Road Asset Management Plan

Department of Engineering Services

Tenterfield Shire Council

April 2021

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Introduction

1.1 Scope

Council is the Roads Authority for an extensive network of roads. Most of these roads are public roads as defined by the Roads Act 1993. Within the Shire there are also public and non-public roads and are not maintained by Council, but which provide public access to properties.

This Road Network Management Plan provides guidelines for determining whether a road is included in the Council-maintained road network. If a road meets the eligibility criteria, then it will be classified into the Council-maintained road network and thereafter managed by Council.

It is very important to understand that Council has limited resources. The standards included within this plan are the targeted outcomes for our road network and do not necessarily reflect the existing situation. This plan will assist in establishing a consistent standard and serviceability for a safe road network.

1.2 Objectives of the plan

Within the limit of available resources and in accordance with Council's Policies and adopted priorities, this plan outlines the strategies by which Council aims to provide:

- a reasonable standard of access for local and through traffic in rural, urban and village areas of Tenterfield Shire;
- a consistent and robust methodology for the inclusion/exclusion of roads and streets to be maintained;
- a road network which performs at an adequate functional level of service, consistent with road category and usage;
- a consistent and robust methodology to imposing road improvement charges or works in respect of development activities;
- an asset network that meets service requirements in a sustainably funded budgetary program.

This plan provides Council with:

- a management tool to assist in the compliance with Council's duty of care obligations in the road network;
- strategies to minimise Council's exposure to litigation through a program of affirmative action with regards inspecting, monitoring, assessing and responding to the condition of roads assets.

1.3 Outcomes

It is expected that the Road Network Management Plan will achieve the following outcomes:

- Establish road maintenance strategies which provide maximum serviceable life for each different road class given available resources.
- Effective lobbying of government sources for additional road funding through reliable and accurate data;
- A program to gradually increase the proportion of Council roads positioned within public road reserves;

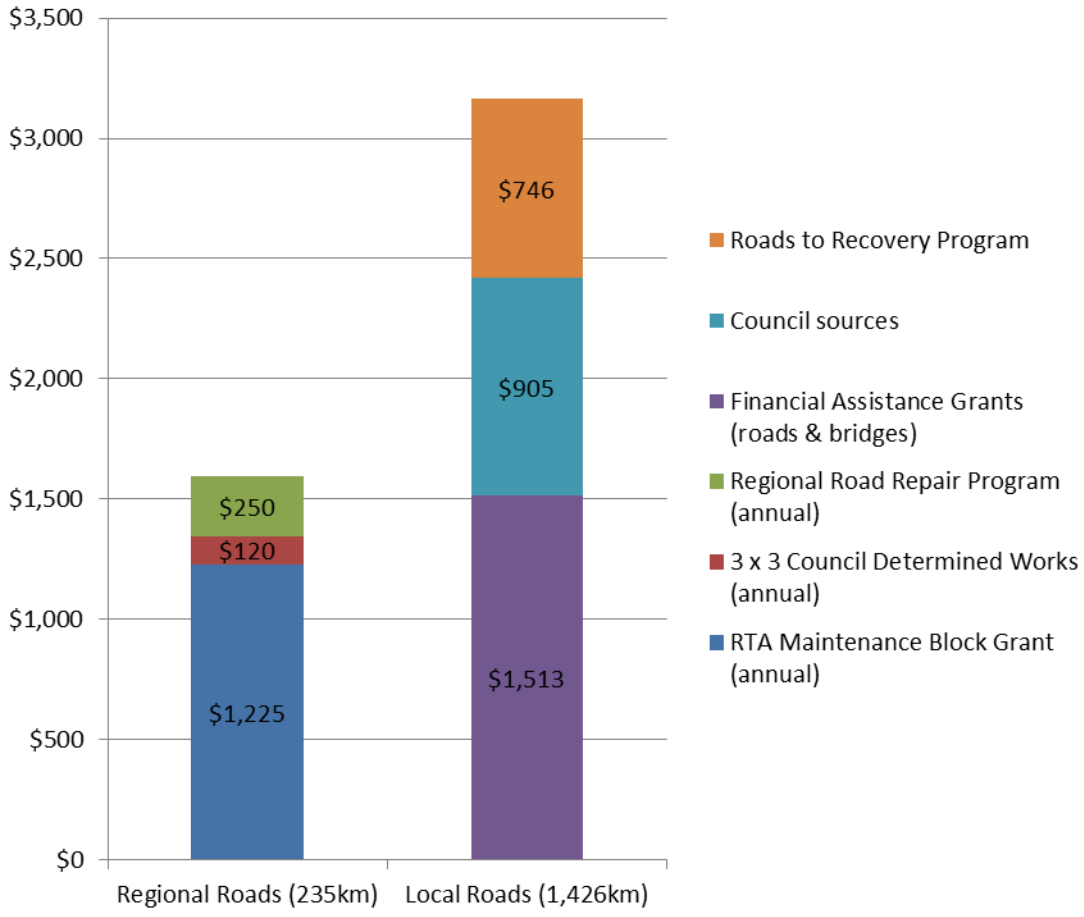
- Delivery of an evidence based roads program for the maintenance, renewal and upgrade based on a skilled stable local workforce supplemented with quality local contractors.

It is intended that this Road Asset Management Plan will be a living document. In order to achieve this, the Road Asset Management Plan should be reviewed at least once per Council term.

1.4 Funding

Council receives funding for road maintenance and construction from many sources. An indication of the typical funding sources can be seen in Figure 0-1.

Figure 0-1 Annual road funding for local and regional roads



Council determines the road program as part of its development of the annual Operations Plan based upon the funding available each year. As a general guide, priority for funding of roadworks will be given to:

1. Maintaining the existing road, street and bridge network including reseals;
2. Providing safety related improvements;

3. Gravel re-sheeting program;
4. Heavy patching and pavement rehabilitation of sealed roads;

The available funding for local roads is distributed between rural and urban roads to maintain service levels as best as is possible with available resources (

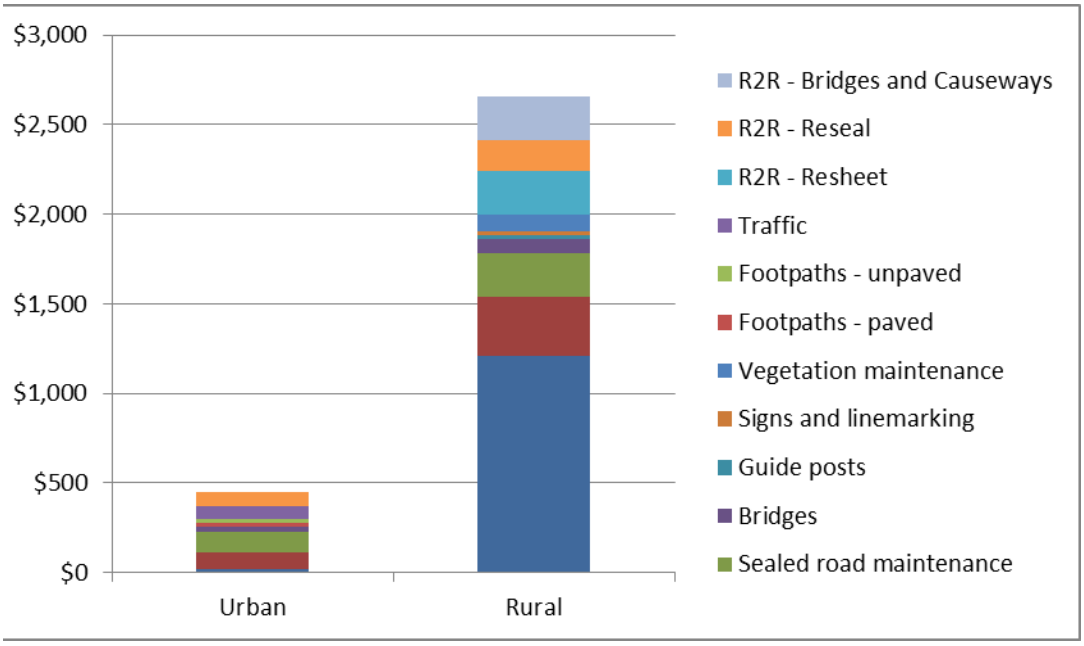
Figure 0-2 / Table 0-1). The large bias towards rural road funding is largely due to the size of the asset when compared to the urban road network.

Table 0-1 Distribution of local road funding

Activity	**%**
Unsealed maintenance	39%
Road drainage maintenance	13%
Sealed road maintenance	11%
Bridges	3%
Guide posts	1%
Signs and linemarking	1%
Vegetation maintenance	3%
Flood Remediation	2%
Footpaths - paved	1%
Footpaths - unpaved	1%
Traffic	2%
R2R - Resheet	8%
R2R - Reseal	8%
R2R - Bridges and Causeways	8%

Total

Figure 0-2 Distribution of local road funding



1.5 Road Hierarchy

The development of a **Road Hierarchy** recognises the relative importance of individual roads. It provides a mechanism for setting inspection frequencies, intervention levels, response times, construction standards, maintenance frequency and performance criteria, including such things as levels of flood immunity. The class of a road within the Road Hierarchy determines:

- target design standards for new road construction or rehabilitation – width, surface type, pavement thickness, drainage structures, etc;
- levels of service – how often a road is maintained and to what standard;
- inspection regime – how often inspected, intervention levels and response times for defects;

This Road Network Management Plan incorporates a Road Hierarchy where roads have been classified in accordance with a number of clearly defined and measurable criteria. It is anticipated that the most difficult decisions and the ones which will give rise to the most disputes will be about road classification. For this reason it is very important to have a way of determining a road's classification which is based on measurable criteria. These criteria must then be applied consistently throughout the Shire. This will ensure that the process can be presented to the community as fair, equitable and defensible.

1.5.1 How the class of roads is determined

All roads in the road schedule (Appendix A-C) have been classified using recorded data (e.g. traffic counts), and where data is not yet recorded, best estimates for each criteria. As more measurement takes place with time, and/or circumstances change, the classification for a road or a portion of a road may change. For longer roads, it is likely that different sections may have a different classification as the level of traffic changes and/or additional factors such as the presence of a school bus run impacts usage. Some roads may be classified at a higher grade where their potential to contribute to economic growth is identified. The case for any roads meeting these criteria is outlined in this plan.

1.5.2 Road network classification review

The road schedule is reviewed when the road asset management plan is revised.

1.5.3 The different road classes

The road classes in the hierarchy are:

Rural

- Class A – Regional Roads
- Class B – Primary Rural
- Class C – Secondary Rural
- Class D – Local Access
- Class E – Other Rural Roads

Urban

- Class A – Arterial (State Highways)
- Class B – Sub-Arterial (Regional Roads)
- Class C – Collector
- Class D – Local Access
- Class E – Lanes

The criteria for classifying roads are described in Sections 3 and 4.

1.6 Relevant legislation and legal considerations

The primary legislation defining the responsibilities of local and state authorities with regards to roads is the Roads Act 1993 although there are a number of additional pieces of legislation that impact on Council's responsibilities and powers.

A key consideration in the management of the road network is of course Council's potential liability to the travelling public. The current position is described by the Civil Liability Act 2002

Civil Liability Amendment (Personal Responsibilities) Act 2002

The Civil Liability Act 2002 (the Act) was passed by NSW Parliament on 20 November 2002.

The Act makes important changes to the way that courts deal with claims against public authorities including road authorities such as Councils. These changes recognise that services provided to the community by Councils are not provided for commercial gain but for the public good. The Act does not sanction a public authority to act in a negligent or unsafe way but will require the courts to take into account principles relating to the financial and other resources available to the authority, the general responsibilities of the authority, and its compliance with general practices and applicable standards.

The Act protects regulatory and roads authorities if they could have done something to avoid a risk but did not do so. Public authorities carry out what is often a limitless task with necessarily limited resources. The Act provides immunity for a public authority for breach of statutory duty unless it acted irrationally. A roads authority that has not exercised a discretionary power to mend a pothole will not be liable unless it actually knew about the particular risk that led to the injury. If the roads authority did know about the particular risk, it will still be able to rely on the general "resources" protection of the Act for public authorities.

The sections of the Act affecting the liability of Public Authorities are contained in Part 5 and particularly clauses 42 to 46 inclusive.

Section 42 requires Courts to weigh up a Council's resources and competing responsibilities when determining whether it owes, or has breached, a legal duty of care. In the process, it clarifies that the principles extend to all functions of a Council, not just those in the nature of a road authority.

Section 43 provides that a Council cannot be sued for breach of statutory duty unless the act or omission alleged is grossly unreasonable.

Section 44 provides that a Council is not liable for failing to exercise functions to regulate other parties activities, unless the Plaintiff would have had standing in other proceedings to compel Council to exercise that power. Section 44 provides immunity beyond that which exists at common Law but the immunity is confined to specific circumstances.

Section 45 is an attempt to codify the non-feasance immunity which existed at common law for roads authorities prior to 31 may 2001. The section states that a roads authority is immune from suit where the harm arises from a failure to carry out, or consider carrying out, road work unless at the time the authority had actual knowledge of the particular risk which caused the harm. Importantly, the section clarifies that liability does not arise just because the authority had knowledge of the risk.

Section 46 has twin intentions to ensure that where a Council exercise a function:

- It does not attract greater liability than if it had not exercised the function at all, and
- It is not to be taken as an indication the function should have been exercised previously, in that fashion.

For example, where a Council filled a pothole which tripped a claimant, that action cannot, of itself be taken as evidence of the action the Council should have taken prior to the fall. It is now much more difficult for courts to conclude that the post-accident exercise of a function constitutes evidence of negligence.

2. Public Road Management

Under the Roads Act 1993, Council only has a maintenance responsibility for public roads that have been dedicated to Council. In practice Council manages and maintains roads where this is not necessarily the case. This occurs because the legal status is not clearly defined for some roads, others are not on public road reserves, or sit on public road reserve for only part of their length and many are in crown reserves that have not been dedicated to Council.

Public roads have been created in the past, in numerous ways, under many different pieces of legislation. It is not always clear whether a road is or is not a public road, and at times it may be necessary to carry out extensive searches to determine the status of a road.

This plan assumes that all roads currently on the road register (Appendix A-C) are public roads. However, there are a number of public roads of varying legal status. These include:

- Roads owned by other authorities eg. Crown and State Forests; and
- Roads or sections of roads where the physical road is not contained within the legal road reserve.

Council is working progressively towards the dedication of all roads maintained by Council. However, where existing roads have minor deviations outside the Public Road Reserve, no action will be taken to correct the situation unless reconstruction of that section is planned to be undertaken or development applications are submitted for adjacent land. In the latter case, the developer will be responsible for the correct gazettal of the road only so far as the development allotments relate to the affected road reserve. Boundary adjustments will only apply to those adjusted lots that have to be redefined by survey.

2.1 Opening Public Roads

Part 2 of the Roads Act 1993 provides the legislative framework for the opening of public roads. The procedure to be followed by a roads authority for the opening of a public road is as follows:

- A plan of subdivision or other plan that bears a statement of intention to dedicate specified land as a public road is registered with the Registrar-General and becomes public road upon registration of the plan (section (9);
- Council may, by notice published in the Government Gazette, dedicate any land held by it as a public road (section 10);

2.2 Closing Public Roads

Part 4 of the Roads Act 1993 provides the legislative framework for the closing of public roads. The procedure to be followed by a roads authority to close a public road is as follows:

- Application by the roads authority (Council) to the Minister to close the public road (clause 34);
- Minister must advertise the road closure in a local newspaper calling for submissions within 28 days (clause 35);
- Consent issued by the roads authority (section 37);
- Minister publishes notice is Gazette closing the public road (section 37);

- Upon publication of notice, the road ceases to be public road and rights of passage and access are extinguished

2.3 Naming of Public Roads

Section 162 of the Roads Act 1993 provides for Council to name and number all public roads for which it is the roads authority. Roads include rural roads and town streets. Council must obtain the concurrence of the Transport for New South Wales in the case of a classified road. Council cannot proceed with a proposal to name or rename a road against an objection made by Australia Post, Department of Lands or the Asset (in the case of a classified road) except with the approval of the Minister.

The process for naming roads will be in accordance with the requirements of the NSW Address Policy, NSW Addressing User Manual, and NSW Retrospective Address Policy Guidelines released by the Geographical Names Board (GNB) of NSW and NSW Land & Property Information.

The GNB of NSW adopted and endorsed the NSW Address Policy, NSW Addressing User Manual and NSW Retrospective Address Policy on 31 March 2015. Where an update to the above documents is released by the GNB of NSW, the updated documents will supersede the requirements of the 31 March 2015 documentation.

2.4 Adding/deleting roads or streets to the road network

The following matters will be considered in determining whether a road/street not currently included the Road Hierarchy is eligible for inclusion:

- Is the road/street a “public road” as defined by the Roads Act 1993?
- How many properties does the road/street serve?
- Does the road/street meet the standards for the appropriate Road Class in Council’s hierarchy?
- Have all Development Consent conditions, where applicable, been fulfilled by the developer in respect of the road/access to allotments/development site?

A road/street which meets all of the criteria described below will become eligible for consideration by Council for inclusion in the Road Asset Management Plan. Council may, at its discretion, include any road/street that does not meet these criteria and set a Classification for the road/street in accordance with the guidelines provided in this document.

2.4.1 Procedure

When an application is received to include a road/street in Council’s Road Asset Management Plan, a report to Council will determine whether the road/street meets the eligibility criteria detailed below. Council may then consider all implications of including a section of road such a financial and liability issues.

Only if a section of road is included, Council will allocate resources from the time of inclusion of the road/street in Road Asset Management Plan towards the future management and maintenance of the road/street.

All new road/street lengths included to Council's Road Asset Management Plan will be noted on Council's asset database with the length included in subsequent Grants Commission Returns.

2.4.2 Eligibility Criteria

The following criteria must be met for a road to be added to Council's Road Asset Management Plan:

- the road must serve more than one property in different ownership; and
- the road must have the legal status as a "public road" as defined by the Roads Act 1993; and
- the road must meet the standards for the appropriate Road Class in Council's hierarchy; and
- where applicable, all Development Consent conditions must have been fulfilled by the developer in respect of the road/access.

All costs associated with achieving the above requirements shall be borne by the applicants seeking the inclusion of the road in Council's Road Asset Management Plan.

2.4.3 Properties Served

Public roads which provide access to two properties with different ownership will only be eligible for the lowest classification under Council's road hierarchy system. In any event, Council shall only maintain any no-through-road to, at most, the property boundary of the last property.

Council will not accept any maintenance or improvement responsibility for internal access roads, regardless of the legal status of such access roads.

2.4.4 Existing maintenance arrangements

Where a public road only serves a single property but is included on the road register due to historical maintenance arrangements, Council may either continue its inclusion on the register as the lowest class of road, or remove it from the register at its discretion.

2.5 Roads Ineligible for Inclusion in Road Network

Those roads that are not being maintained by Council at the time this Plan is adopted will not be admitted to the road register unless the conditions listed in Section 2.4 are met and Council resolved to add them.

Roads not currently maintained and managed by Council include:

- Dedicated public roads or part thereof, which Council has chosen not to maintain;
- Public Roads which have not been constructed.

3. Rural roads

With respect to rural roads, this Plan deals only with roads classified as Regional and Local and therefore under the control of Council as a roads authority. The major roads of the New England Highway and the Bruxner Highway to the East of Tenterfield are state highways and under the control of TfNSW. The Road Hierarchy is as described below in Table 3-1.

Table 3-1 Rural Road Classifications

Road Class	Description of Class
A – Regional Roads	Regional roads form part of the State-wide Regional network of roads, providing transport links between major towns and cities. They are roads classified in accordance with the NSW State Government's classification system and are included in the calculation of Council's annual Block Grant for Regional Roads.
B – Primary Rural	Primary Rural roads are the highest priority rural local roads and carry higher traffic volumes greater than 75 vehicles per day. Historically continuous school bus routes and roads which carry greater than 3% heavy vehicles are eligible for classification as Primary Rural.
C – Secondary Rural	Secondary Rural roads principally provide access from abutting properties to through roads (class A, B and C roads). These roads are non-through roads that service at least 10 properties in different ownership. These roads carry traffic volumes greater than 50 vehicles per day may include a school bus route.
D – Local Access	Local Access roads principally provide access from abutting properties to through roads (Class A, B or C). They are non-through roads that provide access to between 3 and 10 abutting properties in different ownership with approved residential dwellings. These roads carry lower volumes of traffic that Class D roads.
E – Other Rural Roads	Other Rural Roads provide access to secondary access roads or through roads (class A, B, C, D and E). They are non-through road that provide access for up to 2 properties in different ownership often without full time residences. These roads carry very low volumes of traffic. Maintenance occurs on a risk based needs approach.

3.1 Road Safety

Maintenance work necessary to ensure a road is safe will be carried out as and when required, irrespective of the class of road or the maintenance strategy for that class of road. Priority shall also be given to enhancement work that is assessed by the appropriately qualified technical people as required to rectify road safety problems.

Council uses a risk management approach to the maintenance of safety on the road network through a system of formal inspections, evaluation of the risk to road users and control of the risk by the use of appropriate maintenance activities. The risk evaluation is based on a rating system, with high risk problems prioritised.

3.1.1 Inspections

Regular inspections of the road network are made to identify defects and risks to motorists. These inspections are applied to both sealed and unsealed roads and are designed to identify potential defects likely to cause damage to the roadway or vehicle. roads principally provide access from abutting properties to through roads (class A, B and C roads). These roads are non-through roads that service at least 10 properties in different ownership. These roads carry traffic volumes greater than 50 vehicles per day may include a school bus route.

Roads may be inspected by recording camera video of the travelled way as a record of condition and safety at the time of that inspection.

Inspections identify defects such as the following:

- potholes, corrugations, rutting & other pavement defects;
- edge break & shoulder scouring;
- objects/debris on road;
- vegetation causing sight distance problems.

which affect:

- roads;
- guideposts & signs;
- bridges and approaches;
- table drains;
- shoulders;
- roadside vegetation;
- drainage structures;
- traffic barriers.

Inspections are also carried out at night to check:

- reflectivity of signs and delineators;
- location & spacing of guideposts;
- condition & effectiveness of line marking & other traffic devices.

Inspections will be undertaken upon receipt of a public complaint, or as part of the regular inspection process. The following table identifies the minimum frequency of inspections to be undertaken based on road class. Inspections may occur at any time during the maintenance cycle, but are targeted to occur after half of the maintenance cycle has expired.

