

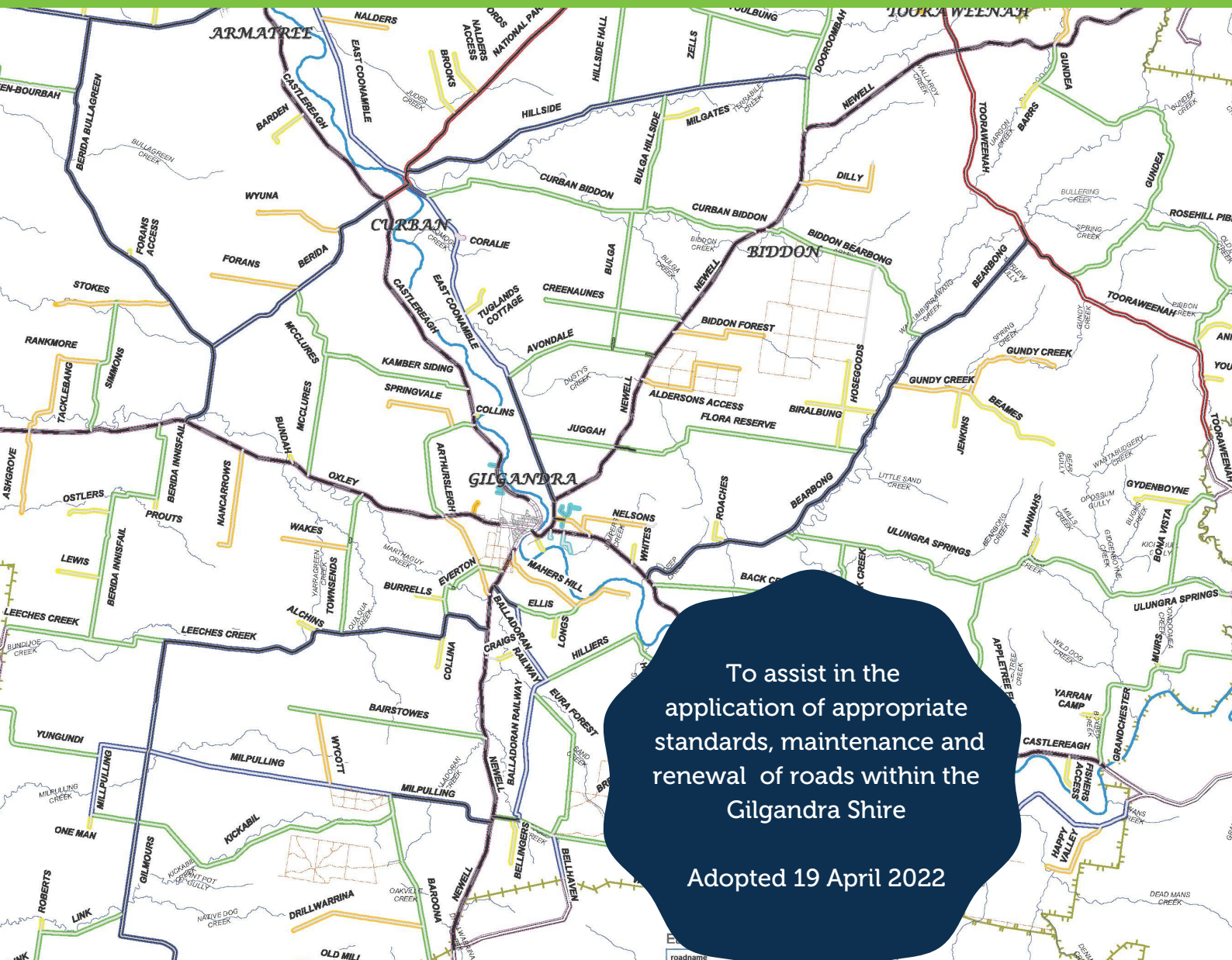


GILGANDRA
SHIRE COUNCIL

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Local Roads Hierarchy Plan



VERSION CONTROL

Version 1		1 July 2013
Version 2	Revision of spelling, removal of duplicate entries and addition of roads recently gazetted	12 September 2014
Version 3	Comprehensive review - adopted by Council 16 September 2015 (Resolution 248/15)	1 September 2015
DraftV 4	Draft comprehensive review for public exhibition	19 April 2022

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Opening

Introduction

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

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

Roads within the Shire

Within the Gilgandra Shire Council there is a total of 1,499 km of rural and urban roads. The classification, the responsible road authority and maintenance authority of the roads and bridges within the Shire is detailed below:

Ref.	Road Type	Road Classification	Length (km)	Road Authority	Maintained by
A	Major Arterial Roads	State Highway Rural Area (Newell Highway)	72	NSW Roads & Maritime Services (NSW RMS)	NSW RMS
B	Major Arterial Roads	State Highway Urban Area (Newell Highway)	3	NSW Roads & Maritime Services	GSC
C	Arterial Roads – State Roads	State Roads Urban & Rural (Castlereagh & Oxley Highways)	121	NSW Roads & Maritime Services	GSC
	Total length of Arterial Roads		196		
D	Rural Roads – Sealed	Rural Local Road - Sealed	277.374	Gilgandra Shire Council (GSC)	GSC
E	Rural Roads – Unsealed	Rural Local Road - Unsealed	970.423	Gilgandra Shire Council	GSC
F	Urban Roads – Sealed	Local Urban Road - Sealed	42.275	Gilgandra Shire Council	GSC
G	Urban Roads – Unsealed	Local Urban Road - Unsealed	3.327	Gilgandra Shire Council	GSC
H		Urban Rear Lanes	9.799	Gilgandra Shire Council	GSC
	Total length of roads – Rural and Urban		1,303.198		
	Bridges		Number	Road Authority	Maintained by
	Rural Local Road Bridges		63	Gilgandra Shire Council	GSC

Council is directly responsible for approximately 1,303 km of the total length of roads. They are those listed as items D, E, F, G and H in the above table. The Local Roads Hierarchy Plan refers to the roads deemed as being Council's responsibility only.

Council has within its local road network sixty three (63) waterway structures bearing definition of a bridge. They are judged as being part of the road on which they are located and are included as having reference to the Local Roads Hierarchy Plan.

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

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

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

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

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

Condition Assessment

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

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

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

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

Rank	Description	Explanation of Condition
1	VERY GOOD	Only planned maintenance required
2	GOOD	Minor maintenance required plus planned maintenance
3	FAIR	Significant maintenance required
4	POOR	Physically unsound, intervention is required
5	VERY POOR	Significant renewal/rehabilitation required

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

Rural Local Roads

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

Rural local roads are classified as sealed or unsealed.

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

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

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

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

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

Road Category	Total Length	Sealed Roads	Unsealed Roads
RS - Regionally Significant Roads	217.961	145.102	72.860
PT - Primary Through Roads	296.239	121.017	175.222
ST - Secondary Through Roads	469.767	4.579	465.188
PN - Primary Non-through Roads	120.898	0.612	120.292
SN - Secondary Non-through Roads	127.790	0.972	126.818
LR - Large Residential Roads	15.136	5.092	10.043
Total Length Rural Local Roads (km)	1247.791	277.374	970.423

Fifty nine point five two four kilometres (59.524km) of the Regional Significant Roads listed in the above table are classified by the State Government Roads Authority (RMS) as Regional Roads. They are subject to annual financial contribution from the State Roads & Maritime Services.

