

State of the Network

In brief

This brief sets out the condition of the road network, what a full works programme would cost, and what it would leave the network at. The detail behind each figure is in the committee edition of this report.

NETWORK IN THE SYSTEM

61.0 km

AVERAGE CONDITION (PCI)

52.7

FULL PROGRAMME COST

\$689,824

CONDITION AFTER PROGRAMME

77.8

WHAT THIS MEANS

- WATCH

The same 8 segments (5.6 km) are absent from the 50.9 km programme below. Condition that has not been measured cannot be ranked, treated or priced, so this programme is not a whole-network cost.
- WATCH

8 segments (5.6 km) carry no condition score. Every average in this report is over the 55.4 km that do — the rest is neither counted as good nor as poor.

WHAT THIS REPORT COVERS

58.6 km of road is loaded — 61.0 km of lane, because carriageways and lanes are held separately — against the 1,699.0 km register this council has declared, so 3.4% of it.

55.4 km of the loaded pavement carries a condition survey (90.9%). The rest has no condition score and is in none of the averages that follow.

Every length, average, valuation and recommended amount below describes only that. It is not an assessment of the whole network.

Contents

1 Executive summary

2 Basis and limitations

3 Current condition

4 Condition map

5 Treatment program

Executive summary

NETWORK KM

61.0

SEGMENTS

94

AVERAGE PCI

52.7

over 55.4 km surveyed

The council manages 61.0 km of pavement. Condition is known for 55.4 km (90.9% of the network); the average PCI of 52.7 is across that surveyed length.

Basis and limitations

Scope — what this measures, and what it does not

PaveKeep measures surface condition (PCI, distress, ride/IRI) — not structural capacity (deflection, structural number, FWD). Outputs describe the observed surface, not the pavement's remaining structural life, and imply no reconstruction or structural-design advice.

Independence

- Our fee is a fixed subscription. It is not a share of your capital programme, not a commission on works, and not tied in any way to what this software recommends you spend.
- Every threshold, cost and rule on this page is configuration, not a hidden model. Each section says whose it is: "your council's" where you set it, "platform default" where it ships with the product. Defaults are changed for you on request — nothing here is a number you cannot see or challenge.
- Where a number is modelled rather than measured, the product labels it as modelled wherever it is shown. The two are never blended into one figure.

Settings behind these figures

The council's settings have not been changed since the system was set up.

The full method statement — every threshold, model and default these figures are computed from — is published in the council's own system and in the committee edition of this report.

Current condition

WHAT THIS MEANS

WATCH 8 segments (5.6 km) carry no condition score. Every average in this report is over the 55.4 km that do — the rest is neither counted as good nor as poor.

From totals.avg_pci_basis.covers_m in this report.

