs or Direct Grant Funding depending on other priority Road Program items (including Maintenance Works).
- Backlog of Renewals at end of program – 32 culverts at a total renewal cost of \$289K



Refer Appendix E8 – Culvert 10yr Program – Minor RoadsAppendix E6 – Resheeting Program – Y3 to Y10 for a detailed list of culverts and renewal costs for this program.

FIGURE 16

1.18 Footpaths 10Yr Program (committed)

- Footpaths in Dowerin Townsite (excluding Stewart Street which is currently part of the Dowerin Streetscape Plan)
- Y0 to Y8 - Prioritised by SoD - Manager of Infrastructure and Projects
- Treatment Default 2.2m wide dual purpose Insitu Concrete Footpaths
- Budget – Y0 (2025/26) \$450K/annum and then \$150K/annum alternating years to end of program
- Funding Source – Active Transport Fund (Y0), Roads to Recovery (Y2, Y4, Y8, Y10) and Bike Grant (Y6)
- Y10 based on renewal of footpaths in poor condition

Footpath 10yr Program

Renewal and Addition of Footpaths – Default 2.2m Dual Purpose Insitu Concrete. Budget: \$150k/yr alternate years to Town Streets and Tier 2 & 3 Roads



Refer Appendix E9 – Footpath 10yr Program Appendix E6 – Resheeting Program – Y3 to Y10 for a detailed list of footpath sections and renewal costs for this program.

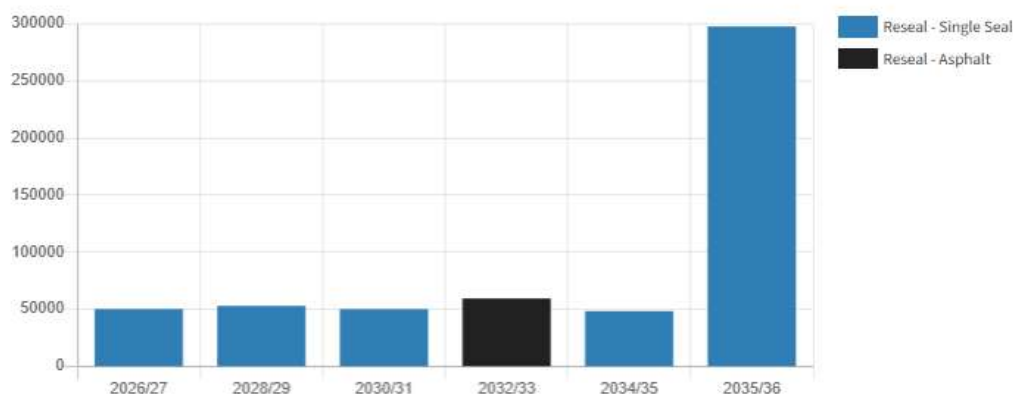
FIGURE 17

1.19 Town Streets 10Yr Program

- Dowerin Town Streets in poor condition (Stewart Street excluded)
- Prioritise by Road Hierarchy then Pavement Condition then Surface Condition
- Treatments – Reseal with Single Seal or Asphalt.
- Budget – \$50K/annum alternating years commencing Y1 (2026/27)
- Funding Source – Generally FAGs or R2R Funding – depending on other priority Road Program items.
- Backlog of Renewals at end of program – 4.75 km at a total renewal cost of \$298K

Town Streets 10yr Program

Renewal of Streets in Poor Condition. Prioritise by Pavement Condition then Surface Condition. Stewart St Excluded. Budget: \$50k/yr alternate years to Footpaths



Refer Appendix E10 – Town Streets 10yr Program Appendix E6 – Resheeting Program – Y3 to Y10 for a detailed list of town street sections and renewal costs for this program.

FIGURE 18

1.20 Roads Tier 2 and 3 10Yr Program

- Tier 2 and 3 Roads in poor condition
- Prioritise by Road Hierarchy then Pavement Condition then Surface Condition
- Treatments – Reconstruct and Reseal to same width.
- Budget – \$100K/annum alternating years commencing Y1 (2026/27)
- Funding Source – Generally FAGs or R2R Funding – depending on other priority Road Program items.
- Backlog of Renewals at end of program – 10.3 km at a total renewal cost of \$587K

Roads Tier 2 & 3 10yr Program

Tier 2 and 3 Roads in Poor Condition. Prioritise by Road Hierarchy then Pavement Condition then Surface Condition. Budget: \$100k/yr alternate years to Footpaths



Refer Appendix E11 – Roads Tier 2 and 3 10yr Program Appendix E6 – Resheeting Program – Y3 to Y10 for a detailed list of road sections and renewal costs for this program.

FIGURE 19

Appendix A - SoD 5 Tier Road Hierarchy

Road ID	Road	Start	End	Length
Tier 1 – Regional Distributor Rural			Total	137.81 km
1	Cunderdin – Minnivale Road	0	27230	27230
182	Dowerin – Kalannie Road	0	48770	48770
25	Dowerin – Koorda Road	0	22170	22170
183	Dowerin – Meckering Road	0	25640	25640
112	Jones Street	0	1480	1480
23	Koorda – Wongan Hills Road	13920	23430	9510
91	Metcalf Street	0	1290	1290
2	Redding Road	0	900	900
101812	Stewart Street (560)	620	1440	820
Tier 2 – Local Distributor Rural			Total	180.43 km
8	Amery – Benjabbering Road	0	8810	8810
64	Dowerin – Konnongorring Road	0	4350	4350
10	Ejanding West Road	0	12410	12410
11	Fifty-Four Gate West Road	0	2650	2650
4	Hindmarsh Road	0	13150	13150
3	Koombekine North Road	0	18850	18850
164	Manmanning Road	0	5670	5670
26	Minnivale Northeast Road	0	6290	6290
41	Moonijin East Road	0	2680	2680
41	Moonijin West Road	0	11080	11080
162	Nambling South Road	0	22520	22520
9	Old Koorda Road	0	20450	20450
5	Rabbit Proof Fence Road	20360	43140	22780
45	Rifle Range Road	0	3130	3130
46	Sanders Road	0	7190	7190
19	Uberin Road	0	18420	18420

Road ID	Road	Start	End	Length
Tier 3 – Access Road Rural			Total	365.15 km
8	Amery – Benjabbering Road	8810	14470	5660
142	Amery South Road	0	4350	4350
77	Bailey East West Road	0	5340	5340
13	Berring East Road	0	4950	4950
134	Berry Road	0	890	890
40	Booralaming West Road	0	14860	14860
130	Botherling East Road	0	4190	4190
12	Cemetery Road	0	11610	11610
82	Clinic Road	0	17480	17480
101	Couper Road	0	1850	1850
60	Eaton Road	0	2090	2090
49	Eaton Sand Hole Road	0	3320	3320
28	Ejanding East Road	0	9700	9700
161	Fairlie Road	0	1380	1380
11	Fifty-Four Gate West Road	2650	17260	14610
170	Gangell Road	0	3720	3720
51	Griffith – Whaley Road	0	4200	4200
48	Hagboom Road	0	2980	2980
20	Hale Road	0	2150	2150
52	Harris East Road	0	6160	6160
21	Haywood West Road	0	7720	7720
27	Hesford Road	0	5430	5430
15	Hindmarsh Back Road	0	15110	15110
124	Hudson Road	0	5630	5630
31	King Road	0	6710	6710
23	Koorda – Wongan Hills Road	0	13920	13920
55	Maisey Road	0	4210	4210
36	Manmanning Town Road	0	3310	3310
58	McMorran Road	0	2220	2220
42	McHugh Road	0	8590	8590
79	Metcalf East Road	0	3190	3190
62	Nambling North Road	0	2100	2100
6	Nambling Road	0	2230	2230
165	Old Nalkain Road	0	3510	3510
30	Parker Road	0	7700	7700
16	Pickering Road	0	5410	5410
56	Quelagetting West Road	0	4800	4800
5	Rabbit Proof Fence Road	0	20240	20240

Road ID	Road	Start	End	Length
5	Rabbit Proof Fence Road	43140	52720	9580
17	Robinson Road	0	8540	8540
185	Shara Road	0	920	920
18	Spark Road	0	8320	8320
129	Thomas Road	0	5880	5880
14	Thornett Road	0	11110	11110
47	Twenty Six Gate Road	0	7200	7200
19	Uberin Road	18420	24090	5670
57	Ucarty Rock Road	0	1770	1770
7	Ucarty South Road	0	18040	18040
37	Ward Road	0	11060	11060
169	Watercarrin Bin Road	0	5950	5950
76	Wilkins Road	0	8450	8450
50	Williams North Road	0	7240	7240
35	Williams Road	0	8150	8150
32	Windsor Road	0	7060	7060

Road ID	Road	Start	End	Length
Tier 4 – Minor Access Road Rural			Total	246.63 km
167	Air Street	0	110	110
68	Amery North Road	0	8340	8340
68	Avery Road	0	1810	1810
38	Bailey Road	0	8120	8120
153	Bear Road	0	1840	1840
133	Bebbington Road	0	2980	2980
128	Berring – Nambling Road	0	3220	3220
132	Borgward East Road	0	1660	1660
78	Borgward Road	0	1050	1050
99	Borgward Street	0	320	320
135	Bradley Road	0	400	400
70	Bruce Road	0	5400	5400
151	Bywater Road	0	1170	1170
152	Cadoux Pump Road	0	900	900
120	Campbell Road	0	300	300
173	Clinic West Road	0	700	700
33	Cook Road	0	5570	5570
109	Culbarting Rock Road	0	2490	2490
107	Dam Road	0	4300	4300
168	Devine Road	0	1845	1845
98	Dowall Street	0	770	770
97	Eddy Street	0	800	800
147	Ejanding School Road	0	480	480
148	Ejanding Siding Road	0	900	900
149	Ejanding South Road	0	1940	1940
136	Fraser Road	0	4080	4080
29	Gaskin Road	0	7120	7120
66	George Road	0	3940	3940
144	Goddard Siding Road	0	1140	1140
176	Golf Course Road	0	400	400
127	Hagboom South Road	0	2120	2120
174	Hagboom West Road	0	3000	3000
117	Halliday Street	0	400	400
39	Harris Road	0	4700	4700
138	Hatwell Road	0	440	440
125	Hennessey Road	0	1770	1770
154	Henning North Road	0	2800	2800
73	Henning Road	0	7990	7990

Road ID	Road	Start	End	Length
140	Hollins Road	0	3570	3570
131	Hughes Road	0	1800	1800
100	Hughes Street	0	220	220
67	Irvine Road	0	2660	2660
22	Jones Road	0	7230	7230
72	Jones Road D:2	0	5670	5670
159	Kalguddering East Road	0	1900	1900
63	Kalguddering Road	0	3910	3910
178	Lake Koombekine Road	0	1180	1180
81	Lawrence Road	0	4050	4050
108	Lawrence South Road	0	1560	1560
122	Lee Road	0	1530	1530
175	Lowndes Road	0	1450	1450
123	Lynn Road	0	2250	2250
156	Mains Road	0	2460	2460
36	Manmanning Town Road	0	3310	3310
104	McKay Road	0	9690	9690
139	McKinnon Road	0	2420	2420
71	McPherson Road	0	2610	2610
59	Melvin Road	0	2410	2410
79	Metcalf Road	0	5280	5280
145	Miles Road	0	480	480
172	Mitchell Road	0	3650	3650
83	Montague Road	0	2820	2820
44	Morrell North Road	0	3860	3860
62	Nambling North Road	2100	5670	3570
74	Norman Road	0	3780	3780
137	Norris Road	0	970	970
141	Old Kalannie Road	0	1340	1340
84	Peters Road	0	1610	1610
43	Phillips Road	0	5950	5950
34	Pulford Road	0	500	500
106	Railway Road	0	5140	5140
102	Richards Road	0	1850	1850
103	Schell Road	0	2250	2250
155	Shankland Road	0	5670	5670
157	Sharman Road	0	2170	2170
166	Smith Road	0	760	760
75	Stacy Road	0	2110	2110

Road ID	Road	Start	End	Length
105	Stout Road	0	1690	1690
121	Thomas Street	0	310	310
54	Todd Road	0	3220	3220
150	Turrieff Road	0	2180	2180
61	Twine Road	0	3440	3440
126	Ucarty Road	0	2850	2850
171	Ucarty Rock East Road	0	5600	5600
53	Underwood Flat Road	0	4190	4190
119	Ward Street	0	880	880
65	Webb Road	0	3200	3200
160	Wheat Bin Road	0	900	900
69	Whitsed Road	0	3060	3060
180	Woods Road	0	2150	2150

Road ID	Road	Start	End	Length
Tier 5 – Urban Road (Town Streets)			Total	9.55 km
85	Anderson Street	0	480	480
94	Cottrell Street	0	1060	1060
116	Couper Street	0	160	160
87	Dudley Street	0	340	340
86	East Street	0	640	640
114	Erhardt Street	0	130	130
92	Fraser Street	0	260	260
115	Griffith Street	0	150	150
90	Hayter Street	0	90	90
95	Hilda Street	0	320	320
96	Jackson Street	0	130	130
89	Maisey Street	0	1130	1130
184	Meckering Road	0	850	850
88	Memorial Avenue	0	840	840
110	Norris Street	0	360	360
177	O’Loghlen Street	0	250	250
111	Place Street	0	210	210
93	Stacy Street	0	970	970
101812	Stewart Street (560)	560	620	60
101811	Stewart Street Left	0	560	560
101813	Stewart Street Right	0	560	560

Appendix B - Standard Unit Replacement Cost Rates (SURCR) and Total Useful Life (TUL)

The parameters used by the SoD for the 2024/25 Year Road and Associated Infrastructure Valuation are detailed in the table below.