Regionally Significant Roads - Rural

Category RS

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

Classifications:

- ❖ **Sealed** (See attached diagram – Regionally Significant Roads – Rural – Sealed)
- ❖ **Unsealed** (See attached diagram – Regionally Significant Roads – Rural – Unsealed)

Aims / Objectives

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

Primary Through Roads - Rural

Category PT

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

Classifications:

- ❖ **Sealed** (See attached diagram – Primary Through Roads – Rural – Sealed)
- ❖ **Unsealed** (See attached diagram – Primary Through Roads – Rural – Unsealed)

Aims / Objectives

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

Secondary Through Roads - Rural

Category ST

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

Classifications:

- ❖ **Sealed** (See attached diagram – Secondary Through Roads – Rural - Sealed)
- ❖ **Unsealed** (See attached diagram – Secondary Through Roads – Rural - Unsealed)

Aims / Objectives

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

Primary Non-through Roads - Rural

Category PN

- Does function as a No Through Road
- May have linkage to one or more Secondary Non-through Roads
- Predominantly serves more than one property access
- Links one or more properties with a higher categorised road
- Has an average daily traffic count of less than eighty (80) vehicles per day
- Has an overall road formation width of eleven (11) metres
- Has a maximum road pavement width of six (6) metres
- Normally is not subjected to **general** gravel sheeting **but spot gravelling where necessary**

Classifications:

- ❖ **Sealed** (See attached diagram – Primary Non-through Roads – Rural - Sealed)
- ❖ **Unsealed** (See attached diagram – Primary Non-through Roads – Rural - Unsealed)

Aims / Objectives

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

Secondary Non-through Roads - Rural

Category SN

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

Classifications:

- ❖ **Sealed** (See attached diagram – Secondary Non-through Roads – Rural – Sealed)
- ❖ **Unsealed** (See attached diagram – Secondary Non-through Roads – Rural – Unsealed)

Aims / Objectives

- Fully maintain all Secondary Non-through Roads - Condition **3** or higher
- Fully maintain all bridges on Secondary Non-through Roads - Condition 3 or higher

Large Residential Roads - Rural

Category LR

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

Classifications:

- ❖ **Sealed** (See attached diagram – Large Residential Roads – Rural – Sealed)
- ❖ **Unsealed** (See attached diagram – Large Residential Roads – Rural – Unsealed)

Aims / Objectives

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

Urban Local Roads

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

Urban local roads may be sealed or unsealed.

The sealed sections of roads have usually a spray bitumen seal / various sized aggregate surface that has a design life of 8 to10 years.

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

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

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

Road Category	Total Length	Sealed Roads	Unsealed Roads
RS - Regionally Significant Roads	10.675	10.675	0
PT - Primary Through Roads	7.168	7.168	0
ST - Secondary Through Roads	24.820	23.299	1.522
PN - Primary Non-through Roads	7.938	6.133	1.805
RL - Rear Lanes	9.799		9.799
Length Urban Local Roads (km)	60.400	47.275	13.126

Regionally Significant Roads - Urban

Category RS

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

Classification:

- ❖ **Sealed** (See attached diagram – Regionally Significant Roads – Urban – Sealed)

Aims / Objectives

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

Primary Through Roads - Urban

Category PT

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

Classification:

- ❖ **Sealed** (See attached diagram – Primary Through Road – Urban – Sealed)

Aims / Objectives

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

Secondary Through Roads - Urban

Category ST

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

Classification:

- ❖ **Sealed** (See attached diagram – Primary Through Road – Urban - Sealed)
- ❖ **Unsealed** (See attached diagram – Primary Through Road – Urban - Unsealed)

Aims / Objectives

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

Primary Non-through Roads - Urban

Category PN

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

Classifications:

- ❖ **Sealed** (See attached diagram – Primary Non-through Roads – Sealed)

Aims / Objectives

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

Rear Lanes - Urban

Category RL

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

Classifications:

Rear Lanes – Urban - Unsealed

Aims / Objectives

- To undertake only minor maintenance if necessary

Conclusion

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

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

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Attachments:

Attachment No. A Local Road Asset Inspection Schedule

Attachment No. B List of Rural Local Roads in their appointed Categories

Attachment No. C List of Local Urban Roads in their appointed Categories

Attachment No. D Local Roads Drawings

Reference:

International Infrastructure Management Manual Version 4.0, 2011

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ATTACHMENT A

LOCAL ROAD ASSET INSPECTION SCHEDULE LEVEL OF SERVICE AS AT 1 JULY 2015

Category Abbreviation	Road Category	Asset Type	Inspection Interval
RS	Regionally Significant Road	Rural Road	6 Weekly
PT	Primary Through Road	Rural Road	6 Weekly
ST	Secondary Through Road	Rural Road	6 Weekly
PN	Primary Non-Through Road	Rural Road	6 Weekly
SN	Secondary Non-Through Road	Rural Road	6 Weekly
LR	Large Residential Road	Rural Road	6 Weekly
	Rural Local Road Bridges	Other	6 Monthly

Urban Local Roads

Category Abbreviation	Road Category	Asset Type	Inspection Interval
RS	Regionally Significant Road	Urban Road	6 Weekly
PT	Primary Through Road	Urban Road	6 Weekly
ST	Secondary Through Road	Urban Road	6 Weekly
PN	Primary Non-through Road	Urban Road	6 Weekly
RL	Rear Lanes	Urban Road	No Regular Inspections
ULR	Kerb & Gutter	Concrete	Annually
	Weather event	Any	As required

ATTACHMENT B

Rural Local Roads

REGIONALLY SIGNIFICANT ROADS - RURAL

Road No.	Regionally Significant Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
401	Box Ridge Road	3.138	3.138		
321	Collie Bourbah Road	19.709		19.709	
353	Collie Road	14.980	14.980		2
572	Eumungerie Road (section within Gilgandra Shire)	7.709	7.709		
618	Federation St - Rural	1.305	1.305		
205	John Renshaw Parkway (Tooraweenah to Gumin)	28.315	28.315		9
4053	John Renshaw Parkway (Gumin to Coonabarabran)	23.500	23.500		5
212	National Park Road	52.315	40.276	12.039	6
220	Tooraweenah Aerodrome Road	6.407	6.407		
269	Tooraweenah Road	29.736		29.736	4
481	Windurong Road	12.365	0.990	11.375	
480	Yarrandale Road	18.481	18.481		
Total Rural Local Regionally Significant Roads		217.961	145.102	72.860	26

PRIMARY THROUGH ROADS - RURAL

Road No.	Primary Through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
315	Armatree Road	19.277	10.277	9.000	
363	Balladoran Railway Road	15.066	1.727	13.340	
230	Bearbong Road	31.159	31.159		7
311	Berida Bullagreen Road	26.837	26.837		1
306	Berida Road	13.440	5.133	8.307	
240	Breelong Balladoran Road	3.135		3.135	1 Links Hilliers (ST) & Denmire (PT) to Hwy - PT?
368	Denmire Road	27.770		27.770	
219	Dooroombah Road (Newell Hwy to Tooraweenah Aerodrome Rd)	8.300		8.300	
201	East Coonamble Road	35.660	9.364	26.296	
346	Gilmours Road	21.801	3.500	18.300	
251	Gundea Road	22.677		22.677	1 Links Hwy to RS - PT?
209	Hillside Road	23.804	6.420	17.384	
332	Leeches Creek Road (Newell Highway to Gilmours Rd)	20.160	20.160		4
351	Mawbeys Road	7.623		7.623	
342	Milpulling Road	26.887	6.440	20.447	3
404	Seven Mile Road			14.979	
Total Primary Through Roads		296.239	121.017	175.222	15

SECONDARY THROUGH ROADS - RURAL

Road No.	Secondary Through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
234	Appletree Flat Road	10.598		10.598	
302	Arthursleigh Road	7.491		7.491	
203	Avondale Road	8.853	0.500	8.353	
233	Back Creek Road	14.307		14.307	1
344	Baroona Road	8.615		8.615	
402	Bedford Park Road	10.859		10.859	
366	Bellhaven Road	2.518		2.518	Links Hwy to ST - ST?
336	Berida Innisfail Road	15.372		15.372	
249	Biddon Bearbong Road	12.078		12.078	2
236	Bona Vista Road	6.423		6.423	
207	Bulga Hillside Road	6.754		6.754	
204	Bulga Road	7.842	0.587	7.255	
314	Bullagreen Bourbah Road	8.355		8.355	
216	Cadonia Road	6.235		6.235	
206	Curban Biddon Road	19.534		19.534	2
219	Dooroombah Road - RLR220 to RR205	6.851		6.851	3
359	Ellis Road	3.726		3.726	
358	Eura Forest Road	9.482		9.482	
331	Everton Road	5.460		5.460	
242	Flora Reserve Road	14.706	1.082	13.624	2
238	Grandchester Road	14.198		14.198	1
317	Gular Rail Road	10.939		10.939	Links Hwy to Gular Silos - PT?
362	Hilliers Road	12.391		12.391	
211	Hillside Hall Road	7.083		7.083	
202	Juggah Lane	4.865		4.865	
304	Kamber Siding Road	8.475		8.475	
343	Kickabil Road	19.957		19.957	2
332	Leeches Creek Road (Gilmours Rd to Yungundi Rd)	9.471		9.471	1
349	Link Road	8.736		8.736	
305	McClures Lane	11.620		11.620	
414	Memsie Road	5.261		5.261	

