



# Local Roads Hierarchy Plan

To assist in the application of appropriate standards, maintenance and renewal of roads within the Gilgandra Shire

Version 1 - Initiated 1 July 2013

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# Opening

## Introduction

The *Local Roads Hierarchy Plan* is an integral part of Council's Transport Asset Management Planning.

The function of the *Local Roads Hierarchy Plan* is to provide for planning, funding and recording of current and future maintenance, renewal and upgrade works required on local rural and urban roads. The roads hierarchy divides all roads within the Shire into identifiable road classifications that reflect the function and purpose of the roads that make up Council's local road network. The *Local Roads Hierarchy Plan* reflects both the assessed and preferred movement of vehicles throughout the network and gives guidance to the Council, the road managers, maintenance staff, road users and land developers as to Council's intended road network aims and objectives. It is also used as a guide for the allocation of routine maintenance funding and works schedules.

## Roads Within the Shire

Within the Gilgandra Shire Council there is a total of 1,557 km of rural and urban roads.

The classification, the responsible road authority and maintenance authority of the roads within the Shire is detailed below:

Item No.	Road Type	Road Classification	Length (km)	Road Authority	Maintenance Carried Out By
A	Major Arterial Roads	State Highway Rural Area (Newell Highway)	72	NSW Roads & Maritime Services	NSW Roads & Maritime Services
B	Major Arterial Roads	State Highway Urban Area (Newell Highway)	3	NSW Roads & Maritime Services	Gilgandra Shire Council
C	Arterial Roads - State Roads	State Roads Urban & Rural (Castlereagh and Oxley Highways)	121	NSW Roads & Maritime Services	Gilgandra Shire Council
D	Rural Roads - Sealed	Local Rural Road - Sealed	302	Gilgandra Shire Council	Gilgandra Shire Council
E	Rural Roads – Unsealed	Local Rural Road - Unsealed	982	Gilgandra Shire Council	Gilgandra Shire Council
F	Urban Roads – Sealed	Local Urban Road - Sealed	40	Gilgandra Shire Council	Gilgandra Shire Council

Item No.	Road Type	Road Classification	Length (km)	Road Authority	Maintenance Carried Out By
G	Urban Roads – Unsealed	Local Urban Road - Unsealed	2	Gilgandra Shire Council	Gilgandra Shire Council
H		Urban Rear Lanes	35	Gilgandra Shire Council	Gilgandra Shire Council
<b>Total Length of Roads – Rural &amp; Urban</b>			<b>1,557</b>		
<b>Rural Road Bridges</b>					
H	Local Rural Road Bridges - Timber	Not Applicable	8	Gilgandra Shire Council	Gilgandra Shire Council
I	Local Rural Road Bridges - Other	Not Applicable	63	Gilgandra Shire Council	Gilgandra Shire Council

Council is directly responsible for approximately 1,361 km of the total length of roads. They are those listed as items D, E, F, G and H in the above table. The Local Roads Hierarchy Plan refers to the roads deemed as being Council's responsibility only.

Council has within its local road network seventy one (71) waterway structures bearing definition of a bridge. They are judged as being part of the road on which they are located and are included as having reference to the Local Roads Hierarchy Plan.

Categories A, B and C in the above table (196km in length), accommodate the Arterial Roads (State Highway and State Roads) that are not the responsibility of Council. The Arterial Roads are primarily managed by the NSW State Government Roads & Maritime Services Department.

The Newell Highway (State Highway) is recognised as a national route and it is contributed to by the Federal Government and is solely maintained (except for the section of Newell Highway through the township of Gilgandra) by the Roads and Traffic Road Resources Teams.

The Castlereagh and Oxley Highways (State Roads) are managed by the NSW State Government Roads & Maritime Services and maintained by Council's workforce under a Road Maintenance Contract Agreement.

The local roads detailed in this document and in other related Council documents have been categorised by their present function and purpose within the Shires transport road linkages.

The Local Roads Hierarchy Plan is to be used consistently in all road assessment management, strategic, operational matters and future financial allocations.

## Condition Assessment

Asset condition is the measure of the physical state of the asset. Each individual rural and urban road has been divided into segments. The rural roads have been divided into two (2) kilometre segments. The total length of each urban road is classed as one segment.

The condition assessments will be the responsibility of the Director Works & Technical Services.

The condition assessments are to be carried out by persons suitably qualified to assess the road condition. The condition ratings are to be based on the documentation included in the International Infrastructure Management Manual. The International Infrastructure Management Manual was developed and is continually updated with public and private sector industry input from Australia, Canada, New Zealand, South Africa, United Kingdom and United States.

The ranking of the asset conditions will be based on the five points detailed in the following table:

<b>Rank</b>	<b>Description of Condition</b>
1	<b>VERY GOOD CONDITION</b> Only normal maintenance required
2	<b>MINOR DEFECTS ONLY</b> Minor maintenance required (5%)
3	<b>MAINTENANCE REQUIRED TO RETURN TO ACCEPTED LEVEL OF SERVICE</b> Significant maintenance required (10 – 20%)
4	<b>REQUIRES RENEWAL</b> significant renewal/upgrade required (20 – 40%)
5	<b>ASSET UNSERVICEABLE</b> Over 50% of asset requires replacement

The inspection interval will be in accordance with the level of service detailed in the attached table titled *Local Road Asset Inspection Schedule*.

# Rural Local Roads

Rural local roads are defined as those roads beyond built up areas of towns that have typical rural characteristics about them. The rural roads consist of all rural roads within the Gilgandra Shire boundaries that are not declared as State or Federal Highways (referred to in this document as Major Arterial Roads).

Rural local roads may be sealed, unsealed or natural.

The sealed sections of roads have usually a spray bitumen seal / various sized aggregate surface that has a design life of 8 to 10 years.

The unsealed component usually consists of an imported gravel surface or a natural gravel surface depending on the nature of the surrounding lands and topography.

Rural local roads are usually not kerbed, however, isolated sections of kerbing may be present where erosion is a problem and edge definition is required. An example of this is on Regional Road No.4053 where there are steep grades within the Warrumbungle Mountains.

The roads categorised as Large Residential Roads (LR) are those seen to be serving areas semi-rural subdivision on the verges of the urban areas. These roads are seen as having been developed as part of a semi-rural subdivision by an approved land developer or the Gilgandra Shire Council.

Rural local roads have been split into six (6) categories as follows:

Road Category	Total Lengths	Sealed Roads	Gravelled Roads	Natural Surface Roads
RS - Regionally Significant Roads	234.63	162.08	72.55	0
PT - Primary Through Roads	275.01	121.42	153.59	0
ST - Secondary Through Roads	502.88	12.52	465.72	24.64
PN - Primary Non Through Roads	159.98	2.45	28.59	128.94
SN - Secondary Non Through Roads	107.49	1.15	1.680	104.66
LR - Large Residential Roads	5.54	2.53	1.52	1.49
<b>Total Length Rural Local Roads (km)</b>	<b>1285.53</b>	<b>302.15</b>	<b>723.65</b>	<b>259.73</b>

Fifty nine point six two kilometres (59.62km) of the Regional Significant Roads listed in the above table are classified by the State Government Roads Authority (RMS) as Regional Roads. They are subject to annual financial contribution from the State Roads & Maritime Services.

