

Special Local Roads Program 2025-26

LGTAP Assessment Score	Council	Road & Primary Purpose	Project Details	New / Cont Project	Scope	2025-26 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											
80	Lower Eyre Council	Bratten Way, Hundred of Cummins, Mitchell and Kiana	The Bratten Way Rehabilitation & Upgrade project will rehabilitate 2.0km of Bratten Way damaged by an ever-increasing freight task. The project will increase pavement strength and lane widths to improve the roads integrity & safety for heavy freight, tourism and as a commuter route. Pavement and geometry will be upgraded to allow Bratten Way to be a gazetted HML route in time. The increased strength is achieved by overlaying the existing pavement with new Class 1 Crushed Rock to Department of Infrastructure & Transport specifications. The cross-section geometry will be upgraded, with lane widths being increased to 3.5m with 1.0m sealed and 0.5m unsealed shoulders. The pavement design utilises remaining strength of the existing pavement, optimising pavement thicknesses to reduce costs. As the strength of the original pavement varies along the length of the road so will the overlay depth, with overlay depths varying from between 190mm and 400mm.	Cont	Year 7 of 10	\$ 1,962,000	\$ 1,307,000	\$ 655,000			\$ 1,307,000
76	District Council of Franklin Harbour	Cowell Kimba & Lucky Bay Roads	Import road base, milling and Stabilizing shoulders to achieve an 8m pavement width, prime seal to shoulders and reseal full width with 14/7 S20E spray seal. Linemarking new seals with centre and edge lines. Construction of a Heavy Vehicle Bypass along Searle and Old Whyalla roads to take restricted Access Vehicles (grain trucks) coming in on kimba Cowell Road away from residential areas.	Cont	Year 5 of 6	\$ 1,441,000	\$ 961,000	\$ 480,000	\$ 961,000		
70	District Council of Cleve	Ballumbah/Kinnaird Road	Reseal and line mark the District Council of Cleve portion of the Balumbah/Kinnard Road.	New	Year 1 of 7	\$ 540,000	\$ 360,000	\$ 180,000	\$ 360,000		
TOTAL EYRE PENINSULA						\$ 3,943,000	\$ 2,628,000	\$ 1,315,000	\$ 1,321,000	\$ -	\$ 1,307,000
NORTHERN AND YORKE LOCAL GOVERNMENT ASSOCIATION											
90	Light Regional Council	Bethel Road	The project entails upgrading Bethel Road from an unsealed to a sealed surface along its entire length between Horrocks and Thiele Highways over a three-year period. Bethel Road is a 'Freight Route' of regional significance, within the Northern and Yorke (LEGATUS) 2030 Regional Transport Plan. This upgrade enhancing the safety and accessibility for commercial vehicles traveling on this route and improve their interaction with local and commuter traffic. Transforming Bethel Road to sealed will significantly improve safety, ride quality, and reduce noise/dust nuisances. It will increase the efficiency of the link for users while also reducing the maintenance burden on Council. A higher standard of road will likely facilitate the gazettement of the road for Restricted Access Vehicles, allowing more efficient commercial vehicle combinations to better utilise this route.	Cont	Year 2 of 3	\$ 2,000,000	\$ 1,333,000	\$ 667,000			\$ 1,333,000
90	Light Regional Council	College Road	This project involves the rehabilitation and strengthening of College Road. College Road is a crucial part of the State's Over Dimensional Route Number 3 (OD3), making it significant at both the State and National levels. It accommodates numerous Restricted Access Vehicles, including large Over-Sized and Over-Mass (OSOM) vehicles measuring 50-60 meters long and 4-8 meters wide, transporting large freight intra- and interstate. College Road has suffered multiple pavement failures along its length, worsened by prolonged rainfall and its downstream location from Roseworthy. The pavement's condition has deteriorated in certain areas, necessitating patching and other maintenance, with sections of flush seal exhibiting low skid resistance and rutting remaining. The proposed works include strengthening and waterproofing the pavement using foam bitumen stabilisation, enhancing its resilience against loads and environmental factors.	New	Year 1 of 1	\$ 2,000,000	\$ 1,333,000	\$ 667,000	\$ 1,333,000		
80	Adelaide Plains Council	Hart Road, Lower Light	The work proposed includes construct and sealing of a 3.1km section of Hart Road (Port Wakefield Road to Devon Road) that is currently unsealed which will typical have the following specifications; 11 metre wide formation, construction of 2 X 150 mm compacted layers of 40mm crushed Limestone rubble, 8 metre 2 coat 14mm/7mm spray seal, line marking – centreline, drainage,asphalt seal at Days Eggs entrance and intersections. To provide improved and safer access for RAV and HML, and local traffic/RAV interface. The above road specifications will also provide suitable access for the longer term projected growth within this area.	New	Year 1 of 1	\$ 840,000	\$ 560,000	\$ 280,000		\$ 560,000	