Road No.	Secondary Through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
322	Merrigal Road	0.957		0.957	
367	Mudfords Road	9.510		9.510	
350	Old Mill Road	20.638		20.638	
254	Pibbon Road	6.431		6.431	2
228	Quealeys Road	2.363	0.738	1.625	
253	Rosehill Pibbon Road	7.732		7.732	
325	Simmons Road	7.687		7.687	
381	Sunshine Road	0.413	0.413		
330	Thompsons Lane	5.240		5.240	
405	Tonderburine Tooraweenah Road	8.851		8.851	
333	Townsend's Lane	8.076		8.076	
231	Ulungra Springs Road	27.927		27.927	1
364	West Mialla Road	16.128	1.259	14.869	
341	Wycott Road	4.185		4.185	
217	Youlbung Road	12.764		12.764	
348	Yungundi Road	8.421		8.421	
210	Zells Road	4.185		4.185	
Total Secondary Through Roads		469.767	4.579	465.188	18

PRIMARY NON-THROUGH ROADS - RURAL

Road No.	Primary Non-through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
339	Ashgrove Road	4.636		4.636	
340	Bairstows Lane	11.220		11.220	1
248	Beames Road	5.881		5.881	>1 property access-PNT?
245	Biddon Forest Road	5.471		5.471	
250	Dilly Road	5.599		5.599	
345	Drillwarrina Road	7.557		7.557	
307	Forans Road	4.944		4.944	
246	Gundy Creek Road	10.554		10.554	
369	Happy Valley Road	4.526		4.526	
407	Mount Terrace Road	7.822		7.822	
318	Myall Plains Road	5.459		5.459	
258	Nalders Road	3.790		3.790	
335	Nancarrows Road	6.012		6.012	
227	Nelsons Road	4.883		4.883	
264	O'Connors Road	2.788		2.788	
324	Rankmore Road	2.423		2.423	
223	Rohrs Road	0.868	0.207	0.667	
303	Springvale Road	4.541		4.541	
312	Stokes Road	6.402		6.402	
323	Tacklebang Road	5.042		5.042	
334	Wakes Lane	3.760		3.760	
308	Wyuna Road	4.951		4.951	
222	Yootha Road	4.636	0.405	4.110	
Total Primary Non-through Roads		120.898	0.612	120.292	2

SECONDARY NON-THROUGH ROADS - RURAL

Road No.	Secondary Non-through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
371	Alchins Road	1.101		1.101	
221	Aldersons Road	6.910		6.910	
377	Andersons Access Road	0.610		0.610	
416	Andrews Access Road	0.094		0.094	
255	Annaville Road	2.293		2.293	
413	Back Memsie Road	2.582		2.582	
310	Bardens Road	2.497		2.497	
252	Barrs Road	1.613		1.613	
365	Bellingers Road	2.509		2.509	
244	Biralbung Road	3.992		3.992	
256	Bringle Creek Road	2.225		2.225	
213	Brooks Road	3.859		3.859	
376	Browns Access Road	1.323		1.323	
326	Bundah Road	0.396		0.396	
373	Burrells Road	0.525		0.525	
356	Coboco Hall Road	0.461		0.461	
380	Collina Road	1.870		1.870	
274	Collins Road	0.179		0.179	
257	Comerfords Road	2.075		2.075	
267	Coralie Road	0.452		0.452	
361	Craigs Lane	1.016		1.016	
273	Creenaunes Lane	7.775		7.775	
408	Dooroombah Access Road	2.215		2.215	
262	Ellimatta Road	1.158		1.158	
214	Fergusons Road	1.586		1.586	
265	Fishers Access Road	1.747		1.747	
354	Fishers Road (Note: Under application for closure)	2.085		2.085	
313	Forans Access Road	0.363		0.363	
263	Gaffs Road	1.424		1.424	
276	Garveys Road	0.900		0.900	
239	Gilmours Access Road	3.822		3.822	
403	Gorrie Road	1.548		1.548	
237	Gydenboyne Road	3.317		3.317	

Road No.	Secondary Non-through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
235	Hannans Road	1.299		1.299	
215	Hodges Road	5.115		5.115	
243	Hosegoods Road	4.978		4.978	
412	Hubbards Road	3.937		3.937	
372	Inglewood Road	0.898		0.898	
247	Jenkins Road	2.014		2.014	
410	Karoola Road	1.609		1.609	
417	Kellys Road	1.815		1.815	
320	Kosters Road	1.813		1.813	
338	Lewis Road	2.277		2.277	
360	Longs Road	1.116		1.116	
352	Mawbeys Access Road	1.440		1.440	
370	McAllisters Access Road	0.625		0.625	1
208	Milgates Road	2.067		2.067	1
266	Muirs Road	0.184		0.184	
241	Mulligans Road	1.980		1.980	
259	Nalders Access Road	2.694		2.694	
347	One Man Lane	0.707		0.707	
337	Ostlers Road	2.424		2.424	
316	Prouts Road	0.607		0.607	
224	Racecourse Road	0.972	0.972		
261	Roachs Access Road	1.538		1.538	
355	Roberts Road	0.583		0.583	
319	Rossmuir Road	1.114		1.114	
225	Spearpoints Road	0.651		0.651	
411	Tarralea Road	2.488		2.488	
409	The Glen Road	0.249		0.249	
406	Top Walga Road	2.818		2.818	
260	Tuglands Cottage Road	1.861		1.861	
229	Whites Road	1.029		1.029	
278	Yarran Camp Road	1.329		1.329	
268	Youngs Access Road	1.154		1.154	
Total Secondary Non-through Roads		127.790	0.972	126.818	2

LARGE RESIDENTIAL ROADS - RURAL

Road No.	Secondary Non-through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
275	Barneys Lane	0.314		0.314	
328	Brownwood Drive	0.468	0.468		
272	Godber Drive	0.482	0.482		
271	Holland Close	0.267	0.267		
357	Mahers Hill Road	8.362	2.434	5.928	
270	McLeans Drive	0.374	0.374		
327	Middleton Memorial Drive	0.805	0.144	0.661	
218	Quealeys Lane	0.923	0.923		
300	Riveredge Road	0.519		0.519	
226	Riverview Road	1.523		1.523	
329	Walker Drive North	0.289		0.289	
329	Walker Drive South	0.289		0.314	
Total Large Residential Roads		15.136	5.092	10.043	0

Urban Local Roads

REGIONALLY SIGNIFICANT ROADS - URBAN

Road No.	Regionally Significant Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
Gilgandra					
648	Regional Road No.7526 - Hargraves Lane	1.663	1.663		
623	Castlereagh Street – Shoulders, Verges, Kerb & Gutter	1.764	1.764		
618	Federation Street-Urban	1.077	1.077		
607	Lower Miller Street - Shoulders, Verges, Kerb & Gutter	1.221	1.221		
628	Miller Street - Shoulders, Verges, Kerb & Gutter	0.836	0.836		
642	Warren Road - Shoulders, Verges, Kerb & Gutter	3.565	3.565		
Tooraweenah					
696	Bridge Street (Regional Road No.205)	0.548	0.548		
Total Regionally Significant Roads		10.675	10.675	0	0

PRIMARY THROUGH ROADS - URBAN

Road No.	Primary Through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
	Gilgandra				
608	Chelmsford Ave	1.806	1.806		
658	Collison Drive	0.224	0.224		
611	Court Street	0.695	0.695		
629	Morris Street	0.530	0.530		
634	Railway Street	1.327	1.327		
641	Wamboin Street	1.863	1.863		
	Armatree				
680	Merrigal Street	0.723	0.723		
	Total Primary Through Roads	7.168	7.168	0	0

