

Barunga West Council Infrastructure - Roads Assessment Methodology



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Infrastructure Services

1. Desktop Road Priority Data

Introduction

Road Usage and Priority factors need to be assigned. This helps provide a framework to choose which roads to treat first when budgets are limited.

These four fields are priority factors that individually assign a priority score 0 = low priority and 5 = high priority. The four scores can be combined to provide a Priority Index for a segment by weighting each field. This priority index is used in the modelling to sort roads for treatment in priority order. This is particularly useful where budgets are limited and the model can assign funds to high priority segments. The four priority factors are presented below:

Function Priority

This differentiates roads by a generalised function from a track to a rural arterial. This function ensures that high use roads are scored higher than low use roads.

Consideration also needs to be given to distinguish between township and rural roads within the council for the purpose of differentiating roads by importance. This is considered critical to assist in allocating the limited funds for road surface management and is also important to review roads for changing surface type (i.e. either upgrading or downgrading).

Score	Function
1	Access Track
2	Local access
3	Minor collector
4	Major Collector Road
5	Distributor Road (Sub Arterial)
-	Arterial Road (Department of Planning, Transport and Infrastructure)

Note: it is assumed priority is assigned only to Council assets.

Social Priority

This enables the social importance of the road to be scored. This ensures roads that have significant community importance are given higher priority than roads leading to a single dwelling.

Score	Social Importance	Rural	Town
0	No social importance	no dwelling	-
1	Low social Importance	less than 2 homes per 10km road	-
2	Medium social importance	2-5 dwellings per 10km road	-
3	High social importance	Greater than 5 dwellings per 10km road	local residential streets
4	Very high social importance	Link road between settlements	mixed use residential and commercial
5	Critical social importance	link road between key towns	main streets

Freight Priority

This enables the industry use to be assessed and its associated freight use in the transport of goods.

Score	Freight Priority	Rural	Town
0	No freight	No commercial use	No commercial use
1	Low freight	Minor farm use	Mainly residential (occasional commercial)
2	Medium freight	Seasonal - farm gate to transport route	Mixed use residential /commercial
3	High freight use	Regular - farm gate to transport route	shopping areas
4	Very high freight	Freight route	Commercial/industrial area
5	Critical freight use	Community route based on ESA count	Freight route

Tourist Priority

This enables the tourist use to be assessed which can be particularly important in councils that rely on the tourism industry.

Score	Freight Priority
0	No tourist importance
1	Routes to isolated tourist attractions
2	Routes to beaches//national parks
3	Secondary tourist attractions
4	Significant tourist attractions
5	Route of state significance.

Priority Index

In order to develop a single score of priority index a weighted average can be applied to each priority factor to provide a score out of 100.

Score	Weighting
Function Score	x 4
+ Social Score	x 2
+ Freight Score	x 2
+ <u>Tourism Score</u>	<u>x 2</u>
Total	

100 = critical importance, 0= low importance

2. Road Classification and Definitions

Classification of Roads in the Council area

1. Highways and State Rural Arterial Roads (DPTI)

- Under the care control and management of the Department for Planning Transport and Infrastructure (DPTI).
- Are nominally key strategic roads and their role is carrying traffic through the Council area and link principal towns and/or regions.
- Predominantly sealed high traffic volume roads and carry various transport configurations.

2. Township (urban) Roads (Council)

2.1 Sealed

2.1.1 Category A – Sealed – Built Up (SBU)

- Regional or arterial linkage roads within townships. (can be a Department of Planning, Transport and Infrastructure (DPTI) managed road). Council maintain the extremities within the township boundary excluding the travelling lane and are linkages to main shopping precincts, commercial services.
- Main Streets which contain focal points and services such as shops, banks, hotels, with a combination of high vehicular traffic and pedestrian flows and with interconnecting roads/footpaths networks.
- Town centre precinct focal roads.
- Sealed for the convenience of residents and the road user to reduce dust and improve stormwater drainage. Sealed roads normally have drainage provisions (kerb and water table), appropriate footpath pedestrian access and are in low speed environments within the town boundaries.
- Sealed shoulders/parking areas road verges and entrance statements within townships on DPTI roads remain Councils responsibility.
- High traffic volumes

2.1.2 Category B – Sealed – Built Up (SBU)

- Feeder/Collector roads that service or link to key areas ie, schools, clubs, business/industry areas, sporting facilities and parks with medium traffic and pedestrian flows.
- Sealed for the convenience of residents and the road user to reduce dust and improve stormwater drainage. Sealed roads normally have

drainage provisions (kerb and water table) appropriate footpath pedestrian access and are in low speed environments within the town boundaries.