The Reference Year is 2025 (July 2025)

Asset Class	Component	Type	Asset Subtype	Unit	Dep ⁿ	TUL	SURCR	Cost and TUL Basis
Treatment Length	Pavement	Sealed - Access Road	Pavement - Sealed - Access Road	sqm	SL	60	\$15.89	Based upon a 200 thick compacted pavement layer prepared to accept a primerseal
	Pavement	Sealed - Distributor	Pavement - Sealed - Distributor	sqm	SL	60	\$15.89	Based upon a 200 thick compacted pavement layer prepared to accept a primerseal
	Pavement	Unsealed	Pavement - Unsealed	sqm	SL	30	\$6.25	Based upon a 150 thick compacted pavement layer - not to have surfacing
	Pavement	Sealed - Stabilised Basecourse	Pavement - Sealed - Stabilised Basecourse	sqm	SL	60	\$24.47	Based upon a 200 thick compacted pavement layer, stabilised with 1.0% Cement and prepared to accept a primerseal
	Surface	Single Seal	Surface - Single Seal	sqm	SL	15	\$6.99	Based upon a single coat 14mm cutback bitumen Seal
	Surface	Double Seal	Surface - Double Seal	sqm	SL	20	\$10.40	Based upon a two coat 14 & 7mm cutback bitumen Seal
	Surface	Asphalt	Surface - Asphalt	sqm	SL	30	\$43.50	Based upon 40 thick dense grade asphalt with treatment area > 1000m2
	Surface	Brick Paving	Surface - Brick Paving	sqm	SL	50	\$112.20	Includes earthworks (preparation and backfill)
Footpath	Surface	Concrete	Surface - Concrete	sqm	SL	80	\$283.56	Based upon 200 thick double layer reinforced concrete slab (does not include earthworks or pavement works below)
	Footpath	Insitu Concrete	Footpath - Insitu Concrete	sqm	SL	80	\$107.10	Based upon a 100 thick concrete slab without R/F Mesh - includes earthworks preparation and backfill
	Footpath	Bituminous Seal	Footpath - Bituminous Seal	sqm	SL	20	\$46.80	Includes earthworks (preparation and backfill)
	Footpath	Red Asphalt	Footpath - Red Asphalt	sqm	SL	30	\$83.50	Includes earthworks (preparation and backfill)
	Footpath	Brick Paving	Footpath - Brick Paving	sqm	SL	50	\$112.20	Includes earthworks (preparation and backfill)
Culvert	Footpath	Concrete Slabs	Footpath - Concrete Slabs	sqm	SL	30	\$76.50	Includes earthworks (preparation and backfill)
	Culvert	Circular <= 300mm	Culvert - Circular <= 300mm	m	SL	100	\$630.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Circular > 300mm <=500	Culvert - Circular > 300mm <=500	m	SL	100	\$1,093.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Circular > 500mm <=800	Culvert - Circular > 500mm <=800	m	SL	100	\$1,609.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Circular > 800mm <=1000	Culvert - Circular > 800mm <=1000	m	SL	100	\$1,957.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Box Culvert – 1200 x 300	Culvert - Box Culvert – 1200 x 300	m	SL	100	\$2,156.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Box Culvert – 1200 x 600	Culvert - Box Culvert – 1200 x 600	m	SL	100	\$3,027.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Box Culvert – 1200 x 750	Culvert - Box Culvert – 1200 x 750	m	SL	100	\$3,610.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Box Culvert – 1200 x 900	Culvert - Box Culvert – 1200 x 900	m	SL	100	\$4,182.00	Includes End Treatments and Traffic Management / Barrel
	Culvert	Box Culvert – 1200 x 1200	Culvert - Box Culvert – 1200 x 1200	m	SL	100	\$4,998.00	Includes End Treatments and Traffic Management / Barrel

Appendix C – Program Development Criteria – Condition Triggers and Renewal Rates

Budget	Filter	Conditions	TUL	Trigger 10 yr	Treatment Types	Renewal Rate	Priority
Footpath 10yr Program							
Total \$1.2M \$450K (Y0) \$150K/annum Alternating Y2, Y4, Y6, Y8, Y10	Asset = Footpath	Footpaths in existing committed program	N/A	N/A	Add or renew with 2.2m Wide Dual Purpose Insitu Concrete Footpath or like for like for width > 2.2m	\$107.10/sqm \$235.62/m	Not Applicable
	Asset = Footpath Exclude Footpaths in committed program	Material = Insitu Concrete	80	> 3			Prioritise by Condition
		Material = Brick Paving	50	> 3			
		Material = Concrete Slabs	30	> 2			
		Material = Red Asphalt	30	> 2			
		Material = Bituminous Seal	20	> 1			
Culvert 10yr Program – Major Roads							
Total \$500K \$50K/annum	Asset = Drainage Hierarchy = 1 and 2 Drainage Type = Culvert	Culvert Type = Box	100	> 3	Renew like for like	\$877/m to \$7,609/m	Prioritise by Road Hierarchy then Condition Rating
		Culvert Type = Circular	100	> 3	Renew like for like	\$630/m to \$1,957/m	
Culvert 10yr Program – Minor Roads							
Total \$400K \$40K/annum (Maintenance)	Asset = Drainage Hierarchy = 3, 4 and 5 Drainage Type = Culvert	Culvert Type = Box	100	> 3	Renew like for like	\$877/m to \$7,609/m	Prioritise by Road Hierarchy then Condition Rating
		Culvert Type = Circular	100	> 3	Renew like for like	\$630/m to \$1,957/m	
Resheeting Program Y1 and Y2							
Total \$1.25M \$800K (Y1) \$450K (Y2)	Asset = Treatment Length	Committed Program	N/A	N/A	Resheet to same width	\$6.25/sqm	Not Applicable
Resheeting Program Y3 to Y10							
Total \$4.8M \$600K/annum	Asset = Treatment Length Hierarchy = 2 and 3 Pavement = Unsealed Cross Section = Paved	Depth of Base	30	> 3	Resheet to same width	\$6.25/sqm	Prioritise by Road Hierarchy then Condition

Budget	Filter	Conditions	TUL	Trigger 10 yr	Treatment Types	Renewal Rate	Priority
Town Streets 10yr Program							
Total \$300K \$60K/annum Alternating Y1, Y3, Y5, Y7, Y9	Asset = Treatment Length Hierarchy = 5 Pavement <>Unsealed	Pavement Condition Index	60	> 3.2	Reconstruct to same width with Double Seal	\$26.29/sqm	Prioritise by Pavement Condition
		Pavement Type = Thin Surface Flexible					
		Pavement Condition Index	60	> 3.2	Reconstruct to same width with Asphalt Surface	\$59.39/sqm	Prioritise by Pavement Condition
		Pavement Type = Asphalt					
		Material = Brick Paving			Reconstruct to same width with Brick Paving	\$128.09/sqm	Prioritise by Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Thin Surface Flexible Material = Single Seal			Reseal to same width with Single Seal	\$6.99/sqm	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	15	> 1.0			
		Pavement Type = Thin Surface Flexible Material = Double Seal			Reseal to same width with Single Seal	\$6.99/sqm	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	20	> 1.5			
		Pavement Type = Asphalt			Reseal to same width with Asphalt Surface	\$43.50/sqm	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	30	> 2.3			
		Material = Brick Paving			Reseal to same width with Brick Paving	\$112.20/sqm	Prioritise by Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	80	> 3.4			

Budget	Filter	Conditions	TUL	Trigger 10 yr	Treatment Types	Renewal Rate	Priority
RRG Program Y1-Y5							
Total \$3.875M \$775K/annum	Asset = Treatment Length Roads in Dowerin Meckering Cunderdin Minnivale	Road Sections in Existing Committed Programs	N/A	N/A	Reconstruct to Type 6 Standard (8m Wide Stabilised Pavement and Double Seal)	\$278.96/m	Not Applicable
RRG Program Y6-Y10							
Total \$3.750M \$750K/annum	Asset = Treatment Length Road section <u>not</u> in RRG Y1 to Y5 committed program Roads in Dowerin Meckering Cunderdin Minnivale Koorda Wongan Hills	Pavement Type = Thin Surface Flexible			Reconstruct to Type 6 Standard	\$278.96/m	Prioritise by Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Asphalt			Reconstruct to Type 6 Standard	\$543.76/m	Prioritise by Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Thin Surface Flexible			Reseal to Type 6 Standard (8m Wide Single Seal)	\$55.92/m	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	20	> 1.5			
		Pavement Type = Asphalt			Reseal to Type 6 Standard (8m Wide Asphalt Seal)	\$348/m	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	30	> 2.3			

Budget	Filter	Conditions	TUL	Trigger 10 yr	Treatment Types	Renewal Rate	Priority
Roads Tier 2 and 3 10yr Program							
Total \$500K \$100K/annum Alternating Y1, Y3, Y5, Y7, Y9	Asset = Treatment Length Hierarchy = Tier 5 Pavement <> Unsealed	Pavement Type = Thin Surface Flexible			Reconstruct to same width with Double Seal	\$26.29/sqm	Prioritise by Road Hierarchy then Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Asphalt			Reconstruct to same width with Asphalt Surface	\$59.39/sqm	Prioritise by Road Hierarchy then Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Concrete			Reconstruct to same width with Concrete Surface	\$299.45/sqm	Prioritise by Road Hierarchy then Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Thin Surface Flexible Material = Single Seal			Reseal to same width with Single Seal	\$6.99/sqm	Prioritise by Road Hierarchy then Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	15	> 1.0			
		Pavement Type = Thin Surface Flexible Material = Double Seal			Reseal to same width with Single Seal	\$6.99/sqm	Prioritise by Road Hierarchy then Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	20	> 1.5			
		Pavement Type = Asphalt			Reseal to same width with Asphalt Surface	\$43.50/sqm	Prioritise by Road Hierarchy then Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	30	> 2.3			
		Pavement Type = Concrete			Reseal to same width with Concrete Surface	\$283.56/sqm	Prioritise by Road Hierarchy then Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	80	> 3.4			

Budget	Filter	Conditions	TUL	Trigger 10 yr	Treatment Types	Renewal Rate	Priority
WSFN Freight Route 10yr Program							
Total \$7M \$1.4M/annum Y2 to Y6	Asset = Treatment Length Road in Dowerin Kalannie	Pavement Type = Thin Surface Flexible			Reconstruct to Type 6 Standard	\$278.96/m	Prioritise by Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Asphalt			Reconstruct to Type 6 Standard	\$543.76/m	Prioritise by Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Thin Surface Flexible			Reseal to Type 6 Standard (8m Wide Single Seal)	\$55.92/m	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	20	> 1.5			
		Pavement Type = Asphalt			Reseal to Type 6 Standard (8m Wide Asphalt Seal)	\$348/m	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	30	> 2.3			
Commodity Route 10yr Program							
Total \$3.15M \$525K/annum Y1 to Y6	Asset = Treatment Length Road in Dowerin Koorda	Pavement Type = Thin Surface Flexible			Reconstruct to Type 6 Standard	\$278.96/m	Prioritise by Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Asphalt			Reconstruct to Type 6 Standard	\$543.76/m	Prioritise by Pavement Condition
		Pavement Condition Index	60	> 3.2			
		Pavement Type = Thin Surface Flexible			Reseal to Type 6 Standard (8m Wide Single Seal)	\$55.92/m	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			
		Surface Condition Index	20	> 1.5			
		Pavement Type = Asphalt			Reseal to Type 6 Standard (8m Wide Asphalt Seal)	\$348/m	Prioritise by Surface Condition
		Pavement Condition Index	60	<= 3.2			

