



District Council of Loxton Waikerie

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MEDIA RELEASE

Immediate release: 28 September 2020

Council's Federal funding windfall of \$4.32M towards local road upgrades

Several B double freight route roads in the district will be upgraded thanks to a \$4.32 million Federal Government funding boost.

As part of the Heavy Vehicles Safety Program, the 13 key state road intersections received \$1.3 million in funding and 85 local road intersections received \$2 million, while \$1.02 million has been allocated towards sealing a 17-kilometre stretch of Taplan Road.

District Council of Loxton Waikerie Deputy Mayor Trevor Norton welcomed the funding announcement.

"These road upgrades will assist the region's primary producers with increased safety and access along major and local intersections, Tony Pasin MP and the federal government have continued to support our community strongly and this is another example. This support for our strong primary production sector is very welcome" Mr Norton said.

"Our local horticultural and agricultural industries are the lifeblood of our region and without safe and reliable road freight route's their livelihoods would suffer.

"This \$4.32 million will be matched by council and adjustments will be required to Council's 2020-21 and 22/22 Capital Works Programs. These upgrades will improve productivity and allow greater freight access across the whole of the Council area " said CEO David Beaton

The district's road network was identified as a key focus area for council within its 2020-21 Annual Business Plan, with a commitment to ensure B-Double General Mass Limits and Commodity routes are maintained to an appropriate standard.

Works associated with each of the upgrades will be completed over the next year.

Further comments are available from:

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6.0 FINDINGS

Data was recorded using georeferenced photographs and site notes. The Table of Audit Findings below details P1 and P2 risks identified in the GML and Commodity routes. In addition, specific site notes relevant to the route assessment findings, including findings for all “Other” routes assessed, are shown in Appendix B, which provides further detail regarding risk locations based on road segment descriptions.

| Item | Audit Findings | Risk Assessment | Recommendations |
|------------|---|-----------------|--|
| 6.1 | GML Routes | | |
| 1. | Barker Street / Paruna Road Intersection. When positioned on Barker Street, sightlines along Paruna Road are good to the right but slightly inhibited by vertical curve to the left – 80 km/hr posted speed. Junction radii are tight. | P2 | Consider improving intersection radii and reviewing vertical alignment to improve sightlines. |
| 2. | Barker Street / Drummond Avenue Intersection. When positioned on Barker Street, sightlines along Drummond Avenue inhibited by vertical curve to the left and horizontal curve to the right, intersection radii tight. | P1 | Redesign of this intersection should be considered. |
| 3. | Billiat Road. Only one chevron alignment marker on tight horizontal curve – minimum of three chevron alignment markers required, steep batters on straight section of road. | P2 | Review signage requirements. Consider improving clear zone widths and batter grades. |
| 4. | Butchers Soak Road / Browns Well Road Intersection. When positioned on Butchers Soak Road, sightlines along Browns Well Road good to the left but inhibited by horizontal curve to the right, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 5. | Butchers Soak Road / Railway Terrace Intersection. Priority at this intersection is not clear due to sightline issues and the geometry of the junction. Butchers Soak Road / Ziersch Road Intersection. When positioned on Butchers Soak Road, sightlines along Ziersch Road inhibited to the right by vertical curve and inhibited to the left by vegetation, junction radii tight. | P1 | Redesign of this intersection should be considered, or as a minimum a giveway sign should be installed on the minor road. Trim vegetation to improve sightlines. Redesign of this intersection should be considered. |

