

Special Local Roads Program 2024-25

Regional Priority / (LGTAP Assessment Score)	Council	Road & Primary Purpose	Project Details	New / Cont Project	Scope	2024-25 Estimated Project Cost (\$m)	SLRP Grant Amount (\$m)	Council Contribution (\$m)	Identified Local Roads (\$m)	Supplementary Local Roads (\$m)	Roads to Recovery (\$m)
EYRE PENINSULA LOCAL GOVERNMENT ASSOCIATION											
100	District Council of Lower Eyre Peninsula	Bratten Way, Hundred of Cummins, Mitchell and Kiana	This application is for stage six of a proposed 10-year project that will ensure the ongoing fit-for-purpose capability of Bratten Way to operate as a gazetted GML Freight Route.	Cont	Year 6 of 10	\$ 2,647,000	\$ 1,765,000	\$ 882,000		\$ 1,765,000	
82	District Council of Franklin Harbour	Cowell Kimba & Lucky Bay Roads	The scope of the project includes stabilizing and sealing shoulders to attain an 8m seal width and resealing existing surface to safely accommodate the increasing volume of restricted access vehicle movements carting grain to T Ports from bunker sites in Kimba and farms along the route.	Cont	Year 4 of 6	\$ 1,287,000	\$ 856,000	\$ 431,000	\$ 856,000		
76	District Council of Cleve	Ballumbah/Kinnaird Road, Darke Park to Rudall	Upgrades along Ballumbah/Kinnaird Road which will include profiling edge seal and stabilising widening of the shoulders. This will greatly improve the safety along this now major route for heavy vehicles.	Cont	Year 3 of 3	\$ 1,200,000	\$ 800,000	\$ 400,000	\$ 800,000		
TOTAL EYRE PENINSULA						\$ 5,134,000	\$ 3,421,000	\$ 1,713,000	\$ 1,656,000	\$ 1,765,000	\$ -
NORTHERN AND YORKE LOCAL GOVERNMENT ASSOCIATION											
96	Yorke Peninsula Council	North Coast Road, Point Turton	Council proposes to improve drainage, adjust alignment and bind pavement in the last Stage of this project being Stage 3 representing approximately 7km of the unsealed section of the North Coast Road from the end of Stage 2 to Point Souttar Road. This project will mitigate the majority of road safety issues, high road maintenance costs, dust related environmental and health impacts, storm water and drainage issues at low points, and be a step towards improving tourism appeal and wider community access.	Cont	Year 3 of 3	\$ 3,182,000	\$ 1,950,000	\$ 1,232,000	\$ 1,950,000		
96	Light Regional Council	Bethel Road	Bethel Road will be upgraded from an unsealed to a sealed road surface, for its full length between Horrocks and Thiele Highways, over a three-year period. Bethel Road is identified as a 'Freight Route' of regional significance. The upgrade will improve the safety and accessibility for commercial vehicles travelling on this link and their interaction with local/commuter traffic with which they share the road. The upgrade, changing the character of Bethel Road to a sealed surface, will significantly improve safety, rideability, noise/dust nuisance, and efficiency of the link for the road user whilst also reducing the maintenance grading burden on Council. A higher standard of road will also likely enable the gazetting of the road for use by Restricted Access Vehicles, allowing use of more efficient commercial vehicle combinations on Bethel Road to better function as a freight route.	New	Year 1 of 3	\$ 2,000,000	\$ 1,333,000	\$ 667,000			\$ 1,333,000
94	The Barossa Council	Bethany Road	Work includes reconstruction of failed pavement infrastructure, including widening of the intersection with Biscay Road where drainage issues are occurring. The design objective is to accommodate heavy vehicles up to PBS level 2A, plus 30 metre road trains by NHVR approval. Road pavements will be remediated with appropriate consideration given to the conditions and constraints at each location and in accordance with the Pavement Report. Remedial works will include a range of construction techniques from full depth pavement reconstruction with subgrade conditioning to more localised reconstruction of upper pavement levels.	New	Year 1 of 1	\$ 800,000	\$ 400,000	\$ 400,000			\$ 400,000
92	Copper Coast Council	Bowman Road, Wallaroo	The work proposed includes shoulder widening, shape correction and spray sealing the entire 2.30km length with a 16/7mm spray seal to Department Infrastructure Transport standard and for long term (future projections with growth) heavy vehicle loading. A small section of the road, approximately 120m of the approach to the roundabout requires a 185mm asphalt plain and reinstatement treatment. The sections of shape correction precedes the deep lift area and is of 140m in length consisting of a 50mm granular overlay. The overall carriageway width will be increased from 6m to 8.6m.	Cont	Year 3 of 3	\$ 2,684,853	\$ 1,300,000	\$ 1,384,853			\$ 1,300,000