Table 3-2 Inspection Frequency

Inspection Type	Road Class				
	Regional	**Primary Rural**	**Secondary Rural**	**Local Access**	**Other Rural Roads**
Safety & Road	6 mths	12 mths	12 mths	2 years	4 yrs
Night	12 mths	2 yrs	Nil	Nil	Nil

3.1.2 Risk Evaluation

Risk evaluation will be undertaken using a rating formula considering the type of the observed defect and the likelihood of it causing a problem for traffic. Scores for the likelihood of occurrence and common types of defects are described in Appendix F: .

The likelihood of a hazard causing an accident or damage is largely a value judgement by the inspector and should consider;

- The volume of traffic on the road
- The location of the hazard relative to the travelling lane
- The nature of the hazard
- The road alignment – both horizontal and vertical curves (crests).

The risk score is calculated as the product of the likelihood of occurrence and hazard type.

Figure 3-1 Risk score matrix

		Likelihood of problem				
		1	2	3	4	5
Hazard Type	1	1	2	3	4	5
	2	2	4	6	8	10
	3	3	6	9	12	15
	4	4	8	12	16	20
	5	5	10	15	20	25

3.1.3 Risk Control

The type and style of control technique adopted to address identified risks will depend on the resources, facilities and expertise available, although there are some basic control measures that are generally implemented:

- Use of warning signs and lights to alert road user of the potential hazard that exists up ahead;
- Erection of temporary barriers or barricades and lights around the area until it can be repaired;
- Effecting repair of the damaged area; and/or
- Planning and allocating resources for the long term rectification of the defect.

The factor that is common to all of the above control measures is the time to respond. Table 3-3 sets out the response times for various Road Risk Ratings.

Table 3-3 Target Road Risk Action Response Times

RISK RATING	PRIORITY	CONTROL MECHANISM	RESPONSE TIME
Up to 4	Low	Monitor	N/A
5 - 9	Medium	Inspect and make safe Effect repair	Within 2 weeks Within 3 months
10-14	High	Inspect and make safe Effect repair	Within 1 week Within 3 months
15-19	Very High	Inspect and make safe Effect repair	Within 2 working days Within 1 month
20+	Urgent	Inspect and make safe Effect repair	Within 1 working day Within 2 working days

All response times are subject to accessibility of crews to attend safely and undertake any works in regard to safety of the crew and the public. Some extreme situations may prohibit response on the basis of safety., ie wet weather flooding and storm events.

3.2 Maintenance and renewal

The following sections detail specific maintenance and renewal activities applicable to all sealed and unsealed roads. Both sealed and unsealed roads are subject to two different categories of maintenance – planned and unplanned. Planned maintenance and renewal is that which occurs as part of Council's asset management schedule and most commonly involves the grading of gravel roads and resealing of sealed roads. Unplanned maintenance is reactive and occurs in response to dangerous conditions, or significant degradation of the surface to the point that it is well below a serviceable standard.

Renewal of the network is where major works are undertaken to restore sections of road to a new or near new standard. These works may include:

- Gravel resheeting;
- Road resealing, reconstruction or rehabilitation;
- Replacement of drainage structures;
- Replacement of bridges and causeways.

Where insufficient funds are available to enable the work identified in the maintenance and renewal schedules, the unfunded amount will be identified in the Road Network Asset Management Plan as "Backlog" works.

3.2.1 Unsealed Roads

Council has over 1200 km of unsealed roads for which it has accepted maintenance responsibility. The annual budget for the maintenance of these roads includes routine grading, drainage and capital renewal through the gravel resheeting programme.

The maintenance of unsealed roads must deal with dynamic situations in which road conditions change significantly due to climatic conditions (usually heavy rainfall) and traffic changes over a very short period of time. Planned maintenance activities are primarily aimed at restoring the riding surface to an acceptable condition (e.g. repairing potholes, corrugations, ravelling, etc), and correcting the drainage system to preserve the pavement on a regular basis. Unplanned maintenance may involve filling of significant potholes, removal of significant corrugations or fill in of wash outs in response to identified serviceability or safety issues.

3.2.1.1 Planned Maintenance

Maintenance Grading

Unsealed roads require regular grader maintenance due to the effects of weather and passing traffic on the exposed aggregated surface.

Planned Maintenance Grading is designed to restore the shape of the road, remove potholes and ruts, remove corrugations, repair and clean out drainage and compact the running surface. The type of grading will depend on the site conditions and the condition of the road and will range from surface correction with a light grade, watering and rolling to the scarifying of the surface to the depth of the pothole, rut or corrugation generally up to 100 mm. Compaction is essential and is achieved by application of water (water cart) and compaction using a roller.

On completion of maintenance grading, the road surface will be shaped to a crown with crossfalls of 3-6% on straights or to a uniform one-way crossfall of 3-6% depending on road class and horizontal curvature. This crossfall will allow water to shed from the pavement as quickly as possible to minimise the formation of potholes.

Tenterfield Shire has been split into 3 sectors with approximately equal lengths of unsealed roads. Details of the roads in each sector including the order that roads will be maintained can be found in **Error! Reference source not found.**. It is important to note that the maintenance register show the progression of roads in the cycle, not precise dates by which dates will be maintained. It is likely that the start dates for maintenance on individual roads will be later than that listed due to weather, or upgrades to selected roads. Further, not every road is maintained every year. D Class roads are maintained on a bi-annual basis and their inclusion in the schedule for the year does not mean they will be graded if it is not their turn that year.

The sectors have approximately 400 km of unsealed roads each. Each sector has been assigned a gravel road maintenance gang consisting of a grader and watercart. Each gang has either a roller attachment for the grader, or a separate roller.

The maintenance of each class of road occurs on a cycle in accordance with Table 3-4 below.

Table 3-4 Target Maintenance cycle

Class	Description	Planned Maintenance
A	Regional Roads	6 monthly
B	Primary Rural	12 month cycle

C	Secondary Rural	18 month cycle
D	Local Access	3 year cycle
E	Other Rural Road	On risk based analysis.

Resheeting

Part of the process for maintaining a running surface on unsealed roads is the addition of material to replace material lost through wear, erosion or grading. As many roads in Tenterfield are built on and from granite soils, this material can sometimes be sourced locally from the road alignment, or alternatively by recovering material previously lost to the verges. However, where clay or other unsuitable road foundation soils exist, roads may require resheeting using imported gravels.

The annual gravel resheeting program is developed during the preparation of the Operational Plan with an annual budget of approximately $250,000 which funds 12.5km. The programmed replacement period for gravel resheeting is in accordance with Table 3-5.

Table 3-5 Target Resheeting program

Class	Description	Frequency of Resheeting (years)
A	Regional Roads	10
B	Primary Rural	15
C	Secondary Rural	20
D	Local Access	None except for safety and trafficability
E	Other Rural Road	None

When unsealed roads are resheeted with gravel, the targeted compacted thickness of gravel will generally be 100 mm irrespective of their classification. This thickness is based on the requirement of 2.5 times the maximum particle size for effective compaction.

The quality of pavement materials for use in unsealed road resheeting will generally be determined by the availability of naturally occurring materials in the area of the resheet. Gravels with a CBR of at least 15 (although preferably higher) and PI between 5 and 15 will be used where available.

Prior to resheeting, the road will be shaped to the widths specified in Section 3.3. After placement of the gravel resheeting, there should be a uniform thickness of gravel.

3.2.1.2 Unplanned Maintenance

Unplanned maintenance of gravel roads is remedial work conducted to rectify an unsafe hazard, or to undertake localized remediation to damaged surfaces. Unplanned maintenance may include:

- filling potholes;
- removing corrugations;
- unblocking drains;
- replacing traffic control devices e.g. signs and guideposts
- removing obstructions including tree branches

Unplanned maintenance is often completed using different equipment to planned maintenance (usually a backhoe) and will not result in the quality of surface achieved by a grader crew. Unplanned maintenance is triggered through programmed inspections or public reports and complaints.

3.2.2 Sealed Roads

Council has over 400 km of sealed roads for which it has accepted maintenance responsibility. The annual budget for the maintenance of the surface of these roads is in the order of $650,000 annually including drainage and reseals, or about 23% of the annual local road budget. Of this, approximately 65% is spent on rural roads.

Planned maintenance and renewal are carried out to prolong the life of sealed roads and include resurfacing, rejuvenation, reconstruction and shoulder re-sheeting. Council's limited resources mean that, although we have targets for resealing, there will be a backlog due to a lack of funds.

Unplanned maintenance activities are primarily aimed at maintaining the wearing surface to an acceptable condition and include patching potholes, heavy patching, crack sealing, repairing edge breaks, etc. Due to their extent, timing and means of execution, these types of maintenance activities are not amenable to detailed forward planning. Consequently, a reporting system for recording public reports and complaints, and a system of regular inspections (refer section 3.1.1) has been developed so that repairs can be scheduled for assignment to the sealed road maintenance gangs. Other maintenance activities completed on an "on-demand" basis include drainage (cleaning surface drains, culverts, etc), vegetation, road signs and road furniture maintenance.

This plan separates out those seals which are not part of a continuous sealed section into a register of **Orphan Seals**. Orphan seals are those seals installed for short stretches for dust abatements, floodway protection or to improve the safety of steep grades. These seals are on roads which are otherwise gravel and therefore have a much lower level of service. Orphan seals are road sections less than 1km long with gravel at each end, and the sections less than 200m at the start of the intersection of a sealed road and an otherwise gravel road, that are generally constructed for the protection of the connecting sealed road.

Planned Maintenance

Bitumen Resealing

Bitumen resealing is undertaken to prevent further surface deterioration, to seal fine cracks, to prevent the infiltration of water into the pavement, to inhibit oxidation and hardening of the existing surface and to restore skid resistance.

The desirable bitumen resealing frequency is every 10 to 20 years. This is determined primarily by the rate of oxidation of the bitumen. Traffic volumes also affect the rate of deterioration of the sealed pavements with lower traffic volumes resulting in faster rates of oxidation and hence cracking and higher traffic volumes accelerate deterioration of the seal after it has begun to crack.

Table 3-6 Target resealing frequencies

Class	Description	Full Reseal (years)
A	Regional Roads	10
B	Primary Rural	15
C	Secondary Rural	15
D	Local Access	20 (if applicable)
E	Other Rural Road	Not applicable

3.2.2.1 Unplanned Maintenance

Heavy Patching

Heavy patching is defined as the replacement of failed pavement, including primer sealing, up to an area of 500 square metres. Heavy patching will generally be carried out where defects have been identified through inspection or public reports/complaints. Heavy patching is also carried out prior to resealing.

Shoulder Grading/Re-sheeting

Shoulder grading is required when the shape or level of the shoulder is such that the adjacent sealed pavement cannot be drained adequately because of the build-up of vegetation, where the pavement cannot be adequately supported by the shoulder material, or when the edge drop off on sealed roads reaches the intervention level. Shoulder grading will generally be carried out on sections of road where resealing is programmed as a priority and at other locations where required by inspection. Shoulder grading will involve the use of a grader, roller and water cart as required. The crossfall of the shoulder will generally be 1-2% higher than that of the adjacent sealed surface to ensure that water does not penetrate the pavement gravel. Shoulder grading/resheeting will often require equipment such as a backhoe to complete additional drainage work.

Shoulder resheeting will be required where there is insufficient shoulder material available to provide an adequate crossfall and will be constructed to ensure the integrity of the road. This will require benching into the existing shoulder to prevent lamination, compaction with moisture adjustment and construction of a shoulder sufficiently wide to ensure the integrity of table drains.

3.2.3 Both Sealed and Unsealed Roads

3.2.3.1 Drainage

The maintenance of the road drainage system includes the cleaning out and repairing of culverts, clearing of inlet and outlet of drains, and regrading table drains.

Some of this work is carried out on gravel roads as part of the normal maintenance grading activity. The balance of this work, particularly on sealed roads, will be programmed based on Inspections. Silt and debris will be disposed of where it will not cause further silting either on batters or into stockpiles

3.2.3.2 Guide Posts

Guide posts will be installed or replaced generally on sealed roads only where there is a high component of through traffic that may be using the road at night or be unfamiliar with the road. However, because of specific hazards that may occur at other locations, guideposts will also be installed and/or replaced as the locations specified in the following table:

Class	Description	General	Culverts	Bridges	Causeways	Curves	Crest
A	Regional Roads	Where sealed	Req'd	Req'd	Req'd	Req'd	Req'd
B	Primary Rural	Where sealed	Req'd	Req'd	Req'd	Req'd	Req'd
C	Secondary Rural	-	Req'd	Req'd	Req'd	-	-
D	Local Access	-	Req'd	Req'd	Req'd	-	-
E	Other Rural Road	-	Not Req'd	No	Not Req'd	-	-

Where installed, guide post are spaced in accordance with the requirements of the TfNSW Road Design Guide. Guideposts shall be installed at the end of each culvert and on the approach side. Guideposts shall be installed on both edges of causeways and on approaches and departures as specified in section 5.4.4. Each guidepost will have a red and white reflector (Diamond Grade).

3.2.3.3 Signposting

Signposting will be used to warn motorists of road conditions, including consideration where appropriate for No Through Road signs at the start of terminating roads, Dry Weather Road Only and 4WD Only warning signs where appropriate.

Road name signs (fingerboard Type G5-1) will be provided at the start of all roads and at major junctions along the roads.

On sealed portions of A class roads (regional roads), “gravel road” (type W5-19), “next km” (type W8-17-1) and the sliding car symbol (type W5-20) warning signposting (or similar as appropriate for each situation) will be installed prior to the commencement of an unsealed surface. The distance will be to the next sealed section of road. Where the length of sealed surface is less than 1km, such as at dust abatements, no warning signposting will be required.

Curve warning signposting (type W1-1 to W1-7 inclusive) will be provided on the approaches to curves on class A, B, and C roads where there is a significant (at least 20km/hr) change in speed necessary to safely navigate the curve radius. No advisory speed signposting will be provided. Hazard markers (type D4-1-2 or D4-1-3) will be considered for signposted curves where the necessary change in speed is 30km/hr or more.

All causeways/floodways on class A, B and C roads will be considered for flood depth indicators and Causeway (W5-4) or Floodway (W5-7) warning signs as appropriate and Road Narrows (W4-1) when the causeway width is less than the approaching pavement width installed on each approach. Additional warning signs indicating “Road Subject to Flooding, indicators show depth” (G9-21) may be installed on both approaches to causeways/floodways on Class A, B and C roads only where there is a higher component of through traffic that may be unfamiliar with the road.

3.2.3.4 Vegetation Control

The control of vegetation on road shoulders will only be undertaken adjacent to sealed road pavements. This may take the form of slashing with a tractor slasher or chemical control using spraying. On unsealed roads, no vegetation control will be undertaken except for the control of noxious weeds as required or where it is required to resolve a specific safety issue.

In rural areas the following applies:

1) It is the accepted practice in Tenterfield Shire Council for owners and residents of land in rural areas to maintain the strip of land between their boundary fence and the road formation to protect and enhance their investment.

2) The Director Infrastructure be authorised to arrange for slashing or burning, (following consultation with the FCO or Brigade Captain as appropriate) by Council staff of these areas when they are situated in front of vacant or long term unoccupied land and present a safety or fire hazard, vermin harbour, or if it is in the public interest. Following slashing, Council does not remove the grass cuttings.

In rural areas the slashing of verges will generally be undertaken along the immediate shoulder of the road or wider to enhance safety by removing sight distance obstructions.

3) The Director Infrastructure is authorised to issue permits under Section 138 of the Roads Act 1993, to carry out activities within the Road Reserve which may include burning off or tree clearing adjacent to boundary fences or to improve sight distance at vehicular access crossings.

3.3 Enhancement

Enhancement is any work which improves a road to a higher standard than it has previously achieved and may include:

- Road rehabilitation (gravel overlay, in situ stabilisation)
- Road reconstruction
- Road realignment
- Road widening
- Sealing (including dust abatements)
- Drainage improvements
- Upgrading or replacing of bridges and causeways

This section details the standards that will be used when enhancement work is carried out on the road network.

3.3.1 Standards

3.3.1.1 Road Design Standards

Road enhancement work will be designed to the minimum design criteria in Table 3-7. The road will comply with all Council standard drawings.

Table 3-7 Road Design Standards

Road Class	Description	Carriageway Type	Pavement Width	Surface Width & Type	Design Speed
A	Regional	2 lane two way	8.0	Sealed 6.5m	80 km/hr
B	Primary Rural	2 lane two way	7.0	Sealed 6m or 7m unsealed	70 km/hr
C	Secondary Rural	1 lane two way	6.0	6m unsealed	60 km/hr
D	Local Access	1 lane two way	5.0	5m unsealed	50 km/hr
E	Other Rural Road	1 lane	3.0m	unsealed	Low

New engineering infrastructure constructed by Council or others will be in accordance with Austroads guides and Australian Standards. Where further detail is required, reference to the latest revision of the Standard Drawings developed by the IPWEA may be included.

Compliance with the IPWEA standard drawings is not required when:

- A specific design requirement is described in another Council policy;
- An explicit condition of a Council Development Application conflicts with the Standard Drawings;

- Requirements of another Authority, for example Transport for New South Wales (TfNSW) conflict with the Standard Drawings;
- The Council's Director Infrastructure approves an alternative design on the basis of considerations including (but not limited to) site conditions, cost benefit or geometric restraints

3.3.1.2 Drainage Structures

Drainage improvement work will be carried out to standards in Table 3-8 and will be in accordance with Austroads design and Council standard drawings where applicable.

Table 3-8 Drainage standards for new roads

Class	Description	Width of Road Over Drainage Structures		
		Culvert	Causeway	Bridge
A	Regional	9.76m minimum	8.0m	8.0m
B	Primary Rural	7.2m	6.0m	8.0m
C	Secondary Rural	6.0m	6.0m	5.0m
D	Local Access	6.0m	4.0m	5.0m
E	Other Rural Road	7.3m	4.0m	N/A

3.3.1.3 Dust Abatements

Dust Abatements shall be constructed to the width for the class of road as specified previously under the Standards of Enhancement for Rural and Urban roads respectively.

Dust abatement on gravel roads is the sealing of short sections of road for the benefit of property owners with houses near the road, to reduce the effects of dust caused by passing traffic.

The principal beneficiary of the dust abatement is the property owner submitting the application. The cost of installing and maintaining sealed sections of road is higher than that for gravel roads, therefore the owner is also responsible for all costs of the seal installation and any maintenance the sealed section of road requires, including reseals.

Council will pay for all preparation to the gravel to the standard normally carried out by Council for gravel road maintenance prior to sealing.

Dust Abatements Inspections and Maintenance

Resealing is a process of applying a new seal over an existing one when the seal starts to fail, thus establishing a new surface. The property owner adjacent to the seal is responsible for ensuring the sealed section is resealed when required. Where Council's inspection of its road network identifies a deteriorating section in need of resealing, the Council may advise the owner but is under no obligation to do so.

Council may, at its discretion, undertake routine patching maintenance at no cost to the property owner if there are other works in the area, but generally the cost of patching and all reseals remains the responsibility of the property owner.

Extent of Work and Costs for Dust Abatements

The minimum length of a dust abatement section is 100 metres, the width is that specified for an equivalent sealed road of the class of road in the current approved Road Network Management Plan. The applicant ~~is~~ may request what length of dust abatement that is carried out, if a section greater than 100 metres in length, subject to Council concurrence. Sealing works can be completed by either a contractor approved by Council or following a request to Council for inclusion into a future works program.

Road Network Extensions

Road and stormwater infrastructure shall be constructed in accordance with Councils Standards of Enhancement – Sections 3.3.1.1 (Rural) or 4.5.2.1 (Urban) at the road hierarchy of the maximum expected usage of the proposed subdivision or road extension.

3.3.1.4 Revegetating Exposed Surfaces after Construction

Where large bare areas are created during construction works (larger than those normally created during routine maintenance), these areas shall be revegetated. Revegetating can be in the form of mulch, topsoil and seed, seeded jute mesh and bitumen emulsion or any other proprietary product that provides a revegetated surface.

4. Urban and village streets

4.1 Classification

Council has approx. 74 km of urban and village streets as described in the Urban Road Register (Appendix C:). For a street in a town or village area to be eligible for maintenance by Council, it must be included in the Urban Road Register.

4.1.1 Criteria

The criteria used in this classification system are:

- The traffic volume using the road;
- Whether the street is part of a school bus route;
- Density of homes;
- Whether the street is being used to access property or is used by traffic to pass through the area.

4.1.2 Street Classes

The Street Hierarchy has been based on the AUSTROADS publication "Guide to Traffic Engineering Practice" and provides for five classifications of street as follows:

Class	Street description
A	Arterial
B	Sub-arterial
C	Collector
D	Local access
E	Lanes

4.1.2.1 Class A – Arterial

Arterial Streets provide principal avenues of communication and links between parts of large cities or between major towns and cities. Within the towns and villages of Tenterfield Shire, only the New England Highway and Bruxner Highway perform this function. They are roads classified as National or State in accordance with the State Government's classification system. Maintenance on the central portion of the road is the responsibility of State and Federal Governments. However, Council has a maintenance responsibility for the parking lanes, footpaths and road reserve of these roads.

4.1.2.2 Class B – Sub – Arterial Streets

Sub-Arterial Streets are those streets which connect arterial streets to areas of development and other major areas of the town or shire. These streets carry high traffic volumes with a broad range of vehicle types. In the towns and villages of Tenterfield Shire, only the Regional Roads meet these requirements.

4.1.2.3 Class C – Collector Streets

Collector streets are those streets which provide a link for traffic from the residential street system, some rural areas, industrial areas and other trip generators to other collector streets, sub-arterial or arterial streets.

4.1.2.4 Class D – Local Access Streets

Local Access Streets are streets which principally provide access to and from property. These streets generally carry low traffic volumes and form the bulk of streets within Tenterfield Shire.

4.1.2.5 Class E – Lanes

These streets generally provide alternative access to properties. They are narrower than Class D streets and generally have very low traffic volumes.

4.2 Road Safety

4.2.1 Introduction

Maintenance work necessary to ensure a road is safe will be carried out as and when required, irrespective of the class of road or the maintenance strategy for that class of road. Priority is given to enhancement work that is assessed by the appropriately qualified technical people as required to rectify road safety problems.

Council uses a risk management approach to the maintenance of safety on the road network through a system of formal inspections, evaluation of the risk to road users and control of the risk by the use of appropriate maintenance activities. The risk evaluation is based on a rating system, with high risk problems prioritised.

4.2.2 Inspections

Various types of Inspection will be made to identify defects and risks to motorists and pedestrians. These inspections will be applied to both sealed and unsealed streets and are the same as listed in Section 3.1.1 Inspections.

The following table identifies the minimum frequency of inspections to be undertaken on town and village streets. In general, it will not be necessary to regularly inspect streets at night due to the presence of street lighting.