- Medium traffic volumes

2.1.3 Category C – Sealed – Built Up (SBU)

- Local roads that provide general access to residential properties where low volumes of vehicles and pedestrian Traffic occur.
- Sealed for the convenience of residents and the road user to Reduce dust and improve stormwater drainage. Sealed roads

Normally have drainage provisions (kerb and water table)

Appropriate footpath pedestrian access and are in low speed

Environments within the town boundaries.

- Localised traffic movements

2.2 Unsealed

2.2.1 Category D – Formed – Built Up (FBU)

- Minor road generally unsealed and has specific traffic only.
- Generally, non defined pedestrian areas and drainage
- Localise low traffic movements

2.2.2 Category E – Unformed – Built Up (UFBU)

- Track or classified road reserves but as yet unformed or sheeted.

2.2.3 Category P (Private)

- Not under care, control and management of Council.
- Privately owned or long term lease.
- Community or Torrens Title.

- Private Roads – Community/Torrens Title or Private Roads.
- That only accommodates specific traffic only.

3. Rural Roads (Council)

3.1 Sealed – Sealed Non Built Up (SNBU)

- Major sealed council roads that operate as arterial roads with regional significance. They carry traffic through the Council area and are the higher trafficked roads. Main linkage roads with high traffic

movement inclusive of freight that link to the wider DPTI sealed road network.

- Generally, these roads have high traffic volumes as linkages between townships and outside of urban/built up areas and are used as a arterial linkage road with a higher speed environment.
- High local traffic volumes.

3.2 Unsealed

3.2.1 Category 1 — Unformed – Non Built Up (UFNBU)

- Rural Arterial Local Road. (50 plus)
- Major unsealed sheeted roads within the Council area that operate as local arterial roads. They carry traffic through the Council area and are the higher trafficked roads. Main linkage roads with high traffic movement inclusive of freight that link to the sealed road network.
- Generally, these roads have high traffic volumes as linkages between townships and outside of urban/built up areas and are used as a collector road with a higher speed environment.
- High local volume usage

3.2.2 Category 2 — Unformed – Non Built Up (UFNBU)

- Rural Collector Road. (35 – 49)
- Medium use unsealed sheeted collector road carrying medium priority localised traffic.
- Medium localise traffic usage - Localised freight and social transport uses
- Moderate use sheeted road network for traffic use between townships and focal points.

3.2.3 Category 3 — Unformed – Non Built Up (UFNBU)

- Local Access (High to Medium Use) (21 – 34)
- Moderate use sheeted road network for traffic use between townships and focal points.
- Localised freight and social transport uses

3.2.4 Category 4 — Unformed – Non Built Up (UFNBU)

- Local Access (Low Use) (10 – 20)
- Rural residential access only (sheeted only to house gate).
- Sheeted only in one direction to gain weathered access to the remainder of Councils road network.
- Localised low traffic usage

3.2.5 Category 5 — Unformed – Non Built Up (UFNBU)

- Formed Graded Roads (not sheeted or not to be sheeted) (0 – 9)
- Local tracks, paddock access only.
- Generally, not all weather road for local transport, plant/machinery or paddock traffic use only.
- Coastal tracks, may be formed or unformed, access via these tracks can be seriously impaired due to soft surfaces and during or after wet weather and or high tides.
- Minimal traffic usage

3.2.6 Category 6 – Tracks & Road Reserves (not maintained)

- Unformed Track or Road Reserve (not sheeted or not to be sheeted) (0-9)
- Local tracks, paddock access only.
- Not all weather road for local transport, plant/machinery or paddock traffic use only.
- Coastal tracks, access via these tracks can be seriously impaired due to soft surfaces and during or after wet weather and or high tides.
- Minimal traffic usage

Note: Through traffic on Council roads should be directed to the DPTI rural road network as quickly as possible.

4. Non-Council Managed Roads

4.1 Community Title, Torrens Title and/or Private Roads

- Roads under other agreements or legislation with third party owners.
- Roads that are not vested in Council.