64	Northern Areas Council	Bute Road and Belalie Creek Culvert	There is a need to address safety concerns, through likely increase in volumes of heavy vehicles utilising the Heavy Vehicle Route (HVR) and Over Dimension (OD) route through diversions proposed by the de-gazetted of Ayr Street, and also to improve stormwater functionality.	New	Year 1 of 1	\$ 750,000	\$ 500,000	\$ 250,000	\$ 500,000		
TOTAL NORTHERN AND YORKE						\$ 9,416,853	\$ 5,483,000	\$ 3,933,853	\$ 2,450,000	\$ -	\$ 3,033,000

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LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION											
100	District Council of Grant	Wandilo Forest Road, Wandilo	To widen and reconstruct a 7.3km section of Wandilo Forest Road over 3 stages, and undertake remediation of undulations to assist with water drainage. This project will lower congestion and the possibility of heavy vehicle/car accidents through community and heavy vehicle interactions.	New	Year 2 of 3	\$ 400,000	\$ 200,000	\$ 200,000		\$ 200,000	
94	Tatiara District Council	Railway Terrace, Keith	The work proposed includes widening the 1.3km section of Railway Terrace with a pavement that is suitable for long term heavy vehicle loading of adequate sealed lane and shoulder widths. The overall carriageway width will increase from 6.8m to 9.2m, with a total of 7.2m proposed sealed width (current width 6.0m. The proposed pavement depth at the widened areas is 300mm. The road requires pavement widening (due to its narrow width) to comply with "fit for purpose" standard for regionally significant freight route. The road has a large amount of interaction between heavy vehicles, commuter vehicles and local traffic. The widening of the road and shoulders will improve safety significantly, maximise the life expectancy of the road pavement and minimise the maintenance effort.	New	Year 1 of 1	\$ 260,000	\$ 130,000	\$ 130,000	\$ 130,000		
94	Tatiara District Council	Densley Road, Keith	The work proposed includes widening the 1.0km section of Densley Road with a pavement that is suitable for long term heavy vehicle loading of adequate sealed lane and shoulder widths. The overall pavement width will increase from 7.4m to 9.2m, with a total of 7.2m proposed sealed width. The proposed pavement depth at the widened areas is 300mm. The road requires pavement widening (due to its narrow width) to comply with "fit for purpose" standard for regionally significant freight route. The road has a large amount of interaction between heavy vehicles, commuter vehicles and local traffic. The widening of the road and shoulders will improve safety significantly, maximise the life expectancy of the road pavement and minimise the maintenance effort.	New	Year 1 of 1	\$ 170,000	\$ 85,000	\$ 85,000	\$ 85,000		
94	Tatiara District Council	Creecoona Terrace, Bordertown	The work proposed includes widening the 0.56km section of Creecoona Terrace with a pavement that is suitable for long term heavy vehicle loading of adequate sealed lane and shoulder widths. The overall carriageway width will increase from 7.2m to 9.2m, with a total of 8m proposed sealed width (current width is approx 6.2m). The proposed pavement depth at the widened areas is 300mm. The road requires pavement widening (due to its narrow width) to comply with "fit for purpose" standard for regionally significant freight route. The road has a large amount of interaction between heavy vehicles, commuter vehicles and local traffic. The widening of the road and shoulders will improve safety significantly, maximise the life expectancy of the road pavement and minimise the maintenance effort.	New	Year 1 of 1	\$ 110,000	\$ 55,000	\$ 55,000	\$ 55,000		
86	Naracoorte Lucindale Council	Diagonal Road, Coles	The road requires full pavement reconstruction due to its narrow width, failed pavement, and poor road and shoulder drainage. The road is a critical freight route vital to the area. The road surface suffers from heavy rutting, pot holing and poor drainage. The road has a large amount of interaction between heavy vehicles (55%) and commuter vehicles with the widening of the road, shoulders and sealing improving safety. As identified in the Regional Transport Plan – Actions Plans, the road has been identified as having major deficiencies in terms of Dimensions, Geometry and Strength. The work proposed includes widening and reconstructing the road with a pavement that is suitable for long term (future projections with growth) heavy vehicle loading of adequate width and shoulders/clear zones. The proposed works include sealing to meet fit for purpose guidelines.	New	Year 1 of 7	\$ 1,360,000	\$ 680,000	\$ 680,000	\$ 680,000		