SECONDARY THROUGH ROADS - URBAN

Road No.	Secondary Through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
	Gilgandra				
659	Bencubbin Street	0.233	0.233		
603	Bobarah Street	0.219	0.219		
602	Bobs Street	0.461	0.461		
604	Bridge Street	0.239	0.239		
605	Bundy Street	0.405	0.405		
637	Byrne Avenue	0.526	0.526		
606	Carlinda Street	0.129	0.129		
673	Chelmsford Avenue (Service Streets - 2)	0.185	0.185		
609	Clark Street	0.245	0.245		
610	Comeback Street	0.275	0.275		
612	Deri Street	0.546	0.546		
613	Dudley Street	0.358	0.358		
614	Eiraben Street	0.961	0.961		
615	Elizabeth Street	0.331	0.331		
616	Eura Street	0.132	0.132		
660	Eureka Street	0.053	0.053		
617	Farrar Street	0.845	0.845		
619	Gumble Street	0.269	0.269		
620	Hall Street	0.271	0.271		
650	Howard Place	0.237	0.237		
622	Iris Street	0.508	0.508		
677	Len Kelly Drive	0.304	0.304		
624	Lower Castlereagh Street	2.036	1.047	0.989	
656	Lower Miller (Service) Street	0.740	0.740		
625	Mavis Street	0.274	0.169	0.105	
626	Merri Street	0.350	0.350		
627	Milda Street	0.164	0.164		
630	Mullion Street	0.555	0.555		
631	Myrtle Street	1.475	1.475		
657	Naden Drive	0.491	0.491		
632	Noreen Street	0.946	0.946		

Road No.	Secondary Through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
633	Pearl Street	0.338	0.338		
667	Pines Drive	0.881	0.881		
635	Rawson Street	0.183	0.183		
636	Raymond Street	0.351	0.351		
638	Station Street	0.511	0.511		
639	Strickland Street	0.358	0.358		
655	Sword Street	0.135	0.135		
640	Vera Street	0.210	0.210		
654	Warren Road (Service Streets – 2)	0.558	0.558		
643	Warrie Street	0.601	0.601		
644	Waugan Street	0.793	0.793		
645	Willie Street	0.314	0.314		
646	Wrigley Street	1.525	1.525		
	Armatree				
683	Myall Street	0.428		0.428	
	Tooraweenah				
690	Aimee Street	0.446	0.446		
691	Brennan Street	0.342	0.342		
692	Corlis Street	0.387	0.387		
697	Denman Street	0.247	0.247		
693	Garling Street	0.310	0.310		
698	Manusu Street	0.094	0.094		
694	Murray Street	0.593	0.593		
695	Newton Street	0.449	0.449		
Total Secondary Through Roads		24.820	23.299	1.522	0

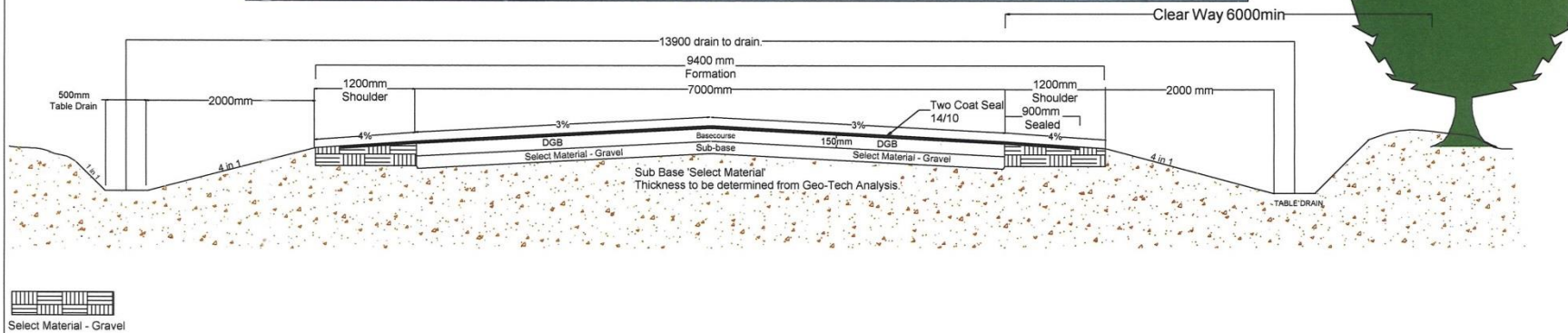
PRIMARY NON-THROUGH ROADS - URBAN

Road No.	Primary Non-through Roads	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
661	Aralee Road	0.265	0.265		
662	Banksia Place	0.146	0.146		
601	Barden Street	0.432	0.432		
675	Bensley Close	0.090	0.090		
647	Butler Drive	0.947	0.947		
672	Castlereagh (Service) Street	0.553	0.553		
674	Christie Drive	0.319	0.319		
663	Cooee Drive	0.497	0.497		
689	Enterprise Drive	0.595	0.595		
664	Grevillia Place	0.044	0.044		
671	Hercules Place	0.242	0.242		
649	Hitchen Close	0.102	0.102		
621	Hunter Avenue	0.107	0.107		
678	Jabiru Place	0.000	0.000		
651	Marshall Street	0.815	0.815		
665	McCarthy Street	0.219	0.219		
653	Stockings Crescent	0.353	0.353		
668	Timbara Court	0.112	0.112		
669	Townsend Drive	0.154	0.154		
670	Wattle Crescent	0.141	0.141		
679	Wirraway Place	0.000	0.000		
	Armatree				
682	Armatree Street	0.640	0.640		
681	Cambara Street	0.444		0.444	
686	Yarran Street	0.720		0.720	
Total Primary Non-through roads		7.938	7.938	0.00	0

REAR LANES - URBAN

Road No.	Rear Lanes - Urban	Total Length (km)	Sealed (km)	Unsealed (km)	Bridges
	Gilgandra				
	Unsealed Rear Lanes	9.799		9.799	
	Total Rear Lanes - Urban	9.799		9.799	

DRAFT

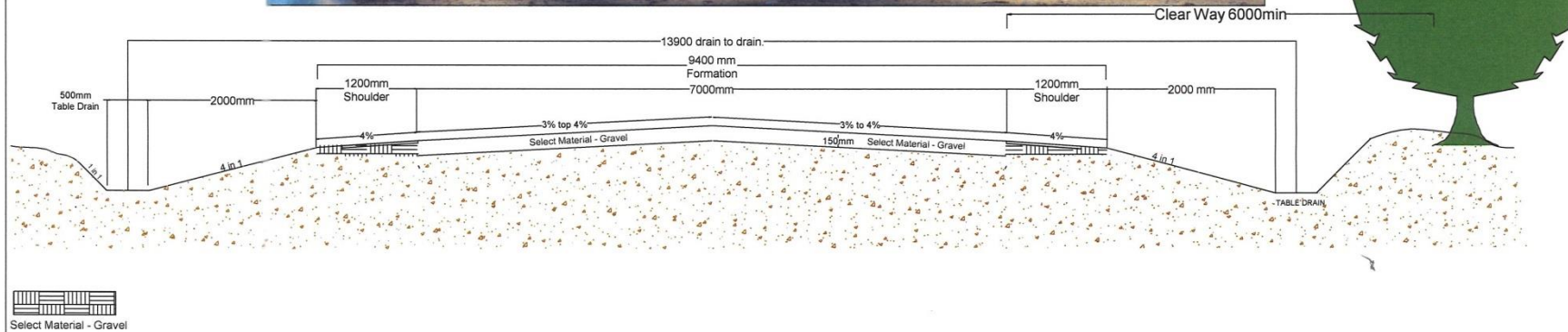


Gilgandra Shire Council

Regionally Significant Roads (Rural Sealed)

Date = 04.06.15

Works and Technical Services.