Construction Standards for Sealed & Unsealed Roads

1. SEALED ROAD - Rural

Rural Sealed Roads – generally constructed to the following Standards and/or within the environs of the existing reserve:

- Formation width - 11.0m.
- Sealed width – 8.0m.
- Seal type – 14/7mm two coat bituminous.
Minimum 10 metre (from centrelines of roads) sealed hotmix (at 25mm) junctions as determined by Infrastructure Services Manager.
- Standard cross-section with a minimum of 3.5% crossfall.
- Pavement thickness – 300mm.
Sub base 150mm compacted.

Base course 150mm compacted

Subgrade compacted.
- Pavement material – 20mm–50mm crushed/grid rolled limestone rubble,
(Prefer 50mm or as determined by Infrastructure Services Manager).
- Compaction – 97% base course (modified) 95% sub base (modified),
95% subgrade compacted (modified).
Tested as determined by Infrastructure Services Manager.
- Linemarking – centreline and edgeline. No overtaking zones in accordance with relevant standards.
- Road design aligned with AUSTRROADS guidelines and the environs.
- Signing and guideposts aligned with relevant standards.
- Property driveway access/crossovers – aligned to suit constructed road level and sight distance requirements.
- Drainage – longitudinal ‘v’ drain – with cuts draining away from carriageway. Transverse drainage – pipes/culverts with headwalls (as determined by the Infrastructure Services Manager)
- Tree management – Road envelope of 12 metres wide and 5 metres high (where possible)
Planting – no replanting within 4 metres of drainage verge

Removal – as required within road envelope

Control – as required

- Street lighting - nil

2. SEALED ROADS – Urban

Township Streets – generally constructed to the following standards and/or within the environs of the existing reserve:

- Sealed width 8.0m.
(Sub base formation width 9 metres for kerb foundation)
- Type of kerbing – mountable kerbing in residential and upright kerbing within commercial/retail precincts as required.
- Seal type – 14/7 mm two coat bituminous.
- Standard cross section with a minimum of 3.5% crossfall.
- Pavement thickness – 300mm.
Sub base approximately 150mm compacted
Base course 150mm compacted.
Sub grade compacted.
- Pavement material – 20mm–50mm limestone rubble, grid rolled offsite or crushed.
- Compaction – 97% base course (modified) 97% sub base (modified), 95% sub grade compacted (modified).
Tested as determined by Infrastructure Services Manager.
- Footpaths – both sides (as practical), minimum 1.2m wide with minimum of 50mm rubble base with 10mm dolomite/crusher sand.
Pram ramps installed
- Property driveway access/crossovers – aligned to suit constructed road level and sight distance requirements.
(Drive way crossovers upgrades above standard, at property owners expense and responsibility)
- Cul-de-sacs/hammer heads/No through roads – designed to permit the normal operation of the waste service compactor. Minimum radius of 8 metres
- Drainage
Gradient/levels to give due consideration to the finished floor level of adjoining properties.

Kerbing – as detailed above

Side entry pits – 5 metres from tangent point of corners

Underground drainage to suit 1 in 5 year event

Side entry pit and culvert localities to be determined by the Infrastructure Services Manager

- Signage and line marking aligned with relevant standards.
- Street lighting (as practical on existing ETSA infrastructure only)
Category A and B roads – aligned and as practical to P2 standard unless P3 is authorised by the Infrastructure Services Manager

Category C roads aligned and as practical to P3 standard unless P4 is authorised by the Infrastructure Services Manager.

- Tree management – *section to be developed*
Planting – *section to be developed*

Removal – *section to be developed*

Control – *section to be developed*

2 UNSEALED COUNCIL ROADS

Category 1 – generally constructed to the following standards and/or within the environs of the existing reserve:

- Geometric standards – aligned with “Managing Unsealed Roads in South Australia”.
- Drainage standard – 1 in 5 years.
longitudinal ‘v’ drain – with cuts draining away from carriageway.
Transverse drainage – pipes/culverts with headwalls (as determined by the Infrastructure Services Manager)
- Sheeted width – 8.0m.
- Sheeted shape – a minimum of 6% crossfall.
- Sheeted thickness – 150mm.
- Sheeted material – 20mm–50mm grid rolled/crushed rubble.
- Signing and guideposts aligned with relevant standards.
- Vegetation - cleared width – 12.0m where possible.