## Definitions

### Regionally Significant Roads - Rural

#### Category RS

- These roads supplement the Arterial Road network.
- Is recognised as a Regionally Significant Road by this Council as well as outside road authorities and users
- Is subject to various avenues of funding – State, local and other development contributions
- Is used by an extensive number of non-local vehicles of all classes – light and heavy
- Links or is part of a linkage with other Regionally Significant Roads or higher categorised roads
- Has an overall road formation width of thirteen point nine (13.90) metres
- Has a maximum road pavement width of nine point four (9.40) metres
- Where applicable, has a bitumen seal width of seven(7.00) metres
- The gravel sections are subjected to gravel re-sheeting with an imported road material of recognised quality and layer control
- Is a recognised primary route to a regional domestic city or township

**Class 1 – Bitumen Sealed (See attached diagram – Category RS – Class 1 – Sealed)**

**Class 2 – Unsealed (See attached diagram – Category RS – Class 2 – Gravel)**

#### Aims / Objectives

- Fully maintain all Regionally Significant Roads - Condition 2 or higher
- In stages renew all segments recognised as not being in Condition 2 or higher
- Fully maintain all bridges on Regionally Significant Roads - Condition 2 or higher
- Schedule replacement of all timber bridges on Regionally Significant Roads



## Primary Through Roads - Rural

### Category PT

- Does function as a Primary Through Road
- Links or is part of a linkage with Regionally Significant Roads or higher categorised roads
- Is a recognised as being used by a number of local and regional heavy vehicles
- Links a number of other category of roads with a higher a categorised road
- Has an overall road formation width of thirteen (13.00) metres
- Has a maximum road pavement width of nine (9.00) metres
- Where applicable, has a bitumen seal width of six(6) metres
- When affordable, is subjected to gravel re-sheeting with any imported road material

**Class 3 – Bitumen Sealed** (See attached diagram – Category PT – Class 3 – Sealed)

**Class 4 – Unsealed** (See attached diagram – Category PT – Class 4 – Gravel)

### Aims / Objectives

- Fully maintain all Primary Through Roads - Condition 3 or higher
- In stages renew all segments recognised as not being in Condition 3 or higher
- Fully maintain all bridges on Primary Through Roads - Condition 3 or higher

## Secondary Through Roads - Rural

### Category ST

- Does function as a Secondary Through Road
- Links or is part of a linkage with one or more Primary Through Roads
- Is recognised as being used by a number of heavy vehicles
- Links with a number of other roads of either higher and/or lower category
- Has an overall road formation width of eleven (11) metres
- Has a maximum road pavement width of six (6) metres
- Normally, is not subjected to gravel sheeting with any imported road material

**Class 5 – Bitumen Sealed** (See attached diagram – Category ST – Class 5 – Sealed)

**Class 6 – Unsealed** (See attached diagram – Category ST – Class 6 – Gravel

**Class 7 – Natural** (See attached diagram – Category ST – Class 7 – Natural)

### Aims / Objectives

- Fully maintain all Secondary Through Roads - Condition 3 or higher
- In stages renew all segments recognised as not being in Condition 3 or higher
- Fully maintain all bridges on Secondary Through Roads - Condition 3 or higher

## Primary Non Through Roads - Rural

### Category PN

- Does function as a No Through Road
- May have linkage to one or more Secondary Non Through Roads
- Predominately serves more than one property access
- Links one or more properties with a higher categorised road
- Has an average daily traffic count of less than eighty (80) vehicles per day
- Has an overall road formation width of eleven (11) metres
- Has a maximum road pavement width of six (6) metres
- Normally, is not subjected to sheeting with any imported road material

**Class 8 – Bitumen Sealed** (See attached diagram – Category PN – Class 8 – Sealed)

**Class 9 – Unsealed** (See attached diagram – Category PN – Class 9 – Gravel)

**Class 10 – Natural** (See attached diagram – Category PN – Class 10 – Natural)

### Aims / Objectives

- Fully maintain all Primary Non Through Roads - Condition 4 or higher
- Fully maintain all bridges on Primary Non Through Roads - Condition 3 or higher

## Secondary Non Through Roads - Rural

### Category SN

- Does function as a Non Through Road
- Branches from any other category road
- Predominately serves one property access only
- Generally does not provide for turning of heavy vehicles
- Has an average daily traffic count of less than twenty (20) vehicles per day
- May be subject to infrequent use
- Has an overall road formation width of nine (9) metres
- Has a maximum road pavement width of (5) five metres
- Normally, is not subjected to gravel sheeting with any imported road material

**Class 11 – Bitumen Sealed**            (See attached diagram – Category SN – Class 11 – Sealed)

**Class 12 – Unsealed**                (See attached diagram – Category SN – Class 12 – Gravel)

**Class 13 – Natural**                  (See attached diagram – Category SN – Class 13 – Natural)

### Aims / Objectives

- Fully maintain all Secondary Non Through Roads - Condition 4 or higher
- All Secondary Non Through Roads subject to infrequent maintenance routines
- Fully maintain all bridges on Secondary Non Through Roads - Condition 3 or higher

## Large Residential Roads - Rural

### Category LR

- Does function as a Large Residential Road
- May have linkage to one or more Secondary Non Through Roads
- Predominately serves more than one property access
- Links one or more properties with a higher categorised road
- Has an average daily traffic count of less than eighty (80) vehicles per day
- Has an overall road formation width of eleven (11) metres
- Has a maximum road pavement width of six (6) metres

**Class 14 – Bitumen Sealed** (See attached diagram – Category LR – Class 14 – Sealed)

**Class 15 – Unsealed** (See attached diagram – Category LR – Class 15 – Gravel)

**Class 16– Natural** (See attached diagram – Category LR – Class 16 – Natural)

### Aims / Objectives

- Fully maintain all Large Residential Roads - Condition 3 or higher
- Fully maintain all bridges on Large Residential Roads - Condition 3 or higher

# Urban Local Roads

Urban local roads are defined as those roads within the built up areas of Gilgandra, Armatree and Tooraweenah. They normally have urban characteristics such as footways and kerb and gutter. The urban roads consist of all urban roads within Gilgandra, Armatree and Tooraweenah that are not declared as State or Federal Highways (referred to in this document as Major Arterial Roads).

Urban local roads may be sealed, unsealed or natural.

The sealed sections of roads have usually a spray bitumen seal / various sized aggregate surface that has a design life of 8 to 10 years.

The unsealed component usually consists of an imported gravel surface or a natural gravel surface depending on the nature of the surrounding lands and topography.

The majority of urban roads are typically fitted with kerb and gutter. Urban roads include rear service lanes. These service lanes are normally of a natural surface only.

Urban local roads have been split into five (5) categories as follows:

Road Category	Total Lengths	Sealed Roads	Gravelled Roads	Natural Surface Roads
RS - Regionally Significant Roads	7.63	7.63	0.00	0.00
PT - Primary Through Roads	4.27	4.27	0.00	0.00
ST - Secondary Through Roads	24.88	23.30	0.97	0.61
PN - Primary Non Through Roads	4.98	4.98	0.00	0.00
RL - Rear Lanes	35.00	0.00	0.00	35.00
<b>Length Rural Local Roads (km)</b>	<b>76.76</b>	<b>40.18</b>	<b>0.97</b>	<b>35.61</b>

## Definitions

### Regionally Significant Roads - Urban

#### Category RS

- Supplements the Arterial Road network.
- Is recognised as a Regionally Significant Road by this Council as well as outside road authorities and users
- Is subject to various avenues of funding – state, local and other development contributions
- Is used by an extensive number of non-local vehicles of all classes – light and heavy
- Overall road formation and pavement widths will vary depending on the location and purpose of the segment
- Where applicable, has a bitumen seal width complying with the overall pavement width - outside edge of gutter to outside edge of gutter
- Links or is part of a linkage with other Regionally Significant Roads or higher categorised roads
- Is a recognised primary route to a regional domestic city or township

#### Class 1 – Bitumen Sealed

(See attached diagram – Category U – Classes 1 – 6 and 8 – 13 Sealed)

#### Class 2 – Unsealed

#### Aims / Objectives

1. Fully maintain all Regionally Significant Roads - Condition 2 or higher
2. In stages renew all segments recognised as not being In Condition 2 or higher
3. Fully maintain all bridges on Regionally Significant Roads - Condition 2 or higher

## Primary Through Roads - Urban

### Category PT

- Does function as a primary through road
- Links or is part of a linkage with other regionally significant roads or higher categorised roads
- Is a recognised as being used by a number of local and regional heavy vehicles
- Links a number of other category of roads with a higher a categorised road
- Overall road formation and pavement widths will vary depending on the location and purpose of the segment
- Where applicable, has a bitumen seal width complying with the overall pavement width - outside edge of gutter to outside edge of gutter

**Class 3 – Bitumen Sealed**                      **(See attached diagram – Category U – Classes 1 – 6 and 8 – 13 Sealed)**

**Class 4 – Unsealed**

### Aims / Objectives

- Fully maintain all Primary Through Roads - Condition 3 or higher
- In stages renew all segments recognised as not being in Condition 3 or higher
- Fully maintain all bridges on Primary Through Roads - Condition 3 or higher



## Secondary Through Roads - Urban

### Category ST

- Does function as a Through Road,
- Links or is part of a linkage with one or more Primary Through Roads
- Is a recognised as being used by a number of local heavy vehicles
- Links a number of other category of roads with a higher a categorised road
- Overall road formation and pavement width will vary depending on the location and purpose of the segment
- Where applicable, has a bitumen seal width complying with the overall pavement width - outside edge of gutter to outside edge of gutter