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| 6. | Carleton Road / Lawrence Street / Norman Road Intersection. When positioned on Carleton Road, sightlines along Lawrence Street good to the right but inhibited by trees to the left, junction radii tight. Also when turning right into Carleton Road from Norman Road, sightlines to oncoming vehicles on Lawrence Street inhibited by horizontal curve. Bidirectional hazard board missing opposite junction. | P1 | Trim vegetation to improve sightlines. Redesign of this intersection should be considered. Review signage requirements. |
| 7. | Carleton Road / Playford Road Intersection. When positioned on Carleton Road, sightlines along Playford Road inhibited by horizontal curve to the left and vertical curve to the right, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 8. | Carter Road / Hartwig Road Intersection. When positioned on Carter Road, sightlines along Hartwig Road inhibited by horizontal curve to the left and vertical curve to the right, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 9. | Carter Road. Lack of advance warning signs prior to horizontal curves, lack of guideposts. Unidirectional hazard marker at no thru road in poor condition. | P2 | Consider improvements to road delineation. |
| 10. | Cashmore Avenue / Starcevich Road Intersection. When positioned on Cashmore Avenue, sightlines along Starcevich Road inhibited by vertical curve to the right. Sightlines to left appear okay given the 60 km/h speed environment, junction radii tight. Cashmore Avenue / Trenerry Road Intersection. When positioned on Cashmore Road, sightlines along Trenerry Road inhibited by vertical curve to left but good to the right, junction radii tight. | P1 | Redesign of this intersection should be considered. Redesign of this intersection should be considered. |
| 11. | Checker Road / Maggea Road Intersection. When positioned on Checker Road, sightlines along Maggea Road good in both directions, junction radii tight. | P2 | Consider widening intersection radii. |
| 12. | Checker Road. Carriageway width insufficient, steep batters. | P2 | Consider improving lane and shoulder widths, along with the clear zone particularly at batters. |
| 13. | Checker Road / Searle Road Intersection. When positioned on Checker Road, sightlines along Searle Road good to the right but inhibited by vertical curve to the left, junction radii tight. | P1 | Redesign of this intersection should be considered. |

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| 14. | Civic Avenue / Crush Terrace Intersection. When positioned on Civic Avenue, sightlines along Crush Terrace inhibited by vertical curve to the right, junction radii tight. | P2 | Consider widening intersection radii. |
| 15. | Civic Avenue / McCrutchon Street Intersection. Junction radii tight. | P2 | Consider widening intersection radii. |
| 16. | Cox Road / Norman Road Intersection. When positioned on Cox Road, sightlines along Norman Road good in both directions, junction radii tight, no hazard board opposite junction. | P2 | Consider widening intersection radii and install hazard board. |
| 17. | Cox Road. Carriageway width insufficient. | P2 | Consider improving lane and shoulder widths. |
| 18. | Devlins Pound Road / Taylorville-Waikerie Road Intersection. When positioned on Devlins Pound Road, sightlines along Taylorville-Waikerie Road inhibited by horizontal curves in both directions, junction radii ok. Steep batters exist on approach to junction and there is little use of guideposts on approach to junction. A closed road that runs parallel to Taylorville-Waikerie Road intersects with Devlins Pound Road at this intersection. The bidirectional hazard board used to close the road may create misleading visual cues. | P1 | Redesign of this intersection should be considered, including measures to remove misleading cues at the closed road. |
| 19. | Devlins Pound Road. At a tight horizontal curve which requires a drop in speed of 30-40km/h no advisory speed sign has been installed and no chevron alignment markers provided. Curve ahead advance warning signs have been installed but should be reviewed to see if it is the correct one to use. | P1 | Review signage requirements at tight horizontal curve. |
| 20. | Devlins Pound Road. On a tight horizontal curve a hazard marker has been used instead of chevron alignment marker, and only one marker has been installed rather than the three required. | P2 | Review signage requirements at tight horizontal curve. |
| 21. | Dorsch Avenue / Bookpurnong Road Intersection. When positioned on Dorsch Avenue (north) sightlines along Bookpurnong Road inhibited in both directions by horizontal curves, junction radii appears to be okay. | P2 | Redesign of this intersection should be considered. |