80	Wattle Range Council	Tower Road, Penola	Tower Road is identified in the LCLGA 2030 Regional Road Strategy as regionally important freight road. It provides for an alternative heavy vehicle bypass for vehicles travelling between Casterton Road and Riddoch Hwy. The road has safety and strength issues. The issues safety relate to dimension in that the width of the road is narrower than the standard for regional freight road and strength/durability relates to pavement failure over sections of the road. The proposal to fund the failed section only (not the total 11km). The works propose are to widening the road and reconstructed the pavement to address pavement failures and strength issues. Works on 1.7km section of Tower Road as detailed below. Note a small 50m section additionally has failed, this is to be addressed at the same time. These works will ensure that this critical road will remain in safe standard and condition.	New	Year 1 of 1	\$ 850,000	\$ 425,000	\$ 425,000			\$ 425,000

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80	City of Mount Gambier	Grant Avenue	The proposed work involves resealing a 1.4 km segment of Grant Avenue, with widths ranging from 8.0 m to 8.5 m, using a bitumen spray seal and aggregate. This preventative maintenance is aimed at averting further degradation and prolonging the road's functionality. The scope also includes resealing an on-road angular parking area near the Cariya Garden Cemetery, covering about 500 sq.m. Furthermore, improvements at the Orchard Road intersection will enhance the area by widening the sealed surface to accommodate a Basic Right-Hand Turn (BAR) lane for vehicles turning onto Orchard Road, thus ensuring sustainable infrastructure and efficient traffic management. Grant Avenue requires a bitumen reseat to extend its useful life and improve safety. This critical freight route, situated in an 80 km/h zone, suffers from significant rutting and poor drainage, facilitating heavy interactions between freight and commuter vehicles.	New	Year 1 of 1	\$ 133,000	\$ 67,000	\$ 66,000	\$ 67,000		
TOTAL LIMESTONE COAST LGA						\$ 3,283,000	\$ 1,642,000	\$ 1,641,000	\$ 1,017,000	\$ 200,000	\$ 425,000
MURRAYLANDS & RIVERLAND LOCAL GOVERNMENT ASSOCIATION											
90	Coorong District Council	Carcuma Road	Carcuma Road is a Regionally Significant Freight Route and Regionally Significant Community Access Route on the Murraylands & Riverlands LGA 2030 Regional Transport Plan. This is due to the Iranda Feedlot (Thomas Food Industries Feedlot) being located on Carcuma Road and the significant heavy vehicle movements it generates along with the numerous movements from workers accessing the site. This project will upgrade this section of Carcuma Road from an unsealed road to a sealed road, minor improvements will also be made of road geometry and roadside hazards. This upgrade will bring Carcuma Road up to a fit for purpose standard.	Cont	Year 4 of 5	\$ 1,950,000	\$ 1,300,000	\$ 650,000			\$ 1,300,000
84	The Rural City of Murray Bridge	Lohmann Street, Murray Bridge	Lohmann Street is a Regionally Significant Community Access Route on the Murraylands & Riverlands LGA 2030 Regional Transport Plan. The Murray Bridge High School is located on Swanport Road and a link is formed around the school by Jarvis Avenue, Lohmann Street and Long Island Road. Access to the high school is off these side roads. This project proposes to upgrade the drainage infrastructure and reseat Lohmann Street between Jarvis Avenue and Humphreys Street.	New	Year 1 of 2	\$ 415,000	\$ 276,000	\$ 139,000	\$ 276,000		
84	District Council Loxton Waikerie	Billiat Road	Billiat Road is the gateway to the Billiat Conservation Park and links the Southern Mallee with The Riverland. Whilst being the main tourism route between the two districts, Billiat Road is not wide enough to accommodate the increased traffic and usage of the increased traffic of road trains and b-triples. Road edge breaks and stripping problems. Road requires shoulder reconstruction and widening with a reseat to accommodate GML Road Train and Oversized traffic, from 6.2m seal to 7.6m seal.	Cont	Year 3 of 3	\$ 1,493,000	\$ 993,000	\$ 500,000			\$ 993,000