Budget	Filter	Conditions	TUL	Trigger 10 yr	Treatment Types	Renewal Rate	Priority
		Surface Condition Index	30	> 2.3			

Appendix D Road Funding Types & Current Allocations (at 2025/26 Yr)

SHIRE OF DOWERIN'S - CURRENT ANNUAL ROAD FUNDING ALLOCATIONS (at 2025/26 YR)							
Date:	6th April 2026						
Item No.	Funding Type	Level of Government	Annual Funding Amount	Long Term or Opportunistic	Comment	Funding Allocation Conditons	
1	RRG Funding	State	\$501,158	Long Term	For Upgrade and Preservation Works of 2040 Roads Only (No Maintenance). This is the funding to initially be prioritised on the Dowerin Meckering Road, Cunderdin Minnivale Road and Koorda Wongan Hills Road. There are other 2040 Roads in the Shire.	2/3 Funding Body / Minimum 1/3 Matching Funding.	
2	Direct Grant	State	\$203,294	Long Term	Can be utilised on any Road and for Upgrade, Preservation, or maintenance type works on Roads.	100% Funded. No matching Funding requirements.	
3	Roads to Recovery (R2R)	Federal	\$610,582	Long Term	For Upgrade and Preservation Works on any Road (No Maintenance)	100% Funded. No matching Funding requirements. However, the SoD must expend more Municipal monies on Roadworks each year than the R2R Reference Amount to continue receiving this funding. This funding is allocated over a 5 Yr Program, with more funding allocated at the back end. The average funding over this current 5 year period is \$ 610,582 and this is the value that really should be utilised - rather than the varying allocations each year - see the Funding Program for annual allocations.	
4	Federal Aided Grants (FAGs) - the Road Component	Federal	\$775,100	Long Term	Can be utilised on any Road and for Upgrade, Preservation, or maintenance type works on Roads.	100% Funded. No matching Funding requirements. Note that the Shire of Dowerin receives from the Federal Government each year, two components of FAGs Funding allocations - being for Roads and For General. The Roads Allocation should be expended on Road and Associated Assets, but some Councils very occasionally don't expend all of their Road Component FAGs funding on their Roads when money becomes scarce as a result of large non-roads vanity Projects (e.g upgrading Recreation Centres, swimming pools, etc).	
5	Wheatbelt Secondary Freight Network (WSFN)	Federal and State	\$0	Opportunistic	Can only be utilised on WSFN Freight Routes - which is the Dowerin - Kalannie Rd ONLY in the Shire of Dowerin	80% Federal Govt Funding / 13.33% State Govt Funding / 6.67% Local Govt Funding. Note that the Shire has been allocated \$ 1,309,051 in this current year, but since there is no guarantee of this funding stream to continue into the future - it has not been included as a value in this table for this funding.	
6	Commodity Route Funding	State	\$350,000	Opportunistic	Can be utilised on any Road with significant extraordinary freight loading, but CANNOT be a 2040 road. \$ 350,000 of this funding has been allocated to the Dowerin Koorda Road in this current year.	2/3 Funding Body / Minimum 1/3 Matching Funding. Note that since a LG receives Commodity Route Funding, and it is common that providing the LG continues to apply for this funding annully, that the LG continues to receive this type of Funding (assuming that competition is not going to increase significantly for this funding) - the annual maximum funding allocation currently of \$ 350,000 has been	
7	SLRIP (Formerly HVSP)	Federal	\$0	Opportunistic	Can be utilised on any Road with significant extraordinary freight loading, but has a high warrant requirement and funding is prioritised.	80% Federal Govt Funding / Minimum 20% Local Govt Funding	
8	State Blackspot	State	\$0	Opportunistic	Can be utilised on any Road section with safety concerns, but has a high warrant requirement and funding is prioritised. Requires a certain number of significant road accidents within the section or a Road Safety Audit highlighting a significant safety concern.	2/3 Funding Body / Minimum 1/3 Matching Funding.	
9	National Blackspot	Federal	\$0	Opportunistic	Can be utilised on any Road section with safety concerns, but has a high warrant requirement and funding is prioritised. Requires a certain number of significant road accidents within the section or a Road Safety Audit highlighting a significant safety concern.	100% Funded. No matching Funding requirements.	
10	LRCIP	Federal	\$0	Opportunistic and has finished.	For Upgrade and Preservation Works on any Road (No Maintenance)	100% Funded. No matching requirements.	
11	Country Pathways	State	\$0	Opportunistic	On New (Expansion) or Replacement (Preservation) of Dual Use Pathways (DUPs)	50% Funding Body / Minimum 50% Matching Funding	
12	Active Transport Funding	Federal	\$0	Opportunistic and has finished.	On New (Expansion) Dual Use Pathways (DUPs) ONLY.	50% Funding Body / Minimum 50% Matching Funding. Note that the Shire has been allocated \$ 450,000 in this current year, but since there is no guarantee of this funding stream to continue into the future - it has not been included as a value in this table for this funding.	
13	Municipal	Local	\$600,000	Long Term	This \$ 600,000 per annum Figure has been estimated only.	Note that to receive ongoing R2R Funding, the SoD must expend more Municipal Funding each year, than its calculated Reference Amount (see the previous Year's R2R Annual Report for this calculated Reference Amount - which is based upon the average Municipal Funding expended on Roads and Associated Assets over the last 5 year period).	
			\$3,040,134				

Appendix E 10yr Renewal Programs

Appendix E1 – WSN Freight Route 10yr Program

Road	Start	End	Length	Treatment Type	Cost	Reason
2027/28			5,020		\$1,400,379	
DOWERIN - KALANNIE ROAD	0	890	890	Reconstruct - Double Seal	\$248,274	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	8830	9530	700	Reconstruct - Double Seal	\$195,272	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	9530	10320	790	Reconstruct - Double Seal	\$220,378	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	41710	42410	700	Reconstruct - Double Seal	\$195,272	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	42410	43090	680	Reconstruct - Double Seal	\$189,693	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	43090	44350	1260	Reconstruct - Double Seal	\$351,490	Poor Pavement Condition - Thin Surface flexible
2028/29			4,740		\$1,322,270	
DOWERIN - KALANNIE ROAD	6450	7210	760	Reconstruct - Double Seal	\$212,010	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	7210	7900	690	Reconstruct - Double Seal	\$192,482	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	34510	35510	1000	Reconstruct - Double Seal	\$278,960	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	35510	36510	1000	Reconstruct - Double Seal	\$278,960	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	36510	37800	1290	Reconstruct - Double Seal	\$359,858	Poor Pavement Condition - Thin Surface flexible
2029/30			4,460		\$1,244,161	
DOWERIN - KALANNIE ROAD	20850	21650	800	Reconstruct - Double Seal	\$223,168	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	21650	22770	1120	Reconstruct - Double Seal	\$312,435	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	46230	47480	1250	Reconstruct - Double Seal	\$348,700	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	47480	48770	1290	Reconstruct - Double Seal	\$359,858	Poor Pavement Condition - Thin Surface flexible
2030/31			4,600		\$1,283,216	
DOWERIN - KALANNIE ROAD	940	1100	160	Reconstruct - Double Seal	\$44,634	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	2150	3450	1300	Reconstruct - Double Seal	\$362,648	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	3450	4750	1300	Reconstruct - Double Seal	\$362,648	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	10320	10520	200	Reconstruct - Double Seal	\$55,792	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	24560	25360	800	Reconstruct - Double Seal	\$223,168	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	25360	26200	840	Reconstruct - Double Seal	\$234,326	Poor Pavement Condition - Thin Surface flexible
2031/32			7,580		\$716,057	
DOWERIN - KALANNIE ROAD	4750	6060	1310	Reconstruct - Double Seal	\$365,438	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	6060	6450	390	Reseal - Single Seal	\$21,809	Poor Surface Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	7980	8830	850	Reseal - Single Seal	\$47,532	Poor Surface Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	10520	12280	1760	Reseal - Single Seal	\$98,419	Poor Surface Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	22770	23600	830	Reseal - Single Seal	\$46,414	Poor Surface Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	23600	23720	120	Reseal - Single Seal	\$6,710	Poor Surface Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	26760	27200	440	Reseal - Single Seal	\$24,605	Poor Surface Condition - Thin Surface flexible
DOWERIN - KALANNIE ROAD	44350	46230	1880	Reseal - Single Seal	\$105,130	Poor Surface Condition - Thin Surface flexible

Appendix E2 – Commodity Route 10yr Program

Road	Start	End	Length	Treatment Type	Cost	Reason
2026/27			1,520		\$424,019	
DOWERIN - KOORDA ROAD	13330	14420	1090	Reconstruct - Double Seal	\$304,066	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	14420	14850	430	Reconstruct - Double Seal	\$119,953	Poor Pavement Condition - Thin Surface flexible
2027/28			1,810		\$504,918	
DOWERIN - KOORDA ROAD	14850	15510	660	Reconstruct - Double Seal	\$184,114	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	15510	16060	550	Reconstruct - Double Seal	\$153,428	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	16060	16660	600	Reconstruct - Double Seal	\$167,376	Poor Pavement Condition - Thin Surface flexible
2028/29			1,550		\$432,388	
DOWERIN - KOORDA ROAD	16660	17200	540	Reconstruct - Double Seal	\$150,638	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	17200	17810	610	Reconstruct - Double Seal	\$170,166	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	17810	18210	400	Reconstruct - Double Seal	\$111,584	Poor Pavement Condition - Thin Surface flexible
2029/30			1,600		\$446,336	
DOWERIN - KOORDA ROAD	18210	18810	600	Reconstruct - Double Seal	\$167,376	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	18810	19310	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	19310	19810	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
2030/31			1,600		\$446,336	
DOWERIN - KOORDA ROAD	19810	20260	450	Reconstruct - Double Seal	\$125,532	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	20260	20710	450	Reconstruct - Double Seal	\$125,532	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	20710	21060	350	Reconstruct - Double Seal	\$97,636	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	21060	21410	350	Reconstruct - Double Seal	\$97,636	Poor Pavement Condition - Thin Surface flexible
2031/32			3,470		\$350,170	
DOWERIN - KOORDA ROAD	80	1500	1420	Reseal - Single Seal	\$79,406	Poor Surface Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	1500	2060	560	Reseal - Single Seal	\$31,315	Poor Surface Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	2060	2850	790	Reseal - Single Seal	\$44,177	Poor Surface Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	21410	21760	350	Reconstruct - Double Seal	\$97,636	Poor Pavement Condition - Thin Surface flexible
DOWERIN - KOORDA ROAD	21760	22110	350	Reconstruct - Double Seal	\$97,636	Poor Pavement Condition - Thin Surface flexible

