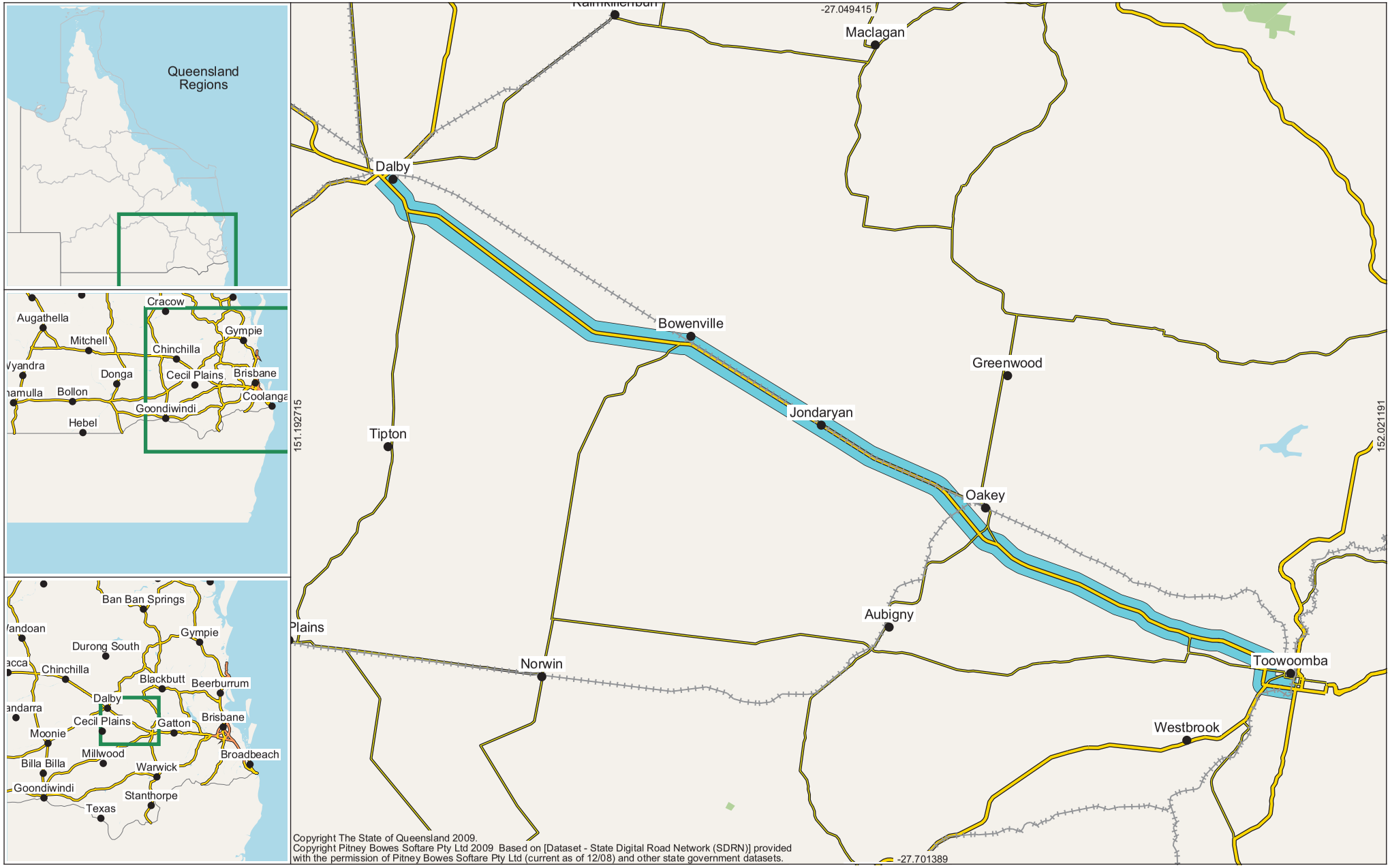
NEW HOPE GROUP

G.8 Traffic

NEW HOPE GROUP

G.8.1 Traffic Data



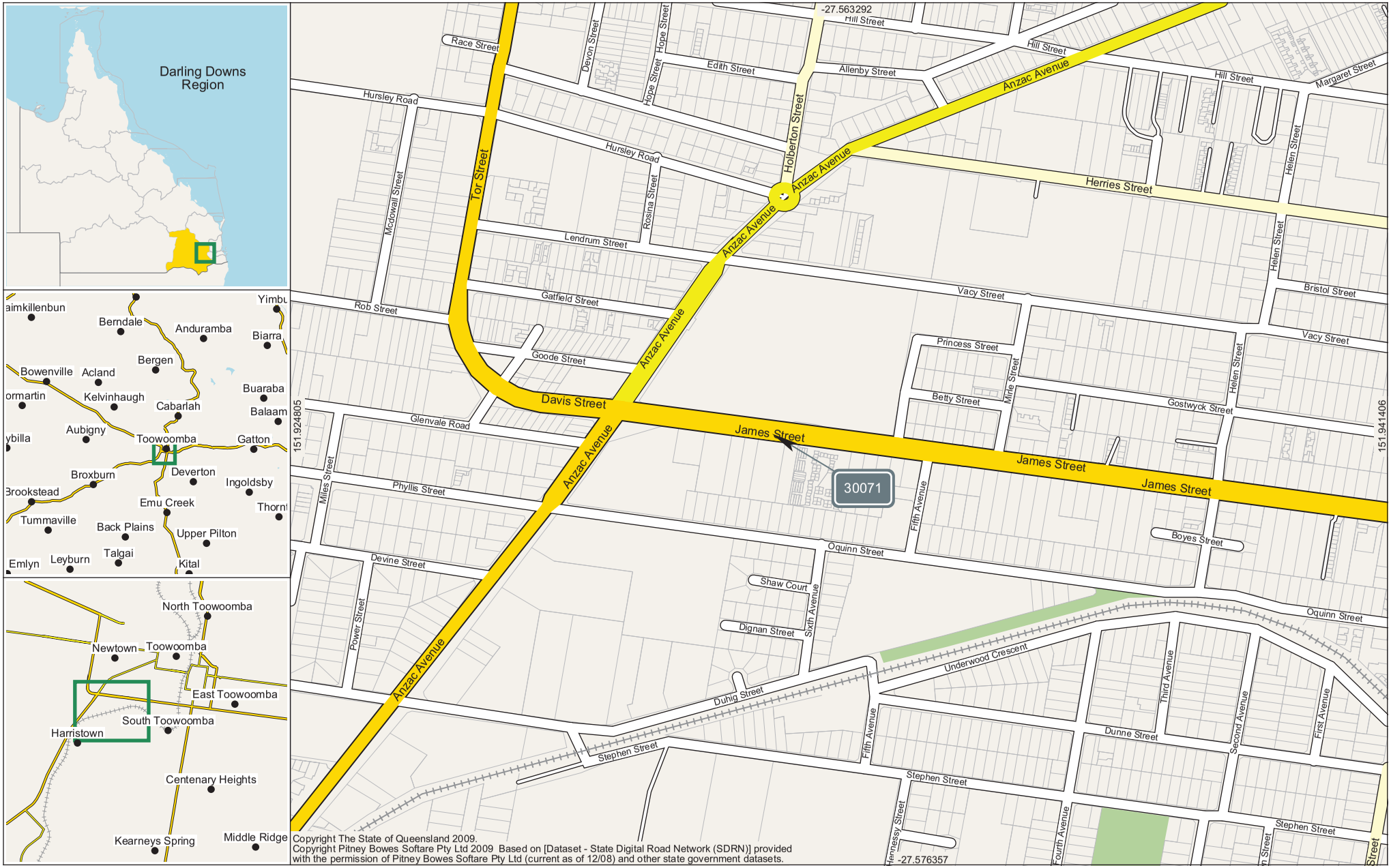
Road Segments Summary - All Vehicles

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
202	0.000 km	2.210 km	30071	2.000 km	XL Site Clifford Gardens Traffic Lights	9,974	9,029	19,003	8.04553	7.28324	15.32877	2012	2
202	2.210 km	3.740 km	37608	3.100 km	Approx 300m North of Hursley Rd (Piezo)	7,572	7,038	14,610	4.22858	3.93037	8.15895	2012	3
202	3.740 km	4.520 km	30074	4.010 km	Approx 30m North of Dalmeny St	4,704	5,497	10,201	1.33923	1.56500	2.90422	2012	4
202	4.520 km	6.630 km	30075	4.780 km	Approx 50m West of Moran Street	9,873	10,994	20,867	7.60369	8.46703	16.07072	2012	5
202	6.630 km	10.590 km	32645	7.810 km	520m West of Boundary Rd & Warrego Hwy	7,675	7,885	15,560	11.09344	11.39698	22.49042	2012	6
202	10.590 km	18.090 km	30025	17.630 km	Approx 400m East of Zimms Crn (Loop)	6,448	6,436	12,884	17.65140	17.61855	35.26995	2012	7
202	18.090 km	27.260 km	32641	19.200 km	1.2km West of Kingstorpe Rd (Td 19.20)	4,859	4,845	9,704	16.26332	16.21646	32.47977	2012	8
202	27.260 km	33.620 km	32559	30.530 km	WiM Site Oakey (1km west of Oakey Ck)	3,057	2,987	6,044	7.09652	6.93402	14.03054	2012	9
202	33.620 km	56.880 km	30004	44.501 km	250m West of Jondaryan Park(Piezo)	3,114	3,056	6,170	26.43755	25.94513	52.38268	2012	10
202	56.880 km	80.820 km	32656	59.640 km	3km West of Bowenville - Norwin Rd	3,097	3,030	6,127	27.06190	26.47644	53.53834	2012	11
202	80.820 km	83.060 km	30012	81.150 km	600m West of Dalby - Cecil Plains Rd	3,950	3,884	7,834	3.22952	3.17556	6.40508	2012	12
202	83.060 km	84.190 km	32693	83.750 km	Approx 60m West of Myall Ck Bridge	9,038	9,133	18,171	3.72772	3.76691	7.49463	2012	13
								Totals	133.77840	132.77569	266.55409		

Road Segments Summary - Heavy Vehicles only

VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B						
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
202	0.000 km	2.210 km	30071	2.000 km	XL Site Clifford Gardens Traffic Lights	1,656	16.60%	1,643	18.20%	3,299	17.36%	1.33581	1.32533	2.66114	2012	2
202	2.210 km	3.740 km	37608	3.100 km	Approx 300m North of Hursley Rd (Piezo)	1,496	19.76%	1,279	18.17%	2,775	18.99%	0.83544	0.71426	1.54970	2012	3
202	3.740 km	4.520 km	30074	4.010 km	Approx 30m North of Dalmeny St	445	9.46%	464	8.44%	909	8.91%	0.12669	0.13210	0.25879	2012	4
202	4.520 km	6.630 km	30075	4.780 km	Approx 50m West of Moran Street	739	7.49%	824	7.49%	1,563	7.49%	0.56914	0.63460	1.20374	2012	5
202	6.630 km	10.590 km	32645	7.810 km	520m West of Boundary Rd & Warrego Hwy	676	8.81%	758	9.61%	1,434	9.22%	0.97709	1.09561	2.07270	2012	6
202	10.590 km	18.090 km	30025	17.630 km	Approx 400m East of Zimms Crn (Loop)	1,221	18.94%	1,178	18.30%	2,399	18.62%	3.34249	3.22478	6.56726	2012	7
202	18.090 km	27.260 km	32641	19.200 km	1.2km West of Kingstorpe Rd (Td 19.20)	1,035	21.30%	903	18.64%	1,938	19.97%	3.46420	3.02239	6.48658	2012	8
202	27.260 km	33.620 km	32559	30.530 km	WiM Site Oakey (1km west of Oakey Ck)	736	24.08%	817	27.35%	1,553	25.69%	1.70855	1.89658	3.60513	2012	9
202	33.620 km	56.880 km	30004	44.501 km	250m West of Jondaryan Park(Piezo)	847	27.20%	771	25.23%	1,618	26.22%	7.19095	6.54571	13.73666	2012	10
202	56.880 km	80.820 km	32656	59.640 km	3km West of Bowenville - Norwin Rd	729	23.54%	686	22.64%	1,415	23.09%	6.37007	5.99434	12.36441	2012	11
202	80.820 km	83.060 km	30012	81.150 km	600m West of Dalby - Cecil Plains Rd	854	21.62%	891	22.94%	1,745	22.27%	0.69823	0.72848	1.42671	2012	12
202	83.060 km	84.190 km	32693	83.750 km	Approx 60m West of Myall Ck Bridge	1,125	12.45%	1,000	10.95%	2,125	11.69%	0.46401	0.41245	0.87646	2012	13
											Totals	27.08267	25.72663	52.80930		


Darling Downs Region
Yimbu
Berndale
Anduramba
Biarra
Bergen
Bowenville
Acland
Buaraba
Kelvinhaugh
Cabarlah
Balaam
Aubigny
Toowoomba
Gatton
Broxburn
Deverton
Ingoldsby
Brookstead
Emu Creek
Tummaville
Back Plains
Upper Pilton
Talgai
Leyburn
Kital
Emlyn
North Toowoomba
Newtown
Toowoomba
East Toowoomba
South Toowoomba
Harristown
Centenary Heights
Kearneys Spring
Middle Ridge
-27.563292
Race Street
Devon Street
Hope Street
Edith Street
Allenby Street
Hill Street
Margaret Street
Hursley Road
Holberton Street
Anzac Avenue
Herries Street
Helen Street
Tor Street
Mcdowall Street
Rosina Street
Lendrum Street
Vacy Street
Bristol Street
Rob Street
Gatfield Street
Princess Street
Goode Street
Betty Street
Mirle Street
Gostwyck Street
Davis Street
James Street
Glenvale Road
151.924805
151.941406
Miles Street
Phyllis Street
30071
Fifth Avenue
Boyes Street
Devine Street
Oquinn Street
Shaw Court
Power Street
Sixth Avenue
Dignan Street
Underwood Crescent
Third Avenue
Second Avenue
First Avenue
Duhig Street
Dunne Street
Stephen Street
Hennessy Street
Fourth Avenue
-27.576357
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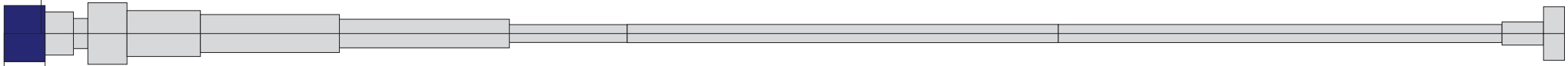
Site 30071. Point 230000167. Streams/Tars Site No. 30071- Clifford Gardens Traffic Lights.

2.00 km

The width of each Road Segment is proportional to its AADT.



0.00 km

Start Point 230000242. Int Warrego Hwy & New England Hwy (Lhs).

2.21 km

End Point 230000334. Int Warrego Hwy & Gore Hwy (Lhs).

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	9.63%	2.27%	1.86%
A			
B			

All Vehicles (00)

G	9,974	100%
A	9,029	100%
B	19,003	100%

Light Vehicles (0A)

G	8,318	83.40%
A	7,387	81.81%
B	15,705	82.64%

Heavy Vehicles (0B)

G	1,656	16.60%
A	1,643	18.20%
B	3,299	17.36%

Short Vehicles (1A)

G	8,318	83.40%
A	7,387	81.81%
B	15,705	82.64%

Trucks and Buses (1B)

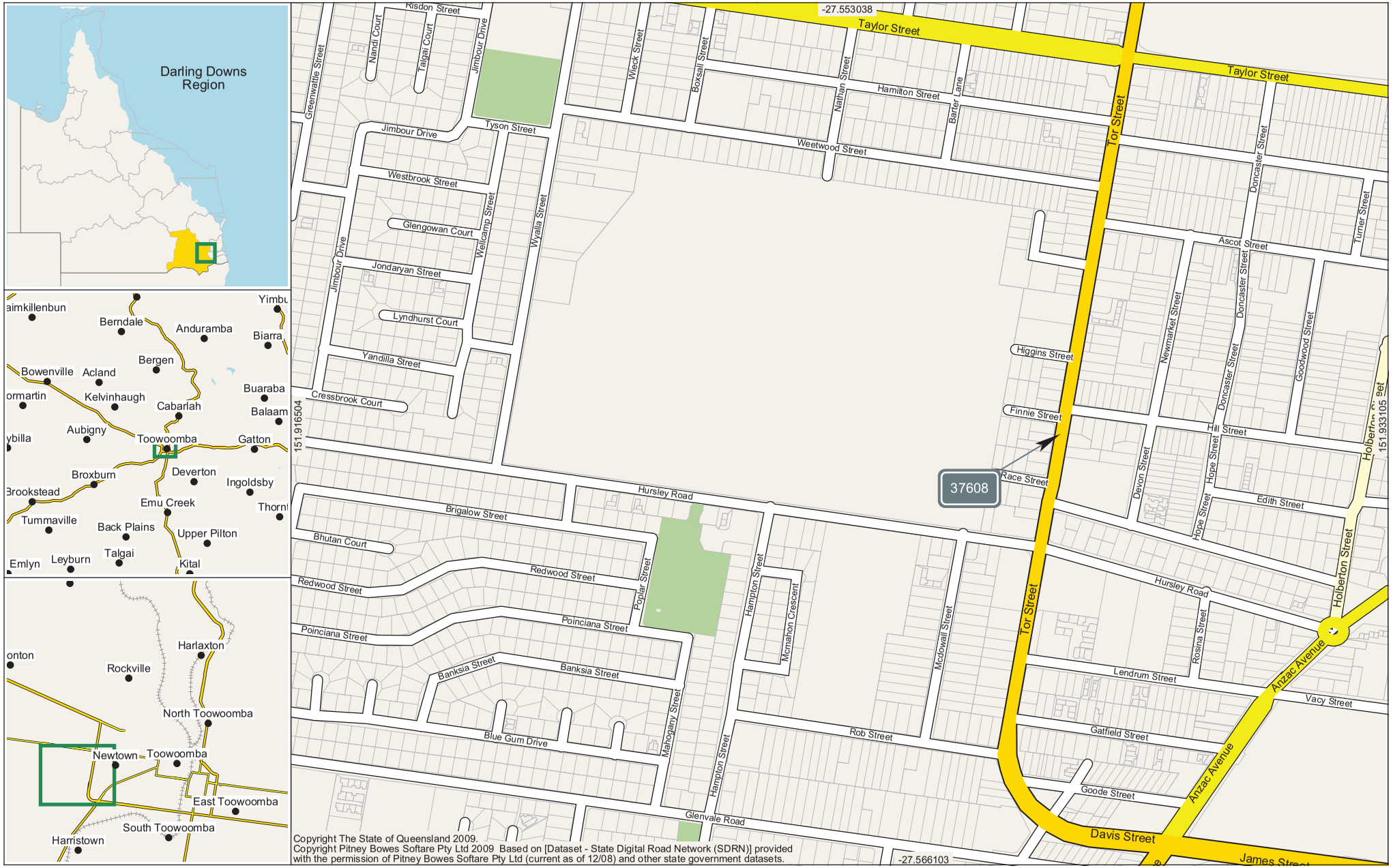
G	670	6.72%
A	717	7.94%
B	1,387	7.30%

Articulated Vehicles (1C)

G	536	5.37%
A	512	5.67%
B	1,048	5.51%

Road Trains (1D)

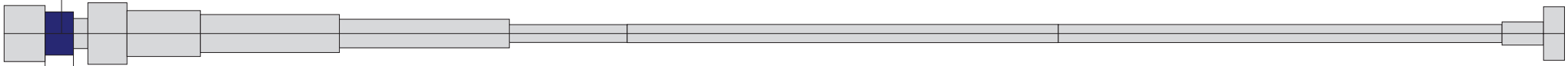
G	450	4.51%
A	414	4.59%
B	864	4.55%



Site 37608. Point 230015341. Tars Site 37608 before Higgins Street.

3.10 km

The width of each Road Segment is proportional to its AADT.



2.21 km

Start Point 230000334. Int Warrego Hwy & Gore Hwy (Lhs).

3.74 km

End Point 230000301. Int Warrego Hwy & Toowoomba-Cecil Plains Rd (Lhs).

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	1.73%	2.68%	1.11%
A			
B			

All Vehicles (00)

G	7,572	100%
A	7,038	100%
B	14,610	100%

Light Vehicles (0A)

G	6,076	80.24%
A	5,759	81.83%
B	11,835	81.01%

Heavy Vehicles (0B)

G	1,496	19.76%
A	1,279	18.17%
B	2,775	18.99%

Short Vehicles (1A)

G	6,076	80.24%
A	5,759	81.83%
B	11,835	81.01%

Trucks and Buses (1B)

G	635	8.39%
A	484	6.88%
B	1,119	7.66%

Articulated Vehicles (1C)

G	441	5.82%
A	405	5.75%
B	846	5.79%

Road Trains (1D)

G	420	5.55%
A	390	5.54%
B	810	5.54%

Short 2-Axle Vehicles (2A)

G	5,921	78.20%
A	5,611	79.72%
B	11,532	78.93%

Short Vehicles Towing (2B)

G	155	2.05%
A	148	2.10%
B	303	2.07%

2-Axle Trucks and Buses (2C)

G	503	6.64%
A	358	5.09%
B	861	5.89%

3-Axle Trucks and Buses (2D)

G	114	1.51%
A	110	1.56%
B	224	1.53%

4-Axle Trucks (2E)

G	18	0.24%
A	16	0.23%
B	34	0.23%

3-Axle Articulated (2F)

G	16	0.21%
A	9	0.13%
B	25	0.17%

4-Axle Articulated (2G)

G	27	0.36%
A	22	0.31%
B	49	0.34%

5-Axle Articulated (2H)

G	35	0.46%
A	32	0.45%
B	67	0.46%

6-Axle Articulated (2I)

G	363	4.79%
A	342	4.86%
B	705	4.83%

B Double (2J)

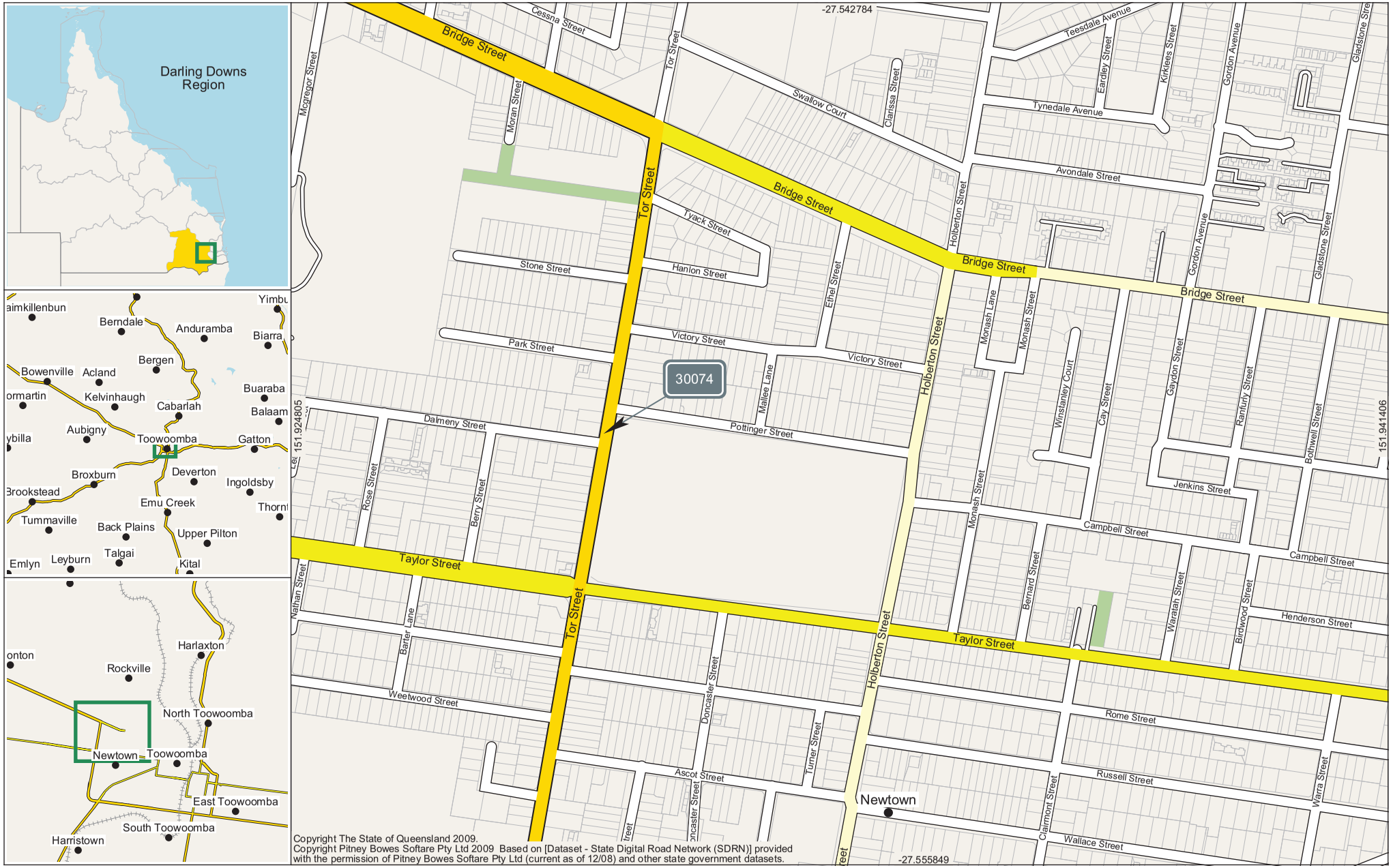
G	348	4.60%
A	327	4.65%
B	675	4.62%

Double Road Trains (2K)

G	71	0.94%
A	63	0.90%
B	134	0.92%

Triple Road Trains (2L)

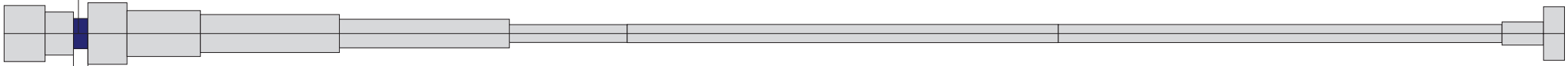
G	1	0.01%
A	0	0.00%
B	1	0.01%



Site 30074. Point 230000168. Tars Site 30074 - Newtown Park Northern End.

4.01 km

The width of each Road Segment is proportional to its AADT.



3.74 km

Start Point 230000301. Int Warrego Hwy & Toowoomba-Cecil Plains Rd (Lhs).

4.52 km

End Point 230000302. Int Warrego Hwy & Bridge St (Warrego Hwy-Lhs).

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G			
A	-8.57%	3.43%	0.87%
B			

All Vehicles (00)

G	4,704	100%
A	5,497	100%
B	10,201	100%

Light Vehicles (0A)

G	4,260	90.56%
A	5,032	91.54%
B	9,292	91.09%

Heavy Vehicles (0B)

G	445	9.46%
A	464	8.44%
B	909	8.91%

Short Vehicles (1A)

G	4,260	90.56%
A	5,032	91.54%
B	9,292	91.09%

Trucks and Buses (1B)

G	278	5.91%
A	283	5.15%
B	561	5.50%

Articulated Vehicles (1C)

G	126	2.68%
A	133	2.42%
B	259	2.54%

Road Trains (1D)

G	41	0.87%
A	48	0.87%
B	89	0.87%

Short 2-Axle Vehicles (2A)

G	4,145	88.12%
A	4,908	89.29%
B	9,053	88.75%

Short Vehicles Towing (2B)

G	115	2.44%
A	124	2.26%
B	239	2.34%

2-Axle Trucks and Buses (2C)

G	227	4.83%
A	228	4.15%
B	455	4.46%

3-Axle Trucks and Buses (2D)

G	37	0.79%
A	42	0.76%
B	79	0.77%

4-Axle Trucks (2E)

G	14	0.30%
A	13	0.24%
B	27	0.26%

3-Axle Articulated (2F)

G	8	0.17%
A	8	0.15%
B	16	0.16%

4-Axle Articulated (2G)

G	49	1.04%
A	35	0.64%
B	84	0.82%

5-Axle Articulated (2H)

G	10	0.21%
A	10	0.18%
B	20	0.20%

6-Axle Articulated (2I)

G	59	1.25%
A	80	1.46%
B	139	1.36%

B Double (2J)

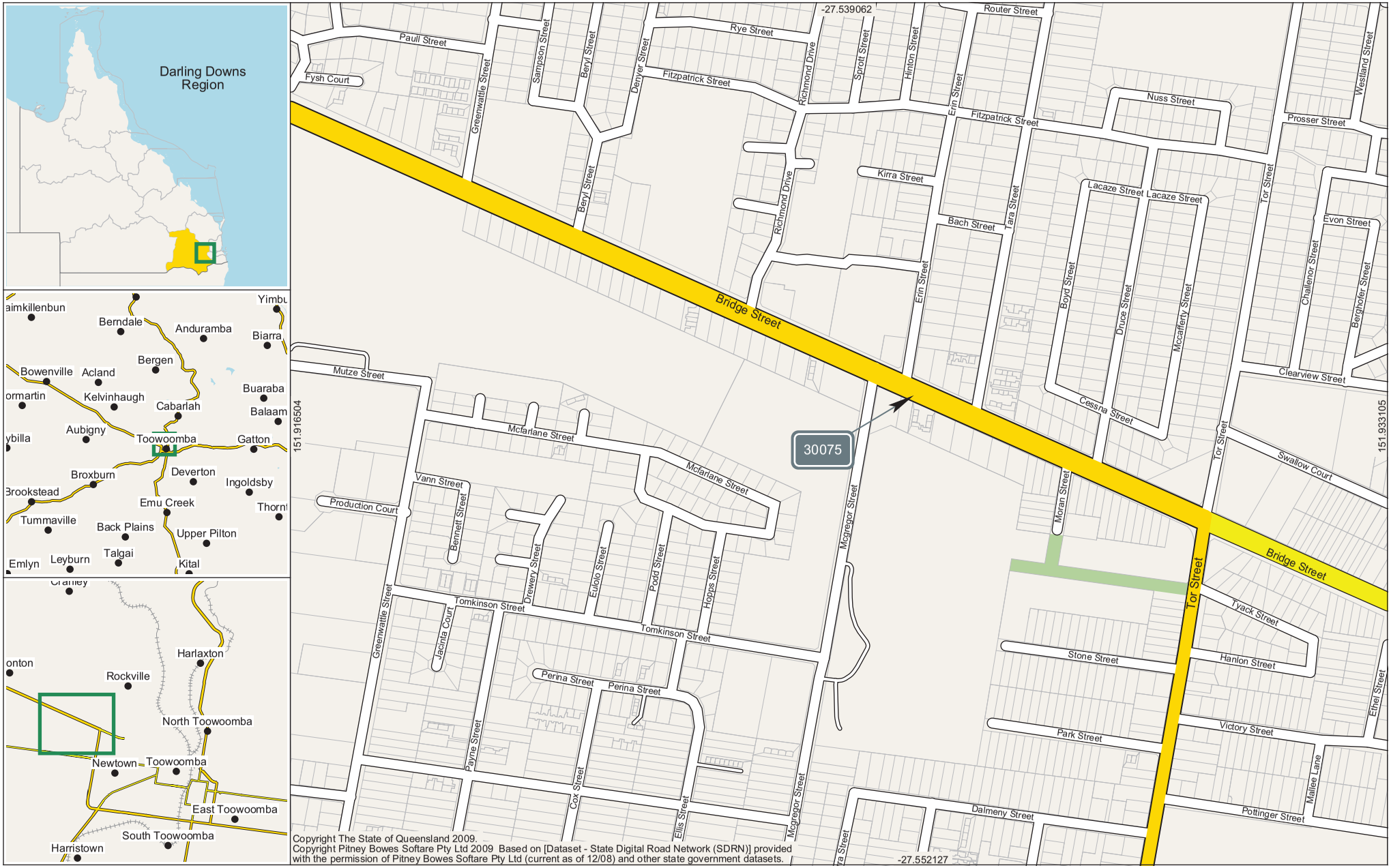
G	32	0.68%
A	41	0.75%
B	73	0.72%

Double Road Trains (2K)

G	8	0.17%
A	6	0.11%
B	14	0.14%

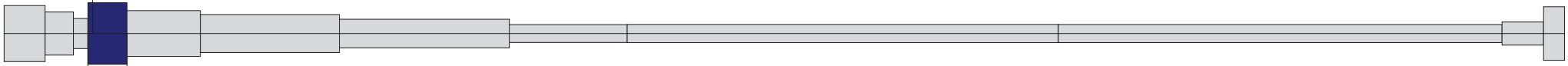
Triple Road Trains (2L)

G	1	0.02%
A	1	0.02%
B	2	0.02%



Site 30075. Point 230000169.
TARS Coverage Site No 30075.
4.78 km

The width of each Road Segment is proportional to its AADT.



4.52 km
Start Point 230000302. Int Warrego Hwy & Bridge St (Warrego Hwy-Lhs).

6.63 km
End Point 230000330. Int Warrego Hwy & McDougall St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	44.03%	11.40%	6.34%
A			
B			

All Vehicles (00)

G	9,873	100%
A	10,994	100%
B	20,867	100%

Light Vehicles (0A)

G	9,134	92.51%
A	10,168	92.49%
B	19,302	92.50%

Heavy Vehicles (0B)

G	739	7.49%
A	824	7.49%
B	1,563	7.49%

Short Vehicles (1A)

G	9,134	92.51%
A	10,168	92.49%
B	19,302	92.50%

Trucks and Buses (1B)

G	574	5.81%
A	617	5.61%
B	1,191	5.71%

Articulated Vehicles (1C)

G	122	1.24%
A	156	1.42%
B	278	1.33%

Road Trains (1D)

G	43	0.44%
A	51	0.46%
B	94	0.45%

Short 2-Axle Vehicles (2A)

G	8,985	91.01%
A	9,988	90.85%
B	18,973	90.92%

Short Vehicles Towing (2B)

G	149	1.51%
A	180	1.64%
B	329	1.58%

2-Axle Trucks and Buses (2C)

G	491	4.97%
A	534	4.86%
B	1,025	4.91%

3-Axle Trucks and Buses (2D)

G	66	0.67%
A	68	0.62%
B	134	0.64%

4-Axle Trucks (2E)

G	17	0.17%
A	15	0.14%
B	32	0.15%

3-Axle Articulated (2F)

G	13	0.13%
A	16	0.15%
B	29	0.14%

4-Axle Articulated (2G)

G	18	0.18%
A	21	0.19%
B	39	0.19%

5-Axle Articulated (2H)

G	12	0.12%
A	12	0.11%
B	24	0.12%

6-Axle Articulated (2I)

G	79	0.80%
A	107	0.97%
B	186	0.89%

B Double (2J)

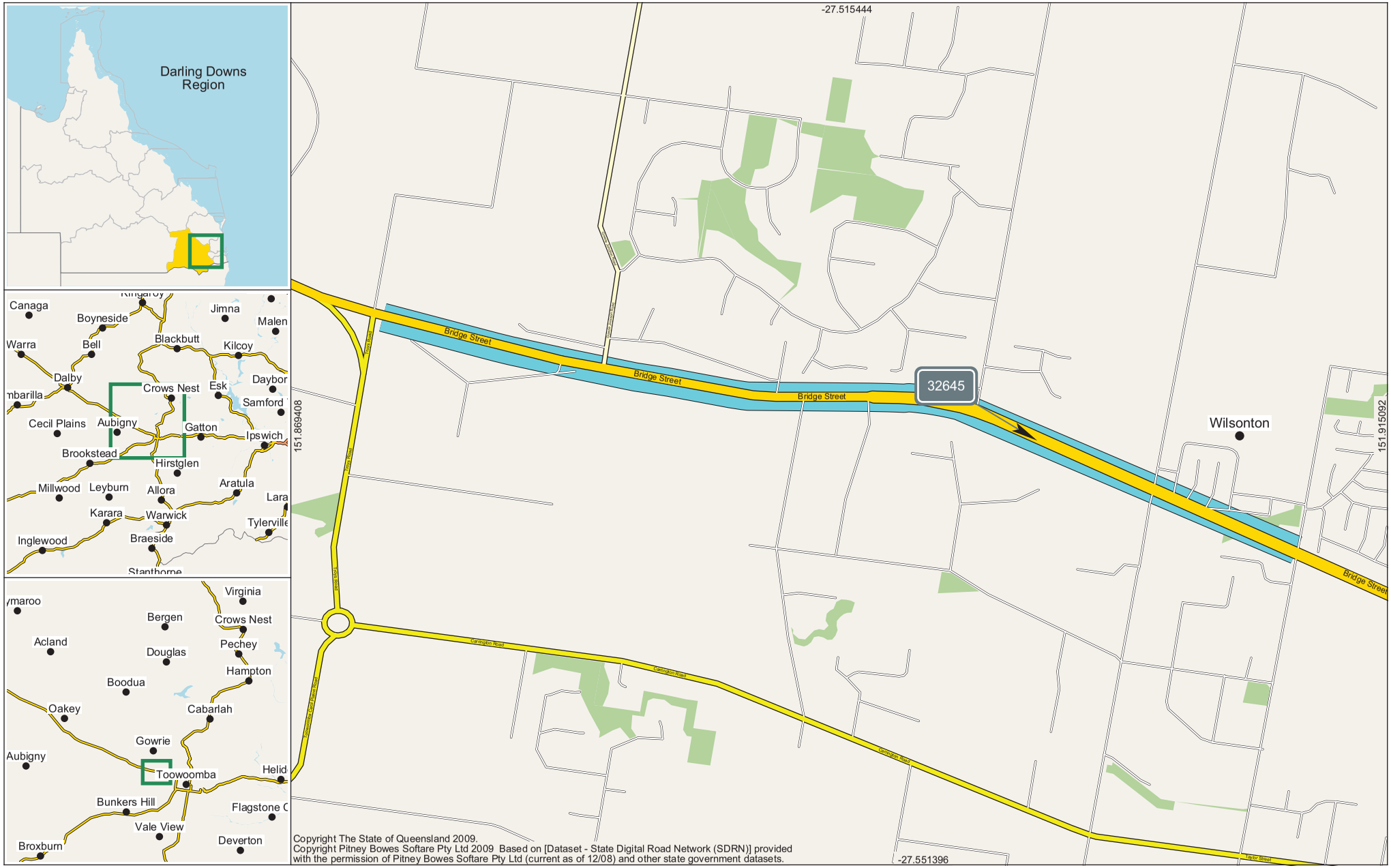
G	41	0.42%
A	49	0.45%
B	90	0.43%

Double Road Trains (2K)

G	2	0.02%
A	2	0.02%
B	4	0.02%

Triple Road Trains (2L)

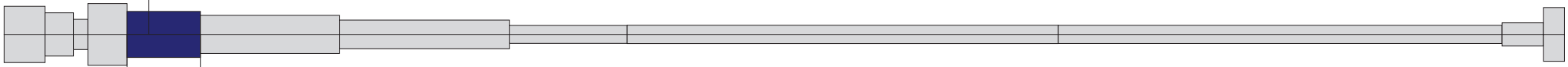
G	0	0%
A	0	0%
B	0	0%



Site 32645. Point 230001273. 520m West of Boundary St & Warrego Hwy Int.

7.81 km

The width of each Road Segment is proportional to its AADT.



6.63 km

Start Point 230000330. Int Warrego Hwy & McDougall St.

10.59 km

End Point 230000129. Int Warrego Hwy & Charlton Connection Rd (Lhs).

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-5.92%	15.59%	8.03%
A	-8.41%		
B	-7.20%		

All Vehicles (00)

G	7,675	100%
A	7,885	100%
B	15,560	100%

Light Vehicles (0A)

G	7,000	91.21%
A	7,127	90.39%
B	14,127	90.79%

Heavy Vehicles (0B)

G	676	8.81%
A	758	9.61%
B	1,434	9.22%

Short Vehicles (1A)

G	7,000	91.21%
A	7,127	90.39%
B	14,127	90.79%

Trucks and Buses (1B)

G	509	6.63%
A	522	6.62%
B	1,031	6.63%

Articulated Vehicles (1C)

G	112	1.46%
A	142	1.80%
B	254	1.63%

Road Trains (1D)

G	55	0.72%
A	94	1.19%
B	149	0.96%

Short 2-Axle Vehicles (2A)

G	6,833	89.03%
A	6,955	88.21%
B	13,788	88.61%

Short Vehicles Towing (2B)

G	167	2.18%
A	172	2.18%
B	339	2.18%

2-Axle Trucks and Buses (2C)

G	421	5.49%
A	429	5.44%
B	850	5.46%

3-Axle Trucks and Buses (2D)

G	67	0.87%
A	73	0.93%
B	140	0.90%

4-Axle Trucks (2E)

G	21	0.27%
A	20	0.25%
B	41	0.26%

3-Axle Articulated (2F)

G	14	0.18%
A	15	0.19%
B	29	0.19%

4-Axle Articulated (2G)

G	21	0.27%
A	18	0.23%
B	39	0.25%

5-Axle Articulated (2H)

G	8	0.10%
A	10	0.13%
B	18	0.12%

6-Axle Articulated (2I)

G	69	0.90%
A	99	1.26%
B	168	1.08%

B Double (2J)

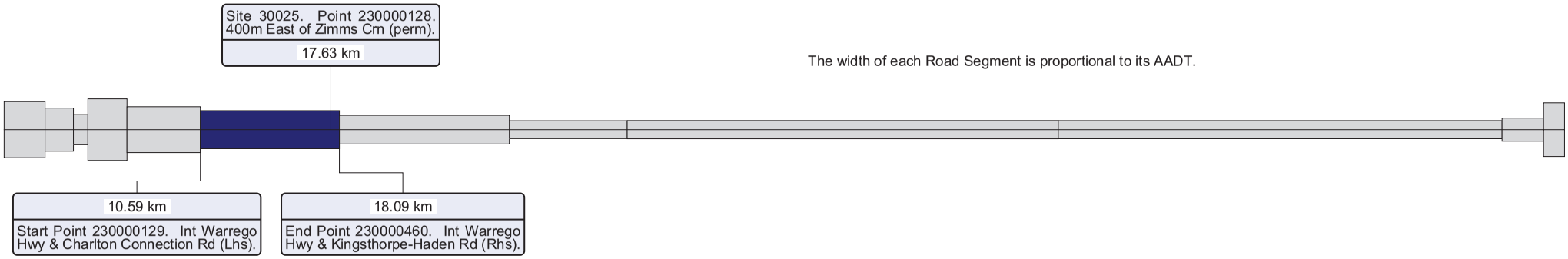
G	41	0.53%
A	80	1.01%
B	121	0.78%

Double Road Trains (2K)

G	14	0.18%
A	14	0.18%
B	28	0.18%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	4.40%	2.67%	2.90%
A	4.33%	2.61%	2.91%
B	4.37%	2.64%	2.90%

All Vehicles (00)

G	6,448	100%
A	6,436	100%
B	12,884	100%

Light Vehicles (0A)

G	5,229	81.09%
A	5,260	81.73%
B	10,489	81.41%

Heavy Vehicles (0B)

G	1,221	18.94%
A	1,178	18.30%
B	2,399	18.62%

Short Vehicles (1A)

G	5,229	81.09%
A	5,260	81.73%
B	10,489	81.41%

Trucks and Buses (1B)

G	523	8.11%
A	511	7.94%
B	1,034	8.03%

Articulated Vehicles (1C)

G	320	4.96%
A	304	4.72%
B	624	4.84%

Road Trains (1D)

G	378	5.86%
A	363	5.64%
B	741	5.75%

Short 2-Axle Vehicles (2A)

G	5,073	78.68%
A	5,101	79.26%
B	10,174	78.97%

Short Vehicles Towing (2B)

G	156	2.42%
A	159	2.47%
B	315	2.44%

2-Axle Trucks and Buses (2C)

G	399	6.19%
A	393	6.11%
B	792	6.15%

3-Axle Trucks and Buses (2D)

G	101	1.57%
A	97	1.51%
B	198	1.54%

4-Axle Trucks (2E)

G	23	0.36%
A	21	0.33%
B	44	0.34%

3-Axle Articulated (2F)

G	19	0.29%
A	17	0.26%
B	36	0.28%

4-Axle Articulated (2G)

G	28	0.43%
A	26	0.40%
B	54	0.42%

5-Axle Articulated (2H)

G	21	0.33%
A	20	0.31%
B	41	0.32%

6-Axle Articulated (2I)

G	252	3.91%
A	241	3.74%
B	493	3.83%

B Double (2J)

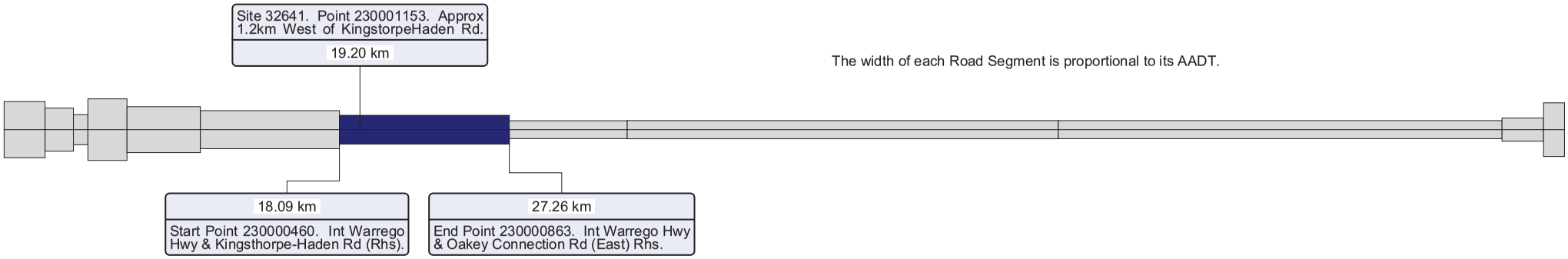
G	276	4.28%
A	268	4.16%
B	544	4.22%

Double Road Trains (2K)

G	102	1.58%
A	94	1.46%
B	196	1.52%

Triple Road Trains (2L)

G	0	0.00%
A	1	0.02%
B	1	0.01%



The width of each Road Segment is proportional to its AADT.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	3.69%	-2.99%	-0.57%
A	3.00%	-3.07%	-0.59%
B	3.34%	-3.03%	-0.58%

All Vehicles (00)

G	4,859	100%
A	4,845	100%
B	9,704	100%

Light Vehicles (0A)

G	3,825	78.72%
A	3,940	81.32%
B	7,765	80.02%

Heavy Vehicles (0B)

G	1,035	21.30%
A	903	18.64%
B	1,938	19.97%

Short Vehicles (1A)

G	3,825	78.72%
A	3,940	81.32%
B	7,765	80.02%

Trucks and Buses (1B)

G	498	10.25%
A	388	8.01%
B	886	9.13%

Articulated Vehicles (1C)

G	246	5.06%
A	230	4.75%
B	476	4.91%

Road Trains (1D)

G	291	5.99%
A	285	5.88%
B	576	5.94%

Short 2-Axle Vehicles (2A)

G	3,696	76.07%
A	3,810	78.64%
B	7,506	77.35%

Short Vehicles Towing (2B)

G	129	2.65%
A	130	2.68%
B	259	2.67%

2-Axle Trucks and Buses (2C)

G	405	8.34%
A	298	6.15%
B	703	7.24%

3-Axle Trucks and Buses (2D)

G	71	1.46%
A	68	1.40%
B	139	1.43%

4-Axle Trucks (2E)

G	22	0.45%
A	22	0.45%
B	44	0.45%

3-Axle Articulated (2F)

G	21	0.43%
A	14	0.29%
B	35	0.36%

4-Axle Articulated (2G)

G	27	0.56%
A	21	0.43%
B	48	0.49%

5-Axle Articulated (2H)

G	15	0.31%
A	16	0.33%
B	31	0.32%

6-Axle Articulated (2I)

G	183	3.77%
A	179	3.69%
B	362	3.73%

B Double (2J)

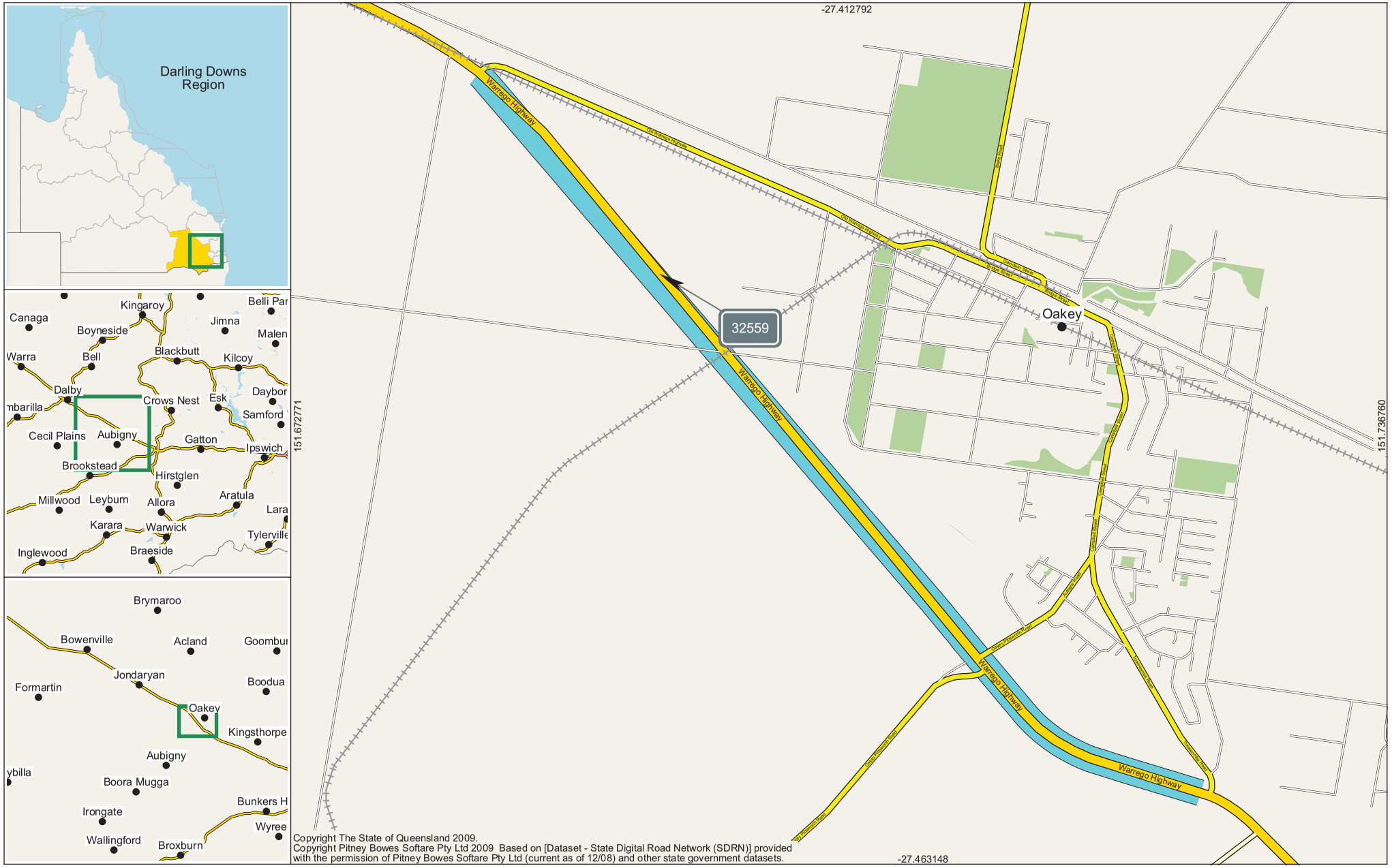
G	214	4.40%
A	214	4.42%
B	428	4.41%

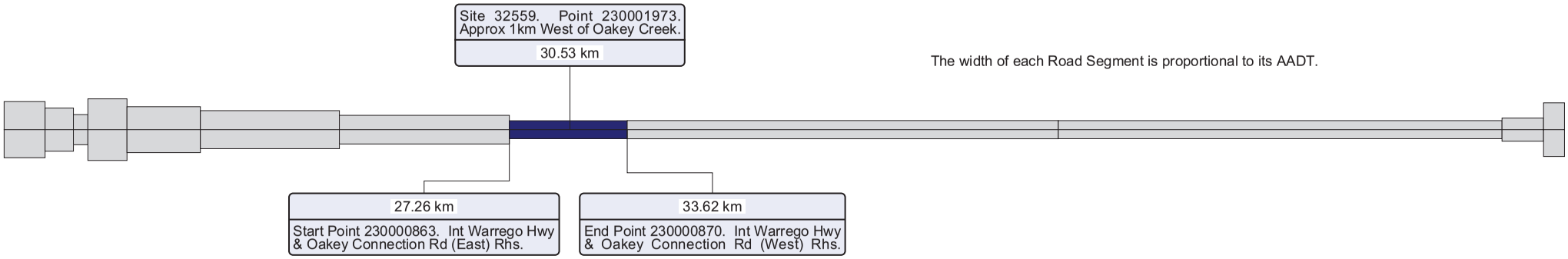
Double Road Trains (2K)

G	77	1.58%
A	71	1.47%
B	148	1.53%

Triple Road Trains (2L)

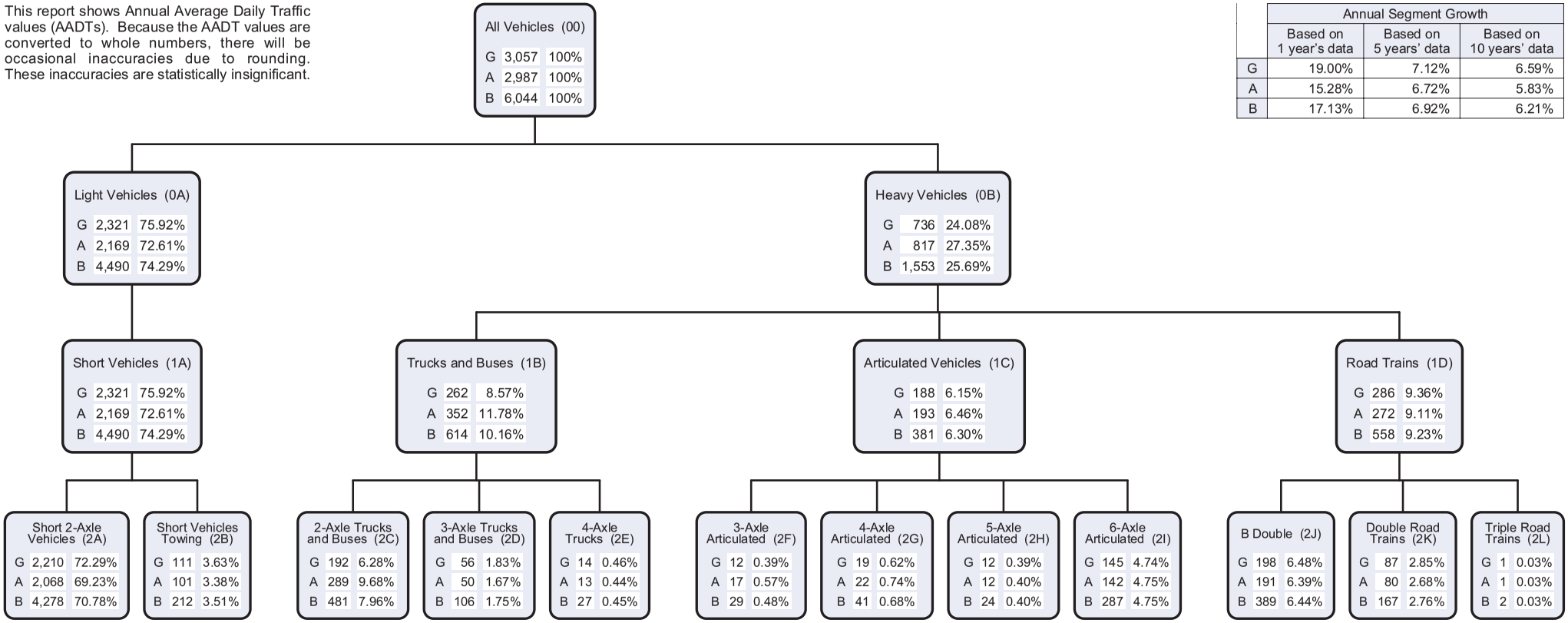
G	0	0%
A	0	0%
B	0	0%

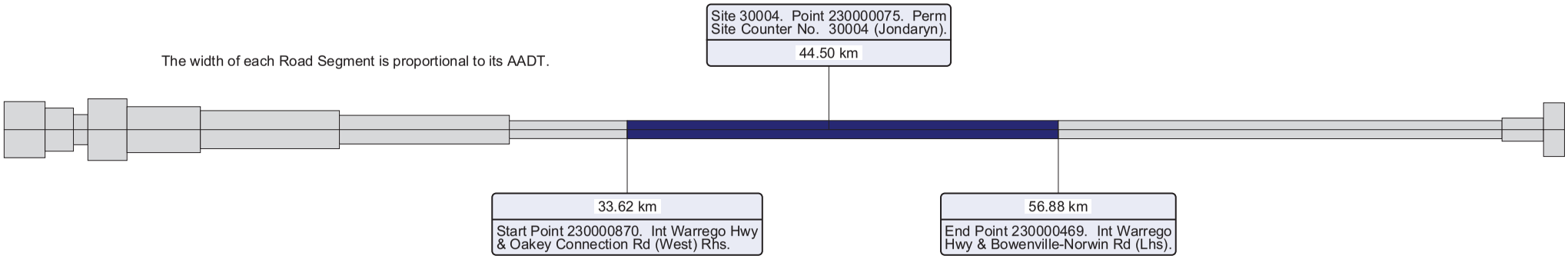




This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	19.00%	7.12%	6.59%
A	15.28%	6.72%	5.83%
B	17.13%	6.92%	6.21%





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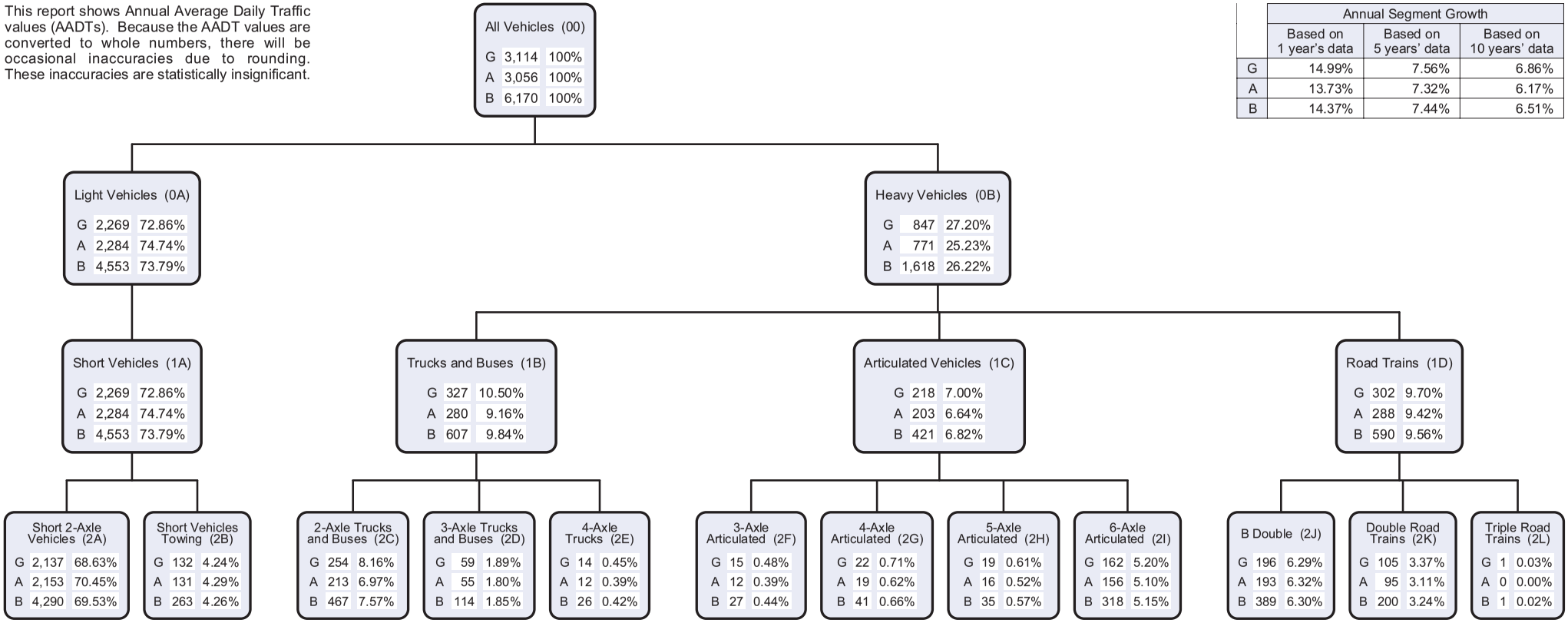
	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	14.99%	7.56%	6.86%
A	13.73%	7.32%	6.17%
B	14.37%	7.44%	6.51%




Darling Downs Region
Cracow
Ban Ban Springs
Gympie
Durong South
Chinchilla
Blackbutt
Beerburrum
Dalby
Cecil Plains
Gatton
Brisbane
Moonie
Millwood
Broadbeach
Billa Billa
Warwick
Goondiwindi
Stanthorpe
Texas
Durong South
Manumbar
Kingaroy
Belli Par
Canaga
Jimna
Boyneside
Malen
Warra
Bell
Blackbutt
Kilcoy
Dalby
Crows Nest
Esk
Daybor
Samford
Cecil Plains
Aubigny
Gatton
Ipswich
Brookstead
Hirstglen
Millwood
Leyburn
Allora
Aratula
Karara
Warwick
Tylerville
Lara
-27.160448
Dalby
151.260074
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32656
Bowenville
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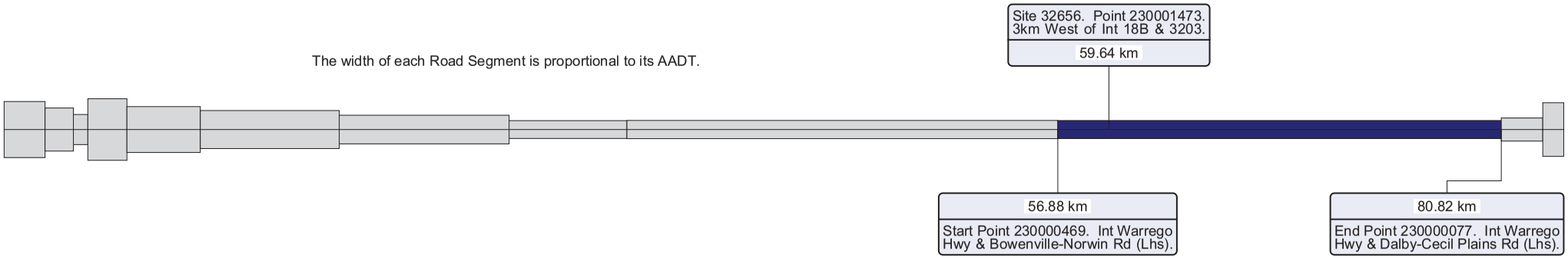


This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	23.14%	7.54%	6.79%
A	21.69%	7.22%	6.06%
B	22.42%	7.38%	6.42%

All Vehicles (00)

G	3,097	100%
A	3,030	100%
B	6,127	100%

Light Vehicles (0A)

G	2,367	76.43%
A	2,344	77.36%
B	4,711	76.89%

Heavy Vehicles (0B)

G	729	23.54%
A	686	22.64%
B	1,415	23.09%

Short Vehicles (1A)

G	2,367	76.43%
A	2,344	77.36%
B	4,711	76.89%

Trucks and Buses (1B)

G	287	9.27%
A	269	8.88%
B	556	9.07%

Articulated Vehicles (1C)

G	188	6.07%
A	179	5.91%
B	367	5.99%

Road Trains (1D)

G	254	8.20%
A	238	7.85%
B	492	8.03%

Short 2-Axle Vehicles (2A)

G	2,261	73.01%
A	2,243	74.03%
B	4,504	73.51%

Short Vehicles Towing (2B)

G	106	3.42%
A	101	3.33%
B	207	3.38%

2-Axle Trucks and Buses (2C)

G	228	7.36%
A	211	6.96%
B	439	7.17%

3-Axle Trucks and Buses (2D)

G	45	1.45%
A	44	1.45%
B	89	1.45%

4-Axle Trucks (2E)

G	14	0.45%
A	14	0.46%
B	28	0.46%

3-Axle Articulated (2F)

G	14	0.45%
A	11	0.36%
B	25	0.41%

4-Axle Articulated (2G)

G	21	0.68%
A	19	0.63%
B	40	0.65%

5-Axle Articulated (2H)

G	14	0.45%
A	16	0.53%
B	30	0.49%

6-Axle Articulated (2I)

G	139	4.49%
A	133	4.39%
B	272	4.44%

B Double (2J)

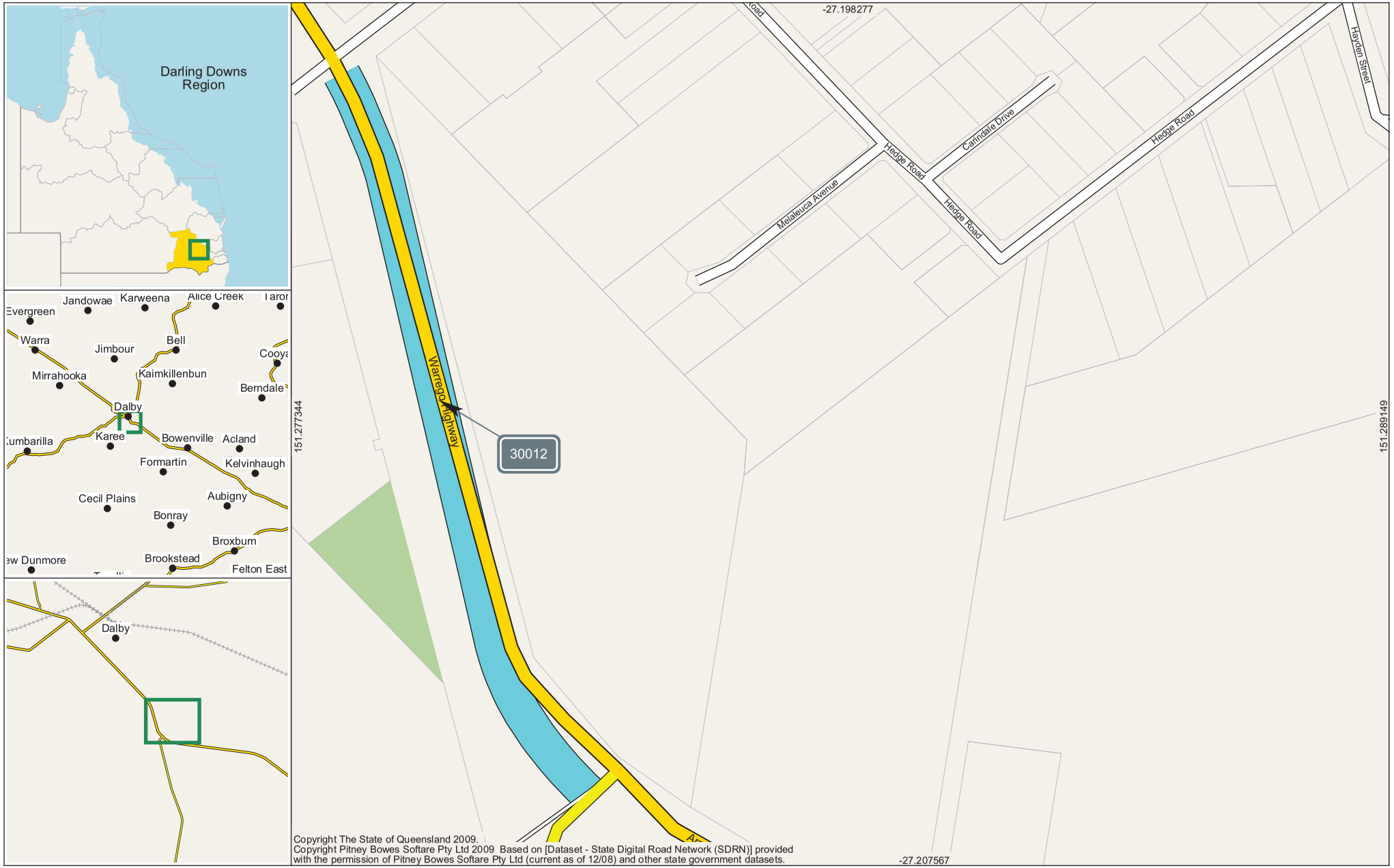
G	152	4.91%
A	143	4.72%
B	295	4.81%

Double Road Trains (2K)

G	99	3.20%
A	93	3.07%
B	192	3.13%

Triple Road Trains (2L)

G	3	0.10%
A	2	0.07%
B	5	0.08%


Darling Downs Region
Jandowae
Karweena
Alice Creek
Evergreen
Warra
Jimbour
Bell
Cooya
Mirrahooka
Kaimkillenbun
Berndale
Dalby
Karee
Bowenville
Acland
Formartin
Kelvinhaugh
Cecil Plains
Aubigny
Bonray
Broxburn
Brookstead
Felton East
Dalby
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Hayden Street
Hedge Road
Carindale Drive
Melaleuca Avenue
Warrego Highway
30012
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151.289149
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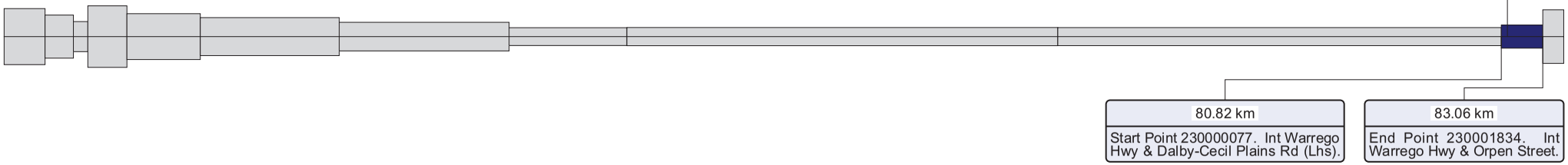

