

Individual totals for Rural Roads

RAMROC useful life, dimensions unchanged

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	\$ 144,584	\$ 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	\$ 389,386	\$ 28,559,960	\$ 3,141,596	\$ 25,418,364	\$ 285,600	\$ 11,872,652	\$ -	\$ 11,872,652	\$ -
5	\$ 132,480	\$ 35,107	\$ 97,373	\$ 7,793	\$ 11,241,600	\$ 2,979,024	\$ 8,262,576	\$ 702,600	\$ 12,334,080	\$ -	\$ 12,334,080	\$ -
6	\$ 29,600	\$ 3,889	\$ 25,711	\$ 1,741	\$ 7,605,300	\$ 2,015,405	\$ 5,589,896	\$ 475,331	\$ 8,505,448	\$ -	\$ 8,505,448	\$ -
7	\$ 11,040	\$ 2,926	\$ 8,114	\$ 649	\$ 2,290,740	\$ 607,046	\$ 1,683,694	\$ 143,171	\$ 10,456,710	\$ -	\$ 10,456,710	\$ -
8	\$ 3,000	\$ 795	\$ 2,205	\$ 176	\$ -	\$ -	\$ -	\$ -	\$ 2,181,050	\$ -	\$ 2,181,050	\$ -
Totals	\$ 9,253,600	\$ 1,041,239	\$ 8,212,361	\$ 544,329	\$ 59,682,900	\$ 9,841,453	\$ 49,841,447	\$ 1,706,555	\$ 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	\$ 244,436.53
4	\$ 47,052,172	\$ 3,869,747	\$ 43,182,425	\$ 674,985.48
5	\$ 23,708,160	\$ 3,014,131	\$ 20,694,029	\$ 710,392.94
6	\$ 16,140,348	\$ 2,019,293	\$ 14,121,054	\$ 477,072.43
7	\$ 12,758,490	\$ 609,972	\$ 12,148,518	\$ 143,820.66
8	\$ 2,184,050	\$ 795	\$ 2,183,255	\$ 176.47
Rural total	\$ 118,510,990	\$ 10,882,693	\$ 107,628,297	\$ 2,250,884.51
Urban road only	\$ 19,839,376	\$ 1,878,418	\$ 17,960,959	\$ 263,796.25
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	\$ 170,350,915	\$ 22,983,426	\$ 147,367,489	\$ 2,869,568.17

** includes bridges and their guardrails

Summed totals by sealed/unsealed

Type	Replacement Cost	Accum Depn	WDV	Annual Depn
Sealed	\$ 63,719,942	\$ 5,238,501	\$ 58,481,441	\$ 919,422.01
Urban excl f'path	\$ 19,839,376	\$ 1,878,418	\$ 17,960,959	\$ 263,796.25
Sealed total	\$ 83,559,318	\$ 7,116,919	\$ 76,442,399	\$ 1,183,218.26
Unsealed	\$ 54,791,048	\$ 5,644,191	\$ 49,146,856	\$ 1,331,462.50
Network totals	\$ 138,350,366	\$ 12,761,110	\$ 125,589,256	\$ 2,514,680.76

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