Tree management – Road envelope of 12 metres wide and 5 metres high (where possible)

Planting – no replanting within 4 metres of drainage verge

Removal – as required within road envelope

Control – as required

- Driveway crossovers – upgraded to new road level at time of construction. Ongoing maintenance remains the property owner's responsibility.
- Where depth of rubble permits, taking into consideration the road scoring and rating, "Rip and Reform" may be an option.
- Where "Rip and Reform" is not a suitable or viable option, further scoring will be conducted to re-assess segments of road.

Category 2 – generally constructed to the following standards and/or within the environs of the existing reserve:

- Geometric standards – follow existing terrain
- Drainage standard – as required (problem areas only).
longitudinal 'v' drain – with cuts draining away from carriageway.
Transverse drainage – pipes/culverts with headwalls (as determined by the Infrastructure Services Manager)
- Sheeted width – 7.0m.
- Sheeted shape – a minimum of 6% crossfall.
- Sheeted thickness – 100mm.
- Sheeting material – 20mm–50mm grid rolled/crushed rubble.
- Signing & guideposts aligned with relevant standards.
- Vegetation - cleared width – 10.0m.
Tree management – Road envelope of 10 metres wide and 5 metres high (where possible)

Planting – no replanting within 4 metres of drainage verge

Removal – as required within road envelope

Control – as required

- Driveway crossovers – upgraded to new road level at time of construction. Ongoing maintenance remains the property owner’s responsibility.
- Where depth of rubble permits, taking into consideration the road scoring and rating, “Rip and Reform” may be an option.
- Where “Rip and Reform” is not a suitable or viable option, further scoring will be conducted to re-assess segments of road.

Category 3 – generally constructed to the following standards and/or within the environs of the existing reserve:

- Drainage standard – as required (problem areas only).
longitudinal ‘v’ drain – with cuts draining away from carriageway.
Transverse drainage – pipes/culverts with headwalls (as determined by the Infrastructure Services Manager)
- Sheeted width – 6.0m.
- Vegetation - cleared width – 10.0m.
Tree management – Road envelope of 10 metres wide and 5 metres high (where possible)

Planting – no replanting within 4 metres of drainage verge

Removal – as required within road envelope

Control – as required
- Sheeted shape – a minimum of 6% crossfall.
- Sheeted thickness – 100mm.
- Sheeting material – 20mm–50mm grid rolled/crushed rubble or suitable all weather road base material.
- Signing & guideposts aligned with relevant standards.
- Driveway crossovers – upgraded to new road level at time of construction. Ongoing maintenance remains the property owner’s responsibility.
- Where depth of rubble permits, taking into consideration the road scoring and rating, “Rip and Reform” may be an option.
- Where “Rip and Reform” is not a suitable or viable option, further scoring will be conducted to re-assess segments of road.

Category 4 – generally constructed to the following standards and/or within the environs of the existing reserve:

- Geometric standards – follow existing terrain.
- Drainage standard – as required (problem areas only).
longitudinal ‘v’ drain – with cuts draining away from carriageway.
Transverse drainage – pipes/culverts with headwalls (as determined by the Infrastructure Services Manager)
- Sheeted width – 5.0m.
- Sheeted shape – a minimum of 6% crossfall.
- Sheeted thickness – 75mm.
- Sheeting material – 20mm–50mm grid rolled/crushed rubble or suitable all weather road base material.
- Signing & guideposts aligned with relevant standards.
- Vegetation - cleared width – 10.0m.
Tree management – Road envelope of 10 metres wide and 5 metres high (where possible)

Planting – no replanting within 4 metres of drainage verge

Removal – as required within road envelope

Control – only when/as practical
- Driveway crossovers – upgraded to new road level at time of construction. Ongoing maintenance remains the property owner’s responsibility.
- Where depth of rubble permits, taking into consideration the road scoring and rating, “Rip and Reform” may be an option.
- Where “Rip and Reform” is not a suitable or viable option, further scoring will be conducted to re-assess segments of road.

Category 5 - generally formed the following standards and/or within the environs of the existing reserve – Track Graded:

- Geometric standards – follow existing terrain.
- Formed width – 4.0m.

- Signing aligned Australian Standards.
- Drainage – nil
- Vegetation - cleared width – 8.0m.
Tree management – Road envelope of 8 metres wide and 5 metres high (where possible)

Planting – no replanting within 4 metres of drainage verge

Removal – as required within road envelope

Control – only when/as practical
- Side drains as practical.
- Driveway crossovers – remains the property owner’s responsibility.