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	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-24.04%	6.06%	5.26%
A	-24.47%	6.36%	5.50%
B	-24.25%	6.21%	5.37%

All Vehicles (00)

G	3,950	100%
A	3,884	100%
B	7,834	100%

Light Vehicles (0A)

G	3,097	78.41%
A	2,993	77.06%
B	6,090	77.74%

Heavy Vehicles (0B)

G	854	21.62%
A	891	22.94%
B	1,745	22.27%

Short Vehicles (1A)

G	3,097	78.41%
A	2,993	77.06%
B	6,090	77.74%

Trucks and Buses (1B)

G	379	9.59%
A	427	10.99%
B	806	10.29%

Articulated Vehicles (1C)

G	199	5.04%
A	199	5.12%
B	398	5.08%

Road Trains (1D)

G	276	6.99%
A	265	6.82%
B	541	6.91%

Short 2-Axle Vehicles (2A)

G	2,958	74.89%
A	2,870	73.89%
B	5,828	74.39%

Short Vehicles Towing (2B)

G	139	3.52%
A	123	3.17%
B	262	3.34%

2-Axle Trucks and Buses (2C)

G	297	7.52%
A	348	8.96%
B	645	8.23%

3-Axle Trucks and Buses (2D)

G	62	1.57%
A	60	1.54%
B	122	1.56%

4-Axle Trucks (2E)

G	20	0.51%
A	19	0.49%
B	39	0.50%

3-Axle Articulated (2F)

G	15	0.38%
A	16	0.41%
B	31	0.40%

4-Axle Articulated (2G)

G	19	0.48%
A	20	0.51%
B	39	0.50%

5-Axle Articulated (2H)

G	16	0.41%
A	17	0.44%
B	33	0.42%

6-Axle Articulated (2I)

G	149	3.77%
A	146	3.76%
B	295	3.77%

B Double (2J)

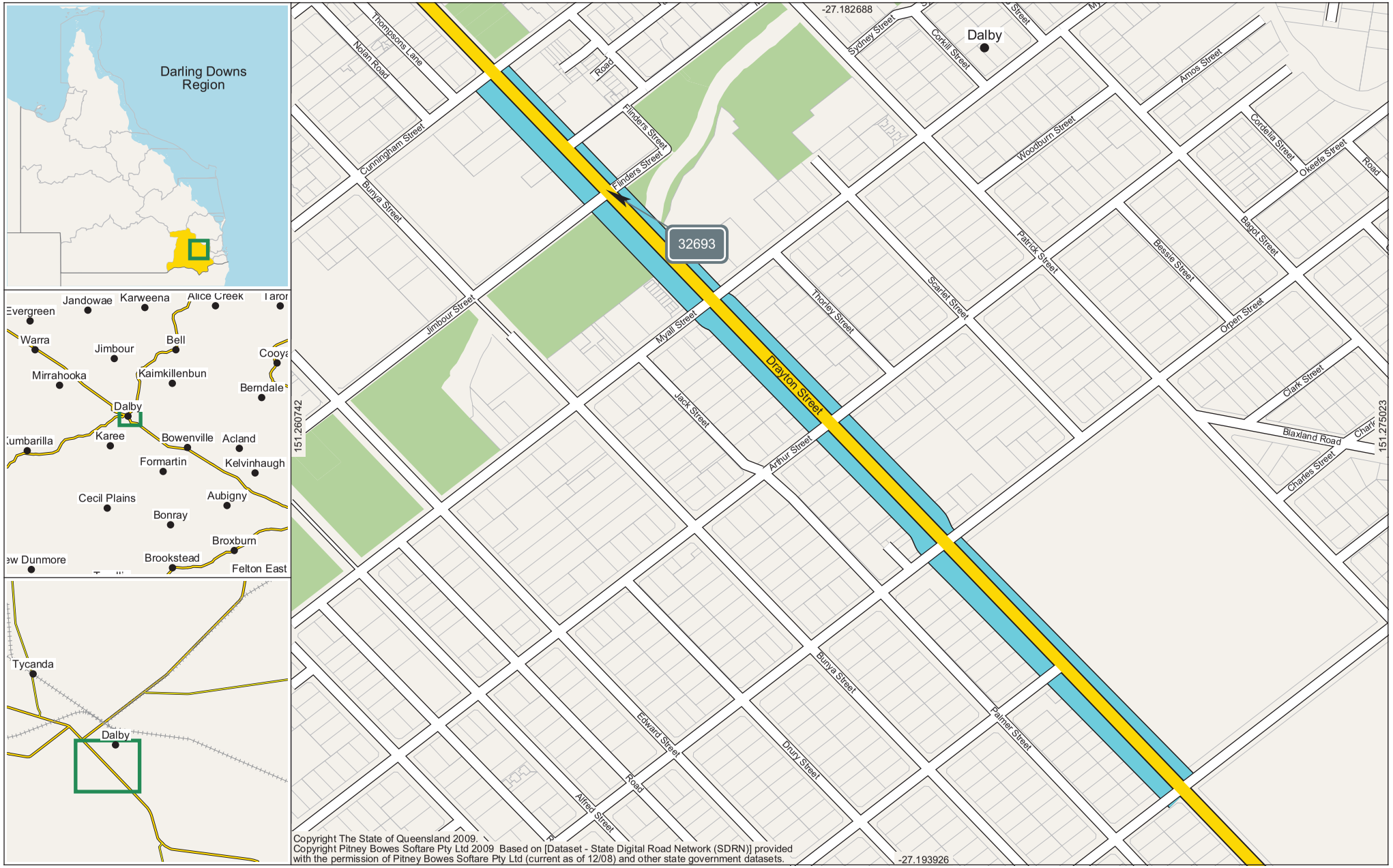
G	156	3.95%
A	152	3.91%
B	308	3.93%

Double Road Trains (2K)

G	120	3.04%
A	113	2.91%
B	233	2.97%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%


Darling Downs Region
Jandowae
Karweena
Alice Creek
Evergreen
Warra
Jimbour
Bell
Mirrahooka
Kaimkillenbun
Berndale
Dalby
Karee
Bowenville
Acland
Formartin
Kelvinhaugh
Cecil Plains
Aubigny
Bonray
Broxburn
Brookstead
Felton East
Tycanda
Dalby
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Drayton Street
Flinders Street
Bunya Street
Jimbour Street
Myall Street
Jack Street
Arthur Street
Thorley Street
Scarlet Street
Patrick Street
Bessie Street
Bagot Street
Orpen Street
Clark Street
Blaxland Road
Charles Street
Woodburn Street
Cordelia Street
Okeefe Street
Amos Street
Corkill Street
Sydney Street
Cunningham Street
Nolan Road
Thompsons Lane
Edward Street
Drury Street
Palmer Street
Alfred Street
Road
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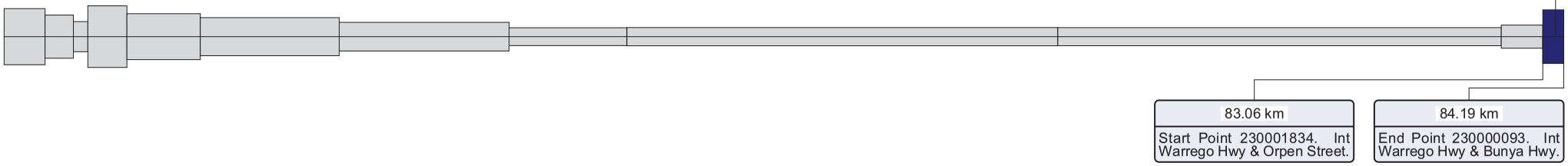

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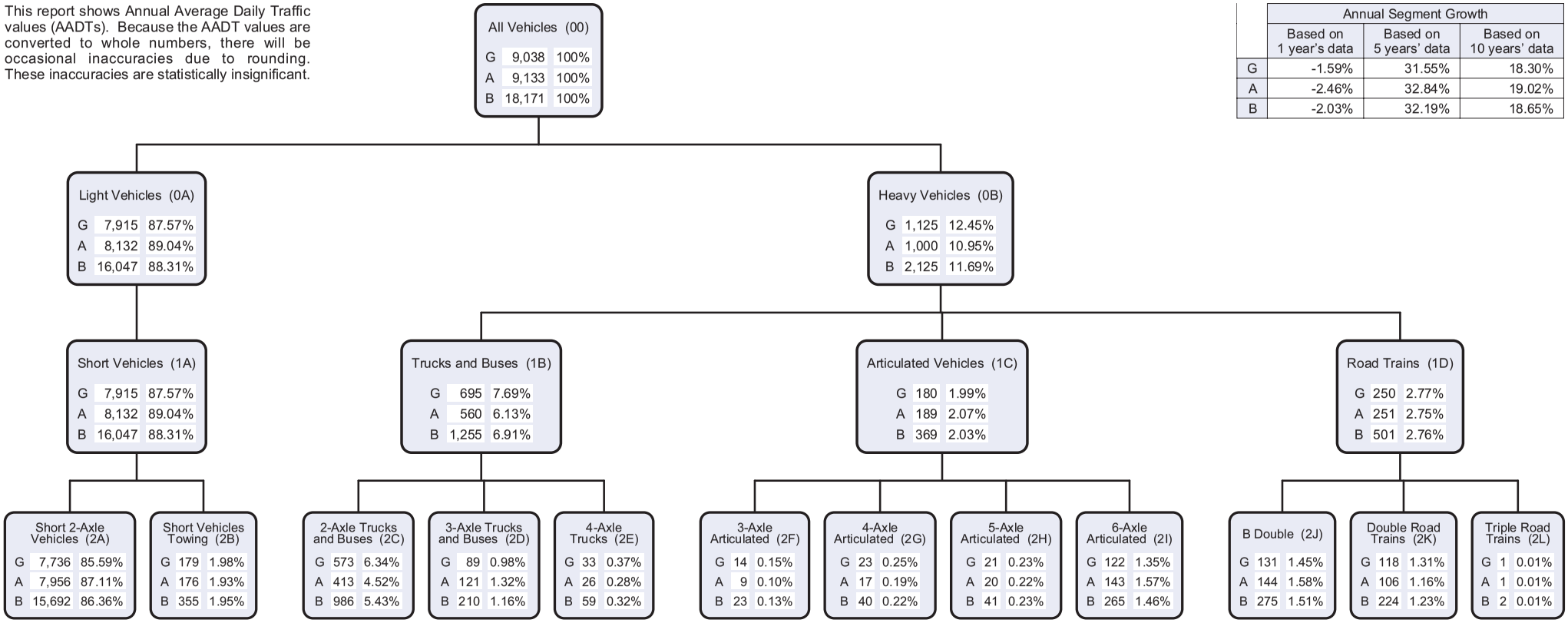
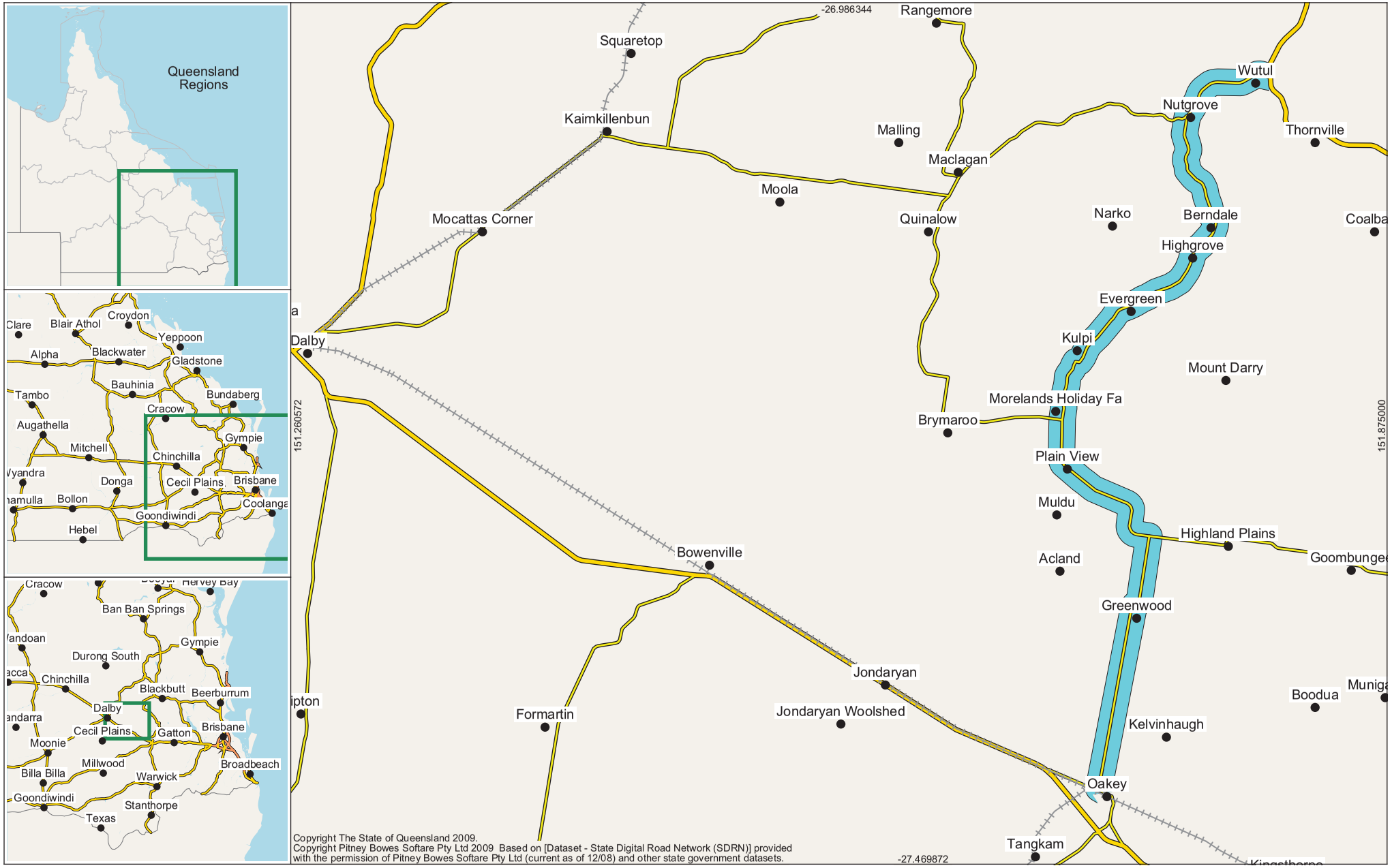
	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-1.59%	31.55%	18.30%
A	-2.46%	32.84%	19.02%
B	-2.03%	32.19%	18.65%





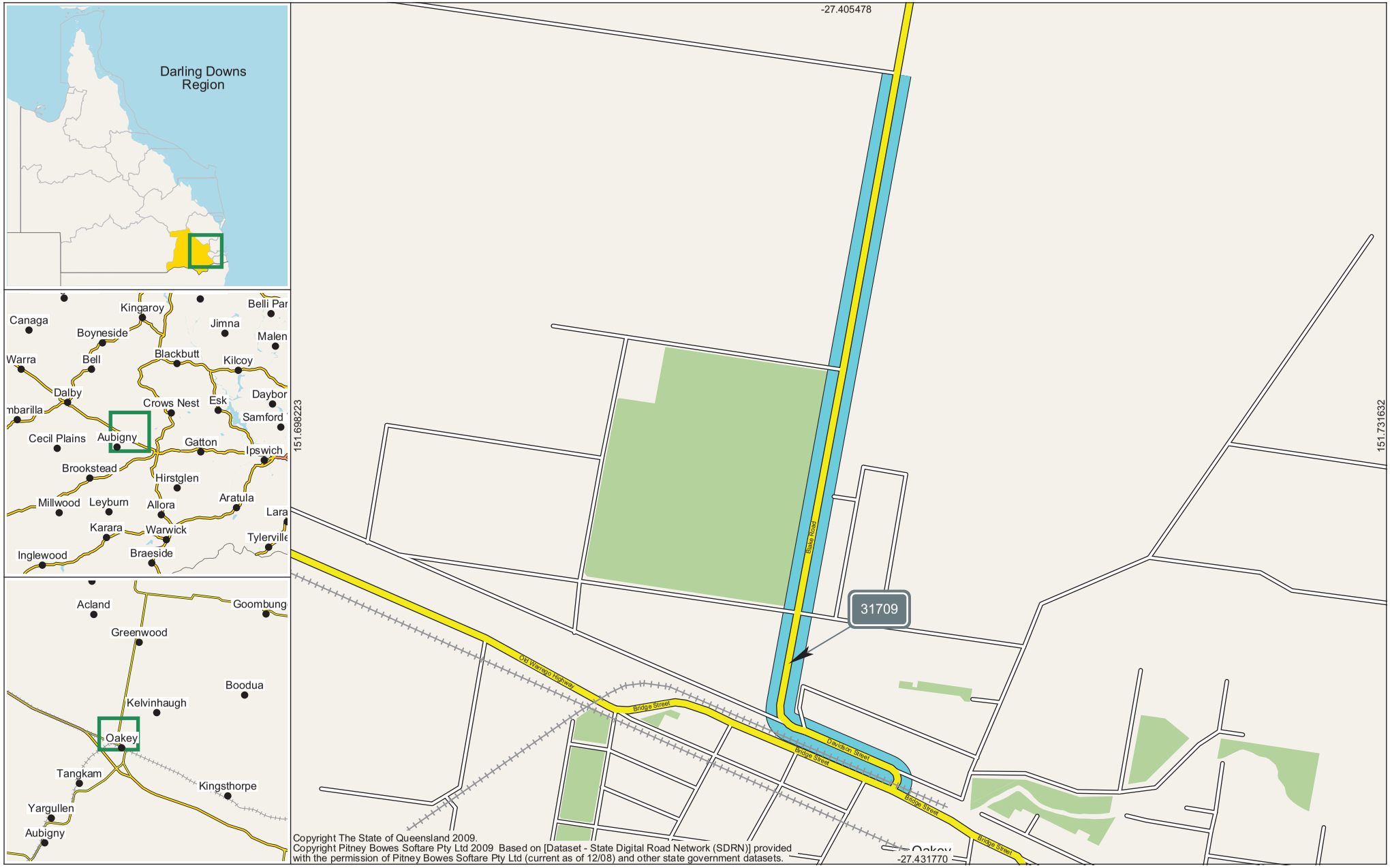
Road Segments Summary - All Vehicles

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
202	0.000 km	2.680 km	31709	0.650 km	Approx 600m North of Railway Crossing	779	750	1,529	0.76202	0.73365	1.49567	2012	2
202	2.680 km	16.530 km	32105	15.150 km	Approx 500m North of Acland Rd	367	362	729	1.85528	1.83000	3.68528	2012	3
202	16.530 km	26.670 km	32106	26.080 km	600m South Peachey - Maclagan Rd	363	359	722	1.34350	1.32869	2.67219	2012	4
202	26.670 km	49.080 km	32107	26.670 km	Approx 3.5km North of Haden Rd	194	193	387	1.58685	1.57867	3.16552	2012	5
202	49.080 km	55.720 km	32108	53.130 km	Approx 2.5km West of New England Hwy	389	401	790	0.94278	0.97186	1.91464	2012	6
								Totals	6.49043	6.44288	12.93331		

Road Segments Summary - Heavy Vehicles only

VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B						
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
202	0.000 km	2.680 km	31709	0.650 km	Approx 600m North of Railway Crossing	136	17.46%	141	18.80%	277	18.12%	0.13304	0.13793	0.27096	2012	2
202	2.680 km	16.530 km	32105	15.150 km	Approx 500m North of Acland Rd	76	20.71%	75	20.72%	151	20.71%	0.38420	0.37914	0.76334	2012	3
202	16.530 km	26.670 km	32106	26.080 km	600m South Peachey - Maclagan Rd	71	19.56%	80	22.28%	151	20.91%	0.26278	0.29609	0.55887	2012	4
202	26.670 km	49.080 km	32107	26.670 km	Approx 3.5km North of Haden Rd	51	26.29%	53	27.46%	104	26.87%	0.41716	0.43352	0.85068	2012	5
202	49.080 km	55.720 km	32108	53.130 km	Approx 2.5km West of New England Hwy	86	22.11%	85	21.20%	171	21.65%	0.20843	0.20601	0.41444	2012	6
											Totals	1.40560	1.45269	2.85829		



Site 31709. Point 230001140. Approx 600m North of Railway Crossing.

0.65 km

The width of each Road Segment is proportional to its AADT.

0.00 km
Start Point 230000465.

2.68 km
End Point 230000466.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	0.65%	7.58%	3.39%
A	0.81%	7.22%	3.06%
B	0.72%	7.40%	3.23%

All Vehicles (00)

G	779	100%
A	750	100%
B	1,529	100%

Light Vehicles (0A)

G	644	82.67%
A	609	81.20%
B	1,253	81.95%

Heavy Vehicles (0B)

G	136	17.46%
A	141	18.80%
B	277	18.12%

Short Vehicles (1A)

G	644	82.67%
A	609	81.20%
B	1,253	81.95%

Trucks and Buses (1B)

G	75	9.63%
A	83	11.07%
B	158	10.33%

Articulated Vehicles (1C)

G	38	4.88%
A	37	4.93%
B	75	4.91%

Road Trains (1D)

G	23	2.95%
A	21	2.80%
B	44	2.88%

Short 2-Axle Vehicles (2A)

G	614	78.82%
A	582	77.60%
B	1,196	78.22%

Short Vehicles Towing (2B)

G	30	3.85%
A	27	3.60%
B	57	3.73%

2-Axle Trucks and Buses (2C)

G	61	7.83%
A	72	9.60%
B	133	8.70%

3-Axle Trucks and Buses (2D)

G	10	1.28%
A	8	1.07%
B	18	1.18%

4-Axle Trucks (2E)

G	4	0.51%
A	3	0.40%
B	7	0.46%

3-Axle Articulated (2F)

G	1	0.13%
A	1	0.13%
B	2	0.13%

4-Axle Articulated (2G)

G	5	0.64%
A	6	0.80%
B	11	0.72%

5-Axle Articulated (2H)

G	1	0.13%
A	2	0.27%
B	3	0.20%

6-Axle Articulated (2I)

G	31	3.98%
A	28	3.73%
B	59	3.86%

B Double (2J)

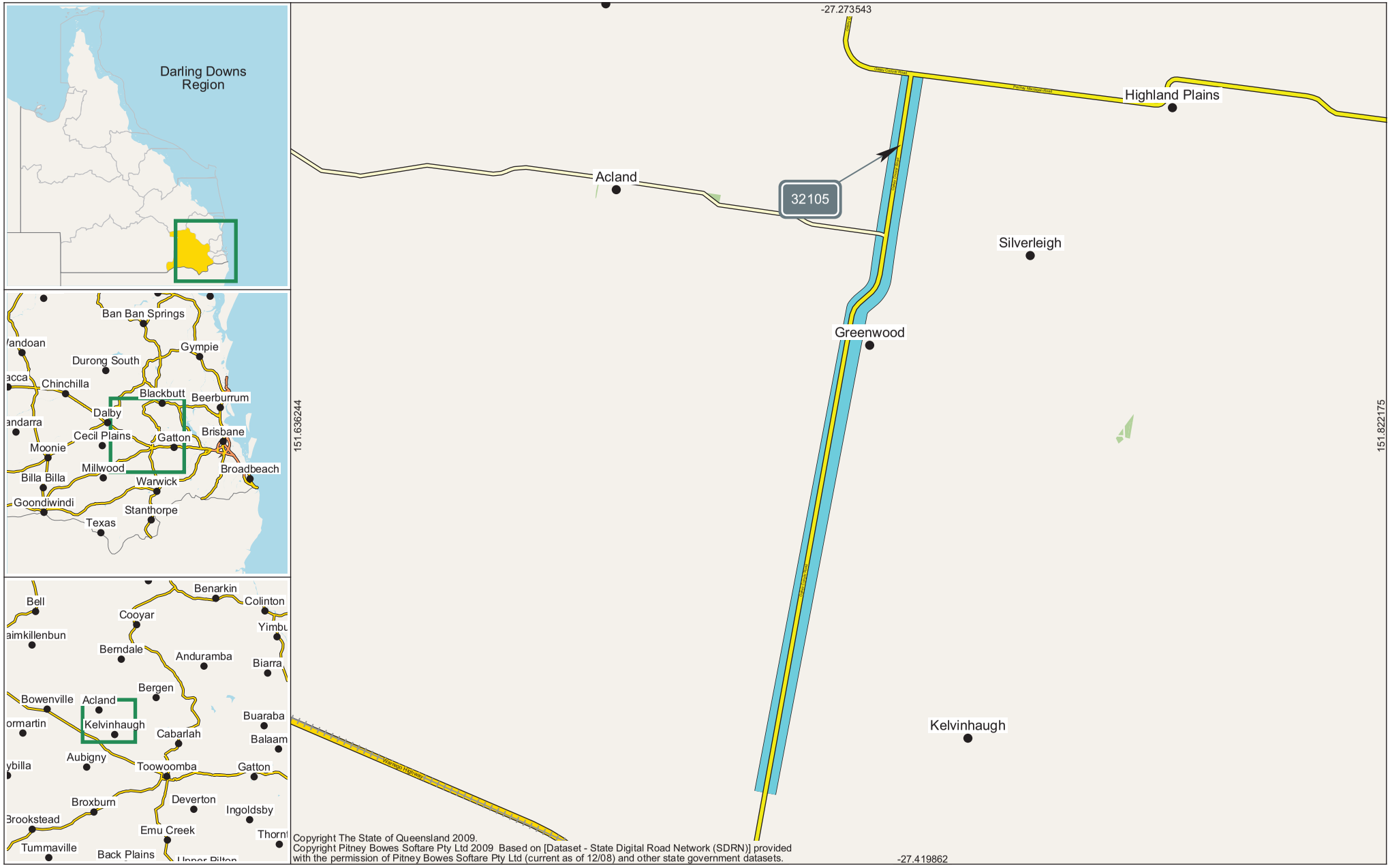
G	17	2.18%
A	15	2.00%
B	32	2.09%

Double Road Trains (2K)

G	6	0.77%
A	6	0.80%
B	12	0.78%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%



Site 32105. Point 230001141.
Approx 500m North of Acland Rd.
15.15 km

The width of each Road Segment is proportional to its AADT.

2.68 km
Start Point 230000466.

16.53 km
End Point 230000263. Oakey side of Int.@ Pechey-Maclagan Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	7.00%	0.63%	-0.80%
A	16.40%	1.31%	-0.44%
B	11.47%	0.96%	-0.63%

All Vehicles (00)

G	367	100%
A	362	100%
B	729	100%

Light Vehicles (0A)

G	293	79.84%
A	286	79.01%
B	579	79.42%

Heavy Vehicles (0B)

G	76	20.71%
A	75	20.72%
B	151	20.71%

Short Vehicles (1A)

G	293	79.84%
A	286	79.01%
B	579	79.42%

Trucks and Buses (1B)

G	39	10.63%
A	40	11.05%
B	79	10.84%

Articulated Vehicles (1C)

G	26	7.08%
A	24	6.63%
B	50	6.86%

Road Trains (1D)

G	11	3.00%
A	11	3.04%
B	22	3.02%

Short 2-Axle Vehicles (2A)

G	276	75.20%
A	270	74.59%
B	546	74.90%

Short Vehicles Towing (2B)

G	17	4.63%
A	16	4.42%
B	33	4.53%

2-Axle Trucks and Buses (2C)

G	30	8.17%
A	32	8.84%
B	62	8.50%

3-Axle Trucks and Buses (2D)

G	6	1.63%
A	6	1.66%
B	12	1.65%

4-Axle Trucks (2E)

G	3	0.82%
A	2	0.55%
B	5	0.69%

3-Axle Articulated (2F)

G	1	0.27%
A	1	0.28%
B	2	0.27%

4-Axle Articulated (2G)

G	4	1.09%
A	3	0.83%
B	7	0.96%

5-Axle Articulated (2H)

G	1	0.27%
A	1	0.28%
B	2	0.27%

6-Axle Articulated (2I)

G	20	5.45%
A	19	5.25%
B	39	5.35%

B Double (2J)

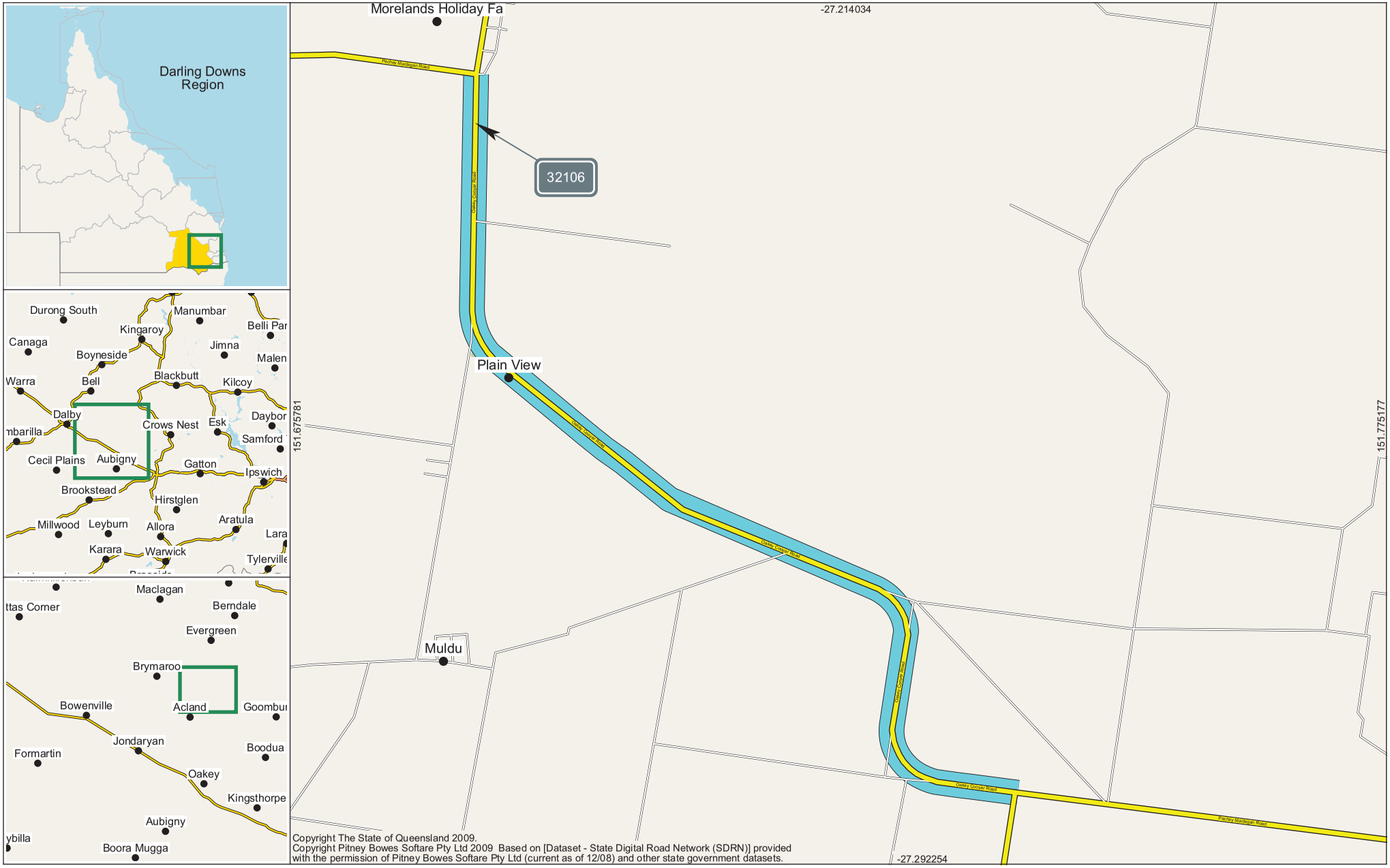
G	11	3.00%
A	11	3.04%
B	22	3.02%

Double Road Trains (2K)

G	0	0%
A	0	0%
B	0	0%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%



Traffic Analysis and Reporting System

AADT Segment Report

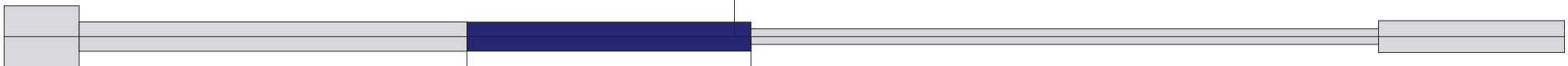
Region 202 - Darling Downs Road Section 417 - Oakey - Cooyar Road

Traffic Year 2012 - Data Collection Year 2012

Site 32106. Point 230001142. Approx 600m South of Int 417 & 418.

26.08 km

The width of each Road Segment is proportional to its AADT.



16.53 km

Start Point 230000263. Oakey side of Int.@ Pechey-Maclagan Rd.

26.67 km

End Point 230000261. Cooyar side (n) @ Int.Pechey-Maclagan Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-5.71%	2.77%	2.56%
A	9.79%	3.71%	2.48%
B	1.40%	3.23%	2.52%

All Vehicles (00)

G	363	100%
A	359	100%
B	722	100%

Light Vehicles (0A)

G	292	80.44%
A	279	77.72%
B	571	79.09%

Heavy Vehicles (0B)

G	71	19.56%
A	80	22.28%
B	151	20.91%

Short Vehicles (1A)

G	292	80.44%
A	279	77.72%
B	571	79.09%

Trucks and Buses (1B)

G	35	9.64%
A	40	11.14%
B	75	10.39%

Articulated Vehicles (1C)

G	23	6.34%
A	25	6.96%
B	48	6.65%

Road Trains (1D)

G	13	3.58%
A	15	4.18%
B	28	3.88%

Short 2-Axle Vehicles (2A)

G	273	75.21%
A	261	72.70%
B	534	73.96%

Short Vehicles Towing (2B)

G	19	5.23%
A	18	5.01%
B	37	5.12%

2-Axle Trucks and Buses (2C)

G	28	7.71%
A	35	9.75%
B	63	8.73%

3-Axle Trucks and Buses (2D)

G	5	1.38%
A	4	1.11%
B	9	1.25%

4-Axle Trucks (2E)

G	2	0.55%
A	1	0.28%
B	3	0.42%

3-Axle Articulated (2F)

G	2	0.55%
A	2	0.56%
B	4	0.55%

4-Axle Articulated (2G)

G	2	0.55%
A	3	0.84%
B	5	0.69%

5-Axle Articulated (2H)

G	1	0.28%
A	1	0.28%
B	2	0.28%

6-Axle Articulated (2I)

G	18	4.96%
A	19	5.29%
B	37	5.12%

B Double (2J)

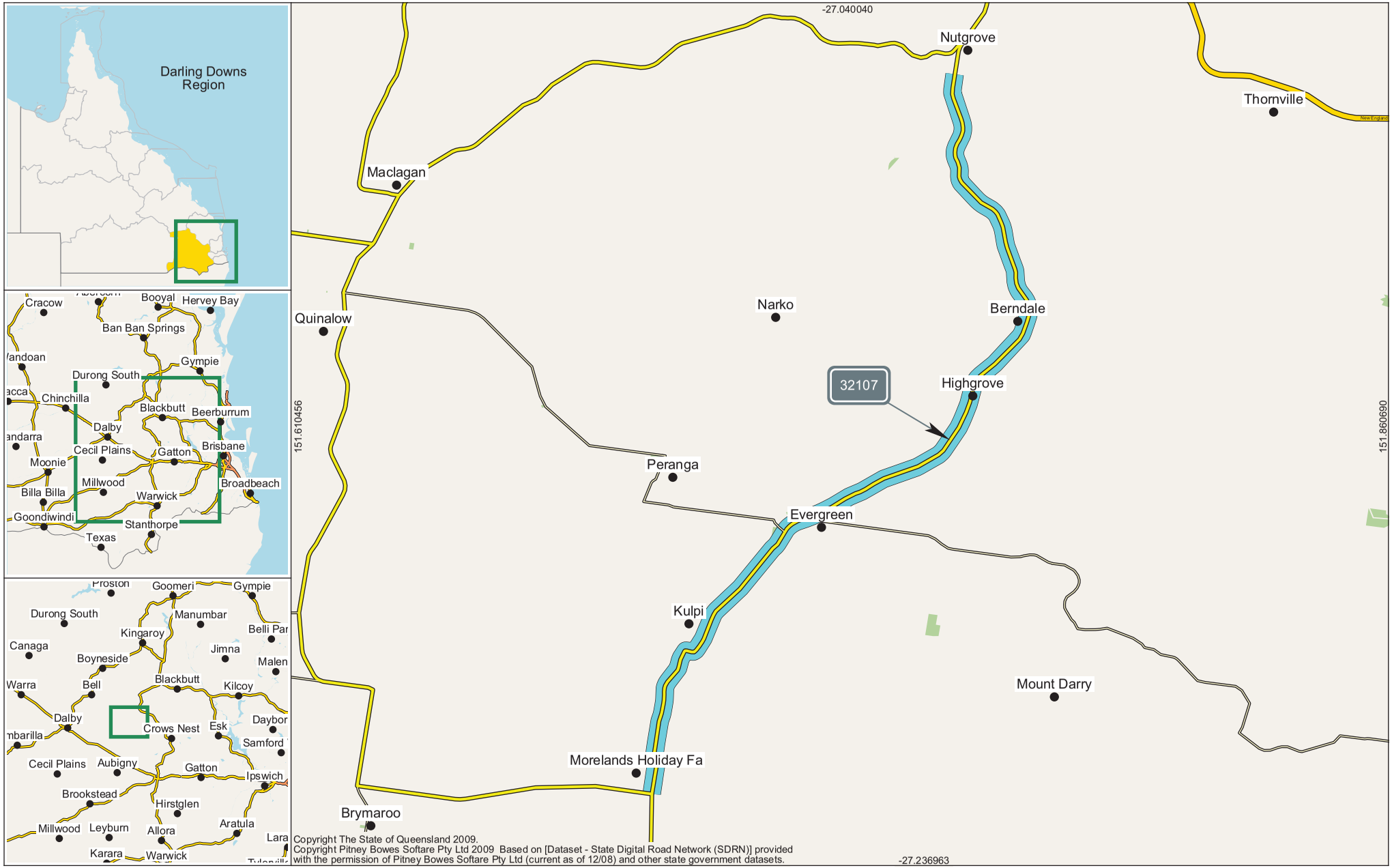
G	13	3.58%
A	14	3.90%
B	27	3.74%

Double Road Trains (2K)

G	0	0.00%
A	1	0.28%
B	1	0.14%

Triple Road Trains (2L)

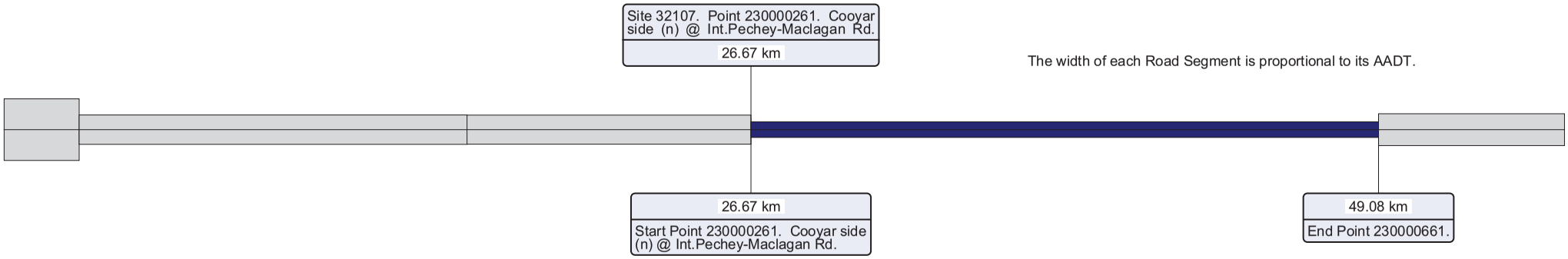
G	0	0%
A	0	0%
B	0	0%



Traffic Analysis and Reporting System

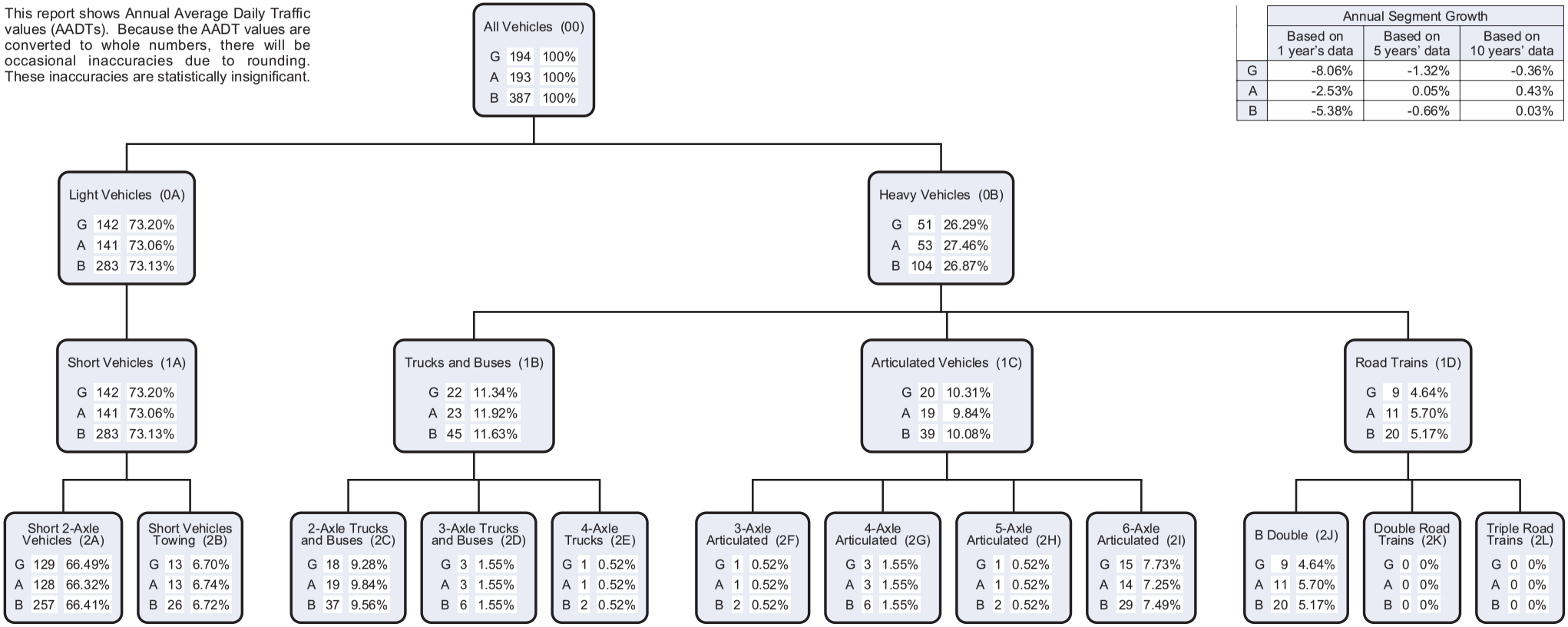
AADT Segment Report

Region 202 - Darling Downs Road Section 417 - Oakey - Cooyar Road
Traffic Year 2012 - Data Collection Year 2012



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

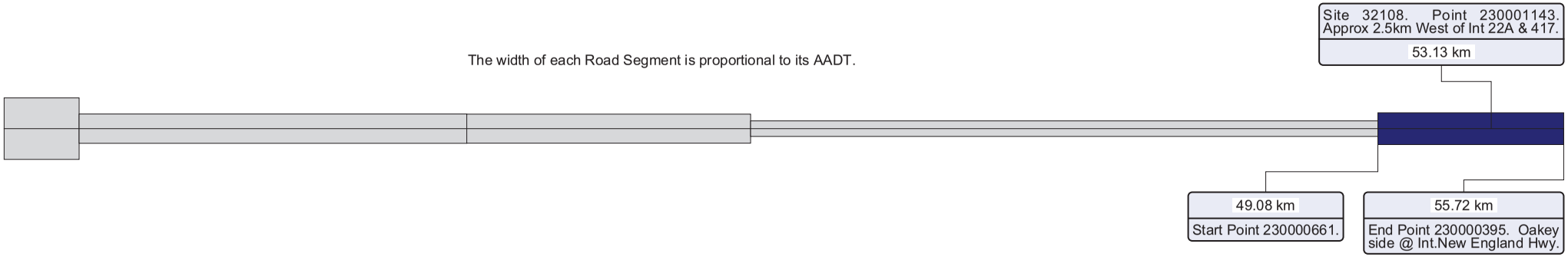
	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-8.06%	-1.32%	-0.36%
A	-2.53%	0.05%	0.43%
B	-5.38%	-0.66%	0.03%



AADT Segment Report

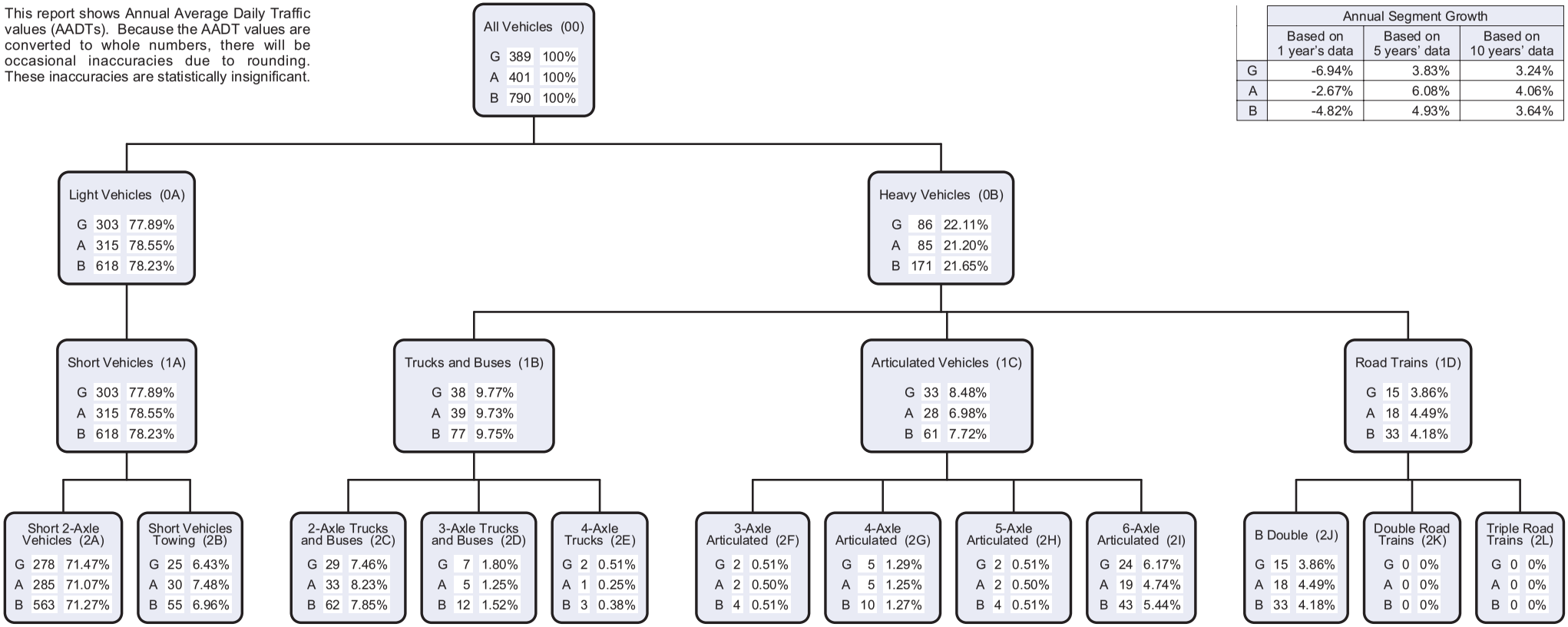
Region 202 - Darling Downs Road Section 417 - Oakey - Cooyar Road
Traffic Year 2012 - Data Collection Year 2012

The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-6.94%	3.83%	3.24%
A	-2.67%	6.08%	4.06%
B	-4.82%	4.93%	3.64%




Queensland Regions
Kingaroy
Belli Par
Canaga
Jimna
Boyneside
Malen
Blackbutt
Warra
Bell
Kilcoy
Dalby
Daybor
Crows Nest
Esk
Samford
Cecil Plains
Aubigny
Gatton
Ipswich
Brookstead
Hirstglen
Millwood
Leyburn
Allora
Aratula
Lara
Karara
Warwick
Tylerville
Inglewood
Braeside
Brymaroo
Bowenville
Acland
Goombur
Jondaryan
Formartin
Boodua
Oakey
Kingsthorpe
Aubigny
Boora Mugga
Bunkers H
Irongate
Wyree
Wallingford
Broxburn
-27.412116
-27.463494
151.672632
151.737919
Warrego Highway
Old Warrego Highway
Oakey
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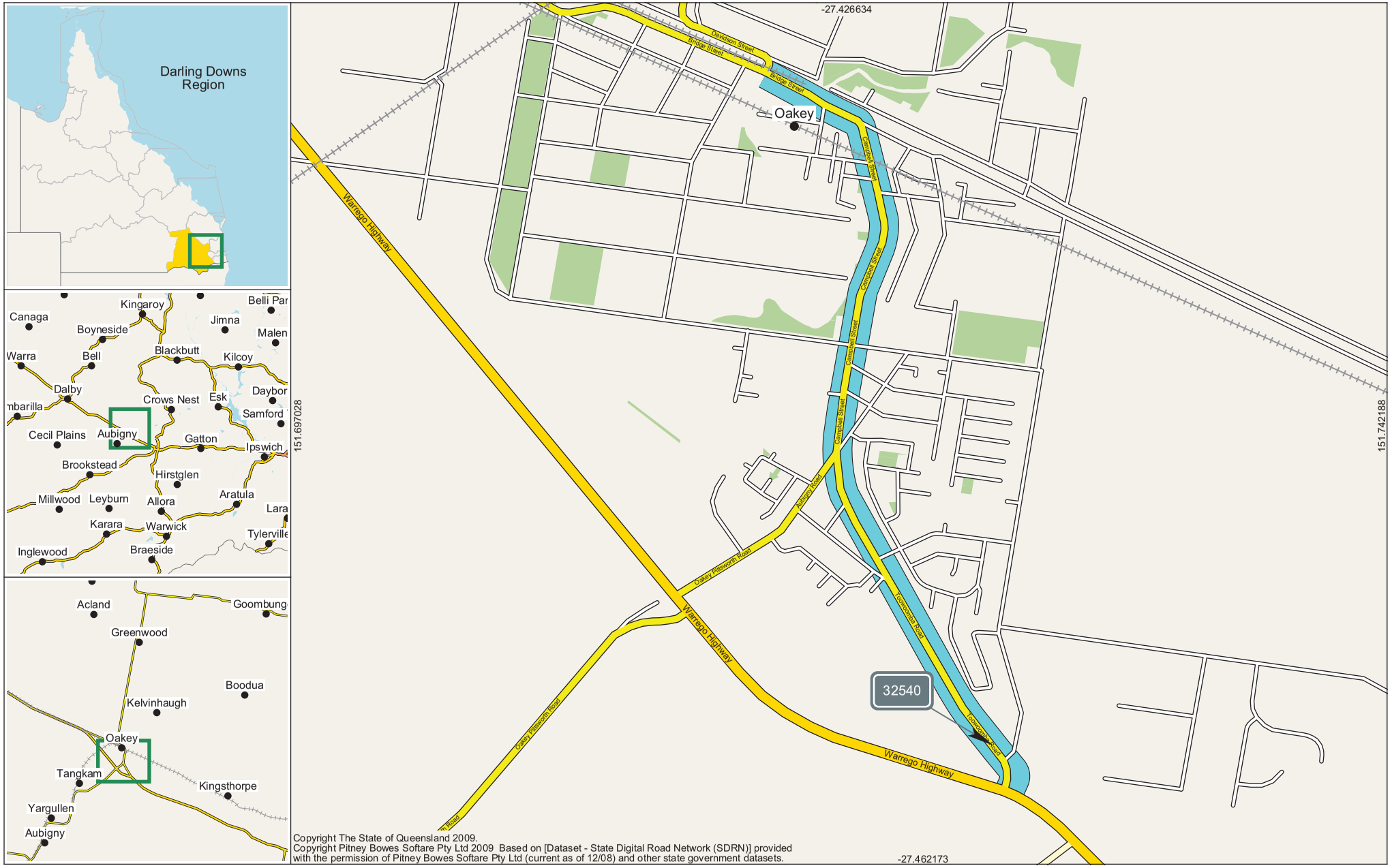
Road Segments Summary - All Vehicles

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
202	0.000 km	3.710 km	32540	0.250 km	250m North of Warrego Hwy	1,791	1,730	3,521	2.42528	2.34268	4.76796	2012	2
202	3.710 km	7.340 km	32549	6.970 km	Approx 600m East of Warrego Hwy	531	535	1,066	0.70355	0.70885	1.41240	2012	3
								Totals	3.12883	3.05153	6.18036		

Road Segments Summary - Heavy Vehicles only

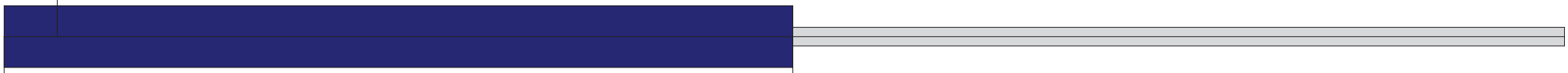
VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B						
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
202	0.000 km	3.710 km	32540	0.250 km	250m North of Warrego Hwy	153	8.54%	163	9.42%	316	8.97%	0.20718	0.22073	0.42791	2012	2
202	3.710 km	7.340 km	32549	6.970 km	Approx 600m East of Warrego Hwy	102	19.21%	88	16.45%	190	17.82%	0.13514	0.11660	0.25174	2012	3
											Totals	0.34233	0.33732	0.67965		



Site 32540. Point 230000864. 250m West of Warrego Hwy.
0.25 km

The width of each Road Segment is proportional to its AADT.



0.00 km
Start Point 230000865.

3.71 km
End Point 230000270. Warrego Hwy to Dalby @ Oakey-Cooyar Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	2.81%	-1.88%	-1.42%
A	6.27%	-2.67%	-1.86%
B	4.48%	-2.27%	-1.64%

All Vehicles (00)

G	1,791	100%
A	1,730	100%
B	3,521	100%

Light Vehicles (0A)

G	1,638	91.46%
A	1,566	90.52%
B	3,204	91.00%

Heavy Vehicles (0B)

G	153	8.54%
A	163	9.42%
B	316	8.97%

Short Vehicles (1A)

G	1,638	91.46%
A	1,566	90.52%
B	3,204	91.00%

Trucks and Buses (1B)

G	108	6.03%
A	117	6.76%
B	225	6.39%

Articulated Vehicles (1C)

G	35	1.95%
A	36	2.08%
B	71	2.02%

Road Trains (1D)

G	10	0.56%
A	10	0.58%
B	20	0.57%

Short 2-Axle Vehicles (2A)

G	1,599	89.28%
A	1,533	88.61%
B	3,132	88.95%

Short Vehicles Towing (2B)

G	39	2.18%
A	33	1.91%
B	72	2.04%

2-Axle Trucks and Buses (2C)

G	86	4.80%
A	98	5.66%
B	184	5.23%

3-Axle Trucks and Buses (2D)

G	17	0.95%
A	15	0.87%
B	32	0.91%

4-Axle Trucks (2E)

G	5	0.28%
A	4	0.23%
B	9	0.26%

3-Axle Articulated (2F)

G	2	0.11%
A	3	0.17%
B	5	0.14%

4-Axle Articulated (2G)

G	4	0.22%
A	4	0.23%
B	8	0.23%

5-Axle Articulated (2H)

G	1	0.06%
A	2	0.12%
B	3	0.09%

6-Axle Articulated (2I)

G	28	1.56%
A	27	1.56%
B	55	1.56%

B Double (2J)

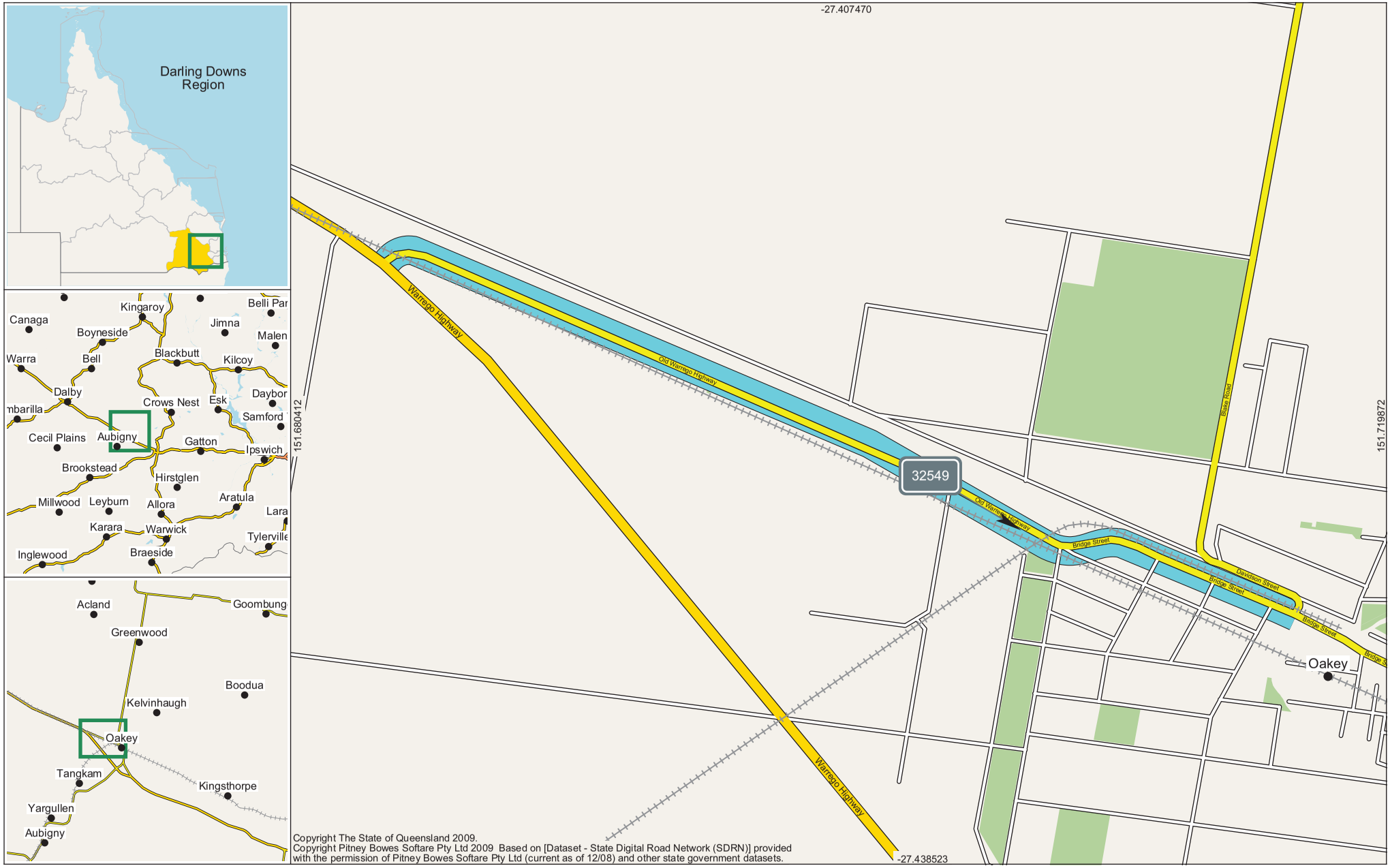
G	9	0.50%
A	9	0.52%
B	18	0.51%

Double Road Trains (2K)

G	1	0.06%
A	1	0.06%
B	2	0.06%

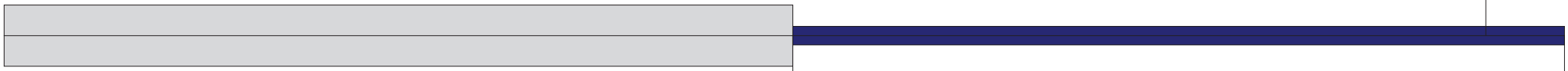
Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%



Site 32549. Point 230001696. 600m East of Int 18B & 326.
6.97 km

The width of each Road Segment is proportional to its AADT.



3.71 km
Start Point 230000270. Warrego Hwy to Dalby @ Oakey-Cooyar Rd.

7.34 km
End Point 230000872.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	4.94%	-12.90%	-5.23%
A	8.30%	-11.15%	-4.57%
B	6.60%	-12.05%	-4.91%

All Vehicles (00)

G	531	100%
A	535	100%
B	1,066	100%

Light Vehicles (0A)

G	428	80.60%
A	445	83.18%
B	873	81.89%

Heavy Vehicles (0B)

G	102	19.21%
A	88	16.45%
B	190	17.82%

Short Vehicles (1A)

G	428	80.60%
A	445	83.18%
B	873	81.89%

Trucks and Buses (1B)

G	54	10.17%
A	41	7.66%
B	95	8.91%

Articulated Vehicles (1C)

G	23	4.33%
A	22	4.11%
B	45	4.22%

Road Trains (1D)

G	25	4.71%
A	25	4.67%
B	50	4.69%

Short 2-Axle Vehicles (2A)

G	408	76.84%
A	425	79.44%
B	833	78.14%

Short Vehicles Towing (2B)

G	20	3.77%
A	20	3.74%
B	40	3.75%

2-Axle Trucks and Buses (2C)

G	44	8.29%
A	31	5.79%
B	75	7.04%

3-Axle Trucks and Buses (2D)

G	8	1.51%
A	8	1.50%
B	16	1.50%

4-Axle Trucks (2E)

G	2	0.38%
A	2	0.37%
B	4	0.38%

3-Axle Articulated (2F)

G	2	0.38%
A	1	0.19%
B	3	0.28%

4-Axle Articulated (2G)

G	2	0.38%
A	1	0.19%
B	3	0.28%

5-Axle Articulated (2H)

G	2	0.38%
A	1	0.19%
B	3	0.28%

6-Axle Articulated (2I)

G	17	3.20%
A	19	3.55%
B	36	3.38%

B Double (2J)

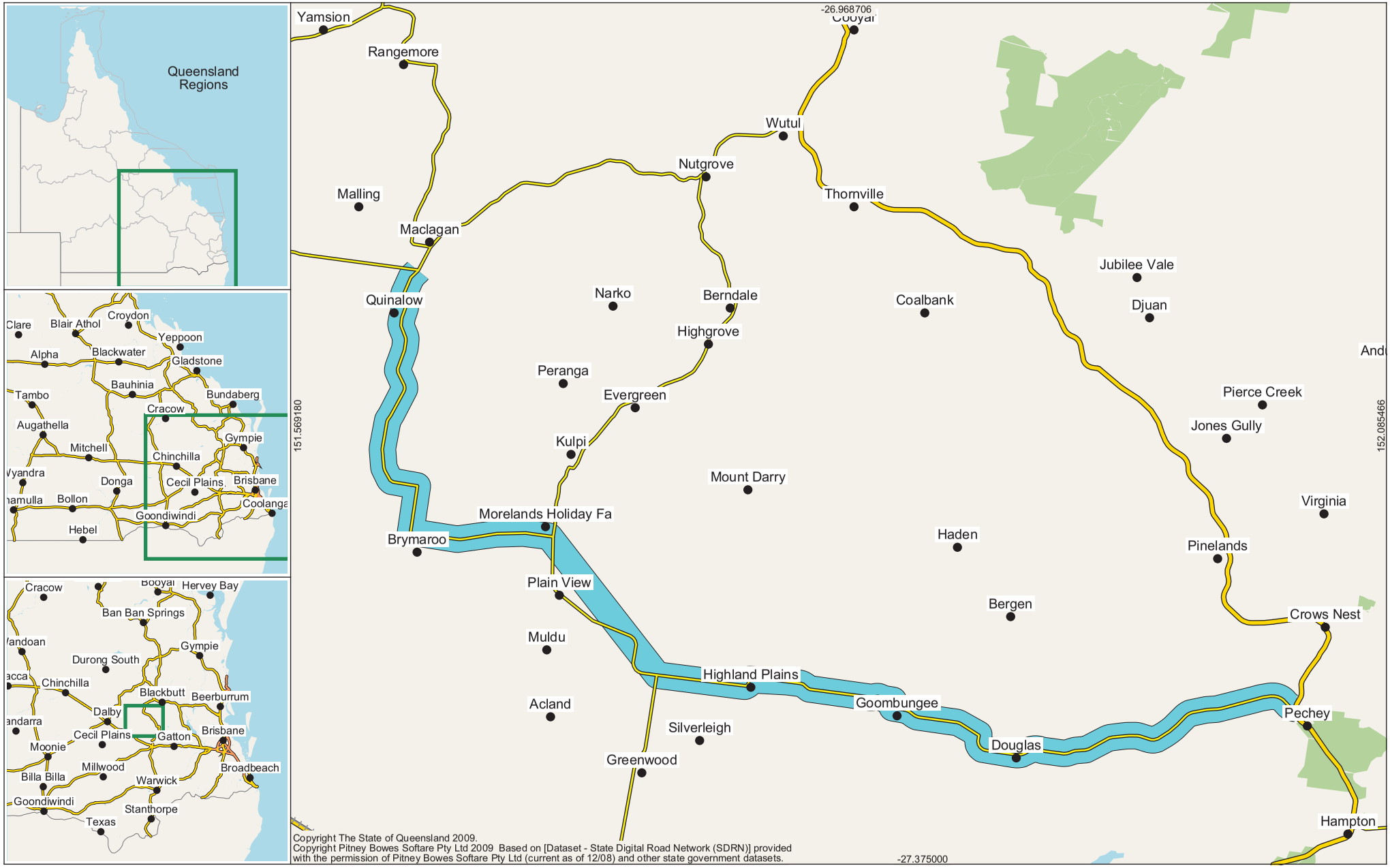
G	15	2.82%
A	15	2.80%
B	30	2.81%

Double Road Trains (2K)

G	10	1.88%
A	10	1.87%
B	20	1.88%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%


Queensland Regions
Yamsion
Rangemore
Malling
Maclagan
Quinalow
Brymaroo
Morelands Holiday Fa
Plain View
Muldu
Acland
Greenwood
Silverleigh
Highland Plains
Goombungee
Douglas
Pechey
Hampton
Crows Nest
Pinelands
Haden
Bergen
Virginia
Jones Gully
Pierce Creek
Djuan
Jubilee Vale
Coalbank
Thornville
Wutul
Nutgrove
Berndale
Narko
Highgrove
Peranga
Evergreen
Kulpi
Mount Darry
-26.968706
-27.375000
151.569180
152.085466
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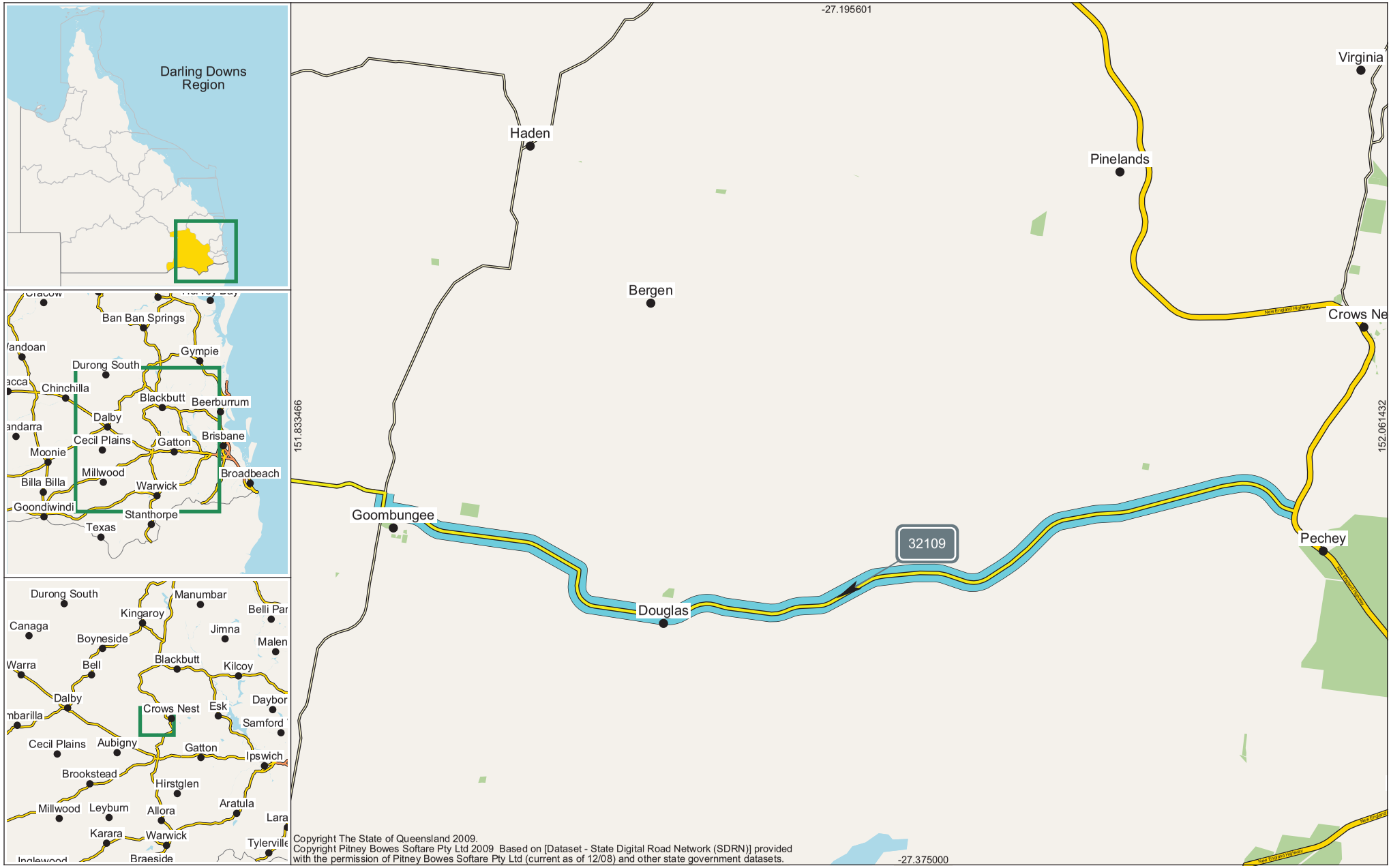
Road Segments Summary - All Vehicles

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
202	0.000 km	21.440 km	32109	12.530 km	500m East of Gormaren Ck Culv	125	124	249	0.97820	0.97037	1.94857	2012	2
202	21.440 km	33.120 km	32111	26.480 km	At Black's Road Sign on Lhs	176	175	351	0.75032	0.74606	1.49638	2012	3
202	33.120 km	55.350 km	30022	41.360 km	3km East of Myall Ck	155	156	311	1.25766	1.26578	2.52344	2012	4
								Totals	2.98619	2.98221	5.96840		

Road Segments Summary - Heavy Vehicles only

VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start TDist	Segment End TDist	Site	Site TDist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B						
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
202	0.000 km	21.440 km	32109	12.530 km	500m East of Gormaren Ck Culv	17	13.60%	15	12.10%	32	12.85%	0.13304	0.11738	0.25042	2012	2
202	21.440 km	33.120 km	32111	26.480 km	At Black's Road Sign on Lhs	18	10.23%	22	12.57%	40	11.40%	0.07674	0.09379	0.17053	2012	3
202	33.120 km	55.350 km	30022	41.360 km	3km East of Myall Ck	27	17.42%	24	15.38%	51	16.40%	0.21908	0.19473	0.41381	2012	4
											Totals	0.42885	0.40591	0.83476		


Darling Downs Region
-27.195601
Virginia
Haden
Pinelands
Bergen
Crows Ne
151.833466
152.061432
Goombungee
32109
Pechey
Douglas
-27.375000
Ban Ban Springs
Gympie
Durong South
Chinchilla
Blackbutt
Beerburrum
Dalby
Cecil Plains
Gatton
Brisbane
Moonie
Millwood
Broadbeach
Billa Billa
Warwick
Goondiwindi
Stanthorpe
Texas
Durong South
Manumbar
Kingaroy
Belli Par
Canaga
Jimna
Boyneside
Malen
Warra
Bell
Blackbutt
Kilcoy
Dalby
Daybor
Crows Nest
Esk
Samford
Cecil Plains
Aubigny
Gatton
Ipswich
Brookstead
Hirstglen
Millwood
Leyburn
Allora
Aratula
Lara
Karara
Warwick
Tylerville
Braeside
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Site 32109. Point 230000663. 500m East of Gormaren Ck Cul.
12.53 km

The width of each Road Segment is proportional to its AADT.