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| 22. | Dorsch Avenue / Gratwick Road Intersection. When positioned on Dorsch Avenue, sightlines along Gratwick Road inhibited in both directions by horizontal curves and trees, junction radii tight. | P1 | Redesign of this intersection should be considered, and trim vegetation to improve sightlines |
| 23. | Dorsch Avenue / Kingsbury Road Intersection. When positioned on Dorsch Avenue sightlines along Kingsbury Road inhibited by horizontal curve /vegetation to the left and horizontal curves to the right, junction radii tight | P1 | Redesign of this intersection should be considered, and trim vegetation to improve sightlines. |
| 24. | Dorsch Avenue / Badcoe Road Intersection. When positioned on Dorsch Avenue, sightlines along Badcoe Road inhibited by vertical curve to the left but good to the right, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 25. | Edson Road / Notts Well Road Intersection. When positioned on Edson Road, sightlines along Notts Well Road inhibited by vegetation to the left and horizontal curve to the right, junction radii tight. | P1 | Redesign of this intersection should be considered, and trim vegetation to improve sightlines. |
| 26. | Edson Road. Grid advance warning signs not present and/or obscured by vegetation and/or vertical curve, lack of width markers at grids, carriageway width as low as 4.0m at grids. Concrete pillars exist with no width markers provided. | P1 | Increase road width at grids and install appropriate signage at grids and other road furniture. |
| 27. | French Road / Bookpurnong Road Intersection. When positioned on French Road, sightlines along Bookpurnong Road good to the left but inhibited by vertical curve to the right, junction radii okay. | P2 | Redesign of this intersection should be considered. |
| 28. | French Road / Balfour Ogilvy Road Intersection. When positioned on French Road, sightlines along Balfour Ogilvy Road good to the left but inhibited by horizontal curve to the right, junction radii tight. No advance warning signs prior to junction where sightlines to junction are poor. | P1 | Redesign of this intersection should be considered, including signage requirements. |
| 29. | Gogel Road / Moorook-Loxton Road Intersection. When positioned on Gogel Road, sightlines along Moorook-Loxton Road good in both directions (posted speed 60 km/h), junction radii tight. No bidirectional hazard marker opposite junction and chevron alignment marker has been used incorrectly at junction. | P2 | Consider widening intersection radii and install correct signage. |

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| 30. | Gordon Road / Stanitzki Road Intersection. When positioned on Gordon Road, sightlines along Stanitzki Road good in one direction but inhibited by horizontal curve to the other, junction radii tight. | P2 | Consider widening intersection radii. |
| 31. | Habel Road / Karoonda Highway Intersection. Stop sign in poor condition at railway crossing. Stacking distance between railway crossing and Habel Road / Alawoona Road junction insufficient. When positioned on Habel Road, sightlines along Alawoona Road inhibited by vertical curve to the left but good to the right, junction radii tight. | P1 | If railway line becomes operational again, the stop sign should be replaced and restricted access vehicles should be restricted from using this intersection. Redesign of this intersection should be considered. |
| 32. | Habel Road / Browns Well Highway Intersection. When positioned on Habel Road, sightlines along Paruna Road to the right are good but sightlines to the left inhibited by horizontal curve, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 33. | Hardy Road. Carriageway width insufficient, advance warning signs exist prior to horizontal curves but advisory speed signs should be considered – unidirectional hazard boards have been used to guide road users. | P2 | Consider improving lane and shoulder widths, along with signage requirements. |
| 34. | Hardy Road / Dunstan Road Intersection. When positioned on Hardy Road, sightlines along Dunstan Road inhibited by horizontal curves in both directions, junction radii tight. However, it is noted that Dunstan Road is not gazetted for B-Doubles. | P2 | Redesign of this intersection should be considered prior to gazettal of Dunstan Road for B-Doubles. |
| 35. | Hardy Road / D Channel Road Intersection. When positioned on Hardy Road, sightlines along D Channel Road inhibited by horizontal curves in both directions, intersection radii tight. However, it is noted that D Channel Road is not gazetted for B-Doubles. Approach sight distance to intersection poor. | P2 | Redesign of this intersection should be considered prior to gazettal of D Channel Road for B-Doubles. Improved signage is required where approach sight distance is poor. |
| 36. | Hardy Road / Sturt Highway Intersection. When positioned on Hardy Road, sightlines along Sturt Highway good in both directions, junction radii tight. | P2 | Consider widening intersection radii. |
| 37. | Hartwig Road. Carriageway width appears insufficient, wet weather performance of road questionable. | P2 | Consider improving lane and shoulder widths and review wet weather performance of pavement. |

