

**ACTION PLAN 1 ROADS**

| Council                 | Road                     | Action Plan (1,2,3) | L1 of L2 Road (as defined in table 6-2) | Freight Community Tourism | Compliant | Minor Deficiency | Major Deficiency | Traffic Volumes (AADT) | ESA's (Freight Routes) | Construction Cost Estimate | Amount sought from SLRP | Length of Section | Planned Stages (years) | Comments   |
|-------------------------|--------------------------|---------------------|---|---------------------------|-----------|------------------|------------------|------------------------|------------------------|----------------------------|-------------------------|-------------------|------------------------|--|
| DC Franklin Harbour     | Beach Road               | 1                   | 1                                       | C                         | -         | 1                | 3                | 44avg 119peak          | -                      | \$1,500,000 (1 Year)       | \$1,000,000             | 18.6              | 10                     | <b>SUBMISSION FOR SLRP (2020/2021) FUNDING GRANTED FOR SLRP (2019/2020)</b> This road has become higher priority (and Re-categorised as L1 in last Council meeting) for Council due to increasing developments and land sales in and around Pt Gibbon.   |
| DC Streaky Bay          | Poochera-Port Kenny Road | 1                   | 2                                       | F                         | -         | 2                | 2                | 50                     |                        | \$7,191,100 (3 Years)      | \$954,000               | 15.7kms total     | 3 Years                | <b>SUBMISSION FOR SLRP (2020/2021)</b> Road does not meet appropriate "fit for purpose" standards road would require regular major maintenance work to cope with the envisaged future volume of traffic expected with the kaolin mine opening. Council working very closely with Andromeda to assist with the cost of upgrading the road and leveraging funding from other sources. Consious of funding impacting the opening date or production costs for the project which could have an economic impact on the region.                        |
| DC Lower Eyre Peninsula | Bratten Way              | 1                   | 1                                       | F                         | 2         | 1                | 1                | 319                    | 2775 (Average Weekly)  | \$1,600,000 (1 Year)       | \$1,066,667             | 3.0 (for year 1)  | 10 Years               | <b>SUBMISSION FOR SLRP (2020/2021) FUNDING GRANTED FOR SLRP (2019/2020)</b> This has become top priority for Council as has multiple sections of pavement failure due to increased Heavy Vehicles. Independent analysis recommends the need for overlay 150-190mm basecourse for full length. Council has commenced a course of cement stabilising for deteriorated sections which will occur over 4 years. Council are currently developing a business case for government funding assistance (approx \$18M for overlay and \$1.2M cement stab) |
| DC Lower Eyre Peninsula | Farm Beach Road          | 1                   | 1                                       | T                         | -         | 1                | 3                | 450                    |                        |                            |                         |                   |                        | Council have added this road to its 3-year capital works program. The road services a number of Communities. Pavement strength and Geometry are issues. This road also serves Tourism functions with a moderate Freight component.   |
| DC Lower Eyre Peninsula | Airport Lane             | 1                   | 1                                       | C                         | -         | -                | 4                | 233                    |                        |                            |                         |                   |                        | Council have added this road to its 3-year capital works program. The road can be subject to occasional inundation during high rainfall and high tides events. The road serves primarily Social and Tourism functions with a limited Freight component.  |