Appendix E3 – RRG Program – Yr 1 to Yr5

Road	Start	End	Length	Treatment Type	Cost	Reason
2026/27			3,070		\$856,406	
CUNDERDIN - MINNIVALE ROAD	5170	5410	240	Reconstruct - Double Seal	\$66,950	Reconstruct to Type 6 Standard
CUNDERDIN - MINNIVALE ROAD	5410	6000	590	Reconstruct - Double Seal	\$164,586	Reconstruct to Type 6 Standard
CUNDERDIN - MINNIVALE ROAD	6000	6340	340	Reconstruct - Double Seal	\$94,846	Reconstruct to Type 6 Standard
CUNDERDIN - MINNIVALE ROAD	6340	6600	260	Reconstruct - Double Seal	\$72,530	Reconstruct to Type 6 Standard
CUNDERDIN - MINNIVALE ROAD	6600	7120	520	Reconstruct - Double Seal	\$145,059	Reconstruct to Type 6 Standard
CUNDERDIN - MINNIVALE ROAD	7120	8240	1120	Reconstruct - Double Seal	\$312,435	Reconstruct to Type 6 Standard
2027/28			2,650		\$739,244	
DOWERIN - MECKERING ROAD	15810	16710	900	Reconstruct - Double Seal	\$251,064	Reconstruct to Type 6 Standard
DOWERIN - MECKERING ROAD	16710	17610	900	Reconstruct - Double Seal	\$251,064	Reconstruct to Type 6 Standard
DOWERIN - MECKERING ROAD	17610	18460	850	Reconstruct - Double Seal	\$237,116	Reconstruct to Type 6 Standard
2028/29			2,700		\$753,193	
CUNDERDIN - MINNIVALE ROAD	21800	23010	1210	Reconstruct - Double Seal	\$337,542	Reconstruct to Type 6 Standard
CUNDERDIN - MINNIVALE ROAD	23010	24240	1230	Reconstruct - Double Seal	\$343,121	Reconstruct to Type 6 Standard
CUNDERDIN - MINNIVALE ROAD	24240	24500	260	Reconstruct - Double Seal	\$72,530	Reconstruct to Type 6 Standard
2029/30			2,760		\$769,930	
DOWERIN - MECKERING ROAD	11100	11760	660	Reconstruct - Double Seal	\$184,114	Reconstruct to Type 6 Standard
DOWERIN - MECKERING ROAD	11760	11920	160	Reconstruct - Double Seal	\$44,634	Reconstruct to Type 6 Standard
DOWERIN - MECKERING ROAD	11920	12620	700	Reconstruct - Double Seal	\$195,272	Reconstruct to Type 6 Standard
DOWERIN - MECKERING ROAD	12620	13310	690	Reconstruct - Double Seal	\$192,482	Reconstruct to Type 6 Standard
DOWERIN - MECKERING ROAD	13310	13620	310	Reconstruct - Double Seal	\$86,478	Reconstruct to Type 6 Standard
DOWERIN - MECKERING ROAD	13620	13860	240	Reconstruct - Double Seal	\$66,950	Reconstruct to Type 6 Standard
2030/31			2,500		\$697,400	
CUNDERDIN - MINNIVALE ROAD	19300	21800	2500	Reconstruct - Double Seal	\$697,400	Reconstruct to Type 6 Standard

Appendix E4 – RRG Program – Yr 6 to Yr10

Road	Start	End	Length	Treatment Type	Cost	Reason
2031/32			2,680		\$747,613	
CUNDERDIN - MINNIVALE ROAD	8240	9000	760	Reconstruct - Double Seal	\$212,010	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	8060	8500	440	Reconstruct - Double Seal	\$122,742	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	8500	8700	200	Reconstruct - Double Seal	\$55,792	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	17120	17720	600	Reconstruct - Double Seal	\$167,376	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	22750	23430	680	Reconstruct - Double Seal	\$189,693	Poor Pavement Condition - Thin Surface flexible
2032/33			2,290		\$638,818	
CUNDERDIN - MINNIVALE ROAD	9000	9750	750	Reconstruct - Double Seal	\$209,220	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	13920	14420	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	14420	14920	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	14920	15460	540	Reconstruct - Double Seal	\$150,638	Poor Pavement Condition - Thin Surface flexible
2033/34			2,660		\$742,033	
KOORDA - WONGAN HILLS ROAD	15460	16000	540	Reconstruct - Double Seal	\$150,638	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	16000	16550	550	Reconstruct - Double Seal	\$153,428	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	16550	17120	570	Reconstruct - Double Seal	\$159,007	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	17720	18220	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	18220	18720	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
2034/35			2,500		\$697,400	
KOORDA - WONGAN HILLS ROAD	18720	19220	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	19220	19720	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	19720	20220	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	20220	20720	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	20720	21220	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
2035/36			2,620		\$730,875	
CUNDERDIN - MINNIVALE ROAD	280	750	470	Reconstruct - Double Seal	\$131,111	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	750	1200	450	Reconstruct - Double Seal	\$125,532	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	1200	1850	650	Reconstruct - Double Seal	\$181,324	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	1850	2400	550	Reconstruct - Double Seal	\$153,428	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	2400	2900	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible

Road	Start	End	Length	Treatment Type	Cost	Reason
Backlog (Unfunded)			23,890		\$4,338,048	
CUNDERDIN - MINNIVALE ROAD	2900	3400	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	3400	3900	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	3900	4400	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	4400	4970	570	Reconstruct - Double Seal	\$159,007	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	9750	11100	1350	Reconstruct - Double Seal	\$376,596	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	1820	2500	680	Reconstruct - Double Seal	\$189,693	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	2500	3150	650	Reconstruct - Double Seal	\$181,324	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	3150	3810	660	Reconstruct - Double Seal	\$184,114	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	3810	4470	660	Reconstruct - Double Seal	\$184,114	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	4470	4910	440	Reconstruct - Double Seal	\$122,742	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	4910	5350	440	Reconstruct - Double Seal	\$122,742	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	5350	5775	425	Reconstruct - Double Seal	\$118,558	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	5775	6200	425	Reconstruct - Double Seal	\$118,558	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	6200	6410	210	Reconstruct - Double Seal	\$58,582	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	6410	6600	190	Reconstruct - Double Seal	\$53,002	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	6600	6900	300	Reconstruct - Double Seal	\$83,688	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	6900	7300	400	Reconstruct - Double Seal	\$111,584	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	7300	8060	760	Reconstruct - Double Seal	\$212,010	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	8700	9300	600	Reconstruct - Double Seal	\$167,376	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	9300	9900	600	Reconstruct - Double Seal	\$167,376	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	9900	10500	600	Reconstruct - Double Seal	\$167,376	Poor Pavement Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	10500	11100	600	Reconstruct - Double Seal	\$167,376	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	21220	21720	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	21720	22220	500	Reconstruct - Double Seal	\$139,480	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	22220	22620	400	Reconstruct - Double Seal	\$111,584	Poor Pavement Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	0	90	90	Reseal - Single Seal	\$5,033	Poor Surface Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	90	130	40	Reseal - Single Seal	\$2,237	Poor Surface Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	130	280	150	Reseal - Single Seal	\$8,388	Poor Surface Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	11100	13320	2220	Reseal - Single Seal	\$124,142	Poor Surface Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	13320	14070	750	Reseal - Single Seal	\$41,940	Poor Surface Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	14070	15400	1330	Reseal - Single Seal	\$74,374	Poor Surface Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	15400	17930	2530	Reseal - Single Seal	\$141,478	Poor Surface Condition - Thin Surface flexible
CUNDERDIN - MINNIVALE ROAD	17930	19300	1370	Reseal - Single Seal	\$76,610	Poor Surface Condition - Thin Surface flexible
DOWERIN - MECKERING ROAD	13860	15810	1950	Reseal - Single Seal	\$109,044	Poor Surface Condition - Thin Surface flexible

Appendix E5 – Resheeting Program – Yr 1 to Yr2 (Committed)

Road	Start	End	Length	Treatment Type	Cost	Reason
2026/27			16,410		\$805,877	
AMERY - BENJABBERRING ROAD	6000	6340	340	Gravel Resheet	\$14,875	Resheeting - Committed Program - Y1 to Y2
AMERY - BENJABBERRING ROAD	6340	8130	1790	Gravel Resheet	\$78,313	Resheeting - Committed Program - Y1 to Y2
AMERY - BENJABBERRING ROAD	8130	8270	140	Gravel Resheet	\$6,125	Resheeting - Committed Program - Y1 to Y2
NAMBLING SOUTH ROAD	7000	9880	2880	Gravel Resheet	\$153,000	Resheeting - Committed Program - Y1 to Y2
NAMBLING SOUTH ROAD	9880	11760	1880	Gravel Resheet	\$99,875	Resheeting - Committed Program - Y1 to Y2
NAMBLING SOUTH ROAD	11760	12260	500	Gravel Resheet	\$26,563	Resheeting - Committed Program - Y1 to Y2
NAMBLING SOUTH ROAD	14800	16620	1820	Gravel Resheet	\$96,688	Resheeting - Committed Program - Y1 to Y2
NAMBLING SOUTH ROAD	19000	20810	1810	Gravel Resheet	\$96,156	Resheeting - Committed Program - Y1 to Y2
NAMBLING SOUTH ROAD	20810	22480	1670	Gravel Resheet	\$88,719	Resheeting - Committed Program - Y1 to Y2
OLD KOORDA ROAD	8890	10000	1110	Gravel Resheet	\$48,563	Resheeting - Committed Program - Y1 to Y2
OLD KOORDA ROAD	10000	10700	700	Gravel Resheet	\$30,625	Resheeting - Committed Program - Y1 to Y2
UCARTY ROCK ROAD	0	1770	1770	Gravel Resheet	\$66,375	Resheeting - Committed Program - Y1 to Y2
2027/28			9,780		\$445,707	
HINDMARSH ROAD	3000	4000	1000	Gravel Resheet	\$49,375	Resheeting - Committed Program - Y1 to Y2
HINDMARSH ROAD	4000	6170	2170	Gravel Resheet	\$107,144	Resheeting - Committed Program - Y1 to Y2
RABBIT PROOF FENCE ROAD	20400	23760	3360	Gravel Resheet	\$147,000	Resheeting - Committed Program - Y1 to Y2
RABBIT PROOF FENCE ROAD	23760	27010	3250	Gravel Resheet	\$142,188	Resheeting - Committed Program - Y1 to Y2

Appendix E6 – Resheeting Program – Y3 to Y10

Road	Start	End	Length	Treatment Type	Cost	Reason
2028/29			11,550		\$505,313	
RABBIT PROOF FENCE ROAD	20360	20400	40	Gravel Resheet	\$1,750	Poor Depth of Base
RABBIT PROOF FENCE ROAD	27010	30610	3600	Gravel Resheet	\$157,500	Poor Depth of Base
RABBIT PROOF FENCE ROAD	30610	32410	1800	Gravel Resheet	\$78,750	Poor Depth of Base
RABBIT PROOF FENCE ROAD	32410	32550	140	Gravel Resheet	\$6,125	Poor Depth of Base
RABBIT PROOF FENCE ROAD	32550	33410	860	Gravel Resheet	\$37,625	Poor Depth of Base
RABBIT PROOF FENCE ROAD	33410	33500	90	Gravel Resheet	\$3,938	Poor Depth of Base
RABBIT PROOF FENCE ROAD	33500	33620	120	Gravel Resheet	\$5,250	Poor Depth of Base
RABBIT PROOF FENCE ROAD	33620	36660	3040	Gravel Resheet	\$133,000	Poor Depth of Base
RABBIT PROOF FENCE ROAD	36660	38520	1860	Gravel Resheet	\$81,375	Poor Depth of Base
2029/30			12,750		\$545,464	
HINDMARSH ROAD	6170	8170	2000	Gravel Resheet	\$90,000	Poor Depth of Base
KOOMBKINE NORTH ROAD	6870	9840	2970	Gravel Resheet	\$115,088	Poor Depth of Base
KOOMBKINE NORTH ROAD	9840	12570	2730	Gravel Resheet	\$119,438	Poor Depth of Base
KOOMBKINE NORTH ROAD	12570	13000	430	Gravel Resheet	\$18,813	Poor Depth of Base
RABBIT PROOF FENCE ROAD	38520	43140	4620	Gravel Resheet	\$202,125	Poor Depth of Base
2030/31			11,860		\$502,258	
EJANDING WEST ROAD	7000	9570	2570	Gravel Resheet	\$120,469	Poor Depth of Base
EJANDING WEST ROAD	9570	10160	590	Gravel Resheet	\$25,813	Poor Depth of Base
EJANDING WEST ROAD	10230	12410	2180	Gravel Resheet	\$84,475	Poor Depth of Base
HINDMARSH ROAD	8170	10170	2000	Gravel Resheet	\$73,750	Poor Depth of Base
UBERIN ROAD	11130	13820	2690	Gravel Resheet	\$117,688	Poor Depth of Base
UBERIN ROAD	13820	14470	650	Gravel Resheet	\$28,438	Poor Depth of Base
UBERIN ROAD	14540	15720	1180	Gravel Resheet	\$51,625	Poor Depth of Base
2031/32			13,170		\$592,375	
DOWERIN - KONNONGORRING ROAD	0	2250	2250	Gravel Resheet	\$112,500	Poor Depth of Base
DOWERIN - KONNONGORRING ROAD	2250	4350	2100	Gravel Resheet	\$91,875	Poor Depth of Base
MINNIVALE NORTH EAST ROAD	2720	6290	3570	Gravel Resheet	\$133,875	Poor Depth of Base
MOONIJIN WEST ROAD	0	1700	1700	Gravel Resheet	\$85,000	Poor Depth of Base
MOONIJIN WEST ROAD	1700	4580	2880	Gravel Resheet	\$144,000	Poor Depth of Base
SANDERS ROAD	0	670	670	Gravel Resheet	\$25,125	Poor Depth of Base