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| 38. | Hartwig Road / Morgan-Cadell Road Intersection. When positioned on Hartwig Road, sightlines along Morgan-Cadell Road good to the left but inhibited by vertical curve to the right, junction radii tight. Lack of chevron alignment markers on approach to junction. Incorrect junction ahead advance warning signs used prior to junction. | P1 | Redesign of this intersection should be considered, along with improved signage on approach to junction. |
| 39. | Harvey Road / Browns Well Highway Intersection. When positioned on Harvey Road, sightlines along Browns Well Highway inhibited by horizontal curve to left and vertical curve to right, intersection radii tight. | P1 | Redesign of this intersection should be considered. |
| 40. | Harvey Road / Moonah Bore Road Intersection. When positioned on Moonah Bore Road, sightlines along Harvey Road good to the right but inhibited by vegetation to the left, intersection radii tight. | P1 | Trim vegetation to improve sightlines. Consider widening intersection radii. |
| 41. | Krieg Road / Noble Road Intersection. When positioned on Krieg Road, sightlines along Noble Road inhibited by vegetation to the left, junction radii tight. Krieg Road / Perry Road Intersection. When positioned on Krieg Road, sightlines along Perry Road inhibited by vegetation to the left but good to the right, junction radii tight. | P1 | Trim vegetation to improve sightlines. Consider widening intersection radii. Trim vegetation to improve sightlines. Consider widening intersection radii. |
| 42. | Lorna Street / Rudolph Street Intersection. When positioned on Lorna Street, sightlines along Rudolph Street inhibited by vegetation to the right but good to the left for trucks – sightlines are obstructed by parked vehicles for cars, intersection radii tight. However, it is noted that Rudolph Street is not gazetted for B-Doubles. A giveaway sign is missing on Rudolph Street at the intersection. | P2 | Trim vegetation to improve sightlines. Redesign of this intersection should be considered prior to gazettal of Rudolph Street for B-Doubles. |
| 43. | Mackey Road / Drummond Avenue Intersection. When positioned on Mackey Road, sightlines along Drummond Avenue inhibited by vertical curves in both directions, intersection radii tight. However, it is noted that Drummond Road is not gazetted for B-Doubles. | P2 | Redesign of this intersection should be considered prior to gazettal of Drummond Road for B-Doubles. |
| 44. | Mackey Road / Badcoe Road Intersection. When positioned on Mackey Road, sightlines along Badcoe Road good to the left but inhibited by vertical curve / horizontal curve combination to the right, intersection radii tight. | P1 | Redesign of this intersection should be considered. |

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| 45. | Mackey Road. Chevron alignment markers in poor condition at Century Avenue junction. | P2 | Replace chevron alignment markers. |
| 46. | Maggea Road / Sturt Highway Intersection. When positioned on Maggea Road, sightlines to the right good but sightlines to the left inhibited by horizontal curve and vegetation, junction radii appears sufficient. | P2 | Trim vegetation to improve sightlines. |
| 47. | McCutcheon Street / Lawrie Terrace Intersection. When positioned on McCutcheon Street, sightlines along Old Sturt Highway good to the left but obstructed by line of trees to the right, junction radii tight. | P2 | Consider widening intersection radii. |
| 48. | Medley Road / Ramco Road Intersection. When positioned on Medley Road, sightlines along Ramco Road good in both directions, junction radii tight, junction ahead advance warning signs do not reflect geometry on approach to the junction. | P2 | Consider widening intersection radii and review signage requirements. |
| 49. | Medley Road. Carriageway width insufficient, wet weather performance of road questionable. | P2 | Consider improving lane and shoulder widths and review wet weather performance of pavement. |
| 50. | Medley Road / Arndt Road Intersection. Based on tyre marks, Medley Road – Arndt Road movement appears to be the major movement. However, it is noted that Arndt Road is not gazetted for B-Doubles. | P2 | Consideration should be given to modifying the junction and providing a giveaway sign on minor unsealed section of Medley Road, based on an assessment of traffic volumes. |
| 51. | Moonah Bore Road / Harvey Road Intersection. Refer to Item 40. | P1 | |
| 52. | Murbko Road / Sturt Highway Intersection. When positioned on Murbko Road, sightlines along Sturt Highway inhibited by horizontal curves in both directions. Auxiliary turn lanes are provided for some movements. | P2 | Consider providing increased intersection radii for left turn from Murbko Road into Sturt Highway. |
| 53. | Murbko Road. Very steep and high batters exist on horizontal curves in this area, a chevron alignment marker is in very poor condition, advance warning signs and advisory speed sign in southbound direction in poor condition. | P2 | Review signage requirements. |
| 54. | Murrayview Road / Ramco Road Intersection. When positioned on Murrayview Road, sightlines along Ramco Road inhibited by horizontal curves in both directions, junction radii tight. | P1 | Redesign of this intersection should be considered. |