**Notes:** Action Plan "C" Completed Project  
 2019 / 2020 Submission - Granted SLRP Funding  
 2020 / 2021 Submission

**ACTION PLAN 2 ROADS**

| Council                 | Road   | Action Plan (1,2,3) | L1 of L2 Road (as defined in table 6-2) | Freight Community Tourism | Compliant | Minor Deficiency | Major Deficiency | Traffic Volumes (AADT) | ESA's (Freight Routes) | Construction Cost Estimate | Amount sought from SLRP | Length of Section | Planned Stages (years) | Comments   |
|-------------------------|--|---------------------|---|---------------------------|-----------|------------------|------------------|------------------------|------------------------|----------------------------|-------------------------|-------------------|------------------------|--|
| DC Franklin Harbour     | Cowell-Kimba Road  | 2                   | 1                                       | F                         | 3         | -                | 1                | 136                    | 53                     |                            |                         | 16.6              |                        | This project could potentially be funded through federal funding of the "Rail to Roads" program depending on criteria. DPTI has confirmed approx \$32M committed to EP roads taking additional freight burden of cessation of grain freight by rail. Current programmed reseal. While the road is performing to a fit for purpose standard at present it is anticipated that the use of this road will change once Sea Transport SA's Harbour Export Facility is fully operating and grain is being transported through Lucky Bay. Pressure to run A-B triples. Council is additionally developing a business case to hand this road back to State Govt. |
| DC Franklin Harbour     | Lucky Bay Road   | 2                   | 1                                       | F                         | 3         | -                | 1                | 202                    | -                      |                            |                         | 5.3               |                        | As with Cowell-Kimba Road this road should be viewed as a potential submission for "rail to road" project funding. Council is additionally developing a business case to hand this road back to State Govt.  |
| DC Franklin Harbour     | Igloo Road   | 2                   | 2                                       | C                         | 1         | 3                | -                | 115                    | 40                     | -                          |                         | 4.9               | 3                      | Igloo Road is part of the future coast loop linking Pt Gibbon to Cowell. It connects with the Lincoln Hwy and Beach Road.  |
| DC Kimba                | Buckleboo Road (total Unsealed 21 Kms)                           | 2                   | 1                                       | F                         | -         | 4                | -                | 100                    |                        |                            |                         |                   |                        | Construct and seal to the community club (4.5kms)  |
| DC Kimba                | Buckleboo Road (total sealed 28 Kms)                             | 2                   | 1                                       | F                         | -         | 4                | -                | 100                    |                        |                            |                         |                   |                        | Pavement widening required (currently 6.7m width) for 14kms north side of Tola Road. Council upgraded this roads strategic level to 1. Potential listing to Councils capital works in the next 4 years.  |
| DC Kimba                | Old Eyre Highway   | 2                   | 2                                       | F                         | -         | 3                | 1                |                        |                        |                            |                         |                   |                        | Resheet 20kms  |
| DC Kimba                | Siding Road  | 2                   | 2                                       | F                         | -         | 3                | 1                |                        |                        |                            |                         |                   |                        | Resheet 3kms   |
| DC Streaky Bay          | Gawler Ranges Road   | 2                   | 2                                       | T                         | -         | 2                | 2                | 25                     |                        |                            |                         |                   |                        | Poor geometry, poor pavement thickness.  |
| DC Streaky Bay          | Point Labatt Road  | 2                   | 1                                       | T                         | -         | 1                | 3                | 175                    |                        |                            |                         |                   |                        | This road is considered a priority to Council as it supports its economic growth plans and potential as a tourist destination. The road is unsealed and has a variable condition across its length. Although locals are familiar with it, the variable conditions can deter tourists without 4WD from attempting to traverse the road and thus loss of economic benefit from the days tourists are not staying in the region. Council plans to seal the road from the Murphy's Haystacks entrance through to the Point Labatt Sealion viewing platform.  |