0.00 km
Start Point 230000402. Pechey-MacLagan Rd to Goomb.@ N.Eng.Hwy.

21.44 km
End Point 230000322. Cook St to Kulpi @ Mocatta St.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	14.68%	3.31%	2.05%
A	20.39%	3.40%	1.98%
B	17.45%	3.40%	2.02%

All Vehicles (00)
G 125 100%
A 124 100%
B 249 100%

Light Vehicles (0A)
G 108 86.40%
A 108 87.10%
B 216 86.75%

Heavy Vehicles (0B)
G 17 13.60%
A 15 12.10%
B 32 12.85%

Short Vehicles (1A)
G 108 86.40%
A 108 87.10%
B 216 86.75%

Trucks and Buses (1B)
G 15 12.00%
A 13 10.48%
B 28 11.24%

Articulated Vehicles (1C)
G 2 1.60%
A 2 1.61%
B 4 1.61%

Road Trains (1D)
G 0 0%
A 0 0%
B 0 0%

Short 2-Axle Vehicles (2A)
G 103 82.40%
A 103 83.06%
B 206 82.73%

Short Vehicles Towing (2B)
G 5 4.00%
A 5 4.03%
B 10 4.02%

2-Axle Trucks and Buses (2C)
G 13 10.40%
A 11 8.87%
B 24 9.64%

3-Axle Trucks and Buses (2D)
G 2 1.60%
A 2 1.61%
B 4 1.61%

4-Axle Trucks (2E)
G 0 0%
A 0 0%
B 0 0%

3-Axle Articulated (2F)
G 0 0.00%
A 1 0.81%
B 1 0.40%

4-Axle Articulated (2G)
G 1 0.80%
A 0 0.00%
B 1 0.40%

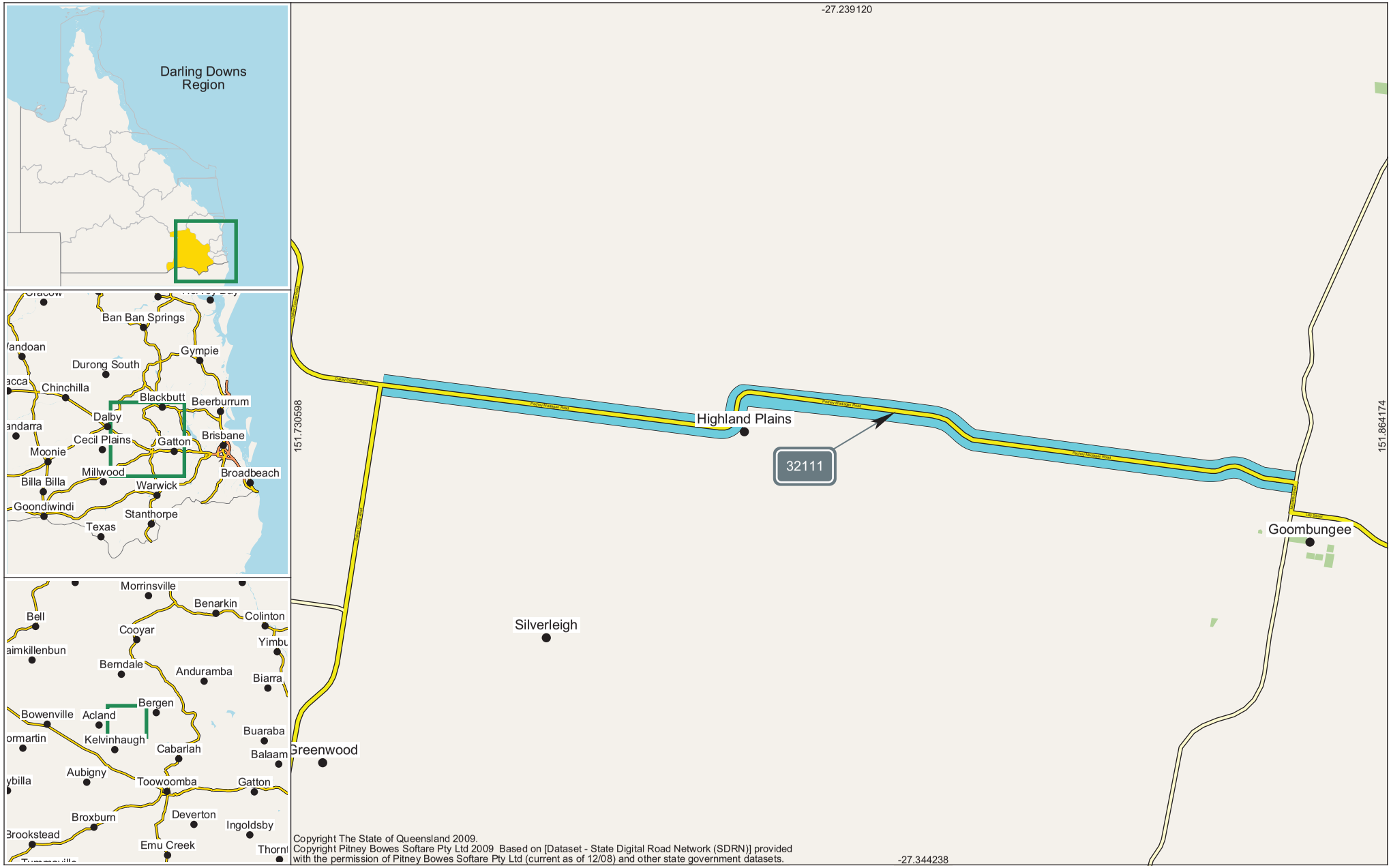
5-Axle Articulated (2H)
G 0 0%
A 0 0%
B 0 0%

6-Axle Articulated (2I)
G 1 0.80%
A 1 0.81%
B 2 0.80%

B Double (2J)
G 0 0%
A 0 0%
B 0 0%

Double Road Trains (2K)
G 0 0%
A 0 0%
B 0 0%

Triple Road Trains (2L)
G 0 0%
A 0 0%
B 0 0%



AADT Segment Report

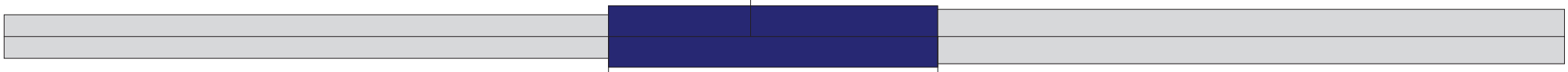
Region 202 - Darling Downs Road Section 418 - Pechey - Maclagan Road

Traffic Year 2012 - Data Collection Year 2012

Site 32111. Point 230001146. At Black's Road Sign on Lhs.

26.48 km

The width of each Road Segment is proportional to its AADT.



21.44 km

Start Point 230000322. Cook St to Kulpi @ Mocatta St.

33.12 km

End Point 230000120. Pechey side (east) @ Int.Oakey-Cooyar Rd.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	10.00%	1.94%	2.02%
A	10.06%	1.42%	1.78%
B	10.03%	1.68%	1.90%

All Vehicles (00)

G	176	100%
A	175	100%
B	351	100%

Light Vehicles (0A)

G	158	89.77%
A	153	87.43%
B	311	88.60%

Heavy Vehicles (0B)

G	18	10.23%
A	22	12.57%
B	40	11.40%

Short Vehicles (1A)

G	158	89.77%
A	153	87.43%
B	311	88.60%

Trucks and Buses (1B)

G	15	8.52%
A	18	10.29%
B	33	9.40%

Articulated Vehicles (1C)

G	3	1.70%
A	3	1.71%
B	6	1.71%

Road Trains (1D)

G	0	0.00%
A	1	0.57%
B	1	0.28%

Short 2-Axle Vehicles (2A)

G	150	85.23%
A	146	83.43%
B	296	84.33%

Short Vehicles Towing (2B)

G	8	4.55%
A	7	4.00%
B	15	4.27%

2-Axle Trucks and Buses (2C)

G	12	6.82%
A	15	8.57%
B	27	7.69%

3-Axle Trucks and Buses (2D)

G	3	1.70%
A	3	1.71%
B	6	1.71%

4-Axle Trucks (2E)

G	0	0%
A	0	0%
B	0	0%

3-Axle Articulated (2F)

G	0	0%
A	0	0%
B	0	0%

4-Axle Articulated (2G)

G	1	0.57%
A	1	0.57%
B	2	0.57%

5-Axle Articulated (2H)

G	0	0%
A	0	0%
B	0	0%

6-Axle Articulated (2I)

G	2	1.14%
A	2	1.14%
B	4	1.14%

B Double (2J)

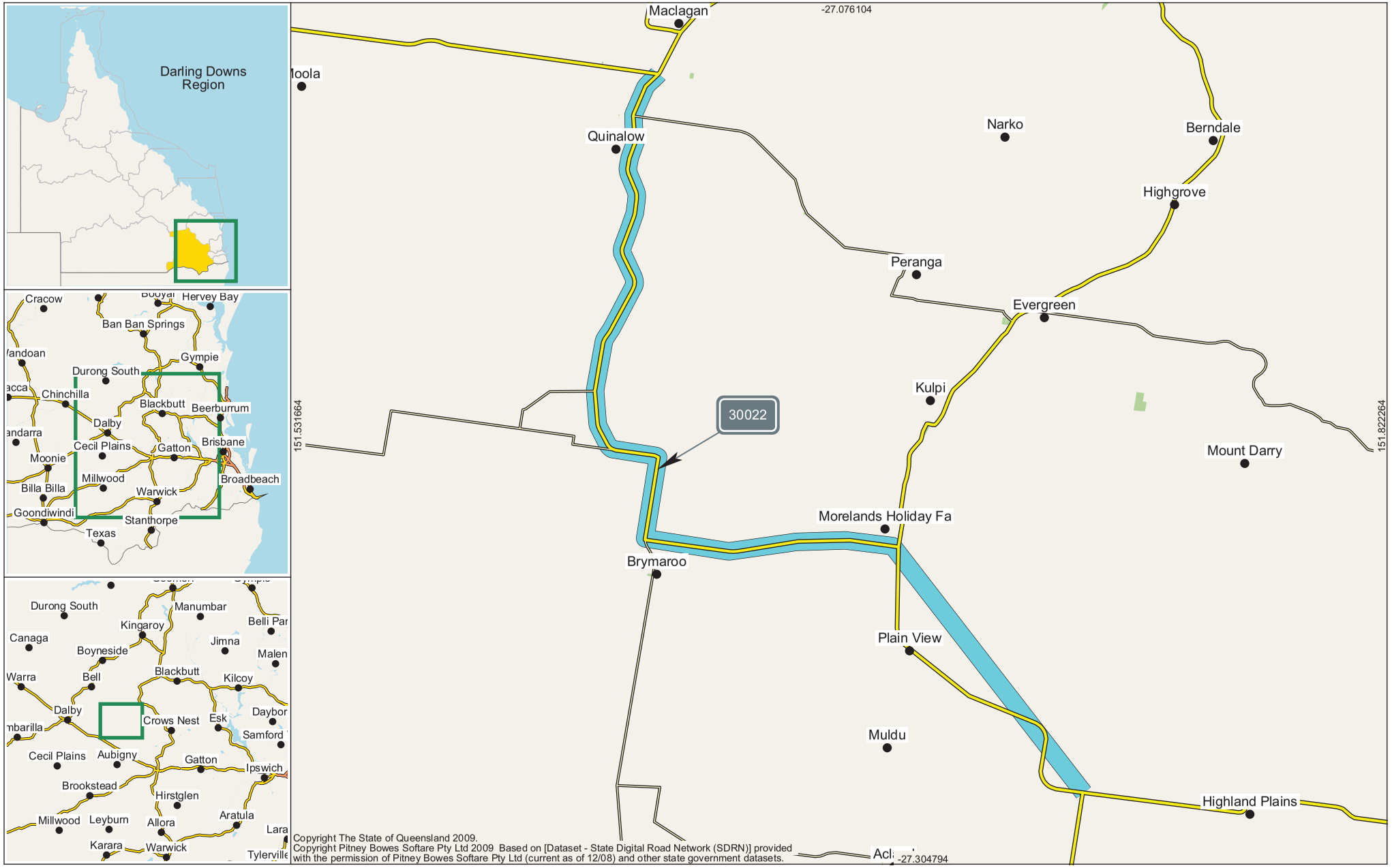
G	0	0.00%
A	1	0.57%
B	1	0.28%

Double Road Trains (2K)

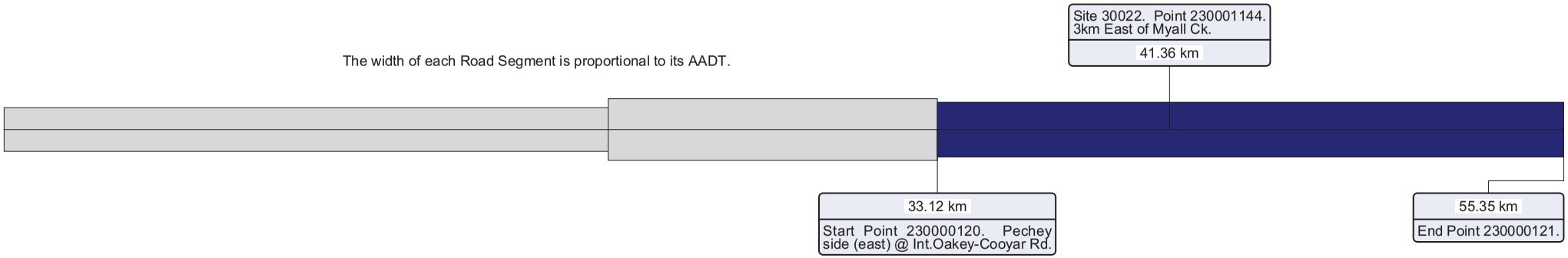
G	0	0%
A	0	0%
B	0	0%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%

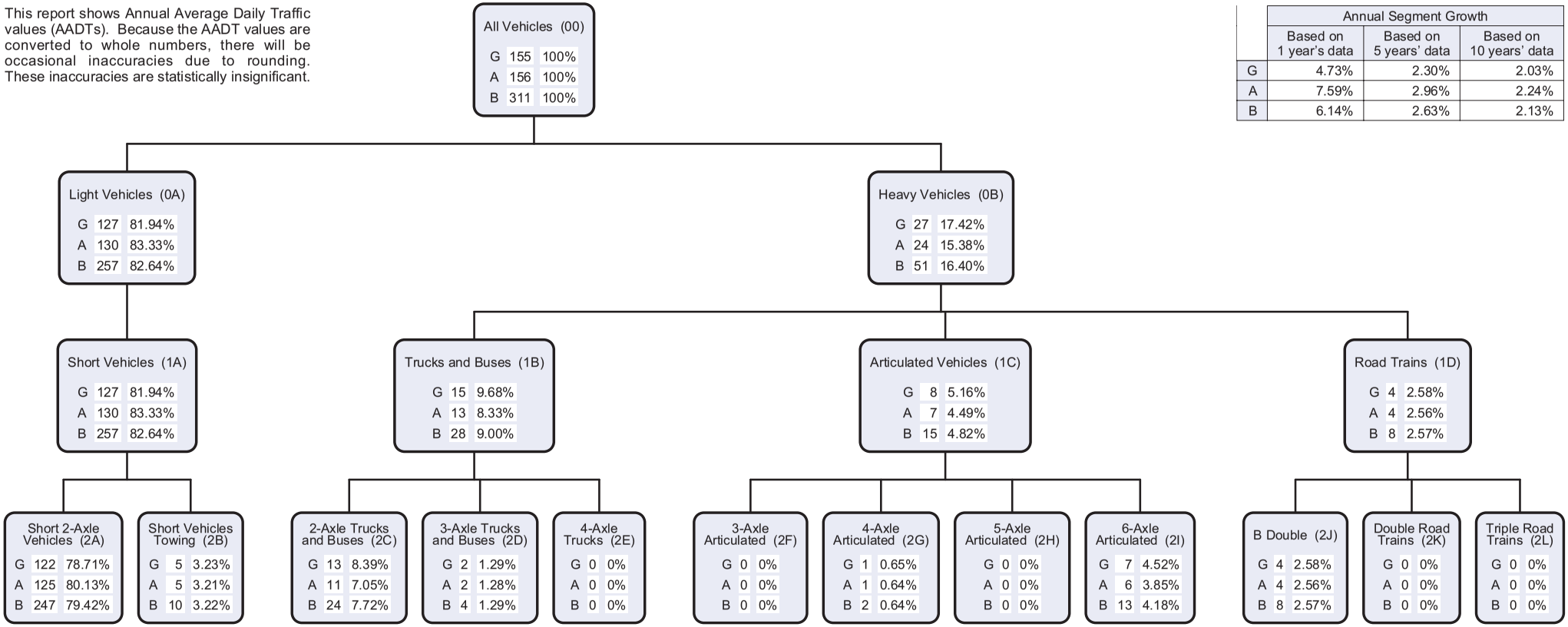


The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	4.73%	2.30%	2.03%
A	7.59%	2.96%	2.24%
B	6.14%	2.63%	2.13%



NEW HOPE GROUP

G.8.2 Road Implementation Program

Queensland Transport and Roads Investment Program

2013-14 to 2016-17

Great state. Great opportunity.

Queensland Government

Foreword by the Premier and Minister

The Newman Government is committed to providing all Queenslanders with a transport network that is safe, reliable and efficient. The Queensland Transport and Roads Investment Program (QTRIP) 2013-14 to 2016-17 is part of our plan and comprises a total investment of $17.2 billion for works across local, state and national networks.

The QTRIP details transport and road infrastructure projects that the Department of Transport and Main Roads plans to deliver over the next four years.

This QTRIP continues to support the long term economic growth of Queensland by delivering better infrastructure and better planning across the state. Our priority continues to be on preserving and maintaining a wider transport network that effectively supports the movement of people and freight, as well as our four pillar economy.

Only two years ago, Queenslanders were faced with a seemingly insurmountable task when natural disasters struck, affecting a range of communities and transport infrastructure across the state. More recently, we have seen further damage inflicted on many parts of Queensland, as a result of flooding caused by ex-Tropical Cyclone Oswald.

This QTRIP continues to focus on rebuilding the state, with $2.7 billion being invested in transport and road infrastructure across the state over the next four years, under the Natural Disaster Relief and Recovery Arrangements (NDRRA), a joint federal and state initiative. While much of the reconstruction works from the 2011 floods has already been delivered across the state, ongoing reconstruction activities continue to be included in this program. Close cooperation between local governments, the state government and the federal government will ensure we create a more resilient Queensland that is better prepared for the future.

As well as realising this government's election commitments, this QTRIP also includes projects from the Australian Government's Nation Building Program and the Regional Infrastructure Fund. In this regard, the Queensland Government's continuing commitment focusses on assisting regional communities by providing high quality infrastructure that supports economic growth. This includes:

- additional funding of $1 billion over 10 years to upgrade the Bruce Highway to improve safety, capacity and flood immunity. This funding is subject to the Australian Government providing additional funding above historical funding levels.
- the $790 million upgrade of the Cooroy to Curra section (Section A) of the Bruce Highway. This is the first project to be funded under the $1 billion Bruce Highway state election commitment
- $45 million for Toowoomba CBD Ring Road to ease traffic pressure by providing an alternative route for local traffic
- $24 million for flood mitigation works at Blakey's Crossing, Townsville.

We will continue to improve the reliability, affordability and frequency of public transport services across south-east Queensland. We are also striving to improve road safety, with $258.5 million allocated to the Safer Roads Sooner initiative for road safety improvements at high risk locations on Queensland's state-controlled network.

In 2013-14, $170.6 million of joint federal, state and local government funding has been allocated to start work on delivering the $1.147 billion Moreton Bay Rail Link project which will provide a dual rail line between Petrie and Kippa-Ring.

We are also continuing to work with local councils to improve road safety and reduce congestion, an example being the $128.4 million worth of road bridges at key rail crossings at Bracken Ridge and Geebung.

This QTRIP represents a responsible and affordable program that addresses the Queensland Government's priorities at maintaining existing transport networks at a safe and efficient level, continuing to repair infrastructure damaged in natural disasters, and focussing on the timely and cost effective delivery of infrastructure across Queensland.

This QTRIP supports the Queensland Government's long term vision for a better Queensland through responsible government, economic growth and commitment to regional communities.

Honourable Campbell Newman MP
Premier

Honourable Scott Emerson MP
Minister for Transport and Main Roads

Foreword by the Director-General

The Queensland Transport and Roads Investment Program (QTRIP) is Transport and Main Roads' continuing commitment to delivering transport and road infrastructure across Queensland.

The department has recently implemented a streamlined operating model to ensure we are delivering our services in a more efficient and effective manner. One important addition to our department is TransLink. The former statutory authority has now transitioned into the department, and this integration will further enhance the efficiency of our public transport network through the improvement of integrated planning, connectivity and accessibility.

Our regions will continue to deliver the most efficient outcomes for the people of Queensland through a revised regional structure, including:

- Fitzroy region and Central West region merging to become Central Queensland region
- Northern region and North West region merging to become North Queensland region
- Darling Downs region and South West region merging to become Downs/South West region.

The revised regional structure has been incorporated in this QTRIP.

QTRIP outlines a program of works over the next four years dedicated to delivering better infrastructure and planning to improve the quality of our roads, bridges, railways, marine infrastructure and public transport solutions.

The department is committed to competitive tendering, particularly in mature markets such as south-east Queensland, with projects being put out to the most innovative companies and councils to deliver works in the most cost effective way.

In addition to the department's focus on continuing to rebuild transport infrastructure across Queensland (under Natural Disaster Relief and Recovery Arrangements) following the flooding events from 2011 and 2013, the department is also delivering key priority projects such as those below:

- $178.8 million in 2013-14, for the $1.296 billion Gold Coast Rapid Transit project to construct a light rail from Southport to Broadbeach
- $71.6 million in 2013-14, for the $96.1 million upgrade of the Pumicestone Road Interchange on the Bruce Highway between Brisbane and Gympie, which is due for completion in July 2014
- $23.3 million in 2013-14, for the $152 million construction of an interchange at Calliope Crossroads interchange on the Bruce Highway between Benaraby and Rockhampton, which is due for completion in March 2014
- $15.8 million in 2013-14, for the $35.8 million extension of the South-East Busway from Eight Mile Plains Bus Station to Priestdale Road, which is due for completion in July 2014.

The department also continues to invest in the preservation and maintenance of our transport and road assets. These preservation and maintenance activities will support the safe and efficient movement of people, goods and services, across Queensland.

The department remains dedicated to working collaboratively with the Australian Government, local governments and our private sector partners to deliver the programs outlined in this QTRIP. We continue to work together with the Australian Government to finalise projects for the Nation Building 2 program which commences in 2014-15. In addition, we have recently collaborated with local governments through the Roads Alliance, to develop the Transport Infrastructure Development Scheme (TIDS) program from 2013-14, which is included in this QTRIP.

In total, the Department of Transport and Main Roads is planning to deliver $17.2 billion of works across local, state and national networks over the next four years – a huge investment for road and transport infrastructure in Queensland, particularly in the current fiscal climate.

I am committed to delivering the QTRIP 2013-14 to 2016-17 as efficiently and effectively as possible.

Neil Scales

Neil Scales
Director-General
Department of Transport and Main Roads

Contents

Introduction

Divider image: Ramp signalling - Sports Drive, Pacific Motorway. Photographer: Stefan Jannides.

TMR's Organisational Structure

Regions

Transport and Main Roads has recently implemented a revised regional structure. Instead of 12 regions, the department has implemented a nine region structure to deliver more efficient outcomes. Three western Queensland regions have merged with existing regions along the coast, providing better value for money outcomes in delivering transport infrastructure. The nine regions, supported by a State Program Office, collectively make up the Program Delivery and Operations Branch responsible for delivering the QTRIP.

RoadTek – TMR's Commercial Arm

The state government is committed to competitive tendering, particularly in mature markets such as south-east Queensland. Recent changes to RoadTek's operating model support this approach, and will ensure projects across the state deliver better value for money.

RoadTek will continue to play an important role in regional and remote areas, where its expertise and responsiveness are valuable, particularly when private firms are unable to deliver works.

TransLink

TransLink, a former statutory authority, has now transitioned to Transport and Main Roads. This integration will enhance the efficiency of the public transport network through the improvement of integrated planning, connectivity and accessibility.

Transport Network Reconstruction Program (TNRP)

Over the last few years, Queensland has been devastated by floods and cyclones which have seen a need for long-term disaster repairs across the state. In response, Transport and Main Roads established the Transport Network Reconstruction Program (TNRP) in 2011 to deliver the massive reconstruction program across Queensland. TNRP works are delivered by regions with expanded resources from the private sector, coordinated centrally by a program office working closely with the Queensland Reconstruction Authority, to deliver works under the Natural Disaster Relief and Recovery Arrangements (NDRRA), a joint federal and state initiative.

Queensland Rail

Legislation was recently passed in State Parliament to change Queensland Rail from a government-owned corporation to a statutory authority. This legislative change will provide significant benefits to the community, including improved operation and management of rail services, more efficient delivery of rail services, enhanced customer service for rail passengers, and a clearer accountability framework for rail services.

Background of the QTRIP

Transport and Main Roads plans, manages and oversees the delivery of a safe, efficient and integrated transport system that supports sustainable economic, social and environmental outcomes in Queensland.

The QTRIP details transport and road infrastructure projects that the department plans to deliver over the next four years for roads, bridges, railways, marine infrastructure and public transport.

Benefits and purpose

The QTRIP enables the department to:

- ensure smooth project delivery by allowing workforce planning across all industry sectors
- provide transparency about transport infrastructure projects across Queensland
- ensure integrated strategies and policies across the public sector and with the private sector
- coordinate infrastructure and services across various transport modes
- integrate transport and land use planning so development has appropriate access, and land use supports sustainable transport options
- comply with legislative requirements
- demonstrate support provided to local government and Indigenous communities for local road upgrades.

Content

The QTRIP identifies firm funding commitments for the first two years for Queensland Government funded projects and for the first year for projects funded by the Australian Government. It identifies indicative funding for the remaining years of the four-year program.

QTRIP's program of work is developed in accordance with funding allocations identified by the Australian and Queensland Governments in their annual budget and both governments' policy objectives.

QTRIP excludes commercial works delivered by Queensland Motorways Limited, Queensland Port Authorities and Queensland Rail.

Strategic Framework

The *Transport Planning and Coordination Act 1994* sets the requirement for the department to develop a transport coordination plan for strategic planning and management of transport resources in Queensland.

The department's Transport Coordination and Delivery Plan (TCDP) sets clear long-term objectives for the planning, management and delivery of Queensland's transport system. It outlines the criteria used to decide on the priorities for spending on transport, and provides a set of guiding principles to assist decision makers responding to emerging issues. The TCDP complements other Queensland Government strategies and regional plans to ensure land use and transport planning are effectively managed to support economic development.

The TCDP provides direction to the department in making investment choices and operational budget allocations to best meet the objectives of the department and the Queensland Government. Progress against these strategic objectives is reported through the department's Annual Report and Service Delivery Statements. The strategic framework focuses Transport and Main Roads' decision making and is consistent with the Australian Transport Council's National Guidelines for Transport System Management in Australia.

The department's business objectives and strategic priorities are stated in the Transport and Main Roads Strategic Plan 2013-2017. It states the agency's vision and goal and outlines the strategic direction for the next four years. The department is well structured to deliver the strategic plan's business objectives which are closely aligned with the service areas in its Service Delivery Statements. The strategic plan guides the development of annual branch business plans and is updated each year to ensure that it keeps pace with emerging issues in an ever changing operating environment.

Legislative requirements

Under the *Transport Infrastructure Act 1994*, QTRIP is required to be produced annually by the Director-General and be made available to the public. QTRIP is produced in accordance with financial and transport planning and coordination requirements, and in association with other plans, programs and modal strategies, including integrated land use and infrastructure planning.

Stakeholder engagement

Queensland's transport and road system connects people, business and industry, markets and employment. Connecting with stakeholders through the QTRIP is an essential part of the department's business to achieve the best transport and road outcomes for Queensland.

Transport and Main Roads' stakeholder engagement includes one-on-one engagement, community engagement, industry briefings, and alliances and partnerships with external organisations. Key stakeholders include the Australian Government, other state government departments, local government, and peak industry and government bodies.

Other partners and suppliers include the private sector industry, contracting and engineering peak bodies, universities, Indigenous groups and environmental groups and agencies.

These vital stakeholders provide critical analysis, input and advice that help the department refine its policies, programs, investment decisions and services. The department asks key stakeholders to rate its performance against the elements of trust, commitment, recognition and inclusiveness. The department uses this information to continue to improve stakeholder interactions.

Working with communities

Transport and Main Roads' decentralised operations have provided a strong local presence in Queensland communities for many years built on long-term engagement with the community for infrastructure projects. An overarching engagement policy, accompanied by standards and guidelines, and staff training and support is in place.

Working with local government

Transport and Main Roads, in partnership with the Local Government Association of Queensland (LGAQ) and individual local governments, collaborate in the Roads Alliance to manage Queensland's road network, irrespective of ownership.

The Roads Alliance was established in 2002 to address state and local road network challenges and manage Local Roads of Regional Significance (LRRS). The LRRS network comprises lower-order state-controlled roads and higher-order local government-controlled roads.

Investment in the LRRS network is managed by 19 Regional Road Groups (RRGs) which are voluntarily formed by regional groupings of Mayors and departmental regional representatives. RRGs have substantial decision making authority under the Roads Alliance.

RRGs determine priorities for the development, management and delivery of regional transport programs. These are derived from individual regional investment strategies.

The formation of the Roads Alliance has led to increased collaboration, capability building and engagement in the regions. Collaboration based on transport priorities for community outcomes, rather than road ownership, will continue as the key driver of the Roads Alliance.

Working with national stakeholders

Transport and Main Roads represents Queensland's interests nationally on peak Australian transport and road bodies such as the Standing Committee on Transport and Infrastructure (SCOTI), Transport and Infrastructure Senior Officials Committee (TISOC), Austroads, Roads Australia and Australian Roads Research Board (ARRB) Ltd. The department is recognised nationally and internationally for its contribution to the roads agenda and for its willingness to learn from others.

Opportunities and challenges

Population Growth and Economic Development

Queensland's estimated resident population of 4.6 million is expected to grow to more than 6.6 million by 2031. This presents significant challenges for the department to manage the impact of this growth, harness opportunities and mitigate the risks which come with it. Over the past decade, Queensland has seen significant gains in infrastructure and public transport catering for population growth.

In addition to traditional demand management initiatives to address congestion, new technologies will play a significant role in managing transport demand and increasing the efficiency of current assets. There is an opportunity for the department to embrace new technologies as a cost-effective means to improve transport efficiency, safety and meet customer expectations.

Improvements in traffic control systems and advancements in data collection from infrastructure assets will enhance performance and help minimise whole-of-life costs of the transport network. These technological improvements will enhance the sophistication and accessibility of transport information available to the public. They will also allow transport system users to make more informed travel choices, whether they are travelling by car, public transport or other forms of transport.

While new technology provides significant opportunities for a growing and increasingly diverse population, the challenge will be to ensure that all transport users are able to enjoy the benefits and travel to their destination safely and efficiently.

Safety

The Queensland Government has endorsed the National Road Safety Strategy 2011-2020 which includes a target of a reduction of at least 30% in the number of fatalities and serious injuries by 2020.

As part of Queensland's continuing and evolving efforts to improve road safety, Queensland has adopted the Safe System approach to road safety which, while promoting alert and compliant drivers, also aims to reduce the severity of crashes through infrastructure improvements, speed reductions and enforcement.

The Queensland Government's targeted road safety infrastructure program, Safer Roads Sooner (SRS), aims to address known and potential crash sites on state-controlled roads by providing cost effective, high-benefit treatments such as installing barriers, improving line marking, providing better signage and removing roadside hazards. This QTRIP identifies various priority projects under the SRS program across the state.

Some of the other major projects currently being worked on by the Queensland Government to improve road safety are a review of licensing (including motorcycles and the Q-Safe licence test), reviewing speed limits, and the introduction of enhanced signage in school zones.

Additionally, the Queensland Government is working on a new and innovative community safety strategy to achieve attitudinal and behavioural change in relation to road safety. The strategy will aim to strengthen, influence and refocus the Queensland community on the importance of road safety and how individuals can play a role in reducing the road toll.

Freight needs

The movement of freight is a critical activity driven by industry and consumer needs, and is fundamental to supporting economic growth. Queensland's freight task is expected to double over the next 20 years, driven by population growth and economic activity. This is likely to place increasing pressure on the transport system, particularly key inter-regional and urban links which support agricultural, mining and major industrial areas, seaports, airports, commercial business parks and major retail centres. Enhancing freight movement is critical to Queensland's global competitiveness and economic performance.

Queensland's wide variety of industries presents varying transport movement demands, including containerised freight, bulk freight and very large loads and over-sized loads. The challenge is to continue to deliver an integrated transport system that supports broad community and industry freight needs which is safe, efficient, reliable, and environmentally sustainable.

Finance and funding

Funding to build, maintain and operate the transport system in Queensland comes primarily from the Australian and Queensland Governments. The state-funded component includes revenue from motor vehicle registration and proceeds from infringements (such as camera detected offences), as well as other sources. Some projects are partly funded by local government and developer contributions. Other projects are jointly funded by the Australian and Queensland Governments such as the Natural Disaster Relief and Recovery Arrangements (NDRRA). Funding provided by the Australian Government demonstrates collaboration and presents major opportunities in delivering Queensland's infrastructure into the future.

There is an opportunity for the department to take a new approach in delivering a more efficient, integrated, and safe and secure transport system. Finding new ways to plan, fund, build and operate new and existing transport infrastructure and services by working with partners and stakeholders in government, community and industry is critical to ensuring the future economic sustainability of the state.

Rural, remote and Indigenous communities

The Queensland Government is exploring funding options for transport infrastructure improvements within rural, remote and Indigenous communities. A number of initiatives build upon previous years' work to further improve the surface of roads, improve flood immunity to reduce outages in the wet season, and maintain or upgrade maritime infrastructure. QTRIP serves local communities through the creation of employment and training opportunities for local residents which are built into project delivery, wherever practicable.

Environment and Sustainability

Queensland's environment is under increasing pressure because of the state's growing population and associated industrial and residential development. The department is committed to being an environmentally, socially and economically sustainable organisation that plans, delivers and manages a transport system that connects Queensland now and in the future.

Transport and Main Roads' commitment to environmental sustainability is being addressed by several programs. The department is improving the condition of the road reserve by investing in nature conservation, fire risk management, road landscaping, road traffic noise barriers and heritage management.

State overview

Divider image: Drummond to Longreach Rail.

State-controlled transport and road infrastructure

Rail

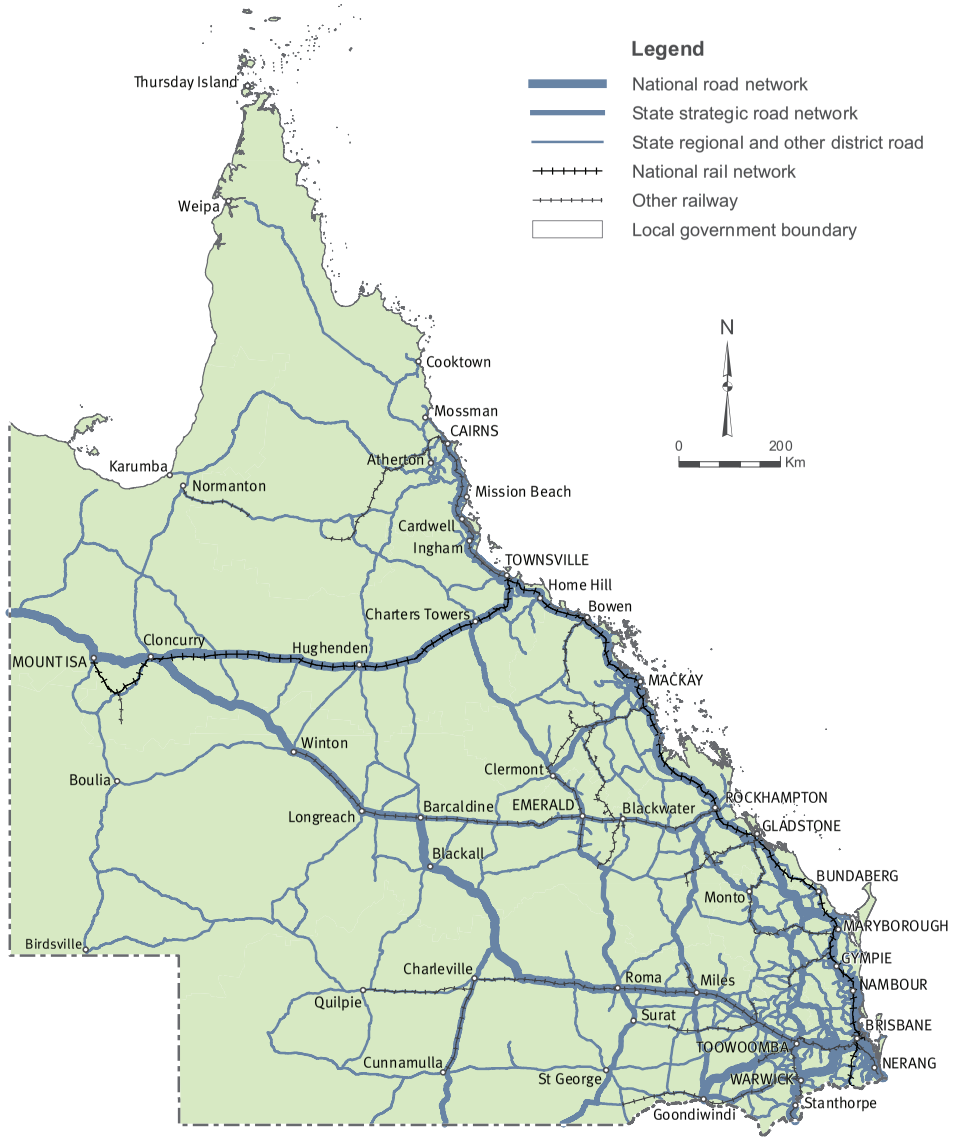
Transport and Main Roads manages rail corridor land in Queensland for both the Queensland Rail and Aurizon networks. It also purchases services from and oversees the operations of Queensland Rail. Through its key businesses, Queensland Rail manages over 7000km of rail network in Queensland, which supports the movement of more than 55 million passenger trips annually.

Queensland Rail is also a rail operator and provides both the urban (Citytrain) and Regional (Traveltrain) passenger services. Privately-owned Aurizon (formerly QR National) operates and manages approximately 2300km of heavy haul rail infrastructure in Queensland. Queensland's rail network is shown in Figure 1.

The department promotes efficient and effective passenger and freight services by investing in the acquisition and maintenance of rail infrastructure. This includes assets, such as tracks, bridges, signalling equipment, stations and rollingstock. Details of rail projects are listed under each region where applicable.

Queensland Rail has been contracted by the department to deliver new rail infrastructure, as well as capital maintenance projects. This engagement, and the associated funding arrangements, is governed by the Transport Service Contract (Rail Infrastructure).

Figure 1: Queensland's transport and road system map



Maritime

Transport and Main Roads owns, manages and operates maritime infrastructure across Queensland, including boat ramps, pontoons, jetties, floating walkways, dredging works and navigation aids. The department funds the construction and ongoing structural maintenance of boating facilities. The local managing authority provides the land-based infrastructure such as car and trailer parking, manages the operations at the facility, and conducts day-to-day maintenance. Details of maritime infrastructure projects are listed under each region where applicable.

Cycleways

Cycleways provide a safe and efficient form of transport with direct economic benefits for individuals and for the community as a whole. There are generally paths or facilities separated from motor vehicles in high volume or speed traffic environments. Investment in on-road and off-road cycling infrastructure provides direct connections that link people to work, recreation and services. Responsibility for ongoing asset management lies with either the department or local governments, depending on the asset owner. Details of cycling infrastructure projects are listed under each region where applicable.

Busways

Transport and Main Roads plans, delivers and owns busways in south-east Queensland, which currently extends to about 28km. Busways remove buses from roads, easing traffic congestion and leading to improved services. Details of busway projects are listed under each region where applicable.

Light rail

Transport and Main Roads is constructing the first light rail system (the Gold Coast Rapid Transit Project) on the Gold Coast initially extending for 13km. It will provide fast, frequent and reliable passenger services to move high volumes of people through the Gold Coast. Details of the light rail project are listed under the South Coast Region.

State-controlled roads

Queensland's state-controlled roads are managed and operated by the department. Queensland has the longest state-controlled road network of any Australian state or territory, with 33,336km of roads. Queensland's state-controlled roads consist of roads on the National Land Transport Network (National Network) and Other State-Controlled Roads. The different classes of roads are shown in Figure 1.

The state-controlled network includes the major traffic carrying and linking roads across Queensland – 80% of Queensland's road traffic is carried on state-controlled roads. State-controlled roads carry traffic volumes ranging from less than 50 vehicles per day to more than 140,000 vehicles per day. These roads are used for a wide range of purposes including freight, tourist trips, daily commutes, access to services and recreation. The estimated gross replacement value of Queensland's state-controlled road network is $58.48 billion (as per the department's financial statements 2011-12) making it the Queensland Government's largest publicly-owned physical infrastructure asset.

National Network roads

Transport and Main Roads owns, manages and operates the National Network in Queensland, including 5015km of roads. The National Network is a single integrated network of land transport linkages of strategic national importance and is based on national and inter-regional transport corridors including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth, development and connectivity. Details of road projects on the National Network can be found under the Statewide section, and are listed under each region in the National Network section.

Other State-controlled roads

As shown in Figure 1, Other State-controlled roads in Queensland include:

- state strategic roads (excluding National Network identified above) – 4083 km
- regional and district roads – 24,238km

Local government-controlled roads

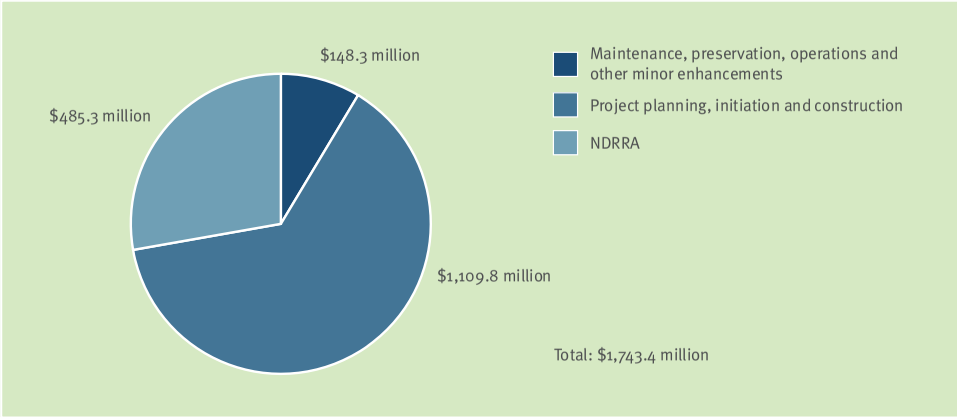
Local government-controlled roads are owned, managed and operated by various local governments across Queensland. Details of projects on local government-controlled roads are listed under each region where applicable.

Program allocation

National Network

Figure 2 depicts the 2013-14 program allocation to the National Network, including construction, maintenance, preservation and operations, and an estimate of road recovery and restoration works as part of the Natural Disaster Relief and Recovery Arrangements (NDRRA).

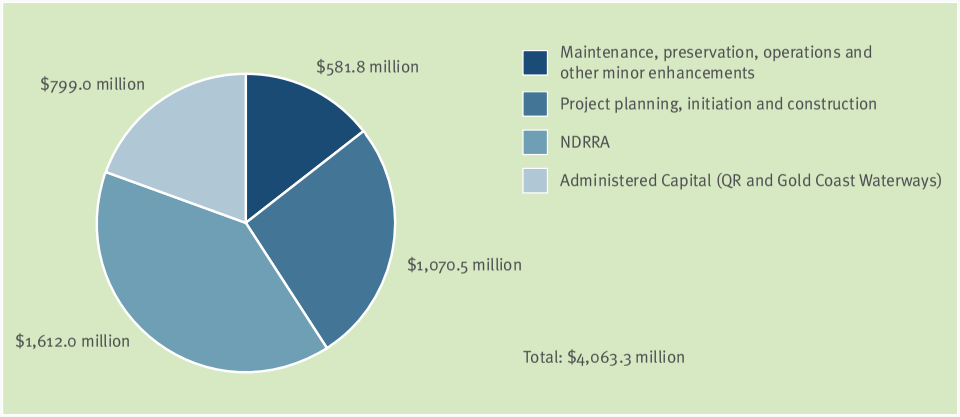
Figure 2: 2013-14 Program Allocation - National Network ($m)



State Network

Figure 3 depicts the 2013-14 program allocation to the State Network for all transport modes, including an estimate of road recovery and restoration works as part of the Natural Disaster Relief and Recovery Arrangements (NDRRA).

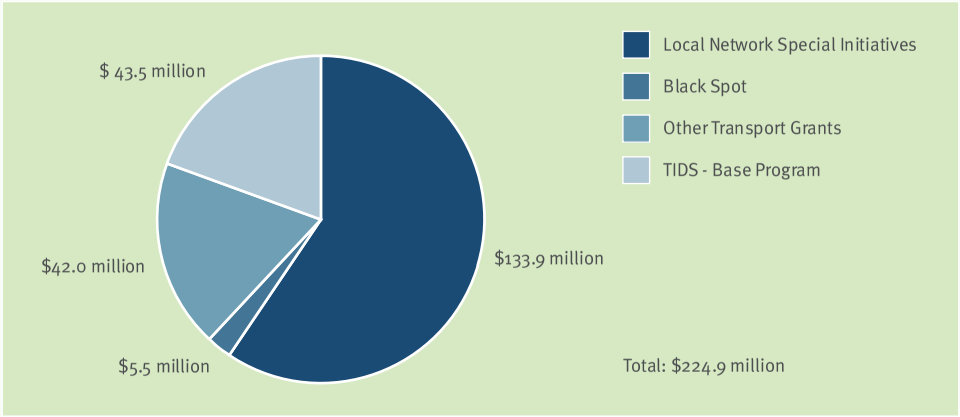
Figure 3: 2013-14 Program Allocation - State Network ($m)



Local Network

Figure 4 depicts the 2013-14 program allocation to the Local Network, comprising of grants to local governments in accordance with the Black Spot Program (BSP), Transport Infrastructure Development Scheme (TIDS) and other transport grants programs.

Figure 4: 2013-14 Program Allocation - Local Network ($m)



Statewide commitments

Divider image: Maranoa River Bridge, Mitchell. Part of the Roma to Mitchell Project.

Statewide commitments

Most projects and programs are detailed under each region's tab in the National Network, State Network and Local Network sections. The balance of approved funding is detailed in this section.

Statewide commitments include special initiatives and funding commitments that will be prioritised and allocated to regions in the future. It also includes statewide contracts, which are administered on a statewide level to improve the cost effectiveness of program delivery.

National Network

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Various local governments	S20/R001/405		State-controlled road network	Various locations	4,256		4,256	3,756	500				Upgrade route lighting
	S20/R001/433	034359-09QLD-NP	State-controlled road network	Various locations	1,083	1,083		752	331				Install, upgrade or replace roadside delineation
Subtotal: Various local governments									**831**				
Other works			Bruce Highway - Overtaking lanes (Childers to Sarina)			2,038			2,038				
			Bruce Highway - Overtaking lanes (Curra to Childers)			400			400				
			Bruce Highway - Overtaking lanes (Sarina to Cairns)			78			78				
			Bruce Highway - Rest areas (Sarina to Cairns)			337			337				
			Bruce Highway - Safety initiatives (Caboolture to Curra)			317			317				
			Bruce Highway - Safety initiatives (Curra to Sarina)			1,913			1,913				
			Bruce Highway - Safety initiatives (Sarina to Cairns)			259			259				
			Bruce Highway - Strengthening and widening			47			47				
			Construction Works			406,848	596,374		30,285	81,737	891,200		
			Corridor and Minor Safety Enhancements			3,176	2,117		5,293				
			Corridor, Roadway and Structures Management			3,525			3,525				
			Nation Building Program			128,400				40,000	88,400		

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Other works (continued)			Routine Maintenance			252,980				78,420	174,560		
			Traffic Management Enhancements			17,318				17,318			
Subtotal: Other works									**44,492**	**217,475**	**1,154,160**		
Total: Statewide National network									**45,323**	**217,475**	**1,154,160**		
Australian Government contributions									42,706	211,101	564,160		
Queensland Government contributions									2,617	6,374	590,000		
Total : Contributions									**45,323**	**217,475**	**1,154,160**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Various local governments	S20/M801/4	MNA	Various navigational aids	Various locations	23,190	2,100	5,685	5,201	10,204		Undertake minor maritime safety works
	S20/M803/5	MBI	Various boating infrastructure	Various locations	68,347	19,761	14,811	15,061	13,637	5,077	Construct/upgrade boating infrastructure
	S20/M803/500	MBI	Various boating infrastructure	Various locations	41,949	15,426	7,186	6,903	12,434		Undertake routine maintenance of boating infrastructure
	S20/P801/1	TRI	TransLink network	Statewide DDA Compliance Upgrades	14,000		2,000	4,000	8,000		Construct or upgrade bus station/s
	S20/P801/2	TRI	TransLink network	Statewide Station Signage and Wayfinding	3,600		2,000	800	800		Construct or upgrade bus station/s
	S20/P801/8	TRI	TransLink network	TransLink Station Upgrades	8,550	2,621	1,929	2,000	2,000		Construct or upgrade bus station/s
	S20/R001/401	SN	State-controlled road network	Various locations	42,444	19,212	5,540	5,468	12,224		Data collection
	S20/R001/404	SN	State-controlled road network	Various locations	17,206	9,206	8,000				Upgrade route lighting
	S20/R001/415	SN	State-controlled road network	Various locations	6,715	5,824	891				Manage contracts for RACQ web-based information and STREAMS
	S20/R001/416 [5]	SN	State-controlled road network	Various locations	2,362	1,762	600				Upgrade traveller information facilities
	S20/R001/422	SN	State-controlled road network	Various locations	5,692	5,568	124				Upgrade traffic management facilities
	S20/R001/425	SN	State-controlled road network	Various locations	1,397	984	413				Operation of incident management facilities
	S20/R001/429 [6]	SN	State-controlled road network	Various locations	10,211	9,492	719				Provide driver fatigue management facilities
	S20/R001/450	SN	State-controlled road network	Various locations	7,279	1,452	1,958	1,281	2,588		Manage contracts for RACQ web-based information and STREAMS
	S20/R001/452	SN	State-controlled road network	Various locations	2,500	500	750	1,000	250		Install/replace signs
	B02090	HR	Telecommunications Backbone Network Strategy	Various locations	18,910	15,272	3,433	205			Renew data network
Subtotal: Various local governments							**56,039**	**41,919**	**62,137**		
Other works			Construction Works				25,918	6,094	52,208		
			Corridor and Minor Safety Enhancements				12,650	19,418	28,445		
			Corridor, Roadway and Structures Management				30,841	30,695	72,267		
			NDRRA Rehabilitation and Replacement				23,941	80,975	12,278		
			Rehabilitation				6,013	5,494	15,626		
			Routine Maintenance				2,897	1,843	4,625		
			Safer Roads Sooner funding commitment				49,755	55,000	70,710		
			State Planning (State network)				40,892	34,982	69,982		
			Strategic Transport Planning				12,902	18,992	37,894		
			Transport Corridor Acquisition Fund (Hardships)				80,068	80,000	160,000		

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost $'000	Estimated expenditure June 2013 $'000	Approved [3] 2013-14 $'000	Approved [3] 2014-15 $'000	Indicative [4] 2015-16 to 2016-17 $'000	Indicative [4] Beyond $'000	Work description
Other works (continued)			Traffic Management Enhancements				413	368	807		
			Traffic Operations				4,231	12,772	23,705		
			Rail Network Infrastructure Renewal and Upgrades				181,230	252,960	676,980		
			Rail Passenger Asset Renewal and Upgrades				195,014	198,495	340,090		
			Statewide Operating and Enabling Works				129,799	126,860	187,557		
Subtotal: Other works							**796,564**	**924,948**	**1,753,174**		
Total: Statewide State network							**852,603**	**966,867**	**1,815,311**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Funded by the Queensland Government's Safer Roads Sooner program. For other Safer Roads Sooner program projects, see the relevant region's National Network and State Network tables.

(6) Motorcycle safety initiatives funded under the Queensland Government's Safer Roads Sooner program.

Local Network

Local government	Project number[1]	Category[2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved[3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Various local governments	S20/LGSL/13	LGAC	N/a	TMR / local government alliance – Roads Alliance Board funded	720		720		80	160	160	320		Develop technical capability
	S20/PTPG/2[4]	LGBI	N/a	Various locations	136,389		136,389		46,267	22,615	22,735	44,772		Upgrade school buses
	S20/PTPG/4[4]	LGBI	N/a	Passenger Transport Accessible Infrastructure Program	26,995		26,995		6,825	4,986	5,032	10,152		Upgrade public transport infrastructure - disability standards
	S20/CNPG/1[4]	LGCW	N/a	Cycle Network Program Grants	144,218	76,545	67,674		24,704	10,729	10,000	22,241		Construct cycleway / footpath/s and supporting infrastructure
	S20/CNPG/2[4]	LGCW	N/a	Active Towns	20,000	10,000	10,000		4,000	3,000	3,000			Cycleway subsidies
	S20/TSPG/1[4]	LGCW	N/a	Safe Walking and Pedalling Program	1,200		1,200		200	200	200	400	200	Improve active transport to and from schools
	S20/MSQG/1[4]	LGMA	N/a	Maritime Services Grants	2,500		2,500		500	500	500	1,000		Construct/upgrade boating infrastructure
	S20/LGSS/12[4]	LGRD	Various roads	Various locations	7,500		7,500		1,500	2,250	3,000	750		Install/replace signs
Subtotal: Various local governments										**44,440**	**44,627**	**79,635**		
Other works			Black Spot Program funding commitment								10,792	24,358		
			Local Government Transport Development							8,025	3,482	7,636		
Subtotal: Other works										**8,025**	**14,274**	**31,994**		
Total: Statewide Local network										**52,465**	**58,901**	**111,629**		

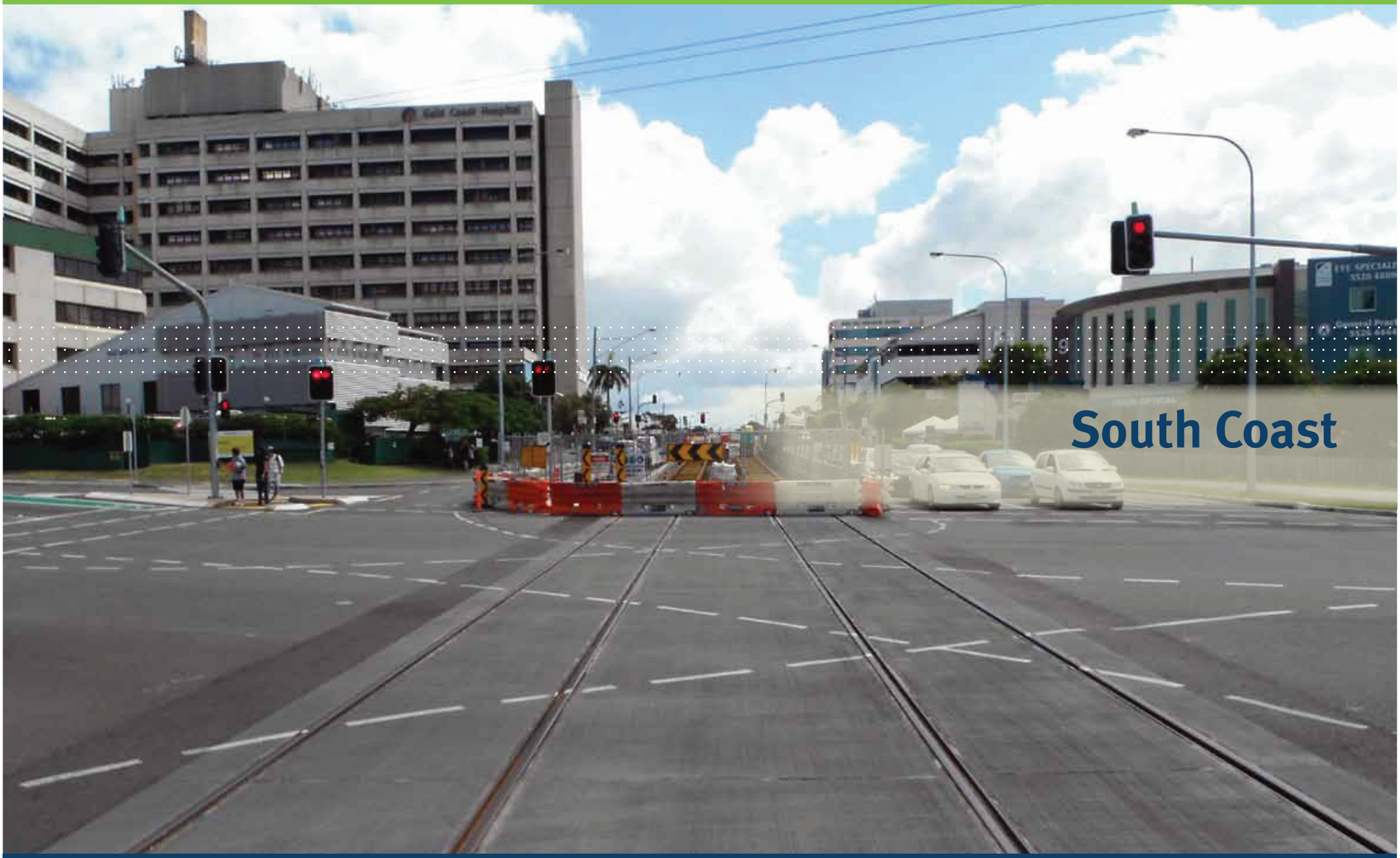
Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

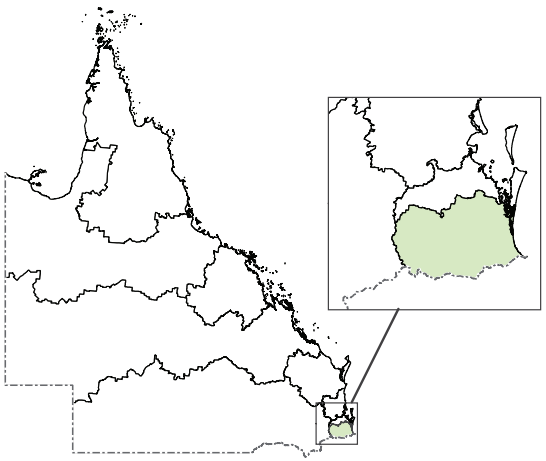
(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Works on the local network that are fully/or partly funded by the Queensland Government.



South Coast



Legend

- National road network
- State strategic road network
- State regional and other district road
- National rail network
- Other railway
- Local government boundary

South Coast Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
South Coast	Gold Coast	36-38 Cotton Street, Nerang Qld 4211	PO Box 442, Nerang Old 4211	(07) 5596 9500	pdo.regions.goldcoast@tmr.qld.gov.au

Regional profile

Overview

The South Coast Region covers an area of about 6548km², or around 0.4% of Queensland.[1] It extends from Logan in the north to the New South Wales border in the south, and from the coastline in the east to Cunningham's Gap in the west.

The region has an estimated residential population of about 838,886 people or around 18.7% of Queensland's total population.[1]

The region looks after about 917km of other state-controlled roads and about 131km of the National Network. Other major transport infrastructure in the region includes a bus network and cycling facilities delivered as part of the South East Queensland Principal Cycle Network Plan.

Regional program highlights

In 2012-13 the department completed:

- construction of a new roundabout on Beaudesert-Beenleigh Road, at the Tamborine Mountain Road and Waterford-Tamborine Road intersection
- reconstruction work on the Cunningham Highway at Cunninghams Gap as part of Natural Disaster Relief and Recovery Arrangements (NDRRA), jointly funded by the Australian Government and Queensland Government
- the upgrade of the Pacific Motorway between Nerang (Exit 73) and Worongary (Exit 77) as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- the Robina Interchange Upgrade as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- the upgrade of the Pacific Motorway between Springwood (South) and Daisy Hill as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- the upgrade of the Gold Coast Highway between Nineteenth Avenue and Eighth Avenue, Palm Beach
- road safety improvements on Beechmont Road between Tarlington Road and Mirani Street partly funded by the Australian Government and Queensland Government under NDRRA
- pavement rehabilitation of the Cunningham Highway north of Aratula as part of NDRRA, jointly funded by the Australian Government and Queensland Government.

In 2013-14 the department will:

- continue upgrading the Smith Street Motorway at the Olsen Avenue Interchange
- continue the Gold Coast Rapid Transit project, funded by the Australian Government, Queensland Government and Gold Coast City Council. This project is delivering a 13km high-capacity light rail system linking Southport and Broadbeach. This project is being delivered partly through a public private partnership
- continue widening the Pacific Motorway from four to six lanes between Worongary (Exit 77) and Mudgeeraba (Exit 79) as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- complete construction of an extra southbound lane on the Pacific Motorway between Fitzgerald Avenue, Springwood (Exit 19) and Shortland Street, Slacks Creek (Exit 23), as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- complete pavement overlay on sections of the Pacific Motorway from Logan to Nerang
- complete construction of a new bridge on Tamborine-Oxenford Road at John Muntz Causeway partly funded by the Australian Government and Queensland Government under NDRRA
- commence widening and overlay of Waterford-Tamborine Road from Yore Road to Tamborine Village
- complete pavement rehabilitation of the Mount Lindesay Highway at Beaudesert partly funded by the Australian Government and Queensland Government under NDRRA.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

Future plans

The department is continuing to plan for the future transport requirements of residents in the South Coast Region.

In 2013-14 the department plans to:

- continue planning to support the Commonwealth Games, including planning for spectator transport, transport infrastructure at venues, planning and analysis for the Game Route Network, and Games Village Access requirements

- continue the Logan Area Strategy which will primarily aim to establish a 'top down' approach in defining functions across the supporting arterial road network to the Pacific Motorway.

National Network

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Gold Coast	160/12A/17		Pacific Highway (Pacific Motorway)	Various locations	21,881		21,881	19,881	500	1,500			Install, replace or restore road traffic noise treatments
	160/12A/9	034244-09QLD-NP	Pacific Highway (Pacific Motorway)	Nerang - Stewart Road	128,000	64,000	64,000	121,561	6,439				Widen from four to six lanes
	160/12A/903	034241-09QLD-NP	Pacific Highway (Pacific Motorway)	Coomera interchange (Foxwell Road)	16,173	8,086	8,086	14,973	1,200				Undertake transport project planning
	230/12A/651 [2]		Pacific Highway (Pacific Motorway)	77.40 - 77.50km	1,569		1,569	1,499	70				Remediate batter slopes
	230/12A/8	034244-09QLD-NP	Pacific Highway (Pacific Motorway)	Worongary - Mudgeeraba (58.90 - 61.90km)	95,500	47,750	47,750	17,500	40,000	38,000			Widen to six lanes
Subtotal: Gold Coast									**48,209**	**39,500**			
Logan	240/12A/1	034246-09QLD-NP	Pacific Highway (Pacific Motorway)	Fitzgerald Avenue - Aranda Street	35,000	17,500	17,500	7,863	27,137				Construct additional lane/s
Subtotal: Logan									**27,137**				
Scenic Rim	207/17B/485 [3]	047953-13QLD-BS	Cunningham Highway (Ipswich - Warwick)	73.20 - 74.70km	546	546			546				Install/upgrade audio tactile line marking and rumble strips
	207/17B/652 [2]		Cunningham Highway (Ipswich - Warwick)	Sections : 29.48 - 37.56km	5,774		5,774	1,336	4,438				Remediate batter slopes
	207/17B/653 [2]		Cunningham Highway (Ipswich - Warwick)	Sections : 50.10 - 73.40km	31,000		31,000	19,266	11,734				Rehabilitate and overlay (>75mm)
Subtotal: Scenic Rim									**16,718**				
Other works			Construction Works			18,765	20,161		18,926	20,000			
			Corridor and Minor Safety Enhancements				15,994		8,494	7,500			
			Rehabilitation				50,000		20,000	30,000			
			Traffic Operations				1,015		1,015				
Subtotal: Other works									**48,435**	**57,500**			
Total: South Coast National network									**140,499**	**97,000**			
Australian Government contributions									49,198	10,000			
Queensland Government contributions									91,301	87,000			
Total : Contributions									**140,499**	**97,000**			

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(3) Funded by the Australian Government's Black Spot Program.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Gold Coast	160/1003/2	LRRS	Stapylton - Jacobs Well Road	Behms Creek	4,505	1,255		3,250			Replace bridge/s
	230/1003/1[5]	LRRS	Stapylton - Jacobs Well Road	Quinns Hills Road	20,000	1,000	1,000	8,000	10,000		Improve intersection/s
	230/103/12[6]	SR	Southport - Burleigh Road	Cottesloe Drive	159		159				Improve intersection/s
	230/103/13[6]	SR	Southport - Burleigh Road	Southport - Nerang Road	364		364				Improve intersection/s
	230/104/651[7]	LRRS	Gold Coast - Springbrook Road	19.26 - 19.35km	1,113	656	457				Remediate batter slopes
	160/113/1	SS	Intra Regional Transport Corridor (Stapylton - Nerang)	0 - 36.56km	25,571	22,794	777	2,000			Undertake transport project planning
	230/116/1	LRRS	Labrador - Carrara Road	Smith Street / Olsen Avenue interchange	119,356	37,151	35,000	47,195	10		Widen from four to six lanes
	230/11A/4[6]	LRRS	Gold Coast Highway (Helensvale - Southport)	Hope Island Road	126		126				Improve intersection/s
	230/11B/48B[8]	SR	Gold Coast Highway (Broadbeach - Coolangatta)	Eleventh Avenue - Stewart Road	445			445			Update pedestrian facilities
	230/11B/8[6]	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	Kirribin Street	166		166				Improve intersection/s
	230/202/452[8]	SR	Beaudesert - Nerang Road	Nathanvale Drive - Oak Street	1,399	180		1,219			Install, upgrade or replace roadside delineation
	230/2020/480[9]	LRRS	Beechmont Road	0.27 - 1.16km	200	25	175				Replace/upgrade guardrail section/s and end/s
	230/2020/651[7]	LRRS	Beechmont Road	3.15 - 8.75km	7,009	6,636	373				Remediate batter slopes
	230/206/2[11]	LRRS	Tamborine - Oxenford Road	John Muntz Bridge	14,331	1,171	13,159				Construct bridge/s
	230/206/652[7]	LRRS	Tamborine - Oxenford Road	18.40 - 18.50km	8,364	4,765	3,599				Rehabilitate bridge/s and culvert/s
	230/LR10/1[10]	LR	Gold Coast Rapid Transit	Parklands Drive (Southport) - Hooker Boulevard (Broadbeach)	1,296,464	738,238	178,785	22,986		356,455	Construct new rail line
	230/P019/1	TRI	Parklands Drive Layover Facility	Southport	3,000		3,000				Bus priority works
	230/RT11/1	OBI	Varsity Station Urban Village	Varsity Station	2,254	65	564	450	1,175		Bus priority works
	AR11933 and A02238	HR	Coomera - Helensvale: Second Track	Coomera - Helensvale, Gold Coast Line	189,600			60,420	119,700	9,480	Construct rail line
Subtotal: Gold Coast							**237,704**	**145,965**	**130,885**		
Logan	240/108/480[8]	LRRS	Beenleigh - Redland Bay Road	Stern Road - Serpentine Bridge	306				306		Replace/upgrade guardrail section/s and end/s
	240/204/481[8]	LRRS	Brisbane - Beenleigh Road	Kingston Road / Park Road	490			490			Improve intersection/s
	240/204/482[8]	LRRS	Brisbane - Beenleigh Road	Paradise Road	180			180			Improve intersection/s
	240/204/483[8]	LRRS	Brisbane - Beenleigh Road	Kingston Road / Smith Road intersection	346				346		Undertake remedial surface treatment for high frequency crash sites
	240/204/6[6]	LRRS	Brisbane - Beenleigh Road	Kingston Road / Monash Road	95		95				Improve intersection/s
	240/204/7[6]	LRRS	Brisbane - Beenleigh Road	Muchow Road	17		17				Improve intersection/s
	240/207/651[7]	LRRS	Waterford - Tamborine Road	7.80 - 8.35km	1,256	159	1,096				Overlay pavement (>75mm)

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Logan (continued)	240/2071/1[8]	LRRS	Camp Cable Road	Virginia Way - Waterford-Tamborine Road	968	168		800			Seal shoulder/s
	240/208/480[8]	SR	Beenleigh Connection Road	0.26 - 4.00km	169				169		Construct footpath/s
	240/210A/1	SS	Logan Motorway (Gailes - Loganholme)	24.64 - 24.80km	6,500	2,300	4,200				Construct additional lane/s
	240/25A/651[7]	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	15.50 - 31.30km	25,677	1,303	24,374				Rehabilitate and overlay (>75mm)
	240/P015/1	TRI	Browns Plains Bus Station	Matthew Terrace	10,201	201	8,000	2,000			Construct or upgrade bus station/s
	240/P016/1	TRI	Logan Central Bus Station	Wembley Road	6,783	6,683	100				Construct or upgrade bus station/s
	240/P017/1	TRI	Slacks Creek Park 'n' Ride	Corner Loganlea Road and Nujooloo Road	7,191	7,091	100				Construct or upgrade Park 'n' Ride
Subtotal: Logan							**37,982**	**3,470**	**821**		
Scenic Rim	207/2005/1[8]	LRRS	Running Creek Road	Innisplain Road	340			340			Improve intersection/s
	207/203/481[9]	SR	Beaudesert - Beenleigh Road	2.00 - 2.60km	81	21	60				Replace/upgrade guardrail section/s and end/s
	207/207/1[5]	LRRS	Waterford - Tamborine Road	Yore Road - Tamborine Village	5,000		1,500	3,500			Widen and overlay
	207/209/1[8]	SR	Mundoolun Connection Road	0 - 9.26km	2,102	358	1,744				Seal shoulder/s
	207/211/652[7]	SR	Ipswich - Boonah Road	Sections : 34.75 - 38.50km	4,209	499	3,710				Overlay pavement (>75mm)
	207/214/651[7]	SR	Boonah - Fassifern Road	0.10 - 1.01km	1,549	176	1,373				Overlay pavement (>75mm)
	207/25B/1	SR	Mount Lindesay Highway (Beaudesert - Border)	Spring Creek	2,751	896	1,855				Construct bridge/s and approaches
	207/25B/480[8]	SR	Mount Lindesay Highway (Beaudesert - Border)	Various locations	10			10			Install/replace signs
	207/25B/651[7]	SR	Mount Lindesay Highway (Beaudesert - Border)	0 - 0.60km	2,918	2,032	886				Rehabilitate pavement
	207/25B/652[7]	SR	Mount Lindesay Highway (Beaudesert - Border)	Sections : 28.08 - 46.45km	4,427	254	4,173				Overlay pavement (>75mm)
	207/25B/653[7]	SR	Mount Lindesay Highway (Beaudesert - Border)	52.00 - 53.00km	2,340	1,536	804				Remediate batter slopes
Subtotal: Scenic Rim							**16,105**	**3,850**			
Other works			Construction Works				989	2,000	15,950		
			Corridor and Minor Safety Enhancements				2,474	4,177	9,641		
			Corridor, Roadway and Structures Management				1,120	1,104	2,470		
			NDRRA Rehabilitation and Replacement				46,254	5,093			
			Programmed Maintenance				12,298	7,700	23,965		
			Rehabilitation				6,766	2,221	18,228		
			Routine Maintenance				19,928	20,806	46,504		
			Traffic Management Enhancements				579	710	1,586		
			Traffic Operations				15,232	16,094	32,090		
			Marine Infrastructure Fund				8,901	5,901	5,901		
Subtotal: Other works							**114,541**	**65,806**	**156,335**		
Total: South Coast State network							**406,332**	**219,091**	**288,041**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Delivery of this project is subject to receipt of funding from other agencies.