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| 55. | Noble Road / Ballantyne Road Intersection. When positioned on Noble Road, sightlines along Ballantyne Road good to the left but inhibited by horizontal curve to the right, intersection radii tight. However, it is noted that Ballantyne Road is not gazetted for B-Doubles. | P2 | Redesign of this intersection should be considered prior to gazettal of Ballantyne Road for B-Doubles. |
| 56. | Noble Road / Sturt Highway Intersection. When positioned on Noble Road, sightlines along Sturt Highway good in both directions, junction radii tight. | P2 | Consider widening intersection radii. |
| 57. | Norman Road. Carriageway width insufficient, wet weather performance of unsealed road questionable. Lack of advance warning signs prior to Jock Barret Road / Norman Road horizontal curve. | P2 | Consider improving lane and shoulder widths and review wet weather performance of pavement. Review signage requirements. |
| 58. | Norman Road / Carleton Street Intersection. When turning right into Carleton Street from Norman Road, sightlines to oncoming vehicles on Lawrence Road inhibited by horizontal curve. | P1 | Review signage requirements. |
| 59. | Notts Well Road / Hunter Road Intersection. When positioned on Notts Well Road, sightlines along Hunter Road good to the right but marginally inhibited by horizontal curve to the left, junction radii tight. | P2 | Redesign of this intersection should be considered. |
| 60. | Old Church Road / Enduro Road Intersection. When positioned on Old Church Road, sightlines along Enduro Road inhibited by horizontal curves in both directions, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 61. | Perry Road / Virgo Road Intersection. When positioned on Perry Road, sightlines along Virgo Road inhibited by horizontal curves in both directions, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 62. | Perry Road / Judith Terrace Intersection. Advance warning signs prior to junction hidden by vegetation. | P2 | Trim vegetation. |
| 63. | Perry Road. Carriageway width insufficient, chevron alignment markers should be considered on tight horizontal curve given the drop in speed required, steep batters exist on horizontal curve, stobies in clear zone, advance warning signs + advisory speed sign (60 km/h) in poor condition. | P2 | Consider improving lane and shoulder widths, along with clear zone requirements. Review signage requirements. |
| 64. | Perry Road / Sturt Highway Intersection. When positioned on Perry Road, sightlines along Sturt Highway appear to be good in both directions, junction radii tight. | P2 | Consider widening intersection radii. |