Category 6 – Tracks & Road Reserves generally formed the following standards and/or within the environs of the existing reserve – Track Not Maintained:

- Geometric standards – follow existing terrain.
- Signing aligned Australian Standards.
- Drainage – nil
- Vegetation – no specified clearance width as not maintained.
Tree management – Road envelope not maintained.

Planting – no replanting within 4 metres of drainage verge

Removal – no removal as not maintained.

Control – not maintained.
- Side drains not maintained.
- Driveway crossovers – remains the property owner’s responsibility.

Note:

All specifications stated above are dependent on material sources, quality and material availability and the environs within the locality of the works. The Infrastructure Services Manager is authorised to vary the specifications to meet the requirements of each individual project and is subject to availability of resources and/or latent conditions.

Patrol Grading

Patrol grading is conducted in an anticlockwise direction.
During each grading circuit:

- Category 2 roads will be graded – Rural Collector Roads
- Category 3 roads will be graded - Local Access roads (High to medium use)

During every second grading circuit

- Category 4 roads: will be graded – Local Access (Low Use)

Category 5 roads: will be graded taking into consideration predicted higher traffic volumes and climatic conditions. (Follows existing terrain)

Patch Resheeting

If depth is variable and the road is not scheduled for full resheet a nominated length of patch resheeting is recorded (in metres).

This is to assist the maintenance program for the next 12 months as a capital program, if the works extends the life of the sheeting.

Rip and Reform

Where conditions permit, taking into consideration road analysis and data scoring, “Rip and Reform” may be a viable option for all or differing segments of a roadway. Determination of Condition at end of life and Useful life data is then used to predict renewal works expenditure for resheeting, budget allocation, valuation and plan maintenance works.

Road Categories

The table below demonstrates the scoring structure for each road category.

<u>CATEGORY</u>	<u>SCORE</u>
Category 1	50 >
Category 2	35 - 49
Category 3	21 - 34
Category 4	10 - 20
Category 5 & 6	0- 9

3. Field Condition Data

Introduction

The following attributes are collected by Council and have been developed to ensure they are applicable and appropriate for the local area.

This field data will be used to develop an overall Condition Score for each road segment.

Construction Width

The width of construction that represents the works needed to re-sheet the road.

Sheeting Material Quality

The quality of material used will have a direct relationship to the useful life of the road. The quality of the material is assessed by how the road material is responding to the existing traffic conditions.

Quality	Description
Good	(Hard & Smooth)
Average	(Boney or Clayey)
Poor	(Floating Surface and rutted pavement)

Condition Rating Determination

Depth of Sheeting

The following guidelines are provided for assigning the sheeting depth score.

The depth of sheeting material remaining on the road is measured by drilling. Several depth scores are recorded for each segment (segment lengths are generally up to 2000m), in the Outer Wheel Path (OWP) in the centre crown (CC). These depths and carriageway locations are recorded on a field sheet. Once the individual depths are recorded a score is assigned based on the standard sheeting depth below.

Score	100mm depth	150mm depth
0	>100 mm	>150 mm
1	75–100 mm	125–150 mm
2	50–75 mm	100–125 mm
3	25–50 mm	75–100 mm
4	<25 mm	50–75 mm
5	0 mm	<50 mm

Extent of Subgrade Breakthrough

This is an assessment of the integrity and consistency of the sheeted material and extent of subgrade exposed, this will be based on a visual assessment. The following descriptions are available for collection.

Score	Description
0	No subgrade breakthrough
1	Slight subgrade breakthrough
2	Moderate subgrade breakthrough
3	Significant subgrade breakthrough
4	Extensive subgrade breakthrough
5	Total subgrade breakthrough

Crossfall (Shape)

A crossfall shape of 4–6% should be provided as ideal and allow surface runoff and thereby minimise potholing.

Score	Description	Crossfall
1	Excellent Crossfall	4–6%
2	Good Crossfall	3–4%
3	Average Crossfall	2–3%
4	Below Standard Crossfall	1–2%
5	Poor Crossfall	<1%

Drainage

The drainage is influenced by a combination of effects resulting from the elevation of the road in relation to the surrounding land and the size and grade of table drains. The rating of the road will be determined by the observations of the consequences to road users.