Table 4-1 Urban road inspection frequency

Inspection Type	Road Class				
	A	**B**	**C**	**D**	**E**
Safety & Road	6 month	1 year	1 year	1 year	2 years

4.2.3 Evaluation

Evaluation of the information collected from the above inspections will be made in accordance with section 3.1.2 Risk Evaluation.

4.2.4 Control

Generally, control measures which will be implemented on town and village streets will be the same as shown in section 3.1.3 Risk Control.

4.3 Footpath Safety

4.3.1 Inspections

In addition to the inspections detailed in section 4.2 Road Safety, inspections will also be undertaken on footpaths in town and village areas. Details of the inspections are shown in the following table:

Table 4-2 Footpath inspections

Type	Purpose	Defects to be identified	Requirements
Footpath	Identify defects likely to pose a danger or safety threat to pedestrians	• Trip hazards – cracks, pavers, roots, etc; • Irregular surfaces, holes, slippery, etc; • Obstructions, overhanging limbs, etc; • Sigange • Lighting – dark spots	Walk footpaths and record defects

The minimum frequency of inspection to be undertaken will be based on footpath type and the number of pedestrians using the facility as shown in the following table. Records of inspection will be kept (refer Appendix G: - Forms) and used to determine the programmed maintenance works. Any defects that cannot be rectified within the specified response time will be listed in a Maintenance Defects Register and will become back-log maintenance works.

Table 4-3 Footpath inspection frequencies

Pedestrian Volume	Frequency
Very High (CBD)	6 months
Medium (paved)	12 months
Low (unpaved)	Nil

4.3.2 Evaluation and Control

As there are relatively few paved footpaths in Tenterfield Shire, evaluation of the information collected from the above inspections will be made on a case by case basis and any defect likely to impact on safety will have measures to make them safe and repaired implemented in accordance with Table 4-4.

Table 4-4 Target Footpath Response Times

Pedestrian Volume	Response Time (Make Safe)	Response Time (Repair)
Very High	1 day	2 weeks
Medium	2 days	1 month
Low	5 days	2 months

4.4 Maintenance and renewal

The following sections detail specific maintenance activities applicable to all sealed and unsealed urban streets. Other maintenance activities which are not detailed will continue to be done for all street classes on an 'as required' basis.

Reference is made throughout this section to a visual condition rating system which is used to rate the condition of many aspects of sealed and unsealed streets.

The standard of maintenance for different classes of street and the deterioration which is allowed to occur before appropriate maintenance is carried out is based in part on the visual condition rating system. Where insufficient funds are provided to enable the identified work to be undertaken, the unfunded amount will be listed in the Maintenance Defects Register as "Backlog" works.

4.4.1 Unsealed Streets

Planned and unplanned maintenance for unsealed streets is similar to that for Class C roads as described section 3.2.1 Unsealed Roads.

4.4.2 Sealed Streets

Planned and unplanned maintenance for unsealed streets is similar to that for sealed roads as described in section 3.2.2 Sealed Roads, excepting the resealing program which is in accordance with Table 4-5.

Table 4-5 Urban street reseal program

Class	Description	Reseal (years)
A	Arterial (shoulders)	20
B	Sub-arterial	12
C	Collector	15
D	Local access	15
E	Lanes	20

The Reseal Program is subject to budget funding.

4.4.3 Both Sealed and Unsealed Streets

4.4.3.1 Drainage

The maintenance of the street drainage system includes such work as cleaning out and repairing culverts; clearing the inlets and outlets of drains and pits; regrading shoulders, table drains and open channel. Some of this work is carried out on gravel streets as part of the normal maintenance grading activity. The balance of this work, particularly on sealed streets, will be programmed based on condition inspections.

4.4.3.2 Guide Posts

Guideposts are generally not required in urban or village areas where kerb and gutter exists. Guideposts will be installed on other streets where street lighting is poor and on each approach to piped accesses. Guideposts will also be installed at each culvert end.

Guide Posts, where installed, will be spaced in accordance with the TfNSW Road Design Guide.

4.4.3.3 Road Verges

The procedure for maintenance of verges shall include;

1) It is the accepted practice in Tenterfield Shire Council for owners and residents of land in urban areas to maintain the strip of land between their boundary fence and the road formation to protect and enhance their investment. Such maintenance includes, but is not limited to mowing, edging and weeding.

In urban areas vegetation control by Council may include slashing of the verge to enhance safety.

4.5 Enhancement

4.5.1 Introduction

Enhancement work is any work which increases the value of the street network. These works may include:

- Street rehabilitation;
- Street reconstruction;
- Street realignment;
- Street widening;
- Sealing;
- Drainage improvements;
- Upgrading or replacing bridges;
- Developing and upgrading footpaths/cycleways.

This section details the standards that will be used when enhancement work is carried out on the street network.

4.5.2 Standards

4.5.2.1 Street Design Standards

Street enhancement work will be carried out to the following standards excepting in the case of physical or budgetary constraints.

Class	**Description**	**Urban**		**Villages**	
		Min. Seal	K to K	Min. Seal	K to K
A	Arterial	7 m	13 m	7 m	13 m
B	Sub-Arterial	7 m	13 m	7 m	10 m
C	Collector	7 m	11-13 m	7 m	11-13 m
D	Local Access	6 m	10 m	6 m	8 m
E	Lane	5 m	5 m	5 m	5 m

4.5.2.2 Drainage Structures

Drainage improvement work will be carried out to the following standards.

Class	Description	Width of street over drainage structures	Target minimum frequency of drainage structures overtopping (yrs)
A	Arterial	8.5	10
B	Sub-Arterial	6.0	10
C	Collector	6.0	10
D	Local Access	6.0	5
E	Lanes	6.0	2

4.5.2.3 Kerb & Gutter

Where Kerb and Gutter is required, it will be constructed in accordance with the Australian Standard design.

Contributions

Contributions for kerbing and guttering will be sought from adjoining landowners in accordance with the requirements of the Roads Act 1993 at a rate of 50% of the cost of construction. The rate for this work will be set annually in the Fees and Charges. Contributions for kerbing and guttering will be sought from adjoining landowners on corner lots in accordance with Kerb and Gutter – Contributions (Corner Lots);

> That contributions for kerbing and guttering along side boundaries of corner lots be charged at a concessional rate of one half the contribution rate set in Council's annual scale of Fees and Charges for normal frontages, subject to the following conditions:-
>
> 1) The concession shall only apply to the corner lot; and
>
> 2) The concession shall be applied to the shortest boundary.

Granite Gutter

Where concrete kerb and gutter works are to be undertaken to replace granite guttering blocks, such works will be undertaken in accordance with Kerb and Gutter - Replacement of Granite Gutter Blocks

> That where concrete kerb and gutter works are to be undertaken to replace granite and guttering blocks, that such works will not be undertaken without prior consultation with the community, affected adjacent landowners and Council's Heritage Advisor.
>
> Consent to proceed with the replacement of granite gutter blocks with concrete kerb and guttering will be subject to the formal approval of Council subsequent to the completion of the consultation process.

Concrete/Paved Footpath and cycleways

Council may provide concrete paving on footpaths for reasons of amenity or safety. The minimum width of footpaths will be 1.2m. Concrete footpaths are generally installed only where connected to the existing footpath network or between distinct community facilities with high volumes of pedestrian traffic.

Cycleways, will be constructed in accordance with Austroad's *Cycling Aspects of Austroads Guides 2011*.

Gutter crossings

Where Council disturbs a properly constructed gutter crossing during any works program, the cost of restoration is to be charged to the works being undertaken. In all other instances the cost of work on gutter crossings is to be paid for by the landowner.

4.5.2.4 Signposting

Signposting will be used to provide information, regulate traffic movement and warn motorists of changes in road conditions. Specifically, *No Through Road* signs will be installed at the start of dead end streets. *Dry Weather Only* and *4WD Only* warning signs will also be installed where appropriate.

Street name signs (*fingerboard Type G5-1*) may be provided at the start of all streets and at junctions along the streets, but will not necessarily appear at each junction. While streets signs are important for emergency and navigational purposes, technologies such as mobile devices and GPS units reduces the provision of signs as a priority, although there are a small number of sites where improved street signage is definitely required.

5. Bridges & large culverts

5.1 Introduction

Council has over 150 bridges and large size culverts on the regional and local road and street network. Approximately one third of these are constructed largely of timber materials.

All new structures accepted by Council to the network must be constructed of approved materials with a minimum asset life of 100 years.

The register of Tenterfield Shire Council bridges is included in 0

5.2 Safety at Bridges

All maintenance work necessary to positively provide for the safety of road users at bridges shall be carried out as and when required, irrespective of the class of road/street on which the bridge is situated. Priority shall also be given to enhancement work that is assessed by the appropriately qualified technical people as required to rectify safety problems at the bridge.

Council will take a risk management approach to the maintenance of safety at bridges. This is through the implementation of a system of defect identification through a formal inspection process, evaluation of the risk to road users and control of the risk by the use of appropriate maintenance activities The risk evaluation is based on a rating system, where the greater the Risk Rating the greater the urgency.

5.3 Inspections

5.3.1 Safety

A visual inspection will be included in the Safety and Roadway inspection undertaken on the road or street. This will include signposting, obvious defects in the deck, handrailing and any approach guardfencing, blockage of scuppers, vegetation growth, etc. Evaluation and control of any defects noted will be undertaken in accordance with sections 3.1.2 or 4.2.3 as appropriate.

5.3.2 Structural

In addition to the safety inspection, a visual inspection will also be undertaken by a suitably qualified and experienced inspector. This inspection will be made on an annual basis for bridges on Class A - Regional Roads and for bridges in urban areas. For bridges on all other classes of road, the visual structural inspection will be undertaken on a 2 year cycle basis.

In addition, a detailed structural inspection will be undertaken on all timber bridges, irrespective of road classification, on a six yearly cycle. This inspection may include test boring of structural members to determine condition, and will be carried out by a suitably qualified and experienced inspector. Should this inspection find faults or deterioration in condition on a particular bridge, then the detailed structural

inspection will be carried out on a 5 yearly cycle for the structure or at a lesser time period as considered necessary.

Records of inspections will be kept and used to determine the programmed maintenance works (refer Appendix G: – Forms). The identified defect will be listed in a register which will be used to track completion, etc.

5.4 Maintenance of Bridges

5.4.1 Termite Treatment

Treatment of any infestations found will be carried out immediately by a suitably qualified exterminator.

5.4.2 Structural Timber

All timber supplied for the maintenance and repair of timber bridges shall comply with the requirements of TfNSW QC Specification Part 380 – Timber for Bridges.

5.4.3 Signposting

Narrow bridge warning signposting (*type W4-1*) will be incrementally erected on all bridges that are less than 6.1m wide on local roads at a distance of 2V from the bridge abutment. In addition, bridge width markers (*type D4-3*) will be installed at abutments to define the width of the bridge between kerbs. Where the bridge is likely to be overtopped, flood depth indicators will be erected in accordance with Section 3.2.3.3 Signposting.

5.4.4 Vehicle and pedestrian barriers

Except for Class A (regional roads), handrailing or structural barriers other than kerbs will not be provided on timber or concrete decked bridges. This is in recognition that most of the bridges on local roads carry low traffic volumes, the bridges are general low level structures subject to overtopping and timber handrailing is not a suitable barrier. On regional roads, any upgrades will incorporate the installation of guardrail where budgets and existing configuration of bridges permit.

5.5 Enhancement

When a timber bridge is scheduled for major repair, an economic evaluation will be undertaken to determine if a more suitable structure can be installed such as a concrete box culvert, Doolan deck, reinforced or prestressed modular concrete deck, etc. The bridge will be designed by a certified bridge design engineer.

6. Miscellaneous

6.1 Rural Addressing

Rural addressing is a simple and permanent means of identifying, locating and addressing properties in rural areas. The basic element of the system is the logically sequenced property numbers related to the distance of the property from the start of the road. Numbers increase by increment of 2 for every 20 metres of road frontage travel distance, odd numbers on the left and even numbers on the right hand side of the road in the prescribed direction of travel.

Rural addressing has been introduced in Tenterfield Shire. New rural addresses can be established through the completion of an application form and payment of the fee.

Accesses

Construction and maintenance of accesses is the responsibility of the property owner and is described in **Policy 2.130 Construction and maintenance of property access from Council roads.** Generally this places the responsibility for construction, maintenance and costs thereof with the property owner.

6.2 Road verges

Road verges other than road shoulders shall generally be the responsibility of property owners for maintenance.

6.3 Public gates and vehicle by-passes

Public gates, vehicle by-passes (grids), associated signposting and road approaches shall be maintained in accordance with **Policy No 2.162 – Public Gates and By-Passes**. Generally this places the responsibility for the installation, maintenance, and costs thereof with the permit holder(s) for the public gate.

6.4 Public utilities in road reserves

Council from time to time receives requests from various public utilities (Electricity authorities such as Essential Energy, Communications companies such as TELSTRA, etc) for the installation of plant within the road reserve. While utility authorities have powers under relevant legislation (both state and federal) to install plant, consultation is a prerequisite for construction and maintenance activities. Normally Council would raise no objections to any proposed works.

For consistency, the public utilities will be requested to take the following matters into consideration when undertaking works within the road reserve:

1. Cable/conduit/pits are to be located within defined corridors as defined in any Council development standards (urban), or as close to the property boundary as possible (rural or no corridor specified).
2. Proposed locations and depths of conduit/cable shall be actually achieved in the field and clearly marked accordingly.
3. A minimum depth of 450 mm to top of conduit within road reserves and under footpaths and a minimum 600 mm to top of conduit under table drains and road pavements is required. Where a standard drawing exists for the service, this takes priority.

4. Disturbance to the natural conditions by the operations of Public Utility equipment and staff, including any sub-contractors, is limited.
5. The removal of any trees greater than 200 mm diameter must be formally approved by Council.
6. All areas that are disturbed by the operations are to be restored to pre-existing conditions which will include, but not be limited to, levelling, compaction to prevent future sinking, topsoiling and seed with a compatible grass seed mixture (if necessary).
7. Suitable erosion and sediment control measures are implemented prior to work commencing, are maintained throughout the operations and are removed when disturbed areas have been restored.
8. Underground boring for conduits must be undertaken where it is proposed to cross a sealed road formation, to cross a concrete footpath, to cross concrete kerb and gutter and on formed footways.
9. Trenching may be allowed on gravelled roads provided backfilling and compaction of trench is achieved to prevent future consolidation;
10. Traffic control is to be provided before and during operations in accordance with the current TfNSW and Australian standards.
11. Two business days' notice is provided to Council's nominated contact person.

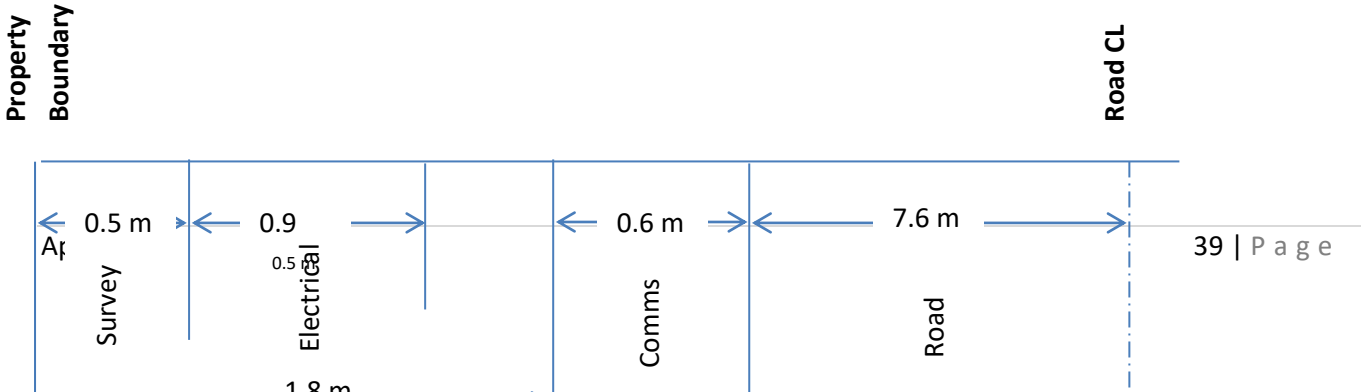
6.4.1 Utility allocations within road reserves

New and replacement utilities shall be located in allocated location as noted in the Tenterfield's standard engineering drawings for urban environments, and in accordance with Figure 6-1 for rural roads. Where the infrastructure is already in place, the allocation may be changed if there is an existing utility located within the specified zone (as identified by Dial Before You Dig). If an existing utility is located within a Service Provider's allocation consult Council's Engineer to obtain an approved alternative allocation.

Where a Utility/Service Provider wishes to encroach on space allocated to another Utility/Service Provider, it must consult and obtain a written agreement from the other. Both Utility/Service Providers shall record such encroachments on their respective mapping systems and forward a copy of the agreement to Tenterfield Shire Council for approval. Where space constraints exist, communications and electrical services may be installed in a shared corridor corresponding to the normal electrical corridor.

In cases where Council's rural roads are not located centrally within the road reserve, the Utility/Service Provider is required to locate their assets so that they do not encroach on Council's infrastructure allocation as measured from the centre of the carriageway. (Centre line to centre of table drain is 7.5m, to back of table drain is 8.0m).

Figure 6-1 Rural Road Utilities Allocations.



6.5 Road construction materials

Council utilises the existing road materials where ever feasible in the rehabilitation of existing roads. This may include improving the characteristics and quality of the existing pavement through the incorporation of additives such as cement, lime, slag or fly ash. Testing should be undertaken prior to the work to determine the appropriate materials and to design applicable blend rates.

6.6 Gravel Quarries

Council from time to time requires new road construction materials for upgrading of roads and a major component is the gravel basecourse. Testing should be undertaken to assess the material properties of the gravel prior to considering application on Council Roads. Any works on Class A Roads must comply with TfNSW specifications for base materials.

Appendix A: Regional Road Register

Class	No	Segment	Name	Origin	End Feature	Ch. Start	Ch. End	Length (km)
A	MR 290	05	Amosfield Road	State Border	Dalmoak Rd	0.000	1.009	1.009
A	MR 290	10	Amosfield Road	State Border		1.009	1.533	0.524
A	MR 290	12	Amosfield Road	State Border	Wards Ck	1.533	2.108	0.575
A	MR 290	15	Amosfield Road	State Border	Ruby Ck	2.108	3.203	1.095
A	MR 290	20	Amosfield Road	State Border		3.203	4.440	1.237
A	MR 290	25	Amosfield Road	State Border	Catarins Rd	4.440	5.878	1.438
A	MR 290	30	Amosfield Road	State Border	Herding Yard Ck Rd	5.878	7.470	1.592
A	MR 290	35	Amosfield Road	State Border	Mount Lindesay Rd	7.470	8.607	1.137
A	MR462	7010	Bruxner Way	A15	Browns Ck	0	1.44	1.440
A	MR462	7020	Bruxner Way	SH 9	Browns creek	1.44	2.86	1.420
A	MR462	7030	Bruxner Way	A15	Sunnyside	2.86	3.81	0.950
A	MR462	7040	Bruxner Way	A15	Sunnyside Loop Rd	3.81	5.32	1.510
A	MR462	7050	Bruxner Way	A15	Millers Ck	5.32	6.78	1.460
A	MR462	7060	Bruxner Way	A15	Ross Rd	6.78	8.44	1.660
A	MR462	7070	Bruxner Way	A15	East of Tarban Rd	8.44	9.87	1.430
A	MR462	7080	Bruxner Way	A15	Tarban Rd	9.87	11.27	1.400
A	MR462	7090	Bruxner Way	A15	Woodside Rd	11.27	12.66	1.390
A	MR462	7100	Bruxner Way	A15	Whalans Ck	12.66	14.20	1.540
A	MR462	7110	Bruxner Way	A15	Cusacks	14.20	14.69	0.490
A	MR462	7120	Bruxner Way	A15	Richfield	14.69	16.58	1.890
A	MR462	7130	Bruxner Way	A15	Swamp creek	16.58	18.04	1.460
A	MR462	7140	Bruxner Way	A15	Deadman Ck	18.04	19.57	1.530
A	MR462	7150	Bruxner Way	A15	Sowyers Gully Rd	19.57	21.20	1.630
A	MR462	7160	Bruxner Way	A15	Davis	21.20	22.43	1.230
A	MR462	7170	Bruxner Way	A15	Skinners	22.43	23.60	1.170
A	MR462	7180	Bruxner Way	A15	Mc Carthys Quarry	23.60	24.68	1.080
A	MR462	7190	Bruxner Way	A15	Back Creek Rd	24.68	26.03	1.350
A	MR462	7200	Bruxner Way	A15	Mole Station Rd	26.03	26.88	0.850
A	MR462	7210	Bruxner Way	A15	Aberfeldie	26.88	27.89	1.010
A	MR462	7220	Bruxner Way	A15	Aberfeldie No2	27.89	29.31	1.420
A	MR462	7230	Bruxner Way	A15	Gibralter Rd	29.31	30.77	1.460
A	MR462	7240	Bruxner Way	A15	Parburys	30.77	32.17	1.400
A	MR462	7250	Bruxner Way	A15	Kelton Farm	32.17	33.95	1.780
A	MR462	7260	Bruxner Way	A15	Mountain Ck	33.95	35.42	1.470
A	MR462	7270	Bruxner Way	A15	Wandinong	35.42	36.68	1.260
A	MR462	7280	Bruxner Way	A15	Wandinong No2	36.68	38.21	1.530
A	MR462	7290	Bruxner Way	A15	Charcoal burners	38.21	39.55	1.340
A	MR462	7300	Bruxner Way	A15	Charcoal burners No2	39.55	41.02	1.470
A	MR462	7310	Bruxner Way	A15	Mountain Creek Rd	41.02	42.42	1.400
A	MR462	7320	Bruxner Way	A15	Mount Pleasent	42.42	43.69	1.270
A	MR462	7330	Bruxner Way	A15	Wallaroo	43.69	44.45	0.760
A	MR462	7340	Bruxner Way	A15	Windy Ways	44.45	45.73	1.280
A	MR462	7350	Bruxner Way	A15	West side of Mole River hill	45.73	46.43	0.700
A	MR462	7360	Bruxner Way	A15	Darthula Rd	46.43	47.67	1.240
A	MR462	7370	Bruxner Way	A15	Meguzzis flat	47.67	49.21	1.540
A	MR462	7380	Bruxner Way	A15	Mole River Rd	49.21	50.74	1.530
A	MR462	7390	Bruxner Way	A15	Mingoola	50.74	51.70	0.960