| DC Streaky Bay          | Calca Road   | 2                   | 1                                       | T                         | -         | 2                | 2                | 200                    |                        |                            |                         |                   |                        | Calca Road is not only a tourist route but a significant community connection of many of the smaller settlements to Streaky Bay. Difficulty in sourcing quality rubble material for this area has seen the road deteriorate significantly in recent years. The road is considered by Council to be highly dangerous given the poor condition of the surface at various times of year. Council plans to seal the road but would require funding to do so.   |
| DC Lower Eyre Peninsula | Flinders Highway (Cockatoo Drive to Western Approach)            | 2                   | 1                                       | C                         | -         | 1                | 2                | 400                    |                        |                            |                         |                   |                        | Previous section (Winter Hill Drive to Cockatoo Drive) was reconstructed in 2016. Section is sub standard for FFP. Pavement is badly deteriorated leading to poor ride quality at the posted speed.  |
| DC Lower Eyre Peninsula | White-Flat Road  | 2                   | 1                                       | C                         | -         | 4                | -                | 239                    |                        |                            |                         |                   |                        | Becomes Tod River Road in DC Lower Eyre Peninsula. Sections with localised pavement failures and the seal edge has 'edge breaks' due to the minimum lane width, particularly on curves. The road may attract increased use with proposed mines in the Koppio/Yallanda Flat area. The road serves primarily Social and Tourism functions with a moderate Freight component.   |
| DC Lower Eyre Peninsula | Proper Bay Road  | 2                   | 1                                       | C                         | 2         | 1                | 1                | 434                    |                        |                            |                         |                   |                        | The main comments received relate to the seal width – the use of the road by cyclists together with the 100kph speed zone are the primary issue. The long term strategy would be to widen the road in conjunction with reconstruction works. The road primarily serves Social and Tourism functions.   |
| DC Lower Eyre Peninsula | Fishery Road   | 2                   | 1                                       | C                         | -         | -                | 4                | 220                    |                        |                            |                         |                   |                        | Council receives routine complaints about this road during both winter and summer. The road serves primarily Social and Tourism functions with a moderate Freight component associated with the farming Social and servicing of the wind farm.   |
| DC Lower Eyre Peninsula | Sleaford Bay Road  | 2                   | 1                                       | C                         | -         | 2                | 2                | 131                    |                        |                            |                         |                   |                        | Extended sections of the road have exposed subgrad and sub-standard width. The road serves primarily Social and Tourism functions with a moderate Freight component.   |
| DC Lower Eyre Peninsula | Pound Lane   | 2                   | 1                                       | F                         | -         | 1                | 3                | 250                    |                        |                            |                         |                   |                        | The road serves primarily a Social function with a limited Freight component which is influenced by deliveries from the local quarry as well as fuel and other servicing of the power station and electrical sub-station. The road is subject o pavement failures during wet weather   |
| DC Cleve                | Balumbah-Kinnard Road  | 2                   | 1                                       | F                         | -         | 4                | -                | 202                    |                        |                            |                         |                   |                        | This project could potentially be funded through federal funding of the "Rail to Roads" program. DPTI has confirmed approx \$32M committed to EP roads taking additional freight burden of cessation of grain freight by rail.   |
| DC Ceduna               | Kalanbi Road (Dinahline Community to Yumbarra Conservation Park) | 2                   | 1                                       | C                         | 2         | 1                | 1                |                        | 12                     |                            |                         |                   |                        | Tourist access to Googs Track, freight collector Rd  |
| DC Ceduna               | Goode Road   | 2                   | 1                                       | F                         | 1         | 2                | 1                | 641                    | 329                    |                            |                         |                   |                        |  |
| DC Ceduna               | Miltaburra Road  | 2                   | 2                                       | C                         | 1         | 2                | 1                | 62                     | 5                      |                            |                         |                   |                        | Tourist access to Smoky Bay, Community Access to Smoky Bay & Wirrilla, also has Miltaburra Area School towards eastern end. Farm gate freight route  |