(6) Funded by the Australian Government's Black Spot Program.

(7) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(8) Funded by the Queensland Government's Safer Roads Sooner program.

(9) Motorcycle safety initiatives funded under the Queensland Government's Safer Roads Sooner program.

(10) This project includes agreed contributions from the Australian Government of $365 million, and Gold Coast City Council of $120 million.

(11) This project is partly funded under Natural Disaster Relief and Recovery Arrangements (NDRRA), which is jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

Local Network

Local government	Project number[1]	Category[2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved[3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Gold Coast	230/LGSH/4	LGRD	Nineteen Avenue and Avocado Street	Elanora State High School	96	48	48			48				Construct footpath/s
	230/LGSH/5	LGRD	Galleon Way	St Augustine's Parish Primary School	102	51	51			51				Construct footpath/s
	230/LGSJ/1[4]	LGRD	Ashmore Road	Racecourse Drive intersection	109			109		109				Undertake safety improvements
	230/LGSJ/2[4]	LGRD	Christine Avenue	Whistler Drive intersection	125			125		125				Undertake safety improvements
	230/LGSJ/3[4]	LGRD	Ashmore Road	Carrara Street intersection	90		1	89		90				Undertake safety improvements
Subtotal: Gold Coast										**423**				
Logan	240/LGSH/3	LGRD	Beaudesert - Beenleigh Road	Windaroo Valley State High School	381	190	190			190				Upgrade passenger set-down facilities and bus shelter
	240/LGSR/6	LGRD	Third Avenue	Logan Motorway - Fourth Avenue	946	473	473			473				Widen pavement
Subtotal: Logan										**663**				
Other works			Local Government Transport Development							437	910	1,820		
Subtotal: Other works										**437**	**910**	**1,820**		
Total: South Coast Local network										**1,523**	**910**	**1,820**		

Endnotes

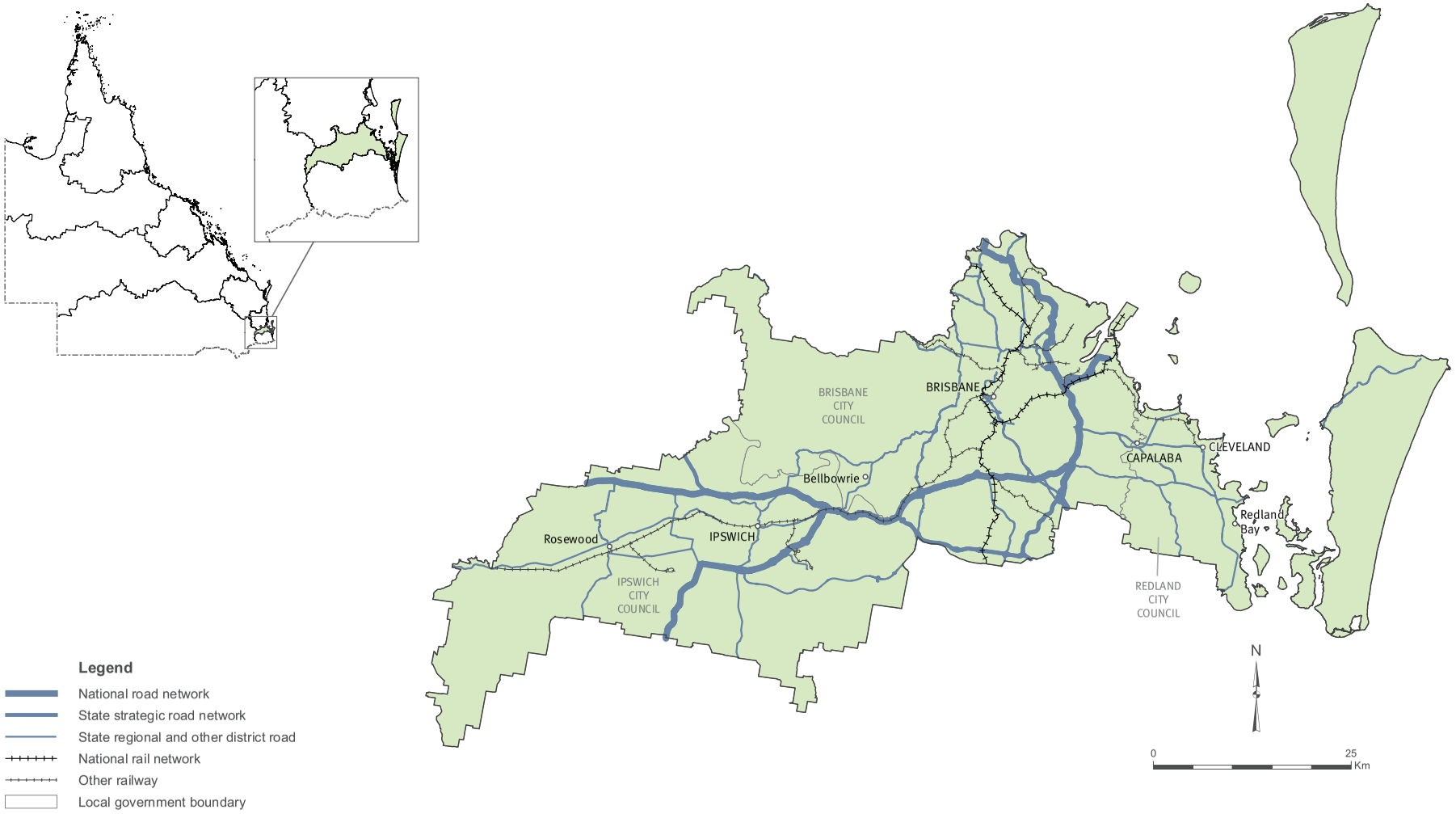
(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Funded by the Australian Government's Black Spot Program.

Metropolitan



Metropolitan Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
Metropolitan	Brisbane	313 Adelaide Street, Brisbane Qld 4000	PO Box 70, Spring Hill Qld 4004	13 QGOV (13 74 68)	metropolitanregion@tmr.qld.gov.au

Regional profile

Overview

The Metropolitan Region covers an area of about 2968km², or around 0.2% of Queensland.[1] It straddles the Brisbane River and extends from Mount Glorious in the north down to the Logan River, and from Point Lookout in the east to west of Helidon and the major centre of Ipswich.

The region has an estimated residential population of about 1,405,518 people or around 31.4% of Queensland's total population.[1]

The region looks after about 433km of other state-controlled roads, about 82km of the National Network and is responsible for marine infrastructure and busway assets. Other major transport infrastructure in the region includes cycling facilities delivered as part of the South East Queensland Principal Cycle Network Plan.

Regional program highlights

In 2012-13 the department completed:

- construction of the Port Connect, and a duplication of the Port of Brisbane Motorway between the Gateway Motorway and Pritchard Street
- intersection improvements on Mt Gravatt-Capalaba Road at Tingalpa Creek, Mackenzie
- various flood reconstruction works on Gatton-Clifton Road, under Natural Disaster Relief and Recovery Arrangements (NDRRA), jointly funded by the Australian Government and Queensland Government.

In 2013-14 the department will:

- continue bridge rehabilitation works on the Riverside Expressway, South East Freeway
- complete construction of a four-lane underpass at the Kessels Road and Mains Road intersection at MacGregor as part of the Nation Building Program, funded by the Australian Government
- continue construction of an additional northbound lane on the Gateway Motorway between Sandgate Road and the Deagon Deviation as part of the Nation Building Program, funded by the Australian Government
- continue to progress the Warrego Highway and Brisbane Valley Highway Intersection Upgrade at Blacksoil as part of the Regional Infrastructure Fund, jointly funded by the Australian Government and Queensland Government
- continue the Wardell Street and Samford Road intersection upgrade at Enoggera
- continue to extend the Gateway Motorway southbound on-ramp to the Pacific Motorway and extend the South East Busway from Eight Mile Plains to Rochedale (School Road), jointly funded by the Australian Government and Queensland Government
- continue constructing Stage 2 of the Darra to Springfield Transit Corridor, including rail duplication from Richlands to Springfield, new rail stations at Springfield and Springfield Lakes, and safety and capacity upgrades to the Centenary Highway south of the Logan Motorway
- continue construction of The Gap Park 'n' Ride, with commissioning expected in late 2013
- continue construction of sections of the Veloway 1 Cycleway, a 17km dedicated, three-metre wide commuter cycleway linking Brisbane's CBD with the Gateway Motorway off ramp and Pacific Motorway at Eight Mile Plains
- complete bus priority works at the Queen Street Busway Station, on the Inner City Busway (City – Petrie Terrace)
- continue various flood reconstruction works in the Ipswich region, under NDRRA, jointly funded by the Australian Government and Queensland Government
- upgrade the intersection at Keperra Sanctuary and Samford Road, Keperra
- complete the Redlands Corridor Upgrade project to improve safety for motorists, pedestrians and cyclists.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

Future plans

The department is continuing to plan for the future transport requirements of residents in the Metropolitan Region.

In 2013-14 the department plans to:

- commence the Ipswich City Orbital Corridor Study which will identify the function of an orbital road system to reduce the through traffic in the Ipswich Regional Centre and ease congestion
- continue the Warrego Highway Route and Link Strategy which will investigate upgrading the link between the Ipswich Motorway and the Brisbane Valley Highway to a motorway standard, and improvements for the Brisbane Valley Highway to a future second range crossing section
- continue Transitway investigations along Old Cleveland Road and Gympie Road.

National Network

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Brisbane	201/U13A/2	034230-09QLD-NP	Gateway Arterial Road (Gateway Motorway - South)	Mount Gravatt - Capalaba Road - Pacific Motorway	50,100	22,496	27,604	4,657	31,642	13,801			Undertake miscellaneous works
	201/U13A/3	034230-09QLD-NP	Gateway Arterial Road (Gateway Motorway - South)	Pacific Motorway interchange	60,650	22,500	38,150	20,006	29,850	8,939	1,855		Grade separation - road works
	201/U13A/4	034230-09QLD-NP	Gateway Arterial Road (Gateway Motorway - South)	Mount Gravatt - Capalaba Road	25,004	25,004		7,644	17,360				Construct to new sealed eight lane standard
	201/U13C/2	034235-09QLD-NP	Gateway Arterial Road (Gateway Motorway - North)	Sandgate Road - Depot Road	99,500	95,000	4,500	46,504	40,248	12,748			Duplicate from two to four lanes
	201/U13C/5	034235-09QLD-NP	Gateway Arterial Road (Gateway Motorway - North)	South of Nudgee Road - Deagon Deviation	46,983	30,000	16,983	21,983	16,000	9,000			Widen from four to six lanes
	201/U16/3 [2]		Cunningham Arterial Road (Ipswich Motorway)	Oxley Road - Suscatand Street	5,000		5,000		5,000				Planning for construction of additional lane/s
	201/U20/3	034221-09QLD-NP	Griffith Arterial Road	Mains Road / Kessels Road	280,000	280,000		165,310	55,000	40,000	19,689		Improve intersection/s
	201/U27/1		Port of Brisbane Motorway	Lindum Road - Pritchard Street	376,000		376,000	351,033	9,640	5,817	9,510		Construct to new sealed two lane standard
Subtotal: Brisbane									**204,740**	**90,305**	**31,054**		
Ipswich	148/18A/3	042215-10QLD-RF1	Warrego Highway (Ipswich - Toowoomba)	Brisbane Valley Highway	93,377	55,500	37,877	18,687	25,000	49,691			Improve intersection/s
Subtotal: Ipswich									**25,000**	**49,691**			
Other works			Construction Works			67,254	1,905		67,279	1,880			
			Corridor and Minor Safety Enhancements				853		853				
			Corridor, Roadway and Structures Management				20		10	10			
			Traffic Management Enhancements				162		162				
			Traffic Operations				2,174		2,174				
Subtotal: Other works									**70,478**	**1,890**			
Total: Metropolitan National network									**300,218**	**141,886**	**31,054**		
Australian Government contributions									230,921	81,748	19,689		
Queensland Government contributions									69,297	60,138	11,365		
Total : Contributions									**300,218**	**141,886**	**31,054**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) $5 million is provided in 2013-14 to progress planning and detailed design for the upgrade of Ipswich Motorway to three lanes between Oxley Road and Suscatand Street. Funding for construction is subject to negotiations between the Australian and Queensland Governments.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Brisbane	201/3042/442 [5]	LRRS	Mount Crosby Road	Warrego Highway intersection (westbound off-ramp - Mount Crosby Road)	1,000	190	810				Construct auxiliary lane/s
	201/C001/3	CW	V1 Pacific Motorway Cycleway	O'Keefe Street - Lewisham Street	9,429			7,429	2,000		Construct cycleway/s
	201/C001/4	CW	V1 Pacific Motorway Cycleway	Birdwood Road - Gaza Road	7,500		4,760	2,740			Construct cycleway/s
	201/C008/1	CW	North Brisbane Cycleway	Windsor - Gallway Street - Somerset Street	10,789	2,148	8,641				Construct cycleway/s
	201/P005/1	TRI	The Gap Park 'n' Ride	Waterworks Road	9,566	8,466	1,000	100			Construct or upgrade Park 'n' Ride
	201/P006/1	TRI	Toombul Bus Interchange	Sandgate Road	1,000		1,000				Construct or upgrade bus station/s
	201/P007/1	TRI	Carindale Bus Interchange	Carindale Street	1,000		1,000				Construct or upgrade bus station/s
	201/P008/1	TRI	Mains Road	Various locations	17,500		1,500	6,000	10,000		Construct or upgrade bus station/s
	201/P009/1	TRI	Warrigal Road Greenlink	Eight Mile Plains	9,075	575	6,500	2,000			Bus priority works
	201/P053/1	TRI	Gallway Street (Windsor) Bus Layover Facility	Windsor	500		500				Bus priority works
	201/P054/1	TRI	Montague Road (South Brisbane) Bus Layover Facility	South Brisbane	500		500				Bus priority works
	140/U12A/810	SR	South - East Arterial Road (Pacific Motorway)	Riverside Expressway	32,387	30,387	2,000				Rehabilitate bridge/s and culvert/s
	201/U12A/100	SR	South - East Arterial Road (Pacific Motorway)	T2 Lanes on motorway	5,831	2,400	3,431				Realign traffic lanes
	201/U15/482 [5]	SR	Mount Lindesay Arterial Road	3.25 - 3.27km	278				278		Improve intersection/s
	201/U15/483 [5]	SR	Mount Lindesay Arterial Road	Beaudesert Road / Nottingham Road / Honeysuckle Way	600				600		Improve intersection/s
	201/U18B/1 [6]	SR	Western Arterial Road (Jindalee - Everton Park)	Centenary Motorway	6,454	4,784	1,670				Provide variable speed limit signs
	201/U18B/406	SR	Western Arterial Road (Jindalee - Everton Park)	Legacy Way	5,000	300	4,700				Provide arterial road access control
	201/U18B/79	SR	Western Arterial Road (Jindalee - Everton Park)	Wardell Street / Samford Road	65,000	20,541	44,459				Improve intersection/s
	201/U21/34 [7]	LRRS	Nathan Connection Arterial Road	Mains Road	750	200	550				Bus priority works
	201/U28A/2	BW	South East Busway (Brisbane CBD - Woolloongabba)	Cultural Centre	10,000	2,200	7,800				Bus priority works
	201/U28B/1	BW	South East Busway (Woolloongabba - Springwood)	0 - 6.00km	35,820	18,500	15,820	1,000	500		Construct busway
	201/U28B/3	BW	South East Busway (Woolloongabba - Springwood)	Various locations	8,000	6,711	1,289				Bus priority works
	201/U29A/200	BW	Inner City Busway (City - Petrie Terrace)	Queen Street busway station	8,748	3,430	5,318				Bus priority works
	201/U88/483 [5]	LRRS	Sandgate Sub - Arterial Road	Northumbria Road / Garozzo Road	432				432		Improve intersection/s
	201/U90/1	LRRS	Logan Sub - Arterial Road	Miles Platting Road / Padstow Road / Logan Road	14,648	12,348	2,300				Improve intersection/s
	140/U91/5	LRRS	Redland Sub - Arterial Road	Mount Gravatt - Capalaba Road - Tingalpa Creek	34,673	31,713	2,960				Improve intersection/s
	201/U95/480 [5]	LRRS	Samford Sub - Arterial Road	4.75 - 4.76km	255				255		Improve intersection/s

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Brisbane (continued)	201/U95/8	LRRS	Samford Sub - Arterial Road	Keperra Retirement Village (4.05 - 4.30km)	1,900	220	1,680				Install traffic signals
	201/U98/481[5]	SR	Cleveland Sub - Arterial Road	1.77 - 1.97km	635			635			Improve intersection/s
	B01588	HR	Citytrain Disability Standards 2007 Compliance: Rollingstock	Various locations	40,683	35,914	1,233	2,284	1,252		Modify electric multiple units, suburban multiple units and interurban multiple units to comply with disability standards
	B01727	HR	Corinda - Darra: Third Track	Corinda - Darra (5.20km), Ipswich Line	218,000	210,952	3,693	3,355			Construct additional track and station upgrade
	B02690	HR	Keperra - Ferny Grove Duplication	Ferny Grove Line, Keperra - Ferny Grove (3.20km)	85,000	81,762	2,173	1,065			Construct additional track and station upgrades
	B03614	HR	Springfield Line	Richlands (2.3km)	93,194	65,051	12,298	7,387	8,458		Construct new dual track
	B03631	HR	Sandgate Station Upgrade	Shorncliffe Line	19,930	17,775	2,155				Major station upgrade to achieve Disability Discrimination Act compliance
	B03641 and AR12360	HR	Automatic Train Protection II for Interurban Multiple Units Model 160	Mayne	29,543	3,357	10,968	15,218			Design, supply, commissioning and installation of Westect II on the Interurban Multiple Units Model 160
Subtotal: Brisbane							**152,708**	**49,213**	**23,775**		
Ipswich	235/301/28[7]	SR	Ipswich - Cunningham Highway Connection Road	Kerners Road	3,000		3,000				Install traffic signals
	148/3041/4	LRRS	Haigslea - Amberley Road	0 - 1.50km	19,486	11,986		7,500			Construct to new sealed two lane standard
	235/3042/1[5]	LRRS	Mount Crosby Road	Pine Street / Delacy Street	2,500		2,500				Improve intersection/s
	235/910/1	SR	Centenary Motorway	0 - 7.20km (Darra - Springfield)	90,070	44,269	45,801				Construct auxiliary lane/s
	B02674[8]	HR	New Generation Rollingstock	Within the Greater Brisbane area	2,119,000	5,000	110,000	201,000	702,000	1,101,000	Construct additional car passenger units
	B03614	HR	Springfield Line	Springfield and Springfield Central (7.2km)	291,736	203,639	38,499	23,123	26,475		Construct new dual track
Subtotal: Ipswich							**199,800**	**231,623**	**728,475**		
Redland	256/110/440[5]	LRRS	Redland Bay Road	Broadwater Road / Mount Cotton Road roundabout - Mount Cotton Road / Duncan Road roundabout	2,000	1,070	930				Relocate hazardous objects close to road/s
	34/110/19	LRRS	Redland Bay Road	Tingalpa Creek - Taylor Road	11,743	10,943		800			Improve intersection/s
	34/1102/16	LRRS	Capalaba - Victoria Point Road	Vienna Road - Redland Bay Road	20,230	20,130	100				Widen from four to six lanes
	256/112/4[5]	SR	Capalaba - Cleveland Road	Abelia Street	630		630				Improve intersection/s
	256/112/480[9]	SR	Capalaba - Cleveland Road	Finucane Road / Willard Road	317		317				Improve intersection/s
	256/1122/480[5]	LRRS	Birkdale Road	3.17 - 3.37km	186			186			Improve intersection/s
	256/1122/481[5]	LRRS	Birkdale Road	4.46 - 4.66km	230			230			Improve intersection/s
	256/P001/1	TRI	Capalaba Park 'n' Ride	Moreton Bay Road	11,584	11,484	100				Construct or upgrade Park 'n' Ride
	256/P002/1	TRI	Redland Bay Marina Bus Station	Banana Street	7,107	1,007	6,000	100			Construct or upgrade bus station/s
	256/P003/1	TRI	Victoria Point Jetty Bus Station	Colburn Avenue	4,170	70	4,000	100			Construct or upgrade bus station/s
	256/P004/1	TRI	Victoria Point Bus Station	Cleveland - Redland Bay Road	8,308	708	1,600	6,000			Construct or upgrade bus station/s
Subtotal: Redland							**13,677**	**7,416**			

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Various local governments	R06/R001/1	SN	State-controlled road network	Various locations	1,067	350	717				Undertake miscellaneous works
	R06/R001/452	SN	State-controlled road network	Various locations	3,030	1,023	7	2,000			Upgrade traffic management facilities
	R06/R001/454	SN	State-controlled road network	Various locations	4,960	4,033	927				Upgrade traveller information facilities
	R06/R001/455	SN	State-controlled road network	Various locations	6,020	1,639	2,346	2,035			Upgrade traffic management facilities
Subtotal: Various local governments							**3,997**	**4,035**			
Other works			Construction Works				13,521	10,823			
			Corridor Acquisitions (Hardship)				5,156				
			Corridor and Minor Safety Enhancements				1,375	2,842	5,743		
			Corridor, Roadway and Structures Management				830	819	1,854		
			NDRRA Rehabilitation and Replacement				78,233	12,785			
			Programmed Maintenance				3,993	7,444	20,017		
			Rehabilitation				8,151	17,418	22,658		
			Routine Maintenance				19,226	21,219	46,398		
			Traffic Management Enhancements				1,615	697	1,555		
			Traffic Operations				37,351	40,235	80,601		
Subtotal: Other works							**169,451**	**114,282**	**178,826**		
Total: Metropolitan State network							**539,633**	**406,569**	**931,076**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Funded by the Queensland Government's Safer Roads Sooner program.

(6) Funded under the Traffic Management Initiative for south east Queensland.

(7) Delivery of this project is subject to receipt of funding from other agencies.

(8) Department of Transport and Main Roads is the principal delivery agency for the New Generation Rollingstock Project. Funding is currently allocated against Queensland Rail.

(9) Funded by the Australian Government's Black Spot Program.

Local Network

Local government	Project number[1]	Category[2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved[3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Brisbane	201/LGSH/64	LGRD	Warrigal Road	Warrigal Road State School	130	65	65			65				Upgrade passenger set-down facilities and bus shelter
	201/LGSH/70	LGRD	Horn Road	Aspley State School	120	60	60			60				Upgrade passenger set-down facilities and bus shelter
	201/LGSH/71	LGRD	Birdwood Terrace	Stuartholme School	80	40	40			40				Construct footpath/s
	201/LGSH/72	LGRD	Peel Street	Wynnum State High School	70	35	35			35				Construct pedestrian bridge/s
	201/LGSH/73	LGRD	Abbotsleigh Street	Holland Park State School	60	30	30			30				Construct pedestrian bridge/s
	201/LGSH/74	LGRD	Park Road	Dutton Park State School	30	15	15			15				Install pedestrian refuge/s
	201/LGSH/75	LGRD	Jefferis Street	Virginia State School	130	65	65			65				Install pedestrian refuge/s
	201/LGSS/1[4]	LGRD	Logan Road	Mount Gravatt State School	500		500		100	400				Provide passenger set-down facilities
	201/LGSS/3[4]	LGRD	Telegraph Road	Bracken Ridge	40,200		40,200		8,000	18,200	14,000			Improve level crossing/s
	201/LGSS/5[4]	LGRD	Robinson Road	Geebung	88,200		88,200		16,000	36,200	36,000			Improve level crossing/s
Subtotal: Brisbane										**55,110**	**50,000**			
Redland	256/LGSH/66	LGRD	Old Cleveland Road East	Birkdale South State School	50	25	25			25				Construct cycleway / footpath/s and supporting infrastructure
	256/LGSH/68	LGRD	Queen Street	Star of the Sea Catholic School	60	30	30			30				Construct footpath/s
	256/LGSI/4	LGRD	Gordon Road	Redland Bay State School	300	150	150			150				Construct footpath/s
	256/LGSI/5	LGRD	Ziegenfusz Road	Bay View State School	50	25	25			25				Construct footpath/s
	256/LGSJ/2[5]	LGRD	Government Road	Meissner Street intersection	550			550	70	480				Realign traffic lanes
	256/LGSJ/5[5]	LGRD	Bay Street	Smith Street intersection	450			450	30	420				Undertake safety improvements
Subtotal: Redland										**1,130**				
Other works			Local Government Transport Development							2,100	2,008	4,016		
Subtotal: Other works										**2,100**	**2,008**	**4,016**		
Total: Metropolitan Local network										**58,340**	**52,008**	**4,016**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

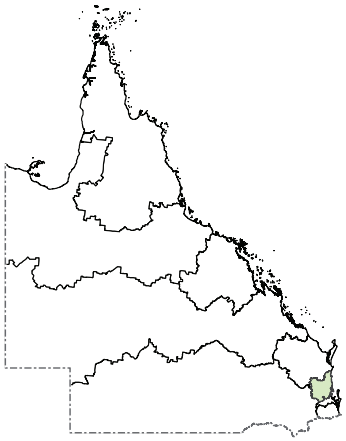
(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Works on the local network that are fully/or partly funded by the Queensland Government.

(5) Funded by the Australian Government's Black Spot Program.

North Coast



Legend

- National road network
- State strategic road network
- State regional and other district road
- National rail network
- Other railway
- Local government boundary

North Coast Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
North Coast	Maroochydore	Flr 7, 12 First Avenue Maroochydore Qld 4558	PO Box 1600, Sunshine Plaza Post Shop, Maroochydore Qld 4558	(07) 5451 7055	northcoast@tmr.qld.gov.au

Divider image: Earthworks underway to reconstruct the D'Aguilar Highway through the Blackbutt Range.

Regional profile

Overview

The North Coast Region covers an area of about 10,546km², or around 0.6% of Queensland.[1] It extends from Noosa in the north to Redcliffe in the south and from Caboolture in the east to west of Esk.

The region has an estimated residential population of about 728,581 people or around 16.3% of Queensland's total population.[1]

The region looks after about 1223km of other state-controlled roads and about 129km of the National Network.

Regional program highlights

In 2012-13 the department completed:

- the Bruce Highway planning study and the Business Case for priority Stage 1 works, to upgrade Caloundra Road and Sunshine Motorway interchanges, and widen the highway from four to six lanes between interchanges to address safety, capacity and efficiency issues
- replacement of the northbound lanes of AJ Wyllie Bridge on Brisbane-Woodford Road partly funded by the Australian Government and Queensland Government under the Natural Disaster Relief and Recovery Arrangements (NDRRA)
- widening and linemarking on a 1.5km section of the range on Kin Kin Road between Kin Kin and Pomona
- pavement rehabilitation works on a section of Eumundi-Noosa Road between Grays Road and Emu Mountain Road at Doonan reducing ongoing maintenance on this section of road and improving travel conditions for road users
- safety improvement works on the two-lane undivided sections of the Sunshine Motorway at Mountain Creek and between Marcoola and the Yandina-Coolum Road roundabout as part of the Safer Roads Sooner Program
- pavement rehabilitation on a section of Maroochydore Road from Main Road and Grieg Street intersection to Sunshine Homemaker Centre
- reconstruction of the Redbank Creek Crossing No.3 on Esk-Hampton Road as part of NDRRA, jointly funded by the Australian Government and Queensland Government.

In 2013-14 the department will:

- commence construction on Section A of the Bruce Highway Upgrade (Cooroy to Curra) from Cooroy southern interchange to Sankeys Road as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- continue intersection improvement works on the Bruce Highway at Gardners Road and Pomona Connection Road as part of the Nation Building Program, funded by the Australian Government
- commence construction of an upgrade to Frizzo Road northbound entry ramp to the Bruce Highway and associated works as part of the Nation Building Program, funded by the Australian Government
- commence construction on priority interchanges on the Bruce Highway, including a major upgrade of the Pumicestone Road interchange, construction of a new interchange to replace the Roys Road and Bells Creek Road intersections, and interim upgrade works at the Boundary Road interchange as part of the Nation Building Program, funded by the Australian Government
- undertake drainage and safety improvements on Mooloolaba Road between Foote Avenue and Buderim Pines Drive
- continue Stage 1 of the Burpengary-Caboolture Road (Morayfield Road) upgrade between Graham Road and Gaffield Street
- construct the Maroochydore Bus Station located on Horton Parade near Cornmeal and Sunseeker Parade, near Sunshine Plaza
- continue reconstructing the D'Aguilar Highway through a 2.5km section of the Blackbutt Range as part of NDRRA, jointly funded by the Australian Government and Queensland Government
- progress the replacement of Grigor Bridge on Maleny-Kenilworth Road crossing the Mary River at Conondale partly funded by the Australian Government and Queensland Government under NDRRA
- progress the Moreton Bay Rail Link project to provide a dual-track passenger rail line between Petrie and Kippa-Ring as part of the Nation Building Program, jointly funded by the Australian Government, Queensland Government and Moreton Bay Regional Council.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

Future plans

The department is continuing to plan for the future transport requirements of residents in the North Coast Region.

In 2013-14 the department plans to:

- investigate staging options for upgrade of the Sunshine Motorway at Mountain Creek, and to provide a new connection across the Mooloolah River, consolidating planning work conducted over a period of years

- continue the South Moreton Corridor Study which will consider options to develop an additional north-south connection across the Pine River to provide a route for shorter trips to relieve congestion on the Bruce Highway crossing of the Pine River.

National Network

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Moreton Bay	250/10A/1	034307-09QLD-NP	Bruce Highway (Brisbane - Gympie)	Pumicestone Road	96,100	94,443	1,657	24,549	71,551				Construct interchange
	250/10A/2 [2]	034307-09QLD-NP	Bruce Highway (Brisbane - Gympie)	9.73 - 10.20km	15,500	11,500	4,000	11,132	4,368				Construct interchange
	250/10A/3		Bruce Highway (Brisbane - Gympie)	27.50 - 27.51km	1,850		1,850	1,792	58				Construct additional lane/s
	250/10A/471		Bruce Highway (Brisbane - Gympie)	1.96 - 9.73km	700		700	600	100				Install, replace or restore road traffic noise treatments
	250/10A/473		Bruce Highway (Brisbane - Gympie)	7.90 - 8.00km	930		930	828	102				Install, replace or restore road traffic noise treatments
	250/10A/475		Bruce Highway (Brisbane - Gympie)	4.60 - 5.05km	1,064		1,064	170	894				Install, replace or restore road traffic noise treatments
Subtotal: Moreton Bay									**77,073**				
Sunshine Coast	263/10A/11	034307-09QLD-NP	Bruce Highway (Brisbane - Gympie)	Roys Road - Bells Creek Road	80,700	80,700		9,301	37,390	34,009			Grade separation - road works
	263/10A/12	033701-08QLD-NP	Bruce Highway (Brisbane - Gympie)	102.77 - 115.30km	67,900	67,350	550	55,158	8,743	3,999			Construct new alignment and duplicate sections to four lanes
	263/10A/13	047576-12QLD-NP	Bruce Highway (Brisbane - Gympie)	102.77 - 115.30km	790,000	395,000	395,000		65,000	170,000	555,000		Construct new alignment and duplicate sections to four lanes
	263/10A/5	034313-09QLD-NP	Bruce Highway (Brisbane - Gympie)	63.00 - 64.60km	14,986	14,986		1,722	13,264				Construct interchange
	263/10A/6	034313-09QLD-NP	Bruce Highway (Brisbane - Gympie)	111.70 - 112.35km	4,589	4,589		1,427	3,162				Construct interchange
Subtotal: Sunshine Coast									**127,559**	**208,008**	**555,000**		
Other works			Caboolture - Caloundra			5,984				5,984			
			NDRRA Rehabilitation and Replacement				100		100				
			Rehabilitation			19	264		275	4	4		
			Routine Maintenance			2	3,093		3,095				
			Traffic Operations				3,299		3,299				
Subtotal: Other works									**6,769**	**5,988**	**4**		
Total: North Coast National network									**211,401**	**213,996**	**555,004**		
Australian Government contributions									154,499	143,992	185,000		
Queensland Government contributions									56,902	70,004	370,004		
Total : Contributions									**211,401**	**213,996**	**555,004**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Includes an agreed developer contribution from Stockland North Lakes Pty Ltd of $4 million.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Moreton Bay	250/120/401[5]	LRRS	Redcliffe Road	16.36 - 16.56km	400	5		395			Improve traffic signals
	250/120/402[5]	LRRS	Redcliffe Road	17.11 - 17.31km	400	5		395			Improve traffic signals
	250/401/3[15]	LRRS	Brisbane - Woodford Road	A J Wyllie Bridge	8,284	5,552	2,732				Replace bridge/s
	25/401/303	LRRS	Brisbane - Woodford Road	Lewington Road - D'Aguilar Highway	3,522	3,314	208				Rehabilitate and overlay (>75mm)
	250/4032/2[6]	LRRS	Strathpine - Samford Road	11.40 - 12.10km	1,200		1,200				Undertake miscellaneous works
	25/406/16	LRRS	Burpengary - Caboolture Road	Graham Road - Gaffield Street	58,649	47,410	5,239	6,000			Duplicate from two to four lanes
	250/407/480[5]	LRRS	Samford Road	0 - 6.65km	560	452	108				Improve intersection/s
	250/40A/1[7]	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Sections : 4.85 - 25.40km	5,250	270	1,480	3,500			Construct overtaking lane/s
	250/40A/402[5]	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Bye Road	325	5		320			Improve intersection/s
	250/40A/403[5]	SR	D'Aguilar Highway (Caboolture - Kilcoy)	J Lindsay Road	200	5		195			Improve intersection/s
	250/40A/701[5]	SR	D'Aguilar Highway (Caboolture - Kilcoy)	17.17 - 17.57km	395				395		Apply asphalt resurfacing (<75mm)
	250/490/1[5]	SR	Glasshouse Mountains Road	0.38 - 1.02km	3,000		3,000				Realign traffic lanes
	250/493/651[8]	LRRS	Maleny - Stanley River Road	18.44 - 18.45km	4,356	2,534	1,822				Remediate batter slopes
	250/900/1	SR	Everton Park - Albany Creek Road	3.30 - 3.72km	800	103	698				Improve intersection/s
	250/C012/1	CW	Samford Road Cycleway	0 - 6.65km	3,300	150		1,150	2,000		Construct cycleway/s
	250/HR20/1[9]	HR	Moreton Bay Rail Link	Petrie Station - Kippa-Ring Station	1,147,000	80,374	170,626	342,080	553,920		Construct new rail line
	250/P010/1	TRI	North Lakes Shopping Centre Bus Station	North Lakes Drive	8,092	7,992	100				Construct or upgrade bus station/s
	250/P011/1	TRI	Deception Bay Bus Station	Bay Avenue	5,620	520	5,000	100			Construct or upgrade bus station/s
	250/P012/1	TRI	Morayfield Bus Station	Leda Boulevard	4,547	547	1,000	3,000			Construct or upgrade bus station/s
	B03597	HR	Narangba Station Upgrade	Caboolture Line	26,400	25,900	500				Major station upgrade to achieve Disability Discrimination Act compliance
	B03695 and AR11708[10]	HR	Lawnton - Petrie: Third Track	Caboolture Line, Lawnton - Petrie (4.00km)	168,600	3,425	68,390	71,537	25,248		Construct additional track
Subtotal: Moreton Bay							**262,103**	**428,672**	**581,563**		
Somerset	260/405/2[11]	LRRS	Esk - Kilcoy Road	6.52 - 6.88km	3,300	1,570	1,730				Undertake miscellaneous works
	260/40B/651[8]	SS	D'Aguilar Highway (Kilcoy - Yarraman)	Sections : 27.48 - 43.91km	67,063	65,002	2,061				Remediate batter slopes
	260/410/202[12]	LRRS	Wivenhoe - Somerset Road	27.00 - 27.65km	830	50	780				Realign traffic lanes
	260/414/652[8]	LRRS	Esk - Hampton Road	Sections : 5.80 - 16.81km	5,993	1,896	4,097				Remediate batter slopes
	260/42A/3[7]	SS	Brisbane Valley Highway (Ipswich - Harlin)	0 - 13.99km	4,750	200	300	4,250			Construct overtaking lane/s
	260/491/651[8]	LRRS	Kilcoy - Murgon Road	Various locations	4,251	1,491	2,760				Remediate batter slopes
Subtotal: Somerset							**11,728**	**4,250**			

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Sunshine Coast	263/133/1	LRRS	Maroochydore - Noosa Road	Eudlo Creek	1,000	400	600				Undertake miscellaneous works
	263/133/400	LRRS	Maroochydore - Noosa Road	4.65 - 5.05km	800	340	460				Install, replace or restore road traffic noise treatments
	263/133/401 [5]	LRRS	Maroochydore - Noosa Road	David Low Way	2,200	75			2,125		Improve intersection/s
	263/134/1	LRRS	Mooloolaba Road	6.70 - 7.60km	8,000		8,000				Improve drainage
	263/134/401 [5]	LRRS	Mooloolaba Road	Mooloolaba Road / Pacific Terrace	1,500	5		95	1,400		Improve intersection/s
	263/135/1 [5]	LRRS	Maroochydore - Mooloolaba Road	Sections : 1.19 - 1.32km	500	191	309				Install, improve or end of life replacement of route lighting and associated components
	263/136/801	SR	Maroochydore Road	Sections : 5.24 - 8.02km	5,077		5,077				Recycle pavement
	80/150B/8 [13]	SR	Sunshine Motorway (Mooloolaba - Peregian)	Sunshine Motorway - David Low Way	110,831	110,298	533				Construct interchange
	76/151/2	SR	Caloundra - Mooloolaba Road	Caloundra Road - Creekside Boulevard	65,465	62,199	3,266				Construct to new sealed two lane standard
	76/151/3	SR	Caloundra - Mooloolaba Road	Creekside Boulevard - Kawana Town Centre	31,577	30,804	73	700			Undertake transport project planning
	263/489/2	SR	Nambour Connection Road	Blackall Street	2,000	950		1,050			Improve intersection/s
	76/490/8	SR	Glasshouse Mountains Road	Mooloolah Connection Road - Caloundra interchange	38,313	38,161	152				Duplicate from two to four lanes
	263/492/1 [6]	SR	Kilcoy - Beerwah Road	Peachester Road / Old Gympie Road intersection	200	121	79				Improve traffic signals
	263/494/401 [5]	SR	Landsborough - Maleny Road	4.20 - 5.30km	950	80		870			Improve intersection/s
	263/495/1 [15]	SR	Maleny - Kenilworth Road	Grigor Bridge	3,775	245	3,530				Replace bridge/s
	263/495/651 [8]	SR	Maleny - Kenilworth Road	Various locations	6,360	3,076	3,284				Rehabilitate bridge/s and culvert/s
	263/495/652 [8]	SR	Maleny - Kenilworth Road	Sections : 9.35 - 26.61km	5,190	1,223	3,967				Remediate batter slopes
	263/496/651 [8]	LRRS	Nambour - Mapleton Road	Sections : 6.44 - 8.53km	2,470	994	1,475				Remediate batter slopes
	263/4962/651 [8]	LRRS	Obi Obi Road	5.40 - 5.42km	2,772	1,434	1,338				Remediate batter slopes
	263/498/651 [8]	LRRS	Woombye - Montville Road	Various locations	16,361	15,229	1,132				Remediate batter slopes
	263/C002/2	CW	David Low Way Cycle Facility	6.10 - 7.88km	2,130	335	1,795				Construct cycleway/s
	263/C002/3	CW	David Low Way Cycle Facility	7.88 - 9.86km	2,120	804	1,316				Construct cycleway/s
	263/C002/4	CW	David Low Way Cycle Facility	9.86 - 10.74km	2,000				2,000		Construct cycleway/s
	263/C002/6	CW	David Low Way Cycle Facility	20.75 - 21.56km	1,800				1,800		Construct cycleway/s
	263/C002/7	CW	David Low Way Cycle Facility	13.01 - 15.34km	1,800				1,800		Construct cycleway/s
	263/C002/8	CW	David Low Way Cycle Facility	15.34 - 18.87km	2,500				2,500		Construct cycleway/s
	263/P014/1 [14]	TRI	Maroochydore Bus Station	Horton Parade / Cornmeal Parade	7,270	4,077	3,093	100			Construct or upgrade bus station/s
Subtotal: Sunshine Coast							**39,479**	**2,815**	**11,625**		
Various local governments	R07/R002/400 [5]	SN	State-controlled road network	Various locations	2,400	20	79	2,301			Install barrier/s
Subtotal: Various local governments							**79**	**2,301**			
Other works			Construction Works				1,076	2,098			
			Corridor Acquisitions (Hardship)				759	220			

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost $'000	Estimated expenditure June 2013 $'000	Approved [3] 2013-14 $'000	Approved [3] 2014-15 $'000	Indicative [4] 2015-16 to 2016-17 $'000	Indicative [4] Beyond $'000	Work description
Other works (continued)			Corridor and Minor Safety Enhancements				3,092	3,928	8,414		
			Corridor, Roadway and Structures Management				330	675	1,507		
			NDRRA Rehabilitation and Replacement				21,816	3,300			
			Programmed Maintenance				7,731	7,218	20,245		
			Rehabilitation				6,077	10,938	26,538		
			Routine Maintenance				14,054	18,513	41,048		
			Traffic Management Enhancements				782	694	1,552		
			Traffic Operations				8,929	13,030	25,977		
Subtotal: Other works							**64,646**	**60,614**	**125,281**		
Total: North Coast State network							**378,035**	**498,652**	**718,469**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Funded by the Queensland Government's Safer Roads Sooner program.

(6) Funded by the Australian Government's Black Spot Program.

(7) This is a Roads to Resources project that is currently in design phase. Funding will be provided in 2014-15 as part of the Queensland Government's Royalties to Regions Program.

(8) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(9) This project includes Australian Government funding of $742 million, and Moreton Bay Regional Council funding of $105 million. Queensland Rail remains a significant stakeholder, although the Department of Transport and Main Roads is the principal delivery agency.

(10) Department of Transport and Main Roads is the principal delivery agency for the Lawnton - Petrie: Third Track Project. Funding is currently allocated against Queensland Rail.

(11) Delivery of this project is subject to receipt of funding from other agencies.

(12) Motorcycle safety initiatives funded under the Queensland Government's Safer Roads Sooner program.

(13) Includes an agreed contribution from Sunshine Coast Regional Council of $1.7 million.

(14) Includes an agreed contribution from Sunshine Coast Regional Council of $2 million.

(15) This project is partly funded under Natural Disaster Relief and Recovery Arrangements (NDRRA), which is jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

Local Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Moreton Bay	250/LGSL/2	LGAC	N/a	TMR / local government alliance – Regional Road Group funded	54		54		15	15	12	12		Develop technical capability
	250/LGSJ/16 [4]	LGRD	Samsonvale Road	Symphony Avenue intersection	250			250		250				Undertake safety improvements
	250/LGSR/3	LGRD	Pumicestone Road	Jensen Road - King John Creek	2,115	1,058	1,058		514	543				Construct to new sealed two lane standard
Subtotal: Moreton Bay										**808**	**12**	**12**		
Somerset	260/LGSL/1	LGAC	N/a	TMR / local government alliance – Regional Road Group funded	54		54		15	15	12	12		Develop technical capability
	260/LGSH/2	LGRD	Pryde Street	James Street	52	26	26			26				Construct footpath/s
	260/LGSR/1	LGRD	Esk - Crows Nest Road	23.80 - 25.00km	164	82	82		70		12			Construct to new sealed two lane standard
	260/LGSR/10	LGRD	Atkinsons Dam Road	4.25 - 6.45km	214	107	107				107			Rehabilitate and widen
	260/LGSR/11	LGRD	Mount Beppo Road	Various locations	88	44	44				44			Rehabilitate pavement
	260/LGSR/12	LGRD	Lowood - Minden Road	32.30 - 42.30km	117	58	58					58		Rehabilitate and widen
	260/LGSR/13	LGRD	Sandy Creek Road	4.50 - 9.50km	54	27	27					27		Rehabilitate and widen
	260/LGSR/14	LGRD	Clarendon Road	2.88 - 3.88km	83	41	41					41		Rehabilitate and widen
	260/LGSR/15	LGRD	Mount Stanley Road	21.48 - 23.36km	88	44	44				17	27		Construct to sealed standard
	260/LGSR/16	LGRD	Glamorganvale Road	0 - 1.35km	73	37	37					37		Rehabilitate and widen
	260/LGSR/17	LGRD	Gregors Creek Road	12.40 - 13.20km	107	54	54					54		Rehabilitate and widen
	260/LGSR/5	LGRD	Mount Kilcoy Road	Walshes Crossing - Kilcoy Creek	589	295	295		59	235				Install major culvert/s
	260/LGSR/9	LGRD	Atkinsons Dam Road	0.77 - 24.20km	127	63	63				63			Rehabilitate and widen
Subtotal: Somerset										**276**	**255**	**256**		
Sunshine Coast	263/LGSL/2	LGAC	N/a	TMR / local government alliance – Regional Road Group funded	30		30		15	15				Develop technical capability
	263/LGSA/4	LGRD	Evans Street	1km north of Maroochydore	4,236	2,836	1,400		1,000	400				Duplicate from two to four lanes
	263/LGSH/12	LGRD	Tulip Street	Noosa District State High School	90	45	45			45				Install pedestrian refuge/s
	263/LGSH/13	LGRD	Caplick Way	Eumundi State School	40	20	20			20				Install pedestrian refuge/s
	263/LGSH/14	LGRD	Caplick Way	Eumundi State School	10	5	5			5				Install/replace signs
	263/LGSH/15	LGRD	Flaxton Drive	Mapleton State School	20	10	10			10				Install/replace signs
	263/LGSH/16	LGRD	Woodlands Boulevard	Pacific Lutheran College	30	15	15			15				Install pedestrian refuge/s
	263/LGSH/17	LGRD	Menzies Drive	Pacific Paradise State School	79	40	40			40				Construct footpath/s
	263/LGSH/18	LGRD	Station Street	Pomona State School	100	50	50			50				Install pedestrian refuge/s
	263/LGSH/19	LGRD	Bicentennial Drive	Sunshine Beach State School	90	45	45			45				Construct footpath/s

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Sunshine Coast (continued)	263/LGSH/24	LGRD	James Street	Cooran State School	30	15	15			15				Construct cycleway / footpath/s and supporting infrastructure
	263/LGSH/25	LGRD	Buderim Street	Currimundi Special School	100	50	50			50				Construct footpath/s
	263/LGSH/26	LGRD	Eumundi Road	Good Shepherd Lutheran College	14	7	7			7				Construct cycleway / footpath/s and supporting infrastructure
	263/LGSH/29	LGRD	Talara Street	Talara Primary College	30	15	15			15				Construct cycleway / footpath/s and supporting infrastructure
	263/LGSH/31	LGRD	George Street	Goodwin Street - Werin Street	100	50	50			50				Construct cycleway / footpath/s and supporting infrastructure
	263/LGSH/7	LGRD	Roberts Road	Beerwah State High School	100	50	50			50				Construct footpath/s
	263/LGSH/8	LGRD	Chevallum Road	Chevallum State School	40	20	20			20				Construct footpath/s
	263/LGSH/9	LGRD	School Road	Coolum State School	153	77	77		37	40				Construct cycleway / footpath/s and supporting infrastructure
	263/LGSJ/11[4]	LGRD	Anzac Avenue	Ball Street intersection	30			30		30				Undertake safety improvements
	263/LGSJ/12[4]	LGRD	Kingsford Smith Parade	Sixth Avenue intersection	50			50		50				Undertake safety improvements
	263/LGSJ/13[4]	LGRD	Wrigley Street	Bungama Street / Maroubra Street intersection	30			30		30				Undertake safety improvements
	263/LGSJ/14[4]	LGRD	Blaxland Road	Carter Road intersection	60			60		60				Undertake safety improvements
	263/LGSR/17	LGRD	Wilson Road	0 - 1.67km	1,060	530	530		430	100				Pave and seal
	263/LGSR/21	LGRD	N/a	Windsor Road	291	145	145			145				Construct roundabout/s
Subtotal: Sunshine Coast										**1,307**				
Other works			Local Government Transport Development								1,201	2,670		
Subtotal: Other works											**1,201**	**2,670**		
Total: North Coast Local network										**2,391**	**1,468**	**2,938**		

Endnotes

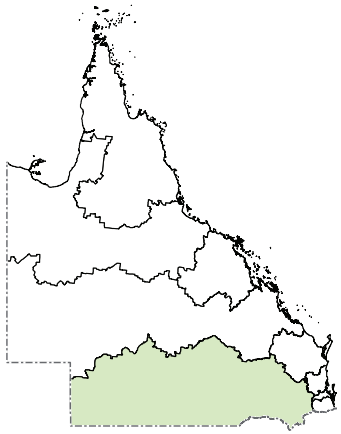
(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Funded by the Australian Government's Black Spot Program.

Downs/South West



Legend

- National road network
- State strategic road network
- State regional and other district road
- National rail network
- Other railway
- Local government boundary

Downs/South West Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
Downs/South West	Toowoomba	1-5 Phillip Street, Toowoomba Qld 4350	Locked Bag 1, Warwick Qld 4370	(07) 4639 0777	downsSWR.office@tmr.qld.gov.au
	Warwick	306 Wood Street, Warwick Qld 4370	Locked Bag 1, Warwick Qld 4370	(07) 4661 6333	
	Roma	30 McDowall Street, Roma Qld 4455	PO Box 126, Roma Qld 4455	(07) 4622 9511	

Divider image: TNRP Asphalt works on the Carnarvon Highway.

Regional profile

Overview

The Downs/South West Region covers an area of about 399,515km², or around 23% of Queensland.[1] It extends from Augathella and Wandoan in the north, south to Goondiwindi on the New South Wales Border, east to Yarraman, Toowoomba and Warwick and west to the South Australia Border.

The region has an estimated residential population of about 295,070 people or around 6.6% of Queensland's total population.[1]

The region looks after about 7356km of other state-controlled roads and about 1134km of the National Network.

Regional program highlights

In 2012-13 the department completed:

- pavement widening of a 24km section on Dalby-Kogan Road, Dalby
- paving and sealing works on various sections of Roma-Taroom Road to complete bitumen sealing of this road
- repairs to flood damaged roads across the region as part of the Natural Disaster Relief and Recovery Arrangements (NDRRA) program, jointly funded by the Australian Government and Queensland Government.
- rehabilitation of a 6km section of the Leichhardt Highway, north of Goondiwindi.

In 2013-14 the department will:

- commence bridge replacement at Braemar Creek, on Dalby-Kogan Road, Dalby
- commence bridge replacement at Bum Bum Creek, on the New England Highway
- continue upgrading the Warrego Highway between Roma and Mitchell to allow Type 2 road train access as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- continue pavement widening to provide overtaking opportunities on Diamantina Developmental Road between Quilpie and Windorah
- complete the final stage of the New England Highway Upgrade Project between Hampton and Geham, including road widening, intersection improvements and construction of a southbound overtaking lane
- complete three new overtaking lanes on the Warrego Highway, east of Dalby, at Auchmar and Malu
- commence a two year program to upgrade various links on the Surat Basin coal seam gas (CSG) road network to accommodate traffic growth due to mining development, as part of the LNG Proponent Funded Program.

Future plans

The department is continuing to plan for the future transport requirements of residents in the Downs/South West Region.

In 2013-14 the department plans to:

- continue the Toowoomba Sub-Regional Transport Strategy Stage 2 which will assess and test scenarios to determine an appropriate multi-modal system that responds to future growth and economic development
- undertake a Principal Cycle Network Plan for the region which will prioritise cycle infrastructure investment through the Transport Infrastructure Development Scheme (TIDS) and will enable fit-for-purpose cycle investment in projects
- complete the development of the Road Link Plan for the Toowoomba-Cecil Plains Road, including planning layouts and identified priority works.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

National Network

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Goondiwindi	231/26C/653[2]		Leichhardt Highway (Miles - Goondiwindi)	Sections : 205.21 - 224.14km	1,286		1,286	1,077	210				Overlay pavement (>75mm)
	231/26C/656[2]		Leichhardt Highway (Miles - Goondiwindi)	Sections : 205.21 - 224.14km	5,529		5,529		5,529				Rehabilitate and overlay (>75mm)
	231/28B/400[3]		Gore Highway (Millmerran - Goondiwindi)	105.80 - 107.70km	2,000		2,000	182		968	850		Install/replace signs
	231/28B/401[3]		Gore Highway (Millmerran - Goondiwindi)	Sections : 12.90 - 121.00km	2,000		2,000	119		1,031	850		Install/replace signs
Subtotal: Goondiwindi									**5,739**	**1,999**	**1,700**		
Lockyer Valley	239/18A/16[4]	047965-13QLD-BS	Warrego Highway (Ipswich - Toowoomba)	75.70 - 76.20km	1,140	1,140			1,140				Widen shoulder/s
	239/18A/440[3]		Warrego Highway (Ipswich - Toowoomba)	Warrego Highway eastbound off ramp - Gehrke Road / Laidley Plainland Road	910		910	190	720				Improve intersection/s
	239/18A/655[2]		Warrego Highway (Ipswich - Toowoomba)	Sections : 73.80 - 85.50km	72,062		72,062	57,318	14,744				Rehabilitate and overlay (>75mm)
	239/18A/656[2]		Warrego Highway (Ipswich - Toowoomba)	30.55 - 45.20km	21,962		21,962	5,935	16,027				Rehabilitate and overlay (>75mm)
	239/18A/660[2]		Warrego Highway (Ipswich - Toowoomba)	Sections : 36.58 - 88.83Km	3,343		3,343	416	2,927				Rehabilitate bridge/s and culvert/s
	239/18A/661[2]		Warrego Highway (Ipswich - Toowoomba)	Various locations	19,956		19,956	6,232	13,724				Rehabilitate and overlay (>75mm)
	239/18A/664[2]		Warrego Highway (Ipswich - Toowoomba)	Various locations	1,300		1,300	275	1,025				Rehabilitate and overlay (>75mm)
	239/18A/665[2]		Warrego Highway (Ipswich - Toowoomba)	Various locations	14,046		14,046	7,699	6,347				Rehabilitate and overlay (>75mm)
	239/18A/666[2]		Warrego Highway (Ipswich - Toowoomba)	48.00 - 54.10km	17,081		17,081	5,822	11,259				Rehabilitate and overlay (>75mm)
	239/18A/8		Warrego Highway (Ipswich - Toowoomba)	Crowley Vale Road - Harm Drive	9,875		9,875	2,791	7,085				Improve intersection/s
	239/18A/801	038694-09QLD-HV2	Warrego Highway (Ipswich - Toowoomba)	Lockyer Creek bridge (Helidon)	6,200	6,200		2,200	4,000				Rehabilitate bridge/s and culvert/s
Subtotal: Lockyer Valley									**78,998**				
Maranoa	259/18E/1	034308-09QLD-NP	Warrego Highway (Roma - Mitchell)	Sections : 0 - 87.35km	5,930	4,768	1,162	5,153	516	261			Widen and recycle
	259/18E/11	034308-09QLD-NP	Warrego Highway (Roma - Mitchell)	69.45 - 77.00km	6,462	4,598	1,865	330	6,132				Widen pavement
	259/18E/12	034308-09QLD-NP	Warrego Highway (Roma - Mitchell)	76.90 - 79.14km	2,992	2,413	579	2,787	205				Widen pavement
	259/18E/3	034308-09QLD-NP	Warrego Highway (Roma - Mitchell)	6.00 - 10.00km	3,778	2,440	1,338	3,269	509				Widen and recycle
	259/18E/481	034371-09QLD-NP	Warrego Highway (Roma - Mitchell)	Various locations	1,540	1,540		1,140	400				Install/replace rest areas, stopping places and pull over areas
	259/18E/6	034308-09QLD-NP	Warrego Highway (Roma - Mitchell)	41.50 - 48.00km	11,486	9,168	2,317	401	10,646	439			Widen and overlay
	259/18E/650[2]		Warrego Highway (Roma - Mitchell)	Various locations	5,874		5,874	5,818	56				Remediate batter slopes
	259/18E/651[2]		Warrego Highway (Roma - Mitchell)	Sections : 0 - 87.35km	6,410		6,410	5,419	991				Rehabilitate pavement
	259/18E/653[2]		Warrego Highway (Roma - Mitchell)	Sections : 10.80 - 18.00km	9,496		9,496	2,525	6,971				Rehabilitate pavement
	259/18E/654		Warrego Highway (Roma - Mitchell)	Sections : 2.30 - 6.00km	6,315		6,315	252	6,063				Rehabilitate pavement
	259/18E/655[2]		Warrego Highway (Roma - Mitchell)	Sections : 24.00 - 31.50km	16,879		16,879	739	16,140				Rehabilitate pavement

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Maranoa (continued)	259/18E/656		Warrego Highway (Roma - Mitchell)	Sections : 52.00 - 59.00km	12,964		12,964	303	12,661				Rehabilitate pavement
	259/18E/657[2]		Warrego Highway (Roma - Mitchell)	59.00 - 63.50km	5,339		5,339	134	5,205				Rehabilitate pavement
	259/18E/658[2]		Warrego Highway (Roma - Mitchell)	69.45 - 72.50km	5,967		5,967	107	5,860				Rehabilitate pavement
	259/18E/7	034308-09QLD-NP	Warrego Highway (Roma - Mitchell)	56.00 - 63.50km	3,500	2,825	675	648	2,852				Widen pavement
	259/18E/8	034308-09QLD-NP	Warrego Highway (Roma - Mitchell)	86.50 - 86.85km	16,800	11,007	5,793	8,355	8,445				Replace bridge/s
	259/18F/1	000584-05QLD-NP	Warrego Highway (Mitchell - Morven)	0.30 - 3.90km (stage 2)	5,042	5,042		1,099	3,786	157			Widen and recycle
	259/18F/481	034371-09QLD-NP	Warrego Highway (Mitchell - Morven)	Various locations	257	257		149	108				Install/replace rest areas, stopping places and pull over areas
	259/18F/651[2]		Warrego Highway (Mitchell - Morven)	Sections : 11.00 - 92.60km	43,715		43,715	18,889	24,826				Rehabilitate pavement
	259/18F/652[2]		Warrego Highway (Mitchell - Morven)	1.20 - 3.75km	1,455		1,455		1,455				Rehabilitate pavement
Subtotal: Maranoa									**113,827**	**857**			
Murweh	247/13B/651[2]		Landsborough Highway (Augathella - Tambo)	Sections : 0 - 45.40km	19,371		19,371	18,993	378				Rehabilitate pavement
	247/18F/650[2]		Warrego Highway (Mitchell - Morven)	Sections : 0 - 92.60km	4,704		4,704	4,698	6				Rehabilitate pavement
	247/18F/651[2]		Warrego Highway (Mitchell - Morven)	Sections : 67.44 - 88.00km	1,346		1,346	1,145	201				Rehabilitate pavement
Subtotal: Murweh									**585**				
Southern Downs	262/17B/400[4]	041990-11QLD-BS	Cunningham Highway (Ipswich - Warwick)	71.00 - 83.50km	750	750		213	537				Install/replace signs
	262/17B/401	048172-12QLD-HV3	Cunningham Highway (Ipswich - Warwick)	85.00 - 85.70km	2,300	1,150	1,150	50	1,000	1,250			Provide heavy vehicle parking
	262/22C/651[2]		New England Highway (Warwick - Wallangarra)	Sections : 0 - 97.06km	6,747		6,747	3,227	3,520				Undertake routine maintenance
Subtotal: Southern Downs									**5,057**	**1,250**			
Toowoomba	265/18A/1[3]		Warrego Highway (Ipswich - Toowoomba)	Toowoomba Range	1,190		1,190	85	200	905			Install/replace signs
	265/18A/404[3]		Warrego Highway (Ipswich - Toowoomba)	94.13 - 94.15km	650		650	80	150	420			Install, upgrade or replace roadside delineation
	265/18A/653[2]		Warrego Highway (Ipswich - Toowoomba)	Sections : 88.83 - 95.01km	55,091		55,091	15,730	39,361				Remediate batter slopes
	265/18B/1	034370-09QLD-NP	Warrego Highway (Toowoomba - Dalby)	Sections : 28.86 - 80.80km	10,000	10,000		5,533	4,467				Construct overtaking lane/s
	265/18B/202[3]		Warrego Highway (Toowoomba - Dalby)	Sections : 0 - 84.36km	350		350	194	156				Install/replace signs
	265/18B/203[3]		Warrego Highway (Toowoomba - Dalby)	Bridge Street / Tor Street	650		650	31	19	600			Improve intersection/s
	265/18B/3	034371-09QLD-NP	Warrego Highway (Toowoomba - Dalby)	Various locations	2,500	2,500		1,997	503				Provide heavy vehicle parking
	265/18B/403[4]	047943-13QLD-BS	Warrego Highway (Toowoomba - Dalby)	17.80 - 18.50km	85	85			85				Install/replace signs
	265/18B/652[2]		Warrego Highway (Toowoomba - Dalby)	Sections : 0 - 74.61km	66,465		66,465	47,627	18,839				Rehabilitate pavement
	265/18B/803		Warrego Highway (Toowoomba - Dalby)	0 - 4.50km	5,300		5,300			1,000	4,300		Rehabilitate pavement
	265/28A/400[3]		Gore Highway (Toowoomba - Millmerran)	8.00 - 79.00km	1,650		1,650	20	85	1,000	545		Install/replace signs
	265/28A/401[3]		Gore Highway (Toowoomba - Millmerran)	13.50 - 13.80km	280		280				280		Improve intersection/s
	265/28A/650[2]		Gore Highway (Toowoomba - Millmerran)	61.70 - 74.60km	50,042		50,042	30,525	19,518				Rehabilitate pavement
Subtotal: Toowoomba									**83,383**	**3,925**	**5,125**		

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Western Downs	222/18B/650 [2]		Warrego Highway (Toowoomba - Dalby)	Sections : 0 - 84.19km	3,859		3,859	3,429	431				Rehabilitate pavement
	222/18C/3		Warrego Highway (Dalby - Miles)	33.30 - 44.30km	4,919		4,919	875	240	3,804			Improve drainage
	222/18C/400	048173-12QLD-HV3	Warrego Highway (Dalby - Miles)	83.00 - 83.70km	620	310	310	10	610				Provide heavy vehicle parking
Subtotal: Western Downs									**1,281**	**3,804**			
Various local governments	R13/R002/1 [3]		State-controlled road network	Warrego Highway	5,000		5,000		5,000				Planning for construction of additional lane/s
Subtotal: Various local governments									**5,000**				
Other works			Construction Works				2,355		2,355				
			Corridor and Minor Safety Enhancements				57		57				
			Corridor, Roadway and Structures Management				80		80				
			NDRRA Operational				474		474				
			NDRRA Rehabilitation and Replacement				100		100				
			Programmed Maintenance				346		346				
			Project Initiation				5,000		5,000				
			Routine Maintenance				150		150				
			Traffic Management Enhancements				200		200				
Subtotal: Other works									**8,762**				
Total: Downs/South West National network									**302,632**	**11,835**	**6,825**		
Australian Government contributions									38,691	757			
Queensland Government contributions									263,942	11,078	6,825		
Total : Contributions									**302,632**	**11,835**	**6,825**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(3) Funded by the Queensland Government's Safer Roads Sooner program.

(4) Funded by the Australian Government's Black Spot Program.