Road	Start	End	Length	Treatment Type	Cost	Reason
2032/33			53,940		\$589,250	
BAILEY EAST WEST ROAD	3000	3160	160	Gravel Resheet	\$6,000	Poor Depth of Base
FAIRLIE ROAD	0	880	880	Gravel Resheet	\$27,500	Poor Depth of Base
MOONIJIN WEST ROAD	6190	6820	630	Gravel Resheet	\$31,500	Poor Depth of Base
MOONIJIN WEST ROAD	6820	8500	1680	Gravel Resheet	\$84,000	Poor Depth of Base
MOONIJIN WEST ROAD	9230	9500	270	Gravel Resheet	\$10,125	Poor Depth of Base
MOONIJIN WEST ROAD	9500	10130	630	Gravel Resheet	\$23,625	Poor Depth of Base
NAMBLING NORTH ROAD	1320	2100	780	Gravel Resheet	\$34,125	Poor Depth of Base
THOMAS ROAD	2620	3140	520	Gravel Resheet	\$19,500	Poor Depth of Base
THOMAS ROAD	3140	5880	2740	Gravel Resheet	\$102,750	Poor Depth of Base
WARD ROAD	3500	6610	3110	Gravel Resheet	\$116,625	Poor Depth of Base
WATERCARRIN BIN ROAD	0	3560	3560	Gravel Resheet	\$133,500	Poor Depth of Base
2033/34			19,490		\$534,001	
BOORALAMING WEST ROAD	0	3780	3780	Gravel Resheet	\$118,125	Poor Depth of Base
CLINIC ROAD	1030	1900	870	Gravel Resheet	\$32,625	Poor Depth of Base
HAYWOOD WEST ROAD	4520	5200	680	Gravel Resheet	\$31,875	Poor Depth of Base
HAYWOOD WEST ROAD	5200	7560	2360	Gravel Resheet	\$66,375	Poor Depth of Base
KING ROAD	2180	3180	1000	Gravel Resheet	\$37,500	Poor Depth of Base
RABBIT PROOF FENCE ROAD	16750	17200	450	Gravel Resheet	\$19,688	Poor Depth of Base
RABBIT PROOF FENCE ROAD	17200	20240	3040	Gravel Resheet	\$133,000	Poor Depth of Base
TWENTY SIX GATE ROAD	0	2280	2280	Gravel Resheet	\$85,500	Poor Depth of Base
TWENTY SIX GATE ROAD	2280	2370	90	Gravel Resheet	\$3,375	Poor Depth of Base
WILLIAMS ROAD	7960	8150	190	Gravel Resheet	\$5,938	Poor Depth of Base
2034/35			14,750		\$594,763	
BOORALAMING WEST ROAD	3780	6280	2500	Gravel Resheet	\$93,750	Poor Depth of Base
HINDMARSH BACK ROAD	13290	15110	1820	Gravel Resheet	\$68,250	Poor Depth of Base
RABBIT PROOF FENCE ROAD	51820	52540	720	Gravel Resheet	\$31,500	Poor Depth of Base
RABBIT PROOF FENCE ROAD	52540	52720	180	Gravel Resheet	\$7,875	Poor Depth of Base
ROBINSON ROAD	3350	4670	1320	Gravel Resheet	\$41,250	Poor Depth of Base
ROBINSON ROAD	4670	5410	740	Gravel Resheet	\$32,375	Poor Depth of Base
ROBINSON ROAD	6710	7200	490	Gravel Resheet	\$21,438	Poor Depth of Base
ROBINSON ROAD	7200	8540	1340	Gravel Resheet	\$58,625	Poor Depth of Base
UCARTY SOUTH ROAD	0	5640	5640	Gravel Resheet	\$239,700	Poor Depth of Base

Backlog (Unfunded)			158,550		\$6,213,038	
AMERY - BENJABBERRING ROAD	8810	10600	1790	Gravel Resheet	\$78,313	Poor Depth of Base
AMERY - BENJABBERRING ROAD	10600	11690	1090	Gravel Resheet	\$40,875	Poor Depth of Base
AMERY - BENJABBERRING ROAD	11690	13000	1310	Gravel Resheet	\$49,125	Poor Depth of Base
AMERY - BENJABBERRING ROAD	13230	14470	1240	Gravel Resheet	\$46,500	Poor Depth of Base
BAILEY EAST WEST ROAD	1880	3000	1120	Gravel Resheet	\$42,000	Poor Depth of Base
BOORALAMING WEST ROAD	6280	10180	3900	Gravel Resheet	\$121,875	Poor Depth of Base
AMERY - BENJABBERRING ROAD	8810	10600	1790	Gravel Resheet	\$78,313	Poor Depth of Base
AMERY - BENJABBERRING ROAD	10600	11690	1090	Gravel Resheet	\$40,875	Poor Depth of Base
BOORALAMING WEST ROAD	10180	11060	880	Gravel Resheet	\$27,500	Poor Depth of Base
CEMETERY ROAD	2720	5290	2570	Gravel Resheet	\$112,438	Poor Depth of Base
CEMETERY ROAD	5290	11610	6320	Gravel Resheet	\$237,000	Poor Depth of Base
CLINIC ROAD	40	1030	990	Gravel Resheet	\$37,125	Poor Depth of Base
CLINIC ROAD	1900	3160	1260	Gravel Resheet	\$47,250	Poor Depth of Base
CLINIC ROAD	4980	8310	3330	Gravel Resheet	\$145,688	Poor Depth of Base
CLINIC ROAD	12010	13070	1060	Gravel Resheet	\$39,750	Poor Depth of Base
CLINIC ROAD	13070	17480	4410	Gravel Resheet	\$165,375	Poor Depth of Base
COUPER ROAD	0	1850	1850	Gravel Resheet	\$63,594	Poor Depth of Base
EATON ROAD	1460	1860	400	Gravel Resheet	\$15,000	Poor Depth of Base
EATON SAND HOLE ROAD	0	3320	3320	Gravel Resheet	\$141,100	Poor Depth of Base
EJANDING EAST ROAD	1450	1810	360	Gravel Resheet	\$13,950	Poor Depth of Base
EJANDING EAST ROAD	1810	6400	4590	Gravel Resheet	\$177,863	Poor Depth of Base
FIFTY FOUR GATE WEST ROAD	2650	5350	2700	Gravel Resheet	\$109,688	Poor Depth of Base
FIFTY FOUR GATE WEST ROAD	7250	7420	170	Gravel Resheet	\$6,375	Poor Depth of Base
FIFTY FOUR GATE WEST ROAD	7420	11220	3800	Gravel Resheet	\$138,463	Poor Depth of Base
FIFTY FOUR GATE WEST ROAD	11220	12900	1680	Gravel Resheet	\$52,500	Poor Depth of Base
GANGELL ROAD	1160	3720	2560	Gravel Resheet	\$112,000	Poor Depth of Base
GRIFFITH - WHALEY ROAD	0	380	380	Gravel Resheet	\$14,963	Poor Depth of Base
HAGBOOM ROAD	0	2980	2980	Gravel Resheet	\$108,025	Poor Depth of Base
HALE ROAD	0	1330	1330	Gravel Resheet	\$41,563	Poor Depth of Base
HARRIS EAST ROAD	3870	6120	2250	Gravel Resheet	\$84,375	Poor Depth of Base
HAYWOOD WEST ROAD	0	30	30	Gravel Resheet	\$1,406	Poor Depth of Base
HAYWOOD WEST ROAD	3380	4520	1140	Gravel Resheet	\$53,438	Poor Depth of Base
HAYWOOD WEST ROAD	7560	7720	160	Gravel Resheet	\$4,500	Poor Depth of Base
HINDMARSH BACK ROAD	2930	6730	3800	Gravel Resheet	\$166,250	Poor Depth of Base
HINDMARSH BACK ROAD	10920	13290	2370	Gravel Resheet	\$103,688	Poor Depth of Base
HUDSON ROAD	0	3320	3320	Gravel Resheet	\$114,125	Poor Depth of Base
HUDSON ROAD	3320	4370	1050	Gravel Resheet	\$42,656	Poor Depth of Base
HUDSON ROAD	4370	5630	1260	Gravel Resheet	\$43,313	Poor Depth of Base

KING ROAD	0	2180	2180	Gravel Resheet	\$81,750	Poor Depth of Base
KING ROAD	4720	6710	1990	Gravel Resheet	\$74,625	Poor Depth of Base
METCALF EAST ROAD	0	1870	1870	Gravel Resheet	\$70,125	Poor Depth of Base
METCALF EAST ROAD	1870	2140	270	Gravel Resheet	\$10,125	Poor Depth of Base
NAMBLING NORTH ROAD	0	1320	1320	Gravel Resheet	\$57,750	Poor Depth of Base
OLD NALKAIN ROAD	1710	3510	1800	Gravel Resheet	\$78,750	Poor Depth of Base
PARKER ROAD	3960	7700	3740	Gravel Resheet	\$140,250	Poor Depth of Base
QUELAGETTING WEST ROAD	2300	3100	800	Gravel Resheet	\$37,500	Poor Depth of Base
QUELAGETTING WEST ROAD	3100	4800	1700	Gravel Resheet	\$69,063	Poor Depth of Base
RABBIT PROOF FENCE ROAD	0	540	540	Gravel Resheet	\$20,250	Poor Depth of Base
RABBIT PROOF FENCE ROAD	1460	2060	600	Gravel Resheet	\$26,250	Poor Depth of Base
RABBIT PROOF FENCE ROAD	2060	3440	1380	Gravel Resheet	\$60,375	Poor Depth of Base
RABBIT PROOF FENCE ROAD	3440	4400	960	Gravel Resheet	\$42,000	Poor Depth of Base
RABBIT PROOF FENCE ROAD	4400	6500	2100	Gravel Resheet	\$91,875	Poor Depth of Base
RABBIT PROOF FENCE ROAD	6500	6700	200	Gravel Resheet	\$8,750	Poor Depth of Base
RABBIT PROOF FENCE ROAD	6700	6900	200	Gravel Resheet	\$8,750	Poor Depth of Base
RABBIT PROOF FENCE ROAD	6900	10700	3800	Gravel Resheet	\$166,250	Poor Depth of Base
RABBIT PROOF FENCE ROAD	10700	12400	1700	Gravel Resheet	\$74,375	Poor Depth of Base
RABBIT PROOF FENCE ROAD	12400	16750	4350	Gravel Resheet	\$190,313	Poor Depth of Base
RABBIT PROOF FENCE ROAD	43140	45960	2820	Gravel Resheet	\$123,375	Poor Depth of Base
RABBIT PROOF FENCE ROAD	45960	48420	2460	Gravel Resheet	\$107,625	Poor Depth of Base
RABBIT PROOF FENCE ROAD	48420	51820	3400	Gravel Resheet	\$148,750	Poor Depth of Base
ROBINSON ROAD	5410	5950	540	Gravel Resheet	\$23,625	Poor Depth of Base
ROBINSON ROAD	5950	6710	760	Gravel Resheet	\$33,250	Poor Depth of Base
SPARK ROAD	2620	6200	3580	Gravel Resheet	\$134,250	Poor Depth of Base
SPARK ROAD	6200	8320	2120	Gravel Resheet	\$79,500	Poor Depth of Base
THORNETT ROAD	3810	11110	7300	Gravel Resheet	\$273,750	Poor Depth of Base
TWENTY SIX GATE ROAD	2370	3530	1160	Gravel Resheet	\$43,500	Poor Depth of Base
TWENTY SIX GATE ROAD	3540	3990	450	Gravel Resheet	\$16,875	Poor Depth of Base
TWENTY SIX GATE ROAD	3990	4040	50	Gravel Resheet	\$1,875	Poor Depth of Base
TWENTY SIX GATE ROAD	4040	7200	3160	Gravel Resheet	\$118,500	Poor Depth of Base
UBERIN ROAD	21670	22970	1300	Gravel Resheet	\$48,750	Poor Depth of Base
UBERIN ROAD	22970	24090	1120	Gravel Resheet	\$42,000	Poor Depth of Base
UCARTY SOUTH ROAD	5640	5960	320	Gravel Resheet	\$9,000	Poor Depth of Base
UCARTY SOUTH ROAD	5960	7700	1740	Gravel Resheet	\$73,950	Poor Depth of Base
WARD ROAD	0	3500	3500	Gravel Resheet	\$153,125	Poor Depth of Base
WARD ROAD	6610	9410	2800	Gravel Resheet	\$105,000	Poor Depth of Base
WARD ROAD	9410	11060	1650	Gravel Resheet	\$61,875	Poor Depth of Base
WATERCARRIN BIN ROAD	3920	4510	590	Gravel Resheet	\$22,125	Poor Depth of Base