82	Coorong District Council	Alexandrina Drive	Alexandrina Drive is a Regionally Significant Community Access Route and Locally Important Tourist Route on the Murraylands & Riverlands LGA 2030 Regional Transport Plan. Alexandrina Drive connects the community of Rukkan with the ferry, which leads to Pottaloch Road and then access to the Dukes Highway and essential services. This project proposes to cement stabilize a 500m section of pavement over a swamp area and reseat the whole 4.5km length of Alexandrina Road.	New	Year 1 of 1	\$ 400,000	\$ 265,000	\$ 135,000	\$ 265,000		
82	Coorong District Council	Kulde Road	Kulde Road is a Regionally Significant Freight Route and Regionally Significant Community Access Route on the Murraylands & Riverlands LGA 2030 Regional Transport Plan. Kulde Road provides a direct link from the Karoonda Highway to Taillem Bend. A significant volume of grain is grown across the region and transported via truck along the Karoonda Highway and then Kulde Road to the silos at Taillem Bend. This project will involve the reseat of a 12km section of Kulde Road to ensure it meet appropriate safety standards for heavy vehicles. This upgrade will bring Kulde Road up to a fit for purpose standard. A secondary Stage of the project will be put forward for consideration in 25/26 for further funding.	New	Year 1 of 2	\$ 1,050,000	\$ 700,000	\$ 350,000			\$ 700,000
82	Mid Murray Council	Murraylands Road	Construct and bitumen seal a further continuing section of Murraylands Road that will provide a 'fit for purpose' freight access route and road safety will be significantly improved in the Murraylands and Riverland Region. Mid Murray Council has been upgrading sections of the Murraylands Road from an unsealed state to a bitumen sealed standard from 2014-15 to 2021-22. The project will continue to provide road construction, consisting of road widening, shoulder bitumen sealing, line marking, guide posts/signage, stormwater drainage improvements of 5 kilometres. The overall carriageway width will be increased from 7 metres to 11 metres with a greater pavement thickness to accommodate heavy freight vehicles.	New	Year 1 of 2	\$ 1,436,000	\$ 958,000	\$ 478,000	\$ 958,000		
70	Berri Barmera Council	Riverview Drive, Berri	Riverview Drive post 2022-23 flooding event has suffered irreputable damage as a result of an earthen levee being built on one lane of this road. Berri Barmera's intention is to reform and reseat 1.7km of this road. This road reform will also include some betterment for future flood proofing. Removal of existing remains of bitumen, remove deposits of clay road base which caused seepage during the recent flood, replace with suitable pm2 32/25 product, reshape roadway and seal with a 14/7 seal.	New	Year 1 of 1	\$ 1,799,000	\$ 450,000	\$ 1,349,000			\$ 450,000
TOTAL MURRAYLANDS & RIVERLAND LGA						\$ 8,543,000	\$ 4,942,000	\$ 3,601,000	\$ 1,499,000	\$ -	\$ 3,443,000

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SOUTHERN & HILLS LOCAL GOVERNMENT ASSOCIATION											
92	Alexandrina Council	Nangkita Road	This project is a continuation of the pavement and road surface upgrade along Nangkita Road that was not fully completed in the previous application due to the increase in construction costs. The topography and soil composition along Nangkita Rd requires a robust and water resilient pavement to ensure this very important Heavy Vehicle Freight Route is durable and fit for purpose. A report completed by Pavement Asset Services (PAS) following a detailed geo-technical investigation has recommended a combination of treatments (LBC & FBS). Phase 2 of this project will see the completion of the report recommendations and continuity of the previously completed pavement works.	Cont	Year 2 of 2	\$ 2,250,000	\$ 1,100,000	\$ 1,150,000	\$ 797,834	\$ 302,166	
94	City of Onkaparinga	Malpas Road, Tatchilla	The Malpas Road reconstruction project aims to enhance safety and improve user experience through a series of strategic improvements. These include widening Malpas Road to provide 1-meter shoulders on both the northern and southern sides between Main South Road and Bayliss Road, upgrading the Bayliss Road intersection to an asphalt surface, strengthening the pavement east of Bayliss Road to eliminate undulations, and updating pavement markings with edge lines, a centre line, and Retroreflective Raised Pavement Markers (RRPMs). Complementing State investment in Main South Road, these improvements prioritize safety and convenience for all Malpas Road users.	New	Year 1 of 1	\$ 1,862,000	\$ 930,000	\$ 932,000			\$ 930,000