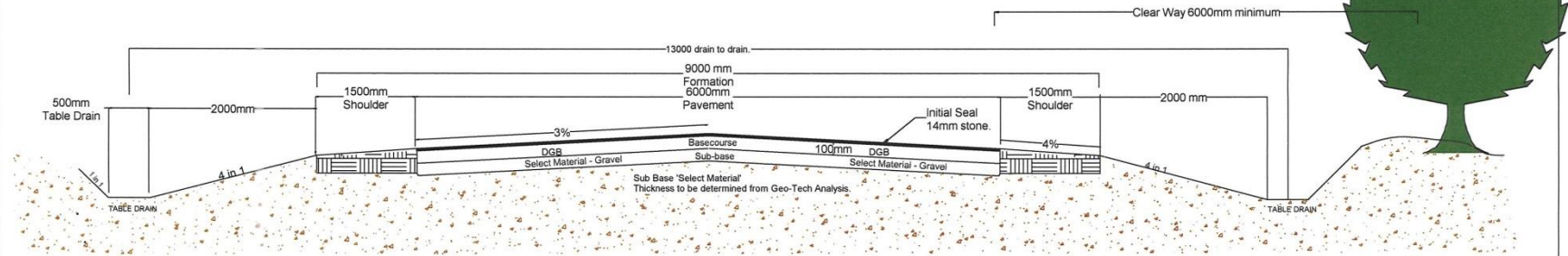


Gilgandra Shire Council

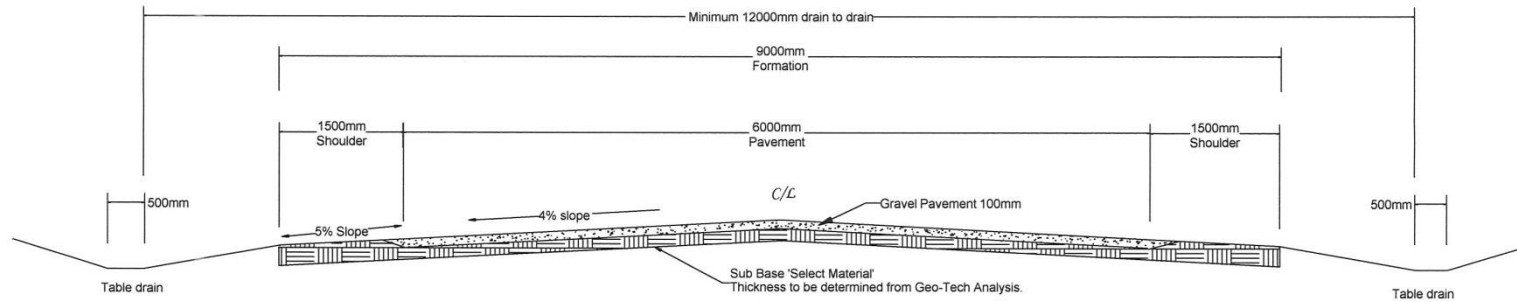
Regionally Significant Road (Rural Unsealed)

Date = 04.06.15

Works and Technical Services.



<i>Gilgandra Shire Council</i>	<i>Primary Through Road (Rural) - Sealed</i>	Drawing R3	<i>Date = 04.06.15</i>
			<i>Works and Technical Services.</i>



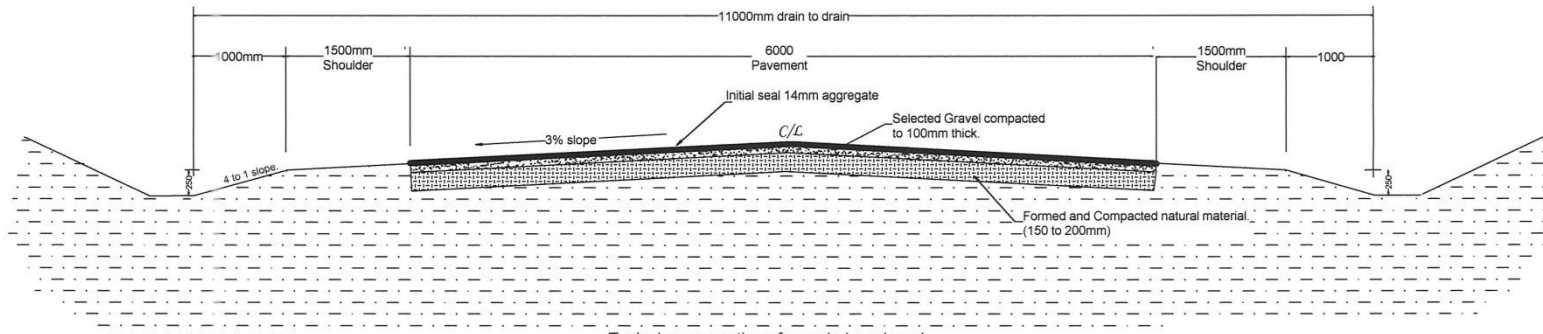
Gilgandra Shire Council

Primary Through Road Rural (Unsealed)

Drawing R4

Date = 04.06.15

Works and Technical Services.



Typical cross-section of a sealed rural road.
V type table drains. 1.5m shoulders.

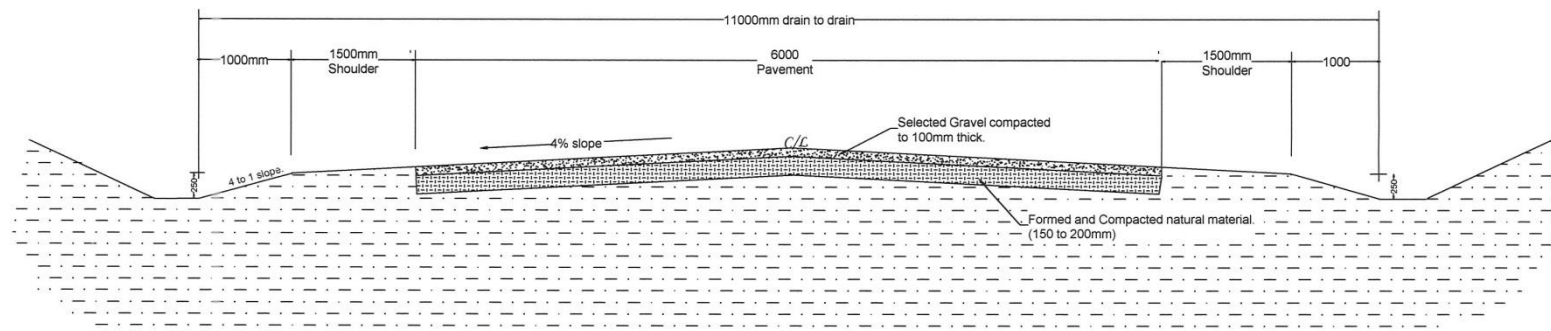
Gilgandra Shire Council

Secondary Through Road (Rural Sealed)

Drawing R5

Date = 04.06.15

Works and Technical Services.



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

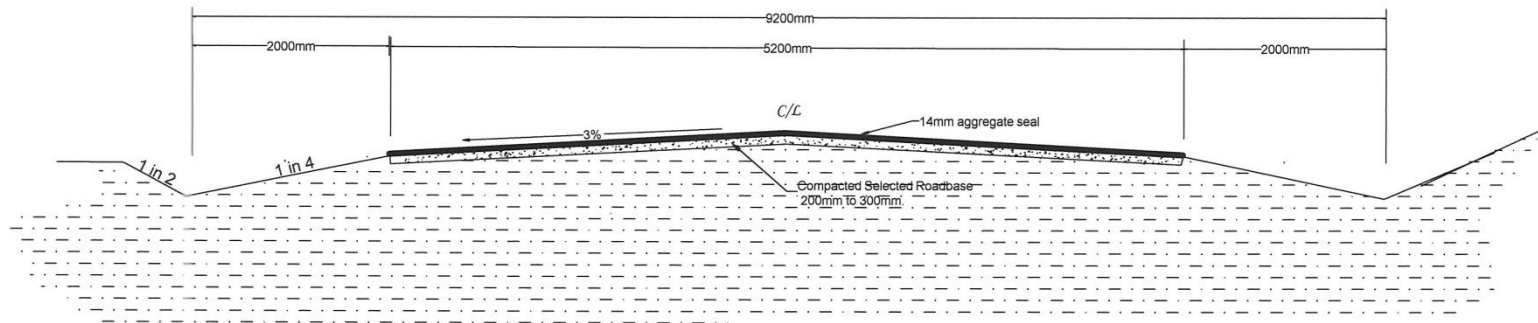
Gilgandra Shire Council

Secondary Through Road (Rural Unsealed)

Drawing R6

Date = 04.06.15

Works and Technical Services.