Score	Description
1	Excellent drainage, road well above surrounding ground
2	Good drainage, road above surrounding ground
3	Fair drainage, road at or below surrounding ground with well-defined table drains and cut out drains
4	Poor drainage, road below surrounding ground, limited table drains and cut out drains
5	Regular flooding in normal conditions, either flat or steep erosion apparent

Rideability

The rideability of using a segment of unsealed road will be based on the ease at which a typical vehicle that uses the road can travel at a speed of 80 km/h. This may be influenced by horizontal and vertical geometry and surface conditions including pot-holes, corrugations, shape, blowouts and base drift.

The speed of 80 km/h is recognised as a largely “secure” speed to transverse on unsealed roads.

Score	Description
1	Excellent rideability at 80 km/hr
2	Good rideability at 80 km/hr
3	Reasonably rideability at 80 km/hr
4	Rough ride at 80 km/hr
5	Very rough ride at 80 km/hr

Vegetation Canopy

The vegetation canopy will impact on the available clear width to use large farm equipment and freight use. The following ratings apply.

		12 m clear	10 m clear	9 m clear	Less than 8 m clear
Along segment length	None	0	0	0	0
	Isolated	0	1	2	3
	Partial	0	2	3	4
	Full	0	3	4	5

Traffic Count Data Collation

Traffic Counters are utilised to collect data in relation to road use, including vehicle configuration, speed and traffic count. Data collected is utilised in the determination of Function, Social, Freight and Tourist Priority scoring. It also assists in measuring data on varying segments of road.

Field Collection Metadata

The table below shows a metadata structure to assist in setting up for data collection.

Heading	Description
Road Identification	
Asset ID	Unique asset identifier
Road ID	Unique road identifier, linked to spatial data
Road Name	Road name
From	Segment start road/location description
To	Segment end road/location description
Location	Town name or rural
Current Dimensions	
Length m	Segment length in metres
Current Width m	Current width in metres
New Width	
New Width m	New width in metres if different from current width
Current Traffic Volume and Category	
Road Usage	Current road usage
New Road Category	
New Cat	New road category if different from current category
Depth Collection (complete only for number of locations depthed)	
Depth 1 mm	Depth in mm at 1 st depthing site
Depth 1 Loc'n	Location in carriageway at 1 st depthing site (OWP LHS, OWP RHS or CC)
Depth 2 mm	Depth in mm at 2 nd depthing site

Heading	Description
Depth 2 Loc'n	Location in carriageway at 2 nd depthing site (OWP LHS, OWP RHS or CC)
Depth 3 mm	Depth in mm at 3 rd depthing site
Depth 3 Loc'n	Location in carriageway at 3 rd depthing site (OWP LHS, OWP RHS or CC)
Depth 4 mm	Depth in mm at 4 th depthing site
Depth 4 Loc'n	Location in carriageway at 4 th depthing site (OWP LHS, OWP RHS or CC)
Depth 5 mm	Depth in mm at 5 th depthing site
Depth 5 Loc'n	Location in carriageway at 5 th depthing site (OWP LHS, OWP RHS or CC)
Depth 6 mm	Depth in mm at 6 th depthing site
Depth 6 Loc'n	Location in carriageway at 6 th depthing site (OWP LHS, OWP RHS or CC)
Scores and Sheeting Type	
Sheet. Quality (G,A,P)	Sheeting material quality (Good, Average or Poor)
Depth Score 0 – 5	Depth score based on the average sheeting depth
Sheet Con. Score 0 – 5	Sheeting condition score
Subgrade breakthrough 0 – 5	Extent of subgrade breakthrough
Cross Fall Score 1 – 5	Cross fall score
Drain Score 1 – 5	Drainage score
Rideability Score 1 – 5	Rideability score based on geometry and surface condition
Vegetation Score 0 – 5	Vegetation score based on tree encroachment onto road
Patch Resheeting	
Patch Resheet Length (m)	Patch resheeting required in metres

Road Analysis

Field data provides a flexible measurement tool for service levels by comparing a single condition score to a “Condition at end of life” consideration for “Useful life” of the road.

From the condition assessment of the depth of sheeting, extent of subgrade breakthrough, crossfall (shape), drainage, rideability and vegetation canopy data can be used in developing a condition score.

Condition scores are determined by table data for 150mm Sheeted Roads and 100mm Sheeted Roads. This provides an index score for the road network and establish for each asset type what condition it is prepared to allow the surface to deteriorate to and over what life.

This provides flexibility to consider all factors including cross fall, drainage and material quality.