

Useful life per NSC Asset Management Plan, amended dimensions

Individual totals for Rural Roads

| Class | Seal | | | | Pavement | | | | Earthworks | | | |
|---------------|---------------------|---------------------|---------------------|-------------------|----------------------|---------------------|----------------------|---------------------|----------------------|-------------|----------------------|-------------|
| | Replacement Cost | Accum Depn | WDV | Annual Depn | Replacement Cost | Accum Depn | WDV | Annual Depn | Replacement Cost | Accum Depn | WDV | Annual Depn |
| 3 | \$ 2,457,920 | \$ 270,371 | \$ 2,187,549 | \$ 204,827 | \$ 9,985,300 | \$ 1,098,383 | \$ 8,886,917 | \$ 99,853 | \$ 4,224,550 | \$ - | \$ 4,224,550 | \$ - |
| 4 | \$ 6,619,560 | \$ 728,152 | \$ 5,891,408 | \$ 551,630 | \$ 28,559,960 | \$ 3,141,596 | \$ 25,418,364 | \$ 285,600 | \$ 11,872,652 | \$ - | \$ 11,872,652 | \$ - |
| 5 | \$ 132,480 | \$ 35,107 | \$ 97,373 | \$ 11,040 | \$ 8,431,200 | \$ 2,234,268 | \$ 6,196,932 | \$ 702,600 | \$ 12,334,080 | \$ - | \$ 12,334,080 | \$ - |
| 6 | \$ 29,600 | \$ 3,889 | \$ 25,711 | \$ 2,467 | \$ 6,337,750 | \$ 1,679,504 | \$ 4,658,246 | \$ 528,146 | \$ 8,505,448 | \$ - | \$ 8,505,448 | \$ - |
| 7 | \$ 11,040 | \$ 2,926 | \$ 8,114 | \$ 920 | \$ 2,290,740 | \$ 607,046 | \$ 1,683,694 | \$ 190,895 | \$ 10,456,710 | \$ - | \$ 10,456,710 | \$ - |
| 8 | \$ 3,000 | \$ 795 | \$ 2,205 | \$ 250 | \$ - | \$ - | \$ - | \$ - | \$ 2,181,050 | \$ - | \$ 2,181,050 | \$ - |
| Totals | \$ 9,253,600 | \$ 1,041,239 | \$ 8,212,361 | \$ 771,133 | \$ 55,604,950 | \$ 8,760,796 | \$ 46,844,154 | \$ 1,807,093 | \$ 49,574,490 | \$ - | \$ 49,574,490 | \$ - |

Summed totals by road class - all roads

| Rural Class | Replacement Cost | Accum Depn | WDV | Annual Depn |
|-----------------------|-----------------------|----------------------|-----------------------|------------------------|
| 3 | \$ 16,667,770 | \$ 1,368,754 | \$ 15,299,016 | \$ 304,679.67 |
| 4 | \$ 47,052,172 | \$ 3,869,747 | \$ 43,182,425 | \$ 837,229.60 |
| 5 | \$ 20,897,760 | \$ 2,269,375 | \$ 18,628,385 | \$ 713,640.00 |
| 6 | \$ 14,872,798 | \$ 1,683,393 | \$ 13,189,405 | \$ 530,612.50 |
| 7 | \$ 12,758,490 | \$ 609,972 | \$ 12,148,518 | \$ 191,815.00 |
| 8 | \$ 2,184,050 | \$ 795 | \$ 2,183,255 | \$ 250.00 |
| Rural total | \$ 114,433,040 | \$ 9,802,036 | \$ 104,631,004 | \$ 2,578,226.77 |
| Urban road only | \$ 19,839,376 | \$ 1,878,418 | \$ 17,960,959 | \$ 321,910.73 |
| Kerb & gutter | \$ 6,065,475 | \$ 1,288,913 | \$ 4,776,562 | \$ 80,873.00 |
| footpath | \$ 1,088,130 | \$ 160,499 | \$ 927,631 | \$ 14,508.40 |
| Traffic device | \$ 373,216 | \$ 77,024 | \$ 296,192 | \$ 9,330.40 |
| Drains | \$ 8,587,596 | \$ 3,000,915 | \$ 5,586,681 | \$ 85,740.43 |
| Bridge** | \$ 15,886,132 | \$ 5,694,965 | \$ 10,191,167 | \$ 164,435.18 |
| Network totals | \$ 166,272,965 | \$ 21,902,770 | \$ 144,370,195 | \$ 3,255,024.91 |

Summed totals by sealed/unsealed

| Type | Replacement Cost | Accum Depn | WDV | Annual Depn |
|-----------------------|-----------------------|----------------------|-----------------------|------------------------|
| Sealed | \$ 63,719,942 | \$ 5,238,501 | \$ 58,481,441 | \$ 1,141,909.27 |
| Urban excl f'path | \$ 19,839,376 | \$ 1,878,418 | \$ 17,960,959 | \$ 321,910.73 |
| Sealed total | \$ 83,559,318 | \$ 7,116,919 | \$ 76,442,399 | \$ 1,463,820.00 |
| Unsealed | \$ 50,713,098 | \$ 4,563,534 | \$ 46,149,563 | \$ 1,436,317.50 |
| Network totals | \$ 134,272,416 | \$ 11,680,454 | \$ 122,591,962 | \$ 2,900,137.50 |

** includes bridges and their guardrails

Notes:

total

- 1 This is a "work in process" not yet complete (JULY 2015 now updated and final)
- 2 Many errors and omissions have been found in the asset register. As of 30 March we are about 2/3 through checking each one for length, class etc
- 3 Capital works since 2009 are not yet included. These may add a little to the value and annual depn (e.g. some previously unsealed road segments)
- 4 Final value and depn is unlikely to change by more than a few % UNLESS there are errors of substantial value in the remaining assets to be checked
- 5 The Urban totals are also preliminary and include footpaths & kerbing. They are not likely to change by a great amount
- 6 Accumulated Depreciation may be negative because many roads are different width to specification for their class. Replacement Cost & WDV are based on spec, not measured dimensions
- 7 Unsealed roads have a small length of Seal- this includes dust strips & sealed intersections