80	Yorke Peninsula Council	North Coast Road, Point Turton	Stage 3b is the last stage of the upgrade and sealing of North Coast Road. The increase of work scope to include a seal on Stage 3 was commenced in 2024 following LGTAP's SLRP grant condition that the road be sealed with such necessitating redesign, drainage and aquaplane checks, increased drainage provision and increase quantities associated with road geometry changes. Stage 3b between Chainage 3.7km (i.e the end of Stage 3a) and the end of Stage 2 at 7.345km from Point Souttar Road end of the project will mitigate drainage impacts resulting from a sealed road environment, adjust alignment, strengthen and bind the pavement and finish with a two-coat seal. 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 4 of 4	\$ 2,200,000	\$ 1,460,000	\$ 740,000	\$ 1,460,000		

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76	Clare & Gilbert Valleys Council	Vandeleur Road, Tarlee	Aligning with Councils road upgrade policy, a segment(3.92km) of Vandeleur road will be upgraded from a Cat1 unsealed road to a High use sealed road. The proposed work will include widening of the roadway to 9m with a 300mm pavement depth for Rural high speed roads, Pavement seal shall be 7.2 metres wide consisting of a 2 coat application of 14/7mm aggregate, also includes the installation of cross drains and box culvert floodway to manage stormwater. The project will commence at the intersection of Horrocks Highway and Vandeleur road and continue west to the intersection of Giles Corner road.. The project aligns with councils road upgrade matrix, with enabling connectivity between township of Alma, the Wakefield regional council district and the Clare & Gilbert valleys Council district, High traffic counts on this road and economic growth to the community ranked Vandeleur road upgrade as one of Councils preferred options.	New	Year 1 of 1	\$ 1,620,000	\$ 1,080,000	\$ 540,000	\$ 1,080,000		
70	Clare & Gilbert Valleys Council	Bruce Road, Riverton	Aligning with Councils road upgrade policy, a segment(2.89km) of Bruce road will be upgraded from a Cat2 unsealed road to a High use sealed road. The proposed work will include widening of the roadway to 9m with a 300mm pavement depth for Rural high speed roads, Pavement seal shall be 7.2 metres wide consisting of a 2 coat application of 14/7mm aggregate, also includes the installation of cross drains and culverts to manage stormwater. The project will continue from the current end of seal heading eastwards to the intersection of Ryelands Road. This project aligns with councils road upgrade matrix, with enabling connectivity between our townships, High traffic counts on this road and with Riverton being the only township in Councils eastern district with essential services, supermarket and combined with the economic growth to the community ranked the Bruce road upgrade as one of Councils preferred options.	New	Year 1 of 1	\$ 1,104,000	\$ 736,000	\$ 368,000	\$ 736,000		
TOTAL NORTHERN AND YORKE						\$ 9,764,000	\$ 6,502,000	\$ 3,262,000	\$ 4,609,000	\$ 560,000	\$ 1,333,000
LIMESTONE COAST LOCAL GOVERNMENT ASSOCIATION											
86	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. Upon further investigation of Wandilo Forest Road, the original proposed distance of a 10km section was reduced to 7.3km due to a 2.7km section of pavement deemed as satisfactory and fit for purpose. This project will lower congestion and the possibility of heavy vehicle/car accidents through community and heavy vehicle interactions.	Cont	Year 3 of 3	\$ 479,000	\$ 320,000	\$ 159,000		\$ 320,000	
80	Tatiara District Council	Padthaway Road	Padthaway Road is 30.774 km long and has approximately 17km which is 6.4m wide or less with some sections being 6m wide. The remaining segments have been upgraded to between 7m and 7.2m wide. It carries approximately 200 vehicles per day with 12% heavy vehicles. B-Doubles make up 3.5% of this. It is a bus route from Rowney Road to Bennett Road and it has peak periods over summer harvest and grape harvest, March to May. The road requires pavement widening (due to its narrow width) to comply with "fit for purpose" standards for a regionally significant freight route. The works will comprise of repairing and widening the shoulder pavement followed by sealing the shoulders. The works will also include a reseal over the existing seal. This will be followed by line marking and installation or reflective pavement markers (RPM's) to improve night time delineation.	New	Year 1 of 4	\$ 516,000	\$ 344,000	\$ 172,000	\$ 344,000		