**Class 5 – Bitumen Sealed** (See attached diagram – Category U – Classes 1 – 6 and 8 – 13 Sealed)

**Class 6 – Unsealed**

**Class 7 – Natural** (See attached diagram – Category U – Class 7 Natural)

### Aims / Objectives

- Fully Maintain all Secondary Through Roads - Condition 3 or higher
- In stages renew all segments recognised as not being in Condition 3 or higher
- Fully maintain all bridges on Secondary Through Roads - Condition 3 or higher

## Primary Non Through Roads - Urban

### Category PN

- Does function as a Non Through Road
- May have linkage to one or more Secondary Non Through Roads
- Predominately serves more than one property access
- Links one or more properties with a higher categorised road
- Has an average daily traffic count of less than eighty (80) vehicles per day
- Overall road formation width and pavement width will vary depending on the location and purpose of the segment
- Where applicable, has a bitumen seal width complying with the overall pavement width - outside edge of gutter to outside edge of gutter

**Class 8 – Bitumen Sealed**

**(See attached diagram – Category U – Classes 1 – 6 and 8 – 13 Sealed)**

**Class 9 – Unsealed**

**Class 10 – Natural**

### Aims / Objectives

- Fully maintain all Primary Non Through Roads - Condition 3 or higher
- Fully maintain all bridges on Primary Non Through Roads - Condition 3 or higher

## Rear Lanes - Urban

### Category RL

- Branches from any other categories of road,
- Predominately serves numerous property rear accesses only,
- Generally does not provide for heavy vehicles,
- Has an average daily traffic count of less than twenty (20) vehicles per day,
- Does not include any normal road formation and pavement,
- Is subject to very minor maintenance levels only.
- May on in-frequent occasions be subjected to vegetation control,
- May on in-frequent occasions have large pot-holes that are accessed as being dangerous filled with clean fill,
- Is not subjected to any gravel sheeting with any imported road material,

### Class 7 - Natural

#### Aims / Objectives

- Apply very minor maintenance levels only

# Conclusion

This *Local Roads Hierarchy Plan* has been developed using road asset data collected and documented from 2010 onwards. Traffic counts will be continually used to monitor the actual traffic flow. If traffic flow rates vary than consideration will be given to a review of each roads allocated category.

The ability to maintain all roads to the standard detailed in the *Local Roads Hierarchy Plan* is going to depend greatly on the ability of Council to issue appropriate levels of funding in future annual budgets. The task and monies required to renew the road assets as their end of life approaches is also a major contributing factor in being able to maintain the roads within the conditions stated in this document.

## Attachments

- Attachment No. A . Local Road Pavement Condition Inspection Schedule**
- Attachment No. B List Of Local Rural Roads And Their Appointed Category**
- Attachment No. C List Of Local Urban Roads And Their Appointed Category**
- Attachment No. D Local Roads Drawings**

## References

**International Infrastructure Management Manual Version 4.0, 2011**

# ATTACHMENT A

## LOCAL ROAD WORKS PROGRAM AND SAFETY / DEFECT INSPECTION SCHEDULE LEVEL OF SERVICE AS AT 14 JUNE 2013

<b>Category Abbreviation</b>	<b>Road Category</b>	<b>Asset Type</b>	<b>Inspection Interval</b>
RS	Regionally Significant Road	Rural Road	Monthly
PT	Primary Through Road	Rural Road	Monthly
ST	Secondary Through Road	Rural Road	Three Monthly
PN	Primary Non-Through Road	Rural Road	Three Monthly
SN	Secondary Non-Through Road	Rural Road	Six Monthly
LR	Large Residential Road	Rural Road	Monthly
	Rural Local Road Bridges	Concrete	Twelve Monthly
	Rural Local Road Bridges	Timber	Twelve Monthly

## ATTACHMENT A Cont.

### Urban Local Roads

Category Abbreviation	Road Category	Asset Type	Inspection Interval
RS	Regionally Significant Road	Urban Road	Monthly
PT	Primary Through Road	Urban Road	Monthly
ST	Secondary Through Road	Urban Road	Three Monthly
PN	Primary Non Through Road	Urban Road	Three Monthly
RL	Rear Lanes	Urban Road	No Regular Inspections
ULR	Footpaths	Concrete	Annually
ULR	Footpaths	Bitumen/Asphalt	Annually
ULR	Footpaths	Grass	Annually
ULR	Footpaths	Natural	Annually
ULR	Kerb & Gutter	Concrete	Annually

## Rural Local Roads

### REGIONALLY SIGNIFICANT ROADS - RURAL

<b>Road No.</b>	<b>Regionally Significant Roads</b>	<b>Total Length (km)</b>	<b>Sealed (km)</b>	<b>Gravelled (km)</b>	<b>Bridges</b>	<b>Timber Bridges</b>
205	RR205 - Tooraweenah to Gumin Rd	28.030	28.030		9	
4053	RR4053 - Gumin to Coonabarabran Rd	23.670	23.670		5	
572	RR572 - Eumungerie to Narromine	7.920	7.920			
401	Box Ridge Rd	3.200	3.200			
321	Collie Bourbah Rd	19.460		19.460		
353	Collie Rd	15.018	15.018		2	
301	Federation Street - Rural	1.310	1.310			
618	Federation St - Urban	1.045	1.045			
212	National Park Rd	52.318	39.882	12.436	4	2
220	Tooraweenah Aerodrome Rd	6.380	6.380			
269	Tooraweenah Rd	34.450	4.617	29.833	3	1
481	Windurong Rd	11.920	1.100	10.820		
480	Yarrandale Rd	30.950	30.950			
<b>Total Rural Local Regionally Significant Roads</b>		<b>235.671</b>	<b>163.122</b>	<b>72.549</b>	<b>23</b>	<b>3</b>
		<b>19%</b>	<b>13%</b>	<b>6%</b>		

## PRIMARY THROUGH ROADS - RURAL

<b>Road No.</b>	<b>Primary Through Roads</b>	<b>Total Length (km)</b>	<b>Sealed (km)</b>	<b>Gravelled (km)</b>	<b>Bridges</b>	<b>Timber Bridges</b>
315	Armatree Rd	20.013	11.023	8.990		
363	Balladooran Railway Rd	15.047	1.400	13.647		
230	Bearbung Rd.	31.084	31.084	0.000	<b>7</b>	
366	Bellhaven Rd	3.640		3.640		
311	Berida Bullagreen Rd	26.710	26.710	0.000	<b>1</b>	
306	Berida Rd	14.510	5.440	9.070		
368	Denmire Rd	26.720		26.720		
219	Dooroombah Rd – Newell Hwy to RLR220	8.200		8.200		
201	East Coonamble Rd	35.940	8.930	27.010		
346	Gilmours Rd	21.800	3.500	18.300		
209	Hillside Rd	23.910	6.420	17.490		
332	Leeches Creek Rd – Newell Highway to Gilmours Rd	20.486	20.486		<b>4</b>	
342	Milpulling Rd	26.950	6.430	20.520	<b>3</b>	
351	Mawbeys Rd	7.620		7.620		
<b>Total Primary Through Roads</b>		<b>275.01</b>	<b>121.423</b>	<b>153.587</b>	<b>15</b>	<b>0</b>
		<b>21%</b>	<b>9%</b>	<b>12%</b>		



## SECONDARY THROUGH ROADS - RURAL

Road No.	Secondary Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
234	Appletree Flat Rd	10.640		10.640			
302	Arthursleigh Lane	7.460		7.460			
203	Avondale Rd	8.890	0.450	8.440			
233	Back Creek Rd	14.430		10.950	3.480	<b>1</b>	
344	Baroona Rd	9.810		9.810			
402	Bedford Park Rd	10.870		10.870			
336	Berida Innisfail Rd	15.370		15.370			
249	Biddon Bearbung Rd	12.130		12.130		<b>1</b>	<b>1</b>
236	Bona Vista Rd	6.420		6.420			
207	Bulga Hillside Rd	6.800		6.800			
204	Bulga Rd	8.890		8.890			
314	Bullagreen Bourbah Rd	8.400		8.400			
216	Cadonia Road	6.240		6.240			
206	Curban Biddon Rd	19.620		19.620		<b>2</b>	
219	Doorroombah Rd - RLR220 to RR205	7.050		7.050		<b>3</b>	
359	Ellis Rd	3.720			3.720		
358	Eura Forrest Rd	9.486		9.486			
331	Everton Rd	5.460		5.460			
242	Flora Reserve Rd	14.800	1.000	13.800		<b>2</b>	
238	Grandchester Rd	14.180		14.180			<b>1</b>
317	Gular Rail Rd	10.940		10.940			
251	Gundea Rd	22.610		22.610		<b>1</b>	
362	Hilliers Road	5.620		5.620			
211	Hillside Hall Rd	7.100		7.100			
202	Juggah Lane	4.890		4.890			
304	Kamber Siding Rd	8.500		8.500			
343	Kickabil Rd	20.080		20.080		<b>2</b>	
332	Leeches Creek Rd Gilmours Rd to Yungundi Rd	10.100		10.100		<b>1</b>	
349	Link Rd	8.760			8.760		
305	McLures Lane	11.620		11.620			