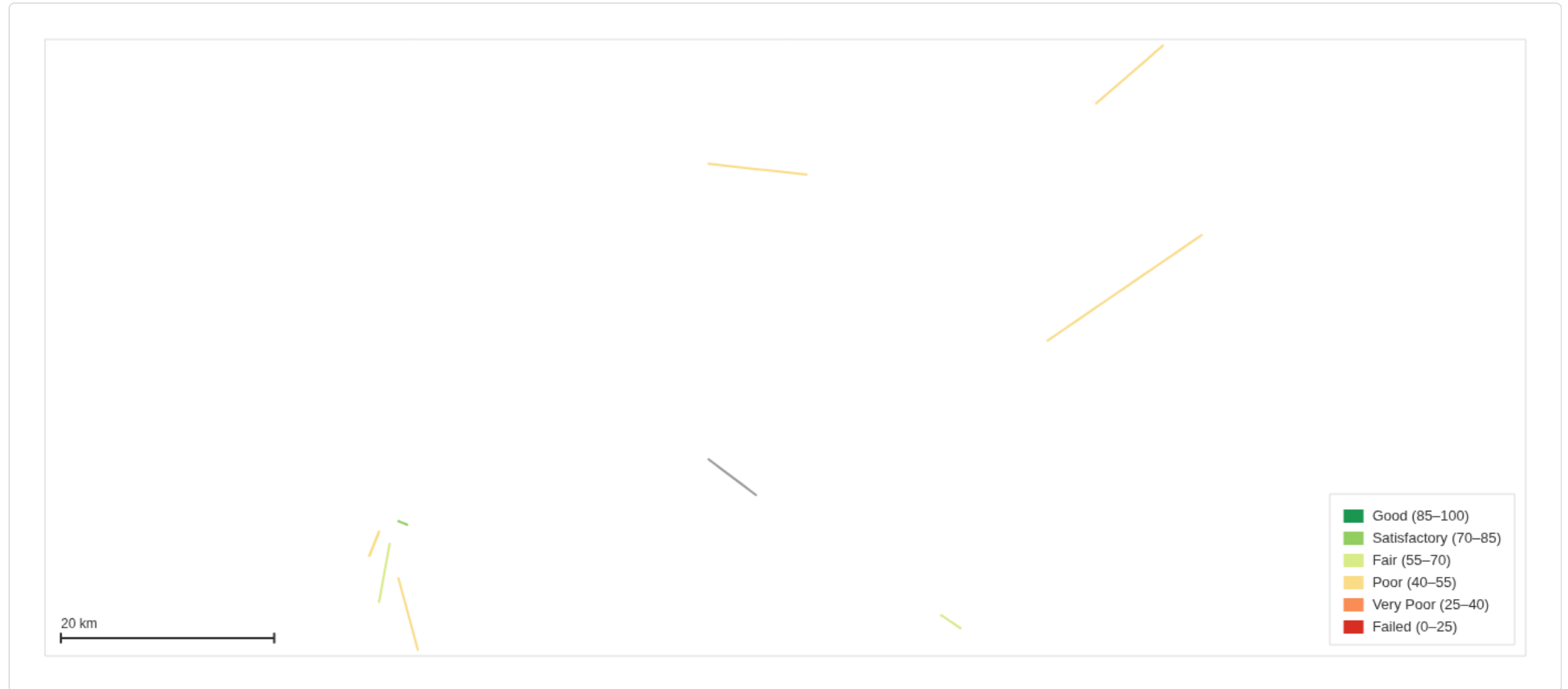
Condition by PCI band

BAND	SEGMENTS
Good	9
Satisfactory	15
Fair	24
Poor	25
Very Poor	4
Failed	9
Unknown	8

By road class

ROAD CLASS	AVERAGE PCI	SEGMENTS	LENGTH (KM)
Rural	48.0	42	40.6
Arterial	59.9	44	18.1
Highway	68.9	8	2.2

Condition map



Treatment program

WHAT THIS MEANS

WATCH The same 8 segments (5.6 km) are absent from the 50.9 km programme below. Condition that has not been measured cannot be ranked, treated or priced, so this programme is not a whole-network cost.

From unsurveyed.length_m in this report.

PROGRAM COST
\$689,824

SEGMENTS
75

NETWORK AVG (BEFORE → AFTER)
52.7 → 77.8

By road — the approval unit

ROAD	TREATMENT	LENGTH (KM)	PCI (BEFORE → AFTER)	COST
Tarago Road	Grading / Blading · Spot Re-gravelling · Re-sheeting	8.3	50.9 → 75.8	\$38,839
Oallen Road	Grading / Blading · Spot Re-gravelling · Re-sheeting	7.3	48.4 → 76.1	\$41,181
Nerriga Road (MR92)	Grading / Blading · Spot Re-gravelling · Re-sheeting	17.5	42.5 → 77.8	\$141,897
Ellerton Drive	Crack sealing · Mill & overlay · Asphalt overlay · Reconstruction / rehabilitation	3.9	45.8 → 82.1	\$109,274
Kings Highway (Braidwood)	Crack sealing · Asphalt overlay · Reseal (sprayed seal)	1.9	66.1 → 76.4	\$23,091
Old Cooma Road	Crack sealing · Asphalt overlay · Reseal (sprayed seal)	4.6	64.9 → 75.4	\$67,622
Cooma Road	Crack sealing · Asphalt overlay · Reseal (sprayed seal) · Reconstruction / rehabilitation	6.9	54.5 → 76.0	\$265,128
Monaro Street	Crack sealing · Reseal (sprayed seal)	0.4	72.7 → 78.8	\$2,792

By treatment — the procurement unit

TREATMENT	ROADS	SEGMENTS	LENGTH (KM)	COST
Reconstruction / rehabilitation	2	3	1.3	\$178,475
Asphalt overlay	4	10	4.9	\$167,660
Re-sheeting	3	6	6.3	\$114,198
Spot Re-gravelling	3	15	15.7	\$94,485
Reseal (sprayed seal)	4	13	6.0	\$72,481
Mill & overlay	1	4	1.2	\$36,025
Crack sealing	5	13	4.4	\$13,266
Grading / Blading	3	11	11.0	\$13,234

The segment-by-segment schedule these figures are made from is in the works schedule appendix.