84	City of Victor Harbor	Jagger Road, Encounter Bay	This collector road is a critical tourism route vital to the region, requires full pavement reconstruction due to aged and failed pavement. The surface suffers from extensive cracking, widespread deformation and potholes, it requires full reconstruction. The road is in an 50km hour zone and has a large number of commercial vehicles (tourism buses and recreational boating). This section of Jagger Road currently has kerb and gutter on the northern side only and the existing sealed road width is approximately 8.0m wide. New barrier Kerb and channel will be introduced on the southern side of the road from Bluff Road to Passat Street to match up with the existing kerb opposite the intersection with Passat Street. Lighting will be upgraded to category PR4. Parallel parking is to be introduced and existing footpath will be extended providing a connection between the Bluff, the Boat Ramp and the Encounter Bikeway.	New	Year 1 of 1	\$ 1,577,000	\$ 385,000	\$ 1,192,000	\$ 385,000		
TOTAL SOUTHERN & HILLS						\$ 5,689,000	\$ 2,415,000	\$ 3,274,000	\$ 1,182,834	\$ 302,166	\$ 930,000
SPENCER GULF CITIES											
Nil						\$ -	\$ -				
TOTAL SPENCER GULF CITIES						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GREATER ADELAIDE ORGANISATION OF COUNCILS (GAROC)											
96	City of Prospect	Galway Avenue, Broadview	The proposed stage 1 scope includes road pavement rehabilitation on Galway Avenue between North East Road and Collingrove Avenue, and the design of a new roundabout at the Galway Avenue, Rheims Street, and Jellicoe Street intersection.	New	Year 1 of 2	\$ 900,000	\$ 418,000	\$ 482,000	\$ 418,000		
94	City of Holdfast Bay	Partridge Street, Glenelg	The City of Holdfast Bay is upgrading the existing emu school crossing on Partridge Street, Glenelg, adjacent to St Peter's Woodlands Grammar School, with a raised wombat crossing featuring 24-hour amber flashing lights. The project works proposed include 30 meters of road reconstruction, deconstruction of the existing emu crossing, relocation and construction of the new wombat crossing 20 meters south of the existing crossing for improved visibility and upgrade of street lighting. The key project outcomes include traffic calming through the raised crossing, slowing speeds and increasing reaction times though this mixed-use thoroughfare. Pedestrian safety and connectivity for pedestrians of all ages and abilities with pedestrian prioritisation, slower traffic speeds and improved visibility.	New	Year 1 of 1	\$ 350,000	\$ 110,000	\$ 240,000		\$ 110,000	
88	City of Holdfast Bay	Colley Terrace and Anzac Highway	The project aims to enhance pedestrian safety and improve infrastructure at the intersection / roundabout of Colley Terrace and Anzac Highway, Glenelg. The project involves repairing and replacing existing stormwater assets and pavement that have failed, as well as constructing a new traffic island to create a pedestrian refuge crossing on the southern approach to the intersection / roundabout. To achieve this, the existing pavement will be excavated to expose the stormwater assets for repair or replacement. Following a geotechnical assessment, the pavement will be replaced with a full-depth asphalt treatment. Additionally, a new traffic island and associated ramps will be installed to provide a sheltered point with minimal conflict points for pedestrians and cyclists to safely cross the road. Overall, the project's key outcomes include improved pedestrian and cyclists' safety, enhanced infrastructure, and a more efficient traffic flow at this critical roundabout in Glenelg.	New	Year 1 of 1	\$ 200,000	\$ 90,000	\$ 110,000		\$ 90,000	

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84	City of Mitcham	Brighton Parade, Blackwood	Resealing and reconstruction of a major collector road that services the Blackwood suburb. It is one of only two collector roads that link Craigburn Farm, a major development area with high a population, to Blackwood. As such it has a high strategic value for bushfire evacuation in the event of a natural disaster.	New	Year 1 of 1	\$ 600,000	\$ 300,000	\$ 300,000	\$ 80,166		\$ 219,834