<b>Road No.</b>	<b>Secondary Through Roads</b>	<b>Total Length (km)</b>	<b>Sealed (km)</b>	<b>Gravelled (km)</b>	<b>Natural On-Site Material (km)</b>	<b>Bridges</b>	<b>Timber Bridges</b>
414	Memsie Rd	4.470		4.470			
367	Mudfords Rd	9.540		9.540			
350	Old Mill Rd	20.990	1.700	19.290			
254	Pibbon Rd	6.450		6.450		<b>1</b>	<b>1</b>
228	Quealeys Rd	2.400	0.150	2.250			
253	Rosehill Pibbon Rd	7.770		7.770			
404	Seven Mile Lane	17.980		17.980			
325	Simmons Rd	7.680			7.680		
381	Sunshine Rd	1.20	0.20		1.00		
405	Tonderburine Rd	8.900	8.900	0.000			
333	Townsend's Lane	8.090		8.090			
231	Ulungra Springs Rd	28.070	0.120	27.950			<b>1</b>
364	West Mialla Rd	16.216		16.216			
217	Youlbung Rd	12.890		12.890			
348	Yungundi Rd,	8.470		8.470			
210	Zells Rd.	4.190		4.190			
<b>Total Secondary Through Roads</b>		<b>483.812</b>	<b>12.52</b>	<b>446.652</b>	<b>24.64</b>	<b>15</b>	<b>4</b>
		<b>39%</b>	<b>1%</b>	<b>36%</b>	<b>2%</b>		

## PRIMARY NON THROUGH ROADS - RURAL

<b>Road No.</b>	<b>Primary Non Through Roads</b>	<b>Total Length (km)</b>	<b>Sealed (km)</b>	<b>Gravelled (km)</b>	<b>Natural On-Site Material (km)</b>	<b>Bridges</b>	<b>Timber Bridges</b>
221	Aldersons Rd,	6.950			6.950		
221	Andersons Access Rd	6.950			6.950		
339	Ashgrove Rd	7.670			7.670		
245	Biddon Forest Rd	5.490			5.490		
240	Breelong Balladoran Rd	11.010			11.010		<b>1</b>
250	Dilly Rd	5.360			5.360		
345	Drillwarrina Rd	8.050			8.050		
265	Fishers Access Rd	1.730			1.730		
307	Forans Rd	5.010			5.010		
246	Gundy Creek Rd	14.790		14.790			
369	Happy Valley Rd	4.490			4.490		
407	Mount Terrace Rd	7.820			7.820		
318	Myall Plains Rd	5.710			5.710		
258	Nalders Rd	3.800			3.800		
335	Nancarrows Rd	6.020			6.020		
227	Nelsons Rd	4.230			4.230		
264	O'Connors Rd	2.240		2.240			
324	Rankmore Rd	2.430			2.430		
223	Rohrs Access Rd	0.700			0.700		
303	Springvale Rd	4.270			4.270		
312	Stokes Rd	6.530		2.000	4.530		
323	Tacklebang Rd	5.040			5.040		
330	Thompsons Rd	5.230		2.600	2.630		
334	Wakes Lane	3.780			3.780		
229	Whites Rd	1.000		1.000			
341	Wycott Rd	4.190			4.190		
308	Wyuna Rd	5.000			5.000		
222	Yootha Rd	4.540			4.540		
<b>Total Primary Non Through Roads</b>		<b>150.03</b>	<b>0</b>	<b>22.63</b>	<b>127.4</b>	<b>0</b>	<b>1</b>

Road No.	Primary Non Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
		12%	0%	2%	10%		

## SECONDARY NON THROUGH ROADS - RURAL

Road No.	Secondary Non Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
371	Alchins Rd	1.120			1.120		
416	Andrews Access Rd	0.000					
255	Annaville Rd	2.280			2.280		
413	Back Memsie Rd	2.600			2.600		
340	Bairstows Lane	11.280			11.280	<b>1</b>	
310	Bardens Rd	2.640			2.640		
252	Barrs Rd	1.770			1.770		
248	Beames Rd.	3.020			3.020		
365	Bellingers Rd	2.220	0.300		1.920		
244	Biralbung Rd	4.000			4.000		
256	Bringle Creek Rd	2.300			2.300		
213	Brooks Rd	2.830			2.830		
376	Browns Access Rd	3.030			3.030		
326	Bundah Rd	0.490			0.490		
373	Burrells Rd	1.640			1.640		
356	Coboco Hall Rd	0.490			0.490		
380	Collina Rd	1.32			1.32		
274	Collins Rd	0.500			0.500		
257	Comerfords Rd	1.510			1.510		
267	Coralie Rd	0.40			0.40		
361	Craigs Lane	1.260			1.260		
273	Creenaunes Lane	7.790			7.790		
408	Doorroombah Access Rd	2.350			2.350		
262	Ellimatta Rd	1.410			1.410		
214	Fergusons Rd	1.160			1.160		
265	Fishers Access Rd	1.730			1.730		
354	Fishers Rd	1.330			1.330		
313	Forans Access Rd	0.370			0.370		
263	Gaffs Rd	1.410			1.410		
239	Gilmours Access Rd	3.760			3.760		

Road No.	Secondary Non Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
403	Gorrie Rd	1.500			1.500		
237	Gydenboyne Rd	3.340			3.340		
235	Hannahs Rd	1.050			1.050		
215	Hodges Rd - North	1.480			1.480		
215	Hodges Rd - South	2.500			2.500		
243	Hosegoods Rd	4.940			4.940		
412	Hubbards Rd	3.890			3.890		
372	Inglewood Rd	0.500			0.500		
247	Jenkins Rd	4.000			4.000		
410	Karoola Rd	1.180			1.180		
	Kellys Rd	0.000					
320	Kosters Rd	2.420			2.420		
338	Lewis Rd	1.970			1.970		
360	Longs Rd	1.100			1.100		
352	Mawbeys Access Rd	1.40			1.40		
370	McAllisters Rd	0.630			0.630		1
322	Merrigal Rd	1.000			1.000		
208	Milgates Rd	2.090			2.090	1	
266	Muirs Rd	0.200			0.200		
241	Mulligans Rd	1.990			1.990		
259	Nalders Access Rd	2.740			2.740		
347	One Man Lane	0.710			0.710		
337	Ostlers Rd	1.450			1.450		
316	Prouts Rd	0.610			0.610		
224	Racecourse Rd	0.847	0.847		0.000		
261	Roaches Access Rd	1.520			1.520		
355	Roberts Rd	0.780			0.780		
319	Rossmuir Rd	1.100			1.100		
225	Spearpoints Rd	0.670			0.670		
411	Tarrlea Rd	2.500			2.500		
409	The Glen Rd	0.230			0.230		
406	Top Walga Rd	2.820			2.820		

<b>Road No.</b>	<b>Secondary Non Through Roads</b>	<b>Total Length (km)</b>	<b>Sealed (km)</b>	<b>Gravelled (km)</b>	<b>Natural On-Site Material (km)</b>	<b>Bridges</b>	<b>Timber Bridges</b>
260	Tuglands Cottage Rd	1.150			1.150		
278	Yarran Camp Rd.	0.830			0.830		
268	Youngs Access Rd	1.150			1.150		
229	Whites Rd	1.000		0.000	1.00		
<b>Total Secondary Non Through Roads</b>		<b>125.297</b>	<b>1.147</b>	<b>0</b>	<b>123.15</b>	<b>1</b>	<b>1</b>
		<b>8%</b>	<b>0</b>	<b>0</b>	<b>8%</b>		