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| 65. | Playford Road / Cox Road Intersection. When positioned on Playford Road, sightlines along Cox Road good in both directions, junction radii tight. | P2 | Consider widening intersection radii. |
| 66. | Playford Road / Ramco Road Intersection. When positioned on Playford Road, sightlines along Ramco Road good to the right but inhibited by vertical curve to the left, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 67. | Promintz Road / Taylorville Road Intersection. When positioned on Promintz Road, sightlines along Taylorville Road are inhibited in both directions by vertical curves, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 68. | Qualco Road / Murrayview Road Intersection. When positioned on Qualco Road, sightlines along Murrayview Road good to left but inhibited by horizontal curve to right, junction radii tight. | P1 | Redesign of this intersection should be considered. |
| 69. | Qualco Road. At tight horizontal curves, chevron alignment markers have been provided but no advance warning signs or advisory speed signs, tree in clear zone. | P2 | Review signage requirements. |
| 70. | Railway Terrace / Butchers Soak Road Intersection. Refer to Item 5. | P1 | |
| 71. | Railway Terrace, Peebinga. "No trucks allowed" sign has been installed on GML route, carriageway width 6.6m unsealed, pavement appears inadequate. | P1 | Consider improving lane width and pavement to cater for heavy vehicles. |
| 72. | Railway Terrace / Moonah Bore Road / Harvey Road Intersection. When positioned on Railway Terrace, sightlines along Moonah Bore Road / Higgins Road inhibited to the left by horizontal curve and inhibited to the right by vegetation, junction radii tight. Also refer to Item 40. | P1 | Trim vegetation to improve sightlines. Redesign of this intersection should be considered. |
| 73. | Searle Road / Sturt Highway Intersection. When positioned on Searle Road, sightlines along Sturt Highway good in both directions, junction radii tight. 80 km/h posted speed sign in poor condition. | P2 | Consider widening intersection radii. Review signage requirements. |
| 74. | Smith Drive / Lawrie Terrace Intersection. When positioned on Smith Drive, sightlines along Old Sturt Highway marginal but acceptable for 60 km/hr in both directions due to horizontal curves, junction radii tight. | P2 | Redesign of this intersection should be considered. |

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| 75. | Smith Drive / Strangman Road Intersection. When positioned on Smith Drive, sightlines along Strangman Road inhibited by horizontal curves in both directions – sightlines to the right is of greater concern given the 80 km/h speed limit in place between Smith Drive and Sturt Highway, junction radii tight. | P2 | Consider widening intersection radii. |
| 76. | Snodgrass Road / Stott Highway Intersection. Sightlines marginally inhibited by vertical curve in both directions along Stott Highway, junction radii tight. Curve ahead advance warning signs hidden by vegetation, temporary hazard markers have been used instead of chevron alignment markers at horizontal curve on approach to junction. | P2 | Redesign of this intersection should be considered. Review signage requirements. |
| 77. | Starcevich Road / Gratwick Road Intersection. When positioned on Starcevich Road, sightlines are good to the right but obstructed by tree branches, junction radii tight. | P2 | Trim vegetation to improve sightlines. Consider widening intersection radii. |
| 78. | Starcevich Road / Kokoda Terrace Intersection. When positioned on Starcevich Road, sightlines along Kokoda Terrace good to the right (one way road), junction radii tight. | P2 | Consider widening intersection radii. |
| 79. | Strangman Road / Sturt Highway Intersection. When positioned on Strangman Road, sightlines along Sturt Highway marginally inhibited by horizontal curves in both directions, junction radii tight however auxillary right turn and shoulder widening have been provided. | P2 | Consider widening intersection radii. |
| 80. | Thompson Road / Norman Road Intersection. When positioned on Thompson Road, sightlines along Norman Road good in both directions, junction radii tight, no bidirectional hazard board opposite junction. | P2 | Consider widening intersection radii. Review signage requirements. |
| 81. | Thompson Road / Playford Road Intersection. When positioned on Thompson Road, sightlines along Playford Road good to the right but inhibited by vertical curve to the left, intersection radii tight, steep batters near intersection. Reflectivity of giveaway sign is poor. | P1 | Redesign of this intersection should be considered. Review signage requirements. |
| 82. | Trenerry Avenue / Gratwick Road Intersection. When positioned on Trenerry Avenue, sightlines along Gratwick Road good in both directions, junction radii tight. | P2 | Consider widening intersection radii. |