76	City of Mount Gambier	Davison Drive, Mount Gambier	The works will involve full reconstruction and pavement strengthening over the 0.5 km stretch. This will address the identified surface issues, restore pavement integrity, and ensure durability under continued use. The scope will include reprofiling for better drainage, renewal of road markings, edge treatment enhancements, and reinforcement of shoulders where required. The upgrade aims to maintain regional transport standards and support the area's ongoing tourism and community use.	New	Year 1 of 2	\$ 450,000	\$ 300,000	\$ 150,000			\$ 300,000
76	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.	Cont	Year 2 of 7	\$ 1,482,000	\$ 1,000,000	\$ 482,000	\$ 1,000,000		
TOTAL LIMESTONE COAST LGA						\$ 2,927,000	\$ 1,964,000	\$ 963,000	\$ 1,344,000	\$ 320,000	\$ 300,000

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MURRAYLANDS & RIVERLAND LOCAL GOVERNMENT ASSOCIATION											
80	Coorong District Council	Darwin Road, Cooke Plains	Darwin Road is a Regionally Significant Freight Route on the Murraylands and Riverlands Local Government Association's 2030 Regional Transport Plan. This is due to Darwin Road being the key link for heavy vehicles from Paterson Bulk Transport to access the Dukes Highway and the Cooke Plains Gypsum Deposit. Gypsum is a key ingredient for improving soil structure to better retain air and moisture and is widely used in broadacre farming in South Australia and Western Victoria. Freight, including Gypsum and fertilisers are transported from Cooke Plains to Metropolitan Adelaide and regional areas within South Australia, as well as Interstate via Adelaide. The project will upgrade this section of Darwin Road to a consistent width of 8.0m, with a 50mm heavy wearing asphalt. This upgrade will bring this 335m section of Darwin Road up to a fit for purpose standard.	New	Year 1 of 1	\$ 215,000	\$ 143,000	\$ 72,000		\$ 143,000	
76	Coorong District Council	Narrung Road, Meningie	Narrung Road is a Regionally Significant Community Access route and a Locally Important Freight Route and Tourist Route on the Murraylands and Riverlands Local Government Association 2030 Regional Transport Plan. This is due to Narrung Road being the only land-based entry/exit point from the townships of Narrung and Raukkan and the surrounding areas, so it is a vitally important link to the larger town of Meningie, and beyond. The road is a locally important freight route for the dairy farms in the vicinity as well as for the movement of other freight to and from the area. The project will upgrade this section of Narrung Road to a consistent width of 2x3.2m lanes with 0.5m sealed and 1.0m unsealed shoulders. This upgrade will bring this section of Narrung Road up to a fit for purpose standard.	New	Year 1 of 3	\$ 1,228,000	\$ 819,000	\$ 409,000			\$ 819,000
76	District Council Loxton Waikerie	Kokoda Terrace, Loxton	Upgrade of an intersection junction that will merge 7 roadways and improve road flooding on significant rain events, heavy vehicle freight route, new childcare centre being built adjacent to an intersection where vehicle accidents have occurred at the corner of Kokoda Terrace and Starcevich Road. The proposed works include kerbing along Kokoda Terrace, to aid stormwater mitigation, road re-design and reconstruction, road resealing and construction of a roundabout to improve road safety.	New	Year 1 of 1	\$ 1,180,000	\$ 788,000	\$ 392,000			\$ 788,000
76	District Council of Karoonda East Murray	Kulkami Road, Karoonda	Kulkami Road is a Regionally Significant Freight Route and a Regionally Significant Community Access Route on the Murraylands and Riverlands Local Government Association 2030 Regional Transport Plan. In 2023-24 Council noted significant issues with deterioration of the shoulders, including edge breaks as far as the wheel path in sections. Rubble was brought in to rectify the edge breaks and shoulders, but there was no allocation of funds for sealing the shoulders. The project involves sealing a 1m wide shoulder on both sides of the road to protect the work already done from water ingress and deterioration. Repair of pavement failures where necessary, spray seal overlay in sections where necessary and new line marking to properly delineate the edge of seal and road shoulders will be undertaken. This will bring the road to a fit for purpose standard and enable longevity and safety into the future.	New	Year 1 of 3	\$ 650,000	\$ 433,000	\$ 217,000	\$ 433,000		
