

2024-25 ANNUAL BUSINESS PLAN

DRAFT FOR CONSULTATION

CAPITAL RENEWAL

ROADS PROGRAM



Identification

In alignment with Council's Strategic Plan, a comprehensive Roads Program is planned for 2024-25, designed to contribute positively to maintaining and improving our transport infrastructure. This program, with a proposed budget of \$3.607M, focuses on key areas to maintain and upgrade our roads.

These areas include:

- Unsealed Road Re-Sheeting
- Sealed Road Re-Sealing
- Sealed Road Pavement Re-Construction

The Purpose

To provide a reliable, safe and accessible road network and renew Council's Road Infrastructure in a sustainable manner.

Current Condition/Scenario

Council conducts detailed condition assessments of all roads within the network to measure defects, hazards and structural weaknesses. These assessments help gauge the level of deterioration, which is crucial for determining the appropriate timing for interventions and treatments. This data, combined with the Road Hierarchy, forms the basis for Council's Asset Management Plan for roads. This plan prioritises road segments and helps identify an annual work program.

It is important to note that Council roads currently maintain an Overall Condition Indexation (OCI) rating within appropriate and acceptable limits, with the sealed road networks being overall in good condition.

Detailed Project Implementation/Details/Deliverables

Rural Road Re-Sheet Program

The Rural City of Murray Bridge has 525km of unsealed rural roads in its network. Annually Council re-sheets between 25 and 30km of these roads, resulting in a renewal intervention frequency of approximately 20 years.



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Council has also initiated a multi-year project to expand the secondary freight network across the region, enhancing support for industries such as, but not limited to, agriculture, horticulture and intensive animal keeping and processing. This project, which aims to expand the sealed road network and provide a high mass freight access (B Double access) to the farm gate, is funded by external Grant programs such as Local Roads and Community Infrastructure, and Roads to Recovery. It is separate to this program.

A budget of \$1,504,840 is proposed which would enable the renewal of a total of approximately 22 KM of unsealed roads.

Road	Segment Description
Frahns Farm Rd - 10	10 - Old Princes Hwy to driveway 1450m south Hartmann Rd
Baker Rd - 10	10 - Martin Rd to Pfeiffer Rd
Drualat Bore Rd - 40	40 - 2035m west Old Tennis Court Rd to 4080m west Old Tennis Court Rd
Bigmore Rd - 20	20 - Netley Rd to Guerin Rd
Boundary Rd - 120	120 - Meets Council Boundary going North to 4080m north Bowhill Rd
Carter Rd - 30	30 - The Glen Rd to 535m south east The Glen Rd
Hawksnest Rd - 10	10 - Fabbian Rd to Generals Corner Rd
Drualat Bore Rd - 50	50 - Old Tennis Court Rd to 2035m west Old Tennis Court Rd
The Glen Rd, Rockleigh - 30	30 - Bremer Valley Rd to Steep Hill Rd
Kuchel Dr - 10	10 - Lagoon Rd to Kuchel Rd
The Point Rd - 60	60 - Phillips Rd to Travers La
The Point Rd - 70	70 - Travers La to Morphett St
Travers La - 10	10 - Jervois Rd to The Point Rd
Wattle Rd - 10	10 - Dishers Hill Rd to Highland Rd
North Bremer Rd - 10	10 - Strathalbyn Rd to Bremer Range Rd
Killawarra Rd - 30	30 - Waldemar Rd to driveway 1885m north Waldemar St
Killawarra Rd - 40	40 - driveway 1885m north Waldemar St to north Council Boundary
Mungala Rd - 20	20 - Talinga Rd to north Council Boundary
Mitchell	80-Loddon rd to Avoca Dell



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Sealed Road Re-Sealing & Reconstruction Program

The Rural City of Murray Bridge has 480km of sealed roads in its network, with the frequency of intervention dependant on each road's classification.

The primary purpose of a bitumen seal is to provide weatherproof protection for the underlying pavements. Over time, as seals degrade, they necessitate renewal while the underlying pavement remains in good condition. Re-sealing provides a new surface, improved texture (grip) and greater weatherproofing characteristics.

In addition to resealing, sealed road pavements require reconstruction once the underlying pavement has reached the end of its useful life. Pavement reconstruction requires the renewal of the seal, rubble pavement and often the underlying subgrade in order to strengthen the road. This then allows for higher mass and higher volume traffic loads to use the road.

For the 2024/25 financial year, Council is proposing to renew the following sealed roads at a cost of \$2,102,916:

Road	Segment Description & Treatment
Joyce Street	Segment 30 – reseal (fatigue)
Usher Road	Parts of segment 20 that have been damaged by rabbit activity to be reconstructed and sealed
OD Route	Various locations to be reconstructed to remediate pavement failures
Wagenknecht Road	Segment 20 – repair pavement failures (wheel rutting), top shoulders and reseal
Flagstaff Road	Part of segment 70 – reseal 400m (stripping) Segment 80 – reseal (stripping) Part Segment 90 – reseal 500m (stripping) Segment 20 – reconstruct failures in front of Inghams feed mill (pavement failure due to poor sub grade)
Laura Street	Segment 10 and 20 – fatigue and reseal after stormwater upgrade
Lohman Street	Segment 10 and 20 – reseal (fatigue)
Neumann Avenue	Segment 10 and 20 – reseal (fatigue)
Bridge Lane	Segment 30 – repair tree root damage and reseal
Greenlands Drive	Segment 10 – reseal 150m after installing kerb and stormwater

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Long Flat Road	Segment 10 – repair pavement failures and reseal (100m at the Siesta Rd end, under the road bridge)
Murray Drive	Segment 30 – repair sealed shoulder and reseal
Pallamana Road	Part of segment 10 – repair pavement failures, perform shoulder works to improve drainage and reseal
Ridge Road	Segment 50 - (fatigue and kerb renewal)
*Please note this may change, other roads are still to be assessed	

Budget Required

Description	Income	Expenditure	Net
Sealed Road Renewal (AMP)		\$2,102,916	
Unsealed Road Renewal (AMP)		\$932,792	
Unsealed Road Renewal Uplift (CPI & Other Increases)		\$572,048	
GRAND TOTAL		\$3,607,756	\$3,607,756

Relevant Strategies

- Asset Management Plan - Civil and Transport Infrastructure 2019-2024

****Please Note*** Program may be subject to change during financial year due to external factors and resource availability*

Heather Barclay
Chief Executive Officer