84	City of Playford	Elizabeth Way, Elizabeth	This project includes the rehabilitation of 470m (11,369m ²) of Elizabeth Way with a deep lift asphalt pavement, spanning four lanes of traffic. The existing asphalt depth on Elizabeth Way varies from 90mm to 180mm on unbound granular material based upon five boreholes along this section. This will be increased to a uniform 205mm deep lift asphalt which has been design based upon the long-term traffic projections and is suitable for the significant heavy vehicle movements which occur due to the bus movements to and from the Elizabeth Railway Interchange and Elizabeth City Centre Interchange. Timely pavement intervention is paramount on Elizabeth Way as this is a strategic road which carries approximately 20,000vpd and provides access to two major public transport interchanges and the Elizabeth CBD. This project supports public transport movements, promoting sustainable transport options for the community and connects them with key services within the Elizabeth CBD.	Cont	Year 3 of 3	\$ 1,260,000	\$ 630,000	\$ 630,000			\$ 630,000
76	Campbelltown City Council	Stradbroke Road, Athelstone	Stradbroke Road is a Sub Arterial Road connecting the two primary arterial roads of Montacute and Gorge Roads. Stradbroke Road has an anticipated growth AADT of 15,000 vehicles. This project will replace the existing surface of Stradbroke Road between Hamilton Terrace and Montacute Road. Stradbroke Road has extensive undulations caused by the reactive clay sub base. Added to this, sections of Stradbroke Road have been effected by numerous water main bursts and the installation of replacement water main in the northern section which has contributed to further deterioration of the road surface. Outcome would be a safer and more comfortable ride for all transport types.	Cont	Year 2 of 2	\$ 1,100,000	\$ 540,000	\$ 560,000			\$ 540,000
72	Campbelltown City Council	Reid Avenue, Hectorville	Reid Avenue is a Sub Arterial Road connecting the two primary arterial roads of St Bernards and Glynburn Roads. Reid Avenue has an anticipated growth AADT of 6,000 to 10,000 vehicles over the next 10 years. This project will replace the existing road surface and kerbing of Reid Avenue between St Bernards Road and Laver Street, (the eastern half). Reid Avenue's surface has experienced extensive undulations caused by the reactive clay sub base and the installation of service trenches supplying services to new dwellings fronting Reid Avenue as a result of the rapidly increasing urban infill. Added to this, Reid Avenue has been affected by numerous water main bursts and the installation of a replacement water main through this eastern section of Reid Avenue, has contributed to further deterioration of the road surface and ride quality. Outcomes would be a safer and more comfortable ride for all transport types.	New	Year 1 of 2	\$ 1,510,000	\$ 755,000	\$ 755,000			\$ 755,000
70	Adelaide Hills Council	Longwood Road, Heathfield	Undertake rehabilitation of this 1.km section of Longwood Road that links the area of Heathfield to Stirling but more broadly acts as a distributor for the communities of Longwood, Bradbury and Scott Creek within Adelaide Hills Council and beyond the Council boundaries to areas of Cherry Gardens and Coromandel Valley.	New	Year 1 of 1	\$ 800,000	\$ 400,000	\$ 400,000			\$ 400,000
60	City of Charles Sturt	Hawker Street, Brompton	Major road reconstruction of Hawker Street, Brompton between Blight Street and Chief Street. Scope includes road safety and traffic management improvement initiative by minor narrowing of the road and new traffic treatments, new landscaping and Water Sensitive Urban Design assets, reconstruction of the roadway, kerb & gutter renewal of the whole street, street lighting upgrade, overall enhanced amenity of the street	New	Year 1 of 1	\$ 4,000,000	\$ 600,000	\$ 3,400,000		\$ 600,000	
TOTAL METRO						\$ 10,720,000	\$ 3,843,000	\$ 6,877,000	\$ 498,166	\$ 800,000	\$ 2,544,834
TOTAL RECOMMENDED FUNDING ALLOCATED TO METRO PROJECTS:							\$ 3,843,000		\$ 498,166	\$ 800,000	\$ 2,544,834
TOTAL RECOMMENDED FUNDING ALLOCATED TO RURAL PROJECTS:							\$ 17,903,000		\$ 7,804,834	\$ 2,267,166	\$ 7,831,000
TOTAL AVAILABLE FUNDING:							\$ 22,062,220		\$ 8,303,000	\$ 3,067,166	\$ 10,692,054
REMAINING FUNDING AVAILABLE FOR ALLOCATION TO ALL PROJECTS:							\$ 316,220		\$ -	\$ -	\$ 316,220