Class	No	Segment	Name	Origin	End Feature	Ch. Start	Ch. End	Length (km)
A	MR462	7400	Bruxner Way	A15	Mole river	51.70	53.13	1.430
A	MR462	7410	Bruxner Way	A15	Sovrington	53.13	54.68	1.550
A	MR462	7420	Bruxner Way	A15	River flat	54.68	56.13	1.450
A	MR462	7430	Bruxner Way	A15	Ironbark Ridge	56.13	57.60	1.470
A	MR462	7440	Bruxner Way	A15	Herb farm	57.60	59.07	1.470
A	MR462	7450	Bruxner Way	A15	Hynes bridge	59.07	59.94	0.870
A	MR462	7460	Bruxner Way	A15	Dip	59.94	60.61	0.670
A	MR462	7470	Bruxner Way	A15	Reedy Creek vineyard	60.61	61.04	0.430
A	MR462	7480	Bruxner Way	A15	East of Reedy Ck	61.04	61.42	0.380
A	MR462	7490	Bruxner Way	A15	West from Reedy Ck	61.42	61.72	0.300
A	MR462	7500	Bruxner Way	A15	Reedy Creek Rd	61.72	63.12	1.400
A	MR462	7510	Bruxner Way	A15	West of Yellow gully	63.12	64.63	1.510
A	MR462	7520	Bruxner Way	A15	Roseneath	64.63	66.13	1.500
A	MR462	7530	Bruxner Way	A15	Gravel quarry	66.13	67.69	1.560
A	MR462	7540	Bruxner Way	A15	Old camp	67.69	68.56	0.870
A	MR462	7550	Bruxner Way	A15	Dumaresq River overflow	68.56	69.29	0.730
A	MR462	7560	Bruxner Way	A15	Newfarm	69.29	70.78	1.490
A	MR462	7570	Bruxner Way	A15	Gulf creek	70.78	72.24	1.460
A	MR462	7580	Bruxner Way	A15	Monstadt	72.24	73.64	1.400
A	MR462	7590	Bruxner Way	A15	Aqullines	73.64	74.42	0.780
A	MR462	7600	Bruxner Way	A15	Dumaresq River flood channel	74.42	74.86	0.440
A	MR462	7610	Bruxner Way	A15	Black Ck	74.86	76.33	1.470
A	MR462	7620	Bruxner Way	A15	Black Creek billabong	76.33	77.83	1.500
A	MR462	7630	Bruxner Way	A15	Pineview	77.83	79.25	1.420
A	MR462	7640	Bruxner Way	A15	Pineview No2	79.25	80.80	1.550
A	MR462	7650	Bruxner Way	A15	Riverview	80.80	82.01	1.210
A	MR462	7660	Bruxner Way	A15	Tenterfield/Inverell shire boundary	82.01	82.39	0.380
A	MR 361	05	Clarence Way	Shire Bdy Sth		0.000	1.217	1.217
A	MR 361	10	Clarence Way			1.217	2.337	1.120
A	MR 189	05	Killarney Rd	State Border		0.000	0.268	0.268
A	MR 189	10	Killarney Rd	State Border		0.268	1.805	1.537
A	MR 189	15	Killarney Rd	State Border		1.805	3.104	1.299
A	MR 189	20	Killarney Rd	State Border		3.104	3.799	0.695
A	MR 189	25	Killarney Rd	State Border	Mount Lindesay Rd	3.799	4.688	0.889
A	MR 290	05	Liston Road	State Border	Mount Lindesay Rd	0.000	0.648	0.648
A	MR622	05	Mt Lindesay Rd	SH 9		0.000	0.259	0.259
A	MR622	10	Mt Lindesay Rd	A15		0.259	1.880	1.621
A	MR622	15	Mt Lindesay Rd	A15		1.880	3.200	1.320
A	MR622	20	Mt Lindesay Rd	A15	Branch Ck	3.200	4.607	1.407
A	MR622	25	Mt Lindesay Rd	A15		4.607	6.153	1.546
A	MR622	30	Mt Lindesay Rd	A15	Bryans Gap Rd	6.153	7.621	1.468
A	MR622	35	Mt Lindesay Rd	A15	London Bridge	7.621	8.865	1.244
A	MR622	40	Mt Lindesay Rd	A15		8.865	10.419	1.554
A	MR622	45	Mt Lindesay Rd	A15	Tank Traps	10.419	11.985	1.566
A	MR622	50	Mt Lindesay Rd	A15	S. Charltons	11.985	13.653	1.668
A	MR622	55	Mt Lindesay Rd	A15	Talmoi Hill	13.653	14.904	1.251
A	MR622	60	Mt Lindesay Rd	A15		14.904	16.400	1.496

Class	No	Segment	Name	Origin	End Feature	Ch. Start	Ch. End	Length (km)
A	MR622	65	Mt Lindesay Rd	A15		16.400	17.878	1.478
A	MR622	70	Mt Lindesay Rd	A15		17.878	19.532	1.654
A	MR622	75	Mt Lindesay Rd	A15		19.532	20.924	1.392
A	MR622	80	Mt Lindesay Rd	A15	Resurrection Ck	20.924	22.088	1.164
A	MR622	85	Mt Lindesay Rd	A15	Boonoo Boonoo River	22.088	23.298	1.210
A	MR622	90	Mt Lindesay Rd	A15		23.298	24.876	1.578
A	MR622	95	Mt Lindesay Rd	A15		24.876	25.971	1.095
A	MR622	100	Mt Lindesay Rd	A15	Carrolls Ck	25.971	27.263	1.292
A	MR622	105	Mt Lindesay Rd	A15		27.263	28.746	1.483
A	MR622	110	Mt Lindesay Rd	A15		28.746	29.934	1.188
A	MR622	115	Mt Lindesay Rd	A15	Bald Rock Café	29.934	30.130	0.196
A	MR622	116	Mt Lindesay Rd	A15		30.130	31.483	1.353
A	MR622	120	Mt Lindesay Rd	A15		31.483	32.540	1.057
A	MR622	125	Mt Lindesay Rd	A15		32.540	33.656	1.116
A	MR622	129	Mt Lindesay Rd	A15		33.656	33.751	0.095
A	MR622	130	Mt Lindesay Rd	A15	Bookookoorara Ck	33.751	33.981	0.230
A	MR622	135	Mt Lindesay Rd	A15		33.981	34.230	0.249
A	MR622	136	Mt Lindesay Rd	A15		34.230	34.735	0.505
A	MR622	138	Mt Lindesay Rd	A15		34.735	35.412	0.677
A	MR622	140	Mt Lindesay Rd	A15	Harrigans Lane	35.412	36.936	1.524
A	MR622	145	Mt Lindesay Rd	A15		36.936	38.298	1.362
A	MR622	150	Mt Lindesay Rd	A15		38.298	38.851	0.553
A	MR622	155	Mt Lindesay Rd	A15	Jenners Ck	38.851	38.969	0.118
A	MR622	160	Mt Lindesay Rd	A15		38.969	39.645	0.676
A	MR622	165	Mt Lindesay Rd	A15		39.645	39.830	0.185
A	MR622	166	Mt Lindesay Rd	A15		39.830	40.776	0.946
A	MR622	170	Mt Lindesay Rd	A15	Mursons Ck	40.776	41.943	1.167
A	MR622	175	Mt Lindesay Rd	A15		41.943	43.507	1.564
A	MR622	180	Mt Lindesay Rd	A15		43.507	43.653	0.146
A	MR622	185	Mt Lindesay Rd	A15		43.653	44.689	1.036
A	MR622	190	Mt Lindesay Rd	A15	Wilsons Downfall	44.689	45.968	1.279
A	MR622	195	Mt Lindesay Rd	A15		45.968	47.332	1.364
A	MR622	200	Mt Lindesay Rd	A15		47.332	48.242	0.910
A	MR622	205	Mt Lindesay Rd	A15		48.242	49.273	1.031
A	MR622	210	Mt Lindesay Rd	A15		49.273	49.311	0.038
A	MR622	215	Mt Lindesay Rd	A15	Liston Rd	49.311	50.666	1.355
A	MR622	220	Mt Lindesay Rd	A15		50.666	51.953	1.287
A	MR622	225	Mt Lindesay Rd	A15	Herding Yard Ck Rd	51.953	53.101	1.148
A	MR622	230	Mt Lindesay Rd	A15	Lavender Farm	53.101	54.621	1.520
A	MR622	235	Mt Lindesay Rd	A15		54.621	55.886	1.265
A	MR622	240	Mt Lindesay Rd	A15		55.886	57.143	1.257
A	MR622	245	Mt Lindesay Rd	A15		57.143	58.668	1.525
A	MR622	250	Mt Lindesay Rd	A15		58.668	60.247	1.579
A	MR622	255	Mt Lindesay Rd	A15	Glencolvin	60.247	61.451	1.204
A	MR622	260	Mt Lindesay Rd	A15	Wylie Ck Curves	61.451	62.910	1.459
A	MR622	265	Mt Lindesay Rd	A15		62.910	64.672	1.762
A	MR622	270	Mt Lindesay Rd	A15		64.672	65.078	0.406
A	MR622	272	Mt Lindesay Rd	A15		65.078	66.067	0.989
A	MR622	275	Mt Lindesay Rd	A15	Wylie Ck	66.067	66.336	0.269
A	MR622	280	Mt Lindesay Rd	A15		66.336	66.576	0.244

Class	No	Segment	Name	Origin	End Feature	Ch. Start	Ch. End	Length (km)
A	MR622	282	Mt Lindesay Rd	A15		66.576	67.892	1.316
A	MR622	285	Mt Lindesay Rd	A15	Cullendore Rd	67.892	69.411	1.519
A	MR622	290	Mt Lindesay Rd	A15		69.411	70.744	1.333
A	MR622	295	Mt Lindesay Rd	A15		70.744	72.004	1.260
A	MR622	300	Mt Lindesay Rd	A15		72.004	73.406	1.402
A	MR622	305	Mt Lindesay Rd	A15		73.406	74.918	1.512
A	MR622	310	Mt Lindesay Rd	A15		74.918	76.094	1.176
A	MR622	315	Mt Lindesay Rd	A15	Maryland River	76.094	77.276	1.182
A	MR622	320	Mt Lindesay Rd	A15		77.276	78.426	1.150
A	MR622	325	Mt Lindesay Rd	A15		78.426	79.511	1.085
A	MR622	330	Mt Lindesay Rd	A15		79.511	81.039	1.528
A	MR622	335	Mt Lindesay Rd	A15		81.039	82.526	1.487
A	MR622	340	Mt Lindesay Rd	A15		82.526	83.936	1.410
A	MR622	345	Mt Lindesay Rd	A15	Vinegar Hill Rd	83.936	84.331	0.395
A	MR622	350	Mt Lindesay Rd	A15		84.331	85.922	1.591
A	MR622	355	Mt Lindesay Rd	A15		85.922	87.488	1.566
A	MR622	360	Mt Lindesay Rd	A15		87.488	88.546	1.058
A	MR622	365	Mt Lindesay Rd	A15	Carters Rd	88.546	89.352	0.806
A	MR622	370	Mt Lindesay Rd	A15		89.352	90.353	1.001
A	MR622	375	Mt Lindesay Rd	A15		90.353	91.982	1.629
A	MR622	380	Mt Lindesay Rd	A15	Legume	91.982	93.034	1.052
A	MR622	385	Mt Lindesay Rd	A15		93.034	93.225	0.191
A	MR622	390	Mt Lindesay Rd	A15		93.225	94.492	1.267
A	MR622	395	Mt Lindesay Rd	A15		94.492	94.873	0.381
A	MR622	400	Mt Lindesay Rd	A15		94.873	95.058	0.185
A	MR622	401	Mt Lindesay Rd	A15		95.058	95.717	0.659
A	MR622	403	Mt Lindesay Rd	A15		95.717	96.409	0.692
A	MR622	405	Mt Lindesay Rd	A15		96.409	97.652	1.243
A	MR622	410	Mt Lindesay Rd	A15		97.652	99.079	1.427
A	MR622	415	Mt Lindesay Rd	A15		99.079	100.219	1.140
A	MR622	420	Mt Lindesay Rd	A15		100.219	101.057	0.838
A	MR622	425	Mt Lindesay Rd	A15	Oaky Hill	101.057	102.516	1.459
A	MR622	429	Mt Lindesay Rd	A15		102.516	102.876	0.360
A	MR622	430	Mt Lindesay Rd	A15		102.876	103.813	0.937
A	MR622	435	Mt Lindesay Rd	A15		103.813	104.668	0.855
A	MR622	440	Mt Lindesay Rd	A15		104.668	106.240	1.572
A	MR622	445	Mt Lindesay Rd	A15	Gumdale West	106.240	107.401	1.161
A	MR622	450	Mt Lindesay Rd	A15	Gumdale	107.401	108.051	0.650
A	MR622	455	Mt Lindesay Rd	A15		108.051	109.590	1.539
A	MR622	460	Mt Lindesay Rd	A15		109.590	111.000	1.410
A	MR622	465	Mt Lindesay Rd	A15		111.000	111.938	0.938
A	MR622	470	Mt Lindesay Rd	A15		111.938	112.851	0.913
A	MR622	475	Mt Lindesay Rd	A15		112.851	113.891	1.040
A	MR622	480	Mt Lindesay Rd	A15		113.891	115.645	1.754
A	MR622	485	Mt Lindesay Rd	A15	Golden Mile	115.645	116.895	1.250
A	MR622	490	Mt Lindesay Rd	A15		116.895	118.130	1.235
A	MR622	495	Mt Lindesay Rd	A15	Browns Dip	118.130	119.098	0.968
A	MR622	500	Mt Lindesay Rd	A15		119.098	120.097	0.999
A	MR622	505	Mt Lindesay Rd	A15		120.097	121.667	1.570

Class	No	Segment	Name	Origin	End Feature	Ch. Start	Ch. End	Length (km)
A	MR622	510	Mt Lindesay Rd	A15		121.667	123.124	1.457
A	MR622	515	Mt Lindesay Rd	A15		123.124	124.817	1.693
A	MR622	520	Mt Lindesay Rd	A15		124.817	126.352	1.535
A	MR622	525	Mt Lindesay Rd	A15		126.352	127.970	1.618
A	MR622	530	Mt Lindesay Rd	A15	Bald Knob	127.970	129.420	1.450
A	MR622	535	Mt Lindesay Rd	A15		129.420	130.487	1.067
A	MR622	540	Mt Lindesay Rd	A15	Beaury Ck	130.487	131.507	1.020
A	MR622	545	Mt Lindesay Rd	A15		131.507	132.779	1.272
A	MR622	550	Mt Lindesay Rd	A15		132.779	134.048	1.269
A	MR622	555	Mt Lindesay Rd	A15		134.048	134.577	0.529
A	MR622	560	Mt Lindesay Rd	A15		134.577	135.791	1.214
A	MR622	565	Mt Lindesay Rd	A15	Kyogle Shire Bdy At Tooloom Ck, Woodenbong	135.791	136.576	0.785

Total Length Regional Roads	235.3	km
Total Length UnSealed Regional Roads	11.1	km
Total Pavement Area	197	ha
Total Seal Area	160	ha
Total Pavement Only Area	9	ha

Appendix B: Rural Road Register

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
E	5274	05	A M White Drive	H9 - New England Highway	Bolivia Hall	0.000	0.498	0.498
E	5011	05	Acacia Peak Rd	Acacia Plateau Rd	dwelling	0.000	1.395	1.395
B	5033	05	Acacia Plateau Rd	MR 189 (Killarney Rd)		0.000	2.234	2.234
B	5033	15	Acacia Plateau Rd	MR 189 (Killarney Rd)		2.234	3.320	1.086
B	5033	20	Acacia Plateau Rd	MR 189 (Killarney Rd)		3.320	4.085	0.765
B	5033	25	Acacia Plateau Rd	MR 189 (Killarney Rd)	Acacia Peak Rd	4.085	6.803	2.718
D	5033	35	Acacia Plateau Rd	MR 189 (Killarney Rd)		6.803	7.467	0.664
D	5033	40	Acacia Plateau Rd	MR 189 (Killarney Rd)		7.467	7.780	0.313
D	5033	45	Acacia Plateau Rd	MR 189 (Killarney Rd)	Grid at State Forest	7.780	10.386	2.606
C	5044	05	Acacia Scrub Rd	MR 622 - Mount Lindesay Rd	Acacia Plateau Rd	0.000	6.917	6.917
C	5077	05	Back Creek Rd	MR 462 - Bruxner Way		0.000	0.056	0.056
C	5077	10	Back Creek Rd	MR 462 - Bruxner Way	Sailor Jack Rd	0.056	6.644	6.588
D	5077	35	Back Creek Rd	MR 462 - Bruxner Way		6.644	7.820	1.176
D	5077	40	Back Creek Rd	MR 462 - Bruxner Way		7.820	8.012	0.192
D	5077	45	Back Creek Rd	MR 462 - Bruxner Way		8.012	17.407	9.395
D	5088	05	Bald Rock Lookout Road	MR 622 - Mount Lindesay Rd	Grid into National Park	0.000	0.470	0.470
D	5099	05	Bald Rock Rd (south)	Sandy Flat Rd		0.000	1.427	1.427
D	5099	10	Bald Rock Rd (south)	Sandy Flat Rd		1.427	1.520	0.093
D	5099	15	Bald Rock Rd (south)	Sandy Flat Rd		1.520	6.440	4.920
D	5099	35	Bald Rock Rd (south)	Sandy Flat Rd		6.440	9.090	2.650
D	5099	60	Bald Rock Rd (north)	Sandy Flat Rd		0.000	3.515	3.515
D	5099	75	Bald Rock Rd (north)	Sandy Flat Rd		3.515	4.172	0.657
D	5099	80	Bald Rock Rd (north)	Sandy Flat Rd	Snakes Valley Rd	4.172	4.860	0.688
E	5100	05	Barlows Gate Rd	MR 622 - Mount Lindesay Rd		0.000	0.587	0.587
E	5100	10	Barlows Gate Rd	MR 622 - Mount Lindesay Rd	NSW / Qld Border	0.587	1.537	0.950
D	5110	05	Barney Downs Rd	H 16 - Bruxner Highway		0.000	0.860	0.860
D	5110	10	Barney Downs Rd	H 16 - Bruxner Highway		0.860	1.356	0.496
D	5110	15	Barney Downs Rd	H 16 - Bruxner Highway	Bryans Gap Road	1.356	3.242	1.886
D	5132	05	Beardy River Rd	MR 462 - Bruxner Way	grid to dwelling	0.000	6.266	6.266
B	5154	05	Beaury Creek Rd	Tooloom Road	MR 622 - Mount Lindesay Road	0.000	19.342	19.342

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
E	5168	05	Bee Hive Rd	Tooloom Rd	gate	0.000	0.948	0.948
D	5170	05	Bellbird Rd	Leslie Creek Rd		0.000	0.527	0.527
D	5170	10	Bellbird Rd	Leslie Creek Rd	end	0.527	1.494	0.967
B	5169	5	Bellevue Rd	SH 16 - Bruxner Highway		0.000	0.692	0.692
B	5169	10	Bellevue Rd	SH 16 - Bruxner Highway		0.692	0.773	0.081
B	5169	15	Bellevue Rd	SH 16 - Bruxner Highway		0.780	1.091	0.311
B	5169	20	Bellevue Rd	SH 16 - Bruxner Highway		1.201	2.215	1.014
B	5169	24	Bellevue Rd	SH 16 - Bruxner Highway	Bryans Gap Rd	1.201	6.263	5.062
E	5176	05	Billirimba Creek Rd	Billirimba Road		0.000	2.972	2.972
B	5187	05	Billirimba Rd	Scrub Rd		0.000	7.912	7.912
B	5187	35	Billirimba Rd	Scrub Rd		7.912	10.770	2.858
B	5187	45	Billirimba Rd	Scrub Rd		10.770	11.142	0.372
B	5187	50	Billirimba Rd	Scrub Rd		11.142	11.530	0.388
B	5187	52	Billirimba Rd	Scrub Rd		11.530	11.708	0.178
B	5187	53	Billirimba Rd	Scrub Rd		11.708	18.857	7.149
B	5187	80	Billirimba Rd	Scrub Rd	End school bus route	18.857	18.921	0.064
C	5187	85	Billirimba Rd	Scrub Rd		18.921	27.117	8.196
C	5187	120	Billirimba Rd	Scrub Rd		27.117	27.225	0.108
C	5187	125	Billirimba Rd	Scrub Rd	Rocky River / Upper Rocky River Rds	27.225	32.947	5.722
E	5198	05	Binghi Rd	Silent Grove Road		0.000	3.664	3.664
B	5220	05	Black Swamp Rd	SH 16 - Bruxner Highway		0.000	0.038	0.038
B	5220	10	Black Swamp Rd			0.038	11.400	11.362
B	5220	50	Black Swamp Rd		MR 622 - Mount Lindesay Road	11.400	13.218	1.818
D	5231	05	Black Swamp School Rd	Black Swamp Rd	end	0.000	1.175	1.175
D	5253	05	Bluff Creek Rd	SH 9 - New England Highway	gate	0.000	0.794	0.794
C	5264	05	Bluff River Rd	SH 9 - New England Highway		0.000	0.046	0.046
C	5264	10	Bluff River Rd	SH 9 - New England Highway	Wangara farm stay	0.046	10.187	10.141
E	5275	05	Bolivia Siding Road	H 9 - New England Highway		0.000	0.603	0.603
D	5275	10	Bolivia Siding Road	H 9	Keirnans Road	0.603	0.921	0.318
D	5286	05	Bondi Rd	MR 622 - Mount Lindesay Rd	end	0.000	1.527	1.527
D	5297	05	Bonds Rd	MR 361 - Clarence Way		0.000	0.669	0.669
D	5297	10	Bonds Rd	MR 361 - Clarence Way	grid	0.669	2.940	2.271
D	5101	05	Bonners Rd	Rivertree Rd	end	0.000	2.290	2.290