(5) $5 million is provided in 2013-14 to progress planning and detailed design for a package of high priority projects to upgrade various sections of the Warrego Highway between Helidon and Morven. Funding for construction is subject to negotiations between the Australian and Queensland Governments.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Balonne	203/24A/650[5]	SS	Carnarvon Highway (Mungindi - St George)	Various locations	23,067	22,031	1,036				Rehabilitate pavement
	203/24A/651[5]	SR	Carnarvon Highway (Mungindi - St George)	Sections : 0 - 118.00km	26,702	7,011	19,691				Rehabilitate pavement
	203/3514/3	LRRS	Noondoo - Thallon Road	38.50 - 40.92km	2,306	250	1,973	83			Pave and seal
	203/35A/652[5]	SR	Moonie Highway (Dalby - St George)	Sections : 211.96 - 293.75km	12,814	6,382	6,432				Rehabilitate pavement
Subtotal: Balonne							**29,132**	**83**			
Bulloo	210/7001/480[6]	LRRS	Hungerford Road	91.20 - 92.80km and 114.00 - 116.00km	36				36		Install/replace signs
	210/94A/480[6]	SR	Bulloo Developmental Road (Cunnamulla - Thargomindah)	196.20 - 197.20km	130				130		Install barrier/s
	210/94B/650[5]	SR	Bulloo Developmental Road (Thargomindah - Bundeena)	Sections : 0 - 162.65km	8,128	7,950	178				Rehabilitate pavement
Subtotal: Bulloo							**178**		**166**		
Goondiwindi	231/17C/650[5]	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 57.28 - 107.65km	4,283	2,961	1,322				Undertake routine maintenance
	231/17C/651[5]	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 57.28 - 107.65km	9,126		9,126				Reseal - 10mm polymer modified bitumen
	231/17D/654[5]	SS	Cunningham Highway (Inglewood - Goondiwindi)	Sections : 8.76 - 84.75km	24,176		24,176				Rehabilitate pavement
	231/231/400[6]	SR	Inglewood - Texas Road	Sections : 0 - 55.39km	325			325			Install, upgrade or replace roadside delineation
	231/26C/654[5]	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 133.13 - 205.21km	1,319	411	908				Undertake routine maintenance
	231/26C/657[5]	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 137.16 - 168.31km	1,790		1,076	713			Rehabilitate pavement
Subtotal: Goondiwindi							**36,608**	**1,038**			
Lockyer Valley	239/313/654[5]	SR	Gatton - Clifton Road	20.23 - 20.44km	9,343	972	8,371				Rehabilitate bridge/s and culvert/s
	239/314/28[6]	SR	Gatton - Helidon Road	William Street / Spencer Street	380	220	160				Improve intersection/s
	239/4144/1	SR	Gatton - Esk Road	Sections : 0 - 11.58km	19,699	6,491	12,808	400			Improve intersection/s
Subtotal: Lockyer Valley							**21,339**	**400**			
Maranoa	259/24D/400[7]	SS	Carnarvon Highway (Roma - Injune)	Sections : 0 - 90.30km	1,200		900	300			Improve intersection/s
	259/24D/652[5]	SS	Carnarvon Highway (Roma - Injune)	Sections : 34.64 - 56.35km	45,402	14,387	31,015				Rehabilitate pavement
	259/24D/653[5]	SS	Carnarvon Highway (Roma - Injune)	Sections : 0 - 72.90km	5,314	3,541	1,773				Rehabilitate and overlay (>75mm)
	259/24D/656[5]	SS	Carnarvon Highway (Roma - Injune)	3.33 - 3.40km	2,348	2,028	320				Rehabilitate pavement
	259/24D/657[5]	SS	Carnarvon Highway (Roma - Injune)	Sections : 0 - 34.64km	3,166	221	2,945				Rehabilitate pavement
	259/24D/658[5]	SS	Carnarvon Highway (Roma - Injune)	Sections : 56.35 - 72.90km	7,307	6,683	624				Rehabilitate pavement
	22/24E/303	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 29.60 - 38.20km	7,069	1,403	100	3,066	2,500		Widen and seal
	259/24E/652[5]	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 0 - 61.79km	1,321	76	1,245				Rehabilitate and overlay (>75mm)
	259/24E/654[5]	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 0 - 87.93km	1,632		1,632				Rehabilitate pavement

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Maranoa (continued)	259/344/2	LRRS	Roma - Condamine Road	Yuleba Creek	5,725	1,275	400	4,050			Replace bridge/s
	259/344/652 [5]	LRRS	Roma - Condamine Road	Sections : 23.20 - 52.30km	5,104	3,900	1,204				Rehabilitate pavement
	259/4302/650	LRRS	Jackson - Wandoan Road	Sections : 0 - 47.94km	11,234	1,024	10,210				Rehabilitate pavement
	259/4397/651 [5]	LRRS	Roma - Taroom Road	Sections : 0 - 64.90km	29,383	6,237	23,146				Rehabilitate pavement
Subtotal: Maranoa							**75,514**	**7,416**	**2,500**		
Murweh	247/18G/481 [6]	SR	Warrego Highway (Morven - Charleville)	5.70 - 7.00km	42			42			Install/replace signs
	247/18G/650 [5]	SR	Warrego Highway (Morven - Charleville)	Sections : 0 - 86.91km	29,965	6,243	23,722				Rehabilitate pavement
Subtotal: Murweh							**23,722**	**42**			
Paroo	253/3601/650 [5]	LRRS	Charleville - Bollon Road	Sections : 0 - 59.57km	1,300	144	1,156				Rehabilitate pavement
Subtotal: Paroo							**1,156**				
Quilpie	255/7003/651 [5]	LRRS	Quilpie - Thargomindah Road	Sections : 0 - 123.96km	3,891	3,126	765				Rehabilitate pavement
	255/7103/650 [5]	LRRS	Blackall - Adavale Road	Sections : 113.74 - 210.71km	4,389	3,508	881				Rehabilitate pavement
	255/79A/651 [5]	SR	Cooper Developmental Road (Quilpie - Bundeena)	Sections : 0 - 142.32km	9,478	8,435	1,043				Rehabilitate pavement
	255/93A/652 [5]	SR	Diamantina Developmental Road (Charleville - Quilpie)	Sections : 105.63 - 209.83km	7,044	5,735	1,309				Rehabilitate pavement
	255/93B/2	SR	Diamantina Developmental Road (Quilpie - Windorah)	56.50 - 62.25km	3,495	3,425	70				Seal to provide overtaking opportunity
	255/93B/652 [5]	SR	Diamantina Developmental Road (Quilpie - Windorah)	Sections : 0 - 174.94km	10,049	8,552	1,497				Rehabilitate pavement
Subtotal: Quilpie							**5,565**				
Southern Downs	262/17C/650 [5]	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 0 - 57.28km	7,600	3,000	4,600				Undertake routine maintenance
	262/2201/651 [5]	LRRS	Freestone Road	2.00 - 10.90km	1,327	821	506				Rehabilitate pavement
	262/2214/654 [5]	LRRS	Spring Creek Road	Sections : 0 - 19.26km	2,754	986	1,768				Remediate batter slopes
	262/223/202	LRRS	Stanthorpe Connection Road	Carnarvon Bridge	600			200		400	Replace bridge/s and approaches
	262/22B/650 [5]	SS	New England Highway (Toowoomba - Warwick)	Sections : 47.92 - 69.59km	2,004	1,078	926				Undertake routine maintenance
	262/232/400 [6]	LRRS	Stanthorpe - Texas Road	Sections : 0 - 99.18km	1,555	30	80	440	1,005		Install, upgrade or replace roadside delineation
Subtotal: Southern Downs							**7,880**	**640**	**1,005**		
Toowoomba	265/22A/2	SS	New England Highway (Yarraman - Toowoomba)	84.30 - 94.50km	31,344	22,370	7,500	1,474			Widen and seal
	265/22A/400 [6]	SS	New England Highway (Yarraman - Toowoomba)	Sections : 5.58 - 24.50km	1,200	15	85	800	300		Install/replace signs
	265/22A/651 [5]	SS	New England Highway (Yarraman - Toowoomba)	110.71 - 111.36km	1,059	496	563				Undertake routine maintenance
	40/22A/41	SS	New England Highway (Yarraman - Toowoomba)	Bum Bum Creek	10,000	1,446	5,000	3,554			Replace bridge/s and approaches
	40/22A/44	SS	New England Highway (Yarraman - Toowoomba)	Sections : 103.44 - 106.55km	9,500	9,392	108				Duplicate from two to four lanes
	265/22B/200 [6]	SS	New England Highway (Toowoomba - Warwick)	South Street / Ruthven Street	100	16		84			Improve intersection/s
	265/22B/201 [6]	SS	New England Highway (Toowoomba - Warwick)	10.49 - 11.29km	650				650		Construct overtaking lane/s

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Toowoomba (continued)	265/22B/404[6]	SS	New England Highway (Toowoomba - Warwick)	18.00 - 20.00km	1,152	500	652				Install/replace signs
	265/321/1[6]	SR	Drayton Connection Road	3.75 - 7.50km	1,871	198	73	1,600			Widen and seal shoulder/s
	265/321/650[5]	SR	Drayton Connection Road	Sections : 0 - 11.17km	1,297	1,058	238				Undertake routine maintenance
	265/323/650[5]	SR	Oakey - Pittsworth Road	Sections : 4.61 - 35.20km	5,455		5,455				Rehabilitate pavement
	265/324/400[6]	LRRS	Toowoomba - Cecil Plains Road	26.50 - 30.50km	200	50	150				Install, upgrade or replace roadside delineation
	265/324/401[8]	LRRS	Toowoomba - Cecil Plains Road	15.00 - 20.00km	194		194				Install, upgrade or replace roadside delineation
	265/324/650	LRRS	Toowoomba - Cecil Plains Road	Sections : 14.85 - 55.15km	4,594		4,594				Rehabilitate pavement
	265/3251/400[6]	SR	Millmerran - Cecil Plains Road	Sections : 0 - 28.00km	205			205			Install/replace signs
	265/3304/401[8]	LRRS	Cambooya Connection Road	4.70 - 5.30km	29		29				Install/replace signs
	265/3341/400[8]	LRRS	Greenmount Connection Road	2.80 - 4.67km	50		50				Install/replace signs
	265/40C/400[6]	SS	D'Aguilar Highway (Yarraman - Kingaroy)	0 - 6.00km	400	10	50	340			Improve intersection/s
	265/417/651[5]	SR	Oakey - Cooyar Road	Sections : 0 - 55.72km	9,390	1,850	7,541				Undertake routine maintenance
Subtotal: Toowoomba							**32,282**	**8,057**	**950**		
Western Downs	116/26B/35	SS	Leichhardt Highway (Taroom - Miles)	Sections : 29.90 - 35.01km	3,050	1,950	1,100				Widen pavement
	222/26B/202[7]	SS	Leichhardt Highway (Taroom - Miles)	90.90 - 92.00km	1,980		1,700	280			Widen pavement
	222/26B/203[7]	SS	Leichhardt Highway (Taroom - Miles)	28.80 - 30.70km	1,990			1,990			Widen pavement
	222/26B/650[5]	SS	Leichhardt Highway (Taroom - Miles)	Sections : 0 - 127.61km	1,550	873	676				Undertake routine maintenance
	222/340/2	LRRS	Dalby - Kogan Road	Braemar Creek	6,000	1,000	4,000	1,000			Replace bridge/s and approaches
	222/340/3[7]	LRRS	Dalby - Kogan Road	Sections : 11.50 - 47.00km	4,580		1,000	3,580			Widen pavement
	222/3402/400[7]	LRRS	Tara - Kogan Road	39.60 - 39.90km	150		150				Replace/upgrade guardrail section/s and end/s
	222/341/2[7]	LRRS	Chinchilla - Tara Road	Sections : 1.60 - 22.50km	6,910		500	4,000	2,410		Widen pavement
	222/341/3[7]	LRRS	Chinchilla - Tara Road	21.60 - 21.70km	6,000		500	2,000	3,500		Widen bridge/s
	222/341/4[7]	LRRS	Chinchilla - Tara Road	Sections : 32.90 - 49.00km	3,440		1,000	2,440			Widen pavement
	222/342/2[7]	LRRS	Kogan - Condamine Road	Sections : 2.90 - 69.00km	5,880		500	3,000	2,380		Widen pavement
	222/342/400[6]	LRRS	Kogan - Condamine Road	Various locations	200	50	150				Install/replace signs
	222/35A/650[5]	SR	Moonie Highway (Dalby - St George)	Sections : 0 - 211.96km	7,000	661	6,339				Rehabilitate pavement
	222/35A/652[5]	SR	Moonie Highway (Dalby - St George)	Sections : 7.87 - 99.72km	6,292		6,292				Rehabilitate pavement
	222/416/650[5]	SR	Dalby - Cooyar Road	Sections : 0 - 36.90km	8,707	2,496	6,211				Rehabilitate pavement
	222/45A/651[5]	SR	Bunya Highway (Dalby - Kingaroy)	5.36 - 9.40km	4,399	1,376	3,023				Rehabilitate pavement
	222/45A/652[5]	SR	Bunya Highway (Dalby - Kingaroy)	60.95 - 61.48km	2,946	711	2,234				Rehabilitate pavement
	222/R001/400[7]	SN	State-controlled road network	Various locations	470		300	170			Install/replace signs
Subtotal: Western Downs							**35,675**	**18,460**	**8,290**		

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost $'000	Estimated expenditure June 2013 $'000	Approved [3] 2013-14 $'000	Approved [3] 2014-15 $'000	Indicative [4] 2015-16 to 2016-17 $'000	Indicative [4] Beyond $'000	Work description
Other works			Construction Works				317		550		
			Corridor and Minor Safety Enhancements				3,440	3,445	9,074		
			Corridor, Roadway and Structures Management				933	1,161	2,595		
			NDRRA Operational				12,056				
			NDRRA Rehabilitation and Replacement				270,112	91,716			
			Programmed Maintenance				25,877	18,064	51,501		
			Rehabilitation				12,620	11,224	31,890		
			Routine Maintenance				31,415	27,921	62,614		
			Thallan - Dirranbandi rail line				1	1,317	2,800		
			Traffic Management Enhancements				217	185	413		
			Traffic Operations				5,907	5,393	10,021		
Subtotal: Other works							**362,895**	**160,426**	**171,458**		
Total: Downs/South West State network							**631,946**	**196,562**	**184,369**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(6) Funded by the Queensland Government's Safer Roads Sooner program.

(7) Works on the state-controlled network that are fully funded by the LNG Proponent Funded Program.

(8) Funded by the Australian Government's Black Spot Program.

Local Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Balonne	203/LGSR/3	LGRD	Bollon - Dirranbandi Road	2.50 - 5.10km	440	220	220				220			Construct to sealed standard
	203/LGSR/5	LGRD	Bollon - Dirranbandi Road	22.70 - 26.20km	600	300	300					300		Pave and seal
	203/LGSR/6	LGRD	Bollon - Dirranbandi Road	7.40 - 8.70km	240	120	120				120			Upgrade floodway/s
	203/LGSR/7	LGRD	Bollon - Dirranbandi Road	8.70 - 11.00km	500	250	250					250		Re-sheet unsealed road
Subtotal: Balonne											**340**	**550**		
Bulloo	210/LGSA/1[4]	LGRD	Innamincka Road	Various locations	14,286	12,786	1,500		1,000	500				Pave and seal
	210/LGSA/2	LGRD	Innamincka Road	Various locations	8,763	7,853	910		470	440				Pave and seal
	210/LGSS/1[4]	LGRD	Innamincka Road	Nappa Merrie - Chalk Creek	8,500	4,500	4,000		3,755	245				Pave and seal
Subtotal: Bulloo										**1,185**				
Lockyer Valley	239/LGSH/10	LGRD	Alfred Street	Laidley State High School	232	116	116			116				Construct cycleway / footpath/s and supporting infrastructure
	239/LGSH/12	LGRD	John Street	St Mary's School	25	12	12			12				Upgrade passenger set-down facilities and bus shelter
	239/LGSH/8	LGRD	Patrick Street	Laidley District State School	18	14	5			5				Construct footpath/s
	239/LGSH/9	LGRD	William Street	Lockyer District State High School	103	52	52			52				Improve bus route
	239/LGSJ/7[5]	LGRD	Vaux Street	Mulgowie Road intersection	215			215	50	165				Undertake safety improvements
Subtotal: Lockyer Valley										**350**				
Maranoa	259/LGSA/7	LGRD	Womblebank Gap Road	2.00 - 4.10km	320	160	160			160				Widen and overlay
	259/LGSA/8	LGRD	Orallo Road	Various locations	800	400	400			400				Construct to sealed standard
	259/LGSH/5	LGRD	Various roads	Various locations	100	50	50			50				Construct footpath/s
	259/LGSH/6	LGRD	Various roads	Various locations	27	14	14			14				Construct footpath/s
	259/LGSH/9	LGRD	Various roads	Various locations	49	25	25			25				Construct footpath/s
	259/LGSR/1	LGRD	Womblebank Gap Road	6.00 - 8.80km	320	160	160			160				Widen and overlay
	259/LGSR/10	LGRD	Duck Creek Road	13.60 - 21.60km	400	200	200			200				Re-sheet unsealed road
	259/LGSR/12	LGRD	Roma Southern Road	16.10 - 25.10km	750	375	375			375				Re-sheet unsealed road
	259/LGSR/13	LGRD	Maranoa Road	23.40 - 33.40km	200	100	100					100		Re-sheet unsealed road
	259/LGSR/16	LGRD	Bollon Road	84.00 - 92.00km	400	200	200				200			Reseal - bitumen chip
	259/LGSR/24	LGRD	Arcadia Valley Road	3.40 - 7.80km	800	400	400		336	64				Reseal - bitumen chip
	259/LGSR/26	LGRD	Bollon Road	92.00 - 100.00km	400	200	200				200			Reseal - bitumen chip
	259/LGSR/27	LGRD	Bollon Road	100.00 - 102.00km	100	50	50				50			Re-sheet unsealed road
	259/LGSR/29	LGRD	Wallumbilla North Road	Sections : 21.00 - 25.90km	500	250	250				250			Widen and seal
	259/LGSR/6	LGRD	McDowall Street	Riggers Road intersection	360	180	180					180		Rehabilitate pavement

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Maranoa (continued)	259/LGSR/7	LGRD	Bowen Street	Wyndham Street	150	100	50					50		Install intersection lighting
	259/LGSS/4 [4]	LGRD	Injune - Taroom Road	0 - 2.20km	339	169	169		73	96				Pave and seal
	259/LGSS/7 [6]	LGRD	N/a	0 - 37.00km	5,635	600	5,035			2,000	2,000	1,035		Pave and seal
Subtotal: Maranoa										**3,544**	**2,700**	**1,365**		
Murweh	247/LGSR/3	LGRD	Adavale Road	46.90 - 51.10km	650	325	325				325			Construct to sealed standard
	247/LGSR/4	LGRD	Charleville - Bollon Road	45.30 - 49.70km	440	220	220					220		Construct to sealed standard
	247/LGSR/5	LGRD	Adavale Road	88.30 - 96.70km	880	440	440					440		Construct to sealed standard
Subtotal: Murweh											**325**	**660**		
Quilpie	255/LGSR/1	LGAC	N/a	TMR / local government alliance - Regional Road Group funded	385		385		197	47	47	94		Develop technical capability
Subtotal: Quilpie										**47**	**47**	**94**		
Southern Downs	262/LGSR/13	LGRD	Eukey Road	Sugarloaf Road - Storm King Drive (0 - 5.00km)	1,285	642	642		199	278	166			Rehabilitate and widen
	262/LGSR/16	LGRD	Lyndhursdt Lane	Condamine River crossing	800	400	400				400			Construct bridge/s and approaches
	262/LGSR/17	LGRD	Amiens Road	Texas Road intersection (0 - 2.00km)	500	250	250					250		Rehabilitate and widen
	262/LGSR/3	LGRD	Cullendore Road	Barlows Gate Road South (12.50 - 16.90km)	870	435	435		135	300				Pave and seal
	262/LGSR/8	LGRD	Inverramsay Road	Various locations	592	296	296					296		Rehabilitate and widen
	262/LGSS/1	LGRD	N/a	Warwick saleyards loading facilities	150	30		120		120				Improve ramp/s
Subtotal: Southern Downs										**698**	**566**	**546**		
Toowoomba	29/LGSL/4	LGAC	N/a	TMR / local government alliance – Regional Road Group funded	433		433		250	61	61	61		Develop technical capability
	265/LGSJ/1 [5]	LGRD	Gowrie - Lilyvale Road	1km north of Burkes Road intersection	375			375		375				Install, upgrade or replace roadside delineation
	265/LGSR/22	LGRD	Bowenville - Moola Road	2.50 - 3.50km	270	135	135			135				Rehabilitate and widen
	265/LGSR/27	LGRD	Crows Nest - Haden Road	0 - 7.22km	668	334	334			334				Widen and overlay
	265/LGSR/37	LGRD	Drayton - Wellcamp Road	4.10 - 5.80km	800	400	400			400				Rehabilitate pavement
	265/LGSR/38	LGRD	The Bluff Road - Crows Nest Road - Toogoolawah Road	1.43 - 2.74km	284	142	142					142		Construct to new sealed two lane standard
	265/LGSR/40	LGRD	St Helens Road	13.25 - 15.50km	370	185	185			185				Rehabilitate and widen
	265/LGSR/41	LGRD	Haden - Crows Nest Road	12.57 - 16.04km	198	99	99				99			Widen and overlay
	265/LGSR/42	LGRD	Haden - Crows Nest Road	7.22 - 12.57km	302	151	151				151			Widen and overlay
	265/LGSR/43	LGRD	Clifton - Pittsworth Road	17.40 - 19.10km	596	298	298			298				Rehabilitate and widen
	265/LGSR/44	LGRD	Gowrie Junction Road	2.90 - 4.36km	260	130	130				130			Rehabilitate pavement
	265/LGSR/48	LGRD	West Street	Drayton Road	1,600	1,494	106				106			Improve intersection/s
	265/LGSR/49	LGRD	Geham - Groomsville Road	0 - 2.50km	1,250	625	625				625			Construct to new sealed two lane standard

Local government	Project number[1]	Category[2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved[3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Toowoomba (continued)	265/LGSR/51	LGRD	Jondaryan - Evanslea Road	0 - 1.60km	602	376	226				72	153		Rehabilitate pavement
	265/LGSR/53	LGRD	St Helens Road	15.00 - 18.00km	410	365	45					45		Rehabilitate and widen
	265/LGSR/55	LGRD	West Street	Stephen Street	683	450	233					233		Improve intersection/s
	265/LGSR/61	LGRD	Nukku Road	Crows Nest - Blackbutt Road	584	384	200				200			Construct to new sealed two lane standard
	265/LGSR/63	LGRD	Logan Road	4.10 - 5.60km	400	220	180					180		Rehabilitate and widen
	265/LGSR/69	LGRD	West Street	Alderley Street intersection	80	40	40					40		Improve traffic signals
	265/LGSR/71	LGRD	Nukku Road	Crows Nest - Blackbutt Road	584	292	292					292		Construct to new sealed two lane standard
	265/LGSS/3[6]	LGRD	Toowoomba CBD Ring Road	Various locations	45,000		45,000			28,000	17,000			Construct additional lane/s
Subtotal: Toowoomba										**29,788**	**18,444**	**1,146**		
Western Downs	222/LGSH/3	LGCW	Rennick Street	Tara Road intersection	20	10	10			10				Construct cycleway / footpath/s and supporting infrastructure
	222/LGSH/5	LGCW	Oak Street	Chinchilla Christian School	18	9	9				9			Construct cycleway / footpath/s and supporting infrastructure
	222/LGSH/2	LGRD	Glasson Road	Tara Road intersection	30	15	15			15				Improve bus route
	222/LGSH/4	LGRD	Cunningham Street	Dalby State School	40	20	20			10	10			Construct cycleway / footpath/s and supporting infrastructure
	222/LGSR/12	LGRD	Yumborra Road	0 - 0.70km	350	188	163			163				Rehabilitate pavement
	222/LGSR/13	LGRD	Brigalow - Canaga Road	16.84 - 20.54km	340	175	165			165				Widen and seal
	222/LGSR/22	LGRD	Jimbour Station Road	10.86 - 12.00km	300	155	145				145			Rehabilitate and widen
	222/LGSR/26	LGRD	Bundi Road	35.00 - 39.00km	506	266	240					240		Construct to new sealed two lane standard
	222/LGSR/42	LGRD	Charles Street	Branch Creek Road - Drayton Street	2,615	2,360	255			255				Rehabilitate pavement
	222/LGSR/43	LGRD	Hookswood Road	3.70 - 7.50km	450	252	198				198			Construct to new sealed two lane standard
	222/LGSR/44	LGRD	Glenhope Road	Archers Crossing Road - Avenue Road	550	452	98					98		Rehabilitate pavement
	222/LGSR/7	LGRD	Harphams Road	9.00 - 14.00km	440	225	215			215				Construct to sealed standard
	222/LGSS/1[6]	LGRD	Goombi Fairymeadow Road	0 - 15.10km	2,775	1,575	1,200			1,200				Widen and seal shoulder/s
	222/LGSS/2[6]	LGRD	Weranga North Road	0 - 35.10km	1,415	665	750			750				Pave and seal
	222/LGSS/3[6]	LGRD	Bennetts School Road	0 - 24.60km	1,372	602	770			770				Pave and seal
	222/LGSS/4[6]	LGRD	Fairymeadow Road	0 - 18.80km	3,039	1,839	1,200			1,200				Rehabilitate and widen
	222/LGSS/5[6]	LGRD	Beelbee Road	0 - 26.80km	524	212	312			312				Pave and seal
	222/LGSS/6[6]	LGRD	Mary Road	0 - 16.30km	1,472	672	800			800				Pave and seal
	222/LGSS/7[6]	LGRD	Joseph Road	0 - 6.90km	865	395	470			470				Pave and seal
Subtotal: Western Downs										**6,335**	**362**	**338**		

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Other works			Local Government Transport Development							1,122	1,909	7,465		
Subtotal: Other works										**1,122**	**1,909**	**7,465**		
Total: Downs/South West Local network										**43,069**	**24,693**	**12,164**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

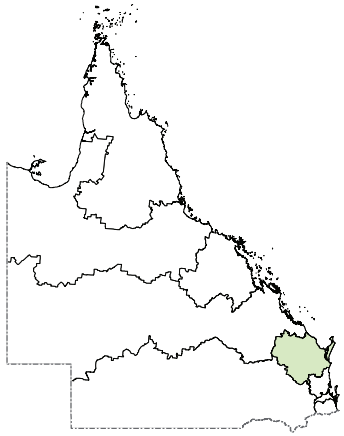
(3) Allocations have been rounded to the nearest thousand dollars.

(4) Works on the local network that are fully/or partly funded by the Queensland Government.

(5) Funded by the Australian Government's Black Spot Program.

(6) This is a Roads to Resources project funded as part of the Queensland Government's Royalties for the Regions Program.

Wide Bay/Burnett



Legend

- National road network
- State strategic road network
- State regional and other district road
- National rail network
- Other railway
- Local government boundary

Wide Bay/Burnett Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
Wide Bay/Burnett	Bundaberg	23 Quay Street, Bundaberg Qld 4670	Locked Bag 486, Bundaberg Qld 4670	(07) 4154 0200	bundaberg.office@tmr.qld.gov.au
	Gympie	50 River Road, Gympie Qld 4570	PO Box 183, Gympie Qld 4570	(07) 5482 0333	

Divider image: Line marking on the Bruce Highway upgrade, Tiaro. Project completed September 2012.

Regional profile

Overview

The Wide Bay/Burnett Region covers an area of about 48,599km², or around 2.8% of Queensland.[1] It extends from Kalpowar in the north to south of Nanango, and from Bundaberg, Maryborough and Gympie in the east to west of Eidsvold.

The region has an estimated residential population of about 279,201 people or around 6.2% of Queensland's total population.[1]

The region looks after about 2679km of state-controlled roads and about 272km of the National Network.

Regional program highlights

In 2012-13 the department completed:

- upgrading of the Bruce Highway (Brisbane – Gympie) between Sankeys Road and Traveston Road (Section B), as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- pavement reconstruction works on the Bruce Highway through the township of Tiaro, as part of both the Nation Building Program and Natural Disaster Relief and Recovery Arrangements (NDRRA), jointly funded by the Australian Government and Queensland Government
- construction of a southbound overtaking lane on the Bruce Highway at Cherwell River and a northbound overtaking lane south of Pig Creek as part of the Nation Building Program, funded by the Australian Government
- widening, realignment and sealing of a two-kilometre section of Gayndah-Mount Perry Road north of Mingo Crossing
- repairs and resurfacing of the Burnett Highway between Boonara Street and Hayden Drive in Goomeri.

In 2013-14 the department will:

- complete construction of a deviation of the Bruce Highway at Back Creek Range as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- continue construction of a deviation on the Bruce Highway between Cabbage Tree Creek and Carman Road as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- improve the road alignment, turning movements and visibility at the Bruce Highway and Walker Street intersection near Maryborough as part of the Nation Building Program
- complete construction of a new overtaking lane on the D'Aguilar Highway (Yarraman – Kingaroy) near the Lucas Road intersection
- complete works to widen and improve the road alignment on Gympie-Brooloo Road (Mary Valley Road) between Dawn Road and Lawson Road, under the Safer Roads Sooner program and Rehabilitation.

Future plans

The department is continuing to plan for the future transport requirements of residents in the Wide Bay/Burnett Region.

In 2013-14 the department plans to:

- commence the Bundaberg East to North and CBD Bypass Corridor Study to determine an appropriate strategy for the short-medium term (<10 years) and long term (>10 yrs) that will address the functional requirements, capacity issues and, in the long term, support Bundaberg Regional Council land use objectives
- continue the Wide Bay/Burnett Flood Recovery Planning Project which includes various strategic transport planning activities anticipated in response to emergent planning, as part of the flood recovery and rebuilding effort throughout the region.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

National Network

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Bundaberg	211/10C/10	034224-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	110.04 - 111.59km	20,000	20,000		8,193	9,833	1,974			Construct bypass - sealed standard
	211/10C/11	034348-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Lucketts Road	8,000	8,000		426	5,074	2,500			Improve intersection/s
	211/10C/4	035669-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	42.10 - 45.00km	4,300	4,300		1,186	3,114				Rehabilitate and widen
	211/10C/5	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	43.05 - 44.25km	4,700	4,700		907	2,793	1,000			Construct overtaking lane/s
	211/10C/6	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	44.50 - 45.70km	4,754	4,754		907	3,047	800			Construct overtaking lane/s
	211/10C/651[2]		Bruce Highway (Maryborough - Gin Gin)	Sections : 47.61 - 111.50km	4,822		4,822	4,527	295				Reseal - bitumen chip
	211/10C/652[2]		Bruce Highway (Maryborough - Gin Gin)	Sections : 47.65 - 108.40km	6,479		6,479	5,360	1,119				Rehabilitate pavement
	211/10C/656[2]		Bruce Highway (Maryborough - Gin Gin)	Sections : 44.10 - 45.04km	1,259		1,259	147	1,112				Rehabilitate pavement
	211/10C/7	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Currajong Farms Road	7,000	7,000		733	5,267	1,000			Construct overtaking lane/s
	211/10C/8	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	50.30 - 51.50km	3,000	3,000		776	1,224	1,000			Construct overtaking lane/s
	211/10C/802	035672-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	87.50 - 89.00km and 107.16 - 107.95km	2,979	2,979		1,500	1,479				Rehabilitate and overlay (>75mm)
	211/10C/803	035669-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	53.77 - 54.03km and 54.35 - 54.79km	1,000	1,000		450	550				Rehabilitate pavement
	211/10C/804	035672-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	93.97 - 96.11km (Tim Fischer Bridge)	1,930	1,930		577	1,353				Rehabilitate pavement
	211/10C/805	035672-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	94.71 - 96.80km (Tim Fischer Bridge)	2,070	2,070		60	2,010				Rehabilitate pavement
	211/10C/806	035672-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	85.20 - 86.95km	3,030	3,030		291	2,739				Overlay pavement (>75mm)
	211/10C/807	035672-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	North of Currajong Farm Road - Drinan Road	4,330	4,330		300	4,030				Overlay pavement (>75mm)
	211/10C/808	035672-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	780 metres north of Adies Road	532	532		432	100				Rehabilitate bridge/s and culvert/s
	211/10C/9	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	51.00 - 52.20km	3,000	3,000		510	490	2,000			Construct overtaking lane/s
	211/10D/1	034223-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	Cabbage Tree Creek - Carman Road	50,000	40,000	10,000	3,459	20,291	26,250			Construct deviation - sealed standard
	211/10D/2	034223-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	Back Creek Range	50,000	40,000	10,000	17,501	17,499	15,000			Construct deviation - sealed standard
	211/10D/480	034359-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	1.20 - 1.21km (Gin Gin)	1,461	1,461		117	1,344				Install/replace rest areas, stopping places and pull over areas
	211/10D/481	034359-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	2.50km (near Gin Gin Creek)	1,133	1,133		136	997				Install/replace rest areas, stopping places and pull over areas
	211/10D/651[2]		Bruce Highway (Gin Gin - Benaraby)	Sections : 1.58 - 47.88km	2,260		2,260	1,542	718				Rehabilitate pavement
	211/10D/652[2]		Bruce Highway (Gin Gin - Benaraby)	Sections : 4.05 - 50.35km	9,628		9,628	5,428	4,200				Rehabilitate pavement
Subtotal: Bundaberg									**90,678**	**51,524**			

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Fraser Coast	228/10B/1	034348-09QLD-NP	Bruce Highway (Gympie - Maryborough)	Chapmans Road - Brooks Road	2,079	2,079		1,935	143				Widen and seal
	228/10B/2	034360-09QLD-NP	Bruce Highway (Gympie - Maryborough)	49.40 - 50.50km (north of Chapmans Road)	6,000	6,000		3,685	1,315	1,000			Construct overtaking lane/s
	228/10B/3	035669-09QLD-NP	Bruce Highway (Gympie - Maryborough)	Arbor Ten intersection	870	870		252	618				Rehabilitate and widen
	228/10B/4	035669-09QLD-NP	Bruce Highway (Gympie - Maryborough)	Arbor Ten intersection north	615	615		165	450				Rehabilitate and widen
	228/10B/480	034359-09QLD-NP	Bruce Highway (Gympie - Maryborough)	36.90km (Aborten Road)	374	374		42	332				Provide heavy vehicle parking
	228/10B/481	034359-09QLD-NP	Bruce Highway (Gympie - Maryborough)	68.20km (north of Moffitt Road)	139	139			139				Install/replace rest areas, stopping places and pull over areas
	228/10B/6	035669-09QLD-NP	Bruce Highway (Gympie - Maryborough)	59.50 - 60.30km	5,541	5,541		5,491	50				Rehabilitate and widen
	228/10B/653[2]		Bruce Highway (Gympie - Maryborough)	Sections : 50.09 - 81.28km	3,040		3,040	1,341	1,699				Rehabilitate pavement
	228/10B/7	035669-09QLD-NP	Bruce Highway (Gympie - Maryborough)	60.48 - 61.87km	3,370	3,370		3,320	50				Rehabilitate and widen
	228/10B/8	034348-09QLD-NP	Bruce Highway (Gympie - Maryborough)	Maryborough - Hervey Bay Road approach and overpass	2,120	2,120		120	2,000				Grade separation - bridge works
	228/10C/10	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Cherwell River	4,400	4,400		3,887	13	500			Construct overtaking lane/s
	228/10C/11	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	36.03 - 37.23km	4,200	4,200		3,500	100	600			Construct overtaking lane/s
	228/10C/3	034348-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Lower Thomas Street - William Street	5,000	5,000		1,484	2,516	1,000			Improve intersection/s
	228/10C/4	034348-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	Walker Street	8,310	8,310		4,470	1,840	2,000			Improve intersection/s
	228/10C/5	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	22.30 - 23.50km	4,000	4,000		1,576	1,624	800			Construct overtaking lane/s
	228/10C/655[2]		Bruce Highway (Maryborough - Gin Gin)	Sections : 20.15 - 35.73km	1,151		1,151	393	759				Rehabilitate pavement
	228/10C/7	034360-09QLD-NP	Bruce Highway (Maryborough - Gin Gin)	22.10 - 23.30km	4,000	4,000		1,539	1,761	700			Construct overtaking lane/s
Subtotal: Fraser Coast									**15,409**	**6,600**			
Gympie	128/10A/31	034034-08QLD-NP	Bruce Highway (Brisbane - Gympie)	Sankeys Road - Traveston Road (Section B)	460,500	363,000	97,500	440,005	5,895	14,600			Construct to new sealed four lane standard
	232/10A/2	033701-08QLD-NP	Bruce Highway (Brisbane - Gympie)	Cooroy - Curra (Traveston Road - Keefton Road)	67,897	67,897		31,045	16,852	10,000	10,000		Construct to new sealed four lane standard
	232/10A/3	033701-08QLD-NP	Bruce Highway (Brisbane - Gympie)	Cooroy - Curra (Keefton Road - Curra)	64,203	64,203		42,265	5,500	5,100	11,338		Construct to new sealed four lane standard
	232/10A/406[3]		Bruce Highway (Brisbane - Gympie)	Venardos Avenue	1,687		1,687			100	1,587		Improve intersection/s
	232/10B/481	034359-09QLD-NP	Bruce Highway (Gympie - Maryborough)	25.30km north of Hermans Road	139	139		2	137				Install/replace rest areas, stopping places and pull over areas
Subtotal: Gympie									**28,384**	**29,800**	**22,925**		
Various local governments	R12/R002/801	035669-09QLD-NP	State-controlled road network	Various locations	1,000	1,000		649	351				Rehabilitate pavement
Subtotal: Various local governments									**351**				
Other works			Construction Works			20,466			116	20,350			
			Corridor and Minor Safety Enhancements			15			15				
			NDRRA Rehabilitation and Replacement				17		17				

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Other works (continued)			Programmed Maintenance			90			90				
			Rehabilitation			4,056			76	3,980			
			Traffic Operations			110			110				
Subtotal: Other works									**424**	**24,330**			
Total: Wide Bay/Burnett National network									**135,246**	**112,254**	**22,925**		
Australian Government contributions									119,432	77,554	21,338		
Queensland Government contributions									15,814	34,700	1,587		
Total : Contributions									**135,246**	**112,254**	**22,925**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(3) Funded by the Queensland Government's Safer Roads Sooner program.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Bundaberg	211/171/406[5]	LRRS	Goodwood Road	51.04 - 51.14km	224			224			Improve intersection/s
	211/171/651[6]	LRRS	Goodwood Road	Various locations	7,390	6,864	527				Rehabilitate and overlay (>75mm)
	211/172/1[5]	LRRS	Elliott Heads Road	11.60 - 14.30km	2,200	129	473	1,598			Widen and seal shoulder/s
	141/174/805	LRRS	Bundaberg - Bargara Road	Kennedy Bridge	10,942	4,765	3,478	2,700			Rehabilitate bridge/s and culvert/s
	141/176/801	SR	Bundaberg - Gin Gin Road	Burnett River	14,908	7,572	3,836	3,500			Rehabilitate bridge/s and culvert/s
	211/176/800	SR	Bundaberg - Gin Gin Road	Sections : 0 - 48.33km	1,500	213	1,287				Rehabilitate pavement
	211/19A/652[6]	SR	Isis Highway (Bundaberg - Childers)	Sections : 17.85 - 44.90km	7,175	3,349	3,825				Rehabilitate pavement
	211/19A/803	SR	Isis Highway (Bundaberg - Childers)	Sections : 0 - 47.02km	12,000	4,260	4,740	3,000			Rehabilitate pavement
	211/19B/800	SS	Isis Highway (Childers - Biggenden)	Sections : 0 - 25.50km	700	450	250				Rehabilitate pavement
Subtotal: Bundaberg							**18,416**	**11,022**			
Fraser Coast	146/163/19	SR	Maryborough - Hervey Bay Road	Woongool Road	7,156	365	302	2,935		3,554	Improve intersection/s
	228/163/802	SR	Maryborough - Hervey Bay Road	Sections : 0 - 44.49km	4,000	750	2,422	828			Rehabilitate pavement
	228/166/653[6]	SR	Maryborough - Cooloola Road	Sections : 6.02 - 43.00km	3,773	3,259	514				Rehabilitate pavement
	228/488/406[5]	LRRS	Bauple - Woolooga Road	Gutchy Creek	18			18			Install/replace signs
	B03478	HR	Sunlander 14 Rollingstock	Bowen Street Workshop, Maryborough	195,045	143,766	30,699	16,044	4,536		Construct/upgrade three tilt trains
Subtotal: Fraser Coast							**33,937**	**19,825**	**4,536**		
Gympie	232/141/406[5]	LRRS	Kin Kin Road	Kin Kin - Dogrell Tree Road	35		35				Install/replace signs
	232/166/802	SR	Maryborough - Cooloola Road (Cooloola Road Section)	Sections : 0 - 60.01km	3,100	2,869	231				Rehabilitate pavement
	232/41A/652[6]	SS	Burnett Highway (Nanango - Goomeri)	Sections : 37.85 - 45.13km	1,740	298	1,442				Rehabilitate pavement
	232/41B/651[6]	SS	Burnett Highway (Goomeri - Gayndah)	Sections : 1.20 - 46.55km	1,673	1,059	615				Rehabilitate pavement
	232/41B/652[6]	SS	Burnett Highway (Goomeri - Gayndah)	Sections : 0.34 - 35.50km	4,679	2,492	2,188				Rehabilitate pavement
	232/483/300[5]	SR	Gympie - Brooloo Road	Old Dawn Road - Lawson Road	2,000	1,845	155				Rehabilitate and widen
	232/483/651[6]	SR	Gympie - Brooloo Road	Dawn Road - Park Lane	1,983	1,116	867				Rehabilitate pavement
	232/485/200[5]	LRRS	Kenilworth - Skyring Creek Road	Chinaman Creek	240			240			Widen pavement
	232/485/652[6]	LRRS	Kenilworth - Skyring Creek Road	Sections : 2.00 - 11.77km	4,030	3,495	535				Rehabilitate pavement
	232/486/652[6]	LRRS	Kilkivan - Tansey Road	Sections : 12.22 - 21.89km	2,151	1,800	351				Rehabilitate pavement
	72/486/10	LRRS	Kilkivan - Tansey Road	14.40 - 17.50km (Gap Creek - Godfried Creek)	1,334	381	572	381			Widen and seal
	232/487/406[5]	LRRS	Brooweena - Woolooga Road	44.00 - 46.00km	88			88			Install/replace signs
Subtotal: Gympie							**6,991**	**709**			
North Burnett	249/19B/652[6]	SS	Isis Highway (Childers - Biggenden)	Sections : 21.28 - 45.03km	1,160	945	216				Rehabilitate pavement

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
North Burnett (continued)	249/19C/652 [6]	SS	Isis Highway (Biggenden - Coalstoun Lakes)	Sections : 8.15 - 26.95km	1,351	963	389				Rehabilitate pavement
	249/41B/652 [6]	SS	Burnett Highway (Goomeri - Gayndah)	Sections : 67.64 - 98.70km	4,758	1,236	3,522				Rehabilitate pavement
	249/41C/652 [6]	SS	Burnett Highway (Gayndah - Monto)	Sections : 4.05 - 36.63km	10,181	2,116	8,064				Rehabilitate pavement
	249/41C/801	SS	Burnett Highway (Gayndah - Monto)	Sections : 0 - 151.69km	2,500	1,400	100	1,000			Rehabilitate pavement
	249/41D/652 [6]	SS	Burnett Highway (Monto - Biloela)	Sections : 0.48 - 37.61km	4,039	762	3,277				Rehabilitate pavement
	249/435/652 [6]	SR	Mundubbera - Durong Road	Sections : 11.83 - 60.04km	2,662	2,453	209				Rehabilitate pavement
	249/454/1	LRRS	Eidsvold - Theodore Road	Sections : 2.40 - 66.00km	16,951	13,603	3,348				Widen pavement
	249/454/800 [7]	LRRS	Eidsvold - Theodore Road	55.90 - 77.10km	500		500				Overlay pavement (>75mm)
	249/471/652 [6]	LRRS	Gladstone - Monto Road	Sections : 97.50 - 123.80km	1,766	284	1,482				Rehabilitate pavement
	249/474/652 [6]	LRRS	Gin Gin - Mount Perry Road	Sections : 43.58 - 50.30km	2,045	653	1,392				Rehabilitate pavement
	249/475/1 [5]	LRRS	Gayndah - Mount Perry Road	17.00 - 18.60km	388	88	50	250			Upgrade unsealed road to still an unsealed standard
	96/475/18	LRRS	Gayndah - Mount Perry Road	28.69 - 29.25km	508	347		161			Construct to new sealed two lane standard
	249/476/1 [5]	LRRS	Monto - Mount Perry Road	0 - 33.20km	712			100	612		Widen pavement
	249/476/652 [6]	LRRS	Monto - Mount Perry Road	Sections : 27.21 - 58.48km	1,476	354	1,121				Rehabilitate pavement
Subtotal: North Burnett							**23,670**	**1,511**	**612**		
South Burnett	261/40C/2	SR	D'Aguilar Highway (Yarraman - Kingaroy)	33.10 - 34.10km	1,500	378	822	300			Construct overtaking lane/s
	261/40C/200	SR	D'Aguilar Highway (Yarraman - Kingaroy)	26.10 - 26.11km	200	22	178				Improve intersection/s
	261/40C/3 [5]	SR	D'Aguilar Highway (Yarraman - Kingaroy)	39.20 - 42.30km	2,470	187	1,833	450			Widen and seal
	261/40C/4 [5]	SR	D'Aguilar Highway (Yarraman - Kingaroy)	Markwell Street / Kingaroy Street	500		500				Install traffic signals
	261/40C/480 [5]	SR	D'Aguilar Highway (Yarraman - Kingaroy)	Various locations	410	50	100	260			Install/replace signs
	261/40C/5 [5]	SS	D'Aguilar Highway (Yarraman - Kingaroy)	Henry Street / Drayton Street intersection	500		500				Install traffic signals
	261/40C/800	SS	D'Aguilar Highway (Yarraman - Kingaroy)	Sections : 0 - 20.88km	3,500	1,396	1,104	1,000			Rehabilitate pavement
	261/419/1	LRRS	Kingaroy - Cooyar Road	Peterson Drive (2.74 - 3.41km)	500	15	20	465			Improve intersection/s
	261/419/406 [5]	LRRS	Kingaroy - Cooyar Road	36.00 - 40.00km	151			151			Install/replace signs
	261/4196/2	LRRS	Maidenwell - Bunya Mountains Road	11.71 - 12.50km	400		100	300			Reshape and seal
	261/426/1	SR	Chinchilla - Wondai Road	104.80 - 110.80km	3,800	781	2,019	1,000			Widen and seal
	261/426/652 [6]	SR	Chinchilla - Wondai Road	Sections : 85.80 - 147.62km	1,333	1,086	247				Rehabilitate pavement
	261/435/1	SR	Mundubbera - Durong Road	78.40 - 80.80km	2,000	10	1,270	720			Upgrade to two lanes
	261/45A/3	SR	Bunya Highway (Dalby - Kingaroy)	108.05 - 108.70km (southern approach to Kingaroy)	1,220	1,157	63				Widen and seal
	261/45A/652 [6]	SR	Bunya Highway (Dalby - Kingaroy)	Sections : 66.12 - 109.90km	2,817	942	1,876				Rehabilitate pavement
	261/45B/2	SR	Bunya Highway (Kingaroy - Goomeri)	Sections : 0 - 52.60km	1,977	89	1,288	600			Widen and seal
	261/45B/652 [6]	SR	Bunya Highway (Kingaroy - Goomeri)	Sections : 0.05 - 47.33km	2,613	827	1,786				Rehabilitate pavement
	261/R001/1	SN	State-controlled road network	Various locations	1,726		800	926			Widen and seal
Subtotal: South Burnett							**14,506**	**6,172**			

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost $'000	Estimated expenditure June 2013 $'000	Approved [3] 2013-14 $'000	Approved [3] 2014-15 $'000	Indicative [4] 2015-16 to 2016-17 $'000	Indicative [4] Beyond $'000	Work description
Other works			Construction Works				48	6,934			
			Corridor and Minor Safety Enhancements				710	2,871	6,341		
			Corridor, Roadway and Structures Management				976	1,239	2,771		
			NDRRA Operational				2,605				
			NDRRA Rehabilitation and Replacement				42,085	54,882			
			Programmed Maintenance				7,694	7,620	21,391		
			Rehabilitation				7,223	15,074	26,822		
			Routine Maintenance				13,001	14,263	31,835		
			Safer Roads Sooner - Heavy vehicle rest areas				631				
			Traffic Management Enhancements				132	206	461		
			Traffic Operations				1,928	2,572	5,889		
Subtotal: Other works							**77,033**	**105,661**	**95,510**		
Total: Wide Bay/Burnett State network							**174,553**	**144,900**	**100,658**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Funded by the Queensland Government's Safer Roads Sooner program.

(6) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(7) Works on the state-controlled network that are fully funded by the LNG Proponent Funded Program.

Local Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Bundaberg	211/LGSA/4	LGRD	George Street	Boundary Street - Princess Street (1.70 - 1.90km)	600	350	250		25	225				Construct roundabout/s
	211/LGSH/10	LGRD	George Street and Steffensen Street	Bundaberg West State School	20	10	10			10				Construct footpath/s
	211/LGSH/11	LGRD	Hurst Street	Walkervale State School	46	25	21			21				Construct footpath/s
	211/LGSH/9	LGRD	Moore Park Road and Gooburrum Road	Gooburrum State School	30	15	15			15				Construct footpath/s
	211/LGSJ/4 [4]	LGRD	Bourbong Street	Walla Street intersection	290	50		240		240				Construct roundabout/s
	211/LGSJ/5 [4]	LGRD	Barolin Street	Watson Street	316			316		316				Improve intersection/s
	211/LGSO/3	LGRD	Various roads	Moolboolaman, Wonbah, Redridge, Apple Tree Creek	303	200	103		50			53		Upgrade floodway/s
	211/LGSR/10	LGRD	Monduran Road	2.80 - 2.90km	7,000	6,772	228		90		138			Replace bridge/s and approaches
	211/LGSR/11	LGRD	Kevin Livingston Road	Mill entrance - Madsens Road (1.78 - 2.22km)	250	183	67			67				Construct to new sealed two lane standard
	211/LGSR/12	LGRD	Foleys Road	0 - 1.30km	140	97	43				43			Realign traffic lanes
	211/LGSR/13	LGRD	Fairymead Road	Queen Street intersection	80	52	28				28			Replace/upgrade guardrail section/s and end/s
	211/LGSR/15	LGRD	Barolin Street	Burnett Street - Walker Steet	823	412	412		17	298	97			Construct to new sealed two lane standard
	211/LGSR/16	LGRD	Barolin Street	Burnett Street - George Street	503	251	251			51		200		Construct to new sealed two lane standard
	211/LGSR/17	LGRD	Hughes Road	Watsons Road - Windermere Road	1,000	500	500					500		Construct two lane bypass
	211/LGSR/20	LGRD	Windermere Road	Rifle Range Road	1,375	1,000	375				317	58		Construct roundabout/s
	211/LGSR/21	LGRD	Hughes Road	3.50 - 3.95km	470	235	235					235		Construct bypass - sealed standard
	211/LGSR/22	LGRD	Monduran Road	2.77 - 2.82km	191	96	96					96		Construct bridge/s
	211/LGSR/24	LGRD	Woongarra Scenic Drive	Causeway Road roundabout	1,020	723	297				117	180		Improve intersection/s
	211/LGSR/26	LGRD	Bucca Road	11.50 - 14.30km	548	274	274		170			104		Widen and overlay
	211/LGSR/6	LGRD	Woodgate Road	13.50 - 13.60km	200	156	44			44				Construct to new sealed two lane standard
Subtotal: Bundaberg										**1,287**	**740**	**1,426**		
Fraser Coast	228/LGSR/5	LGAC	N/a	TMR / local government alliance – Regional Road Group funded	489		489		180	91	73	146		Develop technical capability
	228/LGSA/2	LGRD	Pallas Street	1.20 - 1.60km	70	35	35				35			Reseal - bitumen chip
	228/LGSA/4	LGRD	Pilerwa Road	4.24 - 5.13km	244	151	93				93			Widen pavement
	228/LGSH/2	LGRD	John Street and Lennox Street	St Mary's Primary School	100	50	50			50				Provide passenger set-down facilities

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Fraser Coast (continued)	228/LGSH/3	LGRD	Bruce Highway	Glenwood State School	27	13	13			13				Install/upgrade bus shelter/s
	228/LGSJ/3 [4]	LGRD	Martin Street	Booth Street intersection	276			276		276				Construct roundabout/s
	228/LGSR/12	LGRD	Bidwill Road	2.05 - 2.41km	186	93	93					93		Overlay pavement (>75mm)
	228/LGSR/13	LGRD	Bidwill Road	7.08 - 7.48km	134	67	67					67		Overlay pavement (>75mm)
	228/LGSR/14	LGRD	Kent Street	4.90 - 5.36km	45	22	22					22		Correct profile and asphalt concrete resurfacing (<75mm)
	228/LGSR/20	LGRD	Old Toogoom Road	Toogoom Road (9.00 - 10.62km)	670	576	94					94		Construct to new sealed two lane standard
	228/LGSR/21	LGRD	Maryborough - Biggenden Road	Bruce Highway overpass - Maryborough Showgrounds	264	132	132		61	58	13			Construct footpath/s
	228/LGSR/22	LGRD	Deephouse Road	Van Hensbroeck Road	300	150	150		1	149				Improve intersection/s
	228/LGSR/23	LGRD	Various roads	Various locations	30	15	15				15			Improve intersection/s
	228/LGSR/6	LGRD	Tinnanbar Road	1.93 - 4.93km	769	585	184		1	183				Construct to new sealed two lane standard
	228/LGSR/7	LGRD	Main Street	2.40 - 4.00km	1,800	1,300	500				174	326		Construct to new sealed two lane standard
	228/LGSR/9	LGRD	Old Gympie Road	3.00 - 6.00km	116	58	58					58		Reseal - bitumen chip
Subtotal: Fraser Coast										**820**	**403**	**806**		
Gympie	232/LGSO/2	LGCW	Nautilis Drive	Queen Elizabeth Drive - Investigator Avenue	255	128	128		74	53				Construct cycleway / footpath/s and supporting infrastructure
	232/LGSH/3	LGRD	Brisbane Road	Monkland State School	60	30	30			30				Construct footpath/s
	232/LGSH/6	LGRD	Monkland Street and Parsons Road	Gympie West State School	308	154	154			154				Construct footpath/s
	232/LGSH/7	LGRD	Hamilton Road and Old Maryborough Road	Victory College	180	90	90				90			Construct footpath/s
	232/LGSI/28	LGRD	Rifle Range Road	Gympie State High School	254	127	127		10	89	27			Construct cycleway/s
	232/LGSJ/4 [4]	LGRD	Monkland Street	Barter Street intersection	650			650		650				Construct roundabout/s
	232/LGSR/11	LGRD	Cedar Pocket Road	9.90 - 9.92km	420	210	210				210			Replace bridge/s with culvert/s
	232/LGSR/14	LGRD	Cedar Pocket Road	12.00 - 12.02km	480	240	240					240		Replace bridge/s with culvert/s
	232/LGSR/19	LGRD	Barter Street	Channon Street - Monkland Street	135	68	68			68				Apply asphalt resurfacing (<75mm)
	232/LGSR/20	LGRD	Reef Street	Channon Street - Monkland Street	135	68	68			68				Apply asphalt resurfacing (<75mm)
	232/LGSR/21	LGRD	Lawrence Street	Mellor Street - School Street	100	50	50			50				Apply asphalt resurfacing (<75mm)
	232/LGSR/24	LGRD	Monkland Street	Barter Street intersection	745	372	372			255	117			Upgrade to two lanes
	232/LGSR/27	LGRD	Bayside Road	Cooloola Cove (0.19 - 1.60km	288	144	144					144		Widen and overlay
	232/LGSR/4	LGRD	Anderleigh Road	500m west of Neerdie	500	250	250					250		Pave and seal
	232/LGSR/6	LGRD	Old Maryborough Road	Fraser Road - Nash Road	360	180	180				180			Upgrade to two lanes
	232/LGSR/8	LGRD	Moy Pocket Road	5.30 - 5.90km	760	380	380					380		Rehabilitate and widen
Subtotal: Gympie										**1,417**	**624**	**1,014**		

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
North Burnett	249/LGSO/2	LGRD	Sandersons Road	Mundubbera	120	60	60				60			Widen and seal
	249/LGSO/3	LGRD	Wilson Valley Road	Happy Valley Road - Radel Road	330	165	165			165				Widen and seal
	249/LGSO/4	LGRD	Monal Road	Sections : 3.90 - 11.87km	304	152	152		3	149				Widen pavement
	249/LGSR/11	LGRD	Coonambula Road	0 - 1.50km	32	16	16				16			Reseal - bitumen chip
	249/LGSR/12	LGRD	Redbank Road	0 - 4.10km	124	62	62		2	60				Re-sheet unsealed road
	249/LGSR/13	LGRD	Rawbelle Road	17.23 - 18.00km	64	32	32				32			Construct to new sealed two lane standard
	249/LGSR/14	LGRD	Rawbelle Road	19.00 - 19.30km	30	15	15			15				Construct to new sealed two lane standard
	249/LGSR/15	LGRD	Rawbelle Road	Barram Road	28	14	14			14				Improve intersection/s
	249/LGSR/16	LGRD	Glencoe Road	3.24 - 3.29km	70	35	35			35				Construct to new sealed two lane standard
	249/LGSR/17	LGRD	Cannindah Road	2.90 - 4.50km	224	112	112					112		Replace major culvert/s
	249/LGSR/19	LGRD	Mount Steadman Road	7.50 - 9.50km	334	230	104			104				Construct to new sealed two lane standard
	249/LGSR/2	LGRD	Hawkwood - Piggott Road	7.10 - 7.14km	686	343	343		328	15				Upgrade bridge/s
	249/LGSR/20	LGRD	Kerwee Road	9.95 - 11.00km	86	43	43					43		Rehabilitate pavement
	249/LGSR/21	LGRD	Boondoomba Road	0 - 1.90km	47	23	23				23			Reseal - bitumen chip
	249/LGSR/22	LGRD	Gayndah - Mundubbera Road	9.20 - 11.00km	170	85	85			85				Construct to new sealed two lane standard
	249/LGSR/25	LGRD	Cannindah Road	26.00 - 26.03km	524	262	262					262		Construct bridge/s and approaches
	249/LGSR/26	LGRD	Gayndah - Mundubbera Road	5.35 - 7.30km	526	263	263		149			114		Construct to new sealed two lane standard
	249/LGSR/28	LGRD	Swindon Road	3.47 - 4.89km	266	133	133					133		Construct to sealed standard
	249/LGSR/30	LGRD	Redbank Road	17.30 - 21.50km	126	63	63					63		Re-sheet unsealed road
	249/LGSR/31	LGRD	Mount Debatable Road	Various locations	114	57	57				57			Widen pavement
	249/LGSR/32	LGRD	Cannindah Road	25.00 - 25.70km	7	3	3					3		Replace bridge/s with culvert/s
	249/LGSR/33	LGRD	Hawkwood Road	60.00 - 72.00km	200	100	100					100		Construct to new unsealed lane standard
	249/LGSR/34	LGRD	Hawkwood Road	1.50 - 7.75km	531	265	265				243	22		Widen and seal
	249/LGSR/8	LGRD	Hawkwood - Piggott Road	1.50 - 3.00km	96	48	48					48		Widen and seal
	249/LGSR/9	LGRD	Hawkwood - Piggott Road	27.40 - 29.00km	272	136	136				136			Construct to new sealed two lane standard
Subtotal: North Burnett										**642**	**567**	**900**		
South Burnett	261/LGSO/1	LGRD	Clencoe Road	0 - 2.50km	481	364	117		17	100				Widen and seal
	261/LGSR/1	LGRD	Memerambi - Barkers Creek Road	14.15 - 17.15km	935	468	468		106	362				Construct to new sealed two lane standard
	261/LGSR/13	LGRD	Gayndah - Hivesville Road	68.30 - 68.33km	569	310	260		2			257		Raise bridge/s

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
South Burnett (continued)	261/LGSR/15	LGRD	Blackbutt - Crows Nest Road	0.80 - 3.20km	1,278	647	630		4	165		461		Widen and seal
	261/LGSR/21	LGRD	Kumbia Brooklands Road	1.90 - 4.02km	952	476	476				476			Widen and seal
Subtotal: South Burnett										**627**	**476**	**718**		
Other works			Local Government Transport Development							45	293	1,190		
Subtotal: Other works										**45**	**293**	**1,190**		
Total: Wide Bay/Burnett Local network										**4,838**	**3,103**	**6,054**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Funded by the Australian Government's Black Spot Program.

Central Queensland

Central Queensland Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
Central Queensland	Rockhampton	31 Knight Street, North Rockhampton Qld 4701	PO Box 5096, Red Hill, Rockhampton Qld 4701	(07) 4931 1500	ao.regions.rockhampton@tmr.qld.gov.au
	Emerald	83 Esmond Street, Emerald Qld 4720	PO Box 1787, Emerald Qld 4720	(07) 4982 8700	ao.regions.rockhampton@tmr.qld.gov.au
	Barcaldine	69 Ash Street, Barcaldine Qld 4725	PO Box 3, Barcaldine 4725	(07) 4651 2777	barcaldine.office@tmr.qld.gov.au

Divider image: Culvert extension works on the Leichhardt Highway (Westwood - Dululu).

Regional profile

Overview

The Central Queensland Region covers an area of about 514,462km², or around 29.7% of Queensland.[1] It extends from St Lawrence in the north to south of Rosedale, and from Gladstone in the east to the Northern Territory border.

The region has an estimated residential population of about 229,552 people or around 5.1% of Queensland's total population.[1]

The region looks after about 6855km of other state-controlled roads and about 1059km of the National Network.

Regional program highlights

In 2012-13 the department completed:

- Gracemere Industrial Access Project, providing safe access between the Capricorn Highway and Gracemere Industrial Area, west of Rockhampton
- Fitzroy River Floodplain and Road Planning Study to identify the future of Bruce Highway freight and rail transport in Central Queensland
- repairs to flood damaged roads across the region, as part of the Natural Disaster Relief and Recovery Arrangements (NDRRA) program, jointly funded by the Australian Government and Queensland Government
- construction of two additional overtaking lanes on the Capricorn Highway between Rockhampton and Emerald
- paving and sealing of a section of Diamantina Developmental Road (Bedourie – Boulia), 68.5km south of Boulia
- installation of traffic signals at the Gregory Highway and Capricorn Highway intersection in Emerald
- construction of a new higher level bridge over the Dawson River at Baralaba
- widening and sealing of a section of the Capricorn Highway between Emerald and Alpha.

In 2013-14 the department will:

- complete construction of the Yeppen North project at the southern entrance to Rockhampton under the Nation Building Program and Regional Infrastructure Fund, jointly funded by the Australian Government and Queensland Government
- complete construction of the Calliope Crossroads Upgrade at the intersection of the Bruce Highway and Dawson Highway, west of Gladstone, as part of the Nation Building Program, funded by the Australian Government
- finalise planning and design, and commence construction of, the Yeppen South project to provide a high-level flood corridor between the Burnett Highway and Yeppen Roundabout, south of Rockhampton, as part of the Nation Building Program, funded by the Australian Government
- upgrade the Albert Street and George Street intersection in Rockhampton on the Bruce Highway to improve safety, traffic flow and address peak hour congestion, as part of the Nation Building Program, funded by the Australian Government
- upgrade the Reid Road and Landing Road intersection on Gladstone-Mt Larcom Road, funded under the LNG Proponent Funded Program
- pave and seal a section of the Jundah-Quilpie Road
- continue paving and sealing the Blackall-Jericho Road, as part of the Jericho – Yaraka Rail Replacement program.

Future plans

The department is continuing to plan for the future transport requirements of residents in the Central Queensland Region.

In 2013-14 the department plans to:

- complete the Galilee Basin and Central Queensland Transport Supply Chain Study which will examine strategic transport planning to support the Department of State Development and Infrastructure Planning's Central Queensland Planning and Infrastructure Framework, and is a continuing component of the Galilee Basin Transport Framework
- complete the Dawson and Canarvon Highways (Panorama Creek and Comet River Systems) Link investigation which will develop and analyse a hydraulic model in the vicinity of Rolleston to address flood immunity issues.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

National Network

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Barcaldine	205/13D/402[2]		Landsborough Highway (Blackall - Barcaldine)	105.07 - 105.64km	100		100				100		Construct footpath/s
	205/13D/651[3]		Landsborough Highway (Blackall - Barcaldine)	Sections : 38.01 - 106.16km	4,025		4,025	188	3,836				Rehabilitate pavement
	205/13E/651[3]		Landsborough Highway (Barcaldine - Longreach)	Sections : 0 - 50.08km	35,669		35,669	34,412	1,257				Rehabilitate pavement
Subtotal: Barcaldine									**5,093**		**100**		
Blackall-Tambo	208/13B/651[3]		Landsborough Highway (Augathella - Tambo)	Sections : 57.09 - 115.87km	21,265		21,265	12,320	8,945				Rehabilitate pavement
	208/13C/654[3]		Landsborough Highway (Tambo - Blackall)	Sections : 5.48 - 88.50km	70,303		70,303	9,704	60,599				Undertake routine maintenance
	208/13D/651[3]		Landsborough Highway (Blackall - Barcaldine)	Sections : 0 - 38.01km	2,285		2,285	1,024	1,261				Rehabilitate pavement
Subtotal: Blackall-Tambo									**70,805**				
Gladstone	229/10D/11	034359-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	Rodds Bay Road	1,422	1,422		1,022	400				Undertake miscellaneous works
	229/10D/12	034359-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	Palm Creek	378	378		2	376				Undertake miscellaneous works
	229/10D/14	034359-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	67.30 - 67.40km and 83.90 - 84.00km	107	107		22	85				Undertake miscellaneous works
	229/10D/15	034359-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	67.30 - 68.00km	20	20			20				Undertake miscellaneous works
	229/10D/17	034360-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	28 Mile Creek - 27 Mile Creek	3,550	3,550		2,295	1,255				Construct additional lane/s
	229/10D/400	034359-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	Granite Creek and Boyne River rest areas	831	831		400	431				Provide driver fatigue management facilities
	229/10D/480	034348-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	Sections : 51.17 - 147.15km	2,190	2,190			2,190				Replace/upgrade guardrail section/s and end/s
	229/10D/8	034360-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	104.10 - 105.40km and 105.80 - 107.10km	5,400	5,400		3,300	2,100				Construct additional lane/s
	229/10D/9	034360-09QLD-NP	Bruce Highway (Gin Gin - Benaraby)	53.50 - 54.90km and 57.40 - 58.60km	6,772	6,772		4,913	1,859				Construct additional lane/s
	229/10E/10	034359-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	46.80km	744	744		647	97				Undertake miscellaneous works
	229/10E/11	034359-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	34.90 - 35.40km	346	346		269	77				Undertake miscellaneous works
	229/10E/12	034360-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	24.00 - 25.60km and 33.30 - 34.70km	6,300	6,300		5,569	731				Construct additional lane/s
	229/10E/13	034360-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Mount Larcom - Laws Creek (northbound)	2,860	2,860		1,952	908				Construct additional lane/s
	229/10E/2	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	River Ranch Road intersection	1,838	1,838		1,638	200				Undertake miscellaneous works
	229/10E/57H[3]		Bruce Highway (Benaraby - Rockhampton)	Sections : 57.60 - 62.85km	19,830		19,830	19,717	113				Rehabilitate and overlay (>75mm)
	229/10E/6	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	56.40 - 58.75km	879	879		685	194				Undertake miscellaneous works
	229/10E/651[3]		Bruce Highway (Benaraby - Rockhampton)	Sections : 8.55 - 67.83km	15,041		15,041	15,039	3				Rehabilitate and overlay (>75mm)

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Gladstone (continued)	229/10E/655[3]		Bruce Highway (Benaraby - Rockhampton)	Sections : 0 - 67.53km	4,564		4,564	2,967	1,597				Rehabilitate and overlay (>75mm)
	229/10E/656[3]		Bruce Highway (Benaraby - Rockhampton)	Various locations	17,591		17,591	17,015	576				Rehabilitate and overlay (>75mm)
	229/10E/9	034253-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Dawson Highway (Calliope Crossroads)	152,043	152,043		33,761	23,282	75,000	20,000		Construct interchange
Subtotal: Gladstone									**36,494**	**75,000**	**20,000**		
Longreach	241/13E/651[3]		Landsborough Highway (Barcaldine - Longreach)	Sections : 50.08 - 106.83km	61,145		61,145	40,236	20,909				Rehabilitate pavement
	241/13F/652[3]		Landsborough Highway (Longreach - Winton)	Sections : 1.55 - 6.66km	6,989		6,989	5,082	1,907				Undertake routine maintenance
	241/13F/653[3]		Landsborough Highway (Longreach - Winton)	Sections : 8.50 - 91.20km	6,996		6,996		6,996				Undertake routine maintenance
Subtotal: Longreach									**29,812**				
Rockhampton	258/10E/1	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Old Coach Road	21,950	21,950		3,736	18,214				Undertake miscellaneous works
	258/10E/10	047664-12QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Egans Hill - Yeppen roundabout	5,000	5,000		2,300	2,700				Upgrade bridge/s
	258/10E/11	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	William Street	268	268			268				Improve intersection/s
	258/10E/2[4]		Bruce Highway (Benaraby - Rockhampton)	Bajool Explosives Reserve (87.00 - 87.50km)	1,927		1,927	821	1,106				Improve intersection/s
	258/10E/4	034360-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Bajool - Gavial	8,400	8,400		4,630	3,770				Construct additional lane/s
	258/10E/5	035672-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Sections: 13.00 - 51.00km	10,320	10,320		3,776	6,544				Seal shoulder/s
	258/10E/57H[3]		Bruce Highway (Benaraby - Rockhampton)	Sections : 0 - 121.05km	3,680		3,680	3,666	14				Rehabilitate and overlay (>75mm)
	258/10E/651[3]		Bruce Highway (Benaraby - Rockhampton)	Sections : 67.99 - 114.07km	6,241		6,241	4,875	1,367				Rehabilitate and overlay (>75mm)
	258/10E/652[3]		Bruce Highway (Benaraby - Rockhampton)	Various locations	3,471		3,471	3,412	59				Rehabilitate and overlay (>75mm)
	258/10E/655[3]		Bruce Highway (Benaraby - Rockhampton)	Various locations	14,370		14,370	11,939	2,432				Rehabilitate and overlay (>75mm)
	258/10E/656[3]		Bruce Highway (Benaraby - Rockhampton)	Various locations	6,356		6,356	3,635	2,721				Rehabilitate and overlay (>75mm)
	258/10E/7	034359-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Toonda - Port Alma Road	1,697	1,697		1,117	580				Undertake miscellaneous works
	258/10E/8	034348-09QLD-NP 042218-10QLD-RF1	Bruce Highway (Benaraby - Rockhampton)	Yeppen Lagoon Bridge and roundabout	85,000	68,000	17,000	37,217	18,783	25,000		4,000	Upgrade bridge/s
	258/10E/9	034348-09QLD-NP	Bruce Highway (Benaraby - Rockhampton)	Tynan Street and BP Service Station entrance	4,100	4,100		443	3,657				Improve intersection/s
	258/10F/11	035672-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Atkinsons Road - Neerim	19,547	19,547		15,828	3,719				Seal shoulder/s
	258/10F/12	034359-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	111.30 - 111.80km	441	441		331	110				Undertake miscellaneous works
	258/10F/13	034359-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	138.90 - 139.00km (north of Tooloombah Creek)	2,047	2,047		207	1,840				Undertake miscellaneous works
	258/10F/14	034360-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Atkinsons Road - Oaky Creek	5,600	5,600		4,459	1,141				Construct additional lane/s
	258/10F/15	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Meldrum Road	1,500	1,500			1,500				Improve intersection/s

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Rockhampton (continued)	258/10F/16	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Etna Creek Road / Vass Road	2,200	2,200			2,200				Improve intersection/s
	258/10F/17	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	121.10 - 124.10km	2,100	2,100			2,100				Widen and seal shoulder/s
	258/10F/18	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Farm Street	375	375			375				Improve intersection/s
	258/10F/2	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Alexandra Street - Moores Creek Road	2,765	2,765		2,663	102				Undertake miscellaneous works
	258/10F/3	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Albert Street / Campbell Street	9,550	9,550		1,908	7,642				Improve intersection/s
	258/10F/480	034348-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	Archer Street intersection	50	50			50				Improve traffic signals
	258/10F/651[3]		Bruce Highway (Rockhampton - St Lawrence)	Sections : 0 - 127.91km	2,590		2,590	2,479	111				Rehabilitate and overlay (>75mm)
Subtotal: Rockhampton									**83,105**	**25,000**			
Winton	270/13F/651[3]		Landsborough Highway (Longreach - Winton)	Sections : 118.38 - 176.94km	12,944		12,944	4,143	8,801				Rehabilitate pavement
	270/13F/652[3]		Landsborough Highway (Longreach - Winton)	Sections : 132.33 - 153.49km	2,572		2,572		2,572				Undertake routine maintenance
	270/13G/651[3]		Landsborough Highway (Winton - Kynuna)	39.41 - 39.44km	3,644		3,644	2,029	1,615				Replace major culvert/s
	270/13G/652[3]		Landsborough Highway (Winton - Kynuna)	Sections : 3.46 - 121.1km	9,238		9,238	2,219	7,020				Undertake routine maintenance
	270/13G/653[3]		Landsborough Highway (Winton - Kynuna)	Sections : 3.41 - 72.03km	2,957		2,957		2,957				Undertake routine maintenance
Subtotal: Winton									**22,965**				
Other works			NDRRA Operational				200		200				
			NDRRA Rehabilitation and Replacement				673		673				
			Programmed Maintenance			25	2,734		2,180	579			
			Rehabilitation			432	3,423		2,627	1,228			
			Routine Maintenance			1,324	1,766		3,090				
			Traffic Management Enhancements			594	281		875				
			Traffic Operations			1,222			1,222				
Subtotal: Other works									**10,867**	**1,807**			
Total: Central Queensland National network									**259,141**	**101,807**	**20,100**		
Australian Government contributions									101,897	98,200	20,000		
Queensland Government contributions									157,244	3,607	100		
Total : Contributions									**259,141**	**101,807**	**20,100**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Funded by the Queensland Government's Safer Roads Sooner program.