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| 83. | Trenerry Avenue / Badcoe Road Intersection. When positioned on Trenerry Avenue, sightlines along Badcoe Road inhibited by trees to the left, but good to right, junction radii tight – 60 km/h posted speed. | P1 | Trim vegetation to improve sightlines. Consider widening intersection radii and posting the 60 km/h speed limit further to the east on Badcoe Road. |
| 84. | Virgo Road / Zieglar Road Intersection. When positioned on Virgo Road, sightlines marginally inhibited by horizontal curve to the right but good to the left, junction radii tight. | P2 | Redesign of this intersection should be considered. |
| 85. | Wall Road / Ziersch Road Intersection. Sight distance is adequate for 60 km/h speed zone, junction radii tight. | P2 | Consider widening intersection radii. |
| 86. | Wall Road. Steep batters exist on tight horizontal curves, including one which is hidden by a vertical curve. Lack of advanced warning signs and/or appropriate chevron alignment markers. | P2 | Review signage requirements, particularly for horizontal curves. |
| 87. | Wuttke Road / Smith Drive Intersection. When positioned on Wuttke Road, sightlines appear to be good in both directions along Smith Drive, junction radii tight. | P2 | Consider widening intersection radii. |

| 6.2 Commodity Routes | | | |
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| 88. | Christie Road / Taplan Road Intersection. When positioned on Christie Road, sightlines along Taplan Road to left are good and to right are inhibited by vegetation and horizontal curve. Junction radii are tight. | P2 | Redesign of this intersection should be considered. |
| 89. | Christie Road / Alawoona Road Intersection. When positioned on Christie Road, sightlines along Alawoona Road to left are inhibited by vegetation and vertical curve. Sightlines to the right are adequate. Junction radii are tight. | P2 | Redesign of this intersection should be considered. |
| 90. | Eustice Road / Old Loxton Road Intersection. No signage to indicate which road gets priority. | P1 | Install giveaway signs at intersection. |
| 91. | New Well Centre Road / Sturt Highway Intersection. When positioned on New Well Centre Road, sightlines along Sturt Highway are adequate to the right and to left are inhibited by vegetation and vertical curve. Junction radii are tight. Giveaway sign fallen on ground. No advance warning for curve approaching junction. | P2 | Redesign of this intersection should be considered. Review signage requirements. |
| 92. | New Well Centre Road / Old Mail Road Intersection. No signage to indicate priority of movement, no advance warning for the junction. | P1 | Install giveaway signs at intersection. |
| 93. | New Well Centre Road / Stott Highway Intersection. When positioned on New Well Centre Road, sightlines along Stott Highway to left are inhibited by vegetation and vertical curve and to right are good. Junction radii are tight. | P2 | Redesign of this intersection should be considered. |
| 94. | Snodgrass Road / Mindarie Road Intersection. When positioned on Snodgrass Road, sightlines along Mindarie Road to both sides are inhibited by vertical curve and vegetation. Junction radii are tight. | P2 | Redesign of this intersection should be considered. |
| 95. | Three Mile Road / Browns Well Highway Intersection. When positioned on Three Mile Road, sightlines along Browns Well Highway are inhibited by vegetation and horizontal curve. Junction radii are adequate. Giveaway sign in poor condition, no bidirectional hazard board provided at the junction. No advance junction warning sign. | P2 | Trim vegetation to improve sightlines. Review signage requirements. |
| 96. | Three Mile Road. Carriageway width is insufficient. Vegetation within clear zone, no guide posts provided. | P2 | Consider improving lane and shoulder widths, along with clear zone requirements. |

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| 97. | West Boundary Road / Sturt Highway Intersection. When positioned on West Boundary Road, sightlines along Sturt Highway to left are inhibited by a tree and to right are good. Junction radii are tight. | P2 | Trim vegetation to improve sightlines. Consider widening intersection radii. |
| 98. | West Boundary Road / Stott Highway Intersection. When positioned on West Boundary Road, sightlines along Stott Highway to left are inhibited by embankment and vegetation. Junction radii are tight. | P2 | Trim vegetation to improve sightlines. Consider widening intersection radii. |