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
D	5308	05	Boonoo Boonoo Falls Rd	MR 622 - Mount Lindesay Rd		0.000	0.065	0.065
D	5308	10	Boonoo Boonoo Falls Rd	MR 622	National Park	0.065	4.723	4.658
C	5319	05	Boorook Rd	H 16 - Bruxner Highway		0.000	0.145	0.145
C	5319	10	Boorook Rd	H 16 - Bruxner Highway		0.145	1.696	1.551
C	5319	15	Boorook Rd	H 16 - Bruxner Highway		1.696	1.847	0.151
C	5319	20	Boorook Rd	H 16 - Bruxner Highway	Gilgurry Rd	1.847	11.030	9.183
D	5561	05	Border Gate Rd	NSW / Qld Border	end	0.000	1.969	1.969
E	5325	05	Border Lane	Border Gate Rd	end	0.000	0.944	0.944
B	5332	05	Boundary Rd	MR 622 - Mt Lindesay Rd		0.000	0.674	0.674
B	5332	10	Boundary Rd	MR 622 - Mt Lindesay Rd	Bellevue Rd	0.674	1.120	0.446
E	5341	05	Branch Ck Rd	Bald Rock Rd	end	0.000	2.356	2.356
D	5352	05	Brassington Ck Rd	Cottesbrook Rd		0.000	0.106	0.106
D	5352	10	Brassington Ck Rd	Cottesbrook Rd	end	0.106	2.875	2.769
C	5363	10	Brushabers Rd	Duke St, Jennings		1.498	6.468	4.970
C	5363	35	Brushabers Rd	Duke St, Jennings	SH9 - New England Highway	6.468	6.659	0.191
B	5363	07	Brushabers Rd	Duke St, Jennings		0.276	0.543	0.267
B	5363	08	Brushabers Rd	Duke St, Jennings		0.543	1.307	0.764
B	5363	09	Brushabers Rd	Duke St, Jennings	End of seal	1.307	1.498	0.191
C	5368	05	Bruxner Rd	SH 16 - Bruxner Highway		0.000	1.081	1.081
C	5368	10	Bruxner Rd	SH 16 - Bruxner Highway		1.081	1.241	0.160
C	5368	15	Bruxner Rd	SH 16 - Bruxner Highway		1.241	5.729	4.488
C	5368	30	Bruxner Rd	SH 16 - Bruxner Highway		5.729	6.209	0.480
C	5368	35	Bruxner Rd	SH 16 - Bruxner Highway	Paddys Flat Rd	6.209	8.479	2.270
B	5374	5	Bryans Gap Rd	SH 16 - Bruxner Highway		0.000	1.695	1.695
B	5374	10	Bryans Gap Rd	SH 16 - Bruxner Highway		1.695	3.357	1.662
B	5374	15	Bryans Gap Rd	SH 16 - Bruxner Highway		3.357	3.992	0.635
B	5374	20	Bryans Gap Rd	SH 16 - Bruxner Highway		3.992	4.170	0.178
B	5374	25	Bryans Gap Rd	SH 16 - Bruxner Highway	MR 622 - Mount Lindesay Road	4.170	7.420	3.250
D	5385	05	Bungulla Platform Rd	SH 9 - New England Highway	end	0.000	5.456	5.456
E	5396	05	Bungulla Rd	Bungulla Platform Rd	gate	0.000	1.746	1.746
D	5390	05	Bungulla Reserve Rd	SH 9 - New England Highway	end	0.000	2.950	2.950
E	5400	05	Bunijah road	Cheviot Hills Road	end	0.000	3.920	3.920
D	5401	05	Bushy Drive	Cyril Smith Circuit	end	0.000	1.803	1.803
E	5402	05	Calthorps Rd	Torrington Rd	Grid	0.000	2.200	2.200
B	5451	05	Castlerag Rd	SH 9 - New England Highway		0.000	0.060	0.060
B	5451	10	Castlerag Rd	SH 9		0.060	3.545	3.485
B	5451	25	Castlerag Rd	SH 9		3.545	3.980	0.435

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
B	5451	30	Castlerag Rd	SH 9	Torrington Rd	3.980	8.217	4.237
E	5462	05	Cataract River Rd	Black Swamp Rd	end	0.000	1.860	1.860
E	5473	05	Catarins Rd (MR290)	MR290		0.000	4.090	4.090
D	5484	05	Catarrh Creek Rd	Torrington Rd	gate to property	0.000	5.500	5.500
E	5490	05	Cemetery Rd	Boonoo Boonoo Falls Rd	property,curr awong	0.000	0.377	0.377
C	5495	05	Chauvel Rd	Plains Station Rd		0.000	1.675	1.675
C	5495	10	Chauvel Rd	Plains Station Rd	Doughertys Rd	1.675	2.491	0.816
D	5495	15	Chauvel Rd	Plains Station Rd	end	2.491	4.037	1.546
C	5506	05	Cheviot Hills Rd	SH 16 - Bruxner Highway		0.000	0.095	0.095
C	5506	10	Cheviot Hills Rd	SH 16 - Bruxner Highway		0.095	0.840	0.745
C	5506	15	Cheviot Hills Rd	SH 16 - Bruxner Highway		0.840	2.140	1.300
C	5506	20	Cheviot Hills Rd	SH 16 - Bruxner Highway		2.140	2.652	0.512
D	5506	25	Cheviot Hills Rd	SH 16 - Bruxner Highway	dwelling	2.652	5.164	2.512
D	5517	05	Clarence River Rd	SH 16 - Bruxner Highway	grid	0.000	1.593	1.593
E	5539	05	Common Rd	Billirimba Rd	Bruxner Highway	0.000	3.020	3.020
C	5550	05	Cottesbrook Rd	H 9 - New England Highway	Sandy Flat Rd	0.000	3.153	3.153
E	5572	05	Coxalls Rd	SH 16 - Bruxner Highway	gate	0.000	0.558	0.558
D	5583	05	Crescent Hills Rd	Paddys Flat Rd	end	0.000	2.384	2.384
D	5596	05	Cullendore Creek Rd	Maryland - Cullendore Rd (E)	end	0.000	3.516	3.516
B	5594	05	Cullendore Rd	NSW/Qld Border		0.000	0.096	0.096
B	5594	10	Cullendore Rd	NSW/Qld Border		0.096	4.674	4.578
B	5594	35	Cullendore Rd	NSW/Qld Border		4.674	6.104	1.430
B	5594	40	Cullendore Rd	NSW/Qld Border		6.104	6.416	0.312
B	5594	45	Cullendore Rd	NSW/Qld Border		6.416	7.308	0.892
B	5594	50	Cullendore Rd	NSW/Qld Border		7.308	8.545	1.237
B	5594	55	Cullendore Rd	NSW/Qld Border		8.545	9.334	0.789
B	5594	60	Cullendore Rd	NSW/Qld Border	MR 622 - Mount Lindesay Road	9.334	9.625	0.291
E	5605	05	Cullens Creek Rd	Rivertree Rd	gate	0.000	2.837	2.837
C	5616	05	Currs Rd	Mt Speribo Rd		0.000	5.551	5.551
C	5616	30	Currs Rd	Mt Speribo Rd	Glen-Severn Bdy	5.551	6.650	1.099
C	5627	05	Cyril Smith Circuit	Plains Station Rd	Bushy Drive	0.000	3.927	3.927
D	5627	20	Cyril Smith Circuit	Plains Station Rd		3.927	5.004	1.077
D	5627	25	Cyril Smith Circuit	Plains Station Rd		5.004	5.260	0.256
D	5627	30	Cyril Smith Circuit	Plains Station Rd	End	5.260	6.083	0.823
E	5635	05	Dairy Mountain Road	Scrub Rd	end	0.000	0.302	0.302
D	5638	05	Daisy Mount Rd	Billirimba Rd	gate	0.000	1.278	1.278
E	5649	05	Dalman Rd (to Dalman Tip)	MR622		0.000	0.176	0.176
B	6397	05	Dalmoak Rd	Amosfield Road	McKechnie Rd	0.000	2.823	2.823

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
C	6397	15	Dalmoak Rd	Amosfield Road	Summit Rd	2.823	10.294	7.471
E	5665	05	Dam Lane	Billirimba Rd	John Dekkers	0.000	0.446	0.446
D	5671	05	Darthula Loop Rd	Mingoola Station Rd	Darthula Rd	0.000	4.006	4.006
D	5682	05	Darthula Rd	MR 462 - Bruxner Way	Dumaresq River	0.000	6.617	6.617
B	5685	05	Deepwater Racecourse Rd	SH 9 - New England Highway	Torrington Rd	0.000	0.753	0.753
D	5795	05	Dellwood Rd (Finlays)	Rockdale Rd	Locked gate	0.000	1.256	1.256
D	5693	05	Demon Creek Rd (nth)	Timbarra Rd	Locked gate	0.000	3.102	3.102
D	5694	05	Demon Creek Rd (sth)	Billirimba Rd		0.000	0.125	0.125
D	5694	10	Demon Creek Rd (sth)	Billirimba Rd	gate	0.125	6.165	6.040
E	5704	05	Double Hut Ck Rd	Back Creek Road		0.000	1.750	1.750
D	5715	05	Doughertys Rd	Chauvel Rd	access track continues	0.000	0.793	0.793
E	5726	05	Eagle Creek Rd	Woodside Rd	road ends	0.000	1.880	1.880
E	5737	05	Emu Creek Rd	Paddys Flat Rd	gate	0.000	0.963	0.963
D	5759	05	Faggs Rd	MR 622 - Mount Lindesay Rd	dwelling	0.000	3.067	3.067
D	5770	05	Fairfield Rd	SH 16 - Bruxner Highway	Roundabout	0.000	4.510	4.510
E	5781	05	Farley's Rd	Paddys Flat Rd		0.000	0.750	0.750
E	5792	05	Finnertys Rd	Neagles Lane	gate	0.000	0.507	0.507
E	5803	05	Finns Rd	Barney Downs Rd	grid	0.000	1.490	1.490
D	5814	05	Flagstone Rd	MR 622 - Mount Lindesay Rd		0.000	0.395	0.395
D	5814	10	Flagstone Rd	MR 622	dwelling & yards	0.395	3.460	3.065
C	5825	05	Four Mile Creek Rd	Sunnyside Loop Rd		0.000	0.359	0.359
C	5825	15	Four Mile Creek Rd	Sunnyside Loop Rd		0.359	0.670	0.311
D	5825	20	Four Mile Creek Rd	Sunnyside Loop Rd		0.670	1.044	0.374
D	5836	05	Frames Rd	Paddy's Flat Rd	end	0.000	1.768	1.768
E	6958	05	Frost Rd	Woodside Rd	dwelling	0.000	0.702	0.702
D	5847	05	Gap Rd	Plains Station Rd	gate to yards	0.000	0.758	0.758
E	5864	05	Gardiners Creek Rd	H9 - New England Highway	End gate	0.000	0.350	0.350
D	5869	05	Geyers Rd	SH 9 - New England Highway		0.000	1.464	1.464
D	5869	15	Geyers Rd	SH 9	End	1.464	3.083	1.619
C	5880	05	Gibraltar Rd	MR 462 - Bruxner Way		0.000	0.059	0.059
C	5880	10	Gibraltar Rd	MR 462 - Bruxner Way		0.059	2.618	2.559
C	5880	20	Gibraltar Rd	MR 462 - Bruxner Way		2.618	4.405	1.787
C	5880	30	Gibraltar Rd	MR 462 - Bruxner Way	Mole River Rd	4.405	5.450	1.045
D	5891	05	Gibraltar Station Rd	Gibraltar Rd		0.000	0.356	0.356
D	5891	10	Gibraltar Station Rd	Gibraltar Rd	Mole River Rd	0.356	3.510	3.154

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
C	5913	05	Gilgurry Rd	Boorook Rd	Harrigans Lane	0.000	16.613	16.613
E	5924	05	Glen Ayre Rd	Back Creek Road	Gate	0.000	1.295	1.295
E	5935	05	Gould Falls Rd	Acacia Plateau Rd	dwelling	0.000	0.726	0.726
C	5946	05	Grahams Creek Rd	MR 622 - Mount Lindesay Rd		0.000	1.025	1.025
C	5946	10	Grahams Creek Rd	MR 622	end	1.025	4.819	3.794
D	5946	30	Grahams Creek Rd	MR 622	end	4.819	6.188	1.369
E	5957	05	Green Swamp Rd	Quarry Rd	dwelling	0.000	1.271	1.271
B	5979	05	Gum Flat Rd	Mt McKenzie Rd		0.000	0.153	0.153
B	5979	10	Gum Flat Rd	Mt McKenzie Rd	Mt McKenzie Lookout Rd	0.153	1.214	1.061
D	5979	15	Gum Flat Rd	Mt McKenzie Rd	yards	1.214	2.231	1.017
C	5990	05	Gunyah Rd	Mt McKenzie Rd	Woodside Rd	0.000	11.376	11.376
D	6012	05	Haddocks Rd	MR 462 - Bruxner Way	end	0.000	0.892	0.892
D	6023	05	Hallidays Rd	Sandy Flat Rd	gate	0.000	3.053	3.053
E	6040	05	Hardcastles Rd	White Swamp Rd	Causeway at creek	0.000	0.570	0.570
C	6045	05	Harrigans Lane	MR 622	Gilgurry Rd	0.000	4.994	4.994
C	6045	30	Harrigans Lane		Gilgurry Rd	4.994	5.341	0.347
C	6045	32	Harrigans Lane			5.341	5.711	0.370
C	6045	33	Harrigans Lane		Gilgurry Rd	5.711	6.340	0.629
C	6045	35	Harrigans Lane			6.340	6.656	0.316
C	6045	40	Harrigans Lane		Gilgurry Rd	6.656	6.833	0.177
C	6045	41	Harrigans Lane			6.833	8.088	1.255
C	6045	45	Harrigans Lane		end	8.088	11.194	3.106
C	6056	05	Head Gate Rd	White Swamp Rd	NSW / Qld Border	0.000	5.538	5.538
E	6061	05	Heatherdean Rd	Torrington Rd		0.000	1.348	1.348
D	6067	05	Herding Yard Creek Rd	MR 622	gate	0.000	3.087	3.087
D	6276		Hills Rd	Lindesay Creek Rd	Kyogle Shire Boundary	0.000	0.464	0.464
D	6276	05	Hills Rd	Kyogle Shire Boundary	grid	0.000	1.660	1.660
E	6078	05	Hines Rd	MR 622 - Mt Lindesay Rd	dwelling	0.000	0.676	0.676
D	6085	05	Holleys Rd	Mt McKenzie Rd	gate	0.000	0.648	0.648
E	6089	05	Holmes Rd	Acacia Scrub Rd	gate	0.000	0.165	0.165
D	6100	05	Homestead Rd	Old Ballandean Rd		0.000	1.003	1.003
D	6100	10	Homestead Rd	Old Ballandean Rd	Geyers Rd	1.003	1.687	0.684
B	6111	05	Hootons Rd	MR 361 - Clarence Way		0.000	1.299	1.299
B	6111	10	Hootons Rd	MR 361 - Clarence Way		1.299	2.135	0.836
B	6111	15	Hootons Rd	MR 361 - Clarence Way	Paddys Flat Rd (S)	2.135	8.270	6.135
E	6115	05	Hornesmens	New Koreelah Rd	end	0.000	0.523	0.523
B	6122	05	Hynes Bridge Rd	SH 16 - Bruxner Highway	West Bridge Abutment	0.000	0.281	0.281
D	6130	05	Imbergers Rd	Billirimba Rd	tree across road	0.000	2.405	2.405
D	6133	05	Iron Bark Rd	Mountain Creek Rd	end	0.000	1.463	1.463

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
D	6139	05	Jenny Lind Lane	Frames Road		0.000	0.915	0.915
D	6144	05	Johnstones Rd	Pyes Creek Rd	gate	0.000	9.374	9.374
D	6155	05	Kangaroo Creek Rd	Paddys Flat Rd (nth)	gate	0.000	2.508	2.508
D	6166	05	Kellys Rd	Scrub Rd	gate	0.000	1.689	1.689
D	6221	05	Kia-ora Rd	Wylie Creek Rd	grid	0.000	2.391	2.391
C	6177	05	Kiernans Rd	Bolivia Siding Rd	Robertsons Lane	0.000	1.662	1.662
B	6199	05	Kildare Rd	Mt McKenzie Rd	Sunnyside Loop Rd	0.000	12.493	12.493
D	6204	05	Kims Way	Sugarbag Rd	track to gate	0.000	0.887	0.887
E	6207	05	Kingfisher Rd	Rivertree Rd	end	0.000	0.960	0.960
B	6210	05	Kochs Rd	SH 16 - Bruxner Highway		0.000	0.089	0.089
B	6210	10	Kochs Rd	SH 16 - Bruxner Highway		0.089	1.896	1.807
B	6210	20	Kochs Rd	SH 16 - Bruxner Highway		1.896	1.962	0.066
B	6210	25	Kochs Rd	SH 16 - Bruxner Highway		1.962	2.852	0.890
B	6210	30	Kochs Rd	SH 16 - Bruxner Highway		2.852	2.956	0.104
B	6210	35	Kochs Rd	SH 16 - Bruxner Highway		2.956	3.837	0.881
B	6210	40	Kochs Rd	SH 16 - Bruxner Highway		3.837	3.952	0.115
B	6210	45	Kochs Rd	SH 16 - Bruxner Highway		3.952	5.227	1.275
B	6210	50	Kochs Rd	SH 16 - Bruxner Highway	Billirimba Rd	5.227	5.265	0.038
D	6235	05	Landers Lane	Scrub Rd	grid	0.000	0.633	0.633
C	6243	05	Leeches Gully Rd	MR 622 - Mt Lindesay Rd		0.000	1.375	1.375
C	6243	10	Leeches Gully Rd	MR 622 - Mt Lindesay Rd	Washpool Creek Rd	1.375	2.680	1.305
D	6254	05	Lees Rd	Paddys Flat Rd (nth)	gate	0.000	0.773	0.773
C	6265	05	Leslie Ck Rd	SH 16 - Bruxner Highway		0.000	1.336	1.336
C	6265	10	Leslie Ck Rd	SH 16 - Bruxner Highway		1.336	1.452	0.116
C	6265	15	Leslie Ck Rd	SH 16 - Bruxner Highway		1.452	2.969	1.517
C	6265	20	Leslie Ck Rd	SH 16 - Bruxner Highway		2.969	3.256	0.287
C	6265	25	Leslie Ck Rd	SH 16 - Bruxner Highway		3.256	3.534	0.278
C	6265	30	Leslie Ck Rd	SH 16 - Bruxner Highway		3.534	4.940	1.406
C	6265	35	Leslie Ck Rd	SH 16 - Bruxner Highway	O'Driscolls Rd	4.940	5.611	0.671
D	6265	40	Leslie Ck Rd	SH 16 - Bruxner Highway		5.611	5.869	0.258
D	6265	45	Leslie Ck Rd	SH 16 - Bruxner Highway		5.869	6.057	0.188
D	6265	50	Leslie Ck Rd	SH 16 - Bruxner Highway		6.057	6.420	0.363
D	6265	55	Leslie Ck Rd	SH 16 - Bruxner Highway		6.420	6.849	0.429
D	6265	60	Leslie Ck Rd	SH 16 - Bruxner Highway	end	6.849	6.994	0.145
E	6287	05	Log Hut Creek Rd	Woodside Rd	grid	0.000	0.886	0.886
B	6298	05	Long Gully Rd	SH 16 - Bruxner Highway		0.000	3.994	3.994
B	6298	20	Long Gully Rd	SH 16 - Bruxner Highway		3.994	5.255	1.261

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
B	6298	25	Long Gully Rd	SH 16 - Bruxner Highway		5.255	6.717	1.462
B	6298	30	Long Gully Rd	SH 16 - Bruxner Highway		6.717	8.580	1.863
B	6298	40	Long Gully Rd	SH 16 - Bruxner Highway	Rocky River Rd	8.580	14.650	6.070
E	6320	05	Lower Acacia Church Rd	MR 622 - Mount Lindesay Rd		0.000	0.435	0.435
C	6325	05	Lower Acacia Creek Rd	MR 622 - Mount Lindesay Rd	Barlows Gate Road	0.000	0.259	0.259
D	6925	05	Lower Rocky River Rd	Long Gully Rd	grid end council area	0.000	9.342	9.342
D	6342	05	Main Camp Rd	Boorook Rd	track continues	0.000	18.398	18.398
E	6364	05	Marsh Rd	Wylie Creek Rd	gate	0.000	1.899	1.899
C	6375	05	Martins Rd	MR 622 - Mt Lindesay Rd	dwelling	0.000	2.207	2.207
C	6386	05	Maryland Cullendore Rd (east)	Cullendore Rd	Cullendore Creek Rd	0.000	1.042	1.042
D	6386	10	Maryland Cullendore Rd (east)	Cullendore Rd		1.042	4.728	3.686
E	6386	15	Maryland Cullendore R	Cullendore Rd	National Park			
D	6387	20	Maryland-Cullendore Rd (W)	Summit Rd	National Park gate	2.509	7.666	5.157
D	6390	05	Maryland Lane	Dalmoak Rd	shed access	0.000	2.109	2.109
D	6408	05	Maryland Station Rd	Summit Rd		0.000	0.258	0.258
D	6408	10	Maryland Station Rd	Summit Rd	Maryland-Cullendore Rd (W)	0.258	2.509	2.251
E	6419	05	Mathiesons Rd	Billirimba Rd	grid	0.000	1.387	1.387
E	6430	05	McCliftys Rd	SH 9 - New England Highway	dwelling	0.000	2.916	2.916
E	6441	05	McCowens Rd	Castlerag Rd	grid	0.000	1.339	1.339
C	6450	05	McKechnie Rd	Dalmoak Rd	end	0.000	2.778	2.778
C	6452	05	McLeods Creek Rd	SH 16 - Bruxner Highway	Tablelands Rd	0.000	5.449	5.449
D	6452	25	McLeods Creek Rd	SH 16 - Bruxner Highway	end	5.449	6.821	1.372
D	6474	05	Middle Creek Rd	Timbarra Rd	gate	0.000	4.226	4.226
B	6485	05	Millers Lane	Bellevue Rd		0.000	0.298	0.298
B	6485	10	Millers Lane	Bellevue Rd		0.298	0.548	0.250
B	6485	15	Millers Lane	Bellevue Rd		0.548	0.911	0.363
B	6485	20	Millers Lane	Bellevue Rd	Sommerlads Rd	0.911	1.799	0.888
D	6490	05	Mingoola School Rd	MR 462 - Bruxner Way	school & dwelling	0.000	0.180	0.180
B	6496	05	Mingoola Station Rd	MR 462 - Bruxner Way	NSW/QLD border	0.000	2.838	2.838