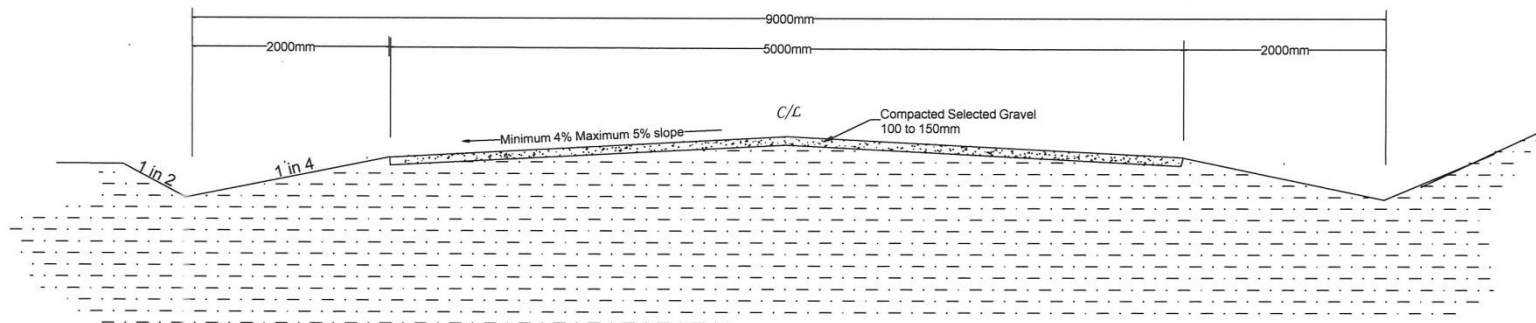
Gilgandra Shire Council

Primary Non Through Road (Rural Sealed)

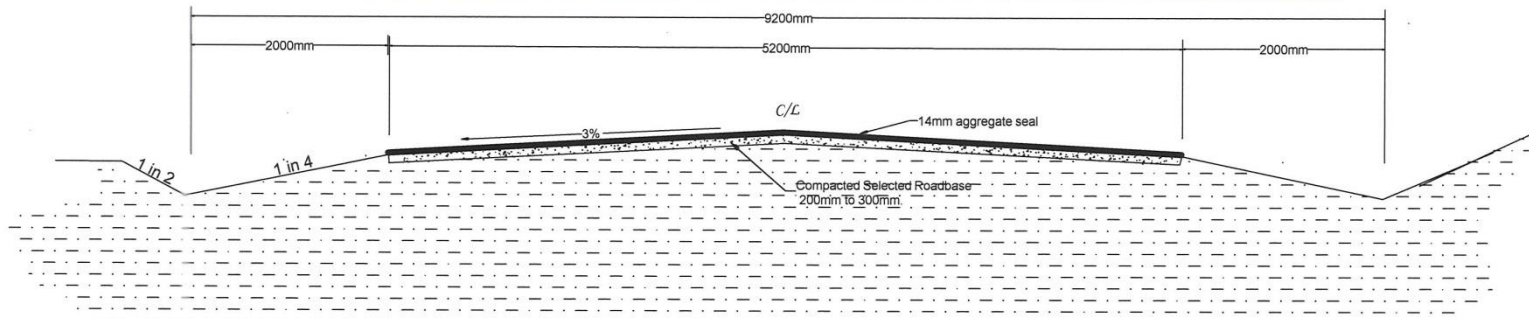
Drawing R8

Date =04.06.15

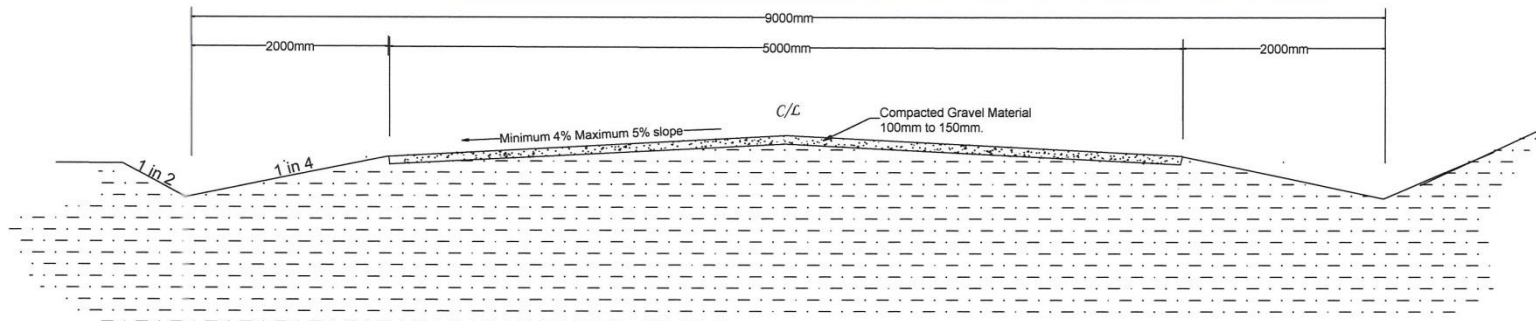
Works and Technical Services.



<i>Gilgandra Shire Council</i>	<i>Primary Non Through Road (Rural Unsealed)</i>	Drawing R9	<i>Date = 04.06.15</i>
			<i>Works and Technical Services.</i>



Gilgandra Shire Council	Secondary Non Through Road (Rural Sealed)	Drawing R11	Date = 04.06.15
			Works and Technical Services.



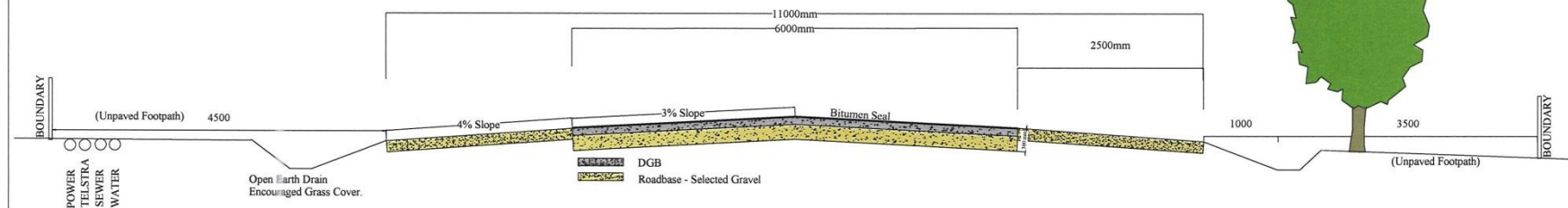
Gilgandra Shire Council

Secondary Non Through Road (Rural Unsealed)

Drawing R12

Date = 04.06.15

Works and Technical Services.

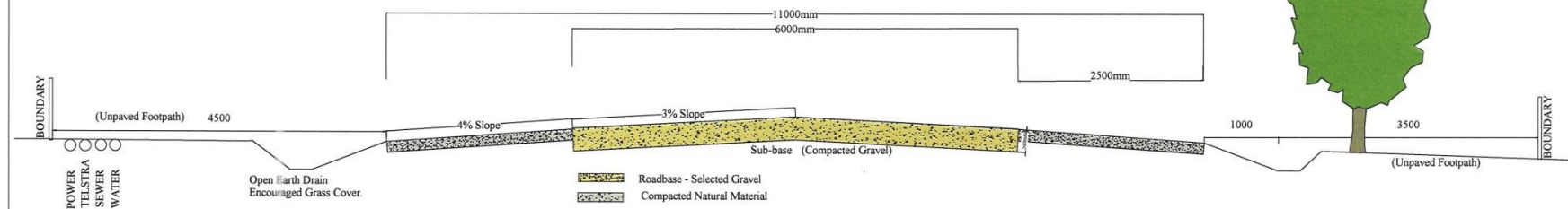


Gilgandra Shire Council

Large Residential Road (Rural Sealed)