WATERCARRIN BIN ROAD	4950	5950	1000	Gravel Resheet	\$37,500	Poor Depth of Base
WILLIAMS NORTH ROAD	2840	7240	4400	Gravel Resheet	\$165,000	Poor Depth of Base
WILLIAMS ROAD	2780	7960	5180	Gravel Resheet	\$161,875	Poor Depth of Base

Appendix E7 – Culvert 10yr Program – Major Roads

Road	Start	Length	Treatment Type	Cost	Reason
2026/27				\$49,154	
DOWERIN - KALANNIE ROAD	43290	8.8	Box - Timber - Renew with Concrete	\$26,638	Timber Box Culvert in Poor Condition
DOWERIN - MECKERING ROAD	16830	8.6	Diameter >300<=500mm	\$9,400	Culvert Diameter >300<=500 in Poor Condition
KOORDA - WONGAN HILLS ROAD	17130	12	Diameter >300<=500mm	\$13,116	Culvert Diameter >300<=500 in Poor Condition
2027/28				\$34,622	
CUNDERDIN - MINNIVALE ROAD	22300	8.4	Diameter >300<=500mm	\$9,181	Culvert Diameter >300<=500 in Poor Condition
DOWERIN - MECKERING ROAD	18920	11.8	Box - 1200 x 300	\$25,441	Box Culvert 1200 x 300 in Poor Condition
2028/29				\$50,368	
DOWERIN - KALANNIE ROAD	43070	8	Box - 1200 x 1200	\$39,984	Box Culvert 1200 x 1200 in Poor Condition
DOWERIN - KALANNIE ROAD	47070	9.5	Diameter >300<=500mm	\$10,384	Culvert Diameter >300<=500 in Poor Condition
2029/30				\$51,439	
DOWERIN - MECKERING ROAD	420	12.3	Box - 1200 x 900	\$51,439	Box Culvert 1200 x 900 in Poor Condition
2030/31				\$35,274	
DOWERIN - KALANNIE ROAD	24460	9.2	Diameter >300<=500mm	\$10,056	Culvert Diameter >300<=500 in Poor Condition
DOWERIN - KALANNIE ROAD	25010	8.8	Diameter <=300mm	\$5,544	Culvert Diameter <=300mm in Poor Condition
DOWERIN - MECKERING ROAD	10830	9.6	Diameter >300<=500mm	\$10,493	Culvert Diameter >300<=500 in Poor Condition
KOORDA - WONGAN HILLS ROAD	20380	8.4	Diameter >300<=500mm	\$9,181	Culvert Diameter >300<=500 in Poor Condition
2031/32				\$54,486	
DOWERIN - KOORDA ROAD	2540	8.6	Box - 1200 x 600	\$26,032	Box Culvert 1200 x 600 in Poor Condition
DOWERIN - KOORDA ROAD	2650	9.4	Box - 1200 x 600	\$28,454	Box Culvert 1200 x 600 in Poor Condition
2032/33				\$52,683	
CUNDERDIN - MINNIVALE ROAD	19230	11	Diameter >300<=500mm	\$12,023	Culvert Diameter >300<=500 in Poor Condition
CUNDERDIN - MINNIVALE ROAD	22520	8.5	Diameter >300<=500mm	\$9,291	Culvert Diameter >300<=500 in Poor Condition
KOORDA - WONGAN HILLS ROAD	15280	10.1	Diameter >300<=500mm	\$11,039	Culvert Diameter >300<=500 in Poor Condition
KOORDA - WONGAN HILLS ROAD	16450	8.6	Diameter >300<=500mm	\$9,400	Culvert Diameter >300<=500 in Poor Condition
METCALF STREET	120	10	Diameter >300<=500mm	\$10,930	Culvert Diameter >300<=500 in Poor Condition
2033/34				\$52,683	
CUNDERDIN - MINNIVALE ROAD	22640	8.5	Diameter >300<=500mm	\$9,291	Culvert Diameter >300<=500 in Poor Condition
HINDMARSH ROAD	10150	9.5	Diameter >300<=500mm	\$10,384	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	21480	9.2	Diameter >300<=500mm	\$10,056	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	31310	9.6	Diameter >300<=500mm	\$10,493	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	31720	9.2	Diameter <=300mm	\$5,796	Culvert Diameter <=300mm in Poor Condition
RABBIT PROOF FENCE ROAD	34870	9.9	Diameter <=300mm	\$6,237	Culvert Diameter <=300mm in Poor Condition
2034/35				\$32,025	
HINDMARSH ROAD	9460	10.2	Diameter >300<=500mm	\$11,149	Culvert Diameter >300<=500 in Poor Condition
KOOMBEKINE NORTH ROAD	16720	9.1	Diameter >300<=500mm	\$9,946	Culvert Diameter >300<=500 in Poor Condition

Road	Start	Length	Treatment Type	Cost	Reason
RABBIT PROOF FENCE ROAD	41030	10	Diameter >300<=500mm	\$10,930	Culvert Diameter >300<=500 in Poor Condition

Road	Start	Lgth	Treatment Type	Cost	Reason
Backlog (Unfunded)				\$280,539	
DOWERIN - KONNONGORRING ROAD	1870	12.8	Diameter >300<=500mm	\$13,990	Culvert Diameter >300<=500 in Poor Condition
DOWERIN - KONNONGORRING ROAD	3870	8.2	Box - Timber - Renew with Concrete	\$24,821	Timber Box Culvert in Poor Condition
EJANDING WEST ROAD	30	9.5	Diameter >300<=500mm	\$10,384	Culvert Diameter >300<=500 in Poor Condition
EJANDING WEST ROAD	10210	8.3	Diameter >800<=1000mm	\$13,546	Culvert Diameter >800<=1200 in Poor Condition
KOOMBEKINE NORTH ROAD	11050	8.6	Diameter <=300mm	\$5,418	Culvert Diameter <=300mm in Poor Condition
KOOMBEKINE NORTH ROAD	13760	9.6	Diameter >300<=500mm	\$10,493	Culvert Diameter >300<=500 in Poor Condition
KOOMBEKINE NORTH ROAD	15920	13.2	Diameter >300<=500mm	\$14,428	Culvert Diameter >300<=500 in Poor Condition
MINNIVALE NORTH EAST ROAD	2770	10.5	Diameter >300<=500mm	\$11,477	Culvert Diameter >300<=500 in Poor Condition
MOONIJIN WEST ROAD	1000	8.6	Diameter >300<=500mm	\$9,400	Culvert Diameter >300<=500 in Poor Condition
NAMBLING SOUTH ROAD	80	9	Diameter >300<=500mm	\$9,837	Culvert Diameter >300<=500 in Poor Condition
NAMBLING SOUTH ROAD	3340	10	Diameter <=300mm	\$6,300	Culvert Diameter <=300mm in Poor Condition
NAMBLING SOUTH ROAD	11530	11.4	Box - 1200 x 900	\$47,675	Box Culvert 1200 x 900 in Poor Condition
NAMBLING SOUTH ROAD	11830	10.5	Diameter <=300mm	\$6,615	Culvert Diameter <=300mm in Poor Condition
OLD KOORDA ROAD	11450	9	Diameter >300<=500mm	\$9,837	Culvert Diameter >300<=500 in Poor Condition
OLD KOORDA ROAD	11710	8.5	Diameter >300<=500mm	\$9,291	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	31820	9.2	Diameter <=300mm	\$5,796	Culvert Diameter <=300mm in Poor Condition
RABBIT PROOF FENCE ROAD	35590	9.2	Diameter <=300mm	\$5,796	Culvert Diameter <=300mm in Poor Condition
RABBIT PROOF FENCE ROAD	35960	9.2	Diameter <=300mm	\$5,796	Culvert Diameter <=300mm in Poor Condition
RABBIT PROOF FENCE ROAD	36010	9.2	Diameter >300<=500mm	\$10,056	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	37510	10	Diameter <=300mm	\$6,300	Culvert Diameter <=300mm in Poor Condition
RABBIT PROOF FENCE ROAD	38530	12	Diameter >300<=500mm	\$13,116	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	39640	10	Diameter >300<=500mm	\$10,930	Culvert Diameter >300<=500 in Poor Condition
SANDERS ROAD	4590	9.5	Diameter >300<=500mm	\$10,384	Culvert Diameter >300<=500 in Poor Condition
UBERIN ROAD	3910	8.1	Diameter >300<=500mm	\$8,853	Culvert Diameter >300<=500 in Poor Condition

Appendix E8 – Culvert 10yr Program – Minor Roads

Road	Start	Lgth	Treatment Type	Cost	Reason
2026/27				\$30,303	
HALE ROAD	1120	10.7	Diameter <=300mm	\$6,741.00	Culvert Diameter <=300mm in Poor Condition
HAYWOOD WEST ROAD	6040	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
HINDMARSH BACK ROAD	3890	8.6	Diameter <=300mm	\$5,418.00	Culvert Diameter <=300mm in Poor Condition
UCARTY SOUTH ROAD	2510	8	Diameter >300<=500mm	\$8,744.00	Culvert Diameter >300<=500 in Poor Condition
2027/28				\$37,162	
EJANDING EAST ROAD	4650	9	Diameter >300<=500mm	\$9,837.00	Culvert Diameter >300<=500 in Poor Condition
PARKER ROAD	4630	9	Diameter >300<=500mm	\$9,837.00	Culvert Diameter >300<=500 in Poor Condition
WINDSOR ROAD	4610	8	Diameter >300<=500mm	\$8,744.00	Culvert Diameter >300<=500 in Poor Condition
WINDSOR ROAD	4610	8	Diameter >300<=500mm	\$8,744.00	Culvert Diameter >300<=500 in Poor Condition
2028/29				\$36,288	
CLINIC ROAD	14050	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
EATON SAND HOLE ROAD	3260	8.2	Diameter >300<=500mm	\$8,962.60	Culvert Diameter >300<=500 in Poor Condition
WILLIAMS NORTH ROAD	3000	8	Diameter >300<=500mm	\$8,744.00	Culvert Diameter >300<=500 in Poor Condition
WILLIAMS ROAD	7940	8.4	Diameter >300<=500mm	\$9,181.20	Culvert Diameter >300<=500 in Poor Condition
2029/30				\$51,439	
CLINIC ROAD	2300	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
CLINIC ROAD	6140	9.2	Diameter >300<=500mm	\$10,055.60	Culvert Diameter >300<=500 in Poor Condition
CLINIC ROAD	10230	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
HARRIS EAST ROAD	3920	9	Diameter >300<=500mm	\$9,837.00	Culvert Diameter >300<=500 in Poor Condition
2030/31				\$31,165	
CLINIC ROAD	10280	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
MAISEY ROAD	2210	8.2	Diameter >500<=800mm	\$12,365.60	Culvert Diameter >500<=800 in Poor Condition
WILLIAMS ROAD	1280	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
2031/32				\$37,599	
KING ROAD	730	8.3	Diameter >300<=500mm	\$9,071.90	Culvert Diameter >300<=500 in Poor Condition
PARKER ROAD	1100	8.4	Diameter >300<=500mm	\$9,181.20	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	6870	9.1	Diameter >300<=500mm	\$9,946.30	Culvert Diameter >300<=500 in Poor Condition
WILLIAMS ROAD	1890	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
2032/33				\$33,573	
RABBIT PROOF FENCE ROAD	11190	9.3	Box - 1200 x 750	\$33,573.00	Box Culvert 1200 x 750 in Poor Condition
2033/34				\$34,976	
EJANDING EAST ROAD	1420	8.5	Diameter >300<=500mm	\$9,290.50	Culvert Diameter >300<=500 in Poor Condition
KOORDA - WONGAN HILLS ROAD	3680	12.5	Diameter >300<=500mm	\$13,662.50	Culvert Diameter >300<=500 in Poor Condition
RABBIT PROOF FENCE ROAD	43240	11	Diameter >300<=500mm	\$12,023.00	Culvert Diameter >300<=500 in Poor Condition