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
C	6507	05	Mole River Rd	Upper Mole River / Mole Station Rds	Bruxner Highway	0.000	26.221	26.221
C	6518	05	Mole Station Rd	MR 462 - Bruxner Way		0.000	3.267	3.267
C	6518	20	Mole Station Rd	MR 462 - Bruxner Way	Upper Mole / Mole River Rd	3.267	8.125	4.858
D	6529	05	Morgans Creek Rd	Main Camp Rd	gate	0.000	14.912	14.912
D	6535	05	Morwood Rd	McKechnie Lane	dwelling	0.000	0.386	0.386
D	6545	05	Mount Clunie Rd	MR 622 - Mt Lindesay Rd	gate to National Park	0.000	3.708	3.708
C	6540	05	Mountain Creek Rd	MR 462 - Bruxner Way	end	0.000	5.151	5.151
C	6562	05	Mt McKenzie Lookout Rd	Gumflat Rd		0.000	0.552	0.552
C	6562	10	Mt McKenzie Lookout Rd	Gumflat Rd		0.552	1.624	1.072
C	6562	15	Mt McKenzie Lookout Rd	Gumflat Rd		1.624	2.289	0.665
C	6562	20	Mt McKenzie Lookout Rd	Gumflat Rd	look out area	2.289	2.520	0.231
B	6551	05	Mt McKenzie Rd	Western St		0.000	3.396	3.396
B	6551	20	Mt McKenzie Rd	Western St	Gum Flat Rd	3.396	6.954	3.558
C	6551	35	Mt McKenzie Rd	Western St		6.954	7.126	0.172
C	6551	40	Mt McKenzie Rd	Western St	Wades Rd	7.126	11.780	4.654
D	6551	60	Mt McKenzie Rd	Western St	end	11.780	17.527	5.747
C	6573	05	Mt Speribo Rd	H 9 - New England Highway		0.000	4.320	4.320
C	6573	20	Mt Speribo Rd	H 9	gate to National Park	4.320	15.412	11.092
C	6584	05	Mud Flat Rd	SH 16 - Bruxner Highway	gate to property	0.000	10.870	10.870
E	6586	05	Myon Mount Rd	Bellevue Rd	end	0.000	0.290	0.290
B	6589	05	Neagles Lane	Mt McKenzie Rd	Sunnyside Loop Rd	0.000	0.986	0.986
D	6595	05	Needhams Creek Rd	Tooloom Rd	Kyogle Shire Bdy	0.000	0.315	0.315
C	6606	05	New Koreelah Rd	MR 622 - Mt Lindesay Rd	locked gate	0.000	7.155	7.155
D	6617	05	New Mole Rd	Pyes Creek Rd	grid	0.000	4.096	4.096
B	6628	05	Nutshell Rd	SH 16 - Bruxner Highway		0.000	0.031	0.031
B	6628	10	Nutshell Rd	SH 16 - Bruxner Highway		0.031	1.960	1.929
B	6628	16	Nutshell Rd	SH 16 - Bruxner Highway		1.960	2.067	0.107
B	6628	17	Nutshell Rd	SH 16 - Bruxner Highway	Timbarra Road	2.067	3.172	1.105
E	6639	05	Oak Hollow Rd	SH 16 - Bruxner Highway		0.000	0.034	0.034
E	6639	10	Oak Hollow Rd	SH 16 - Bruxner Highway	grid	0.034	0.274	0.240
D	6655	05	O'Driscoll Rd	Leslie Creek Rd	gate	0.000	1.665	1.665
D	6661	05	Ogilvie Dr	Plains Station Rd		0.000	3.924	3.924
D	6661	20	Ogilvie Dr	Plains Station Rd		3.924	4.103	0.179
D	6661	25	Ogilvie Dr	Plains Station Rd	dwelling	4.103	4.860	0.757

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
B	6672	05	Old Ballendean Rd	SH 9 - New England Highway	MR 622 - Mount Lindesay Road	0.000	3.802	3.802
D	6683	05	Old Koreelah Rd	White Swamp Rd	enc	0.000	2.070	2.070
D	6688	05	Old Main Camp Rd	Gilgurry Rd	gate	0.000	4.184	4.184
E	6694	05	Old Race Course Rd	Bellevue Rd		0.000	0.167	0.167
E	6694	10	Old Race Course Rd	Bellevue Rd	end	0.167	0.747	0.580
E	6698	05	Osbornes Rd	Mud Flat Road		0.000	0.807	0.807
D	6705	05	Overcliffe Rd	MR 622 - Mount Lindesay Rd	dwelling	0.000	3.619	3.619
B	6720	200	Paddys Flat Rd (North)	SH 16 - Bruxner Highway		43.150	44.565	1.415
B	6720	205	Paddys Flat Rd (North)	SH 16 - Bruxner Highway		44.565	44.665	0.100
B	6720	210	Paddys Flat Rd (North)	SH 16 - Bruxner Highway		44.665	49.219	4.554
B	6720	230	Paddys Flat Rd (North)	SH 16 - Bruxner Highway		49.219	49.476	0.257
B	6720	235	Paddys Flat Rd (North)	SH 16 - Bruxner Highway		49.476	52.621	3.145
B	6720	245	Paddys Flat Rd (North)	SH 16 - Bruxner Highway	Tooloom Road	52.621	59.242	6.621
B	6716	05	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		0.000	6.988	6.988
B	6716	30	Paddys Flat Rd (S)	SH 16 - Bruxner Highway	Hootens Rd	6.988	9.180	2.192
B	6716	40	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		9.180	11.689	2.509
B	6716	50	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		11.689	11.870	0.181
B	6716	55	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		11.870	16.676	4.806
B	6716	70	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		16.676	16.782	0.106
B	6716	75	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		16.782	19.573	2.791
B	6716	85	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		19.573	19.688	0.115
B	6716	90	Paddys Flat Rd (S)	SH 16 - Bruxner Highway		19.688	20.799	1.111
B	6716	95	Paddys Flat Rd (S)	SH 16 - Bruxner Highway	Cresent Hills Rd	20.799	22.825	2.026
B	6716	105	Paddys Flat Rd (S)	SH 16 - Bruxner Highway	Kyogle Shire Boundary	22.825	28.189	5.364
C	6727	05	Patemans Rd	SH 16 - Bruxner Highway		0.000	0.686	0.686
C	6727	10	Patemans Rd	SH 16 - Bruxner Highway		0.686	0.968	0.282
C	6727	15	Patemans Rd	SH 16 - Bruxner Highway		0.968	1.335	0.367
C	6727	20	Patemans Rd	SH 16 - Bruxner Highway		1.335	1.440	0.105

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
C	6727	25	Patemans Rd	SH 16 - Bruxner Highway		1.440	1.632	0.192
C	6727	30	Patemans Rd	SH 16 - Bruxner Highway		1.632	2.020	0.388
C	6727	35	Patemans Rd	SH 16 - Bruxner Highway		2.020	3.094	1.074
C	6727	40	Patemans Rd	SH 16 - Bruxner Highway		3.094	3.261	0.167
C	6727	45	Patemans Rd	SH 16 - Bruxner Highway	gate to property	3.261	3.540	0.279
D	6735	05	Patersons Rd	MR 622 - Mt Lindesay Rd	gate	0.000	5.422	5.422
E	6738	05	Peru Rd	Pyes Creek Rd	locked gate	0.000	2.981	2.981
B	6742	05	Plains Station Road	SH 16 - Bruxner Highway		0.000	1.330	1.330
B	6742	10	Plains Station Road	SH 16 - Bruxner Highway		1.330	2.876	1.546
B	6742	15	Plains Station Road	SH 16 - Bruxner Highway		2.876	4.145	1.269
B	6742	20	Plains Station Road	SH 16 - Bruxner Highway		4.145	5.344	1.199
B	6742	25	Plains Station Road	SH 16 - Bruxner Highway		5.344	6.854	1.510
B	6742	30	Plains Station Road	SH 16 - Bruxner Highway	Clarence Valley Shire Bd	6.854	12.303	5.449
D	6749	05	Plantation Rd	Beaury Creek Rd	road continues to levuka and forest plantation	0.000	0.489	0.489
E	6771	05	Potters Rd	Mole River Road		0.000	1.224	1.224
D	6782	05	Primrose Hill Rd	Sandy Flat Rd	New England Highway	0.000	3.008	3.008
E	6804	05	Pyes Creek - Stannum Rd (N)	Pyes Creek Rd Road		0.000	0.310	0.310
E	6804	05	Pyes Creek - Stannum Rd (S)	Red Hill Road		0.000	0.392	0.392
B	6793	05	Pyes Creek Rd	SH 9 - New England Highway		0.000	3.215	3.215
B	6793	20	Pyes Creek Rd	SH 9		3.215	7.291	4.076
B	6793	35	Pyes Creek Rd	SH 9	Peru Rd	7.291	9.373	2.082
B	6793	45	Pyes Creek Rd	SH 9	Red Hill Rd	9.373	12.536	3.163
C	6793	55	Pyes Creek Rd	SH 9		12.536	14.327	1.791
C	6793	65	Pyes Creek Rd	SH 9		14.327	14.550	0.223
C	6793	70	Pyes Creek Rd	SH 9		14.550	21.758	7.208
C	6793	95	Pyes Creek Rd	SH 9		21.758	22.442	0.684
C	6793	100	Pyes Creek Rd	SH 9		22.442	22.783	0.341
C	6793	105	Pyes Creek Rd	SH 9		22.783	23.845	1.062
C	6793	110	Pyes Creek Rd	SH 9	Woodside Rd/Upper Mole River Rd	23.845	26.602	2.757
B	6826	05	Quarry Rd	Scrub Rd	Greenswamp Rd	0.000	2.702	2.702
C	6826	20	Quarry Rd	Scrub Rd	Scrub Rd	2.702	6.514	3.812
D	6830	05	Ramsay Rd	SH 16 - Bruxner Highway	dwelling	0.000	0.971	0.971
E	6837	05	Razorback Creek Rd	Rivertree Rd	gate	0.000	3.300	3.300
C	6848	05	Red Hill Rd	Torrington Rd		0.000	0.058	0.058

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
C	6848	10	Red Hill Rd	Torrington Rd		0.058	4.601	4.543
C	6848	25	Red Hill Rd	Torrington Rd		4.601	5.212	0.611
C	6848	30	Red Hill Rd	Torrington Rd	Pyes Creek Rd	5.212	10.305	5.093
E	6850	05	Red Ridge Lane	Undercliffe Rd	grid	0.000	1.028	1.028
D	6859	05	Red Rock Rd	SH 16 - Bruxner Highway	track continues	0.000	6.200	6.200
D	6870	05	Reedy Creek Rd	MR 462 - Bruxner Way		0.000	11.640	11.640
D	6870	45	Reedy Creek Rd	MR 462 - Bruxner Way	Silent Grove Rd	11.640	19.145	7.505
E	6760	05	Reids Rd	Beaury Creek Rd	grid	0.000	0.220	0.220
E		05	Reids St	Bellevue Rd	gate	0.000	0.205	0.205
E	6882	05	Rifle Range Rd	SH16		0.000	0.210	0.210
E	6882	10	Rifle Range Rd	SH16		0.210	0.523	0.313
B	6892	05	Rivertree Rd	MR 622 - Mt Lindesay Rd		0.000	5.064	5.064
B	6892	25	Rivertree Rd	MR 622 - Mt Lindesay Rd		5.064	6.770	1.706
B	6892	30	Rivertree Rd	MR 622 - Mt Lindesay Rd		6.770	8.154	1.384
B	6892	35	Rivertree Rd	MR 622 - Mt Lindesay Rd	Under Cliff Falls Rd	8.154	11.852	3.698
C	6892	50	Rivertree Rd	MR 622 - Mt Lindesay Rd		11.852	12.079	0.227
C	6892	55	Rivertree Rd	MR 622 - Mt Lindesay Rd		12.079	17.768	5.689
C	6892	75	Rivertree Rd	MR 622 - Mt Lindesay Rd		17.768	17.978	0.210
C	6892	80	Rivertree Rd	MR 622 - Mt Lindesay Rd		17.978	22.754	4.776
C	6892	95	Rivertree Rd	MR 622 - Mt Lindesay Rd		22.754	22.860	0.106
C	6892	100	Rivertree Rd	MR 622 - Mt Lindesay Rd		22.860	26.901	4.041
D	6892	115	Rivertree Rd	MR 622 - Mt Lindesay Rd	Locked gate into property	26.901	29.245	2.344
C	6903	05	Robertsons Lane	Mt Speribo Rd	Kiernans Rd	0.000	1.662	1.662
D	6903	10	Robertsons Lane	Mt Speribo Rd	End	1.662	6.112	4.450
D	6910	05	Robinsons Lane	Washpool Creek Rd		0	0.841	0.841
C	6914	05	Rockdale Rd	SH 9 - New England Highway		0.000	6.029	6.029
C	6914	35	Rockdale Rd	SH 9		6.029	6.130	0.101
C	6914	40	Rockdale Rd	SH 9		6.130	6.593	0.463
D	6914	45	Rockdale Rd	SH 9	seg 05 end	6.593	10.286	3.693
C	6936	05	Rocky River Rd	Billirimba / Upper Rocky River Rd	Long Gully Rd	0.000	35.477	35.477
D	6947	05	Roos Rd	MR 462 - Bruxner Way	end	0.000	4.429	4.429
E	6938	05	Rosehill Rd	Bungulla Reserve Rd	gate	0.000	0.228	0.228
E	6940	05	Rosemount Rd	Bellevue Rd	gate	0.000	0.917	0.917
D	6948	05	Rover Park Rd	SH 16 - Bruxner Highway		0.000	0.901	0.901
D	6948	10	Rover Park Rd	SH 16 - Bruxner Highway		0.901	2.740	1.839
D	6948	20	Rover Park Rd	SH 16 - Bruxner Highway	gate	2.740	3.913	1.173
E	6950	05	Ruby Creek Rd	Dalmoak Rd		0.000	0.418	0.418
D	6969	05	Sailor Jack Rd	Back Creek Rd		0.000	2.545	2.545
D	6969	15	Sailor Jack Rd	Back Creek Rd		2.545	2.901	0.356
D	6969	20	Sailor Jack Rd	Back Creek Rd	gate	2.901	3.832	0.931
D	6975	05	Sandy Creek Rd	Timbarra Rd	Tablelands Rd	0.000	2.911	2.911
C	6980	05	Sandy Flat Rd	SH 9 - New England Highway		0.000	0.105	0.105
C	6980	10	Sandy Flat Rd	SH 9	Mt Speribo Rd	0.105	9.318	9.213

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
D	6991	05	Sawyers Gully Rd	MR 462 - Bruxner Way	Locked gate	0.000	3.737	3.737
B	7002	05	Schroders Rd	Sunnyside Platform Rd	aerodrome access	0.000	1.310	1.310
C	7002	10	Schroders Rd	Sunnyside Platform Rd	Tarban Loop Rd	1.302	4.726	3.424
D	7013	05	Scotts Gully Rd	Sandy Flat Rd	Gate	0.000	2.327	2.327
B	7024	05	Scrub Rd	Clifton St, Tenterfield	Snakes Valley Rd	0.000	10.915	10.915
C	7024	45	Scrub Rd	Clifton St, Tenterfield		10.915	11.148	0.233
C	7024	50	Scrub Rd	Clifton St, Tenterfield	The Mill Lane	11.148	13.499	2.351
D	7024	60	Scrub Rd	Clifton St, Tenterfield	State Forest Grid	13.499	15.254	1.755
D	7035	05	Scrub School Rd	Scrub Rd	gate	0.000	1.475	1.475
C	7046	05	Silent Grove Rd	Torrington Rd		0.000	0.847	0.847
C	7046	10	Silent Grove Rd	Torrington Rd	Mole River Rd	0.847	39.475	38.628
E	7057	05	Skey's Rd	Pyes Creek Road		0.000	0.779	0.779
E	7059	05	Smalls Lane	Maryland Rd	grid	0.000	0.329	0.329
C	7064	05	Smiths Lane	Sunnyside Loop Rd		0.000	0.038	0.038
C	7064	10	Smiths Lane	Sunnyside Loop Rd		0.038	0.491	0.453
C	7064	15	Smiths Lane	Sunnyside Loop Rd		0.491	0.554	0.063
C	7064	20	Smiths Lane	Sunnyside Loop Rd	Bus turrnaround	0.554	1.217	0.663
E	7060	05	Smiths Rd	Gilgury Rd		0.000	1.150	1.150
D	7068	05	Snake Creek Rd	SH 16 - Bruxner Highway	gate	0.000	2.511	2.511
C	7079	05	Snakes Valley Rd	Scrub Rd		0.000	0.242	0.242
C	7079	10	Snakes Valley Rd	Scrub Rd	Bald Rock Rd	0.242	3.139	2.897
D	7079	20	Snakes Valley Rd	Scrub Rd	end	3.139	6.433	3.294
C	7090	05	Sommerlads Rd	MR 622 - Mt Lindesay Rd	Millers Lane	0.000	0.633	0.633
E	7090	10	Sommerlads Rd	MR 622 - Mt Lindesay Rd	end	0.633	1.114	0.481
D	7112	05	Springfield Rd	MR 462 - Bruxner Way		0.000	0.031	0.031
D	7112	10	Springfield Rd	MR 462 - Bruxner Way	grid	0.031	3.555	3.524
D	7123	05	Springs Rd	Mole River Rd	dwelling	0.000	6.125	6.125
D	7145	05	Steinbrook Hall Rd	Billirimba Rd	dwelling	0.000	0.703	0.703
D	7167	05	Steinbrook School Rd	Billirimba Rd	gate	0.000	1.637	1.637
E	7173	05	Stoney Ridge Road	Bondi Road	grid	0.000	0.303	0.303
C	7180	05	Sugarbag Rd (east)	Paddys Flat Rd	end	0.000	6.481	6.481
C	7185	05	Sugarbag Rd (west)	Cheviot Hills Rd	end	0.000	7.812	7.812
B	7189	05	Sugarloaf Rd	NSW/Qld Border		0.000	0.614	0.614
B	7189	10	Sugarloaf Rd	NSW/Qld Border		0.614	2.089	1.475

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
B	7189	15	Sugarloaf Rd	NSW/Qld Border	MR 622 - Mount Lindesay Road	2.089	2.238	0.149
B	7200	05	Summit Rd	NSW/QLD border		0.000	0.702	0.702
B	7200	10	Summit Rd	NSW/QLD border	Wylie Creek Rd	0.702	3.578	2.876
D	7205	05	Sunnyside Hall Rd	MR 462 - Bruxner Way		0.000	0.049	0.049
D	7205	10	Sunnyside Hall Rd	MR 462 - Bruxner Way	gate	0.049	1.147	1.098
B	7211	05	Sunnyside Loop Rd	Western Boundary St		0.000	2.431	2.431
B	7211	15	Sunnyside Loop Rd	Western Boundary St		2.431	3.481	1.050
B	7211	20	Sunnyside Loop Rd	Western Boundary St		3.481	6.085	2.604
B	7211	35	Sunnyside Loop Rd	Western Boundary St	SH 16 - Bruxner Highway	6.085	7.410	1.325
B	7222	05	Sunnyside Platform Rd	MR 462 - Bruxner Way	SH 9 - New England Highway	0.000	1.978	1.978
D	7233	05	Swamp Oak Creek Rd	Timbarra Rd	dwelling	0.000	0.918	0.918
D	7244	05	Sykes Gap Rd	Paddys Flat Rd (nth)		0.000	1.080	1.080
D	7244	10	Sykes Gap Rd	Paddys Flat Rd (nth)		1.080	1.293	0.213
D	7244	15	Sykes Gap Rd	Paddys Flat Rd (nth)		1.293	1.599	0.306
D	7244	20	Sykes Gap Rd	Paddys Flat Rd (nth)		1.599	1.919	0.320
D	7244	25	Sykes Gap Rd	Paddys Flat Rd (nth)	continues into forest	1.919	3.117	1.198
E	7250	05	Tableland Rd	Sandy Creek Rd	hotel	0.000	0.843	0.843
E	7255	05	Tabulam Loop Rd	Plains Station Rd	End	0.000	0.395	0.395
D	7266	05	Talmoi Rd	MR 622	grid	0.000	6.646	6.646
E	7266	10	Talmoi Rd	MR 622		6.646	9.15	2.50
C	7277	05	Tarban Loop Rd	MR 462 - Bruxner Way		0.000	0.184	0.184
C	7277	10	Tarban Loop Rd	MR 462 - Bruxner Way	Tarban Rd	0.184	4.104	3.920
C	7288	05	Tarban Rd	SH 9 - New England Highway	Tarban Loop Rd	0.000	1.783	1.783
C	7288	10	Tarban Rd	SH 9		1.783	2.751	0.968
D	7288	15	Tarban Rd	SH 9		2.751	5.419	2.668
D	7288	25	Tarban Rd	SH 9		5.419	6.308	0.889
D	7288	30	Tarban Rd	SH 9		6.308	7.103	0.795
D	7288	35	Tarban Rd	SH 9		7.103	7.350	0.247
D	7288	40	Tarban Rd	SH 9		7.350	7.572	0.222
D	7288	45	Tarban Rd	SH 9		7.572	7.781	0.209
D	7288	50	Tarban Rd	SH 9	gate	7.781	8.850	1.069
B		05	Tent Hill Rd	Silent Grove Rd		0.000	3.914	3.914
E	5902	05	The Mill Lane	Scrub Rd		0.000	1.350	1.350
C	7321	05	Thulimbah Rd	NSW/QLD Border		0.000	0.167	0.167
C	7321	10	Thulimbah Rd	NSW/QLD Border	Maryland Station Road	0.167	3.962	3.795
B	7343	01	Timbarra Rd	SH 16 - Bruxner Highway	Nutshell Rd	0.000	2.741	2.741