76	Renmark Paringa Council	Patey Drive, Renmark	This project proposes to widen and reconstruct 456 metres of Patey Drive with pavement material to support current and long term vehicle movements. This project will enable the increasing traffic volume and width to navigate past each other with adequate lane widths and residential parking allocations. The overall carriageway will be increased from 8.5m to 9.9m and the entire road width from Tolarno Street to the end of the proposed shoulder widths will be resealed for a total of 620m providing a high quality asset in a highly utilised part of the Renmark Township.	New	Year 1 of 2	\$ 300,000	\$ 198,000	\$ 102,000	\$ 198,000		
72	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.	Cont	Year 2 of 2	\$ 861,000	\$ 574,000	\$ 287,000			\$ 574,000
70	Berri Barmera Council	Caddy Road, Loveday	Upgrade a 4.8 kilometre stretch of Caddy Road which will involve grading the existing structural base to a width of 10 meters. This will provide the necessary foundation to assist a PM grade road base which will be laid over the entire length of the road with a thickness ranging from 150mm to 200mm. This road base constructed on top of the existing subgrade will ensure a safer and more durable unsealed road. The improvements will significantly enhance the structural integrity of the road, providing a stable and reliable surface for the community and supporting both daily traffic and agricultural transport needs. With the proposed Caddy Road reconstruction in place, the ongoing maintenance required by Council will be significantly reduced. The condition of Caddy Road continues to deteriorate making it increasingly costly and resource-intensive to maintain. Upgrading the road will ensure long-term durability.	New	Year 1 of 1	\$ 586,000	\$ 391,000	\$ 195,000		\$ 391,000	
70	District Council Loxton Waikerie	Wachtel Road and Loxton Drive	Shoulder widening of Wachtel Road and Loxton Drive to a width of 7.6meters and distance of 2.5km to accommodate heavy vehicles and larger vehicle volumes. Relocation of services such as power poles to accommodate road realignment at the intersection of Loxton Drive and Wachtel Road.	New	Year 1 of 1	\$ 1,445,000	\$ 964,000	\$ 481,000			\$ 964,000
TOTAL MURRAYLANDS & RIVERLAND LGA						\$ 6,465,000	\$ 4,310,000	\$ 2,155,000	\$ 631,000	\$ 534,000	\$ 3,145,000

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SOUTHERN & HILLS LOCAL GOVERNMENT ASSOCIATION											
80	Mount Barker District Council	Bollen Road, Mount Barker	The project includes widening and reconstructing the pavement, increasing the carriageway width from 6m to 7.2m between Thiele and Allen Streets. A divided carriageway with 4m-wide kerbed lanes will be introduced from Allen to Memorial to preserve mature and remnant trees, using tree-sensitive road pavement with a 30-year design life where required. Bus stop locations has been upgraded, with adjustments to existing and new stops. A speed limit reduction from 60kph to 50kph, subject to DIT approval, will be complemented by raised platform intersections between Fry and Allen to manage vehicle speeds. These raised platforms will function as LATM (Local Area Traffic Management) devices. Stormwater upgrades, including improved side entry pits, increased drain capacity, and new kerbs, will also be implemented.	New	Year 1 of 3	\$ 2,250,000	\$ 1,500,000	\$ 750,000			\$ 1,500,000
76	City of Victor Harbor	Range Road	Sections of the road requires deep lift pavement reseal and shoulder widening due to its narrow lane width, failed pavement and poor road and shoulder conditions. Range Road is a critical freight route vital to the region, that includes a section of Waitpinga Road west of Battye Road. The road surface suffers from heavy rutting and poor drainage. The road is in a 100km hour zone and has a large amount of interaction between heavy vehicles and commuter vehicles with the improved road condition and widening of the road and shoulders improving safety for all users.	New	Year 1 of 1	\$ 375,000	\$ 250,000	\$ 125,000			\$ 250,000
60	District Council of Yankalilla	Finniss Vale Drive, Second Valley	Finniss Vale Drive provides access to the township of Second Valley and is identified in the Southern and Hills LGA 2030 Regional Transport Plan as a regionally significant Tourist and Community route. Road the existing road pavement and seal assets are nearing end of life with areas of significant pavement deformation and cracking. There is also limited existing stormwater management infrastructure within Finniss Vale Drive, resulting in occurrences of road stormwater runoff discharging uncontrolled into private property. Therefore, Council requires to undertake full pavement renewal and roadside drainage improvements to 760m of Finniss Vale Drive	New	Year 1 of 1	\$ 800,000	\$ 533,000	\$ 267,000			\$ 533,000