## **LARGE RESIDENTIAL ROADS - RURAL**

<b>Road No.</b>	<b>Secondary Non Through Roads</b>	<b>Total Length (km)</b>	<b>Sealed (km)</b>	<b>Gravelled (km)</b>	<b>Natural On-Site Material (km)</b>	<b>Bridges</b>	<b>Timber Bridges</b>
328	Brownwood Drive	2.000			2.000		
	Barneys Lane	0.52		0.52			
272	Godber Drive	0.330	0.330		0.000		
271	Holland Close	0.256			0.256		
357	Mahers Hill Rd	8.410	2.450	5.960			
270	McLeans Drive	0.485	0.485				
327	Middleton Memorial Drive	0.770			0.770		
218	Quealeys Lane	0.900	0.900				
	River Edge Rd	1.00			1.00		
226	Riverview Rd	0.700	0.210		0.490		
	Walker Drive North	0.44		0.44			
	Walker Drive South	0.46		0.46			
<b>Total Large Residential Roads</b>		<b>16.271</b>	<b>4.375</b>	<b>7.38</b>	<b>4.516</b>		
		<b>0.43%</b>	<b>0.20%</b>	<b>0.12%</b>	<b>0.11%</b>		



## Urban Local Roads

### REGIONALLY SIGNIFICANT ROADS - URBAN

Road No.	Regionally Significant Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Bridges	Timber Bridges
	<b>Gilgandra</b>					
648	Regional Rd No.7526 - Hargraves Lane	1.651	1.651			
623	Castlereagh Street – Shoulders, Verges, Kerb & Gutter and Footpaths.	0.779	0.779			
618	Federation Street-Urban	1.045	1.045			
607	Lower Miller Street - Shoulders, Verges, Kerb & Gutter and Footpaths.	1.058	1.058			
628	Miller Street - Shoulders, Verges, Kerb & Gutter and Footpaths.	0.834	0.834			
642	Warren Rd - Shoulders, Verges, Kerb & Gutter and Footpaths.	1.352	1.352			
	<b>Tooraweenah</b>					
696	Bridge Street (Regional Road No.205)	0.400	0.400			
<b>Total Regionally Significant Roads</b>		<b>7.32</b>	<b>7.32</b>		<b>0</b>	<b>0</b>
		<b>10%</b>	<b>10%</b>	<b>0%</b>		

## PRIMARY THROUGH ROADS - URBAN

Road No.	Primary Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Bridges	Timber Bridges
	<b>Gilgandra</b>					
608	Chelmsford Ave	1.670	1.670			
611	Court Street	0.803	0.803			
629	Morris street	0.511	0.511			
634	Railway Street	1.284	1.284			
641	Wamboin Street	1.741	1.741			
	<b>Armatree</b>					
680	Merrigal Street	0.310	0.310			
	<b>Total Primary Through Roads</b>	<b>6.32</b>	<b>6.32</b>	<b>0.00</b>	<b>0</b>	<b>0</b>
		<b>8%</b>	<b>8%</b>	<b>0%</b>		

## SECONDARY THROUGH ROADS - URBAN

Road No.	Secondary Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
	<b>Gilgandra</b>						
659	Bencubbin Street	0.056	0.056				
603	Bobarah Street	0.134	0.134				
602	Bobs Street	0.454	0.454				
604	Bridge Street	0.200	0.200				
605	Bundy Street	0.368	0.368				
647	Butler Drive	0.948	0.948				
637	Byrne Avenue	0.743	0.743				
672	Castlereagh Service Road	0.310	0.310				
609	Clark Street	0.250	0.250				
610	Comeback street	0.253	0.253				
613	Dudley Street	0.333	0.333				
614	Eiraben Street	0.916	0.916				
615	Elizabeth Street	0.318	0.318				
616	Eura Street	0.129	0.129				
660	Eureka Street	0.056	0.056				
617	Farrar Street	0.841	0.841				
619	Gumble Street	0.216	0.216				
620	Hall Street	0.256	0.256				
650	Howard Place	0.201	0.201				
622	Iris street	0.496	0.496				
624	Lower Castlereagh Street	0.500		0.500			
656	Lower Miller Street	0.733	0.733				
625	Mavis Street	0.109		0.109			
626	Merri Street	0.324	0.324				
627	Milda Street	0.152	0.152				
630	Mullion Street	0.428	0.428				
631	Myrtle Street	1.342	1.342				
657	Naden Drive	0.500	0.500				

Road No.	Secondary Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
632	Noreen street	0.905	0.905				
633	Pearl Street	0.305	0.305				
667	Pines Drive	1.055	1.055				
635	Rawson Street	0.712	0.172				
636	Raymond Street	0.338	0.338				
673	School Access Road	0.133	0.133				
638	Station Street	0.500	0.500				
639	Strickland Street	0.333	0.333				
655	Sword Street	0.107	0.107				
640	Vera Street	0.200	0.200				
654	Warren Service Road	0.438	0.438				
643	Warrie Street	0.552	0.522				
644	Waughan Street	0.748	0.748				
645	Willie Street	0.259	0.259				
646	Wrigley Street	1.450	1.450				
	<b>Armatree</b>						
682	Armatree street	0.000					
681	Cambara Street	0.250	0.250				
683	Myall street	0.220		0.220			
686	Yarran Street	0.250		0.250			
684	Pine street	0.210	0.210				
685	Wilga Street	0.290	0.290				
	<b>Tooraweenah</b>						
690	Aimee street	0.431	0.431				
691	Brennan Street	0.329	0.329				
692	Corlis Street	0.386	0.386				
697	Denham Street	0.249	0.249				
693	Garling Street	0.304	0.304				
694	Murray Street	0.768	0.768				
698	Manusu street	0.085	0.085				

<b>Road No.</b>	<b>Secondary Through Roads</b>	<b>Total Length (km)</b>	<b>Sealed (km)</b>	<b>Gravelled (km)</b>	<b>Natural On-Site Material (km)</b>	<b>Bridges</b>	<b>Timber Bridges</b>
695	Newton Street	0.434	0.434				
<b>Total Secondary Through Roads</b>		<b>23.13</b>	<b>21.56</b>	<b>0.97</b>	<b>0.61</b>	<b>0</b>	<b>0</b>
		<b>30%</b>	<b>28%</b>	<b>1%</b>	<b>1%</b>		

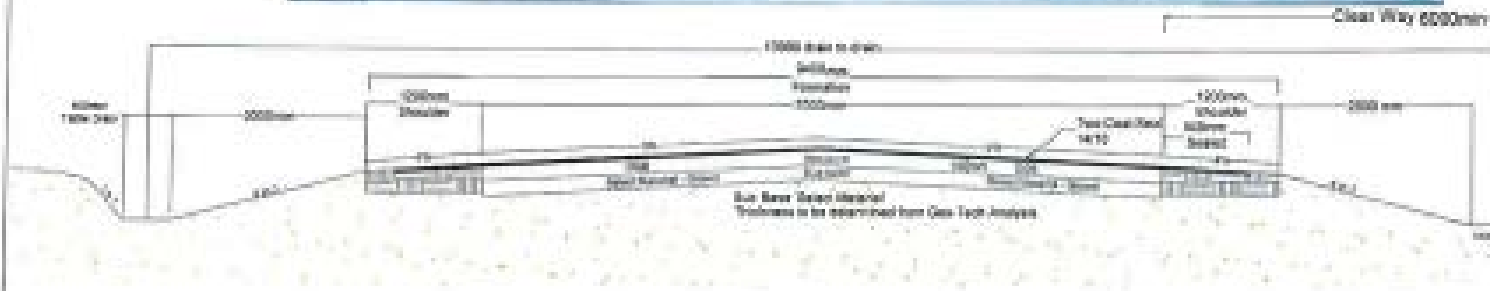
## PRIMARY NON THROUGH ROADS - URBAN

Road No.	Primary Non Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
661	Aralee Road	0.140	0.140				
662	Banksia Place	0.940	0.940				
601	Barden Street	0.417	0.417				
675	Bensley Close	0.000					
606	Carlinda Street	0.114	0.114				
674	Christie Drive	0.129	0.129				
658	Collison Drive	0.331	0.331				
663	Cooe Drive	0.376	0.376				
612	Deri Street	0.426	0.426				
664	Grevillea Place	0.049	0.049				
649	Hitchen Close	0.095	0.095				
621	Hunter Avenue	0.850	0.850				
651	Marshall Street	0.262	0.262				
665	McCarthy Street	0.209	0.209				
653	Stockings Crescent	0.328	0.328				
668	Timbara Court	0.100	0.100				
669	Townsend Drive	0.145	0.145				
670	Wattle Street	0.065	0.065				
<b>Total Primary Non Through roads</b>		<b>4.98</b>	<b>4.98</b>	<b>0.00</b>	<b>0.00</b>	<b>0</b>	<b>0</b>
		<b>6%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>		