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
C	7343	20	Timbarra Rd	SH 16 - Bruxner Highway		2.741	3.676	0.935
C	7343	30	Timbarra Rd	SH 16 - Bruxner Highway		3.676	11.289	7.613
C	7343	60	Timbarra Rd	SH 16 - Bruxner Highway		11.289	11.509	0.220
C	7343	61	Timbarra Rd	SH 16 - Bruxner Highway		11.509	12.355	0.846
C	7343	65	Timbarra Rd	SH 16 - Bruxner Highway		12.355	13.092	0.737
C	7343	70	Timbarra Rd	SH 16 - Bruxner Highway	Sandy Creek Rd	13.092	13.641	0.549
D	7343	80	Timbarra Rd	SH 16 - Bruxner Highway		13.641	16.774	3.133
D	7343	95	Timbarra Rd	SH 16 - Bruxner Highway		16.774	17.611	0.837
D	7343	100	Timbarra Rd	SH 16 - Bruxner Highway		17.611	23.785	6.174
D	7343	120	Timbarra Rd	SH 16 - Bruxner Highway		23.785	24.037	0.252
D	7343	125	Timbarra Rd	SH 16 - Bruxner Highway		24.037	25.554	1.517
D	7343	130	Timbarra Rd	SH 16 - Bruxner Highway		25.554	25.807	0.253
D	7343	135	Timbarra Rd	SH 16 - Bruxner Highway		25.807	27.593	1.786
D	7343	145	Timbarra Rd	SH 16 - Bruxner Highway		27.593	27.844	0.251
D	7343	150	Timbarra Rd	SH 16 - Bruxner Highway	gate to mine	27.844	29.395	1.551
D	7354	05	Tin Hut Rd	Paddys Flat Rd (nth)	continues into plantation	0.000	2.926	2.926
C	7376	05	Tooloom Falls Rd	Tooloom Rd		0.000	0.707	0.707
C	7376	15	Tooloom Falls Rd	Tooloom Rd	Tooloom Falls - continues into plantation	0.707	2.489	1.782
B	7358	05	Tooloom Rd	Beaury St Urbenville		0.000	0.532	0.532
B	7358	10	Tooloom Rd	Beaury St Urbenville		0.532	1.009	0.477
B	7358	15	Tooloom Rd	Beaury St Urbenville		1.009	2.771	1.762
B	7358	20	Tooloom Rd	Beaury St Urbenville		2.771	4.275	1.504
B	7358	25	Tooloom Rd	Beaury St Urbenville		4.275	5.496	1.221
B	7358	30	Tooloom Rd	Beaury St Urbenville	Beaury Ck Rd in Seg	5.496	8.794	3.298
B	7358	40	Tooloom Rd	Beaury St Urbenville		8.794	10.463	1.669
B	7358	45	Tooloom Rd	Beaury St Urbenville		10.463	12.440	1.977
B	7358	55	Tooloom Rd	Beaury St Urbenville	MR 622 - Mount Lindesay Road	12.440	28.276	15.957
B	7390		Torrington Rd	SH 9	Glen-Severn Shire Bdy (east)	0.000	1.289	1.289
B	7390	10	Torrington Rd	SH 9		1.289	2.023	0.734
B	7390	15	Torrington Rd	SH 9		2.023	5.819	3.796
B	7390	30	Torrington Rd	SH 9		5.819	7.152	1.333
B	7390	35	Torrington Rd	SH 9	Castlerag Rd	7.152	8.441	1.289
B	7390	40	Torrington Rd	SH 9		8.441	9.573	1.132
B	7390	45	Torrington Rd	SH 9		9.573	12.118	2.545
B	7390	55	Torrington Rd	SH 9		12.118	12.712	0.594
B	7390	57	Torrington Rd	SH 9		12.712	13.701	0.989
B	7390	60	Torrington Rd	SH 9		13.701	14.902	1.201
B	7390	65	Torrington Rd	SH 9		14.902	17.144	2.242
B	7390	75	Torrington Rd	SH 9		17.144	24.170	7.026
B	7390	105	Torrington Rd	SH 9		24.170	25.530	1.360
B	7390	110	Torrington Rd	SH 9		25.530	26.899	1.369

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
B	7390	115	Torrington Rd	SH 9	Glen-Severn Shire Bdy (west)	26.899	27.927	1.028
D	7409	05	Turners Flat Rd	Grahams Creek Rd	dwelling	0.000	0.530	0.530
B	7420	05	Undercliff Rd	MR 622 - Mt Lindesay Rd		0.000	0.190	0.190
B	7420	10	Undercliff Rd	MR 622 - Mt Lindesay Rd	Rivertree Road	0.190	7.990	7.800
E	7423	05	Undercliffe Falls Rd	Rivertree Road		0.000	0.605	0.605
C	7431	05	Upper Mole River Rd	Woodside / Pyes Creek Rds		0.000	2.164	2.164
C	7431	15	Upper Mole River Rd	Woodside / Pyes Creek Rds		2.164	2.317	0.153
C	7431	20	Upper Mole River Rd	Woodside / Pyes Creek Rds		2.317	5.364	3.047
C	7431	35	Upper Mole River Rd	Woodside / Pyes Creek Rds		5.364	5.880	0.516
C	7431	40	Upper Mole River Rd	Woodside / Pyes Creek Rds		5.880	6.548	0.668
C	7431	45	Upper Mole River Rd	Woodside / Pyes Creek Rds		6.548	6.923	0.375
C	7431	50	Upper Mole River Rd	Woodside / Pyes Creek Rds	Mole River / Mole Station Rd	6.923	9.544	2.621
C	7442	05	Upper Rocky River Rd	Billirimba / Rocky River Rd		0.000	11.635	11.635
C	7442	50	Upper Rocky River Rd	Billirimba / Rocky River Rd		11.635	11.766	0.131
D	7442	55	Upper Rocky River Rd	Billirimba / Rocky River Rd	gate	11.766	23.064	11.298
D	7459	05	Urbenville Rd	Boomi Lane		0.000	3.015	3.015
D	7459	15	Urbenville Rd	Boomi Lane	Beaury creek road	3.015	4.161	1.146
C	7464	05	Vinegar Hill Rd	MR 622 - Mt Lindesay Rd	End	0.000	10.631	10.631
D	7475	05	Wades Rd	Mt McKenzie Rd	dwelling	0.000	1.190	1.190
C	7497	05	Wallaby Creek Rd	Tooloom Rd	gate	0.000	2.917	2.917
D	7508	05	Wallaroo Range Rd	Undercliffe Rd	end	0.000	2.524	2.524
B	7519	05	Washpool Creek Rd	Old Ballandean Rd		0.000	1.815	1.815
B	7519	15	Washpool Creek Rd	Old Ballandean Rd	Washpool Lane	1.815	3.109	1.294
D	7519	20	Washpool Creek Rd	Old Ballandean Rd		3.109	3.922	0.813
E	7525	05	Washpool Lane	Washpool Creek Rd	end	0.000	0.770	0.770
D	7530	05	Wellingtons Lookout Rd	Black Swamp Rd	locked gate	0.000	2.321	2.321
E	7530	10	Wellingtons Lookout Rd	Black Swamp Rd		2.32	3.33	1.01
B	7541	05	White Swamp Rd	MR 622 - Mt Lindesay Rd		0.000	2.475	2.475

Class	No	Segment	Name	Origin	End	Ch. Start	Ch. End	Length (km)
B	7541	15	White Swamp Rd	MR 622 - Mt Lindesay Rd		2.475	3.247	0.772
B	7541	20	White Swamp Rd	MR 622 - Mt Lindesay Rd		3.247	4.311	1.064
B	7541	25	White Swamp Rd	MR 622 - Mt Lindesay Rd		4.311	5.718	1.407
B	7541	30	White Swamp Rd	MR 622 - Mt Lindesay Rd		5.718	6.434	0.716
B	7541	35	White Swamp Rd	MR 622 - Mt Lindesay Rd		6.434	8.825	2.391
B	7541	45	White Swamp Rd	MR 622 - Mt Lindesay Rd		8.825	15.476	6.651
B	7541	70	White Swamp Rd	MR 622 - Mt Lindesay Rd		15.476	16.811	1.335
B	7541	75	White Swamp Rd	MR 622 - Mt Lindesay Rd		16.811	20.300	3.489
B	7541	90	White Swamp Rd	MR 622 - Mt Lindesay Rd		20.300	21.441	1.141
B	7541	95	White Swamp Rd	MR 622 - Mt Lindesay Rd	NSW/QLD border	21.441	22.385	0.944
E	7545	05	Willgoose Rd	H 9 - New England Highway		0.000	0.314	0.314
E	7545	10	Willgoose Rd	H 9 - New England Highway		0.314	0.695	0.381
B	7574	05	Woodside Rd	MR 462 - Bruxner Way		0.000	12.090	12.090
B	7574	60	Woodside Rd	MR 462 - Bruxner Way		12.090	15.925	3.835
B	7574	80	Woodside Rd	MR 462 - Bruxner Way		15.925	16.968	1.043
B	7574	85	Woodside Rd	MR 462 - Bruxner Way	Pyes Creek / Upper Mole Road	16.968	18.226	1.258
B	7607	05	Wylie Creek Rd	MR 622 - Mount Lindesay Rd		0.000	2.386	2.386
B	7607	20	Wylie Creek Rd	MR 622		2.386	2.560	0.174
B	7607	25	Wylie Creek Rd	MR 622		2.560	16.299	13.739
B	7607	80	Wylie Creek Rd	MR 622		16.299	16.350	0.051

Total Length Rural Roads	1365.5	km
Total Length UnSealed Rural Roads	1065.8	km
Total Pavement Area	588	ha
Total Seal Area	159	ha
Total Pavement Only Area	399	ha

Subject to adoption of additional roads

Appendix C: Road Register – Urban roads

Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
05	D	2000	Albert St	Laird to Douglas St	Laird St RR	0.012	0.107	95
05	D	2374	Aldershot Rd	Bellevue Rd	East St RR	0.013	1.038	1025
05	D	2011	Banksia Drive	Western St	Melaleuca Circuit RR	0.010	0.214	204
15	D	2022	Bulwer St	Start Bitumen Sth Derby to Widening Sth Miles	Park St RR	0.282	1.055	773
20	D	2022	Bulwer St	Widening Sth Miles to High	Park St RR	1.055	1.560	505
50	D	2022	Bulwer St	High to EOS Cowper	Park St RR	1.572	2.979	1407
05	D	2055	Clifton St	Logan St to Rouse	Logan St RR	0.011	0.333	322
05	D	2066	Clive St	East St to Francis	East St RR	0.014	1.298	1284
15	D	2077	Cowper St	Start seal east of East St to Logan St	East St RR	-0.033	0.622	655
05	D	2088	Crown St	Manners St	Miles St RR	0.016	0.226	210
05	D	2099	Derby St	East St to Logan St	East St RR	0.000	0.635	635
35	C	2099	Derby St	Logan St to Rouse St	East St RR	0.635	0.847	212
60	D	2099	Derby St	Rouse to Trail lane	East St RR	0.855	0.959	104
5	E	2110	Donaldson Lane	Logan St to Rouse St	Logan St RR	0.013	0.220	207
5	E	2121	Donnelly Lane	Rouse to Scott	Rouse St CL	0.007	0.194	187
5	D	2132	Douglas St	East to Wood	East St RR	0.014	1.084	1070
110	D	2132	Douglas St	Wood to Rouse	East St RR	0.285	0.845	560
110	C	2132	Douglas St	Rouse to widening nr Scott	East St RR	0.858	1.136	278
175	C	2132	Douglas St	Widening nr Scott to Western St	East St RR	1.136	2.345	1209
15	D	2143	Drummond St	Wood St across mt lindesay	Wood St RR	0.086	0.262	176
35	D	2143	Drummond St	Rouse to Pelham	Wood St RR	0.589	1.339	750
5	D	2154	Duncan St	Manners to Molesworth	Manners St RR	0.016	0.446	430
15	D	2154	Duncan St	Molesworth to Drummond	Manners St RR	0.459	1.866	1407
15	D	2165	East St	Reservoir to Derby St	Billirimba Rd RR	0.626	0.726	100
25	D	2165	East St	Clive to High St	Billirimba Rd RR	0.954	1.845	891
45	D	2165	East St	Clarence Street To dead end	Billirimba Rd RR	2.030	2.274	244
60	D	2165	East St	Martin St to Cowper	Billirimba Rd RR	2.274	3.251	977
5	E	2176	Erindee Ave	Manners St	Miles St RR	0.012	0.229	217

Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
5	E	2187	Forest lane	Clive to Douglas	Clive St RR	0.014	0.228	214
15	E	2187	Forest lane	Douglas to Miles	Clive St RR	0.236	0.451	215
20	E	2187	Forest lane	Miles to Molesworth	Clive St RR	0.459	1.117	658
40	E	2187	Forest lane	Martin St	Clive St RR	1.238	1.330	92
50	E	2187	Forest lane	Petrie St	Clive St RR	1.467	1.552	85
10	D	2198	Francis St	Derby to Miles	Derby St RR	0.007	0.451	444
5	D	2209	George St	Petrie St to Drummond	Petrie St RR	0.020	0.988	968
25	D	2209	George St	Drummond to end seal	Petrie St RR	0.995	1.049	54
5	C	2220	High St	East St to Wood St	East St RR	0.040	0.271	231
10	C	2220	High St	Wood St to Bulwer	East St RR	0.271	0.489	218
40	A	2220	High St Parking Lanes	Bulwer to Rouse	East St RR	0.519	0.845	326
80	D	2220	High St	Rouse to Pelham	East St RR	0.864	1.632	768
120	D	2220	High St	Pelham to Railway Ave	East St RR	1.632	2.077	445
5	D	2231	Jubilee St	END (Eastern)	Bulwer St RR	0.015	0.091	76
5	D	2242	Kiely St	END (Eastern)	Bulwer St RR	0.015	0.123	108
5	E		Laird St	Pelham St to Young St	Pelham St RR	0.212	0.511	299
5	D	2253	Landers St	Petrie St	Martin St RR	0.017	0.230	213
5	E		Light Horse Dr	Intersection	Martin St RR	0.020	0.172	152
20	E		Light Horse Dr	west end	Martin St RR	0.026	0.048	22
5	D	2264	Link St	END (Northern)	Manners St RR	0.020	0.157	137
05	D	2275	Logan St	Clifton to Clive	Clifton St RR	0.021	0.579	558
20	D	2275	Logan St	Clive to Manners	Clifton St RR	0.588	1.245	657
40	D	2275	Logan St	Manners to Drummond	Clifton St RR	1.259	3.102	1843
75	D	2275	Logan St	Slip lane to Mt Lindesay	Naas St RR	0.020	0.092	72
5	E		MacKenzie Crt	End	Parkes Drive RR	0.015	0.084	69
5	C	2286	Manners St	Wood St to Logan St	Wood St RR	0.015	0.355	340
50	C	2286	Manners St	Logan to Crown St	Wood St RR	0.355	0.713	358
90	C	2286	Manners St	Crown to Pelham St	Wood St RR	0.713	1.341	628
90	C	2286	Manners St	Pelham St to Railway	Wood St RR	1.341	1.814	473
05	D	2297	Margaret St	Pelham to Railway Ave	Pelham St RR	0.012	0.461	449
05	D	2308	Martin St	East St to Rouse St	East St RR	0.018	0.847	829
65	D	2308	Martin St	Rouse to Scott St	East St RR	0.862	1.070	208
110	D	2308	Martin St	Seal Start to Pelham St	East St RR	1.342	1.613	271

Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
05	E	2319	McCowen Lane	Douglas to Miles	Douglas St CL	0.015	0.228	213
15	E	2319	McCowen Lane	Miles to High St	Douglas St CL	0.239	0.668	429
20	E	2319	McCowen Lane	Molesworth to Martin	Douglas St CL	0.905	1.115	210
25	E	2319	McCowen Lane	Martin to Petrie	Douglas St CL	1.122	1.337	215
05	D		Melaleuca Circuit	Riley St To Banksia	Riley St CL	0.004	0.373	369
05	D	2330	Miles St	East St to Bulwer	East St RR	0.014	0.511	497
45	D	2330	Miles St	Bulwer to Logan	East St RR	0.511	0.625	114
50	D	2330	Miles St	Logan to Scott	East St RR	0.625	1.081	456
55	D	2330	Miles St	Scott to Francis	East St RR	1.081	1.289	208
60	D	2330	Miles St	Pelham to Railway Ave	East St RR	1.625	2.081	456
05	D	2341	Molesworth St	East to Logan	East St RR	0.077	0.631	554
10	D	2341	Molesworth St	Logan to Rouse	East St RR	0.631	0.848	217
15	C	2341	Molesworth St	Rouse to Western	East St RR	0.859	2.081	1222
5	D	2363	Naas St	East St to Duncan St	East St RR	0.020	1.388	1368
10	D	2363	Naas St	Duncan St to Pelham	East St RR	1.398	1.610	212
5	D		Parkes Drive	MacKenzie Crt	Saddlers Rd (N Prop Bd)	0.000	1.154	1154
10	D		Parkes Drive	MacKenzie Crt Intersection	Saddlers Rd	0.160	0.180	20
15	D		Parkes Drive	Thomas Pde	Saddlers Rd	0.180	0.350	170
20	D		Parkes Drive	Thomas Pde Intersection	Saddlers Rd	0.350	0.370	20
25	D		Parkes Drive	Parkes Drive	Saddlers Rd	0.370	0.811	441
30	D		Parkes Drive	Parkes Drive Intersection	Saddlers Rd	0.811	0.821	10
05	D	2385	Pelham St	Laird to Douglas	Laird St RR	0.016	0.108	92
10	C	2385	Pelham St	Douglas to Cowper	Laird St RR	0.115	2.194	2079
15	C	2385	Pelham St	Cowper to Golf Course	Laird St RR	2.202	3.268	1066
20	C	2385	Pelham St	Golf Course to Old Ballandean	Laird St RR	3.268	3.897	629
05	D	2396	Petrie St	East to Rouse	East St RR	0.015	0.849	834
10	D	2396	Petrie St	Rouse to Landers	East St RR	0.857	0.987	130
15	D	2396	Petrie St	George to Pelham	East St RR	1.186	1.615	429
20	E	2396	Petrie St	Pelham west	East St RR	1.625	1.725	100
10	E	2407	Polworth St	Drummond across cowper	Petrie St RR	0.273	0.732	459
15	E	2407	Polworth St	Nass St north	Petrie St RR	0.923	1.015	92
05	D	2418	Railway Ave	Douglas to	Douglas St RR	0.015	0.895	880

				Molesworth				
Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
05	D	2429	Railway St	Pelham to Railway Ave	Pelham St RR	0.016	0.468	452
15	D	2440	Riley St	George to kerb North of Pelham	Polworth St RR	0.126	0.813	687
20	D	2440	Riley St	kerb North of Pelham to Western	Polworth St RR	0.813	1.225	412
05	A	2462	Rouse St Parking Lanes	Derby to Clive	Clifton St CL	0.370	0.590	220
10	A	2462	Rouse St Parking Lanes	Clive to Naas	Clifton St CL	0.600	2.310	1710
15	A	2462	Rouse St Parking Lanes	Naas to south of Cowper	Clifton St CL	2.310	2.662	352
	D	2462	Rouse St	Cowper to Old Ballandean	Clifton St CL	2.863	4.286	1423
	D		Saddlers Rd	A15 Turning lane	C/L A15	0.000	0.007	7
05	D		Saddlers Rd	Parkes Dr	C/L A15	0.007	0.068	61
10	D		Saddlers Rd	Parkes Dr Intersection	C/L A15	0.068	0.083	15
05	D	2473	Scott St	Donnelly to Douglas	Donnelly Lane RR	0.020	0.571	551
10	D	2473	Scott St	Douglas to Seal Width Change	Donnelly Lane RR	0.582	0.690	108
15	D	2473	Scott St	Seal withd change to Miles	Donnelly Lane RR	0.690	0.792	102
20	D	2473	Scott St	High to Molesworth	Donnelly Lane RR	1.248	1.457	209
25	D	2473	Scott St	Molesworth to Martin	Donnelly Lane RR	1.464	1.688	224
15	D	2495	Simpson St	Logan to Rouse	Bulwer St RR	0.010	0.288	278
05	E		Thomas Parade	End	Parkes Drive	0.020	0.069	49
05	E	2517	Trail Lane	Derby to Douglas	Donnelly Lane RR	0.016	0.448	432
05	E	2528	Wellburn Lane	Douglas to Miles	Douglas St RR	0.021	0.223	202
05	D	2539	Western St	Bismark St to Cemetary	Bismark St RR	0.044	0.486	442
10	D	2539	Western St	Cemetary to Molesworth	Bismark St RR	0.486	1.341	855
15	C	2539	Western Boundary Road	Molesworth St to Rail Bridge	Molesworth St RR	0.015	0.464	449
20	C	2539	Western Boundary Road	Rail Bridge to Cowper	Molesworth St RR	0.503	1.327	824
05	D		Whereat Lane	Manners to High	Manners St RR	0.018	0.232	214
05	D	2561	Wood St	Derby to Douglas	Derby St RR	0.021	0.223	202
15	D	2561	Wood St	Douglas to Clarence	Derby St RR	0.466	0.667	201

Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
20	D	2561	Wood St	Clarence to Molesworth	Derby St RR	0.687	0.888	201
25	D	2561	Wood St	Molesworth to Martin	Derby St RR	0.909	1.111	202
30	D	2561	Wood St	Martin to EOS near cowper	Derby St RR	1.131	1.191	60
15	E	2572	Woolnough Lane	Derby to Clive	Simpson St RR	0.234	0.449	215
20	E	2572	Woolnough Lane	Clive to Douglas	Simpson St RR	0.458	0.673	215
05	D	2583	Young St	Laird to Douglas	Laird St RR	0.013	0.104	91

Total Length Tenterfield Streets	55,533	m
Total Length UnSealed Tenterfield Streets	1285	m
Total Pavement Area	193,233	m2
Total Seal Area	185,248	m2
Total Pavement Only Area	5,565	m2

Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
Drake								
10	D	2600	Allison St (S)	Whole Length	South Boundary	0.088	0.193	105
25	D	2600	Allison St (N)	Whole Length	South Boundary	0.226	0.355	129
45	D	2600	Allison St Lane	Whole Length	Allison St CL	0.004	0.870	866
5	D	2633	Ewingar St	Whole Length	Start	0	0.131	131
5	D		Ruby St	Whole Length	Fairfield St	0.03	0.096	66
5	D	2644	School St	Whole Length	Allison CL	0.004	0.104	100
5	D	2655	Tabulum St	Whole Length	Allison CL	0.004	0.158	154
5	D	2655	Timbarra St	Whole Length	B60 CL	0	0.127	127
Jennings								
5	E	2700	Andersons Lane	Whole Length	Border St (QLD)	0	0.310	310
5	D	2700	Apsley St	Whole Length	Border St	0.03	0.136	106
10	D	2711	Ballandean St	Whole Length	Phelhapmton Cres	0.03	1.014	984
5	D		Carpenter Lane	Phelhapmton Cres to Cusack St	Phelhapmton Cres	0	0.131	131
5	D	2733	Cusack St	Ross St to Carpenter Lane	Ross St	0	0.564	564
5	D	2755	Duke St	Ballandean to Andersons Lane	Ballandean St	0	1.063	1063
10	D	2766	Gladstone St	Manor St	King St	0.188	0.308	120
20	E	2766	Gladstone St	High St	King St	0.472	0.539	67
25	D	2766	Gladstone St	High to aspley	King St	0.569	1.026	457
40	D	2766	Gladstone St	Aspley to Carrington	King St	1.026	1.148	122
10	D	2777	Graham St	Gladstone St to Duke St	Gladstone St	0.03	0.136	106
			Graham St	Duke to Gladstone		0	0.136	136
1	D	2788	High St	Duke to Robinson	Duke St	0.03	0.303	273
5	D	2843	Isles St	Whole Length	Phelhampton Cres	0	0.193	193
5	E	2799	King St	Manor St	Ballandean St	0	0.125	125
5	D	2810	Manor St	Manor to Duke	Robinson St	0	0.305	305
	D	2821	Phelhampton Crescent	State Border	Speed Restriction/destriction	0	0.655	655
10	E	2832	Robinson St	Manor St	END (Southern)	0.707	0.768	61
15	E	2832	Robinson St	High St	END (Southern)	0.798	0.998	200
5	E	2843	Ross St	Holwell Border St (W)	Holwell St	0	0.255	255
Legume								
5	E		Cullendore St	Tooloom St to Killarney St	Tooloom St (N Bd)	0	0.223	223

Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
10	E		Cullendore St	Short St to Beaury St	Short St	0	0.201	201
5	E	2911	Beaury St	Acacia to Cullendore	Acacia Ave (E Bd)	0	0.173	173
5	D	5814	Flagstone St	Sawmill Gate	Acacia Ave (Rural)	0	0.440	440
05	D	2944	Short St	Acacia to Cullendore	Acacia Ave (E Bd)	0	0.170	170
05	D	2955	Tooloom St	Acacia to Cullendore St	Acacia Ave (E Bd)	0	0.115	115
10	D	2955	Tooloom St	Cullendore St intersection	Acacia Ave (E Bd)	0.115	0.139	24
15	D	2955	Tooloom St	Junction St	Acacia Ave (E Bd)	0.139	0.341	202
20	D	2955	Tooloom St	Junction St intersection	Acacia Ave (E Bd)	0.341	0.371	30
25	D	2955	Tooloom St	Grid	Acacia Ave (E Bd)	0.371	0.675	304
30	D	2955	Tooloom St	Grid	Acacia Ave (E Bd)	0.675	0.823	148
Liston								
05	E	3000	Acacia St	Clarence St	Stanthorpe St	0.03	0.232	202
10	E	3000	Acacia St	END (Northern)	Stanthorpe St	0.262	0.372	110
05	E	3011	Clarence St	Property Boundary Start Seal	Property Boundary (Eastern) - Creek	0	0.130	130
10	E	3011	Clarence St	Seal to Mt Lindesay	Property Boundary (Eastern) - Creek	0.13	0.371	241
05	E	3044	Stanthorpe St	Start to seal	END (Eastern)	0	0.117	117
10	E	3044	Stanthorpe St	Seal to Tenterfield St	END (Eastern)	0.117	0.409	292
05	E		Tenterfield St	Stanthorpe St to boundary	Rubish Dump	0	0.135	135
Torrington								
	C	3100	Bates Rd	Shire BDY	Speed restriction/destriction	0	0.400	400
	E	3111	Eschman Lane	END (Northern)	Sherrats Rd	0	0.130	130
	D	3122	Gilligan Lane	Bates to end	Bates Rd	0	0.428	428
	D	3133	Moss Lane	Bates Rd	Rundle Lane	0	0.121	121
	D	3144	Rundle Lane	Moss Lane	Gilligan Lane	0	0.199	199
	D	3155	Sheratts Rd	Silent Grove Rd	Bates Rd	0	0.962	962
	E	3166	Tomtoy Ave	Silent Grove Rd	Sherrats Rd	0	1.028	1028
Urbenville								
5	D	3200	Beaury St	Boundary to end seal	Council Boundary	0	1.003	1003
5	D	3211	Boomi St	Stephen St	Beaury St, N Boundary	0.043	0.339	296
05	E	3222	Crown St	End Seal	Beaury St	0.02	0.167	147

Segment	Class	No	Name	Description	Origin	Ch. Start	Ch. End	Length
05	D	3233	Dean St	Forest Ave to gate	Forest Ave Intersection	0	0.184	184
15	E	3233	Dean St	Gate to End Seal	Forest Ave	0.192	0.331	139
5	D		Forest Ave	Deane St Intersection	Urben St - Western Property Boundary	0	0.421	421
5	D		Stephen St	Tooloom St to end	Tooloom St	0	0.573	573
5	D	3255	Tooloom St	Urben to Beaury	Urben St	0.091	0.629	538
5	C	3277	Urben St	Speed restriction/destriction to Beaury	Speed restriction/destriction	0	0.545	545
5	D	3288	Welch St	Beaury to Stephen	Beaury St	0.02	0.231	211

Total Length Village Streets	18493.0	m
Total Length UnSealed Village Streets	5313.0	m
Total Pavement Area	100,469	m2
Total Seal Area	63,695	m2
Total Pavement Only Area	24,707	m2

Appendix D: Proposed Road Names

Suggested Road Names for any future additions to the register may include;

Regional

Subject to approval of Transport for NSW

Rural

- Natural timber or wood classes
- Native flora

Urban

- Local natural mineral types
- Natural timber or wood classes
- Native flora

Appendix E: Register of bridges and large culverts

Bridge No	Road Name	Date	Stream	Length (m)	Width (m)	Type
Regional						
62218	Mt Lindesay Rd	2021	Boonoo Boonoo River			Concrete
62219	Mt Lindesay Rd	2016	Bookookoorara Creek	30.6	8.54	Concrete Beam
36101	Mt Lindesay Rd	1968	Tooloom Creek	52.5	7.30	Steel Girder
36102	Mt Lindesay Rd		Tooloom Creek	43.6		Steel Girder
18901	Mt Lindesay Rd	c1980	Acacia Creek	21.0	8.05	Concrete Box Culvert
29003	Mt Lindesay Rd		Wards Creek	7.7	8.85	Concrete Box Culvert
29002	Mt Lindesay Rd	1947	Ruby Creek	12.8	8.65	Concrete Beam
26001	Mt Lindesay Rd	1948	Herding Yard Creek	7.1	6.80	Concrete Box Culvert
62201	Mt Lindesay Rd	1948	Unnamed Ck (Naas St)	5.5	0.00	Concrete Box Culvert
62202	Mt Lindesay Rd	1941	Red Bill Swamp Ck	9.0	7.30	Concrete Box Culvert
62203	Mt Lindesay Rd	1956	Pitkins Swamp Creek	45.7	7.90	Steel Girder
62228	Mt Lindesay Rd			6.8	9.20	Concrete Box Culvert
62204	Mt Lindesay Rd		Washpool Ck (London Bridge)	34.2	6.95	Concrete Beam
62207	Mt Lindesay Rd		Resurrection Creek	8.8	6.40	Concrete Box Culvert
62205	Mt Lindesay Rd	1997	Carrolls Creek	12.0	8.00	Doolan Deck-Concrete
62220	Mt Lindesay Rd		Bookookoorara	6.2	18.30	Concrete Box Culvert
62210	Mt Lindesay Rd	1937	Jenners Creek	13.0	7.00	Concrete Beam
62209	Mt Lindesay Rd		Mursons Creek	14.4	10.40	Concrete Box Culvert
62211	Mt Lindesay Rd	1990	Wylie Creek	10.5	8.40	Concrete Box Culvert
62225	Mt Lindesay Rd	2003	Kellys Bridge	9.2	10.80	Concrete Box Culvert
62212	Mt Lindesay Rd	1930	Wylie Creek	55.0	6.10	Concrete Beam
62213	Mt Lindesay Rd	1930	Maryland River	64.5	6.10	Steel Beam
62214	Mt Lindesay Rd	1931	Koreelah Creek	65.7	6.10	Concrete Beam, Concrete Arch
62215	Mt Lindesay Rd		Stockyard Creek	6.6	12.80	Concrete Box Culvert
62217	Mt Lindesay Rd		Unnamed	13.0	6.10	Concrete Box Culvert
62221	Mt Lindesay Rd	2010	Acacia Creek	19.5	9.36	PSC Planks
62222	Mt Lindesay Rd	2009	Oakey Creek	32.7	9.00	PSC Girder
62223	Mt Lindesay Rd	2009	Little Oakey Creek	32.0	9.00	PSC Girder
62224	Mt Lindesay Rd	2010	Hoffmans Creek	23.1	9.36	PSC Planks
62227	Mt Lindesay Rd		Golden Mile			Concrete Box Culvert
62226	Mt Lindesay Rd		Golden Mile			Concrete Box Culvert
9540	Bruxner Way		Browns Ck	16.6	10.30	PSC Plank
9541	Bruxner Way		Millers Ck	15.6	9.50	PSC Plank
2820	Bruxner Way		Saltwater Gully	11.73	9.14	CBC
2821	Bruxner Way		Whalans Ck	15.77	13.31	CBC
10117	Bruxner Way		Ten Mile Ck	10.038	9.84	CBC
8901	Bruxner Way		Swamp Ck	36	9.10	Conc Beam
2824	Bruxner Way	1968	Deadmans Ck	10	9.06	CBC
2825	Bruxner Way		Unnamed Ck	15.84	0.00	CBC
2826	Bruxner Way		Unnamed Ck	6.8	24.38	CBC
9542	Bruxner Way		Mole River	60	9.15	PSC Plank
2828	Bruxner Way		Unnamed Ck	22.4	16.94	CBC

2829	Bruxner Way		Unnamed Ck	14.52	12.19	CBC
2830	Bruxner Way		Unnamed Ck	12.95	17.32	CBC
2831	Bruxner Way		Unnamed Ck	8.69	10.00	CBC
	Bruxner Way					CBC
9543	Bruxner Way		Reedy Ck	62.4	9.95	PSC Plank
2833	Bruxner Way		Yellow Gully Ck	10.66	0.00	PSC Plank
2834	Bruxner Way		Unnamed Ck	22.96	14.60	CBC
2835	Bruxner Way		Unnamed Ck	6.88	21.34	CBC
7321	Bruxner Way		Dumaresq R Fd/w	30	10.20	PSC Plank
2837	Bruxner Way		Dumaresq R Fd/w	8.3	9.90	CBC
2838	Bruxner Way		Gulf Ck	43.18	10.02	CBC
2839	Bruxner Way		Sandy Ck	20.24	10.02	CBC
7325	Bruxner Way		Dumaresq R Fd/w	18	9.20	PSC Plank
2841	Bruxner Way		Black Ck	16.48	10.05	CBC
2842	Bruxner Way		Unnamed Ck	6.85	9.86	CBC
2843	Bruxner Way		Black Ck Billabong	19.02	10.06	CBC

Rural

50771	Back Creek Rd	-	Tenterfield Creek	46.15	4.60	Timber beam
51001	Barlows Gate Rd	-	Acacia Creek	17.10	5.25	Timber beam
51542	Beaury Creek Rd	-	Beaury Creek	12.00	5.00	Timber beam
51543	Beaury Creek Rd	-	Boundary Creek			
51544	Beaury Creek Rd	-	Five Mile Creek			
51871	Billirimba Rd	-	Hawkins Gully	6.74	5.10	Timber beam
51873	Billirimba Rd	-	Swamp Oak Creek	11.80	4.80	Timber beam
51874	Billirimba Rd	-	Quigeram Creek	8.10	3.30	Timber beam
51875	Billirimba Rd	-	Billirimba Creek	9.50	3.70	Timber beam
52201	Black Swamp Rd	-	Cataract River	32.65	3.50	Timber beam
53191	Boorook Rd	-	Cataract River	43.40	4.80	Timber beam
53192	Boorook Rd	-	Boorook Creek	11.50	3.90	Timber beam
54511	Castlerag Rd	-	Deepwater River	10.45	3.60	Timber beam
55061	Cheviot Hills Rd	-	Fairfield Creek	10.20	3.60	Timber beam
56051	Cullens Creek Rd	-	Koreelah Creek	9.50	3.30	Timber beam
59351	Gould Falls Rd	-	Acacia Creek	7.00	4.00	Timber beam
59461	Grahams Creek Rd	-	Grahams Creek	15.70	5.45	Timber beam
60451	Harrigans Lane	-	Unnamed Creek	6.30	4.15	Timber beam
60452	Harrigans Lane	-	Boonoo Boonoo River	13.60	3.90	Timber beam
61112	Hootons Rd	1948	Clarence River			
61111	Hootons Rd	-	Emu Creek			
61441	Johnstones Rd	-	Pyes Creek			
61662	Kellys Rd	-	Swamp Oak Creek	6.1	4.7	Timber Beam
62211	Kia-Ora Rd	-	Five Mile Creek	8.30	3.55	Timber beam
62431	Leeches Gully Rd	-	Washpool Creek	8.36	6.00	Timber beam
62761	Lindsay Creek Rd	-	Lindsay Creek	18.80		Timber beam
69251	Lower Rocky River Rd	-	Unnamed Creek	6.30	2.70	Timber beam
64521	McLeods Creek Rd	1974	McLeods Creek	11.85	3.20	Timber beam
65072	Mole River Rd	-	Tablelands Creek	37.00	4.10	Timber beam
65451	Mount Clunie Rd	-	Unnamed Creek	9.40	3.74	Timber beam

65452	Mount Clunie Rd	-	Woodenbong Creek	10.60	3.70	Timber beam
65731	Mt Speribo Rd	-	Horse Swamp	7.50	4.56	Timber beam
65951	Needhams Creek Rd	1943	Tooloom Creek	31.80	3.10	Timber beam
67161	Paddys Flat Rd	-	Unnamed Creek	10.10	6.23	Timber beam - widened
67201	Paddys Flat Rd (nth)	-	School Gully	11.30	3.76	Timber beam
67202	Paddys Flat Rd (nth)	-	Kangaroo Creek	19.00	4.20	Timber beam
67203	Paddys Flat Rd (nth)	-	Unnamed Creek	11.20	4.87	Timber beam
67200	Paddys Flat Rd (nth)	-	Tooloom Creek	42.00	4.95	Timber beam
67351	Pattersons Rd	-	Acacia Creek	11.40	3.60	Timber beam
67423	Plains Station Rd	-	Gap Creek	11.45	4.94	Timber beam
67424	Plains Station Rd	-	Booth Creek	22.00		Conc Box
67933	Pyes Creek Rd	-	Pyes Creek	9.30	3.55	Timber beam
67934	Pyes Creek Rd	-	Pyes Creek	12.00	4.00	Timber beam
68921	Rivertree Rd	-	Maryland River	14.30	3.60	Timber beam
69361	Rocky River Rd	-	Demon Creek	8.22	3.70	Timber beam
69362	Rocky River Rd	-	McLeods Creek	43.70	4.90	Timber beam
69801	Sandy Flat Rd	-	Five Mile Creek	31.65	3.25	Timber beam
70461	Silent Grove Rd	-	Nukoorapeta Creek	10.10	4.07	Timber beam
71121	Springfield Rd	-	Mole River	22.05	3.55	Timber beam
71231	Springs Rd	-	Unnamed Creek	9.00		Timber beam
72111	Sunnyside Loop Rd	-	Blacksmiths Creek	11.20	6.40	Timber beam - widened
73581	Tooloom Rd	1934	Beaury Creek	31.10	5.26	Timber beam
73583	Tooloom Rd	1934	Wallaby Creek	28.00	5.30	Timber beam
73901	Torrington Rd	-	Deepwater River	18.90	4.88	Timber beam
73903	Torrington Rd	-	Kangaroo Creek	6.70	6.60	Timber beam
74591	Urbenville Rd	-	Unnamed Creek			
75081	Wallaroo Range Rd	-	Bookookoorara Ck	8.65	3.95	Timber beam
75411	White Swamp Rd	-	Woodenbong Creek	17.40	4.40	Timber beam
75412	White Swamp Rd	-	Koreelah Creek	23.46	4.45	Timber beam
50331	Acacia Plateau Rd	-	Acacia Creek	20.00	5.40	Prestressed Concrete Girder
50991	Bald Rock Rd	-	Bluff River	32.18	5.14	Concrete beam
50992	Bald Rock Rd	2003	Fords	10.70	4.90	Concrete Box culvert
51541	Beaury Creek Rd	-	Beaury Creek	11.00	5.00	Doolan Deck
51545	Beaury Creek Rd	-	Beaury Creek			
51546	Beaury Creek Rd	-	Beaury Creek	10.60	4.13	Concrete
51872	Billirimba Rd	-	Barney Downs Creek	13.80	4.28	Prestressed Concrete Girder
53521	Brassington Creek Rd	-	Bluff River	10.77	4.80	Concrete Beam
55941	Cullendore Rd	-	Maryland River	63.00	4.50	Concrete Box Girder
61221	Hynes Bridge Rd	1997	Dumaresq River	64.20	4.80	Concrete
61661	Kellys Rd	-	Barney Downs Creek	0.00		Box Culvert
64961	Mingoola Station Rd	-	Dumaresq River	48.10	7.30	Concrete Box Girder
65071	Mole River Rd	-	Mole River	48.00	5.00	Doolan Deck - Concrete
67162	Paddys Flat Rd	-	Emu Creek	24.00	5.00	Doolan deck - Concrete
67421	Plains Station Rd	1932	Timbarra River	84.00	5.20	Prestressed Concrete Girder
67424	Plains Station Rd	2010	Booth Ck	10.79	7.37	Box Culvert

67931	Pyes Creek Rd	-		9.60	10.80	Concrete Box culvert
67932	Pyes Creek Rd	-	Deepwater River	20.68	4.25	Concrete Box Girder
67935	Pyes Creek Rd	-	Mole River	64.50	4.30	Concrete Box Girder
70241	Scrub Rd	-	Hawkins Creek	7.00	8.50	Concrete Culvert
70242	Scrub Rd	-	Tenterfield Creek	25.70	10.80	Concrete Culvert
70243	Scrub Rd	-	Unnamed Creek	14.90	7.90	Concrete culvert (armco)
73431	Timbarra Rd	-	Swamp Oak Creek	20.00	4.83	PC Concrete beam
73584	Tooloom Rd	-	Unnamed Creek	0.00		Concrete Culvert @ Tooloom Falls Rd
73582	Tooloom Rd	2002	Needhams Creek	12.25	6.80	Doolan Deck
73902	Torrington Rd	-	Nukoorapeta Creek	12.00	8.00	Doolan deck - Concrete
73904	Torrington Rd			7.80	9.00	Concrete box culvert
75413	White Swamp Rd	2002	Koreelah Creek	21.60	4.90	Doolan Deck
76071	Wylie Creek Rd	-	Maryland River	31.00	3.70	Prestressed Concrete Girder

Urban

90214	Molesworth St	pre 1948	Tenterfield Creek	46.7	9.8	Timber beam & footway
90261	Tooloom St, Legume	-	Acacia Creek	9.9	4.1	Timber Beam - Widened
90211	Douglas St	-	Tenterfield Creek	37.0	8.8	Concrete box girder
90212	High St	-	Tenterfield Creek	46.0	6.8	Concrete box girder
90213	Manners St	Since 1977	Tenterfield Creek	24.1	9.6	Concrete box girder
90215	Naas St	-	Tenterfield Creek	15.0	10.6	Concrete box girder

Appendix F: Risk Evaluation

Risk assessment matrices

Risk Rating Formula

Likelihood of occurrence (Matrix A) x Hazard Type (Matrix B) = Road Risk Rating

Matrix A - Likelihood score

Category	Description
1	Very unlikely
2	Unlikely
3	Possible
4	Likely
5	Highly likely

Matrix B – Type of problem score

DESCRIPTION OF HAZARD	Hazard Type				
	5	4	3	2	1
Obstructions and Substances on Road					
Small sized object with a max dimension of < 100mm					1
Medium sized object with a max dimension of between 100 and 200mm			3		
Large sized object with a maximum dimension of greater than 200mm	5				
Flexible and Rigid Pavements - Sealed					
Spilled Materials on Sealed Road					
Spills of granular materials < 6m2					1
Spills of granular materials > 6m$_2$ or spills of oil, wet clay or other slippery substances < 6m$_2$			3		
Spills of oil, wet clay or other slippery substances > 6m$_2$	5				
Potholes					
Potholes diameter 200mm to 300mm and/or depth of 50mm to 75mm					1
Potholes of diameter greater than 300mm and/or depth greater than 75mm			3		
Shoving and/or Rutting					
Deformations 50 to 100 mm deep and greater than 4m long					1
Deformations greater than 100mm deep and greater than 4m long and/or ponding water hazardous to traffic			3		
Edge Drop and Rigid Pavement Joints					
Urban area - drop 50 to 75 mm and greater than 5m long					1
Drop 75 to 150 mm and greater than 5m long			3		
Drop greater than 150 mm	5				
Unsealed Roads					
Rutting and Scouring					
Up to 50 mm deep and > 150mm wide and < 10m long					1

DESCRIPTION OF HAZARD	Hazard Type				
	5	4	3	2	1
Up to 50 mm deep and > 150mm wide and > 10m long				2	
50 to 100mm deep and < 150mm wide and < 10m long				2	
50 to 100mm deep and < 150mm wide and > 10m long			3		
50 to 100mm deep and 150 to 300mm wide and < 10m long			3		
50 to 100mm deep and 150 to 300mm wide and > 10m long		4			
>100 mm deep and/or > 300 mm wide	5				
Potholes					
> 150mm diameter and up to 50mm deep and < 10m long					1
> 150mm diameter and up to 50mm deep and > 10m long				2	
150 to 300mm diameter and 50mm to 100mm deep and < 10m long			3	2	
150 to 300mm diameter and 50mm to 100mm deep and >10m long			3		
> 300mm diameter and 50mm to 100mm deep and < 10m long			3		
> 300mm diameter and 50mm to 100mm deep and > 10m long		4			
> 300mm diameter and > 100mm deep	5				
Corrugations					
15 to 25mm deep and < 10m long					1
15 to 25mm deep and > 10m long				2	
> 25mm deep and < 10m long				2	
> 25mm deep and > 10m long			3		
Signage					
Regulatory and Warning Signs					
In poor condition				2	
Missing or illegible	5				
All Other Signs					
In poor condition					1
Missing or illegible				2	
Roadside Furniture					
Guide Posts and Reflectors					
In poor condition					1
Missing two or more consecutive posts and/or reflectors			3		
Missing guideposts and/or reflector in a critical location	5				
Guardrail and Safety Fencing					
In poor condition					1
In a dangerous condition				2	
Road Markings					
Longitudinal Line Marking, Transverse Markings, Pavement Symbols and Pavement Markers Missing or illegible in a critical location				2	

Appendix G: Forms

Tenterfield Shire Council Road Inspection Report

Road Inspected: _____

Location (e.g. segment / landmark/ chainage)	**Defect**	**Interim Safety?**	**Proposed Repair**	**Risk Scores**			**Comment**	**DB ID**
				Likelihood	Defect Type	Total		

Item	**Checked?**	**General Comments**	**Item**	**Checked?**	**General Comments**
Gates and Bypasses			**Drainage**		
Vehicle Access Safety / Impact			**Bridges**		
Verges			**Signage**		

Date: _____ Inspected By: _____ Signature: _____