(3) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(4) Delivery of this project is subject to receipt of funding from other agencies.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Banana	204/16A/651[5]	SS	Capricorn Highway (Rockhampton - Duaringa)	Sections : 50.10 - 54.87km	4,521	3,515	1,006				Rehabilitate and overlay (>75mm)
	204/26A/651[5]	SS	Leichhardt Highway (Westwood - Taroom)	Sections : 6.07 - 254.50km	59,295	47,179	12,116				Rehabilitate and overlay (>75mm)
	204/26A/652[5]	SS	Leichhardt Highway (Westwood - Taroom)	Sections : 0 - 256.50km	18,885	9,279	9,607				Rehabilitate and overlay (>75mm)
	204/26A/657[5]	SS	Leichhardt Highway (Westwood - Taroom)	Sections : 0 - 192.22km	1,206	19	1,186				Rehabilitate bridge/s and culvert/s
	204/26A/658[5]	SS	Leichhardt Highway (Westwood - Taroom)	Sections : 0 - 192.22km	3,613	110	3,503				Rehabilitate bridge/s and culvert/s
	204/41D/651[5]	SS	Burnett Highway (Monto - Biloela)	Sections : 41.60 - 80.12km	12,537	529	12,007				Rehabilitate and overlay (>75mm)
	204/41E/2[6]	SS	Burnett Highway (Biloela - Mount Morgan)	0 - 8.50km	3,500		2,000	1,500			Widen pavement
	204/41E/652[5]	SS	Burnett Highway (Biloela - Mount Morgan)	Sections : 0 - 78.67km	2,179	132	2,047				Rehabilitate and overlay (>75mm)
	204/454/1[7]	LRRS	Eidsvold - Theodore Road	77.40 - 91.50km	12,000		4,000	6,000	2,000		Pave and seal
	204/454/651[5]	LRRS	Eidsvold - Theodore Road	Sections : 80.10 - 143.80km	4,749	3,969	780				Rehabilitate pavement
	204/454/653[5]	LRRS	Eidsvold - Theodore Road	Sections : 77.40 - 143.96km	2,158	60	2,098				Rehabilitate bridge/s and culvert/s
	204/46A/652[5]	SR	Dawson Highway (Gladstone - Biloela)	Sections : 76.43 - 119.90km	13,050	367	12,683				Rehabilitate and overlay (>75mm)
	204/46B/1[6]	SR	Dawson Highway (Biloela - Banana)	Dawson Highway / Leichhardt Highway intersection	1,200		700	500			Widen pavement
	204/46B/651[5]	SR	Dawson Highway (Biloela - Banana)	Sections : 2.90 - 40.32km	17,646	5,980	11,667				Rehabilitate and overlay (>75mm)
	204/85A/651[5]	LRRS	Fitzroy Developmental Road (Taroom - Bauhinia)	Sections : 1.40 - 76.12km	4,061	813	3,248				Rehabilitate and overlay (>75mm)
Subtotal: Banana							**78,648**	**8,000**	**2,000**		
Barcaldine	205/16C/651[5]	SS	Capricorn Highway (Emerald - Alpha)	Sections : 107.95 - 167.94km	1,810	966	845				Rehabilitate pavement
	205/16D/651[5]	SS	Capricorn Highway (Alpha - Barcaldine)	Sections : 0 - 140.49km	5,200	1,545	3,656				Rehabilitate pavement
	205/441/1	LRRS	Blackall - Jericho Road	85.23 - 92.39km	1,200	173	1,027				Pave and seal
	205/441/2	LRRS	Blackall - Jericho Road	68.17 - 74.28km	856	73	783				Pave and seal
	205/441/4	LRRS	Blackall - Jericho Road	92.39 - 101.54km	1,800	1,624	176				Pave and seal
	205/441/651[5]	LRRS	Blackall - Jericho Road	Sections : 78.28 - 120.06km	2,843	1,278	1,565				Rehabilitate pavement
	205/443/401[8]	LRRS	Alpha - Tambo Road	Sections : 0 - 80.00km	250			250			Install/replace rest areas, stopping places and pull over areas
	205/443/651[5]	LRRS	Alpha - Tambo Road	Sections : 0 - 90.31km	2,266	624	1,642				Re-sheet unsealed road
	68/443/19	LRRS	Alpha - Tambo Road	88.36 - 90.49km	2,274	1,847	427				Pave and seal
	205/552/651[5]	LRRS	Clermont - Alpha Road	Sections : 103.13 - 178.54km	1,331	115	1,216				Undertake routine maintenance
	68/552/1	LRRS	Clermont - Alpha Road	Native Companion Creek	7,000	447	200	2,720	3,633		Construct bridge/s and approaches
	205/5703/652[5]	LRRS	Aramac - Torrens Creek Road	Sections : 0.99 - 63.79km	2,987		2,987				Undertake routine maintenance
	205/572/652[5]	LRRS	Muttaburra - Aramac Road	Sections : 1.51 - 83.44km	2,368		2,368				Undertake routine maintenance
	205/573/651[5]	LRRS	Barcaldine - Aramac Road	Sections : 0 - 66.64km	1,461	1,340	121				Rehabilitate pavement

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Barcaldine (continued)	205/573/652 [5]	LRRS	Barcaldine - Aramac Road	Sections : 1.12 - 63.32km	1,612		1,612				Undertake routine maintenance
Subtotal: Barcaldine							**18,625**	**2,970**	**3,633**		
Barcoo	206/717/4	LRRS	Jundah - Quilpie Road	70.56 - 80.56km	2,000	143	1,857				Pave and seal
	206/717/652 [5]	LRRS	Jundah - Quilpie Road	Sections : 20.10 - 20.41km	4,312	1,500	2,812				Undertake routine maintenance
	206/80A/401 [8]	SR	Birdsville Developmental Road (Morney - Birdsville)	Various locations	75				75		Install, upgrade or replace roadside delineation
	206/80A/651 [5]	SR	Birdsville Developmental Road (Morney - Birdsville)	Sections : 0 - 89.31km	1,066	471	595				Re-sheet unsealed road
	206/93B/652 [5]	SR	Diamantina Developmental Road (Quilpie - Windorah)	Sections : 190.76 - 190.83km	1,902		1,902				Undertake routine maintenance
	206/93C/401 [8]	LRRS	Diamantina Developmental Road (Windorah - Bedourie)	Various locations	135				135		Install, upgrade or replace roadside delineation
	206/93C/651 [5]	SR	Diamantina Developmental Road (Windorah - Bedourie)	Sections : 0 - 213.58km	1,982	1,649	333				Rehabilitate pavement
	206/93C/653 [5]	LRRS	Diamantina Developmental Road (Windorah - Bedourie)	Sections : 54.24 - 162.28km	1,953		1,953				Undertake routine maintenance
	206/95B/401 [8]	SR	Thomson Developmental Road (Jundah - Longreach)	Sections : 43.83 - 77.70km	225	4	221				Replace/upgrade guardrail section/s and end/s
	206/95B/651 [5]	SR	Thomson Developmental Road (Jundah - Longreach)	Sections : 0 - 108.33km	1,015	460	555				Rehabilitate pavement
Subtotal: Barcoo							**10,228**		**210**		
Blackall-Tambo	208/441/2 [8]	LRRS	Blackall - Jericho Road	53.30 - 56.30km	712	467	245				Realign traffic lanes
	208/7103/651 [5]	LRRS	Blackall - Adavale Road	Sections : 0 - 113.74km	8,467	5,834	2,633				Re-sheet unsealed road
	111/87A/17	LRRS	Dawson Developmental Road (Springsure - Tambo)	203.21 - 206.08km	1,527	439	1,088				Pave and seal
	208/87A/651 [5]	LRRS	Dawson Developmental Road (Springsure - Tambo)	Sections : 171.69 - 245.26km	1,225	776	450				Re-sheet unsealed road
Subtotal: Blackall-Tambo							**4,416**				
Boulia	209/93D/651 [5]	SR	Diamantina Developmental Road (Bedourie - Boulia)	Sections : 86.10 - 187.85km	1,940	1,158	781				Rehabilitate pavement
	209/93E/1 [8]	SR	Diamantina Developmental Road (Boulia - Dajarra)	65.26 - 65.86km	500	5			495		Widen and seal
	209/93E/651 [5]	SR	Diamantina Developmental Road (Boulia - Dajarra)	Sections : 0 - 89.07km	5,422	1,736	3,687				Rehabilitate pavement
	209/93F/303	SR	Diamantina Developmental Road (Dajarra - Mount Isa)	71.64 - 77.53km	1,800	65		1,735			Rehabilitate pavement
	209/93F/651 [5]	SR	Diamantina Developmental Road (Dajarra - Mount Isa)	Sections : 33.97 - 132.10km	2,161	1,287	874				Rehabilitate pavement
Subtotal: Boulia							**5,342**	**1,735**	**495**		

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Central Highlands	225/16A/1[8]	SS	Capricorn Highway (Rockhampton - Duaringa)	Sections : 75.00 - 104.50km	525	25		500			Undertake miscellaneous works
	225/16A/2[8]	SS	Capricorn Highway (Rockhampton - Duaringa)	74.00 - 79.00km	792	392	400				Undertake miscellaneous works
	225/16A/651[5]	SS	Capricorn Highway (Rockhampton - Duaringa)	Sections : 73.52 - 94.70km	4,281	2,722	1,559				Rehabilitate and overlay (>75mm)
	225/16B/653[5]	SS	Capricorn Highway (Duaringa - Emerald)	Sections : 0 - 159.55km	1,786	1,290	496				Rehabilitate bridge/s and culvert/s
	225/16C/480[8]	SS	Capricorn Highway (Emerald - Alpha)	Sections : 10.00 - 80.00km	904	50			854		Install/replace rest areas, stopping places and pull over areas
	225/16C/481[8]	SS	Capricorn Highway (Emerald - Alpha)	Woodbine Creek	320	30			290		Install barrier/s
	225/16C/6	SS	Capricorn Highway (Emerald - Alpha)	Sections : 0 - 107.95km	3,000	100	1,400	1,500			Seal shoulder/s
	225/24E/57H[5]	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 68.51 - 172.31km	12,729	4,832	7,897				Rehabilitate pavement
	225/24E/651[5]	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 17.30 - 153.00km	4,548	2,996	1,551				Rehabilitate and overlay (>75mm)
	225/24E/653[5]	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 68.51 - 172.31km	1,126	58	1,068				Rehabilitate bridge/s and culvert/s
	225/24E/654[5]	SS	Carnarvon Highway (Injune - Rolleston)	Sections : 75.10 - 87.75km	5,877	1,587	4,290				Remediate batter slopes
	225/27A/202	SS	Gregory Highway (Springsure - Emerald)	62.38 - 62.50km	700	7	693				Improve intersection/s
	225/27B/2[8]	SS	Gregory Highway (Emerald - Clermont)	Hospital Road / Cameron Road	1,003	100			903		Improve intersection/s
	225/27B/57H[5]	SS	Gregory Highway (Emerald - Clermont)	Sections : 0 - 92.27km	21,897	21,894	3				Rehabilitate pavement
	225/4406/651[5]	LRRS	Cullin - La - Ringo Road	Sections : 3.80 - 23.90km	1,478	41	1,437				Rehabilitate and overlay (>75mm)
	225/4603/652[5]	LRRS	Orion 10 Chain Road	Sections : 0 - 19.27km	1,171	32	1,138				Rehabilitate and overlay (>75mm)
	225/4605/655[5]	LRRS	Glenorina Road	Sections : 0 - 23.76km	1,733	1,645	89				Rehabilitate and overlay (>75mm)
	225/46C/57H[5]	SR	Dawson Highway (Banana - Rolleston)	Sections : 45.05 - 168.38km	24,351	23,279	1,072				Rehabilitate pavement
	225/46C/652[5]	SR	Dawson Highway (Banana - Rolleston)	45.05 - 80.38km and 83.64 - 168.38km	14,673	12,447	2,227				Rehabilitate and overlay (>75mm)
	225/46C/653[5]	SR	Dawson Highway (Banana - Rolleston)	Sections : 83.64 - 168.38km	1,143	126	1,017				Rehabilitate bridge/s and culvert/s
	225/46D/651[5]	SS	Dawson Highway (Rolleston - Springsure)	Sections : 0.50 - 32.49km	13,698	1,791	11,907				Rehabilitate and overlay (>75mm)
	225/46D/653[5]	SS	Dawson Highway (Rolleston - Springsure)	Sections : 0 - 71.13km	3,731	152	3,579				Rehabilitate bridge/s and culvert/s
	225/85B/653[5]	LRRS	Fitzroy Developmental Road (Bauhinia - Duaringa)	Sections : 0 - 103.06km	2,003	178	1,825				Rehabilitate bridge/s and culvert/s
	225/87A/651[5]	LRRS	Dawson Developmental Road (Springsure - Tambo)	Sections : 12.60 - 171.70km	4,099	2,901	1,198				Rehabilitate and overlay (>75mm)
	225/87A/653[5]	LRRS	Dawson Developmental Road (Springsure - Tambo)	Sections : 0 - 31.00km	1,421	160	1,261				Rehabilitate bridge/s and culvert/s
Subtotal: Central Highlands							**46,107**	**2,000**	**2,047**		
Diamantina	223/80A/651[5]	SR	Birdsville Developmental Road (Morney - Birdsville)	Sections : 89.31 - 272.81km	12,239	11,059	1,180				Re-sheet unsealed road
	223/81A/401[8]	SR	Eyre Developmental Road (Bedourie - Birdsville)	Various locations	75				75		Install, upgrade or replace roadside delineation
	223/81A/651[5]	SR	Eyre Developmental Road (Bedourie - Birdsville)	Sections : 0 - 163.53km	10,793	9,993	800				Rehabilitate pavement
	223/93C/2	LRRS	Diamantina Developmental Road (Windorah - Bedourie)	316.94 - 320.84km	1,500	696	804				Pave and seal

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Diamantina (continued)	223/93C/651[5]	LRRS	Diamantina Developmental Road (Windorah - Bedourie)	Sections : 213.58 - 388.78km	20,102	19,654	448				Rehabilitate pavement
Subtotal: Diamantina							**3,232**		**75**		
Gladstone	229/181/1	SR	Gladstone - Mount Larcom Road	Calliope River Anabranch bridge	2,550		1,000	1,550			Improve intersection/s
	229/181/2[6]	SR	Gladstone - Mount Larcom Road	Sections : 9.80 - 12.80km	4,500		2,000	2,500			Widen shoulder/s
	229/181/3[6]	SR	Gladstone - Mount Larcom Road	Sections : 5.60 - 32.14km	3,400		500	1,000	1,900		Widen pavement
	229/181/802	SR	Gladstone - Mount Larcom Road	Calliope River	19,673	13,910	5,763				Rehabilitate bridge/s and culvert/s
	229/183/2[9]	SR	Gladstone Port Access Road	0.85 - 5.00km	52,000	3,449	13,551	20,000	15,000		Construct to new sealed two lane standard
	229/185/204	SR	Gladstone - Benaraby Road	3.00 - 19.00km	400	30	370				Improve intersection/s
	229/185/480[10]	SR	Gladstone - Benaraby Road	7.80 - 18.60km	30		30				Install/replace signs
	229/185/654[5]	SR	Gladstone - Benaraby Road	Sections : 1.42 - 7.67km	2,052	419	1,633				Remediate batter slopes
	229/46A/652[5]	SR	Dawson Highway (Gladstone - Biloela)	23.04 - 73.00km	16,659	445	16,214				Rehabilitate and overlay (>75mm)
	229/471/656[5]	LRRS	Gladstone - Monto Road	Sections : 0 - 88.62km	7,745	294	7,450				Rehabilitate and overlay (>75mm)
Subtotal: Gladstone							**48,511**	**25,050**	**16,900**		
Longreach	241/5705/652[5]	LRRS	Cramsie - Muttaburra Road	Sections : 0.64 - 78.85km	1,000		1,000				Undertake routine maintenance
	241/5732/401[8]	LRRS	Ilfracombe - Aramac Road	Sections : 0 - 97.42km	100	5		95			Install, upgrade or replace roadside delineation
	241/715/651[5]	LRRS	Isisford - Ilfracombe Road	Sections : 0 - 89.20km	1,221	83	1,137				Rehabilitate pavement
	241/7165/651[5]	LRRS	Isisford - Emmet Road	Sections : 0 - 46.91km	1,261	151	1,109				Rehabilitate pavement
	241/95B/1	SR	Thomson Developmental Road (Jundah - Longreach)	191.14 - 194.14km	600	43	557				Widen and seal
	241/95B/401[8]	SR	Thomson Developmental Road (Jundah - Longreach)	131.97 - 176.61km	300	6	294				Replace/upgrade guardrail section/s and end/s
	241/95B/652[5]	SR	Thomson Developmental Road (Jundah - Longreach)	Sections : 108.33 - 152.35km	1,025		1,025				Undertake routine maintenance
Subtotal: Longreach							**5,122**	**95**			
Rockhampton	258/16A/2	SS	Capricorn Highway (Rockhampton - Duaringa)	Sections : 19.00 - 73.30km	12,000	7,580	4,420				Construct overtaking lane/s
	258/16A/480[10]	SS	Capricorn Highway (Rockhampton - Duaringa)	Fairy Bower Road	265		265				Improve intersection/s
	258/16A/57H[5]	SS	Capricorn Highway (Rockhampton - Duaringa)	Sections : 0 - 106.38km	20,474	20,168	306				Rehabilitate and overlay (>75mm)
	258/16A/651[5]	SS	Capricorn Highway (Rockhampton - Duaringa)	Sections : 0.50 - 39.12km	26,734	15,442	11,293				Rehabilitate and overlay (>75mm)
	258/196/480[8]	SR	Rockhampton - Yeppoon Road	Sections : 6.00 - 30.50km	925	40		60	825		Relocate hazardous objects close to road/s
	258/196/481[10]	SR	Rockhampton - Yeppoon Road	Fitzroy Street / Alma Street	45		45				Improve traffic signals
	258/197/480[8]	LRRS	Western Yeppoon - Emu Park Road	Tanby Road intersection	100	10			90		Relocate hazardous objects close to road/s
	258/199/57H[5]	LRRS	Western Yeppoon - Byfield Road	Sections : 0 - 45.11km	5,272	4,849	422				Rehabilitate and overlay (>75mm)
	258/41F/1[8]	SR	Burnett Highway (Mount Morgan - Rockhampton)	11.00 - 12.30km	250	3	247				Undertake miscellaneous works
	258/41F/480[8]	SR	Burnett Highway (Mount Morgan - Rockhampton)	7.30 - 7.90km	460	40			420		Install barrier/s

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Rockhampton (continued)	258/511/480[8]	LRRS	Rockhampton - Ridgelands Road	27.50 - 28.50km	142	10		132			Relocate hazardous objects close to road/s
	258/511/652[5]	LRRS	Rockhampton - Ridgelands Road	Sections : 2.70 - 27.90km	6,229	5,262	967				Rehabilitate and overlay (>75mm)
	258/R001/1	SN	State-controlled road network	Various locations	3,000	635	1,865	500			Seal shoulder/s
	258/R001/400	SN	State-controlled road network	Various locations	651	116	535				Replace/upgrade guardrail section/s and end/s
Subtotal: Rockhampton							**20,365**	**692**	**1,335**		
Winton	270/99C/401[8]	SR	Kennedy Developmental Road (Hughenden - Winton)	214.15 - 214.28km	85	1	84				Install, upgrade or replace roadside delineation
	270/99C/651[5]	SR	Kennedy Developmental Road (Hughenden - Winton)	Sections : 117.06 - 214.64km	3,972	2,879	1,092				Rehabilitate pavement
Subtotal: Winton							**1,176**				
Various local governments	R04/R001/440	SN	State-controlled road network	Various locations	5,000	20	4,980				Install barrier/s
Subtotal: Various local governments							**4,980**				
Other works			Construction Works				1,215		1,715		
			Corridor and Minor Safety Enhancements				3,575	3,091	7,627		
			Corridor, Roadway and Structures Management				1,376	1,355	3,024		
			NDRRA Operational				5,013				
			NDRRA Rehabilitation and Replacement				137,326	188,074			
			Programmed Maintenance				22,290	22,462	62,894		
			Rehabilitation				5,984	4,640	21,780		
			Routine Maintenance				25,140	24,964	56,774		
			Traffic Management Enhancements				308	128	284		
			Traffic Operations				3,466	3,619	6,031		
Subtotal: Other works							**205,693**	**248,333**	**160,129**		
Total: Central Queensland State network							**452,445**	**288,875**	**186,824**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(6) Works on the state-controlled network that are fully funded by the LNG Proponent Funded Program.

(7) This is a Roads to Resources project funded as part of the Queensland Government's Royalties for the Regions Program.

(8) Funded by the Queensland Government's Safer Roads Sooner program.

(9) This project includes an agreed contribution from Gladstone Ports Corporation of $2 million. Additional funding may be required, depending on final scope and design.

(10) Funded by the Australian Government's Black Spot Program.

Local Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Banana	204/LGSR/12	LGRD	Theodore - Moura Road	0 - 6.00km	420	210	210			210				Improve drainage
	204/LGSR/13	LGRD	Various roads	Various locations	275	138	138			138				Improve drainage
Subtotal: Banana										**348**				
Barcaldine	205/LGSH/2	LGRD	Sword Street	Muttaburra State School	29	15	15			15				Provide passenger set-down facilities
	205/LGSH/3	LGRD	Pine Street (west)	Barcaldine State School	64	32	32			32				Provide passenger set-down facilities
	205/LGSH/4	LGRD	Pine Street (east)	Barcaldine State School	32	16	16			16				Provide passenger set-down facilities
	205/LGSH/5	LGRD	Pastuer Street	Jericho State School	29	15	15			15				Construct footpath/s
	205/LGSR/10	LGRD	Barcaldine Downs Road	Various locations	200	100	100				100			Widen and seal
	205/LGSR/11	LGRD	Muttaburra - Aramac Road	Town Common Reserve	55	28	28			28				Remove and replace deficient grids
	205/LGSR/12	LGRD	Dryden Street	Alpha Kindergarten	15	8	8			8				Construct footpath/s
	205/LGSR/13	LGRD	Gidyea Street	Cedar Street - Pine Street	142	71	71			31	40			Rehabilitate pavement
	205/LGSR/15	LGRD	Barcaldine - Isisford Road	Various locations	200	100	100					100		Widen and seal
	205/LGSR/16	LGRD	Jericho - Aramac Road	Various locations	200	100	100					100		Widen and seal
	205/LGSR/17	LGRD	Tumbar Road	Various locations	200	100	100					100		Widen and seal
	205/LGSR/18	LGRD	Eastmere Road	Various locations	200	100	100					100		Rehabilitate pavement
	205/LGSR/6	LGRD	Eastmere Road	Various locations	200	100	100			100				Reseal - 10mm polymer modified bitumen
	205/LGSR/7	LGRD	Craven Road	Various locations	200	100	100			100				Pave and seal
	205/LGSR/9	LGRD	Eastmere Road	Various locations	200	100	100				100			Reseal - 10mm polymer modified bitumen
Subtotal: Barcaldine										**345**	**240**	**400**		
Barcoo	206/LGSL/2	LGAC	N/a	TMR / local government alliance – Regional Road Group funded	331		331		264	67				Develop technical capability
	206/LGSR/2	LGRD	Winton - Jundah Road	Sections : 40.00 - 45.00km	300	150	150				150			Form and improve drainage
	206/LGSR/3	LGRD	Winton - Jundah Road	Sections : 45.00 - 50.00km	300	150	150					150		Form and improve drainage
	206/LGSR/4	LGRD	Ski Road	29.20 - 29.40km	300	150	150					150		Upgrade floodway/s
	206/LGSS/3 [4]	LGRD	Yaraka - Retreat Road	8.00 - 16.00km	1,296		1,296				1,296			Pave and seal
	206/LGSS/4 [4]	LGRD	Yaraka - Retreat Road	16.00 - 22.00km	956		956					956		Pave and seal
Subtotal: Barcoo										**67**	**1,446**	**1,256**		
Blackall-Tambo	208/LGSR/10	LGRD	Langlo Road	Sections : 96.50 - 100.50km	200	100	100					100		Re-sheet unsealed road
	208/LGSR/11	LGRD	Tumbar Road	Various locations	200	100	100					100		Pave and seal

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Blackall-Tambo (continued)	208/LGSR/12	LGRD	Ward Road	Various locations	200	100	100					100		Pave and seal
	208/LGSR/7	LGRD	Tumbar Road	Sections : 76.73 - 84.52km	600	300	300		100	200				Re-sheet unsealed road
	208/LGSR/8	LGRD	Avington Road	Sections : 23.11 - 30.52km	400	200	200				200			Re-sheet unsealed road
	208/LGSR/9	LGRD	East West Road	6.00 - 10.00km	200	100	100					100		Re-sheet unsealed road
	208/LGSS/2 [4]	LGRD	Blackall - Emmet Road	27.56 - 39.00km	1,575		1,575		1,000	575				Pave and seal
	208/LGSS/3 [4]	LGRD	Blackall - Emmet Road	39.00 - 48.03km	1,575		1,575			1,000	575			Pave and seal
	208/LGSS/5	LGRD	Evora Road	Blackall saleyards	1,500	300		1,200		1,200				Provide heavy vehicle parking
	208/LGSS/6	LGRD	Arthur Street	Tambo truck stop	500	100		400		400				Install/replace rest areas, stopping places and pull over areas
Subtotal: Blackall-Tambo										**3,375**	**775**	**400**		
Boulia	209/LGSR/4	LGRD	Boulia - Tobermorey Road	Sections : 25.50 - 27.00km	300	150	150			150				Pave and seal
	209/LGSR/5	LGRD	Boulia - Tobermorey Road	Sections : 27.00 - 28.50km	300	150	150				150			Pave and seal
	209/LGSR/6	LGRD	Boulia - Tobermorey Road	Sections : 28.50 - 30.00km	300	150	150					150		Pave and seal
	209/LGSR/7	LGRD	Pituri Street	Various locations	150	75	75			34	41			Seal shoulder/s
	209/LGSR/9	LGRD	Boulia - Tobermorey Road	30.00 - 31.50km	300	150	150					150		Pave and seal
Subtotal: Boulia										**184**	**191**	**300**		
Central Highlands	225/LGSG/1	LGCW	Various roads	Various locations	200	100	100		10	90				Construct cycleway/s
	225/LGSH/5	LGRD	Huntley Street	Capella State School	8	4	4			4				Construct footpath/s
	225/LGSR/17	LGRD	Duaringa - Baralaba Road	18.00 - 42.90km	1,557	779	779		442	336				Pave and seal
	225/LGSR/19	LGRD	Duaringa - Baralaba Road - Arcadia Valley Road	6.60 - 21.60km	792	396	396			396				Pave and seal
Subtotal: Central Highlands										**826**				
Diamantina	223/LGSR/2	LGRD	Betoota Bypass	Various locations	300	150	150			150				Form and pave
Subtotal: Diamantina										**150**				
Gladstone	229/LGSH/10	LGRD	Various roads	Various schools	13	7	7			7				Provide passenger set-down facilities
	229/LGSH/11	LGRD	Various roads	Various schools	55	30	24			24				Provide passenger set-down facilities
	229/LGSR/11	LGRD	King George Street	0.17 - 0.56km	226	150	76			15	61			Widen pavement
	229/LGSR/15	LGRD	Lowmead Road	5.20 - 9.00km	500	250	250			100		150		Construct to new sealed two lane standard
	229/LGSR/17	LGRD	Glenlyon Road	Derby Street - Phillip Street	511	200	311				175	136		Apply asphalt resurfacing (<75mm)
	229/LGSR/19	LGRD	Coast Road	4.40 - 5.00km	700	350	350			150	100	100		Realign traffic lanes
	229/LGSR/21	LGRD	Blain Drive	Dawson Highway - rail crossing	100	50	50				50			Apply asphalt resurfacing (<75mm)
	229/LGSR/25	LGRD	Captain Cook Drive	5.80 - 6.55km	100	50	50				50			Apply asphalt resurfacing (<75mm)
	229/LGSR/29	LGRD	Tableland Road	9.10 - 12.10km	200	100	100				100			Construct to new sealed two lane standard

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Gladstone (continued)	229/LGSR/30	LGRD	Glenlyon Road	Dixon Drive - Victoria Avenue	100	50	50					50		Duplicate from two to four lanes
	229/LGSR/33	LGRD	Callemonda Drive	0.45 - 1.20km	630	315	315			315				Provide vehicle parking
	229/LGSR/38	LGRD	The Narrow Road	Aldoga	150	75	75			75				Realign traffic lanes
	229/LGSR/42	LGRD	Blain Drive	Palm Drive - Auckland Creek	680	391	289			289				Construct auxiliary lane/s
Subtotal: Gladstone										**975**	**536**	**436**		
Longreach	241/LGSH/4	LGRD	Helena Street	Isisford State School	20	10	10			10				Construct footpath/s
	241/LGSH/5	LGRD	Jabiru Street	Longreach State High School	30	15	15			15				Install/retrofit pedestrian crossing/s and facilities
	241/LGSH/6	LGRD	Various roads	Longreach State School	55	28	28			28				Install/retrofit pedestrian crossing/s and facilities
	241/LGSR/3	LGRD	Amor Downs Road	Various locations	400	200	200			200				Pave and seal
	241/LGSS/2 [4]	LGRD	Emmet - Yaraka Road	0 - 7.50km	1,300		1,300		1,163	137				Pave and seal
	241/LGSS/4 [4]	LGRD	Yaraka - Retreat Road	1.43 - 8.00km	932		932			932				Pave and seal
	241/LGSS/5 [4]	LGRD	Blackall - Emmet Road	48.03 - 55.03km	1,575		1,575				1,575			Pave and seal
	241/LGSS/6 [4]	LGRD	Blackall - Emmet Road	55.03 - 62.03km	1,575		1,575					1,575		Pave and seal
	241/LGSS/8	LGRD	Cramsie - Muttaburra Road	Longreach saleyards	105	21		84		84				Install, upgrade or replace roadside delineation
Subtotal: Longreach										**1,406**	**1,575**	**1,575**		
Rockhampton	258/LGSR/7	LGAC	N/a	TMR / local government alliance – Regional Road Group funded	193		193		97	32	32	32		Develop technical capability
	258/LGSH/3	LGRD	Johnson Road	Waraburra State School	226	113	113			113				Construct footpath/s
	258/LGSJ/14 [5]	LGRD	Kerrigan Street	Moores Creek Road	20			20		20				Install/replace signs
	258/LGSJ/15 [5]	LGRD	Dean Street	Kerrigan Street	165			165		165				Improve traffic signals
	258/LGSJ/16 [5]	LGRD	Murray Street	Fitzroy Street	170			170		170				Improve intersection/s
	258/LGSR/14	LGRD	Stanwell - Waroula Road	7.85 - 10.25km	400	200	200				200			Construct to new sealed two lane standard
	258/LGSR/16	LGRD	Tanby Road	McBean Street intersection	850	425	425			425				Improve traffic signals
	258/LGSR/18	LGRD	Stanwell - Waroula Road	19.80 - 20.70km	240	120	120				120			Rehabilitate and overlay (>75mm)
	258/LGSR/26	LGRD	Quay Street	Denham Street - William Street	2,000	1,000	1,000			796	204			Undertake miscellaneous works
	258/LGSR/9	LGRD	High Street	Victoria Street - Aquatic Place	3,944	1,972	1,972				724	1,248		Duplicate bridge/s and approaches
Subtotal: Rockhampton										**1,721**	**1,280**	**1,280**		
Winton	270/LGSR/3	LGRD	Olio - Muttaburra Road	Various locations	450	225	225		204	21				Form and improve drainage
	270/LGSR/4	LGRD	Winton - Jundah Road	Various locations	750	375	375				375			Form and improve drainage
	270/LGSR/5	LGRD	Olio - Muttaburra Road	Various locations	900	450	450				450			Form and improve drainage
	270/LGSR/6	LGRD	Age of Dinosaur Road	0.92 - 1.25km	2,074	1,037	1,037					1,037		Install minor culvert/s
Subtotal: Winton										**21**	**825**	**1,037**		

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Other works			Local Government Transport Development							1,838	2,574	8,037		
Subtotal: Other works										**1,838**	**2,574**	**8,037**		
Total: Central Queensland Local network										**11,256**	**9,442**	**14,721**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

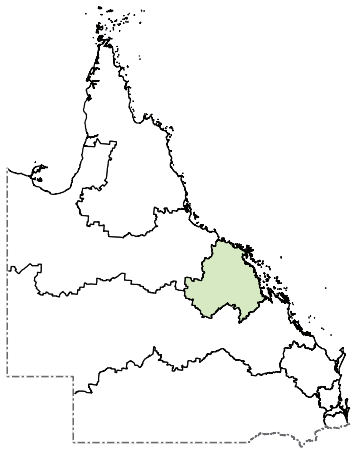
(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Works on the local network that are fully/or partly funded by the Queensland Government.

(5) Funded by the Australian Government's Black Spot Program.

Mackay/Whitsunday



Legend

- National road network
- State strategic road network
- State regional and other district road
- National rail network
- Other railway
- Local government boundary

Mackay/Whitsunday Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
Mackay/Whitsunday	Mackay	46 Gordon Street, Mackay Qld 4740	PO Box 62, Mackay Qld 4740	(07) 4951 8555	mackay.office@tmr.qld.gov.au

Regional profile

Overview

The Mackay/Whitsunday Region covers an area of about 90,362km², or around 5.2% of Queensland.[1] It extends from north of Bowen to south of St Lawrence and west to Clermont and the Bowen Basin.

The region has an estimated residential population of about 171,297 people or around 3.8% of Queensland's total population.[1]

The region looks after about 2222km of other state-controlled roads and 451kms of the National Network.

Regional program highlights

In 2012-13 the department completed:

- upgrading the Bruce Highway (St Lawrence – Mackay) at the southern approach to Sarina as part of the Nation Building Program, funded by the Australian Government
- upgrading the Waverley Creek Rest Area, construction of a new heavy vehicle rest area adjacent to and shoulder widening on the Bruce Highway (St Lawrence – Mackay) between Granite Creek and Freshwater Creek, as part of the Nation Building Program, funded by the Australian Government
- the second stage of the Southern Approach to Mackay to duplicate the Bruce Highway between Bakers Creek and Mackay's City Gates, as well as intersection upgrades, as part of the Nation Building Program, funded by the Australian Government
- replacement of the existing one-lane boat ramp at Constant Creek boat ramp.

In 2013-14 the department will:

- commence bridge improvements at Sandy Creek, on the Peak Downs Highway (Nebo – Mackay) at Eton
- commence upgrading the Bruce Highway intersections at the Showgrounds and Shakespeare Street, as part of the Nation Building Program, funded by the Australian Government
- commence construction of a roundabout at the intersection of Bruce Highway and Hay Point Road, as part of the Nation Building Program, funded by the Australian Government
- continue repairs to flood damaged roads across the region, as part of Natural Disaster Relief and Recovery Arrangements (NDRRA), jointly funded by the Australian Government and Queensland Government
- complete the third and final stage of the Southern Approach to Mackay to duplicate the Bruce Highway between Bakers Creek and Mackay's City Gates, including intersection upgrades, as part of the Nation Building Program, funded by the Australian Government
- continue construction and design of overtaking lanes on the Bruce Highway between St Lawrence and Proserpine, as part of the Nation Building Program, funded by the Australian Government
- continue planning and design for the upgrade of the Peak Downs Highway at Eton Range (Peak Downs Highway Safety Package), as part of the Regional Infrastructure Fund, funded by the Australian Government
- complete planning for a future Mackay Ring Road, as part of the Regional Infrastructure Fund, funded by the Australian Government.

Future plans

The department is continuing to plan for the future transport requirements of residents in the Mackay/Whitsunday Region.

In 2013-14 the department plans to:

- commence the Mackay CBD bus interchange study to identify alternative locations for the provision of the bus interchange and layover facilities
- continue planning for the Mackay Bucasia Road which will investigate duplication of Mackay-Bucasia Road, from the intersection of Eimeo Road up to and including the intersection with Kemp Street.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

National Network

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Isaac	236/10F/401	034359-09QLD-NP	Bruce Highway (Rockhampton - St Lawrence)	176.50 - 176.60km	920	920		400	520				Install/replace rest areas, stopping places and pull over areas
	236/10G/202	034348-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Clairview south access	1,700	1,700		1,000	700				Undertake miscellaneous works
	236/10G/401	034359-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	50.30 - 50.40km	1,501	1,501		20	967	514			Provide heavy vehicle parking
	236/10G/404	034348-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	7.95 - 29.00km	1,150	1,150		800	350				Install/upgrade audio tactile line marking and rumble strips
Subtotal: Isaac									**2,537**	**514**			
Mackay	120/10G/8[2]	034229-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Temples Lane - Farrellys Lane	46,266	30,656	15,610	29,476	12,790	4,000			Duplicate from two to four lanes
	242/10G/2	034338-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Sections : 123.50 - 131.40km	4,370	4,370		270	3,600	500			Construct additional lane/s
	242/10G/206[3]		Bruce Highway (St Lawrence - Mackay)	George Street	151		151		151				Improve intersection/s
	242/10G/3	034334-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Showground and Shakespeare Street intersections	13,874	13,874		1,159	3,000	9,715			Improve intersection/s
	242/10G/4	034334-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Sandy Creek	1,200	1,200		60	140	1,000			Minor realignment of traffic lane/s
	242/10G/5	034334-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Carlton Road	1,300	1,300		50	150	1,100			Improve intersection/s
	242/10G/654[4]		Bruce Highway (St Lawrence - Mackay)	130.46 - 133.20km	4,243		4,243	4,143	100				Rehabilitate and overlay (>75mm)
	242/10G/7	034360-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Sections : 104.60 - 113.00km	6,600	6,600		100	1,000	5,500			Construct additional lane/s
	242/10G/8	034334-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Hay Point Road intersection	15,000	15,000		500	2,000	12,500			Construct roundabout/s
	242/10G/906	042214-10QLD-RF1	Bruce Highway (St Lawrence - Mackay)	Mackay Ring Road	10,000	10,000		5,600	4,400				Undertake transport project planning
	120/10H/8	034338-09QLD-NP	Bruce Highway (Mackay - Proserpine)	Sections : 60.30 - 105.55km	15,285	14,638	647	12,555	1,730	1,000			Construct additional lane/s
	242/10H/206[3]		Bruce Highway (Mackay - Proserpine)	Heaths Road	130		130		130				Improve intersection/s
	242/10H/3	034338-09QLD-NP	Bruce Highway (Mackay - Proserpine)	13.30 - 14.60km	10,345	10,345		700	2,000	7,645			Construct additional lane/s
	242/10H/4	034334-09QLD-NP	Bruce Highway (Mackay - Proserpine)	McLeans Road	1,550	1,550		150	200	1,200			Improve intersection/s
	242/10H/404	034359-09QLD-NP	Bruce Highway (Mackay - Proserpine)	96.80 - 97.12km	252	252		12	240				Install/replace rest areas, stopping places and pull over areas
	242/10H/405	034337-09QLD-NP	Bruce Highway (Mackay - Proserpine)	22.30 - 22.40km	280	280		20	260				Provide heavy vehicle parking
	242/10H/406	034337-09QLD-NP	Bruce Highway (Mackay - Proserpine)	70.80 - 70.90km	280	280		20	260				Provide heavy vehicle parking
	242/10H/489[3]		Bruce Highway (Mackay - Proserpine)	Yakapari - Seaforth Road / Maraju - Yakapari Road intersection	70		70				70		Install, upgrade or replace roadside delineation
	242/10H/5	034334-09QLD-NP	Bruce Highway (Mackay - Proserpine)	Geeburga Buthurra Road	1,600	1,600		200	200	1,200			Improve intersection/s
	242/10H/6	034334-09QLD-NP	Bruce Highway (Mackay - Proserpine)	Various locations	2,060	2,060		60	2,000				Undertake miscellaneous works
Subtotal: Mackay									**34,351**	**45,360**	**70**		

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Whitsunday	269/10J/2	034338-09QLD-NP	Bruce Highway (Proserpine - Bowen)	50.50 - 53.60km	5,782	5,782		413	869	4,500			Construct additional lane/s
	269/10J/489	034334-09QLD-NP	Bruce Highway (Proserpine - Bowen)	Proserpine-Shute Harbour Road intersection	66	66			66				Install, upgrade or replace roadside delineation
	269/10J/656[4]		Bruce Highway (Proserpine - Bowen)	0 - 1.00km	1,602		1,602		1,602				Rehabilitate and overlay (75mm)
	269/10K/2	034334-09QLD-NP	Bruce Highway (Bowen - Ayr)	Bowen Developmental Road	3,720	3,720		120	1,000	2,600			Improve intersection/s
	269/10K/3	034334-09QLD-NP	Bruce Highway (Bowen - Ayr)	Lower Don Road	1,504	1,504		104	200	1,200			Improve intersection/s
Subtotal: Whitsunday									**3,737**	**8,300**			
Other works			Corridor and Minor Safety Enhancements			592			592				
			Programmed Maintenance			2,796			2,796				
			Rehabilitation			1,901			1,901				
			Routine Maintenance			2,972			2,972				
			Traffic Management Enhancements			468			468				
Subtotal: Other works									**8,729**				
Total: Mackay/Whitsunday National network									**49,354**	**54,174**	**70**		
Australian Government contributions									42,956	54,174			
Queensland Government contributions									6,398		70		
Total : Contributions									**49,354**	**54,174**	**70**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Includes an agreed contribution from Mackay Regional Council of $15.6 million.

(3) Funded by the Queensland Government's Safer Roads Sooner program.

(4) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Isaac	236/33A/451 [5]	SS	Peak Downs Highway (Clermont - Nebo)	Sections : 0 - 178.19km	274	250	24				Install, upgrade or replace roadside delineation
	236/33B/4	SS	Peak Downs Highway (Nebo - Mackay)	Various locations	1,000	500	500				Replace bridge/s and approaches
	236/33B/5 [5]	SS	Peak Downs Highway (Nebo - Mackay)	Fiery Creek Bridge	690		690				Undertake miscellaneous works
	236/33B/802	SS	Peak Downs Highway (Nebo - Mackay)	Various locations	6,800	1,000	3,000	2,800			Rehabilitate bridge/s and culvert/s
	90/33B/308	SS	Peak Downs Highway (Nebo - Mackay)	Sections : 11.09 - 16.60km (Fiery Creek - Boundary Creek)	7,099	6,656	442				Widen pavement
	236/5122/654 [6]	LRRS	May Downs Road	Sections : 46.60 - 62.70km	3,000	2,800	200				Rehabilitate and overlay (>75mm)
	236/5127/481 [5]	LRRS	Blue Mountain Road	0 - 28.35km	74				74		Install/replace signs
	16/552/17	LRRS	Clermont - Alpha Road	Belyando River	498	391	107				Replace bridge/s
	236/552/702	LRRS	Clermont - Alpha Road	Sections : 0 - 103.13km	1,075			1,075			Apply asphalt resurfacing (<75mm)
	236/98A/483 [5]	SS	Gregory Developmental Road (Clermont - Belyando Crossing)	153.00 - 153.40km	66			66			Install/replace signs
Subtotal: Isaac							**4,963**	**3,941**	**74**		
Mackay	120/33B/13	SS	Peak Downs Highway (Nebo - Mackay)	Sandy Creek	6,267	980	4,787	500			Upgrade bridge/s
	120/33B/901	SS	Peak Downs Highway (Nebo - Mackay)	76.00 - 83.00km	7,918	6,475	200	1,244			Undertake transport project planning
	242/33B/5 [5]	SS	Peak Downs Highway (Nebo - Mackay)	Various locations	2,500	233	1,500	767			Minor realignment of traffic lane/s
	242/33B/8	SS	Peak Downs Highway (Nebo - Mackay)	51.40 - 52.90km	13,500	3,200	6,600	3,700			Construct deviation - sealed standard
	242/512/481	LRRS	Marlborough - Sarina Road	226.80 - 229.20km	1,670	152		1,518			Install barrier/s
	242/518/481 [5]	SR	Eton - Homebush Road	Sections : 0 - 10.42km	240			240			Replace/upgrade guardrail section/s and end/s
	120/531/7	SR	Rockleigh - North Mackay Road	Sams Road - Barnes Creek Road	22,270	21,325	745	200			Construct deviation - sealed standard
	242/532/2 [5]	SR	Mackay - Eungella Road	Sections : 8.00 - 14.00km	2,500	100	500	1,900			Widen shoulder/s
	82/536/8	LRRS	Mirani - Mount Ossa Road	McGregor Creek No.2	3,250	252		2,998			Replace bridge/s and approaches
	242/852/481	SR	Hay Point Road	0 - 2.00km	433		433				Relocate hazardous objects close to road/s
	242/856/201 [5]	SR	Mackay - Bucasia Road	Holts Road roundabout	185				185		Improve intersection/s
	242/857/202 [5]	SR	Mackay - Slade Point Road	Sydney Street / Victoria Street	250			250			Improve intersection/s
	242/857/485 [5]	SR	Mackay - Slade Point Road	0 - 0.40km	156	21	135				Improve cycleway facilities
Subtotal: Mackay							**14,900**	**13,317**	**185**		
Whitsunday	269/8501/201 [5]	LRRS	Gregory - Cannon Valley Road	Sections : 0 - 14.00km	40	1	39				Install, upgrade or replace roadside delineation
	269/851/482	SR	Proserpine - Shute Harbour Road	10.00 - 12.00km	806	5		801			Relocate hazardous objects close to road/s
	269/851/483	SR	Proserpine - Shute Harbour Road	26.00 - 28.00km	800	321	479				Relocate hazardous objects close to road/s

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost $'000	Estimated expenditure June 2013 $'000	Approved [3] 2013-14 $'000	Approved [3] 2014-15 $'000	Indicative [4] 2015-16 to 2016-17 $'000	Indicative [4] Beyond $'000	Work description
Whitsunday (continued)	269/88A/2 [7]	LRRS	Bowen Developmental Road (Bowen - Collinsville)	44.10 - 51.20km	10,000		7,000	3,000			Rehabilitate and overlay (>75mm)
Subtotal: Whitsunday							**7,518**	**3,801**			
Other works			Construction Works				449				
			Corridor and Minor Safety Enhancements				2,293	1,864	3,749		
			Corridor, Roadway and Structures Management				1,093	1,080	2,411		
			NDRRA Rehabilitation and Replacement				67,935	1,875			
			Peak Downs Highway - Safety Package					41,500	65,000		
			Programmed Maintenance				7,132	10,200	27,376		
			Rehabilitation				904	4,986	11,971		
			Routine Maintenance				7,106	9,784	22,088		
			Traffic Management Enhancements				102	100	224		
			Traffic Operations				1,862	1,866	3,409		
Subtotal: Other works							**88,876**	**73,255**	**136,228**		
Total: Mackay/Whitsunday State network							**116,257**	**94,314**	**136,487**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Funded by the Queensland Government's Safer Roads Sooner program.

(6) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(7) This is a Roads to Resources project funded as part of the Queensland Government's Royalties for the Regions Program.

Local Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Isaac	236/LGSR/1	LGRD	Cotherstone - Capella Road	0 - 17.00km	3,191	1,596	1,596			798	798			Reshape and seal
	236/LGSR/11	LGRD	Golden Mile Road	Various locations	800	400	400					400		Rehabilitate pavement
	236/LGSR/12	LGRD	Saraji Road	Various locations	796	398	398					398		Rehabilitate pavement
	236/LGSS/1 [4]	LGRD	Dysart - Clermont Road	16.53 - 37.22km	6,234	3,117	3,117		1,467	1,650				Construct to sealed standard
Subtotal: Isaac										**2,448**	**798**	**798**		
Mackay	242/LGSH/6	LGRD	Augusta Street	Mirani State School	137	69	69		23	46				Provide passenger set-down facilities
	242/LGSR/10	LGRD	Boundary Road East	Connors Road - Success Street	2,926	2,384	542			542				Rehabilitate pavement
	242/LGSR/13	LGRD	Bloomsbury Road	1.00 - 2.00km	1,020	510	510			510				Rehabilitate pavement
	242/LGSR/14	LGRD	Milton Street	Bridge Road	3,427	3,227	200					200		Improve intersection/s
	242/LGSR/15	LGRD	Milton Street	Boundary Road	3,677	3,277	400					400		Improve intersection/s
	242/LGSR/9	LGRD	Connors Road	Crichtons Road - Cooks Lane	2,250	1,953	297				297			Construct to sealed standard
	242/LGSS/2	LGRD	Bruce Highway	Sarina Showgrounds saleyards	108	22		86		86				Improve ramp/s
Subtotal: Mackay										**1,184**	**297**	**600**		
Whitsunday	269/LGSH/3	LGRD	Coral Esplanade	Cannonvale State School	60	33	27			27				Construct footpath/s
	269/LGSH/4	LGRD	Gregory - Cannon Valley Road	Various locations	20	10	10			10				Provide passenger set-down facilities
	269/LGSR/11	LGRD	Waterson Way	Various locations	746	544	202				100	102		Rehabilitate pavement
	269/LGSR/12	LGRD	Strathmore Road	0.50 - 2.00km	700	350	350					350		Pave and seal
	269/LGSR/4	LGRD	Hinschen Street	Faust Street - Marathon Street (0 - 0.20km)	850	440	410				410			Rehabilitate pavement
	269/LGSR/6	LGRD	Strathmore Road	0 - 0.50km	490	245	245				245			Rehabilitate pavement
Subtotal: Whitsunday										**37**	**755**	**452**		
Other works			Local Government Transport Development									1,850		
Subtotal: Other works												**1,850**		
Total: Mackay/Whitsunday Local network										**3,669**	**1,850**	**3,700**		

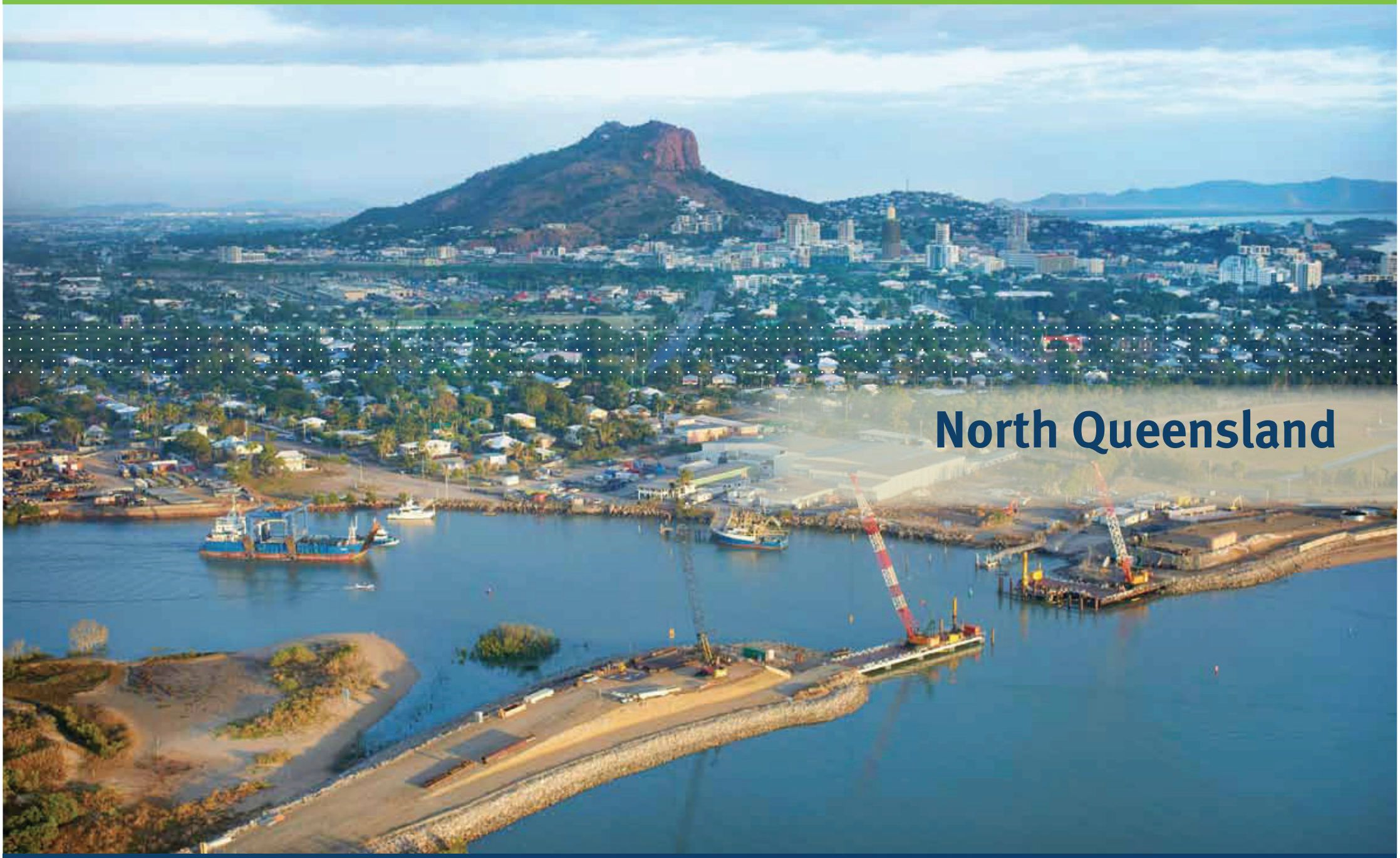
Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

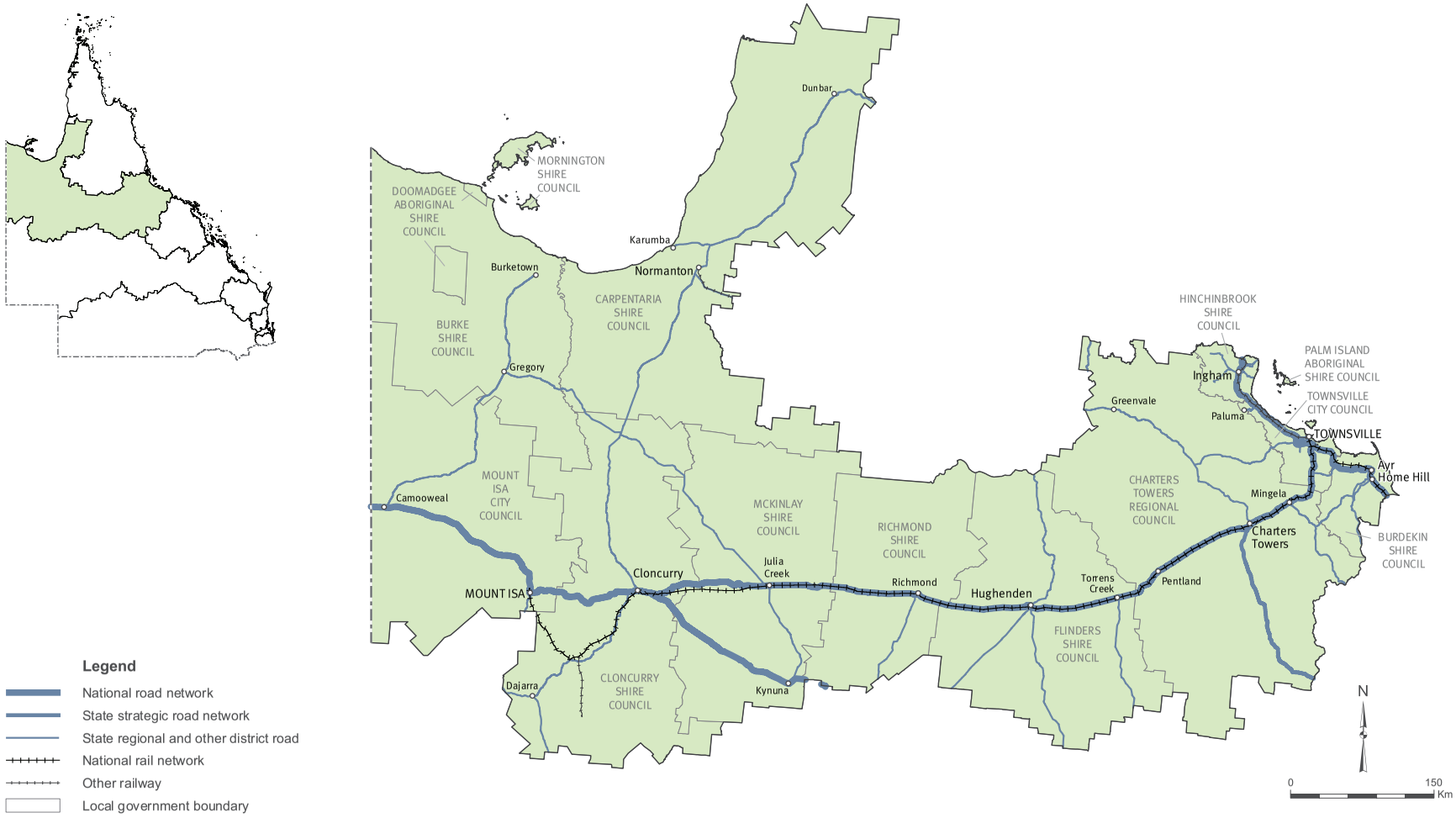
(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Works on the local network that are fully/or partly funded by the Queensland Government.



North Queensland



North Queensland Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
North Queensland	Townsville	146 Wills Street, Townsville Qld 4810	PO Box 1089, Townsville Qld 4810	(07) 4720 7239	engagement.northern@tmr.qld.gov.au
	Cloncurry	16-22 Ramsay Street, Cloncurry Qld 4824	PO BOX 338, Cloncurry Qld 4824	(07) 4769 3203	

Divider image: Aerial view, Ross River Bridge (part of the Townsville Port Access Road).

Regional profile

Overview

The North Queensland Region covers an area of about 388,082km², or around 22.4% of Queensland.[1] It extends from Dunbar on the western side of Cape York Peninsular, east to the Cardwell Range in Hinchinbrook, south to Home Hill and out to Kynuna and west to the Queensland/Northern Territory border.

The region has an estimated residential population of about 260,048 people or around 5.8% of Queensland's total population.[1]

The region looks after about 3695km of other state-controlled roads and about 1539km of the National Network.

Regional program highlights

In 2012-13 the department completed:

- construction of the Townsville Port Access Road (Stage 2) – Eastern Access Corridor, on the Flinders Highway, as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- the upgrade of the Bruce Highway between Edward Street and the sewage treatment plant in response to a Burdekin Road Safety Audit, as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- construction on the Kennedy Alliance, a major upgrade of the Kennedy Developmental Road between Winton and Hughenden
- reconstruction works on the Landsborough Highway (Winton – Cloncurry) as part of Natural Disaster Relief and Recovery Arrangements (NDRRA), jointly funded by the Australian Government and Queensland Government.

In 2013-14 the department will:

- commence construction of the Bruce Highway upgrade from Vantassel Street to Cluden, as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- continue construction of the Bruce Highway upgrade between Sandy Corner and Collinsons Lagoon, as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- continue construction to pave and seal sections of the Kennedy Developmental Road between Hughenden and the Flinders Shire boundary
- continue repairs to flood damaged roads across the region, as part of NDRRA, jointly funded by the Australian Government and Queensland Government
- complete the Corduroy Creek Floodway Upgrade (Stage 2) on the Burke Developmental Road north of Normanton.

Future plans

The department is continuing to plan for the future transport requirements of residents in the North Queensland Region.

In 2013-14 the department plans to:

- commence the Hughenden Area Study. This is a study of the town of Hughenden and future planning for relocations of existing state-controlled roads and rail lines to improve the safety and amenity of the town. This may include reducing the number of level crossings, providing alternative heavy vehicle routes and investigation of pedestrian/cyclist (journey to school) route safety
- complete the North Queensland Principal Cycle network Plan. This plan will be used to prioritise cycle infrastructure investment through the Transport Infrastructure Development Scheme (TIDS) and to enable cycle investment in Transport and Main Roads projects
- continue the Barkly Highway, Mount Isa Urban Area Access Management investigations.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

National Network

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Burdekin	212/10K/1	034353-09QLD-NP	Bruce Highway (Bowen - Ayr)	92.90 - 94.00km (south of Homestead Road)	4,898	798	4,100	601	4,297				Construct overtaking lane/s
	212/10K/2	034353-09QLD-NP	Bruce Highway (Bowen - Ayr)	Rossiter Hill South	5,300	1,200	4,100	807	4,493				Construct overtaking lane/s
	212/10K/400	034334-09QLD-NP	Bruce Highway (Bowen - Ayr)	Wangaratta Creek - McDesme Road	300	300		100	200				Install, upgrade or replace roadside delineation
	212/10K/655[2]		Bruce Highway (Bowen - Ayr)	Fifteenth Street - Seventh Avenue	2,363		2,363	314	2,049				Rehabilitate pavement
	5/10K/812[3]	030156-08QLD-NP	Bruce Highway (Bowen - Ayr)	Burdekin River	43,750	25,000	18,750	22,281	5,800	6,000	9,669		Rehabilitate bridge/s and culvert/s
	212/10L/2	034351-09QLD-NP	Bruce Highway (Ayr - Townsville)	Sandy Corner - Collinsons Lagoon	50,000	40,000	10,000	11,011	33,720	5,269			Construct deviation - sealed standard
	212/10L/400	034334-09QLD-NP	Bruce Highway (Ayr - Townsville)	21.70 - 65.15km (East Barratta Creek - Alligator Creek Road)	500	500		200	300				Install, upgrade or replace roadside delineation
	212/10L/6	034353-09QLD-NP	Bruce Highway (Ayr - Townsville)	Edwards Street	10,835	10,835		10,386	449				Construct additional lane/s
	212/10L/653[2]		Bruce Highway (Ayr - Townsville)	Horseshoe Lagoon	1,509		1,509	73	1,436				Rehabilitate pavement
	212/10L/658[2]		Bruce Highway (Ayr - Townsville)	Shirbourne Road - Pink Lily Lagoon Bridge	2,496		2,496	67	2,429				Rehabilitate pavement
Subtotal: Burdekin									**55,173**	**11,269**	**9,669**		
Charters Towers	217/14A/3[4]		Flinders Highway (Townsville - Charters Towers)	Mingela turn-off - Macrossan Bridge	3,259		3,259	3,234	25				Construct overtaking lane/s
	217/14A/4[4]		Flinders Highway (Townsville - Charters Towers)	Sections : 3.00 - 120.00km	572		572	250	322				Undertake miscellaneous works
	217/14A/651[2]		Flinders Highway (Townsville - Charters Towers)	Sections : 49.22 - 124.69km	3,898		3,898	1,133	2,765				Rehabilitate pavement
	217/14B/1[4]		Flinders Highway (Charters Towers - Hughenden)	Charters Towers - Torrens Creek	250		250	100	150				Undertake miscellaneous works
	217/14B/654[2]		Flinders Highway (Charters Towers - Hughenden)	Sections : 3.81 - 80.50km (Jesmond Road - Alpha Creek)	53,893		53,893	1,468	52,425				Rehabilitate pavement
Subtotal: Charters Towers									**55,687**				
Cloncurry	219/13H/651[2]		Landsborough Highway (Kynuna - Cloncurry)	Sections : 146.60 - 161.80km	2,742		2,742	2,279	464				Rehabilitate pavement
Subtotal: Cloncurry									**464**				
Flinders	227/14C/651[2]		Flinders Highway (Hughenden - Richmond)	Sections : 0 - 91.70km	6,202		6,202	6,102	100				Rehabilitate pavement
Subtotal: Flinders									**100**				
Hinchinbrook	233/10M/652[2]		Bruce Highway (Townsville - Ingham)	92.40 - 95.25km (Sullivans Swamp)	2,485		2,485	2,209	276				Rehabilitate pavement
	233/10N/2[4]		Bruce Highway (Ingham - Innisfail)	1.27 - 1.60km	453		453				453		Realign traffic lanes

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Hinchinbrook (continued)	233/10N/652[2]		Bruce Highway (Ingham - Innisfail)	Hawkins Creek North	2,332		2,332	1,832	500				Rehabilitate pavement
	233/10N/653[2]		Bruce Highway (Ingham - Innisfail)	Seymour River - Arnott River	3,140		3,140	2,390	750				Rehabilitate pavement
Subtotal: Hinchinbrook									**1,526**		**453**		
McKinlay	244/13H/651[2]		Landsborough Highway (Kynuna - Cloncurry)	Sections : 28.50 - 116.00km	6,490		6,490	5,324	1,165				Rehabilitate pavement
Subtotal: McKinlay									**1,165**				
Mount Isa	246/15A/489	048175-12QLD-HV3	Barkly Highway (Cloncurry - Mount Isa)	Breakaway Creek	850	425	425		850				Provide heavy vehicle parking
	246/15B/489	048174-12QLD-HV3	Barkly Highway (Mount Isa - Camooweal)	Lake Moondarra turn-off	1,999	1,000	1,000		1,999				Provide heavy vehicle parking
Subtotal: Mount Isa									**2,849**				
Richmond	257/14D/651[2]		Flinders Highway (Richmond - Julia Creek)	Sections : 71.70 - 86.40km	3,490		3,490	2,054	1,437				Rehabilitate pavement
Subtotal: Richmond									**1,437**				
Townsville	268/10L/4	034338-09QLD-NP	Bruce Highway (Ayr - Townsville)	Killymoon Creek - Tindal Court	5,365	5,365		3,330	2,035				Construct overtaking lane/s
	268/10L/6	034222-09QLD-NP	Bruce Highway (Ayr - Townsville)	Vantassel Street - Cluden	15,500	12,400	3,100	13,900	1,600				Duplicate from two to four lanes
	268/10M/400	034334-09QLD-NP	Bruce Highway (Townsville - Ingham)	32.20 - 121.56km	500	500		200	300				Install, upgrade or replace roadside delineation
	268/10M/401	034334-09QLD-NP	Bruce Highway (Townsville - Ingham)	Saunders Creek - Geaney Lane	300	300			300				Improve traffic signals
	268/10M/5	042213-10QLD-RF1	Bruce Highway (Townsville - Ingham)	Shaw Road - Mount Low	31,000	24,800	6,200	12,912	4,129	13,959			Construct bypass - sealed standard
	268/10M/6	034334-09QLD-NP	Bruce Highway (Townsville - Ingham)	Whalley Crescent / Rollingstone Road intersection	571	571		74	497				Construct additional lane/s
	268/10M/652[2]		Bruce Highway (Townsville - Ingham)	Scrubby Creek - Ollera Creek	2,557		2,557	2,398	159				Rehabilitate pavement
	268/10M/7	034334-09QLD-NP	Bruce Highway (Townsville - Ingham)	Macarthur Drive / Melton Black Drive intersection	12,600	12,600		500	12,100				Install traffic signals
	268/14A/651[2]		Flinders Highway (Townsville - Charters Towers)	Crabb Road - Calcium Road	9,846		9,846	5,421	4,425				Rehabilitate pavement
Subtotal: Townsville									**25,545**	**13,959**			
Other works			Construction Works			17,850	39,835		3,736	20,149	33,800		
			Corridor Acquisitions (Hardship)				920		920				
			Corridor and Minor Safety Enhancements			950	120		1,070				
			Corridor, Roadway and Structures Management				205		205				
			Duplication from Vantassel Street to Flinders Highway			97,600			17,400	80,200			
			NDRRA Rehabilitation and Replacement				1,397		1,397				
			Programmed Maintenance			3,451	7,655		11,106				
			Rehabilitation			1,900	4,046		5,122	824			

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Other works (continued)			Routine Maintenance			2,085			2,085				
			Townsville Ring Road - Stage 4			135,200					135,200		
			Traffic Operations			766	668		1,434				
Subtotal: Other works									**44,475**	**101,173**	**169,000**		
Total: North Queensland National network									**188,421**	**126,401**	**179,122**		
Australian Government contributions									77,281	111,852	141,698		
Queensland Government contributions									111,141	14,549	37,424		
Total : Contributions									**188,421**	**126,401**	**179,122**		

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(3) Includes an agreed contribution from Queensland Rail of $18.7 million.

