

RAA Sinking Pit Cover Assessment

Road being assessed: Kensington Road (Fullarton Rd to Penfold Rd)
 Direction and number of lanes tested: Northbound and Southbound, all lanes.
 Date of assessment: 10-6-2018
 Total sites assessed: 136
 Total sites exceeding comfort benchmark: 18 (Some with multiple plates)



Many sewer plates are sunken in the housing

RAA visually inspected all covers that exceeded our calculated comfort benchmark and removed false readings and pit covers that we did not believe to be SA water assets from the list.

Below is the list of 18 sites we believe to be under the care of SA Water, and recorded a high G-Force reading with visual defects causing driver comfort or danger.

Location Description	W/WW	Latitude	Longitude	Direction & Lane	Comment
Just W of Osmond Tce	W	-34.92735658	138.6323989	EB LH	
Between Moore St & Donegal St	W	-34.9270897	138.6399297	WB LH	
Just W of Donegal St	W	-34.9269623	138.6402556	EB LH	
Intersection w/ Portrush Rd	W	-34.92686836	138.6414597	EB LH	
Just E of Bridge St	WW	-34.92676336	138.6430835	EB LH	
Intersection w/ Bishops Pl	WW	-34.92661	138.64674	EB LH	
Opposite Clapton Rd	WW	-34.92652159	138.6480322	EB LH	
Opposite Dudley Rd	W	-34.92643558	138.6498427	EB RH	
Between Tusmore Ave & Ped Xing	W	-34.9264381	138.6506608	EB RH	
Intersection w/ Tusmore Ave	WW	-34.92640065	138.6510442	WB RH	
Intersection w/ May Tce	WW	-34.92635894	138.6520281	EB RH	
40m W of Glynburn Rd	W	-34.92598292	138.6584884	EB LH	
Intersection w/ Glynburn Rd	W	-34.92593188	138.6591852	EB LH	
Just E of Glynburn Road	W	-34.92600109	138.6595764	WB LH	3 covers
Just E of Wilga Ave	W	-34.9257393	138.6634356	EB LH	3 covers
Eastern Roundabout Exit	W	-34.9253963	138.6681364	EB LH	Worn/slippery cover
Intersection w/ Wynyard Gr	W	-34.92459704	138.6714457	WB LH	
Just W of Osmond Tce	W	-34.92735658	138.6323989	EB LH	

Please see attached shape file using WGS 84 CRS for geocoded locations to use with GIS software.

RAA have calculated a benchmark comfort G-Force of 0.045G in our test vehicle (2015 Subaru Forester) based on averaging the G-Force of multiple runs over a singular pit cover approximately 50mm deep that was perceived to be uncomfortable when crossed. A verification exercise has been conducted that suggests an error rate of approximately 18% due to road roughness in the vicinity of a pit cover.