TOTAL SOUTHERN & HILLS						\$ 3,425,000	\$ 2,283,000	\$ 1,142,000	\$ -	\$ -	\$ 2,283,000
SPENCER GULF CITIES											
Nil						\$ -	\$ -				
TOTAL SPENCER GULF CITIES						\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
GREATER ADELAIDE ORGANISATION OF COUNCILS (GAROC)											
80	City of Prospect	Galway Avenue, Broadview	Work proposed forms the second stage of a multi-stage project and includes construction of a new roundabout to improve road safety at the Galway Avenue, Rheims Street, and Jellicoe Street intersection. The new roundabout will be 18m wide with a circulating carriageway width of 7m including upgrades to kerb alignments, medians and linemarking. Additional improvements will include lighting, stormwater and full depth asphalt pavement and working platform (up to 360mm).	Cont	Year 2 of 2	\$ 1,280,000	\$ 640,000	\$ 640,000		\$ 640,000	
76	City of Onkaparinga	Collins Parade, Hackham	The Collins Parade reconstruction aims to enhance road safety as well as correcting road pavement failures. Works include a full road pavement reconstruction strengthening the pavement from a granular level to handle continual usage of the bus route, repairing defective kerbing, lifted footpath segments which currently pose a risk to pedestrians and updating several pram ramps, traffic management upgrades and formalisation at the intersection of Susan Road and Collins Parade, new line marking design to increase/formalise on street parking and traffic calming, full reconstruction of the road pavement at a granular level to remediate excessive pavement failures, and new kerb ramps and protuberances to allow pedestrians to cross near the bus stops. This upgrade will create a safer and more user-friendly environment for the local schools, shops and public transport users.	New	Year 1 of 1	\$ 1,853,000	\$ 925,000	\$ 928,000		\$ 5,264	\$ 919,736
74	City of Playford	Supple Road, Waterloo Corner	This project includes the reconstruction of 1.15km of Supple Road with a granular pavement and thin asphalt surface suitable for increased heavy vehicle loading including widened shoulders and improved drainage. The road has reached end of life and is due for renewal. The overall carriageway width will be increased from 6m to 9.4m with formalised sealed and unsealed shoulders and improved stormwater capacity and drainage.	New	Year 1 of 1	\$ 1,930,000	\$ 965,000	\$ 965,000	\$ 200,000		\$ 765,000

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70	City of Playford	Ryan Road, Waterloo Corner	This project includes the reconstruction of 750m of Ryan Road with a cement stabilised pavement and thin asphalt surface suitable for increased heavy vehicle loading including widened shoulders and improved drainage. The road has reached end of life and is due for renewal. The overall carriageway width will be increased from 6.2-6.8m to 9m with formalised sealed and unsealed shoulders and improved stormwater capacity and drainage.	New	Year 1 of 1	\$ 1,040,000	\$ 520,000	\$ 520,000	\$ 520,000		
56	Corporation of the City of Unley	King William Road, Unley	Work proposed includes road safety improvements: upgrades road cross sections; including realigning kerbs to provide DDA compliant footpaths around existing trees. A median island extension will prevent right turns into Park Lane which will reduce conflicts with cyclists, with a continuous footpath proposed at Park Lane. The footpath will be widened to 2m and realigned to improve crossfall to 2.0% and avoid impacting existing tree root zones whilst also minimising ongoing maintenance works. Existing road pavement will be upgraded to a 210mm full depth asphalt on approach to Greenhill Road and a 375mm overall interlocking block paver pavement reconstruction as the key entry treatment on King William Road, enhancing safety by encouraging a low-speed environment, with proposed landscaping and streetscaping for the bike way connection and high pedestrian movements at this location. Stage 2 upgrade is linked to King William Road Bikeway Upgrade Stage 1 Mike Turtur to Greenhill Road.	Cont	Year 2 of 2	\$ 2,344,000	\$ 1,172,000	\$ 1,172,000	\$ 231,264	\$ 940,736	
TOTAL METRO						\$ 8,447,000	\$ 4,222,000	\$ 4,225,000	\$ 951,264	\$ 1,586,000	\$ 1,684,736
TOTAL RECOMMENDED FUNDING ALLOCATED TO METRO PROJECTS:							\$ 4,222,000		\$ 951,264	\$ 1,586,000	\$ 1,684,736
TOTAL RECOMMENDED FUNDING ALLOCATED TO RURAL PROJECTS:							\$ 17,687,000		\$ 7,905,000	\$ 1,414,000	\$ 8,368,000
TOTAL AVAILABLE FUNDING:							\$ 22,864,538		\$ 8,856,264	\$ 3,000,000	\$ 11,008,274
REMAINING FUNDING AVAILABLE FOR ALLOCATION TO ALL PROJECTS:							\$ 955,538		\$ -	\$ -	\$ 955,538