(4) Funded by the Queensland Government's Safer Roads Sooner program.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Burke	213/6801/652 [5]	LRRS	Gregory Downs - Camooweal Road	Sections : 28.23 - 34.34km	1,467		1,467				Rehabilitate pavement
	213/78A/2 [6]	SR	Wills Developmental Road (Julia Creek - Burketown)	Doomadgee turn-out - Burketown	2,000	472	1,528				Pave and seal
	213/78A/4	SR	Wills Developmental Road (Julia Creek - Burketown)	Sections : 398.89 - 470.82km	8,500	6,899	1,601				Pave and seal
	213/78A/6	SR	Wills Developmental Road (Julia Creek - Burketown)	Sections : 401.20 - 483.95km	4,000	2,723	1,277				Pave and seal
	213/78A/651 [5]	SR	Wills Developmental Road (Julia Creek - Burketown)	Sections : 401.19 - 483.89km	28,167	17,983	10,184				Rehabilitate pavement
	213/78A/67H [5]	SR	Wills Developmental Road (Julia Creek - Burketown)	Sections : 321.02 - 498.32km	13,025	10,202	2,824				Rehabilitate pavement
Subtotal: Burke							**18,881**				
Carpentaria	215/78A/650 [5]	SR	Wills Developmental Road (Julia Creek - Burketown)	Sections : 278.80 - 309.90km	3,603	2,529	1,074				Rehabilitate pavement
	215/84A/651 [5]	SR	Karumba Developmental Road	Sections : 0.80 - 33.45km	1,857	1,664	192				Rehabilitate pavement
	215/89B/2	SR	Burke Developmental Road (Normanton - Dimbulah)	2.52 - 5.08km	11,912	3,445	8,467				Upgrade floodway/s
	31/89B/29	LRRS	Burke Developmental Road (Normanton - Dimbulah)	69.86 - 70.40km	1,420	1,270	150				Form and improve drainage
	215/92A/651 [5]	SR	Gulf Developmental Road (Normanton - Croydon)	Sections : 0.16 - 45.80km	3,857	3,585	272				Rehabilitate pavement
Subtotal: Carpentaria							**10,155**				
Charters Towers	217/83A/655 [5]	SR	Hervey's Range Developmental Road (Townsville - Battery)	Thornton's Gap Road - Kitten Gully	19,744	610	19,134				Rehabilitate pavement
	217/98B/4 [6]	SS	Gregory Developmental Road (Belyando Crossing - Charters Towers)	Sections : 0 - 193.23km	300	50	250				Undertake miscellaneous works
	217/98B/651 [5]	SS	Gregory Developmental Road (Belyando Crossing - Charters Towers)	Sections : 110.20 - 161.00km	56,532	38,565	17,967				Rehabilitate pavement
	217/98C/5 [6]	SR	Gregory Developmental Road (Charters Towers - The Lynd)	Sections : 6 - 238.20km	450	50		400			Undertake miscellaneous works
	217/98C/651 [5]	SR	Gregory Developmental Road (Charters Towers - The Lynd)	Sections : 97.63 - 114.00km	29,631	13,508	16,123				Rehabilitate pavement
	217/98C/655 [5]	SR	Gregory Developmental Road (Charters Towers - The Lynd)	Sections : 12.15 - 25.70km (Royston Road - heavy vehicle pull-over area)	8,088	141	7,947				Rehabilitate pavement
Subtotal: Charters Towers							**61,421**	**400**			
Cloncurry	219/78A/651 [5]	SR	Wills Developmental Road (Julia Creek - Burketown)	Sections : 232.70 - 276.80km	5,625	4,173	1,452				Rehabilitate pavement
	219/89A/2 [7]	SR	Burke Developmental Road (Cloncurry - Normanton)	Sections : 4.06 - 35.22km	700	200	500				Undertake transport project planning

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Cloncurry (continued)	219/89A/651[5]	SR	Burke Developmental Road (Cloncurry - Normanton)	Sections : 9.40 - 194.00km	2,975	2,846	129				Rehabilitate pavement
	219/93F/650[5]	SR	Diamantina Developmental Road (Dajarra - Mount Isa)	Sections : 0 - 33.97km	1,207	162	1,045				Rehabilitate pavement
Subtotal: Cloncurry							**3,126**				
Flinders	227/5701/652[5]	LRRS	Hughenden - Muttaburra Road	Sections : 0 - 158.30km	1,430		1,430				Rehabilitate pavement
	227/5703/652[5]	LRRS	Aramac - Torrens Creek Road	Sections : 121.94 - 246.76km	1,348		1,348				Rehabilitate pavement
	55/5703/16	LRRS	Aramac - Torrens Creek Road	Sections : 125.08 - 146.00km	6,189	5,241	948				Construct to sealed standard
	227/99B/2	SR	Kennedy Developmental Road (The Lynd - Hughenden)	Sections : 188.94 - 195.24km	10,210	7,220	2,990				Construct to sealed standard
	227/99B/651[5]	SR	Kennedy Developmental Road (The Lynd - Hughenden)	Sections : 92.51 - 255.34km	6,498	5,961	537				Rehabilitate pavement
	227/99B/652[5]	SR	Kennedy Developmental Road (The Lynd - Hughenden)	Sections : 92.81 - 255.32km	3,874	50	3,824				Rehabilitate pavement
	227/99C/601[8]	SR	Kennedy Developmental Road (Hughenden - Winton)	Various locations	7,815	6,815	1,000				Undertake routine maintenance
	227/99C/650[5]	SR	Kennedy Developmental Road (Hughenden - Winton)	Sections : 0 - 117.10km	2,523		2,523				Rehabilitate pavement
Subtotal: Flinders							**14,600**				
Hinchinbrook	233/614/442[6]	LRRS	Ingham - Abergowrie Road	Doyle Street - Stone River Bridge	28			28			Install/replace signs
	233/8241/440[6]	LRRS	Halifax - Lucinda Point Road	6.00 - 8.00km	25			25			Install, upgrade or replace roadside delineation
Subtotal: Hinchinbrook								**53**			
McKinlay	244/5807/652[5]	LRRS	Julia Creek - Kynuna Road	Sections : 0 - 112.37km	2,118		2,118				Rehabilitate pavement
	244/78A/652[5]	LRRS	Wills Developmental Road (Julia Creek - Burketown)	Sections : 0 - 148.33km	7,767	624	7,143				Rehabilitate pavement
Subtotal: McKinlay							**9,261**				
Mount Isa	246/6801/651[5]	LRRS	Gregory Downs - Camooweal Road	Sections : 41.41 - 155.76km	1,389	550	839				Rehabilitate pavement
Subtotal: Mount Isa							**839**				
Richmond	257/5803/651[5]	LRRS	Richmond - Winton Road	Sections : 7.63 - 36.80km	5,038	4,670	368				Rehabilitate pavement
Subtotal: Richmond							**368**				
Townsville	150/831/20	SR	South Townsville Road	Oonoonba Road - River Boulevard	11,574	10,500	1,074				Construct to new sealed two lane standard
	268/831/18[6]	SR	South Townsville Road	Railway Avenue / Queens Road	250		250				Improve intersection/s
	268/832/4[9]	SR	Townsville Port Road	Woolcock Street / Mather Street	10,000	8,000	2,000				Improve interchange/s
	268/832/482[10]	SR	Townsville Port Road	Pilkington Street	225		225				Improve traffic signals
	268/832/483[10]	SR	Townsville Port Road	Duckworth Street intersection	178		178				Improve traffic signals
	268/835/1[6]	SR	Garbutt - Upper Ross Road	Dalrymple Road / Bayswater Road	500			500			Improve intersection/s
	268/835/2[6]	LRRS	Garbutt - Upper Ross Road	Riverway Drive / Gouldian Avenue	150	2	148				Improve intersection/s

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Townsville (continued)	268/835/5	SR	Garbutt - Upper Ross Road	Dalrymple Road / Banfield Drive, Mount Louisa	18,021	1,568	13,800	2,653			Realign traffic lanes
	268/83A/654[5]	SR	Hervey's Range Developmental Road (Townsville - Battery)	Sections : 5.70 - 27.07km (Gumlow Road - Gun Club access road)	16,458	310	16,148				Rehabilitate pavement
	268/840/3[6]	SR	Douglas - Garbutt Road	Nathan Street / Charles Street	145	50	95				Improve intersection/s
	268/840/4[6]	SR	Douglas - Garbutt Road	Duckworth Street / Woolcock Street	500		100	400			Improve intersection/s
	268/840/400[6]	SR	Douglas - Garbutt Road	Angus Smith Drive	180		180				Improve intersection/s
	268/840/6[6]	SR	Douglas - Garbutt Road	Duckworth Street / Stock Route Way / Dalrymple Service Road	550	135	415				Improve intersection/s
Subtotal: Townsville							**34,613**	**3,553**			
Other works			Construction Works				1,161	385	1,520		
			Corridor and Minor Safety Enhancements				2,053	2,841	6,443		
			Corridor, Roadway and Structures Management				1,002	1,186	2,652		
			NDRRA Rehabilitation and Replacement				113,212	96,979			
			Programmed Maintenance				9,286	14,424	41,958		
			Rehabilitation				797	2,618	12,177		
			Routine Maintenance				18,257	16,555	37,339		
			Traffic Management Enhancements				115	193	431		
			Traffic Operations				4,627	3,946	7,293		
Subtotal: Other works							**150,510**	**139,127**	**109,813**		
Total: North Queensland State network							**303,774**	**143,133**	**109,813**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(6) Funded by the Queensland Government's Safer Roads Sooner program.

(7) Delivery of this project is subject to receipt of funding from other agencies.

(8) This project is fully funded by Queensland Rail to compensate for the closure of the railway line from Hughenden to Winton.

(9) This is a Roads to Resources project that is currently in the final stages of delivery. Funding will be provided in 2014-15 as part of the Queensland Government's Royalties to Regions Program.

(10) Funded by the Australian Government's Black Spot Program.

Local Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Burdekin	212/LGSH/10	LGRD	Luxon Street	Giru State School	50	25	25			25				Construct footpath/s
	212/LGSH/8	LGRD	Edward Street and Burke Street	St Francis' School	44	22	22			22				Construct footpath/s
	212/LGSR/10	LGRD	School Road	1.00 - 4.00km	289	144	144				144			Improve drainage
	212/LGSR/11	LGRD	Beach Road	5.30 - 10.20km	90	45	45				45			Reseal - bitumen chip
	212/LGSR/12	LGRD	Allen Road	0 - 13.00km	589	294	294					294		Rehabilitate pavement
	212/LGSR/6	LGRD	Upper Haughton Road	0.70 - 13.00km	200	100	100			100				Reseal - bitumen chip
	212/LGSR/7	LGRD	Darveniza Road	0 - 1.80km	190	95	95			95				Widen and seal
	212/LGSR/8	LGRD	Groper Creek Road	Darveniza Road	126	63	63			63				Improve intersection/s
	212/LGSR/9	LGRD	Barratta Road	12.00 - 14.00km	210	105	105				105			Widen and seal
Subtotal: Burdekin										**305**	**294**	**294**		
Burke	213/LGSR/6	LGRD	Doomadgee Road west	121.40 - 141.40km	1,208	604	604		300	304				Construct to sealed standard
Subtotal: Burke										**304**				
Carpentaria	215/LGSR/5	LGRD	Burketown Road	Various locations	546	273	273			273				Install floodway/s
Subtotal: Carpentaria										**273**				
Charters Towers	142/LGSA/5	LGRD	Various roads	Various locations	502	251	251		196	55				Rehabilitate bridge/s and culvert/s
	217/LGSH/1	LGRD	Mary Street	Columba Catholic College (St Mary's Campus)	105	53	53			53				Install/replace signs
	217/LGSO/1	LGRD	Various roads	Various locations	200	100	100			100				Improve intersection/s
	217/LGSR/11	LGRD	Black Jack Road	0.90 - 0.95km	570	285	285		5		280			Improve intersection/s
	217/LGSR/12	LGRD	Black Jack Road	0.17 - 0.19km	111	56	56				56			Install minor culvert/s
	217/LGSR/14	LGRD	Millchester Road	York Street	550	275	275			275				Undertake safety improvements
	217/LGSR/18	LGRD	Gill Street	Boundary Street - York Street	981	491	491					491		Undertake safety improvements
	217/LGSR/6	LGRD	Longton - Kyong Road	Various locations	310	155	155				155			Install floodway/s
Subtotal: Charters Towers										**483**	**491**	**491**		
Cloncurry	219/LGSR/12	LGRD	Sedan Dip Road	20.80 - 25.00km	546	273	273			273				Form
Subtotal: Cloncurry										**273**				
Doomadgee	224/LGSF/1	LGRD	Various roads	Various locations	286		286			286				Rehabilitate pavement
Subtotal: Doomadgee										**286**				
Flinders	227/LGSO/2	LGRD	White Mountain Road	0 - 35.80km	115	58	58			58				Construct to new sealed two lane standard
	55/LGSA/4	LGRD	Prairie - Muttaburra Road	0.20 - 6.80km	1,909	955	955		860	95				Construct to sealed standard

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Flinders (continued)	55/LGSB/2	LGRD	Basalt Byway	48km from Dutton Park	1,830	915	915		825	90				Form and improve drainage
	55/LGSB/3	LGRD	Various roads	Various locations	656	328	328		298	31				Install floodway/s
Subtotal: Flinders										**274**				
Hinchinbrook	233/LGSH/3	LGRD	Eleanor Street	0.5km east of Ingham	28	14	14			14				Construct pedestrian bridge/s
	233/LGSH/4	LGRD	Stone River Road	Trebonne State School	126	63	63		45	18				Construct footpath/s
	233/LGSR/5	LGRD	Hawkins Creek Road	12.60 - 12.90km	600	300	300			50	150	100		Rehabilitate bridge/s and culvert/s
	61/LGSA/26	LGRD	Mount Fox Road	Stage 2	3,008	1,504	1,504		1,287	78	44	94		Reseal - bitumen chip
	61/LGSC/1	LGRD	Wallaman Falls Road	50.00 - 51.30km (Stage 1)	4,623	2,312	2,312		1,982	130	100	100		Widen and overlay
Subtotal: Hinchinbrook										**290**	**294**	**294**		
Mornington	245/LGSF/5	LGRD	Birri Road	Various locations	290		290			290				Form and improve drainage
Subtotal: Mornington										**290**				
Mount Isa	246/LGSR/11	LGRD	Transmission Street	Various locations	200	100	100			100				Rehabilitate pavement
	246/LGSR/7	LGRD	Moondarra Drive	3.00 - 13.00km	496	323	173			173				Construct to new sealed two lane standard
	246/LGSS/1 [4]	LGRD	Isa Street	Various locations	1,050	525	525		300	225				Replace bridge/s
Subtotal: Mount Isa										**498**				
Palm Island	252/LGSF/2	LGRD	N/a	Palm Island	200		200		36	64	50	50		Undertake miscellaneous works
Subtotal: Palm Island										**64**	**50**	**50**		
Richmond	257/LGSR/6	LGRD	Richmond - Croydon	137.15 - 137.45km	160	80	80			80				Reshape and seal
	257/LGSR/7	LGRD	Richmond - Croydon Road	132.25 - 132.95km	200	100	100			100				Reshape and seal
	257/LGSR/8	LGRD	Richmond - Croydon Road	131.34 - 131.65km	186	93	93			93				Reshape and seal
Subtotal: Richmond										**273**				
Townsville	150/LGSH/32	LGCW	Various roads	Various locations	1,045	522	522		475	47				Construct cycleway / footpath/s and supporting infrastructure
	268/LGSH/12	LGRD	Burnda Street	Kirwan State School	135	68	68			68				Construct footpath/s
	268/LGSH/14	LGRD	Chandler Street	Garbutt State School	32	16	16			16				Provide passenger set-down facilities
	268/LGSH/15	LGRD	Joanne Street	St Anthony's Catholic College (Secondary Campus)	80	40	40			40				Construct footpath/s
	268/LGSH/9	LGRD	Mervyn Crossman Drive	William Ross State High School	24	12	12			12				Install pedestrian refuge/s
	268/LGSJ/19 [5]	LGRD	Dearness Street	Ramsay Street roundabout	64			64		64				Install/replace signs
	268/LGSJ/20 [5]	LGRD	Morey Street	Perkins Street	42			42		42				Install, upgrade or replace roadside delineation
	268/LGSR/4	LGRD	Mount Low Parkway	Batten Road - Lionel Turner Drive	9,307	4,654	4,654		2,213	774	833	833		Widen and seal
	268/LGSS/1 [6]	LGRD	Ingham Road	Blakey's Crossing	24,000		24,000			24,000				Regrade and eliminate floodway/s
Subtotal: Townsville										**25,063**	**833**	**833**		

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Other works			Local Government Transport Development							230	3,063	6,797		
Subtotal: Other works										**230**	**3,063**	**6,797**		
Total: North Queensland Local network										**28,906**	**5,025**	**8,759**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

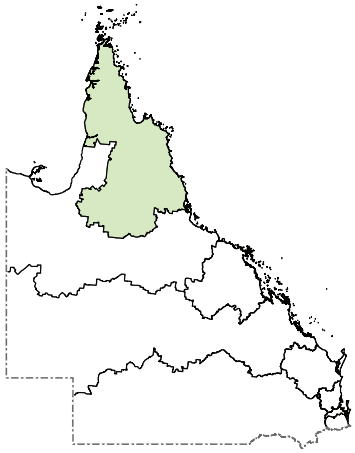
(3) Allocations have been rounded to the nearest thousand dollars.

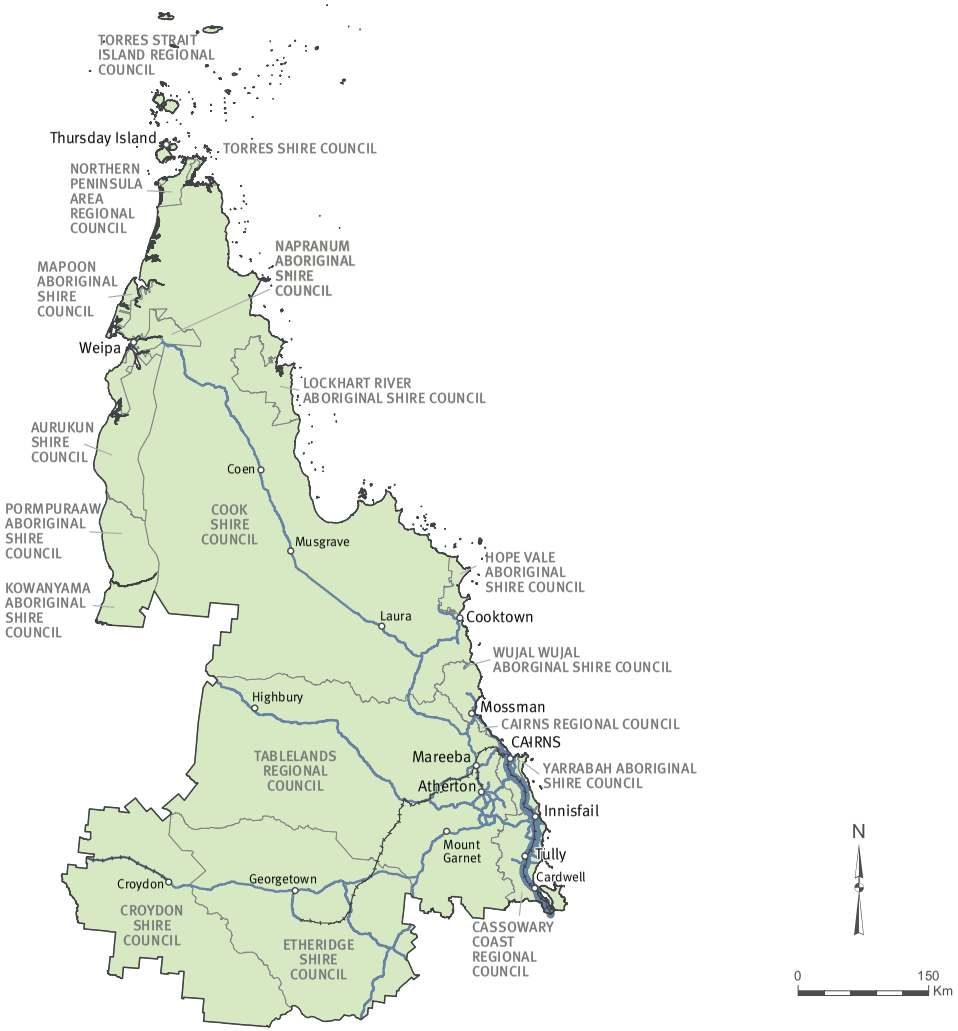
(4) Works on the local network that are fully/or partly funded by the Queensland Government.

(5) Funded by the Australian Government's Black Spot Program.

(6) This is a Roads to Resources project funded as part of the Queensland Government's Royalties for the Regions Program.

Far North





Legend

- National road network
- State strategic road network
- State regional and other district road
- National rail network
- Other railway
- Local government boundary

Far North Regional contacts

Region	Office	Street address	Postal address	Telephone	Email
Far North	Cairns	15 Lake Street, Cairns Qld 4870	PO Box 6185, Cairns Qld 4870	(07) 4055 7144	cairns.office@tmr.qld.gov.au

Divider image: Part of the Southern Foreshore redevelopment, for the Reconstructing Cardwell project from Cyclone Yasi damage. Copyright © Cassowary Coast Regional Council and the Department of Transport and Main Roads, The Queensland Government.

Regional profile

Overview

The Far North Queensland Region covers an area of about 273,158km², or around 15.8% of Queensland.[1] It extends from the Torres Strait Islands in the north to the top of the Cardwell Range in the south, and from Cairns in the east to Croydon in the west.

The region has an estimated residential population of about 265,945 people or around 5.9% of Queensland's total population.[1]

The region looks after about 2942km of other state-controlled roads and about 217km of the National Network.

Regional program highlights

In 2012-13 the department completed:

- pavement widening of a 35km section of the Kennedy Developmental Road (Mount Garnet – The Lynd), The Lynd
- reconstruction of 19.3km of flood-damaged road on the Kennedy Developmental Road (Three Ways – The Lynd) as part of the Natural Disaster Relief and Recovery Arrangements (NDRRA), jointly funded by the Australian Government and Queensland Government
- reconstruction of 8.22km of the Bruce Highway, south of Cairns between Fishery Falls and Babinda as part of the NDRRA, jointly funded by the Australian Government and Queensland Government
- stabilisation repairs on the Kuranda Range Road section of the Kennedy Highway, a section of the Mossman-Mt Molloy Road, two sections of the Gillies Range Road between Yungaburra and Atherton, and the Harley Street to Stoney Creek Road section of the Cairns Western Arterial Road
- construction of a new bridge over Laura River on the Peninsula Developmental Road, as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government.

In 2013-14 the department will:

- complete drainage improvements on various sections of Peninsula Developmental Road (Laura – Coen), between Laura and Morehead River
- complete the Reconstructing Cardwell Project, incorporating reconstruction of the Bruce Highway (Victoria Street) and the Cardwell foreshore as part of NDRRA, jointly funded by the Australian Government and Queensland Government
- complete construction of the Sheehy Road to Ray Jones Drive section of the Cairns Bruce Highway Upgrade Project as part of the Nation Building Program, funded by the Australian Government
- complete the realignment of the Cardwell Range on the Bruce Highway, 15km north of Ingham, as part of the Nation Building Program, funded by the Australian Government
- complete the widening of Wrights Creek Bridge and approaches on the Bruce Highway south of Cairns, as part of the Nation Building Program, funded by the Australian Government
- continue work on four new overtaking lanes to improve safety and efficiency on the Bruce Highway between Innisfail and Cardwell as part of the Nation Building Program, funded by the Australian Government
- construct a roundabout on the Captain Cook Highway at the intersection with Port Douglas Road
- reconstruct 3.61km of the Bruce Highway, south of Cairns at El Arish Range as part of NDRRA, jointly funded by the Australian Government and Queensland Government
- construct a new bridge over Bloomfield River at the township of Wujal Wujal, on the Bloomfield Road, 120km north of Cairns, as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government
- develop a strategy to complete the seal on the Endeavour Valley Road to Hopevale and commence initial works
- work with Cassowary Coast Regional Council and commit up to $2.5 million in state funds to reopen Kirrama Range Road
- complete construction of the Kennedy Developmental Road (Three Ways to The Lynd) to two lanes
- construct a new bridge at Nettle Creek on the Kennedy Highway, as part of the Nation Building Program, jointly funded by the Australian Government and Queensland Government.

1 Source: Queensland Regional Profile statistical report as at 30 June 2011 (www.oesr.qld.gov.au)

Future plans

The department is continuing to plan for the future transport requirements of residents in the Far North Region.

In 2013-14 the department plans to:

- continue Cape York Tenure resolution works to protect future departmental land requirements in Cape York including road alignment identification, gravel and water resources
- continue the Cairns Northern Access Corridor Strategy which will define strategic function of routes and links in the corridor, in particular, the role/function/staging and timing of the Captain Cook Highway, proposed bypass and bus priority infrastructure
- commence investigations in the Innisfail area which includes links between Palmerston Highway, Bruce Highway and Mourilyan Harbour Road.

National Network

Local government	Project number[1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Cairns	214/10P/1	034254-09QLD-NP	Bruce Highway (Innisfail - Cairns)	Sheehy Road - Ray Jones Drive (southern approach to Cairns)	150,150	150,000	150	107,522	42,628				Grade separation - road works
	214/10P/405[2]		Bruce Highway (Innisfail - Cairns)	Cairns Road	50		50			50			Improve intersection/s
	214/10P/406	034337-09QLD-NP	Bruce Highway (Innisfail - Cairns)	4.31 - 4.34km	252	252		155	97				Install/replace rest areas, stopping places and pull over areas
	214/10P/5	034334-09QLD-NP	Bruce Highway (Innisfail - Cairns)	70.68 - 71.51km (Wrights Creek)	12,027	12,027		11,157	870				Widen bridge/s
	214/10P/651[3]		Bruce Highway (Innisfail - Cairns)	Sections : 27.40 - 75.89km	13,928		13,928	12,504	1,424				Rehabilitate and overlay (>75mm)
Subtotal: Cairns									**45,019**	**50**			
Cassowary Coast	216/10N/1	034338-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Whitfield Creek - Yellow Waterholes	1,811	1,811		695	1,116				Construct overtaking lane/s
	216/10N/2	034338-09QLD-NP	Bruce Highway (Ingham - Innisfail)	78.60 - 79.80km	6,223	6,223		2,067	4,156				Construct overtaking lane/s
	216/10N/3	034338-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Broderick Road - Feluga Road	6,886	6,886		701	6,185				Construct overtaking lane/s
	216/10N/33	034334-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Mourilyan Road	2,750	2,750		250	2,500				Improve intersection/s
	216/10N/449	034337-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Sections: 92.07 - 96.96km	700	700		202	498				Install/replace rest areas, stopping places and pull over areas
	216/10N/481	034337-09QLD-NP	Bruce Highway (Ingham - Innisfail)	95.60km	120	120			120				Install/replace rest areas, stopping places and pull over areas
	216/10N/484	034334-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Various locations	600	600		500	100				Replace/upgrade guardrail section/s and end/s
	216/10N/485	034334-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Various locations	150	150			150				Install/upgrade audio tactile line marking and rumble strips
	216/10N/486	034334-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Various locations	600	600			600				Install, upgrade or replace roadside delineation
	216/10N/487	034334-09QLD-NP	Bruce Highway (Ingham - Innisfail)	Various locations	2,000	2,000		1,000	1,000				Relocate hazardous objects close to road/s
	216/10N/651[3]		Bruce Highway (Ingham - Innisfail)	Sections : 52.18 - 53.71km	23,380		23,380	15,663	7,718				Rehabilitate pavement
	216/10N/653[3]		Bruce Highway (Ingham - Innisfail)	Sections : 105.64 - 109.71km	9,559		9,559	7,398	2,161				Rehabilitate and overlay (>75mm)
	30/10N/73	031187-08QLD-NP	Bruce Highway (Ingham - Innisfail)	Cardwell Range north	198,000	107,500	90,500	166,600	24,400	7,000			Construct deviation - sealed standard
Subtotal: Cassowary Coast									**50,704**	**7,000**			
Various local governments	R03/R002/480	034334-09QLD-NP	State-controlled road network	Various locations	1,500	1,500		750	750				Relocate hazardous objects close to road/s
	R03/R002/481	034334-09QLD-NP	State-controlled road network	Various locations	500	500			500				Replace/upgrade guardrail section/s and end/s
	R03/R002/482	034334-09QLD-NP	State-controlled road network	Various locations	500	500		25	475				Install/upgrade audio tactile line marking and rumble strips
Subtotal: Various local governments									**1,725**				

Local government	Project number [1]	Commonwealth number	Project name/Location	Location description	Indicative total cost	Contributions		Estimated expenditure June 2013	Approved	Indicative			Work description
						Australian Government	Queensland Government / Other		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Other works			Construction Works			145			145				
			Corridor and Minor Safety Enhancements			953			953				
			NDRRA Rehabilitation and Replacement				912		912				
			Programmed Maintenance			3,388			3,388				
			Rehabilitation			3,393			3,393				
			Routine Maintenance			4,300			4,300				
			Traffic Management Enhancements			700			700				
Subtotal: Other works									**13,791**				
Total: Far North Queensland National network									**111,239**	**7,050**			
Australian Government contributions									87,624	2,500			
Queensland Government contributions									23,615	4,550			
Total : Contributions									**111,239**	**7,050**			

Endnotes

(1) For other Australian Government funded projects, see Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) Funded by the Queensland Government's Safer Roads Sooner program.

(3) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

State Network

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Cairns	158/20A/28	SR	Captain Cook Highway (Cairns - Mossman)	Urban area busways	3,000	2,685	315				Install, improve or replacement of traffic management systems
	214/20A/10[5]	SR	Captain Cook Highway (Cairns - Mossman)	Machans Beach Road - Holloways Beach Road	800		800				Improve cycleway facilities
	214/20A/11[5]	SR	Captain Cook Highway (Cairns - Mossman)	Grove Street - Arnold Street	250		250				Improve cycleway facilities
	214/20A/207	SR	Captain Cook Highway (Cairns - Mossman)	Sections : 0 - 74.93km	1,789	1,517	272				Install, upgrade or replace roadside delineation
	214/20A/651[6]	SR	Captain Cook Highway (Cairns - Mossman)	45.85 - 45.86km	2,277	399	1,878				Remediate batter slopes
	214/20A/656[6]	SR	Captain Cook Highway (Cairns - Mossman)	Sections : 25.90 - 49.11km	5,417	210	5,207				Remediate batter slopes
	214/20A/657[6]	SR	Captain Cook Highway (Cairns - Mossman)	52.05 - 52.47km	10,757	1,341	9,416				Remediate batter slopes
	214/20A/8	SR	Captain Cook Highway (Cairns - Mossman)	Port Douglas Road	2,000	520	1,480				Improve intersection/s
	214/20A/9[5]	SR	Captain Cook Highway (Cairns - Mossman)	Yorkey's Knob roundabout - Smithfield Shopping Centre roundabout	2,000		2,000				Improve cycleway facilities
	214/32A/3[7]	SR	Kennedy Highway (Cairns - Mareeba)	Sections : 3.15 - 6.08km	2,500	400	2,100				Widen pavement
	214/32A/4[5]	SR	Kennedy Highway (Cairns - Mareeba)	1.50 - 2.50km	1,400		1,400				Widen and seal shoulder/s
	214/32A/652[6]	SR	Kennedy Highway (Cairns - Mareeba)	Sections : 1.70 - 4.98km	4,388	205	4,183				Remediate batter slopes
	214/32A/653[6]	SR	Kennedy Highway (Cairns - Mareeba)	Sections : 1.70 - 6.10km	3,378	566	2,812				Remediate batter slopes
	214/32A/654[6]	SR	Kennedy Highway (Cairns - Mareeba)	Various locations	1,837	100	1,737				Remediate batter slopes
	214/32A/67H[6]	SR	Kennedy Highway (Cairns - Mareeba)	Sections : 1.35 - 13.27km	11,184	9,263	1,921				Remediate batter slopes
	214/32A/704[8]	SR	Kennedy Highway (Cairns - Mareeba)	Sections : 0.64 - 5.30km	1,000		1,000				Undertake remedial surface treatment for high frequency crash sites
	214/647/402[7]	SR	Cairns Western Arterial Road	Harley Street / Kamerunga Road intersection	50			50			Improve traffic signals
	214/647/405[7]	SR	Cairns Western Arterial Road	Lake Placid Road / Kamerunga Road intersection	100			100			Improve traffic signals
	214/647/650[6]	SR	Cairns Western Arterial Road	10.00 - 10.50km	1,298	1,186	112				Apply asphalt resurfacing (<75mm)
	214/6472/67H[6]	SR	Stratford Connection Road	Sections : 0.25 - 1.30km	1,399	307	1,092				Correct profile and asphalt concrete resurfacing (<75mm)
	214/6504/67H[6]	LRRS	Port Douglas Road	Sections : 0 - 5.96km	1,345	845	499				Rehabilitate pavement
	214/655/652[6]	LRRS	Mossman - Daintree Road	Sections : 10.03 - 11.17km	2,936	2,538	398				Rehabilitate pavement
	214/655/67H[6]	LRRS	Mossman - Daintree Road	Sections : 8.10 - 32.60km	4,062	3,575	488				Rehabilitate pavement
	214/8101/650[6]	SR	Pine Creek - Yarrabah Road	Sections : 1.17 - 10.67km	1,907	732	1,175				Rehabilitate and overlay (>75mm)
	214/P055/1	TRI	Lake Street (Cairns) Bus Station	City Place	5,000		3,000	2,000			Construct or upgrade bus station/s
	214/RT10/2	OBI	Cairns Transit Network	Barron River bus stops	3,730	897	2,833				Bus priority works
Subtotal: Cairns							**46,368**	**2,150**			

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Cassowary Coast	216/21A/652[6]	SR	Palmerston Highway (Innisfail - Ravenshoe)	Sections : 0 - 38.74km	5,712	1,055	4,658				Rehabilitate and overlay (>75mm)
	216/626/654[6]	SR	Silkwood - Japoon Road	Sections : 0 - 14.88km	1,366	146	1,220				Rehabilitate and overlay (>75mm)
	216/627/653[6]	LRRS	Innisfail - Japoon Road	Sections : 15.92 - 23.68km	2,053	587	1,466				Rehabilitate and overlay (>75mm)
	216/627/654[6]	LRRS	Innisfail - Japoon Road	Sections : 0 - 25.40km	1,080	200	880				Rehabilitate pavement
	216/6274/652[6]	SR	South Johnstone Road	Sections : 0 - 5.50km	2,579	964	1,615				Rehabilitate pavement
Subtotal: Cassowary Coast							**9,839**				
Cook	220/34B/1	SR	Mulligan Highway (Mount Molloy - Lakeland)	128.92 - 135.45km	648	544	104				Pave and seal
	220/34C/650[6]	SR	Mulligan Highway (Lakeland - Cooktown)	Sections : 52.10 - 55.80km	6,213	1,667	4,547				Rehabilitate pavement
	220/90C/1[9]	SR	Peninsula Developmental Road (Laura - Coen)	Sections : 0 - 90.00km	1,770	273	1,497				Improve drainage
	220/90C/4	SR	Peninsula Developmental Road (Laura - Coen)	Musgrave Station	3,883	2,976	907				Pave and seal
	220/90C/651[6]	SR	Peninsula Developmental Road (Laura - Coen)	Sections : 0 - 246.54km	11,483	3,608	7,875				Rehabilitate pavement
	220/90D/651[6]	SR	Peninsula Developmental Road (Coen - Weipa)	Sections : 0 - 219.53km	8,437	7,128	1,310				Rehabilitate pavement
Subtotal: Cook							**16,240**				
Etheridge	226/92C/650[6]	SR	Gulf Developmental Road (Georgetown - Mount Garnet)	Sections : 90.00 - 120.10km	13,413	13,213	200				Remediate batter slopes
	226/92C/651[6]	SR	Gulf Developmental Road (Georgetown - Mount Garnet)	Sections : 15.15 - 117.36km	5,858	5,573	284				Rehabilitate and overlay (>75mm)
	226/92C/652[6]	SR	Gulf Developmental Road (Georgetown - Mount Garnet)	Sections : 84.97 - 128.19km	6,491	6,191	300				Rehabilitate pavement
	226/92C/67H[6]	SR	Gulf Developmental Road (Georgetown - Mount Garnet)	Sections : 1.65 - 128.19km	30,259	26,868	3,390				Rehabilitate and overlay (>75mm)
	226/98D/650[6]	LRRS	Gregory Developmental Road (The Lynd - Quartz Blow Creek)	Sections : 0 - 75.00km	2,073	1,859	214				Overlay pavement (>75mm)
	226/99A/5	SR	Kennedy Developmental Road (Mount Garnet - The Lynd)	Sections : 59.05 - 96.99km	1,806	180	1,626				Widen and seal
	226/99B/1	SR	Kennedy Developmental Road (The Lynd - Hughenden)	Sections : 2.30 - 42.80km	10,020	7,103	2,917				Construct to new sealed two lane standard
	226/99B/651[6]	SR	Kennedy Developmental Road (The Lynd - Hughenden)	Sections : 0 - 75.00km	3,293	2,400	893				Overlay pavement (>75mm)
	226/99B/652[6]	SR	Kennedy Developmental Road (The Lynd - Hughenden)	Sections : 2.40 - 67.64km	1,849	1,399	450				Rehabilitate pavement
Subtotal: Etheridge							**10,274**				
Tablelands	264/32A/400[7]	SR	Kennedy Highway (Cairns - Mareeba)	Rob Veivers Road intersection	50			50			Improve traffic signals
	264/32A/651[6]	SR	Kennedy Highway (Cairns - Mareeba)	Sections : 10.95 - 25.14km	1,952	236	1,716				Remediate batter slopes
	264/32B/651[6]	SR	Kennedy Highway (Mareeba - Ravenshoe)	68.36 - 68.90km	6,427	101	6,326				Undertake routine maintenance
	264/32B/657[6]	SR	Kennedy Highway (Mareeba - Ravenshoe)	Sections : 26.75 - 35.01km	12,871	2,363	10,508				Rehabilitate pavement
	264/32C/1	SR	Kennedy Highway (Ravenshoe - Mount Garnet)	Nettle Creek Bridge	847	200	147	500			Replace bridge/s
	264/32C/650[6]	SR	Kennedy Highway (Ravenshoe - Mount Garnet)	Sections : 1.20 - 44.67km	3,802	1,073	2,729				Rehabilitate pavement

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Estimated expenditure June 2013	Approved [3]		Indicative [4]		Work description
							2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	
Tablelands (continued)	264/641/2 [5]	SR	Millaa Millaa - Malanda Road	Sections : 3.40 - 10.10km	1,900	560	1,340				Widen and seal shoulder/s
	264/641/652 [6]	SR	Millaa Millaa - Malanda Road	Sections : 7.62 - 13.16km	4,542		4,542				Remediate batter slopes
	264/641/653 [6]	SR	Millaa Millaa - Malanda Road	11.25 - 11.60km	3,916	4	3,912				Remediate batter slopes
	264/641/654 [6]	SR	Millaa Millaa - Malanda Road	Sections : 15.36 - 15.58km	2,584		2,584				Remediate batter slopes
	264/641/67H [6]	SR	Millaa Millaa - Malanda Road	Sections : 0 - 17.60km	6,691	6,491	200				Rehabilitate and overlay (>75mm)
	264/6425/650 [6]	LRRS	Tinaroo Falls Dam Road	Sections : 8.84 - 14.95km	3,171	452	2,719				Rehabilitate and overlay (>75mm)
	264/663/1 [7]	LRRS	Atherton - Herberton Road	2.00 - 5.00km	450				450		Widen and seal shoulder/s
	264/663/480 [7]	LRRS	Atherton - Herberton Road	Sections : 9.00 - 11.20km	500	50		450			Install barrier/s
	264/663/650 [6]	LRRS	Atherton - Herberton Road	Sections : 1.00 - 17.00km	2,529	665	1,864				Rehabilitate pavement
	264/664/650 [6]	SR	Mareeba - Dimbulah Road	Sections : 10.50 - 35.74km	1,475	1,152	323				Rehabilitate and overlay (>75mm)
	264/664/652 [6]	SR	Mareeba - Dimbulah Road	Sections : 4.01 - 6.14km	2,169	1,888	281				Rehabilitate pavement
	264/89B/651 [6]	SR	Burke Developmental Road (Normanton - Dimbulah)	383.71km	1,794	882	912				Replace floodway/s
Subtotal: Tablelands							**40,103**	**1,000**	**450**		
Torres	266/669/650 [6]	LRRS	Thursday Island Road	Sections : 0 - 4.73km	1,696	200	1,496				Rehabilitate pavement
Subtotal: Torres							**1,496**				
Other works			Construction Works				292	139			
			Corridor and Minor Safety Enhancements				815	1,769	3,664		
			Corridor, Roadway and Structures Management				865	877	1,950		
			NDRRA Rehabilitation and Replacement				55,606	106,039			
			Programmed Maintenance				6,203	8,246	22,050		
			Rehabilitation				3,613	4,742	15,956		
			Routine Maintenance				12,801	14,011	31,558		
			Traffic Management Enhancements				127	145	323		
			Traffic Operations				3,092	3,716	6,538		
Subtotal: Other works							**83,414**	**139,684**	**82,039**		
Total: Far North Queensland State network							**207,734**	**142,834**	**82,489**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) BW - Busways; CW - Cycleway; HR - Heavy Rail; LR - Light Rail; LRRS - Local Roads of Regional Significance; MBI - Maritime Boating Infrastructure; MNA - Maritime Navigation Aids; MVTS - Maritime Vessel Traffic Service; MM - Multi-modal; OBI - Other Bus Infrastructure; SN - State Network; SR - State Regional; SS - State Strategic; TRI - Transport Related Infrastructure.

(3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.

(4) Allocations for projects scheduled to commence from 2015-16 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2014-15 and beyond will be held at a regional level until works have been prioritised.

(5) Funded by the Australian Government's Black Spot Program.

(6) Natural Disaster Relief and Recovery Arrangements (NDRRA) for eligible projects are jointly funded by the Australian and Queensland Governments. The funding is provided to TMR through the Queensland Reconstruction Authority and Queensland Treasury.

(7) Funded by the Queensland Government's Safer Roads Sooner program.

(8) Motorcycle safety initiatives funded under the Queensland Government's Safer Roads Sooner program.

(9) This project is jointly funded by the Australian Government and Queensland Government.

Local Network

Local government	Project number[1]	Category[2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved[3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Cairns	214/LGSB/4	LGRD	Barron Gorge Road	3.30 - 3.47km	2,000	1,000	1,000		959	41				Undertake safety improvements
	214/LGSF/1	LGRD	Cape Tribulation Road	Woobadda Creek	300		300			300				Construct bridge/s
	214/LGSJ/2[4]	LGRD	Pine Creek Road	Yarrabah	350			350		350				Install barrier/s
	214/LGSJ/3[4]	LGRD	Minnie Street	McLeod Street	110			110		110				Improve intersection/s
	214/LGSJ/4[4]	LGRD	Gatton Street	Aumuller Street	450			450		450				Improve intersection/s
	214/LGSR/16	LGRD	Cape Tribulation Road	Noah Creek	1,000	500	500				500			Construct bridge/s and approaches
	214/LGSR/22	LGRD	Cook Street	0.77 - 0.82km	300	150	150			120	30			Upgrade bridge/s
	214/LGSR/5	LGRD	Cape Tribulation Road	Woobadda Creek	1,200	600	600		143	282	175			Construct bridge/s
	214/LGSR/7	LGRD	Greenback West Road	Magazine Street - boat ramp carpark	300	150	150				150			Construct to sealed standard
	214/LGSR/8	LGRD	Redlynch Intake Road	0.80 - 1.70km	1,200	600	600		213	387				Widen and seal shoulder/s
	214/LGSS/1[5]	LGRD	Cape Tribulation Road	Woobadda Creek	900		900		50	850				Construct bridge/s
Subtotal: Cairns										**2,890**	**855**			
Cassowary Coast	216/LGSB/8	LGRD	Flying Fish Point Road	0.59 - 0.98km	475	238	238		65	173				Rehabilitate and overlay (>75mm)
	216/LGSB/9	LGRD	Flying Fish Point Road	0 - 0.15km	175	88	88		21	66				Undertake miscellaneous works
	216/LGSH/1	LGRD	Flying Fish Point Road	Innisfail State College	207		207		48	159				Construct cycleway / footpath/s and supporting infrastructure
	216/LGSJ/1[4]	LGRD	Gladys Street	Grace Street	480			480		480				Construct roundabout/s
	216/LGSR/11	LGRD	Tully Gorge Road	0.03 - 0.65km	450	225	225				225			Rehabilitate and widen
	216/LGSR/17	LGRD	McGowan Drive	0 - 0.34km	150	75	75		38	37				Construct footpath/s
	216/LGSR/34	LGRD	Middle Murray Road	3.00 - 3.34km	150	75	75				75			Rehabilitate and widen
	216/LGSR/41	LGRD	Tully Gorge Road	24.30 - 25.60km	360	180	180				180			Rehabilitate pavement
	216/LGSR/48	LGRD	Mundoo Road	0 - 0.20km	158	79	79			79				Rehabilitate pavement
	216/LGSR/53	LGRD	Tully Gorge Road	12.50 - 13.30km	340	170	170				170			Widen pavement
	216/LGSR/54	LGRD	Flying Fish Point Road	Sandfly Creek	425	213	213				213			Rehabilitate bridge/s and culvert/s
	216/LGSR/9	LGRD	Tully Gorge Road	49.48 - 49.52km	106	53	53		21	32				Install minor culvert/s
	216/LGSS/1[5]	LGRD	Kirrama Range Road	Various locations	5,000	2,500	2,500			1,500	1,000			Upgrade bridge/s
Subtotal: Cassowary Coast										**2,526**	**1,863**			
Cook	220/LGSI/3	LGRD	Angus Gully Road	Rossville State School	190		190		95	95				Provide passenger set-down facilities
	220/LGSR/10	LGRD	Hope Street	0 - 2.00km	490	245	245				245			Construct footpath/s

Local government	Project number[1]	Category[2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved[3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Cook (continued)	220/LGSR/8	LGRD	Battlecamp Road	Cooktown	670	335	335			335				Construct to new sealed two lane standard
Subtotal: Cook										**430**	**245**			
Croydon	221/LGSR/4	LGRD	Richmond - Croydon Road	128.00 - 135.00km	385	81	304			304				Construct to new sealed two lane standard
Subtotal: Croydon										**304**				
Etheridge	226/LGSR/4	LGRD	Einasleigh Road	58.75 - 61.21km	427	123	304			304				Construct to new sealed two lane standard
Subtotal: Etheridge										**304**				
Lockhart River	183/LGSF/6[6]	LGRD	Lockhart River access road	Garraway Creek - Tozers Gap	1,709		1,709		1,344	365				Form and improve drainage
	183/LGSF/8[7]	LGRD	Lockhart River access road	Tozers Gap - rainforest	3,507		2,007	1,500	3,075		432			Construct to sealed standard
	183/LGSF/9[8]	LGRD	Lockhart River access road	Pascoe River - Browns Creek (various sections)	1,000		500	500	500	500				Form and improve drainage
Subtotal: Lockhart River										**865**	**432**			
Northern Peninsula Area	251/LGSF/1[9]	LGRD	Jardine River bridge crossing	40km south of Injinoo	400		200	200	200	200				Undertake transport project planning
Subtotal: Northern Peninsula Area										**200**				
Pormpuraaw	178/LGSF/9[10]	LGRD	Pormpuraaw access road	110.00 - 205.00km	5,031		3,131	1,900	4,592		219	220		Improve drainage
	254/LGSF/2	LGRD	Various roads	Pormpuraaw	773		773		623	150				Form and pave
Subtotal: Pormpuraaw										**150**	**219**	**220**		
Tablelands	264/LGSR/39	LGAC	N/a	TMR / local government alliance - Regional Road Group funded	322		322		87	61	87	87		Planning, design and program administration
	119/LGSA/3	LGRD	Various roads	Ariga Mill - Mourilyan Mill	4,627		4,627		3,727	300	300	300		Contribute to Queensland Rail for rail maintenance
	264/LGSR/10	LGRD	Tully Falls Road	6.20 - 6.30km	630	315	315		1	314				Upgrade bridge/s
	264/LGSR/18	LGRD	Fraser Road	0.28 - 0.51km	120	60	60				60			Widen and seal
	264/LGSR/19	LGRD	Anzac Avenue	Hasting Drive - Feretti Close	150	75	75				75			Widen and seal shoulder/s
	264/LGSR/20	LGRD	Bilwon Road	5.40 - 6.50km	400	200	200		91	109				Widen and seal
	264/LGSR/25	LGRD	Leadingham Creek Road	12 Mile Creek	500	250	250				250			Upgrade floodway/s
	264/LGSR/26	LGRD	Cashmere - Kirrama Road	Big Swamp Creek	230	115	115				115			Upgrade bridge/s
	264/LGSR/29	LGRD	Black Mountain Road	Bridge No.4	235	118	118			118				Upgrade bridge/s
	264/LGSR/30	LGRD	Black Mountain Road	Bridge No.6	185	93	93				93			Upgrade bridge/s
	264/LGSR/31	LGRD	Black Mountain Road	Flaggy Creek	278	139	139				139			Upgrade bridge/s
Subtotal: Tablelands										**902**	**1,119**	**387**		
Wujal Wujal	272/LGSF/1[11]	LGRD	Bloomfield River crossing	Wujal Wujal	7,737		4,987	2,750	2,691	5,046				Construct bridge/s and approaches
Subtotal: Wujal Wujal										**5,046**				

Local government	Project number [1]	Category [2]	Project name/Location	Location description	Indicative total cost	Contributions			Estimated expenditure June 2013	Approved [3]	Indicative			Work description
						Local Government	Queensland Government	Australian Government		2013-14	2014-15	2015-16 to 2016-17	Beyond	
					$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	$'000	
Yarrabah	273/LGSF/1	LGRD	Yarrabah Road	Reeves Creek Bridge	300		300		100	200				Planning, design and program administration
Subtotal: Yarrabah										**200**				
Other works			Local Government Transport Development							4,703	6,873	21,129		
Subtotal: Other works										**4,703**	**6,873**	**21,129**		
Total: Far North Queensland Local network										**18,520**	**11,606**	**21,736**		

Endnotes

(1) For other Queensland Government funded projects, see the Statewide commitments section or the relevant region's National Network, State Network and Local Network tables.

(2) LGAC - Local Government Roads Alliance Capability; LGAR - Local Government Passenger Transport; LGCW - Local Government Cycleway; LGBI - Local Government Bus Infrastructure; LGRD - Local Government Road; MBI - Marine Boating Infrastructure.

(3) Allocations have been rounded to the nearest thousand dollars.

(4) Funded by the Australian Government's Black Spot Program.

(5) Works on the local network that are fully/or partly funded by the Queensland Government.

(6) Includes an agreed contribution from local government of $500,000 as part of the Australian Government's Strategic Regional Program.

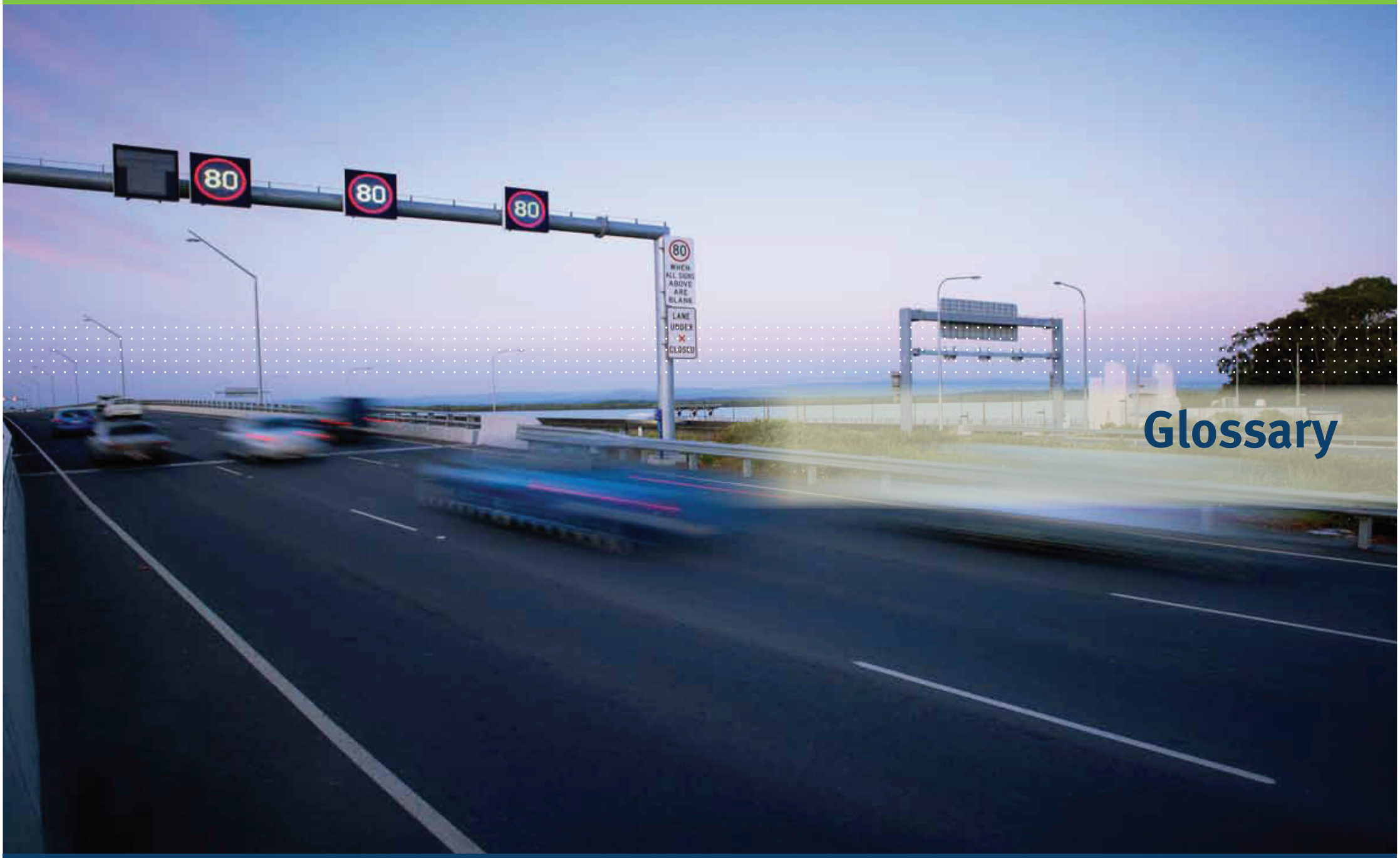
(7) Includes $1.5 million Australian Government funding as part of the $10.5 million election commitment to upgrade remote community roads in Cape York.

(8) Includes $500,000 Australian Government funding as part of the $10.5 million election commitment to upgrade remote community roads in Cape York.

(9) Includes $200,000 Australian Government funding as part of the $10.5 million election commitment to upgrade remote community roads in Cape York.

(10) Includes $1.9 million Australian Government funding as part of the $10.5 million election commitment to upgrade remote community roads in Cape York.

(11) Includes $2.75 million Australian Government funding as part of the $10.5 million election commitment to upgrade remote community roads in Cape York.



Glossary

Divider image: Variable speed limit signs on the Ted Smout Bridge, North Region. Photogropher: Stefan Jannides.

Glossary

Black Spot Program (BSP): The Australian Government aims to reduce the number of crashes on Australian roads by targeting the locations where crashes are occurring. This program reduces the risk of crashes by funding measures such as traffic signals and roundabouts at dangerous locations.

Camera Detected Offence Program (CDOP): Comprises revenue collected through speed and red light camera fines. The distribution of revenue from camera detected offences is restricted by the *Transport Operations (Road Use Management) Act 1995*. This requires that all money collected for penalties imposed for camera detected offences, in excess of the administrative costs, must be used for specific road safety purposes. This includes road funding to improve the safety of the sections of state-controlled roads where crashes happen most frequently. CDOP revenue is the primary source of funding for the Safer Roads Sooner Program and a number of other safety-related state-funded special initiatives.

Construction works: Works that enhance or add to the value of the road asset. This includes providing new formation, drainage structures and pavements where none previously existed, upgrading the existing asset by realigning roads, constructing bridges, improving intersections, installing traffic signals, and widening works.

Corridor and minor safety enhancements: Works to improve the safety and environment of the network. This includes improved intersections, roadsides, signage, delineation, pedestrian and fauna facilities.

Corridor, roadway and structures management: Providing funds for miscellaneous asset management provisions such as inspection of structures, improvements to environmental areas and data collection.

Cycle Network Program (CNP): A program aimed at accelerating the development of the Principal Cycle Network across south-east Queensland. Funding develops facilities such as on-road and off-road networks, end-of-trip facilities and enhanced safety outcomes. It promotes increased use of cycling through safe direct and connected routes and increases transport choices.

Liquefied Natural Gas (LNG) Proponent Funded Program: Comprises projects funded by LNG proponents to construct infrastructure to support the LNG industry. The LNG proponents involved to date are Australia Pacific Liquefied Natural Gas (APLNG), Queensland Curtis Liquefied Natural Gas (QCLNG) and Gladstone Liquefied Natural Gas (GLNG).

Local Government Association of Queensland (LGAQ): The peak body representing local government in Queensland in its dealing with other governments, unions, business and the community.

Local Government Transport Development: Financial assistance provided to local governments for works on local government roads and other transport related infrastructure.

Local government-controlled roads (Local Network): Roads controlled by local governments. Roads that are not state-controlled, or privately-owned such as tollways, are local government-controlled roads.

Local Roads of Regional Significance (LRRS): Lower-order state-controlled roads and higher-order local government-controlled roads performing a similar function.

Maritime infrastructure: Includes boat ramps, pontoons, jetties, floating walkways and navigation aids, which are managed and operated by the Department of Transport and Main Roads.

Nation Building Program (NBP): The NBP sets out the Australian Government's investment priorities for 2008-09 to 2013-14. It is the joint responsibility of the Australian Government and Queensland Government to ensure the NBP can provide effective and safe operation of the National Land Transport Network (National Network) through integration of transport and land use planning at the network level.

Nation Building 2 Program (NB2): The NB2 Program sets out the Australian Government's investment priorities for 2014-15 to 2018-19. The overarching objective of NB2 is to 'lift Australia's productivity through nationally significant land transport infrastructure', with investment focussing on four cornerstone themes: Moving Freight; Connecting People; Safety; and Innovation. It is the joint responsibility of the Australian Government and Queensland Government to ensure the NB2 provides effective and safe operation of the National Land Transport Network (National Network) through integration of transport and land use planning at the network level.

National Network: A single integrated network of land transport linkages of strategic national importance. The National Network is based on national and inter-regional transport corridors, including connections through urban areas, links to ports and airports, rail, road and intermodal connections. These are of critical importance to national and regional economic growth development and connectivity.

Natural Disaster Relief and Recovery Arrangements (NDRRA): Funds provided to regions to reinstate parts of the road network which have been subject to weather damage under declared emergency conditions. NDRRA is funded by both the Australian and Queensland Governments.

Other state-controlled roads (State Network): Roads controlled by the Queensland Government, other than those on the National Network.

Passenger Transport Accessible Infrastructure Program (PTAIP): A state-wide grants program which provides funding assistance to local governments for upgrading existing passenger transport facilities (such as bus stops, bus stations, ferry terminals) to meet accessibility requirements under the *Disability Standards for Accessible Public Transport 2002, Disability (Access to Premises – Buildings) Standards 2010* and *Disability Discrimination Act 1992*.

Passenger Transport Facilities Program (PTFP): A state-wide infrastructure program which delivers infrastructure priorities on the TransLink and QConnect Networks. It supports the provision of fast, reliable, safe, accessible and attractive passenger transport.

Programmed maintenance: Scheduled replacement of the road surface, including resealing and resurfacing. These activities are forecast and planned utilising engineering and pavement management techniques. Programmed maintenance works are deemed capital expenditure in accounting terms.

Project initiation: Initial phase in a collection of logically related project activities and tasks usually culminating in the completion of a major deliverable.

Regional Infrastructure Fund (RIF): An Australian Government initiative to invest the proceeds of the resources boom. The fund is aimed at addressing critical infrastructure needs, while supporting the mining industry, boosting export capacity and developing and growing regional economies.

Regional Road Group (RRG): The primary decision-making bodies of the Roads Alliance. Each RRG is comprised of representatives from the Department of Transport and Main Roads and local governments. RRGs are based on existing relationships, and take into consideration economic, social, environmental and geographic characteristics of a region. This serves to influence the planning and management of the regional road network and other transport related infrastructure, and the services provided by that network and infrastructure.

Rehabilitation: Rehabilitation includes activities that replace or restore the pavement or bridge to its original condition for both surface and structural components, at the existing width and on the existing formation.

Roads Alliance: A partnership between the Department of Transport and Main Roads and local governments, represented by the Local Government Association of Queensland (LGAQ), to address joint road and transport infrastructure ownership challenges, and align the focus of both spheres of government on the Queensland road and transport task.

Roads to Resources: Funding provided as part of the Royalties for the Regions initiative, a Queensland Government initiative to invest in regional community infrastructure projects. This initiative helps regions hosting major resource developments receive genuine long-term royalty benefits through better planning and targeted infrastructure investment. The program will help resource communities better manage the consequences of resource sector development, seize economic opportunities and encourage growth.

Routine maintenance: Maintaining road infrastructure assets to ensure the safe operational condition of the network.

Safer Roads Sooner (SRS): SRS is a Queensland Government initiative to ensure road safety funding is spent where it will make the greatest difference in addressing fatal and serious injury crashes. SRS provides funding for cost-effective, high-benefit engineering works and targets known and potential high severity crash sites. This initiative also provides funding for mass action programs to target specific safety issues including motorcycle safety and heavy vehicle rest areas.

State-controlled roads: Roads declared to be controlled by the Department of Transport and Main Roads, including the National Network. Tollways are not state-controlled roads while they are controlled by franchisees such as Queensland Motorways Limited.

Statewide commitments: Special initiatives and funding commitments that have been prioritised and will be allocated to regions in the future. It also includes statewide contracts, which are administered on a statewide level to improve the cost effectiveness of program delivery.

Traffic management enhancements: Provision of intelligent transport and traffic management systems including closed circuit television cameras, variable speed limit signs, in-road traffic detection and improved traffic signalling and route lighting.

Traffic operations: Day-to-day operations that support the provision of road services to road network users, such as traffic analysis, provision of traffic management centres and high-occupancy vehicle lanes.

Transport Corridor Acquisition Fund (TCAF): A fund for the acquisition of land required for future Department of Transport and Main Roads infrastructure projects in accordance with the Transport and Main Roads Property Hardship Acquisition Policy.

Transport Infrastructure Development Scheme (TIDS): The grants program through which the Department of Transport and Main Roads provides funding to local governments as members of a Regional Road Group for the development of transport related infrastructure. This includes construction and upgrades of the Local Roads of Regional Significance network and other state-controlled and local government-controlled roads; development of local government on and off-road cycle facilities, shared paths and crossing provisions; works that improve the safety of children travelling to and from school, bus and passenger set-down and parking areas at existing schools; and development of regional and remote airports to enhance safety and accessibility.

Cover images:
Main image: Goodna Pedestrian Bridge goes from the Woogaroo Street to the Goodna Primary State School on the Dinmore to Goodna, Ipswich Motorway - Cunningham Highway heading Eastbound.
Supporting images L-R: Passenger train at Coomera Station, South Coast Region. Bicentennial Bikeway, Brisbane and Buranda Busway, Brisbane.