**ACTION PLAN 3 ROADS**

| Council                 | Road                                    | Action Plan (1,2,3) | L1 of L2 Road (as defined in table 6-2) | Freight Community Tourism | Compliant | Minor Deficiency | Major Deficiency | Traffic Volumes (AADT) | ESA's (Freight Routes) | Construction Cost Estimate | Amount sought from SLRP | Length of Section | Planned Stages (years) | Comments  |
|-------------------------|---|---------------------|---|---------------------------|-----------|------------------|------------------|------------------------|------------------------|----------------------------|-------------------------|-------------------|------------------------|---|
| DC Franklin Harbour     | Barden Street                           | 3                   | 2                                       | C                         | 2         | 2                | -                | 115                    | -                      | -                          | -                       | -                 | -                      | These 3 roads, while still being on the radar for Council as part of the Beach Road loop could potentially be removed if Council is successful in a land acquisition application. The land would be used to build a road which links the bottom end of Beach road (at Pt Gibbon) with Igloo Road bypassing the town of Pt Gibbon and these 3 roads within the town.   |
| DC Franklin Harbour     | Hogben Terrace                          | 3                   | 2                                       | C                         | 2         | 2                | -                | 115                    | -                      | -                          | -                       | -                 |                        |   |
| DC Franklin Harbour     | Pt Gibbon Road                          | 3                   | 2                                       | C                         | 1         | 3                | -                | 115                    | -                      | -                          | -                       | -                 |                        |   |
| DC Tumby Bay            | Balumbah-Kinnard Road                   | 3                   | 1                                       | F                         | 4         | -                | -                |                        |                        |                            |                         |                   |                        | Road was funded and sealing completed in the 2016/17 financial year. Pavement may seasonably be unsatisfactory in the southern end and soft when wet.   |
| DC Tumby Bay            | Mine Hill Road                          | 3                   | 2                                       | C                         | 1         | 3                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Tumby Bay            | Yallunda Flat Road                      | 3                   | 1                                       | C                         | 2         | 2                | -                | 104 (1-5avg)           |                        | \$397,700                  |                         | 10.5              | 1                      | This road received full resheeting across 2019/2019. It is in the strategy on the basis that to meet regional strategic FFP standards it would need full reconstruction and sealing. The road wouldn't typically meet Action Plan 1 criteria as it doesn't exhibit any 'major deficiencies' (as appropriately assessed by Council).   |
| DC Tumby Bay            | Ungarra-Yeelanna Road                   | 3                   | 2                                       | C                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Tumby Bay            | Tod River Road                          | 3                   | 2                                       | C                         | -         | 4                | -                |                        |                        |                            |                         |                   |                        | (Becomes White Flat Road in DC Lower Eyre Peninsula) The road will be fully resheeted for the 2019/2020 financial year. Not earmarked for sealing on Councils strategic plan in the foreseeable future.   |
| DC Tumby Bay            | Lipson-Ungarra Road                     | 3                   | 2                                       | C                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        | Bratten Bridge has received funding and construction will be completed in 2019/2020 financial year.   |
| DC Elliston             | Venus Bay Road                          | 3                   | 2                                       | T                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Elliston             | Clifftop Drive                          | 3                   | 2                                       | T                         | 2         | 2                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Elliston             | Sheringa Beach Road                     | 3                   | 2                                       | T                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Elliston             | Locks Well Road                         | 3                   | 2                                       | T                         | 1         | 3                | -                |                        |                        |                            |                         |                   |                        | Due for re-seal   |
| DC Elliston             | Walkers Rock Road                       | 3                   | 2                                       | T                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Elliston             | Talia Caves Road                        | 3                   | 2                                       | T                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        | Requires regular maintenance  |
| DC Elliston             | Mount Camel Road                        | 3                   | 2                                       | T                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        |   |
| Wudinna DC              | Standley Road                           | 3                   | 2                                       | T                         | 1         | 3                | -                | 35 (estimated)         |                        |                            |                         |                   |                        | On Councils Radar for future Planning   |
| Wudinna DC              | Mt Wudinna Accs                         | 3                   | 2                                       | T                         | 1         | 2                | 1                | 20 (estimated)         |                        |                            |                         |                   |                        | On Councils Radar for future Planning   |