Road	Start	Lgth	Treatment Type	Cost	Reason
2034/35				\$34,062	
HAYWOOD WEST ROAD	6130	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
HINDMARSH BACK ROAD	9130	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
PICKERING ROAD	100	10	Diameter <=300mm	\$6,300.00	Culvert Diameter <=300mm in Poor Condition
PICKERING ROAD	490	8.2	Diameter >300<=500mm	\$8,962.60	Culvert Diameter >300<=500 in Poor Condition

Road	Start	Length	Treatment Type	Cost	Reason
Backlog (Unfunded)				\$289,591	
AMERY - BENJABBERRING ROAD	10960	10.6	Diameter >300<=500mm	\$11,585.80	Culvert Diameter >300<=500 in Poor Condition
BORGWARD ROAD	520	10	Diameter >300<=500mm	\$10,930.00	Culvert Diameter >300<=500 in Poor Condition
CADOUX PUMP ROAD	440	10	Diameter >300<=500mm	\$10,930.00	Culvert Diameter >300<=500 in Poor Condition
DAM ROAD	4160	8.5	Diameter >300<=500mm	\$9,290.50	Culvert Diameter >300<=500 in Poor Condition
FIFTY FOUR GATE WEST ROAD	3390	8.4	Diameter >300<=500mm	\$9,181.20	Culvert Diameter >300<=500 in Poor Condition
FIFTY FOUR GATE WEST ROAD	10510	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
HINDMARSH BACK ROAD	3090	8.4	Diameter <=300mm	\$5,292.00	Culvert Diameter <=300mm in Poor Condition
IRVINE ROAD	50	8	Box - Timber - Renew with Concrete	\$24,216.00	Timber Box Culvert in Poor Condition
JONES ROAD	1310	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
JONES ROAD D:2	960	7.3	Diameter >300<=500mm	\$7,978.90	Culvert Diameter >300<=500 in Poor Condition
JONES ROAD D:2	1360	7	Diameter >300<=500mm	\$7,651.00	Culvert Diameter >300<=500 in Poor Condition
JONES ROAD D:2	1410	5.5	Diameter >300<=500mm	\$6,011.50	Culvert Diameter >300<=500 in Poor Condition
MC KAY ROAD	4000	8.5	Diameter >300<=500mm	\$9,290.50	Culvert Diameter >300<=500 in Poor Condition
MC KAY ROAD	9680	9.5	Diameter >300<=500mm	\$10,383.50	Culvert Diameter >300<=500 in Poor Condition
METCALF ROAD	4380	7.3	Diameter >300<=500mm	\$7,978.90	Culvert Diameter >300<=500 in Poor Condition
MORRELL NORTH ROAD	1070	10.6	Diameter <=300mm	\$6,678.00	Culvert Diameter <=300mm in Poor Condition
MORRELL NORTH ROAD	3760	9.5	Diameter >300<=500mm	\$10,383.50	Culvert Diameter >300<=500 in Poor Condition
NORMAN ROAD	570	9	Diameter >300<=500mm	\$9,837.00	Culvert Diameter >300<=500 in Poor Condition
NORMAN ROAD	760	8	Diameter >300<=500mm	\$8,744.00	Culvert Diameter >300<=500 in Poor Condition
PHILLIPS ROAD	160	7.7	Diameter >300<=500mm	\$8,416.10	Culvert Diameter >300<=500 in Poor Condition
PHILLIPS ROAD	610	8.5	Diameter >300<=500mm	\$9,290.50	Culvert Diameter >300<=500 in Poor Condition
PHILLIPS ROAD	990	8.5	Diameter >300<=500mm	\$9,290.50	Culvert Diameter >300<=500 in Poor Condition
PHILLIPS ROAD	2350	8.3	Diameter >300<=500mm	\$9,071.90	Culvert Diameter >300<=500 in Poor Condition
SPARK ROAD	6330	8.3	Diameter >300<=500mm	\$9,071.90	Culvert Diameter >300<=500 in Poor Condition
THORNETT ROAD	6070	9.3	Diameter <=300mm	\$5,859.00	Culvert Diameter <=300mm in Poor Condition
TODD ROAD	1510	7.4	Diameter >300<=500mm	\$8,088.20	Culvert Diameter >300<=500 in Poor Condition
TWINE ROAD	1960	6.5	Diameter <=300mm	\$4,095.00	Culvert Diameter <=300mm in Poor Condition
UBERIN ROAD	20440	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition

Road	Start	Length	Treatment Type	Cost	Reason
UBERIN ROAD	20540	8.6	Diameter >300<=500mm	\$9,399.80	Culvert Diameter >300<=500 in Poor Condition
UCARTY SOUTH ROAD	5450	8.2	Diameter >300<=500mm	\$8,962.60	Culvert Diameter >300<=500 in Poor Condition
UCARTY SOUTH ROAD	13430	10.3	Diameter <=300mm	\$6,489.00	Culvert Diameter <=300mm in Poor Condition
WHITSED ROAD	2350	6.4	Diameter >300<=500mm	\$6,995.20	Culvert Diameter >300<=500 in Poor Condition

Appendix E9 – Footpath 10yr Program

Road	Start	End	Length	Treatment Type	Cost	Reason
2025/26			1,219		\$479,251	
COTTRELL STREET	125	321	203	Renewal - Dual Purpose	\$47,831	Renewal - Insitu Concrete - Committed
EAST STREET	196	310	116	Renewal - Dual Purpose	\$27,332	Renewal - Insitu Concrete - Committed
EAST STREET	321	435	112	Renewal - Dual Purpose	\$26,389	Renewal - Insitu Concrete - Committed
EAST STREET	450	574	121	New - Dual Purpose	\$28,510	New - Insitu Concrete - Committed
GOOMALLING MERREDIN	20400	20660	263	Renewal - Dual Purpose	\$61,968	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	35	112	92	Renewal - Dual Purpose	\$21,677	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	132	272	128	Renewal - Dual Purpose	\$30,159	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	288	431	132	Renewal - Dual Purpose	\$31,102	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	289	537	235	Renewal - Dual Purpose	\$55,371	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	446	615	168	Renewal - Dual Purpose	\$39,584	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	572	721	150	Renewal - Dual Purpose	\$35,343	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	629	726	99	Renewal - Dual Purpose	\$23,326	Renewal - Insitu Concrete - Committed
MEMORIAL AVENUE	721	832	114	Renewal - Dual Purpose	\$26,861	Renewal - Red Asphalt - Committed
MEMORIAL AVENUE	737	836	101	Renewal - Dual Purpose	\$23,798	Renewal - Insitu Concrete - Committed
2027/28			588		\$154,342	
ANDERSON STREET	12	173	166	Renewal - Dual Purpose	\$39,113	Renewal - Insitu Concrete - Committed
ANDERSON STREET	188	344	140	Renewal - Dual Purpose	\$32,987	Renewal - Insitu Concrete - Committed
COTTRELL STREET	7	97	85	Renewal - Dual Purpose	\$20,028	Renewal - Insitu Concrete - Committed
COTTRELL STREET	97	111	13	Renewal - Insitu Concrete	\$5,708	Renewal - Insitu Concrete - Committed
COTTRELL STREET	124	145	21	Renewal - Insitu Concrete	\$8,996	Renewal - Insitu Concrete - Committed
COTTRELL STREET	152	200	50	Renewal - Insitu Concrete	\$20,885	Renewal - Insitu Concrete - Committed
COTTRELL STREET	212	321	113	Renewal - Dual Purpose	\$26,625	Renewal - Insitu Concrete - Committed
2029/30			611		\$143,964	
EAST STREET	29	181	143	Renewal - Dual Purpose	\$33,694	Renewal - Insitu Concrete - Committed
EAST STREET	96	183	81	Renewal - Dual Purpose	\$19,085	Renewal - Insitu Concrete - Committed
HILDA STREET	3	128	116	Renewal - Dual Purpose	\$27,332	Renewal - Insitu Concrete - Committed
HILDA STREET	146	251	112	Renewal - Dual Purpose	\$26,389	Renewal - Insitu Concrete - Committed
HILDA STREET	261	310	43	Renewal - Dual Purpose	\$10,132	Renewal - Insitu Concrete - Committed
MAISEY STREET	5	122	116	Renewal - Dual Purpose	\$27,332	Renewal - Insitu Concrete - Committed
2031/32			824		\$194,151	
GOOMALLING MERREDIN	10570	10739	169	Renewal - Dual Purpose	\$39,820	Renewal - Insitu Concrete - Committed
GOOMALLING MERREDIN	10750	10841	91	New - Dual Purpose	\$21,441	New - Insitu Concrete - Committed
GOOMALLING MERREDIN	10856	10939	84	New - Dual Purpose	\$19,792	New - Insitu Concrete - Committed
GOOMALLING MERREDIN	20770	20790	19	Renewal - Dual Purpose	\$4,477	Renewal - Insitu Concrete - Committed
GOOMALLING MERREDIN	21620	22010	461	Renewal - Dual Purpose	\$108,621	Renewal - Red Asphalt - Committed

2033/34			636		\$149,855	
COUPER STREET	5	150	145	New - Dual Purpose	\$34,165	New - Insitu Concrete - Committed
GRIFFITH STREET	7	108	101	New - Dual Purpose	\$23,798	New - Insitu Concrete - Committed
MAISEY STREET	140	369	229	Renewal - Dual Purpose	\$53,957	Renewal - Red Asphalt - Committed
MAISEY STREET	369	456	86	Renewal - Dual Purpose	\$20,263	Renewal - Insitu Concrete - Committed
PLACE STREET	7	82	75	New - Dual Purpose	\$17,672	New - Insitu Concrete - Committed
2035/36			254		\$59,847	
MEMORIAL AVENUE	35	111	92	Renewal - Dual Purpose	\$21,677	Renewal - Insitu Concrete
REDDING ROAD	52	56	68	Renewal - Dual Purpose	\$16,022	Renewal - Red Asphalt
REDDING ROAD	53	223	94	Renewal - Dual Purpose	\$22,148	Renewal - Bituminous Seal

Appendix E10 – Town Streets 10yr Program

Road	Start	End	Lgth	Treatment Type	Cost	Reason
2026/27			790		\$50,126	
COTTRELL STREET	0	120	120	Reseal - Single Seal	\$9,898	Poor Surface Condition - Single Seal
COUPER STREET	0	160	160	Reseal - Single Seal	\$11,855	Poor Surface Condition - Single Seal
DUDLEY STREET	130	250	120	Reseal - Single Seal	\$8,472	Poor Surface Condition - Single Seal
DUDLEY STREET	250	340	90	Reseal - Single Seal	\$6,354	Poor Surface Condition - Single Seal
HAYTER STREET	0	90	90	Reseal - Single Seal	\$6,354	Poor Surface Condition - Single Seal
STACY STREET	580	790	210	Reseal - Single Seal	\$7,193	Poor Surface Condition - Single Seal
2028/29			850		\$52,859	
EAST STREET	0	190	190	Reseal - Single Seal	\$13,547	Poor Surface Condition - Single Seal
HILDA STREET	0	140	140	Reseal - Single Seal	\$10,177	Poor Surface Condition - Single Seal
HILDA STREET	140	260	120	Reseal - Single Seal	\$8,724	Poor Surface Condition - Single Seal
MAISEY STREET	730	1130	400	Reseal - Single Seal	\$20,411	Poor Surface Condition - Single Seal
2030/31			690		\$50,035	
ANDERSON STREET	180	350	170	Reseal - Single Seal	\$12,596	Poor Surface Condition - Single Seal
ANDERSON STREET	350	480	130	Reseal - Single Seal	\$9,632	Poor Surface Condition - Single Seal
EAST STREET	190	310	120	Reseal - Single Seal	\$8,556	Poor Surface Condition - Single Seal
EAST STREET	310	440	130	Reseal - Single Seal	\$9,269	Poor Surface Condition - Single Seal
EAST STREET	440	580	140	Reseal - Single Seal	\$9,982	Poor Surface Condition - Single Seal
2032/33			130		\$59,378	
FRASER STREET	0	65	65	Reseal - Asphalt	\$29,689	Poor Surface Condition - Asphalt
FRASER STREET	65	130	65	Reseal - Asphalt	\$29,689	Poor Surface Condition - Asphalt
2034/35			680		\$48,280	
COTTRELL STREET	120	210	90	Reseal - Single Seal	\$7,423	Poor Surface Condition - Single Seal
COTTRELL STREET	210	330	120	Reseal - Single Seal	\$9,898	Poor Surface Condition - Single Seal
EAST STREET	580	640	60	Reseal - Single Seal	\$4,278	Poor Surface Condition - Single Seal
ERHARDT STREET	0	130	130	Reseal - Single Seal	\$9,178	Poor Surface Condition - Single Seal
FRASER STREET	130	260	130	Reseal - Single Seal	\$8,996	Poor Surface Condition - Double Seal
GRIFFITH STREET	0	80	80	Reseal - Single Seal	\$5,816	Poor Surface Condition - Single Seal
GRIFFITH STREET	80	150	70	Reseal - Single Seal	\$2,691	Poor Surface Condition - Single Seal