## REAR LANES - URBAN

Road No.	Secondary Non Through Roads	Total Length (km)	Sealed (km)	Gravelled (km)	Natural On-Site Material (km)	Bridges	Timber Bridges
	<b>Gilandra</b>						
	Unsealed Rear Lanes	35.000			35.000		
<b>Total Rear Lanes - Urban</b>		<b>35.00</b>	<b>0</b>		<b>35.00</b>		
		<b>46%</b>	<b>0</b>	<b>0</b>	<b>46%</b>		

Category RS - Class 1 - Sealed



Gilgandra Shire Council

*Gilgandra Shire Council*

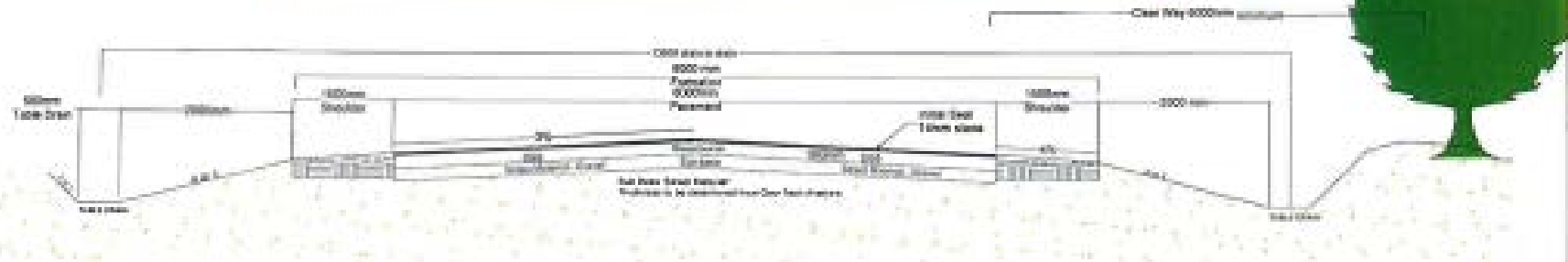
*Regionally Significant Roads*

Drawing R1

Date = 20.12.12  
*Works and Technical Services*



Category PT - Class 3 - Sealed



Gilgandra Shire Council

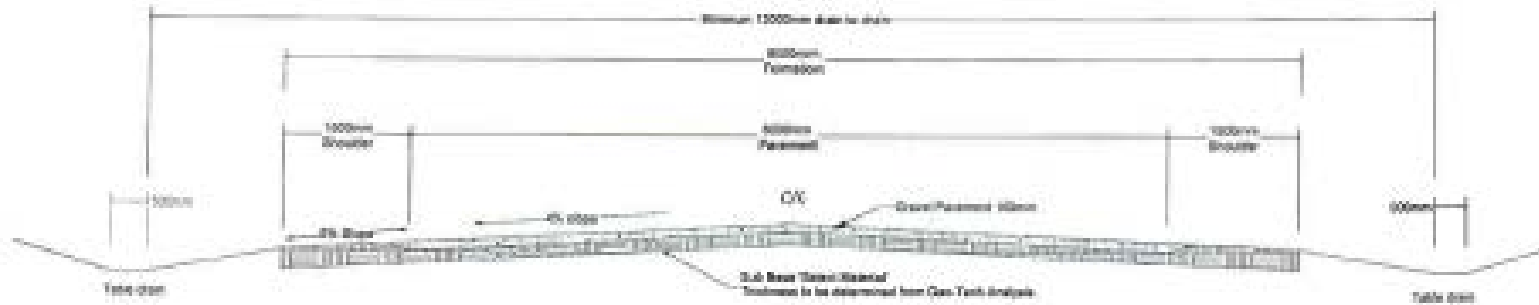
Primary Through Road "Sealed"

Drawing P03

Date = 20.12.12

Works and Technical Services

Category PT - Class 4 - Gravel



*Gilgandra Shire Council*

*Primary Through Road Gravel*

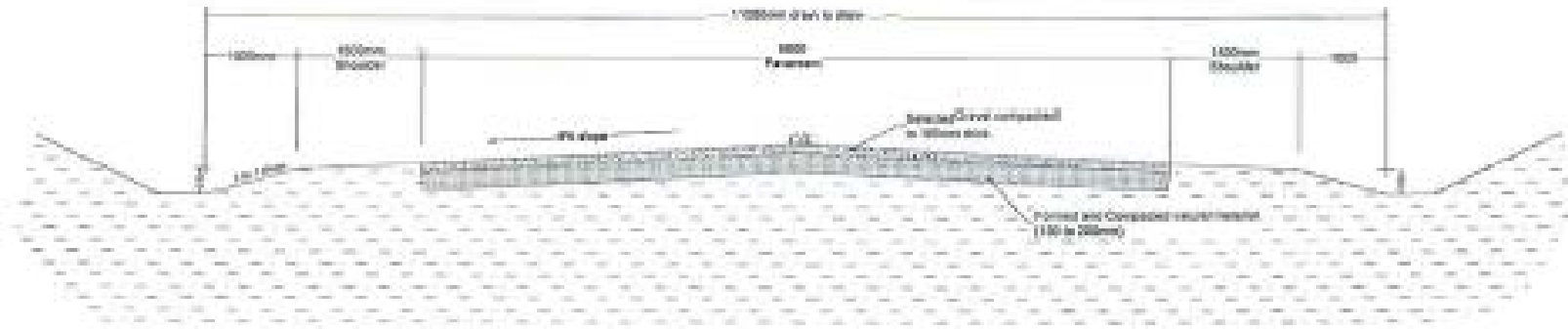
Drawing RA

Date = 20.12.12

*Works and Technical Services*



Category ST - Class 6 - Graveled



Typical cross-section of a gravelled rural road.  
V type side drains, 1.5m shoulders.

*Gilgandra Shire Council*

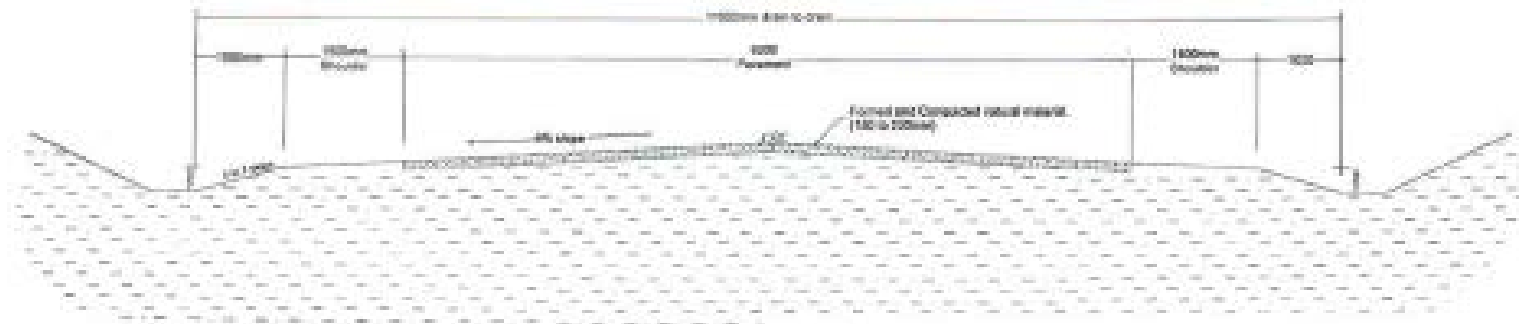
*Secondary Through Road "Gravelled Surface"*

Drawing RB

Date = 20.12.12

*Work and Technical Services*

Category ST - Class 7 - Natural



Typical cross-section of a rural road,  
V type table drains, 1.5m wide shoulders