| Wudinna DC              | McKenzie / Pildappa Road                | 3                   | 2                                       | T                         | 1         | 3                | -                | 40 (estimated)         |                        |                            |                         |                   |                        | On Councils Radar for future Planning. Treat as 1 Road.   |
| DC Kimba                | Old Eyre Highway                        | 3                   | 2                                       | F                         | -         | 3                | 1                |                        |                        |                            |                         |                   |                        |   |
| DC Kimba                | Siding Road                             | 3                   | 2                                       | F                         | -         | 3                | 1                |                        |                        |                            |                         |                   |                        |   |
| DC Kimba                | Balumbah-Kinnaird Road                  | 3                   | 1                                       | F                         | 3         | 1                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Kimba                | Cowell-Kimba Road                       | 3                   | 1                                       | F                         | 2         | 2                | -                | 136                    |                        |                            |                         |                   |                        |   |
| DC Streaky Bay          | Cape Bauer Loop                         | 3                   | 1                                       | C                         |           |                  |                  | 87                     |                        |                            |                         |                   |                        | <b>New to the Strategy - Council to Supply Data</b><br>This road is both a local road and a highly used tourist route. The issue for Council is the inability to access sufficient rubble to keep this road at a level which allows easy and safe passage. The concern for locals is that the surface currently deteriorates so quickly due to the traffic numbers that it is becoming very dangerous at times, particularly on narrow sections and bends.  |
| DC Streaky Bay          | Wirrulla to Kingoonya to Glendambo Road | 3                   | 2                                       | F                         |           |                  |                  |                        |                        |                            |                         |                   |                        | <b>New to the Strategy - Council to Supply Data.</b><br>This is a preferred Freight route in dry conditions between Coober Pedy and this area. Also heavily used by Tourists. Extremely slippery and very dangerous in wet conditions. It would be used more regularly if it were an all weather access route and would provide safer passage between Central Australia and Ceduna etc if people are heading in that more Westerly direction. At this point, freight and travellers need to head for Port Augusta and then back west. This adds about 1,400km to the trip and increases transport costs considerably as a result. I would therefore think that although the road is currently a secondary route, making it all weather would move it to a primary usage road. Given the advent of the NHVR laws and the state of the road, I would doubt also that this road comes close to meeting "Fit for Purpose" requirements. |
| DC Streaky Bay          | Finlayson Road                          | 3                   | 2                                       | F                         | 1         | 3                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Streaky Bay          | Kingoonya-Yantanabie Road               | 3                   | 2                                       | F                         | 1         | 3                | -                | 50                     |                        |                            |                         |                   |                        |   |
| DC Streaky Bay          | Westall Way Loop Road                   | 3                   | 2                                       | T                         | 1         | 3                | -                |                        |                        |                            |                         |                   |                        |   |
| DC Lower Eyre Peninsula | Merintha Creek Road                     | 3                   | 1                                       | F                         | 1         | 1                | 2                | 96                     |                        |                            |                         |                   |                        | <b>New to the Strategy</b> The road is a gazetted GML freight route and requires multiple closures over winter months due to pavement failures  |
| DC Cleve                | Cleve / Mangalo Road                    | 3                   | 2                                       | F                         | -         | 4                | -                | 94                     |                        |                            |                         |                   |                        | Existing sealed road of 21 kms in need of reconstruction and reseals. Currently work being undertaken by Council as part of maintenance program.  |
| DC Ceduna               | Nunyah Road                             | 3                   | -                                       | F                         | 3         | -                | 1                | 19                     | 20                     |                            |                         |                   |                        | Applied for 2015/16 SLRP funding. Funding was not approved. Council have listed this road as top priority. This road has recorded traffic volumes of 19 vpd and does not classify as a level 1 or 2 road.   |
| DC Ceduna               | Denial Bay Road                         | 3                   | 1                                       | F                         | 3         | 1                | -                | 419                    | 22                     |                            |                         |                   |                        |   |
| DC Ceduna               | OTC Road (Rail - Trading stock Route)   | 3                   | 2                                       | F                         | 2         | 2                | -                | 61                     | 12                     |                            |                         |                   |                        | Tourist Access to; Waste Recovery Centre, OTC satellite station, Community Access to; Waste Recovery Centre, OTC satellite station, industrial precinct, Yaralina aboriginal homeland Freight access to; main feeder for farming land to the north, industrial precinct, transport depots, waste transfer station   |