Road	Start	End	Lgth	Treatment Type	Cost	Reason
Backlog (Unfunded)			4,750		\$297,789	
ANDERSON STREET	0	180	180	Reseal - Single Seal	\$13,337	Poor Surface Condition - Single Seal
COTTRELL STREET	330	520	190	Reseal - Single Seal	\$15,672	Poor Surface Condition - Single Seal
COTTRELL STREET	520	890	370	Reseal - Single Seal	\$18,621	Poor Surface Condition - Double Seal
COTTRELL STREET	890	1030	140	Reseal - Single Seal	\$7,242	Poor Surface Condition - Double Seal
COTTRELL STREET	1030	1060	30	Reseal - Single Seal	\$1,552	Poor Surface Condition - Double Seal
DUDLEY STREET	0	130	130	Reseal - Single Seal	\$9,178	Poor Surface Condition - Single Seal
HILDA STREET	260	320	60	Reseal - Single Seal	\$4,362	Poor Surface Condition - Single Seal
MAISEY STREET	0	110	110	Reseal - Single Seal	\$8,227	Poor Surface Condition - Single Seal
MAISEY STREET	110	130	20	Reseal - Single Seal	\$1,496	Poor Surface Condition - Single Seal
MAISEY STREET	130	240	110	Reseal - Single Seal	\$8,227	Poor Surface Condition - Single Seal
MAISEY STREET	240	360	120	Reseal - Single Seal	\$8,975	Poor Surface Condition - Single Seal
MAISEY STREET	360	380	20	Reseal - Single Seal	\$1,496	Poor Surface Condition - Single Seal
MAISEY STREET	380	730	350	Reseal - Single Seal	\$17,859	Poor Surface Condition - Single Seal
MECKERING ROAD	50	340	290	Reseal - Single Seal	\$14,595	Poor Surface Condition - Double Seal
MECKERING ROAD	340	630	290	Reseal - Single Seal	\$14,595	Poor Surface Condition - Double Seal
MECKERING ROAD	630	650	20	Reseal - Single Seal	\$1,398	Poor Surface Condition - Single Seal
MECKERING ROAD	650	710	60	Reseal - Single Seal	\$4,194	Poor Surface Condition - Single Seal
MECKERING ROAD	710	850	140	Reseal - Single Seal	\$9,786	Poor Surface Condition - Single Seal
MEMORIAL AVENUE	110	120	10	Reseal - Single Seal	\$580	Poor Surface Condition - Single Seal
MEMORIAL AVENUE	120	280	160	Reseal - Single Seal	\$9,283	Poor Surface Condition - Single Seal
MEMORIAL AVENUE	280	440	160	Reseal - Single Seal	\$9,283	Poor Surface Condition - Single Seal
MEMORIAL AVENUE	440	620	180	Reseal - Single Seal	\$12,582	Poor Surface Condition - Single Seal
MEMORIAL AVENUE	620	730	110	Reseal - Single Seal	\$7,689	Poor Surface Condition - Single Seal
MEMORIAL AVENUE	730	840	110	Reseal - Single Seal	\$7,689	Poor Surface Condition - Single Seal
NORRIS STREET	0	220	220	Reseal - Single Seal	\$11,226	Poor Surface Condition - Single Seal
NORRIS STREET	220	360	140	Reseal - Single Seal	\$7,144	Poor Surface Condition - Single Seal
O'LOGHLEN STREET	0	250	250	Reseal - Single Seal	\$16,776	Poor Surface Condition - Single Seal
PLACE STREET	0	80	80	Reseal - Single Seal	\$5,816	Poor Surface Condition - Single Seal
PLACE STREET	80	210	130	Reseal - Single Seal	\$4,998	Poor Surface Condition - Single Seal
STACY STREET	0	60	60	Reseal - Single Seal	\$6,123	Poor Surface Condition - Single Seal
STACY STREET	60	190	130	Reseal - Single Seal	\$9,814	Poor Surface Condition - Single Seal
STACY STREET	190	400	210	Reseal - Single Seal	\$15,853	Poor Surface Condition - Single Seal
STACY STREET	400	570	170	Reseal - Single Seal	\$12,121	Poor Surface Condition - Single Seal

Appendix E11 – Roads Tier 2 and 3 10yr Program

Road	Start	End	Lgth	Treatment Type	Cost	Reason
2026/27			320		\$54,473	
SANDERS ROAD	2450	2700	250	Reconstruct - Double Seal	\$46,008	Poor Pavement Condition - Thin Surface flexible
UBERIN ROAD	14470	14540	70	Reconstruct - Double Seal	\$8,465	Poor Pavement Condition - Thin Surface flexible
2028/29			1,270		\$95,082	
HINDMARSH ROAD	12670	13150	480	Reconstruct - Double Seal	\$46,691	Poor Pavement Condition - Thin Surface flexible
KOOMBEKINE NORTH ROAD	18800	18850	50	Reconstruct - Double Seal	\$20,243	Poor Pavement Condition - Thin Surface flexible
AMERY - BENJABBERRING ROAD	8270	8500	230	Reseal - Single Seal	\$8,521	Poor Surface Condition - Single Seal
AMERY - BENJABBERRING ROAD	8500	8680	180	Reseal - Single Seal	\$6,668	Poor Surface Condition - Single Seal
AMERY - BENJABBERRING ROAD	8680	8810	130	Reseal - Single Seal	\$4,816	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	10160	10230	70	Reseal - Single Seal	\$2,691	Poor Surface Condition - Single Seal
MINNIVALE NORTH EAST ROAD	0	130	130	Reseal - Single Seal	\$5,452	Poor Surface Condition - Single Seal
2030/31			2,750		\$91,533	
EJANDING WEST ROAD	3910	4350	440	Reseal - Single Seal	\$12,302	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	4350	5050	700	Reseal - Single Seal	\$19,572	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	5050	5750	700	Reseal - Single Seal	\$19,572	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	6760	6900	140	Reseal - Single Seal	\$3,914	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	6900	7000	100	Reseal - Single Seal	\$2,796	Poor Surface Condition - Single Seal
HINDMARSH ROAD	820	950	130	Reseal - Single Seal	\$5,452	Poor Surface Condition - Single Seal
RIFLE RANGE ROAD	30	130	100	Reseal - Single Seal	\$5,592	Poor Surface Condition - Double Seal
RIFLE RANGE ROAD	200	430	230	Reseal - Single Seal	\$12,058	Poor Surface Condition - Double Seal
SANDERS ROAD	4980	5190	210	Reseal - Single Seal	\$10,275	Poor Surface Condition - Double Seal
2032/33			2,020		\$90,521	
EJANDING WEST ROAD	490	1000	510	Reseal - Single Seal	\$23,172	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	1000	1500	500	Reseal - Single Seal	\$22,718	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	5750	6090	340	Reseal - Single Seal	\$9,506	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	6090	6760	670	Reseal - Single Seal	\$35,125	Poor Surface Condition - Single Seal
2034/35			2,000		\$90,872	
EJANDING WEST ROAD	1500	2000	500	Reseal - Single Seal	\$22,718	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	2000	2500	500	Reseal - Single Seal	\$22,718	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	2500	3000	500	Reseal - Single Seal	\$22,718	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	3000	3500	500	Reseal - Single Seal	\$22,718	Poor Surface Condition - Single Seal

Road	Start	End	Lgth	Treatment Type	Cost	Reason
Backlog (Unfunded)			10,330		\$587,076	
AMERY - BENJABBERRING ROAD	13000	13140	140	Reconstruct - Double Seal	\$22,452	Poor Pavement Condition - Thin Surface flexible
AMERY - BENJABBERRING ROAD	13140	13230	90	Reconstruct - Double Seal	\$14,433	Poor Pavement Condition - Thin Surface flexible
CLINIC ROAD	3160	3210	50	Reconstruct - Double Seal	\$8,018	Poor Pavement Condition - Thin Surface flexible
KOORDA - WONGAN HILLS ROAD	13880	13920	40	Reconstruct - Double Seal	\$6,520	Poor Pavement Condition - Thin Surface flexible
MANMANNING TOWN ROAD	0	500	500	Reconstruct - Double Seal	\$47,322	Poor Pavement Condition - Thin Surface flexible
MANMANNING TOWN ROAD	500	1000	500	Reconstruct - Double Seal	\$47,322	Poor Pavement Condition - Thin Surface flexible
MANMANNING TOWN ROAD	1000	1500	500	Reconstruct - Double Seal	\$47,322	Poor Pavement Condition - Thin Surface flexible
MANMANNING TOWN ROAD	1500	1990	490	Reconstruct - Double Seal	\$46,376	Poor Pavement Condition - Thin Surface flexible
TWENTY SIX GATE ROAD	3530	3540	10	Reconstruct - Concrete	\$2,970	Poor Pavement Condition - Concrete
CEMETERY ROAD	0	500	500	Reseal - Single Seal	\$20,970	Poor Surface Condition - Single Seal
CEMETERY ROAD	500	950	450	Reseal - Single Seal	\$18,873	Poor Surface Condition - Single Seal
CEMETERY ROAD	950	1400	450	Reseal - Single Seal	\$18,873	Poor Surface Condition - Single Seal
CEMETERY ROAD	1400	1840	440	Reseal - Single Seal	\$18,454	Poor Surface Condition - Single Seal
CEMETERY ROAD	1840	2300	460	Reseal - Single Seal	\$25,723	Poor Surface Condition - Single Seal
CEMETERY ROAD	2300	2720	420	Reseal - Single Seal	\$23,486	Poor Surface Condition - Single Seal
CLINIC ROAD	0	40	40	Reseal - Single Seal	\$2,433	Poor Surface Condition - Single Seal
EJANDING EAST ROAD	0	540	540	Reseal - Single Seal	\$22,648	Poor Surface Condition - Single Seal
EJANDING EAST ROAD	540	1450	910	Reseal - Single Seal	\$38,165	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	0	490	490	Reseal - Single Seal	\$22,263	Poor Surface Condition - Single Seal
EJANDING WEST ROAD	3500	3910	410	Reseal - Single Seal	\$18,628	Poor Surface Condition - Single Seal
HINDMARSH BACK ROAD	0	60	60	Reseal - Single Seal	\$2,097	Poor Surface Condition - Single Seal
KOOMBEKINE NORTH ROAD	0	500	500	Reseal - Single Seal	\$26,562	Poor Surface Condition - Double Seal
MANMANNING TOWN ROAD	1990	2300	310	Reseal - Single Seal	\$9,534	Poor Surface Condition - Single Seal
MANMANNING TOWN ROAD	2300	2480	180	Reseal - Single Seal	\$7,549	Poor Surface Condition - Single Seal
MANMANNING TOWN ROAD	2480	2620	140	Reseal - Single Seal	\$15,658	Poor Surface Condition - Single Seal
MANMANNING TOWN ROAD	2620	2950	330	Reseal - Single Seal	\$13,840	Poor Surface Condition - Single Seal
MINNIVALE NORTH EAST ROAD	130	830	700	Reseal - Single Seal	\$19,572	Poor Surface Condition - Single Seal
MINNIVALE NORTH EAST ROAD	830	1510	680	Reseal - Single Seal	\$19,013	Poor Surface Condition - Single Seal