*Gilgandra Shire Council*

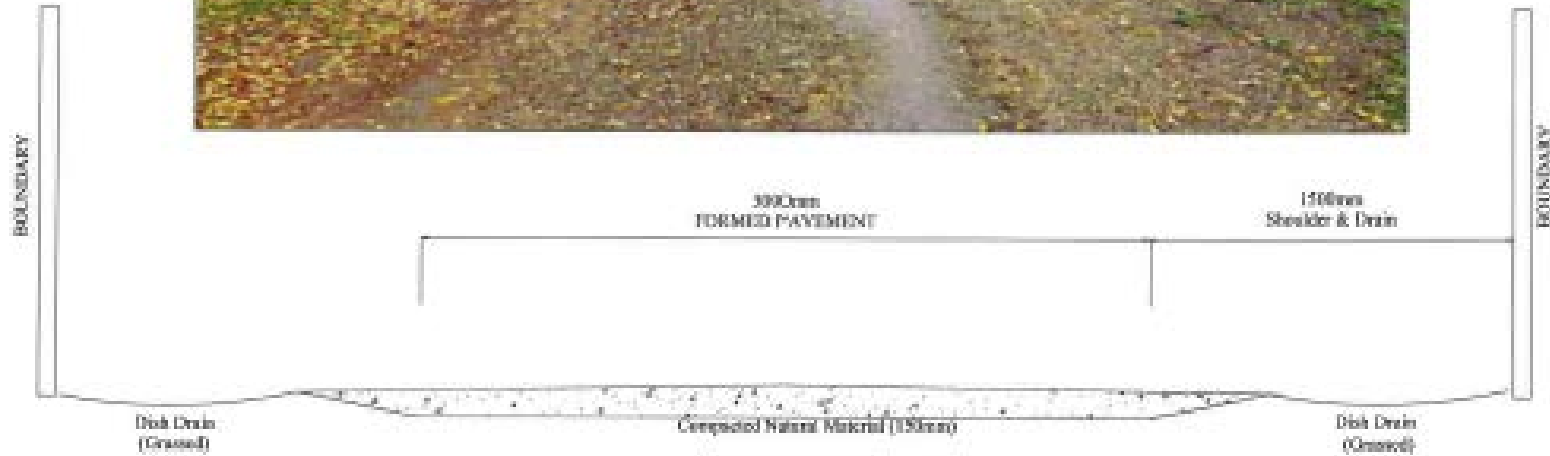
*Secondary Through Road 'Natural Surface'*