**ACTION PLAN 3 ROADS**

| Council         | Road  | Action Plan (1,2,3) | L1 of L2 Road (as defined in table 6-2) | Freight Community Tourism | Compliant | Minor Deficiency | Major Deficiency | Traffic Volumes (AADT) | ESA's (Freight Routes) | Construction Cost Estimate | Amount sought from SLRP | Length of Section | Planned Stages (years) | Comments  |
|-----------------|---|---------------------|---|---------------------------|-----------|------------------|------------------|------------------------|------------------------|----------------------------|-------------------------|-------------------|------------------------|---|
| DC Ceduna       | OTC Road (Trading Stock Route - Schwarz Rd) | 3                   | 2                                       | F                         | 3         | -                | 1                | 61                     | 12                     |                            |                         |                   |                        | Tourist access to OTC Satellite Station, Community Access to OTC Satellite Station. Significant transport collector road to Thevenard silos, transport volumes increase towards southern end of road, rubble quarry towards southern end  |
| DC Ceduna       | Pt Brown Road                               | 3                   | 2                                       | T                         | 3         | -                | 1                | 26                     | 3                      |                            |                         |                   |                        |   |
| DC Ceduna       | Schwartz Road                               | 3                   | 2                                       | T                         | 1         | 2                | 1                | 35                     | 4                      |                            |                         |                   |                        |   |
| DC Ceduna       | Thistleton Way                              | 3                   | 1                                       | C                         | 3         | 1                | -                | 280                    | 25                     |                            |                         |                   |                        |   |
| DC Ceduna       | Decres Bay Road                             | 3                   | 1                                       | F                         | 2         | 2                | -                | 1687                   | 42                     |                            |                         |                   |                        |   |
| CC Port Lincoln | London Street                               | 3                   | 1                                       | F                         | 3         | 1                | -                | 5950                   |                        |                            |                         |                   |                        | *These roads have been assessed as having either 1 or no minor deficiencies only in their 'whole road' fit for purpose assessment, however, key intersections have been identified as having 2 minor deficiencies with regards to heavy vehicle movements on the RAV network at these locations. These intersections are;<br>1. Stevenson Street and Matthew Place<br>2. Matthew Place and Luke Street<br>3. Luke Street and Dublin Street<br>4. Dublin Street and Brougham Place<br>5. Mark Street and St. Andrews Terrace |
| CC Port Lincoln | Stevenson Street                            | 3                   | 2                                       | F                         | 3*        | 1                | -                | 1200                   |                        |                            |                         |                   |                        |   |
| CC Port Lincoln | Luke Street                                 | 3                   | 2                                       | F                         | 4*        | -                | -                | 700                    |                        |                            |                         |                   |                        |   |
| CC Port Lincoln | Dublin Street                               | 3                   | 2                                       | F                         | 3*        | 1                | -                | 800                    |                        |                            |                         |                   |                        |   |
| CC Port Lincoln | Brougham Place                              | 3                   | 2                                       | F                         | 3*        | 1                | -                | 200                    |                        |                            |                         |                   |                        |   |
| CC Port Lincoln | Mark Street                                 | 3                   | 2                                       | F                         | 4*        | -                | -                | 250                    |                        |                            |                         |                   |                        |   |
| CC Port Lincoln | Gawler Terrace                              | 3                   | 2                                       | F                         | 1         | 3                | -                | 50                     |                        |                            |                         |                   |                        |   |
| CC Port Lincoln | Seaton Avenue                               | 3                   | 2                                       | F                         | 3         | 1                | -                | 200                    |                        |                            |                         |                   |                        |   |
| CC Port Lincoln | Verran Terrace                              | 3                   | 2                                       | F                         | 4*        | -                | -                | 20                     |                        |                            |                         |                   |                        |   |

**CONSTRUCTED ROADS WITH SLRP FUNDING (COMPLETED)**

| Road   | Action Plan (1,2,3) | L1 of L2 Road (as defined in table 6-2) | Freight Community Tourism | Compliant | Minor Deficiency | Major Deficiency | Traffic Volumes (AADT) | ESA's (Freight Routes) | Construction Cost Estimate                                | Amount sought from SLRP | Length of Section | Planned Stages (years) | Comments   |
|--|---------------------|---|---------------------------|-----------|------------------|------------------|------------------------|------------------------|---|-------------------------|-------------------|------------------------|--|
| Kyancutta-Mt Wedge Road                            | C                   | 1                                       | T                         | 2         | 2                | -                | 50                     |                        | Final Year of Construction (\$459,000 SLRP funds granted) |                         | 5.2km             | 4 years                | <b>FINAL YEAR OF SLRP (2018/2019) FUNDING GRANTED</b> This road was granted funding over 4 years of construction via EPLGA Resolution (4-12-15) and completion of is due at the end of the 2018/19 financial year. 5.2kms remaining (minor deficiencies in the remaining 5.2kms) |
| Elliston-Mt Wedge Road                             | C                   | 2                                       | C                         | 3         | 1                | -                | 40                     |                        | Final Year of Construction (\$607,000 SLRP funds granted) |                         | 7km               | 4 years                | <b>FINAL YEAR OF SLRP (2018/2019) FUNDING GRANTED</b> This road was granted funding over 4 years of construction via EPLGA Resolution (4-12-15) and completion of is due at the end of the 2018/19 financial year. 7kms remaining for the 2018/19 round of SLRP funding          |
| Kalanbi Road (Eyre Highway to Dinahline Community) | C                   | 1                                       | C                         | 2         | 1                | 1                | 130                    | 12                     | \$298,000 SLRP funds granted                              |                         | 2.5km             | 1 Year                 | <b>1 YEAR SLRP (2018/2019) FUNDING GRANTED</b> Tourist access to Googs Track, Community Access to Dinahline Aboriginal Homeland, freight collector Rd  |