Drawing R14

Date 04.06.15

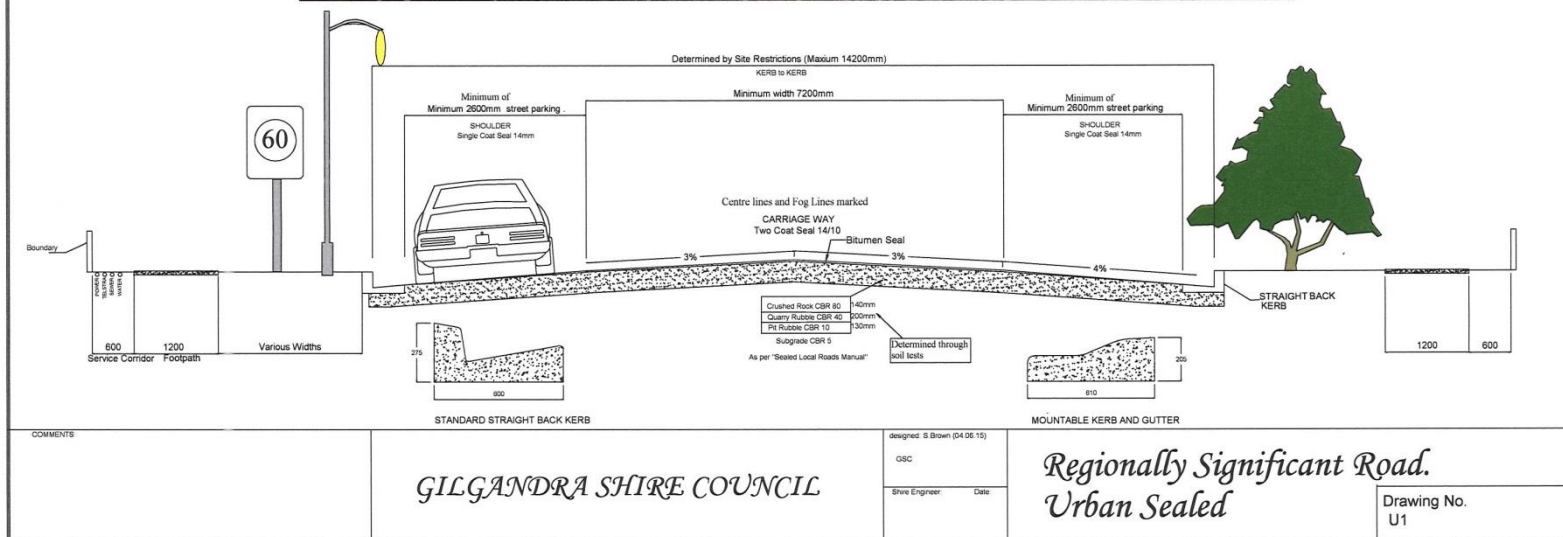


Gilgandra Shire Council

Large Residential Road (Rural Unsealed)

Drawing R15

Date 04.06.15



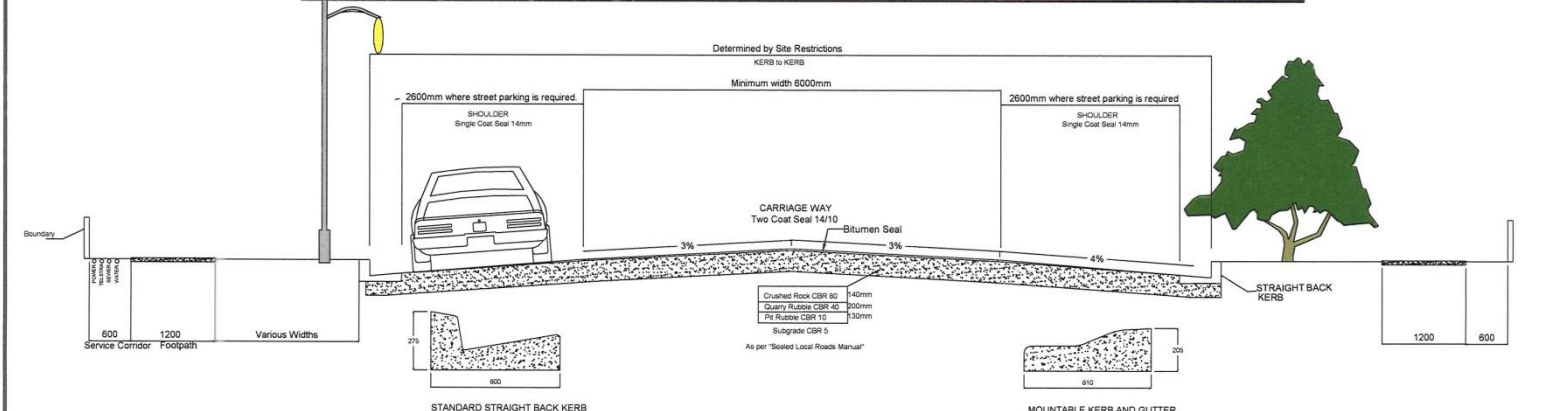
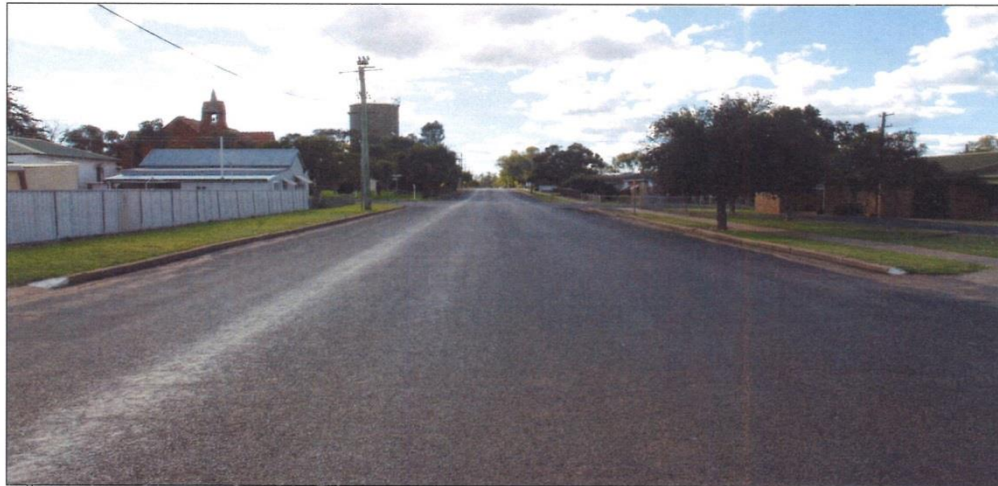
COMMENTS

GILGANDRA SHIRE COUNCIL

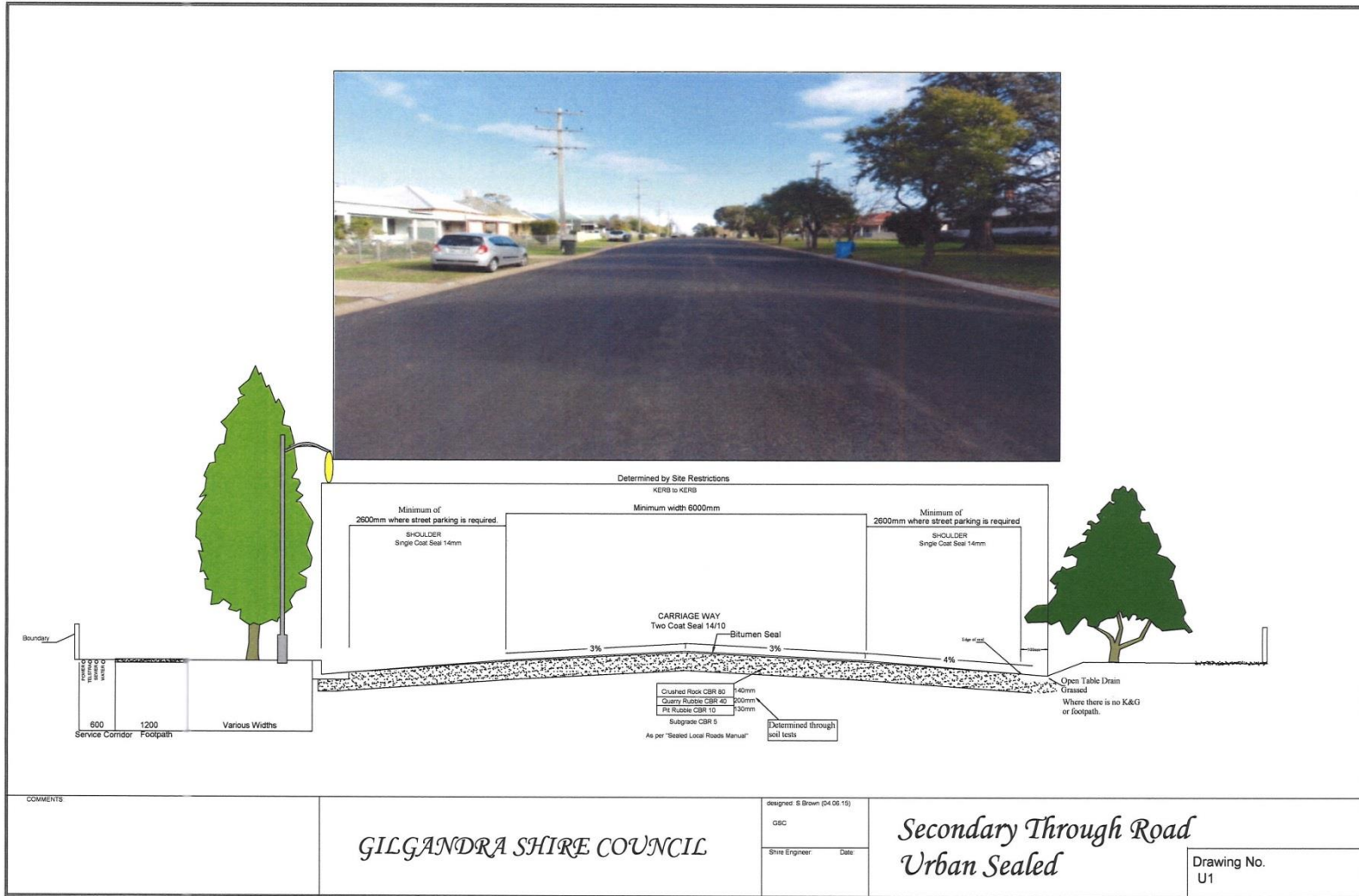
designed: S Brown (04 06 15)
 OSC
 Shire Engineer: Date