Drawing RT

Date = 20.12.12

*Works and Technical Services*

Category RL - Class 7 - Natural



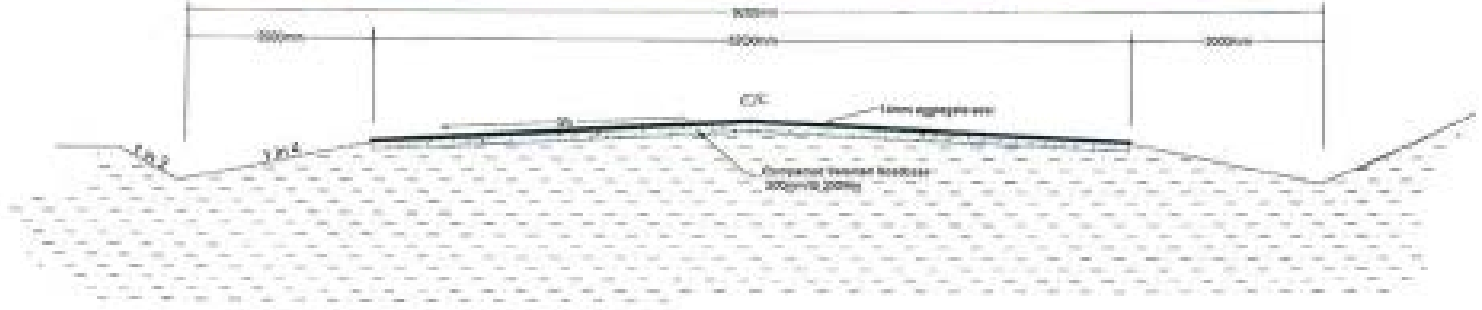
*Gilgandra Shire Council*

*Rear Lane Urban*

Drawing U2

Date 28/06/2013

Category PN - Class B - Sealed



*Gilgandra Shire Council*

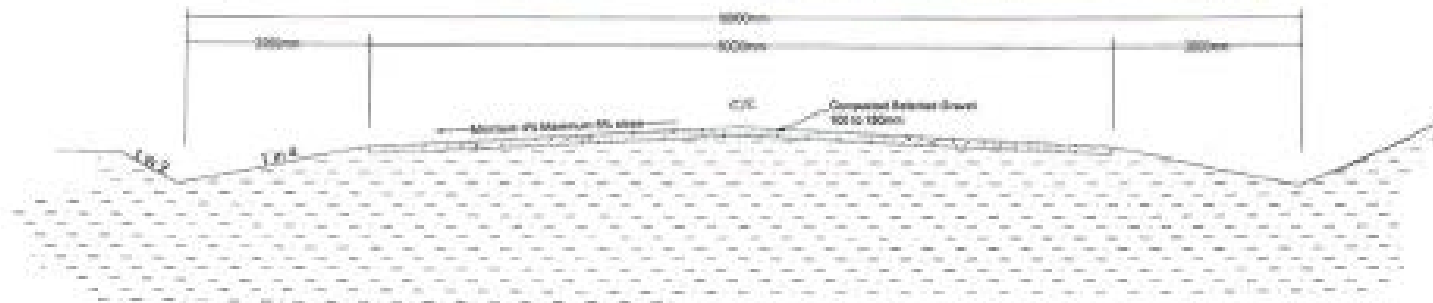
*Primary Non Through Road "Sealed"*

Drawing RB

Date = 20.12.12

*Works and Technical Services.*

Category PN - Class 9 - Gravel



*Gilgandra Shire Council*

*Primary Non Through Road 'Gravel'*

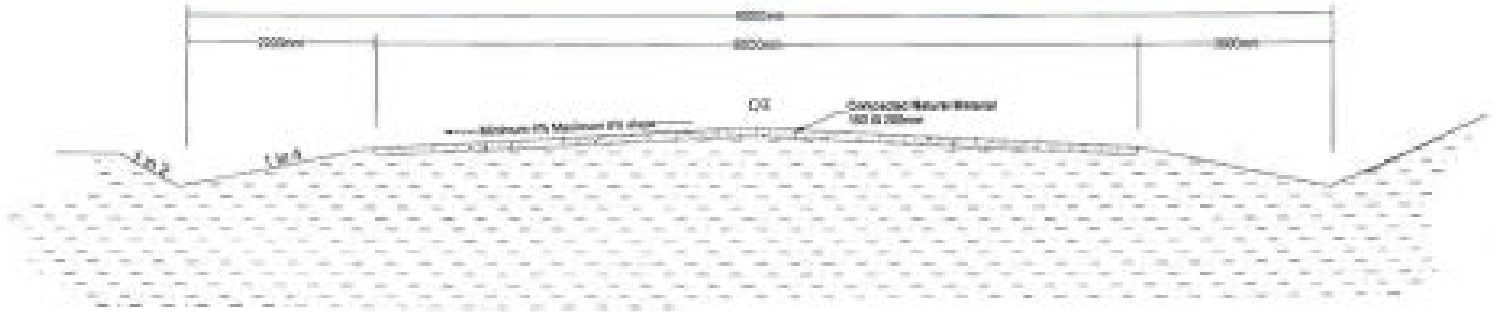
Drawing No

Date = 20.12.22

*Works and Technical Services.*



Category PN - Class 10 - Natural



*Gilgandra Shire Council*

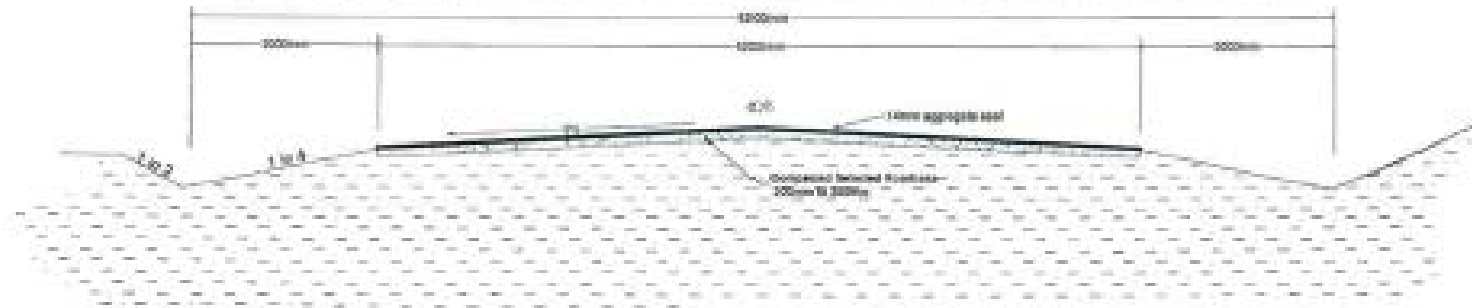
*Primary Non Through Road "Natural"*

Drawing R10

Date = 20.12.12

*Works and Technical Services*

Category SN - Class 11 - Sealed



*Gilgandra Shire Council*

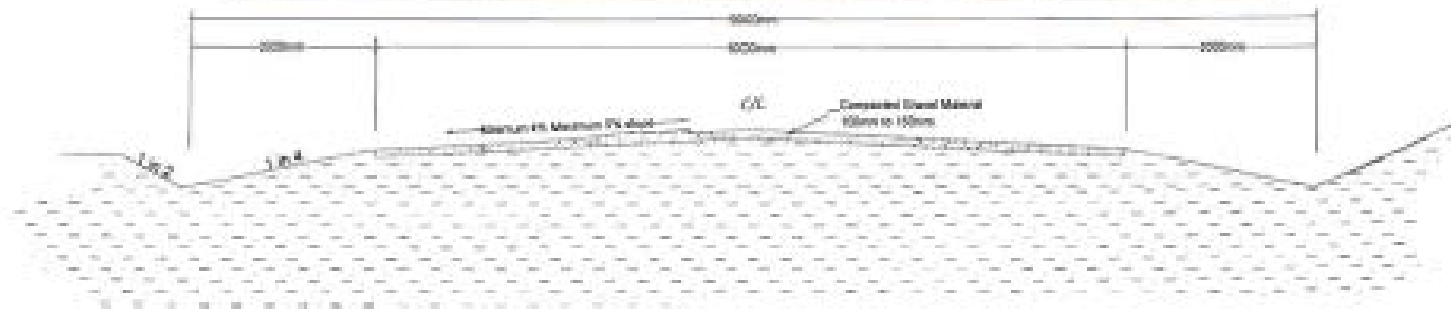
*Secondary Non Through Road "Sealed"*

Drawing R11

Date = 20.12.12

*Works and Technical Services*

Category SN - Class 12 - Gravel



Gilgandra Shire Council

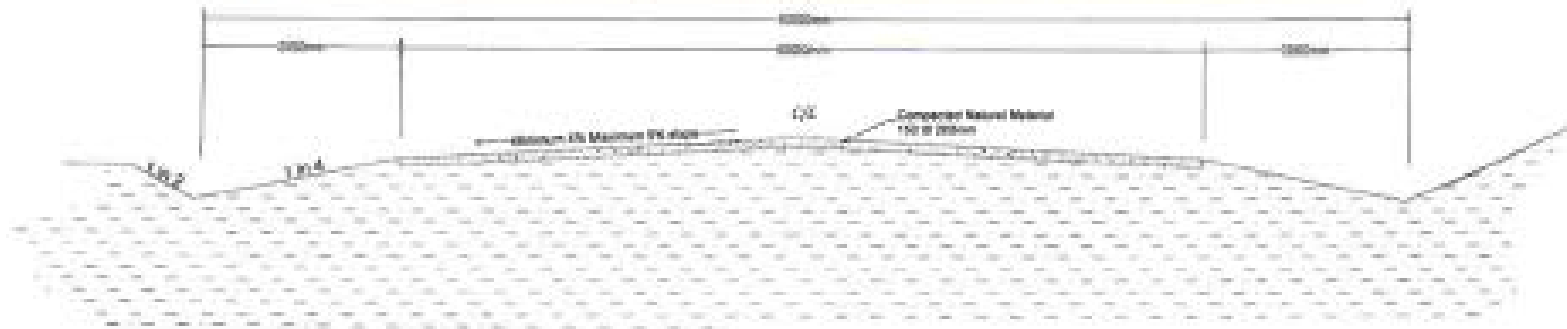
Secondary Non Through Road 'Gravel'

Drawing R12

Date = 20.12.17

Works and Technical Services

Category SN - Class 13 - Natural



*Gulgandra Shire Council*

*Secondary Non Through Road "Natural"*

Drawing Pct3

Date = 20.12.12

*Works and Technical Services*

Category L3 - Class 14 - Scaled



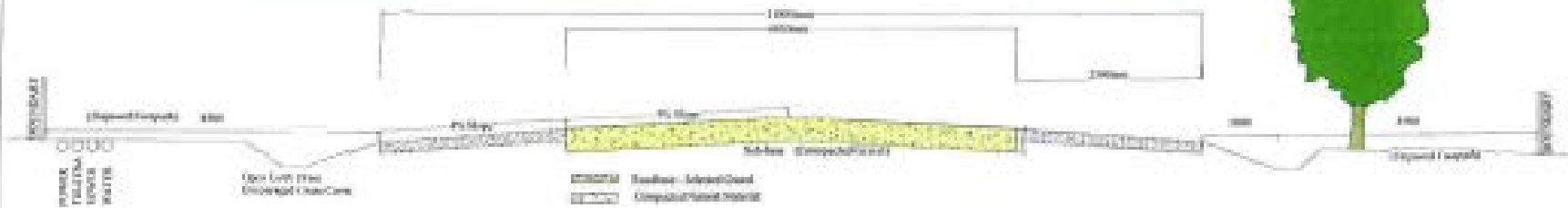
*Myponga Shire Council*

*Large Residential Roads*

Drawing R14

Date 26/06/2013

Category LR - Class 15 - Unsealed



*Alexander Shire Council*

*Range Residential Unsealed*

Drawing R.15

Date 26/06/2013

Category LB - Class 16 - Natural



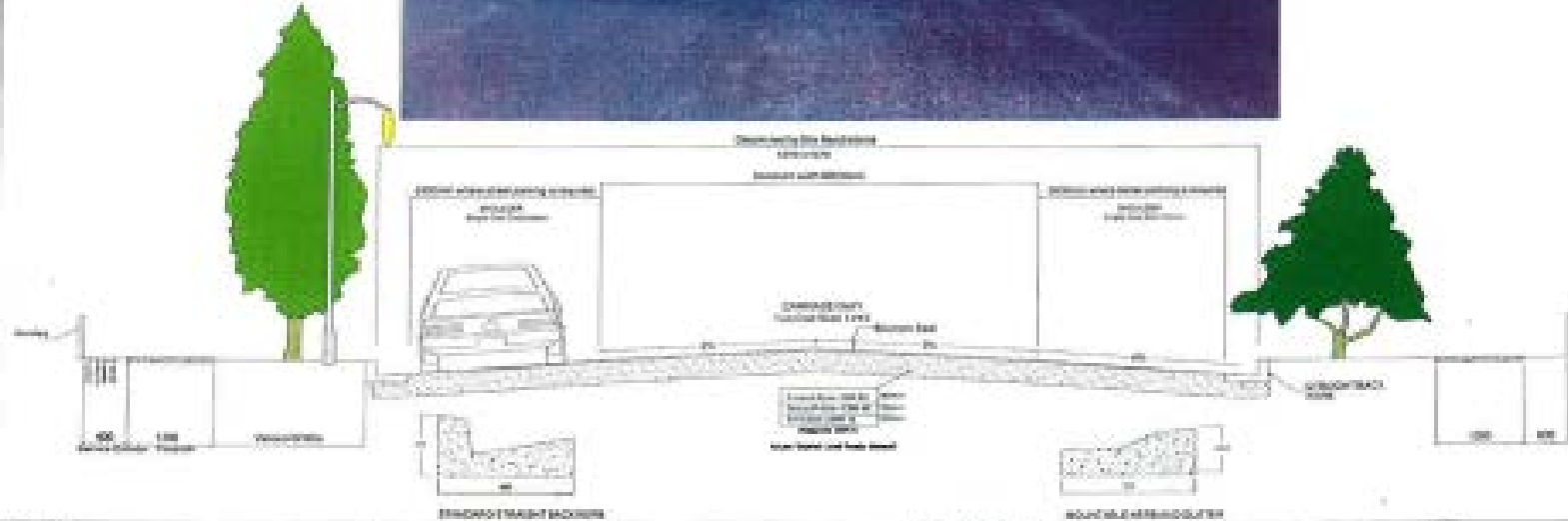
*Gloucester Water Council*

*Large Residential Natural*

Drawing R16

Date 26/06/2013

Category U1 - Class 1 to 6 & 8 to 13 - Urban



GILGANDRA SHIRE COUNCIL

Typical Urban Street Cross Section with service points.

Drawing No. U1