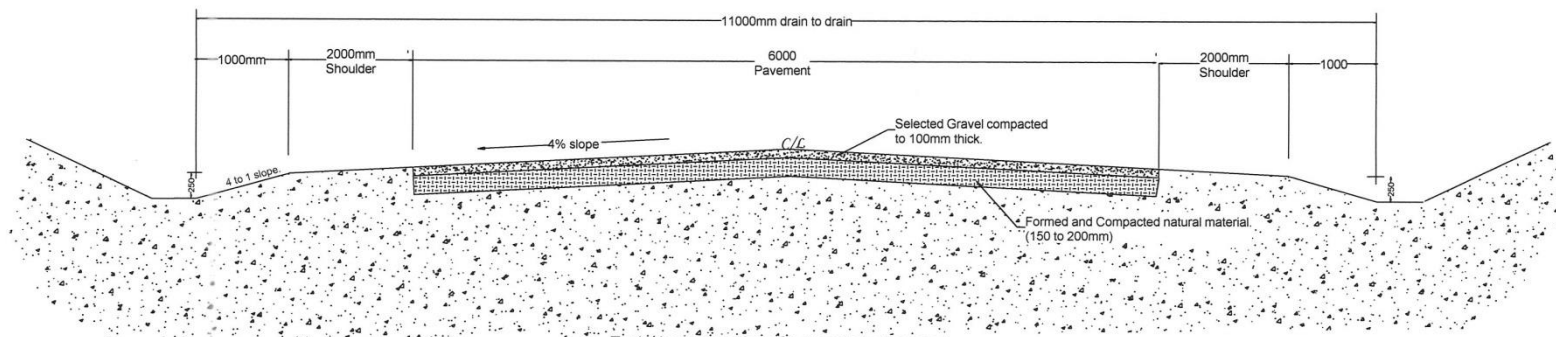
Regionally Significant Road.
Urban Sealed

Drawing No.
 U1



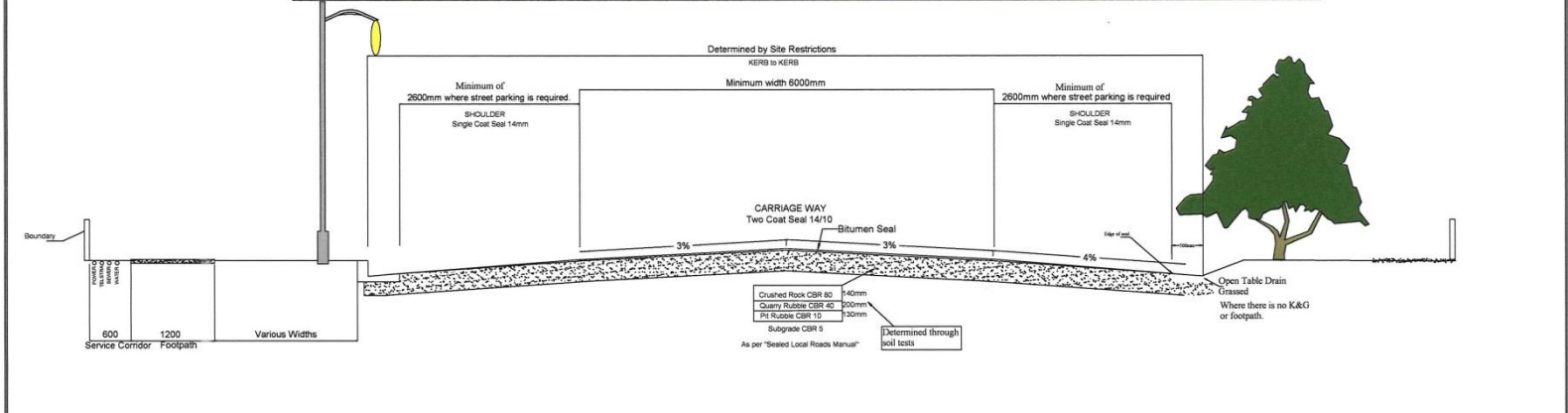
COMMENTS	<i>GILGANDRA SHIRE COUNCIL</i>	designed: S Brown (04.06.15)	Scale: Not Scaled
		GSC	
		Shire Engineer: _____ Date: _____	Drawing No. U1
		<i>Primary Through Road Urban Sealed</i>	



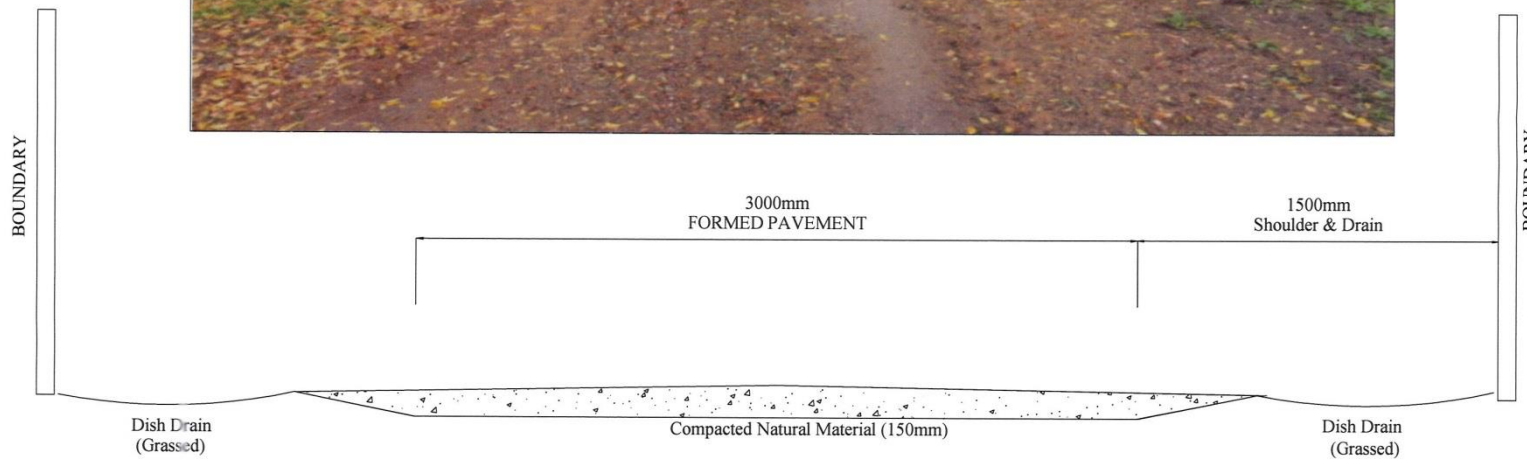


Typical cross-section of a graveled urban road.
V type table drains. 2m shoulders.

<i>Gilgandra Shire Council</i>	<i>Secondary Through Road (Urban Unsealed)</i>	Drawing R6	<i>Date = 04.06.15</i>
			<i>Works and Technical Services.</i>



COMMENTS	GILGANDRA SHIRE COUNCIL	designed: S Brown (04.06.15)	<i>Primary Non Through Road</i> <i>Urban Sealed</i>
		GSC	
		Shire Engineer: _____ Date: _____	



Gilgandra Shire Council

Rear Lane (Urban) - Unsealed

Drawing 7

Date 04.06.15