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NEW HOPE GROUP

G.8.3 SIDRA Summary Results

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

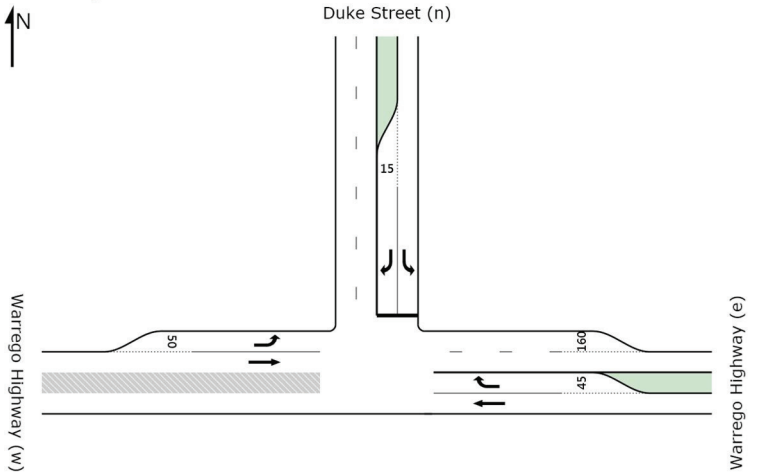
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		218		218	25				0.130	0.0	0	500
2 R			16	16	40				0.020	10.2	1	45
	0	218	16	234	26				0.130	0.7	1	
North: Jondaryan Sabine Road (n)												
1 L	8			8	42				0.011	13.9	0	500
2 R			3	3	54				0.018	24.9	0	15
	8	0	3	12	45				0.018	16.9	0	
West: Warrego Highway (w)												
1 L	5			5	55				0.004	9.8	0	50
2 T		103		103	25				0.061	0.0	0	500
	5	103	0	108	26				0.061	0.5		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	354	27	0.130	1.2	1

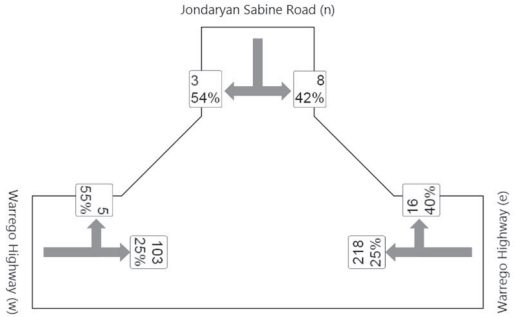
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

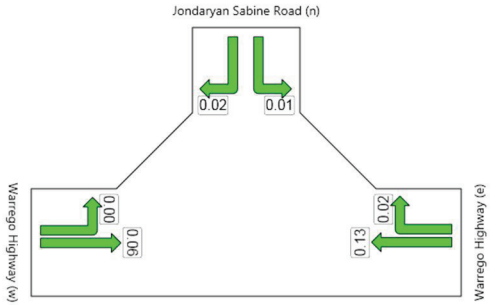
Geometry



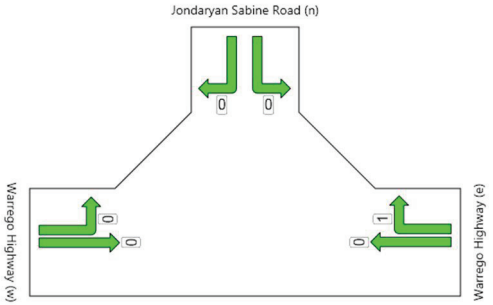
Demand flows



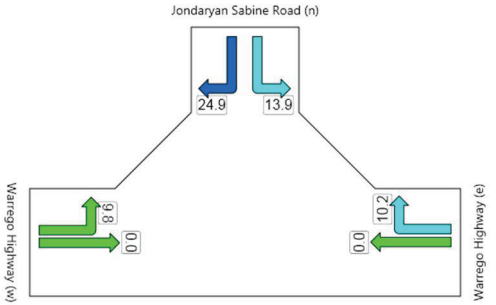
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2012 AM Peak 6:00 – 7:00
Base Case

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

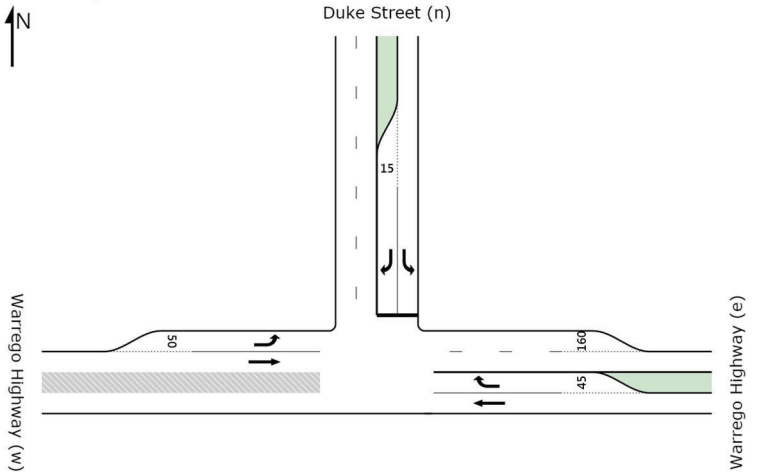
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		19		19	25				0.011	0.0	0	500
2 R			13	13	40				0.017	11.5	1	45
	0	19	13	32	31				0.017	4.6	1	
North: Jondaryan Sabine Road (n)												
1 L	15			15	42				0.026	15.7	1	500
2 R			17	17	54				0.085	22.3	2	15
	15	0	17	32	48				0.085	19.2	2	
West: Warrego Highway (w)												
1 L	6			6	55				0.005	9.8	0	50
2 T		241		241	25				0.143	0.0	0	500
	6	241	0	247	25				0.143	0.2		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	311	28	0.143	2.6	2

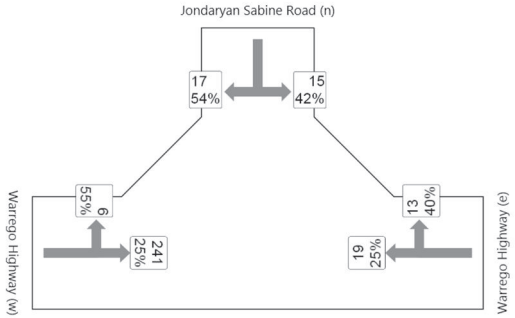
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

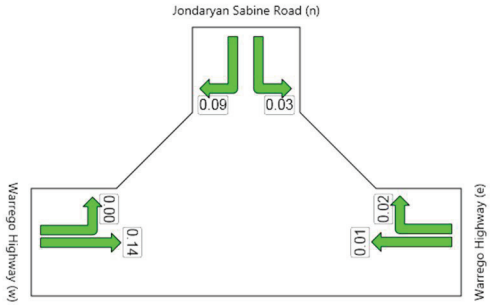
Geometry



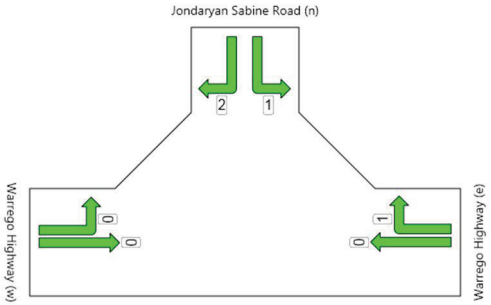
Demand flows



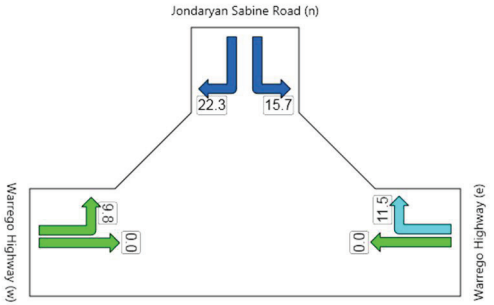
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2012 PM Peak 5:15 – 6:15
Base Case

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

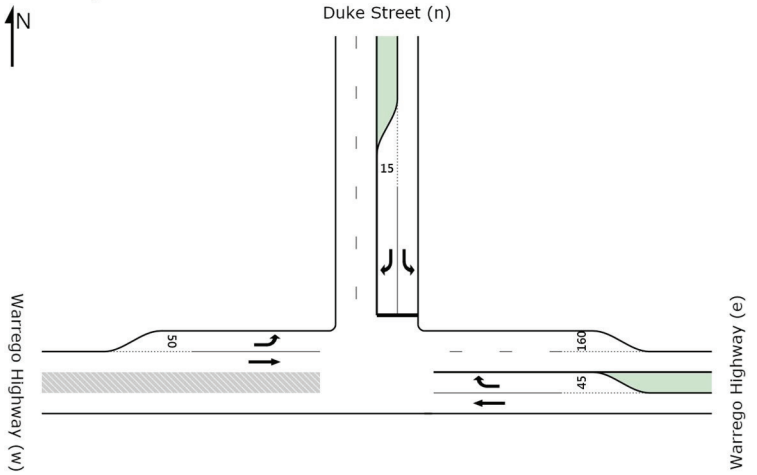
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		280		280	25				0.167	0.0	0	500
2 R			20	20	40				0.026	10.5	1	45
	0	280	20	300	26				0.167	0.7	1	
North: Jondaryan Sabine Road (n)												
1 L	9			9	42				0.014	14.2	0	500
2 R			3	3	54				0.022	30.9	1	15
	9	0	3	13	45				0.022	18.4	1	
West: Warrego Highway (w)												
1 L	7			7	55				0.006	9.8	0	50
2 T		133		133	25				0.079	0.0	0	500
	7	133	0	140	26				0.079	0.5		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	453	27	0.167	1.1	1

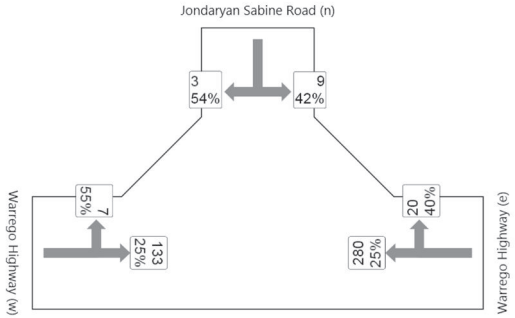
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

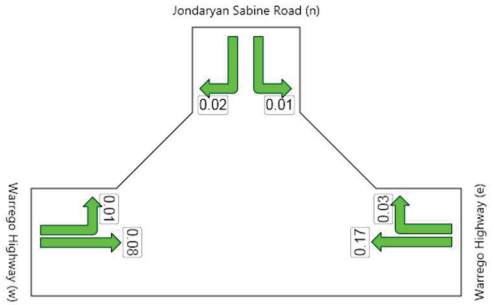
Geometry



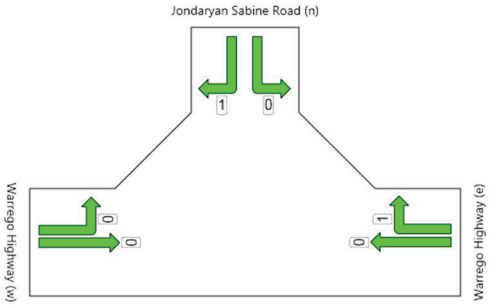
Demand flows



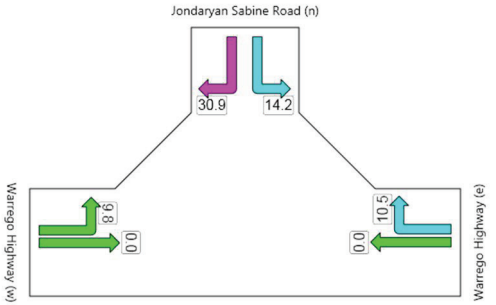
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2016 AM Peak 6:00 – 7:00
Peak construction - Without revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

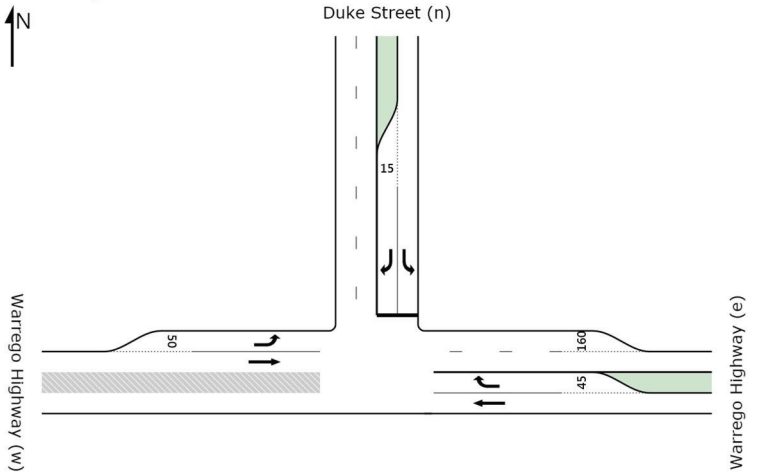
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		214		214	25				0.127	0.0	0	500
2 R			16	16	40				0.025	12.4	1	45
	0	214	16	229	26				0.127	0.9	1	
North: Jondaryan Sabine Road (n)												
1 L	16			16	42				0.032	16.8	1	500
2 R			19	19	54				0.154	41.9	5	15
	16	0	19	35	48				0.154	30.5	5	
West: Warrego Highway (w)												
1 L	8			8	55				0.006	9.8	0	50
2 T		311		311	25				0.185	0.0	0	500
	8	311	0	319	25				0.185	0.3		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	583	27	0.185	2.3	5

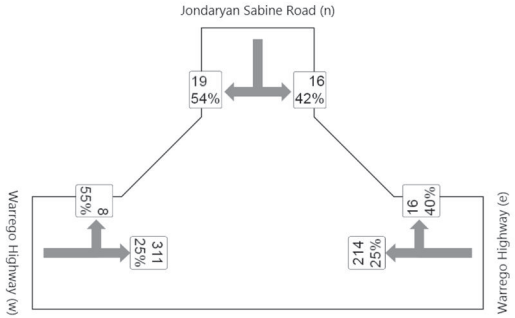
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

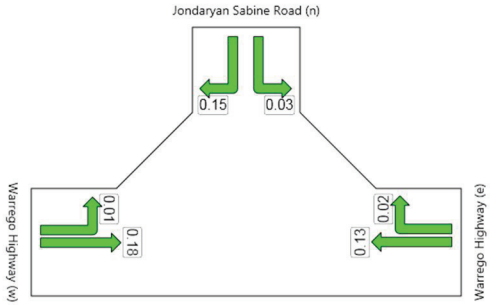
Geometry



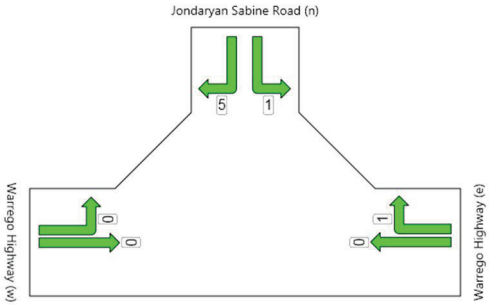
Demand flows



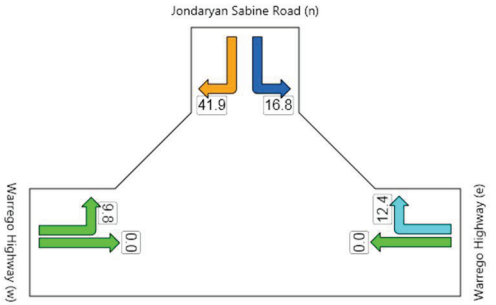
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2016 PM Peak 5:15 – 6:15
Peak construction - Without revised project

Table S14 from Sidra Output Tables

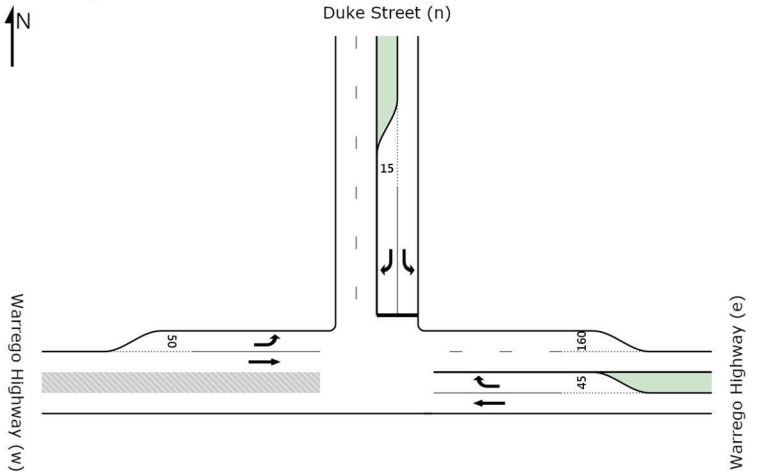
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		280		280	25				0.167	0.0	0	500
2 R			61	61	40				0.081	11.0	3	45
	0	280	61	341	28				0.167	2.0	3	
North: Jondaryan Sabine Road (n)												
1 L	33			33	42				0.049	14.6	2	500
2 R			4	4	54				0.030	36.6	1	15
	33	0	4	37	43				0.049	17.1	2	
West: Warrego Highway (w)												
1 L	43			43	55				0.032	9.8	0	50
2 T		133		133	25				0.079	0.0	0	500
	43	133	0	176	32				0.079	2.4		
ALL VEHICLES				Total Flow 554	% HV 30				Max X 0.167	Aver. Delay 3.1	Max Queue 3	

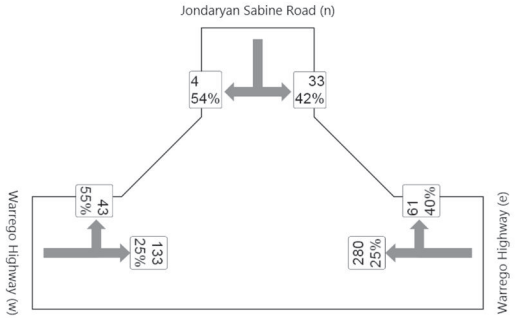
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

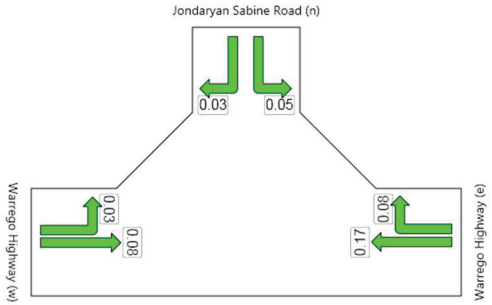
Geometry



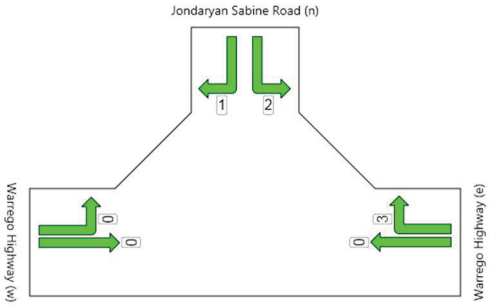
Demand flows



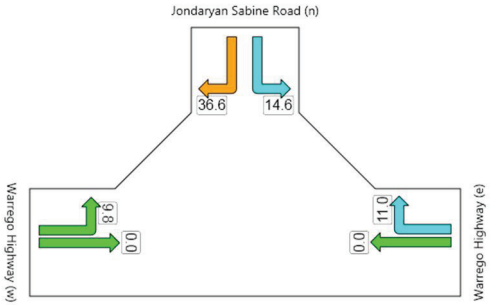
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2016 AM Peak 6:00 – 7:00
Peak construction - With revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

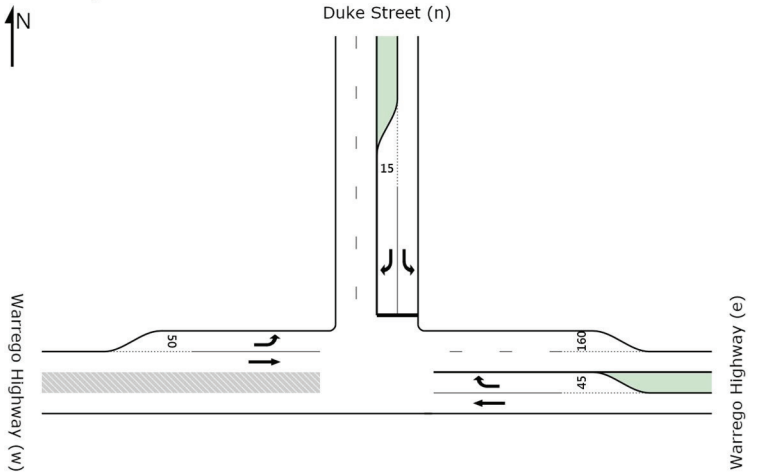
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		214		214	25				0.127	0.0	0	500
2 R			39	39	40				0.066	13.2	2	45
	0	214	39	253	27				0.127	2.0	2	
North: Jondaryan Sabine Road (n)												
1 L	85			85	42				0.179	17.9	6	500
2 R			28	28	54				0.271	52.2	10	15
	85	0	28	114	45				0.271	26.5	10	
West: Warrego Highway (w)												
1 L	44			44	55				0.033	9.8	0	50
2 T		311		311	25				0.185	0.0	0	500
	44	311	0	355	28				0.185	1.2		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	721	31	0.271	5.5	10

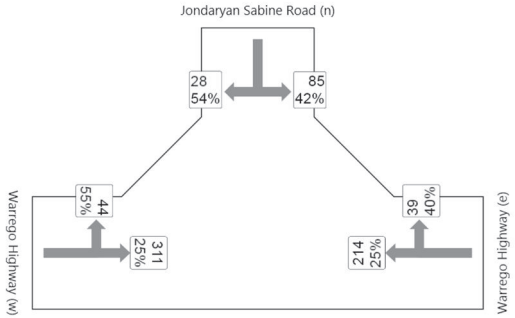
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

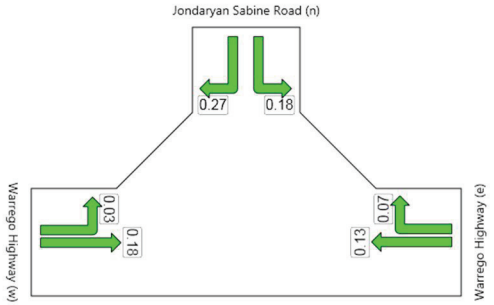
Geometry



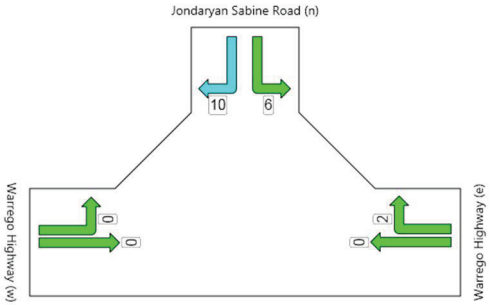
Demand flows



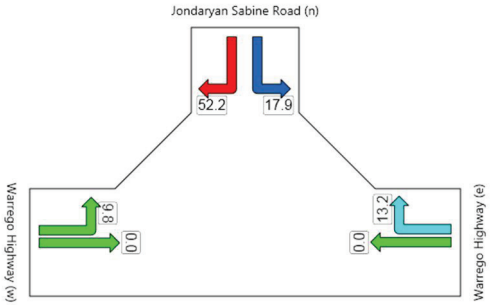
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2016 PM Peak 5:15 – 6:15
Peak construction - With revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

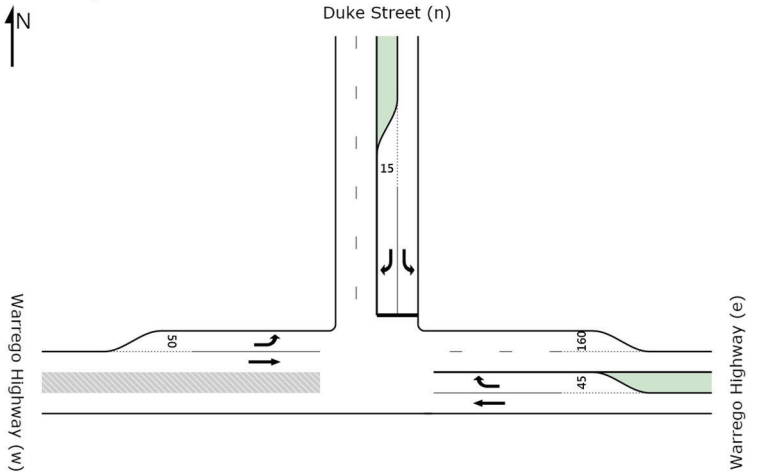
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		298		298	25				0.178	0.0	0	500
2 R			21	21	40				0.028	10.6	1	45
	0	298	21	319	26				0.178	0.7	1	
North: Jondaryan Sabine Road (n)												
1 L	9			9	42				0.014	14.3	0	500
2 R			3	3	54				0.023	33.0	1	15
	9	0	3	13	45				0.023	19.0	1	
West: Warrego Highway (w)												
1 L	7			7	55				0.006	9.8	0	50
2 T		141		141	25				0.084	0.0	0	500
	7	141	0	148	26				0.084	0.5		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	480	26	0.178	1.1	1

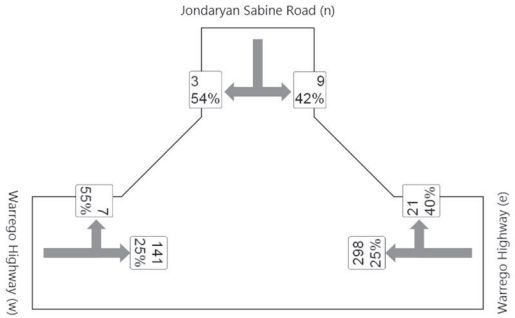
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

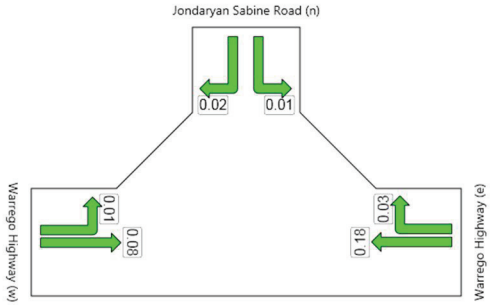
Geometry



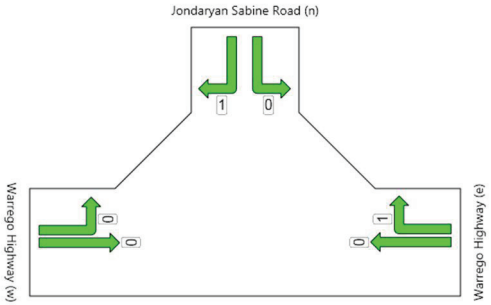
Demand flows



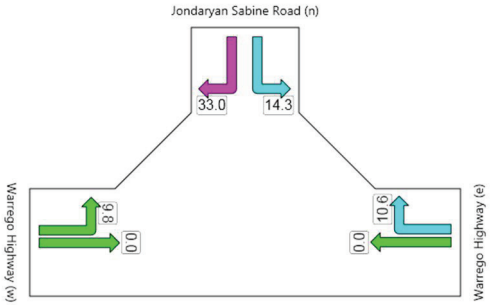
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2017 AM Peak 6:00 – 7:00
Operation - Without revised project

Table S14 from Sidra Output Tables

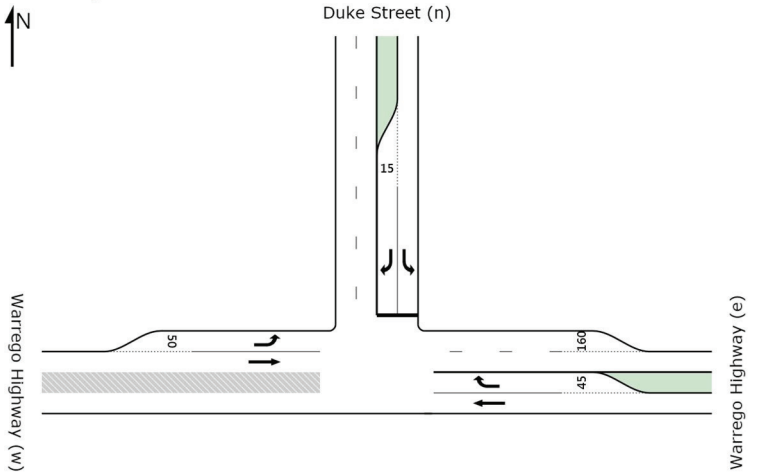
Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		227		227	25				0.136	0.0	0	500
2 R			17	17	40				0.027	12.7	1	45
	0	227	17	244	26				0.136	0.9	1	
North: Jondaryan Sabine Road (n)												
1 L	17			17	42				0.035	17.2	1	500
2 R			19	19	54				0.173	46.4	6	15
	17	0	19	36	48				0.173	32.7	6	
West: Warrego Highway (w)												
1 L	9			9	55				0.007	9.8	0	50
2 T		331		331	25				0.196	0.0	0	500
	9	331	0	340	25				0.196	0.3		
ALL VEHICLES				Total Flow 620	% HV 27				Max X 0.196	Aver. Delay 2.4	Max Queue 6	

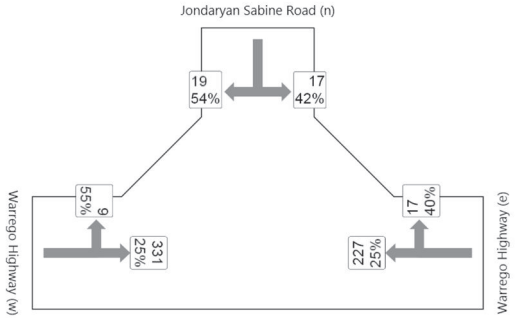
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

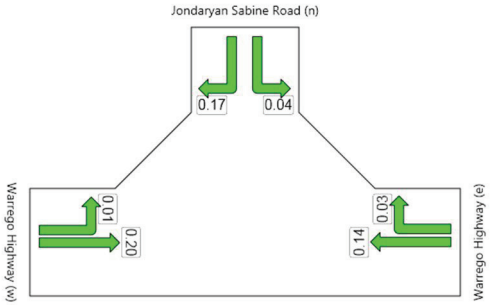
Geometry



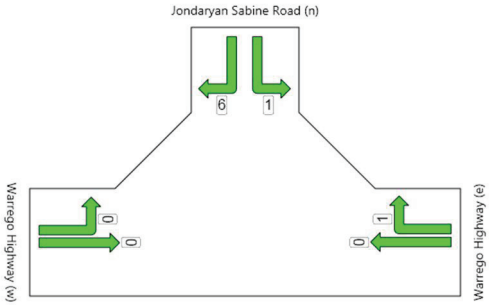
Demand flows



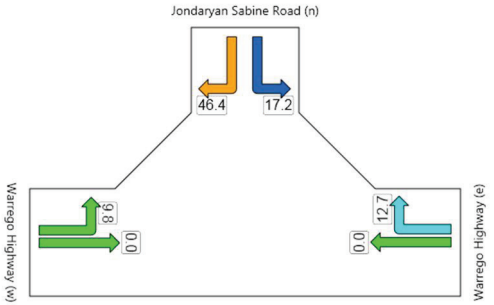
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2017 PM Peak 5:15 – 6:15
Operation - Without revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

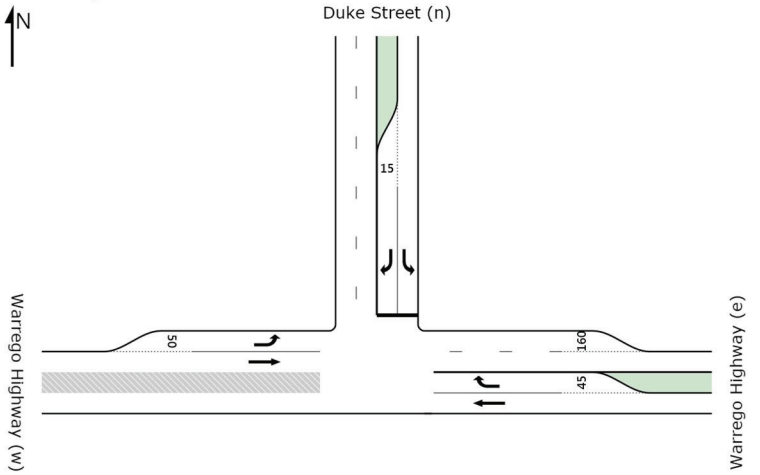
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		298		298	25				0.178	0.0	0	500
2 R			85	85	40				0.113	10.9	4	45
	0	298	85	383	28				0.178	2.4	4	
North: Jondaryan Sabine Road (n)												
1 L	74			74	42				0.110	14.7	4	500
2 R			20	20	54				0.164	42.4	6	15
	74	0	20	94	45				0.164	20.6	6	
West: Warrego Highway (w)												
1 L	24			24	55				0.018	9.8	0	50
2 T		141		141	25				0.084	0.0	0	500
	24	141	0	165	29				0.084	1.4		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	642	31	0.178	4.8	6

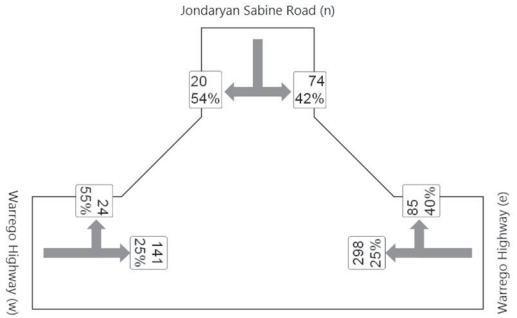
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

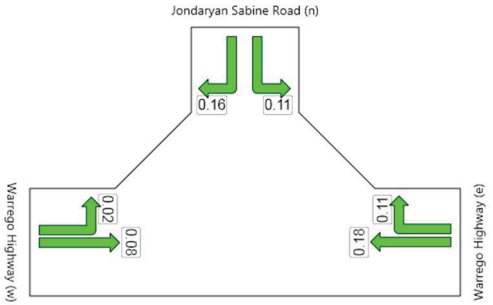
Geometry



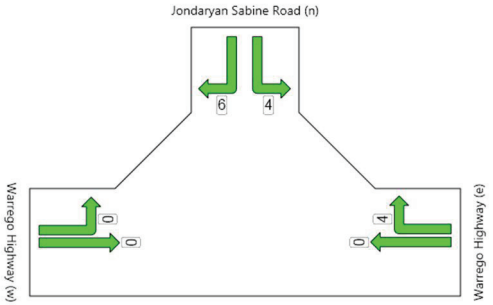
Demand flows



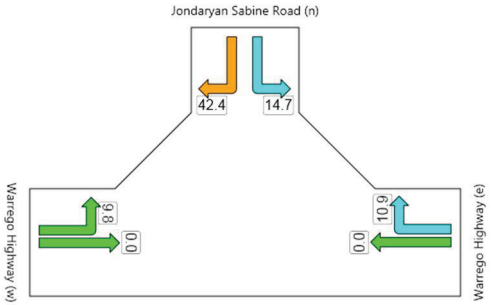
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2017 AM Peak 6:00 – 7:00
Operation - With revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		227		227	25				0.136	0.0	0	500
2 R			81	81	40				0.138	13.4	5	45
	0	227	81	308	29				0.138	3.5	5	
North: Jondaryan Sabine Road (n)												
1 L	81			81	42				0.173	18.0	6	500
2 R			36	36	54				0.435	72.2	17*	15
	81	0	36	117	46				0.435	34.6	17	
West: Warrego Highway (w)												
1 L	26			26	55				0.020	9.8	0	50
2 T		331		331	25				0.196	0.0	0	500
	26	331	0	357	27				0.196	0.7		

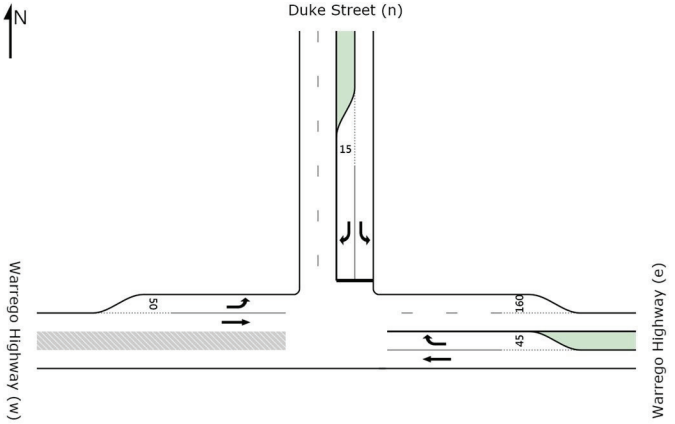
ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	782	30	0.435	6.9	17

Peak flow period = 30 minutes.

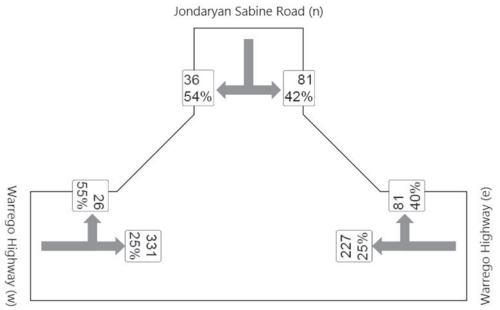
Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

* Queue length exceeds short lane length due to specification of a percentile queue in the Model Settings dialog. For calculation of this statistic, you may specify the lane with full length.

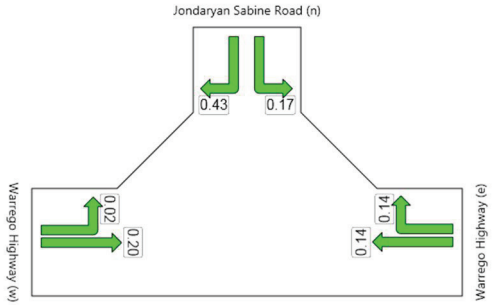
Geometry



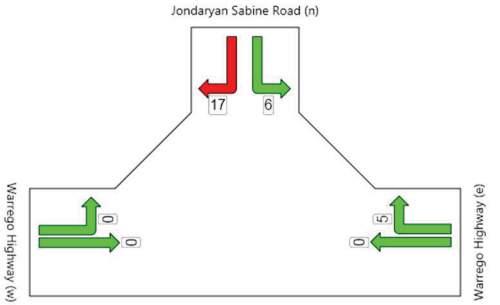
Demand flows



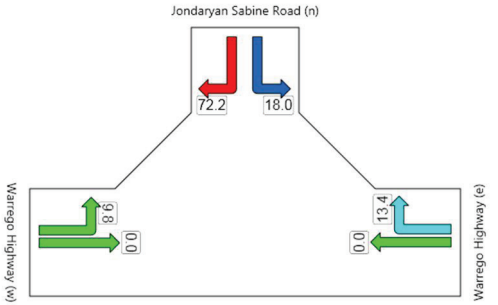
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2017 PM Peak 5:15 – 6:15
Operation - With revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

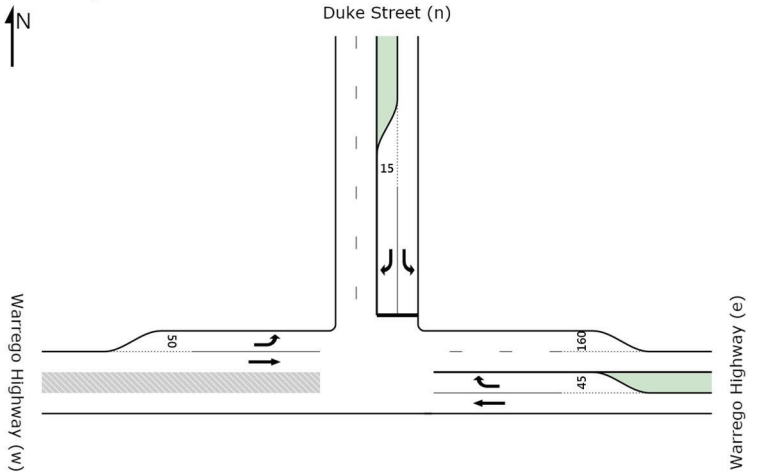
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		560		560	25				0.334	0.0	0	500
2 R			40	40	40				0.059	12.1	2	45
	0	560	40	600	26				0.334	0.8	2	
North: Jondaryan Sabine Road (n)												
1 L	12			12	42				0.021	16.1	1	500
2 R			4	4	54				0.113	106.5	3	15
	12	0	4	16	45				0.113	40.2	3	
West: Warrego Highway (w)												
1 L	15			15	55				0.011	9.8	0	50
2 T		265		265	25				0.158	0.0	0	500
	15	265	0	280	26				0.158	0.5		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	896	26	0.334	1.4	3

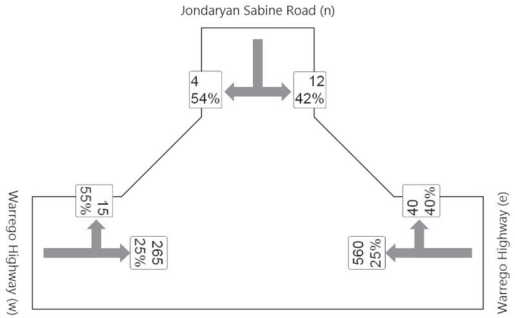
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

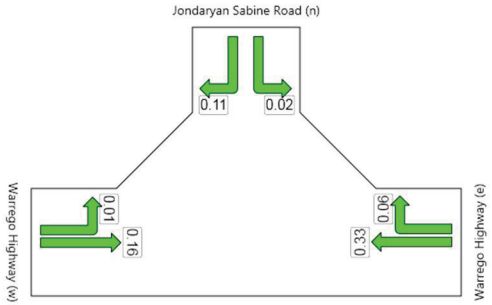
Geometry



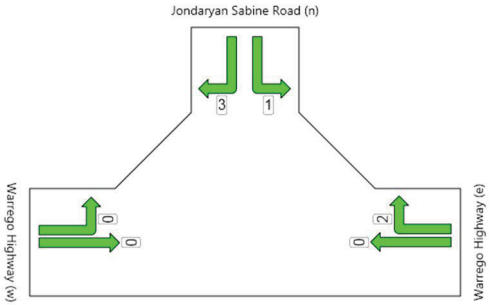
Demand flows



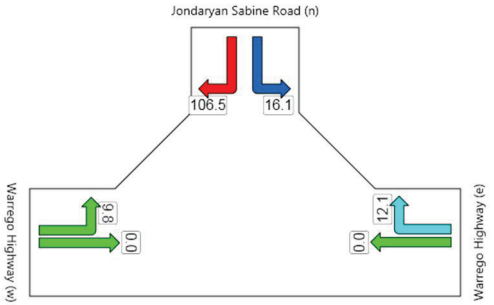
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2027 AM Peak 6:00 – 7:00
Ten year horizon - Without revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		427		427	25				0.255	0.0	0	500
2 R			32	32	40				0.094	18.8	3	45
	0	427	32	459	26				0.255	1.3	3	
North: Jondaryan Sabine Road (n)												
1 L	20			20	42				0.081	25.5	3	500
2 R			23	23	54				1.000	307.6r	37*	15
	20	0	23	43	48				1.000	176.9	37	
West: Warrego Highway (w)												
1 L	17			17	55				0.013	9.8	0	50
2 T		621		621	25				0.369	0.0	0	500
	17	621	0	638	25				0.369	0.3		

ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	1140	26	1.000	7.4	37

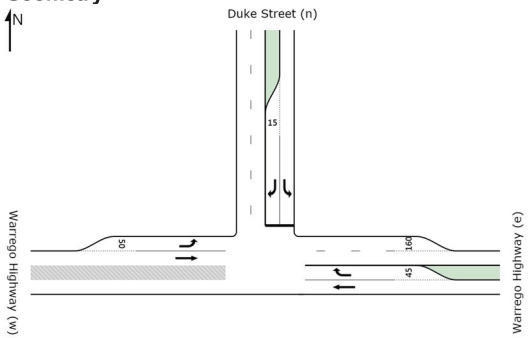
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

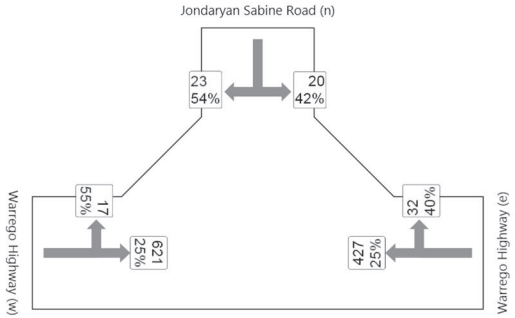
* Queue length exceeds short lane length due to specification of a percentile queue in the Model Settings dialog. For calculation of this statistic, you may specify the lane with full length.

r Delay, stops and queue length for this lane have been cut down to fit in the queuing space. The amount cut may not be accounted for fully in the adjacent lane performance statistics. You may wish to change the short lane to a full lane to investigate the extent of this effect.

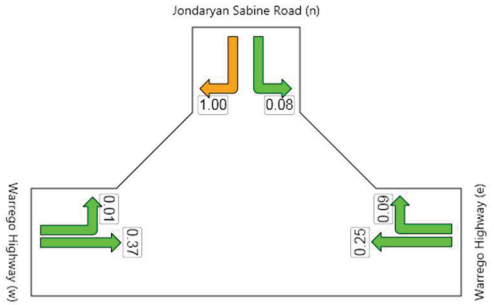
Geometry



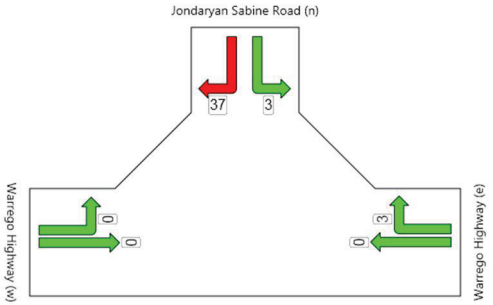
Demand flows



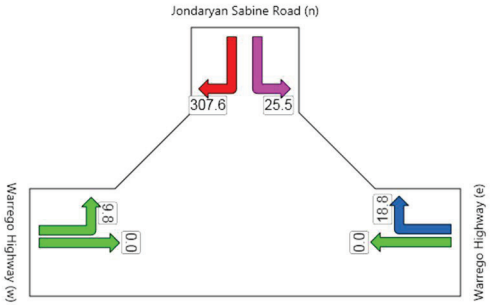
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2027 PM Peak 5:15 – 6:15
Ten year horizon - Without revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		560		560	25				0.334	0.0	0	500
2 R			104	104	40				0.159	12.6	6	45
	0	560	104	664	27				0.334	2.0	6	
North: Jondaryan Sabine Road (n)												
1 L	76			76	42				0.143	16.7	5	500
2 R			21	21	54				0.779	273.3	28*	15
	76	0	21	97	45				0.779	72.5	28	
West: Warrego Highway (w)												
1 L	32			32	55				0.024	9.8	0	50
2 T		265		265	25				0.158	0.0	0	500
	32	265	0	297	28				0.158	1.0		

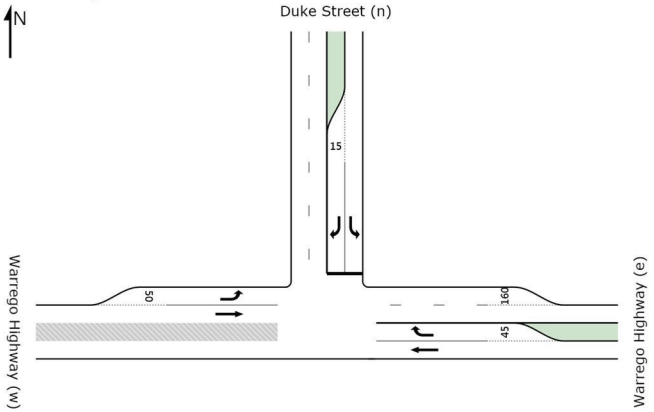
ALL VEHICLES	Total Flow	% HV	Max X	Aver. Delay	Max Queue
	1058	29	0.779	8.2	28

Peak flow period = 30 minutes.

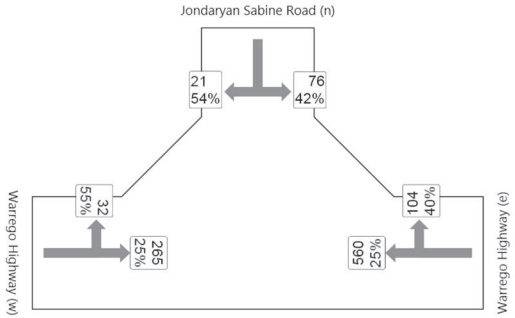
Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

* Queue length exceeds short lane length due to specification of a percentile queue in the Model Settings dialog. For calculation of this statistic, you may specify the lane with full length.

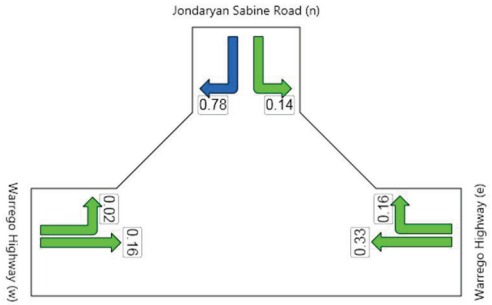
Geometry



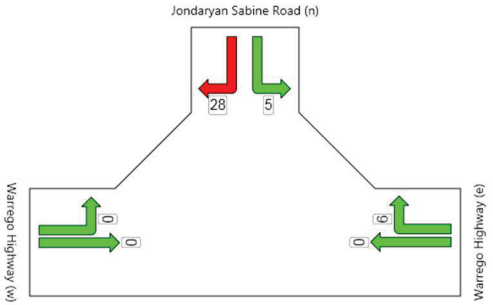
Demand flows



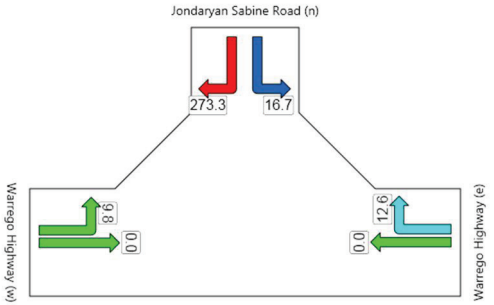
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2027 AM Peak 6:00 – 7:00
Ten year horizon - With revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Stop Sign Controlled Intersection

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		427		427	25				0.255	0.0	0	500
2 R			96	96	40				0.299	21.7	12	45
	0	427	96	523	28				0.299	4.0	12	
North: Jondaryan Sabine Road (n)												
1 L	84			84	42				0.351	29.8	13	500
2 R			40	40	54				1.000	168.5r	37*	15
	84	0	40	124	46				1.000	74.5	37	
West: Warrego Highway (w)												
1 L	34			34	55				0.025	9.8	0	50
2 T		621		621	25				0.369	0.0	0	500
	34	621	0	655	26				0.369	0.5		
ALL VEHICLES				Total Flow 1302	% HV 29				Max X 1.000	Aver. Delay 9.0	Max Queue 37	

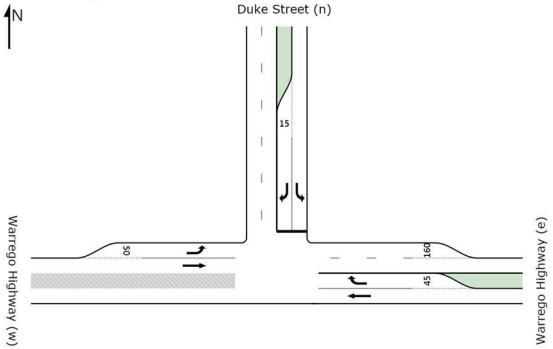
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows are not adjusted at roundabouts or sign-controlled intersections and apply only to continuous lanes.

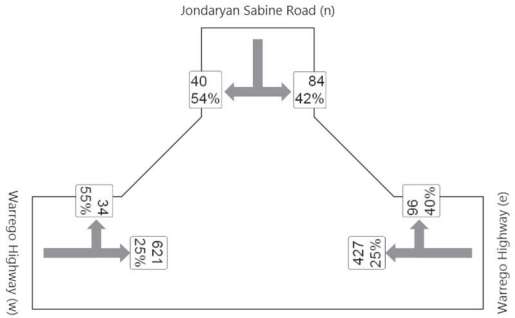
* Queue length exceeds short lane length due to specification of a percentile queue in the Model Settings dialog. For calculation of this statistic, you may specify the lane with full length.

r Delay, stops and queue length for this lane have been cut down to fit in the queuing space. The amount cut may not be accounted for fully in the adjacent lane performance statistics. You may wish to change the short lane to a full lane to investigate the extent of this effect.

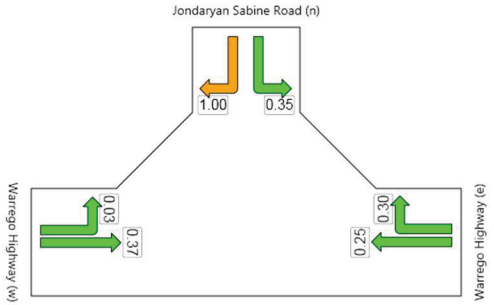
Geometry



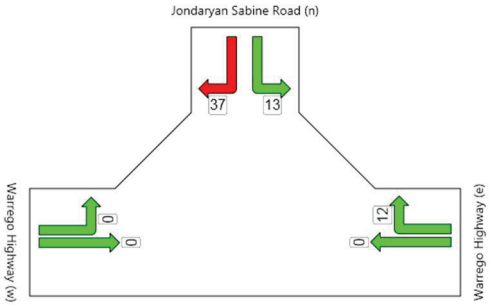
Demand flows



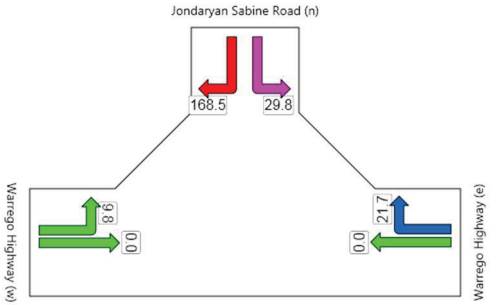
Degree of saturation



Queue distance (m)



Average delay



Warrego Highway / Jondaryan Sabine Road
2027 PM Peak 5:15 – 6:15
Ten year horizon - With revised project

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time = 40 sec (Practical Cycle Time)

Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		427		427	25	1950	22		0.463	6.0	44	500
2 R			96	96	40	1950	12		0.450	23.1	16	45
	0	427	96	523	28				0.463	9.1	44	
North: Jondaryan Sabine Road (n)												
1 L	84			84	42	1950	6		0.393	27.7	16	500
2 R			40	40	54	1950	6		0.336	27.4	8	15
	84	0	40	124	46				0.393	27.6	16	
West: Warrego Highway (w)												
1 L	34			34	55	1950	22		0.063	14.3	3	50
2 T		621		621	25	1950	22		0.671	7.6	78	500
	34	621	0	655	26				0.671	8.0	78	

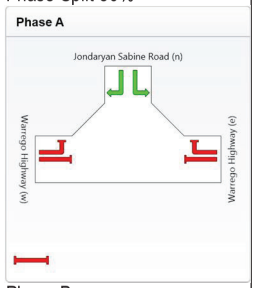
ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	1302	29	40	0.671	10.3	78

Peak flow period = 30 minutes.

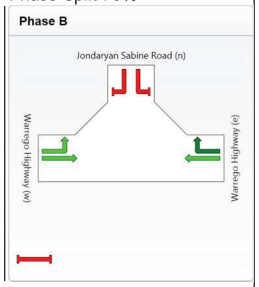
Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

Phasing Summary

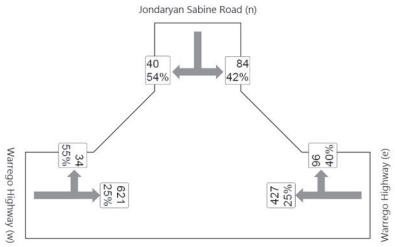
Phase A
Phase Time 12s
Phase Split 30%



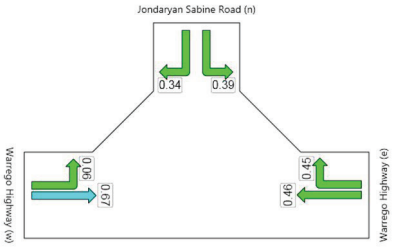
Phase B
Phase Time 28s
Phase Split 70%



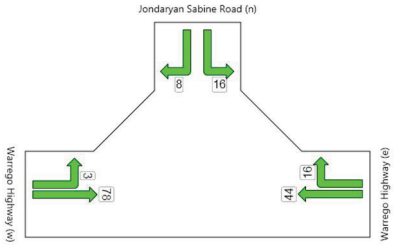
Demand flows



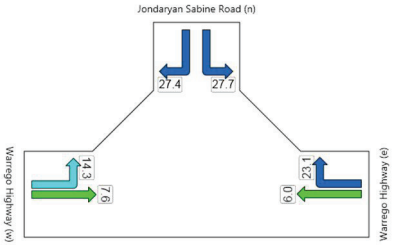
Degree of saturation



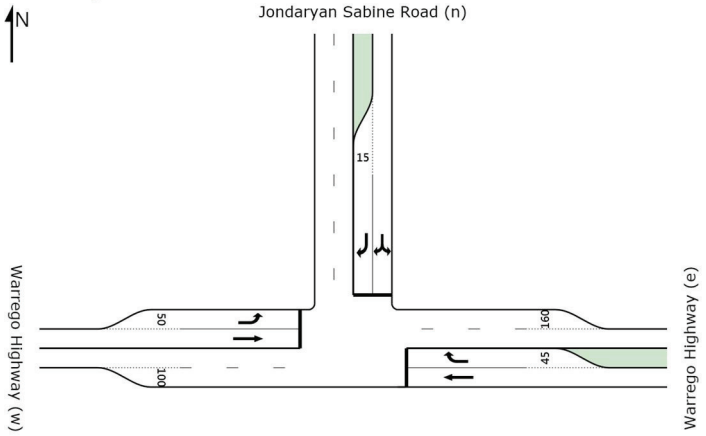
Queue distance (m)



Control delay



Geometry



Warrego Highway / Jondaryan Sabine Road
2027 AM Peak 6:00 – 7:00
Ten year horizon - With revised project - Signalised

Table S14 from Sidra Output Tables

Intersection ID: 1
Fixed-Time Signals, Cycle Time = 40 sec (User-given Cycle Time)

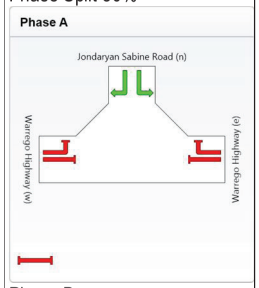
Lane No.	Demand Flow (veh/h) L	T	R	Tot	%HV	Adj. Basic Satf.	Eff Grn (sec) 1st	2nd	Deg Sat x	Aver. Delay sec	Longest Queue m	Shrt Lane m
East: Warrego Highway (e)												
1 T		560		560	25	1950	22		0.607	6.8	65	500
2 R			104	104	40	1950	19		0.273	16.7	12	45
	0	560	104	664	27				0.607	8.3	65	
North: Jondaryan Sabine Road (n)												
1 L	76			76	42	1950	6		0.354	27.6	14	500
2 R			21	21	54	1950	6		0.175	27.0	4	15
	76	0	21	97	45				0.354	27.5	14	
West: Warrego Highway (w)												
1 L	57			57	55	1950	22		0.107	14.4	5	50
2 T		265		265	25	1950	22		0.287	5.3	24	500
	57	265	0	322	30				0.287	6.9	24	

ALL VEHICLES	Total Flow	% HV	Cycle Time	Max X	Aver. Delay	Max Queue
	1083	30	40	0.607	9.6	65

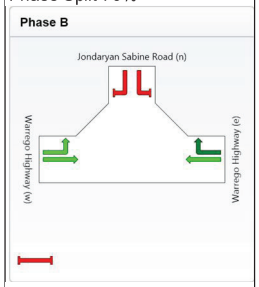
Peak flow period = 30 minutes.

Queue values in this table are 95% queue (metres)
Note: Basic Saturation Flows (in through car units) have been adjusted for grade, lane widths, parking manoeuvres and bus stops.

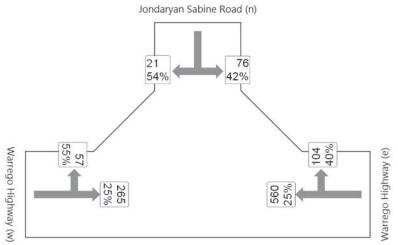
Phasing Summary
Phase A
Phase Time 12s
Phase Split 30%



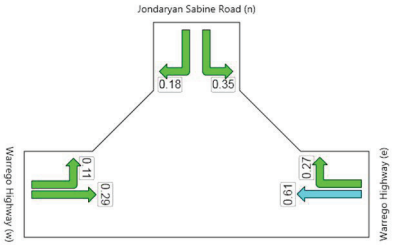
Phase B
Phase Time 28s
Phase Split 70%



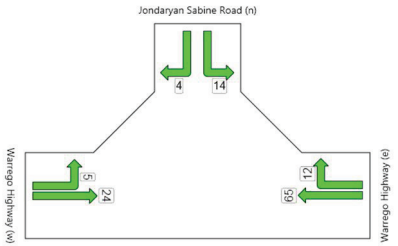
Demand flows



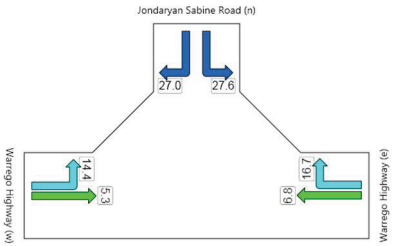
Degree of saturation



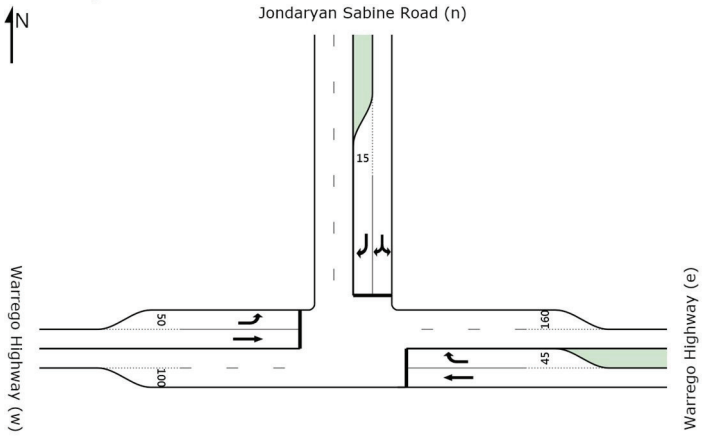
Queue distance (m)



Control delay



Geometry



Warrego Highway / Jondaryan Sabine Road
2027 PM Peak 5:15 – 6:15
Ten year horizon - With revised project - Signalised

NEW HOPE GROUP

G.8.4 ALCAM Report

Derwent Group

New Acland Mine Level Crossings
Assessment Report

Prepared for
Sinclair Knight Merz

Peter Hughes
Principal – Risk Management
Derwent Group Pty Ltd

Document no: 310-13-0012-D03
30 May 2013

1 Summary

This report documents a safety assessment of the level crossings that are likely to be affected by development of the New Acland mine; the level crossings are located in and around Jondaryan and Oakey, Queensland. The assessment described in this report considers the safety risk and controls to manage the hazard of a collision between a rail vehicle and a vehicular road user, not a pedestrian, at the level crossings. The level crossings are assessed in relation to:

- legislative requirements;
- requirements of Australian Standards, specifically AS1742.7 and AS7658;
- expected outcomes of an ALCAM assessment; and
- best practice requirements.

In accordance with the terms of engagement for this work (Reference [1]), the assessment described in this report considers, two existing level crossings:

1 at the eastern end of Duke Street, Jondaryan, and
2 between Bridge and Davidson Streets, Oakey.

In addition two sites were considered for level crossings on a proposed railway spur line:

3 Jondaryan-Sabine Road, and
4 Childs Road.

The general location of each site is shown in the map in Figure 1.

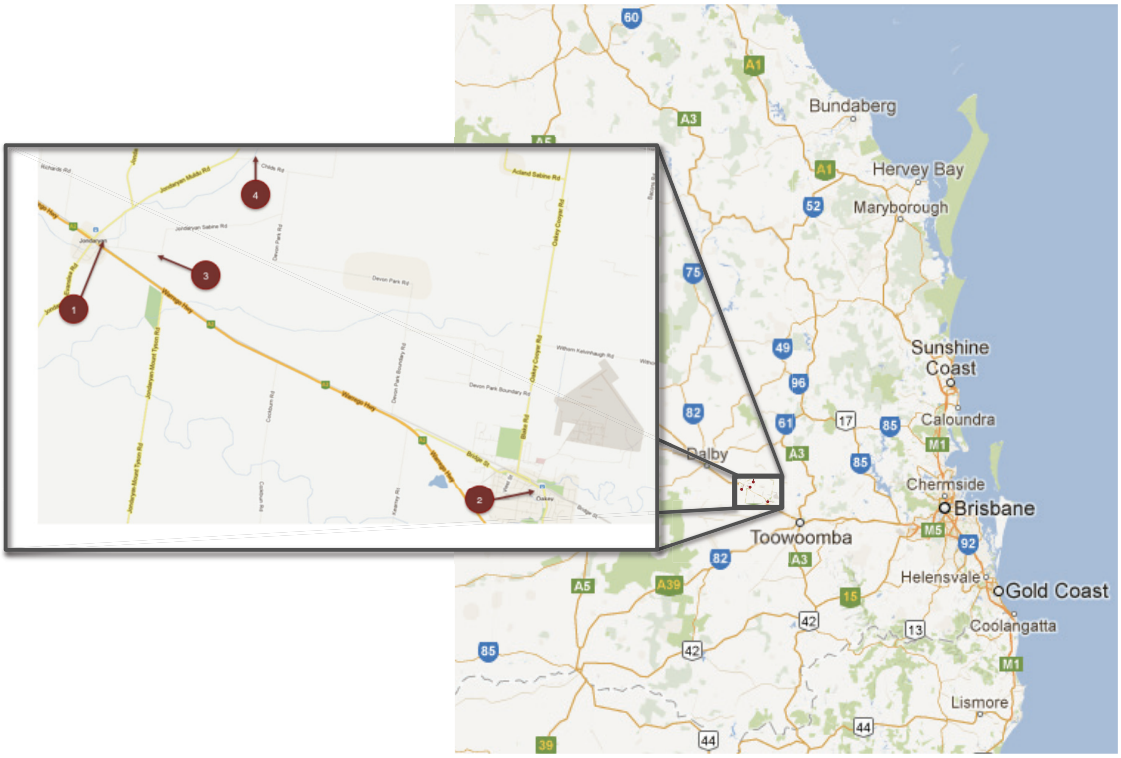


Figure 1: General location of sites assessed

Sections 2 to 4 of this report describe the analyses in detail. Section 5 provides a list of design issues for the level crossings that would be required to demonstrate compliance to the items listed above. The design considerations are summarised below:

- Design Consideration 1: Address short stacking at Duke Street Level Crossing
- Design Consideration 2: Address hazards at Davidson and Bridge Streets
- Design Consideration 3: Provide active warning devices at proposed level crossings
- Design Consideration 4: Compliance monitoring and maintenance at all level crossings
- Design Consideration 5: Removal of Duke Street western level crossing

2 Introduction

2.1 Purpose and Scope

In accordance with the terms of engagement for this work (Reference [1]), the assessment described in this report supports the work being carried out by SKM to assess the foreseeable impacts of the development of the New Acland mine at Acland, Queensland. Development of the mine is likely to affect road use at two existing level crossings:

1 at the eastern end of Duke Street, Jondaryan, and
2 between Bridge and Davidson Streets, Oakey.

In addition, development of the mine will involve the creation of a new railway spur line from the existing main line to a balloon loop close to the mine site. The proposed railway spur will require the creation of two railway crossings with public roads near Jondaryan:

3 Jondaryan-Sabine Road, and
4 Childs Road.

The purpose of the assessment described in this report is to assess the safety risk and controls to manage the hazard of a collision between a rail vehicle and a vehicular road user, not a pedestrian, at these level crossings.

2.2 Process of Assessment

To perform the assessment described in this report, a site visit of all four sites was conducted by Mr Peter Hughes on Wednesday 08 May between 09:00 and 12:30. At the time of the visits the weather was fine with good visibility, there was no unusual traffic activity – such as road works, diversions, or special events – at the time of the visits. During the site visit, photographs and measurements from the sites were taken. Additional information required for the assessment was provided by SKM References [1] and [2].

To determine the safety risk at each level crossing, a process was followed that

- identified the legislative requirements for public level crossings;
- considered the requirements of applicable Australian Standards, specifically AS1742.7-2007 [3] and AS7658-2012 [4];
- considered the expected outcomes of an assessment using the Australian Level Crossing Assessment Model (ALCAM); and
- considered best practice requirements for managing level crossing safety risks.

Section 4 of this report describes each of these steps in detail.

2.3 Definitions and Abbreviations

Term	Meaning
AADT	Annual average daily traffic
active warning device	a warning device at a level crossing that changes state to alert a road user that a rail vehicle is approaching or on the level crossing, for example a flashing light assembly or automatic boom arms
ALCAM	Australian Level Crossing Assessment Model
passive warning device	a warning device at a level crossing that does not change state when a rail vehicle approaches or is on the level crossing, for example GIVE WAY signs or painted road pavement markings
SFAIRP	so far as is reasonably practicable
SKM	Sinclair Knight Merz

2.4 Referenced Documents

Ref ID	Source
[1]	Email Renukha Nadarajah, SKM (rnadarajah@globalskm.com) to Peter Hughes, Derwent Group (peter.hughes@derwentgroup.com.au), cc Peter Justin Smith, SKM (pjsmith@globalskm.com); re: FW: Updated quote for level crossing safety assessment; 07 May 2013, 2:05pm
[2]	Email Renukha Nadarajah, SKM (rnadarajah@globalskm.com) to Peter Hughes, Derwent Group (peter.hughes@derwentgroup.com.au); re: RE: Request for further information; 14 May 2013, 11:51am
[3]	Australian Standard Manual of Uniform Traffic Control Devices Part 7 Railway Crossings, AS1742.7-2007
[4]	Railway Infrastructure: Railway Level Crossings, AS7658:2012, Rail Industry Safety and Standards Board, ISBN 978-1-74342-028-7
[5]	Queensland Transport (Rail Safety) Act 2010, Act No. 6 of 2010
[6]	National Rail Safety Guideline; Meaning of Duty to Ensure Safety So Far As Is Reasonably Practicable; National Transport Commission; June 2008; ISBN 1-921168-80-3
[7]	Traffic Flow and Collision Likelihood at Australian & NZ Level Crossings, Report for ALCAM Development Group; Independent Transport Safety Regulator (New South Wales), 05 August 2011
[8]	Queensland Level Crossing Safety Strategy 2012-2021, Queensland Level Crossing Safety Group, Queensland Government Transport and Main Roads, July 2012
[9]	Consolidation of Public Level Crossings, Rail Industry Safety and Standards Board, Version 0.19 DRAFT for comment
[10]	The Safety Needs of Heavy Vehicles in Australia; NRMA Motoring Services; March 2010
[11]	Australian Rail Safety Occurrence Data 1 January 2001 to 30 June 2010; Australian Transport Safety Bureau; RR-2010-008 Final
[12]	Booms Go Bust, paper and presentation to Aspect 2012 global conference of the Institution of Railway Signal Engineers, September 2012, London UK, Peter Hughes Derwent Group (Australia) Pty Ltd.
[13]	Reference [12] was reproduced in an edited form as Booms Go Bust in Volume 52, Issue 12, December 2012 of International Railway Journal, ISSN 2161-7376, Digital ISSN 2161-7368
[14]	Wullems, Christian (2011) Towards the adoption of low-cost rail level crossing warning devices in regional areas of Australia: a review of current technologies and reliability issues. Safety Science, 49(8-9), pp. 1059-1073.
[15]	New Acland Coal Mine: Stage 3 Project, Revised Project Overview; New Hope Group; November 2012
[16]	Trial of Road Safety Cameras on Railway Level Crossings: 'Level Crossing Safety Cameras'; IMES Railway Level Crossing Steering Committee; State Government of Victoria; TRIM ID: CD/08/xxxxx Date: 19 August 2008 Version: Final 2.0
[17]	Email Renukha Nadarajah, SKM (rnadarajah@globalskm.com) to Peter Hughes, Derwent Group (peter.hughes@derwentgroup.com.au); re: RE: {Size} Draft level crossing assessment report; 23 May 2013, 3:52pm; together with attached document: Traffic analysis.xlsx

2.5 Assumptions

In producing this report, the following assumptions were made in relation to the level crossings. These assumptions are material to the findings in this report: in accepting this report it is therefore essential that SKM are satisfied these assumptions are appropriate to the level crossings.

ID	Assumption
1	The proposed level crossings (Level Crossings 3 and 4) will cross with road at an angle of 90°.
2	The proposed rail spur line will be Queensland narrow gauge, 1067mm.
3	No road vehicle heavier than a semi-trailer as defined in AS1742.7 – 2007 [3] will be operated over the proposed level crossings.
4	All rail vehicles approaching the level crossings will be operating in accordance with the procedures of the rail operator; in particular rail vehicles will be appropriately conspicuous and using headlights in accordance with rail operator's procedures.
5	No shunting operations occur on the railway line in the location of any of the level crossings.
6	The lighting levels at the level crossings are no lower than the surroundings in which the level crossings are located.
7	The road grade at the proposed level crossings will be flat as defined in AS1742.7 – 2007 [3]: within ±0.02 m/m.

2.6 Declaration of Interests

This report has been prepared for SKM by Mr Peter Hughes. As well as being the sole director of Derwent Group Pty Ltd, Mr Hughes is a director and shareholder of ITS Innovations (Australia) Pty Ltd, an Australian company which develops and sells new technology for level crossing warning equipment.

This report has been produced in the utmost good faith to provide a fair assessment of safety at the level crossings described. It is not intended that any part of this report should be interpreted as recommending equipment from any particular supplier. It is expected that any party procuring equipment for the level crossing described in this report will make independent inquiries to determine what equipment, and which supplier, is best suited for the needs of each level crossing.

3 Existing Conditions

3.1 Existing Level Crossings

3.1.1 Jondaryan Duke St (east)

The level crossing has the following properties:

road vehicle volume:	≅500 AADT (Reference [17])
warning devices:	• automatic flashing light and half boom gate assembly; • on site and advanced warning signs.
road grade:	flat (within ±0.02 m/m)
railway line	single, bi-directional

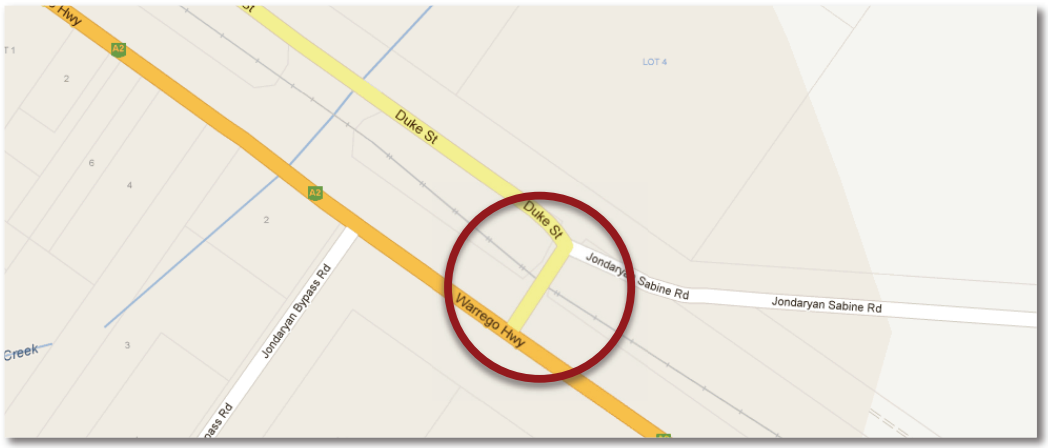


Figure 2: Detail map of Level Crossing 1, eastern end of Duke Street

3.1.2 Oakey Bridge and Davidson Streets

The level crossing has the following properties:

warning devices:
- automatic flashing light assembly;
- on site and advanced warning signs.

road grade: flat (within ±0.02 m/m)
railway line single, bi-directional

Figure 3: Detail map of Level Crossing 2, Bridge and Davidson Streets

3.2 Proposed Level Crossings

3.2.1 Jondaryan-Sabine Road

The level crossing is expected to have the following properties:

rail vehicle volume: 10 per day (Reference [2])
road grade: flat: within ±0.02 m/m (Assumption 7)
railway line single, bi-directional (Reference [2])

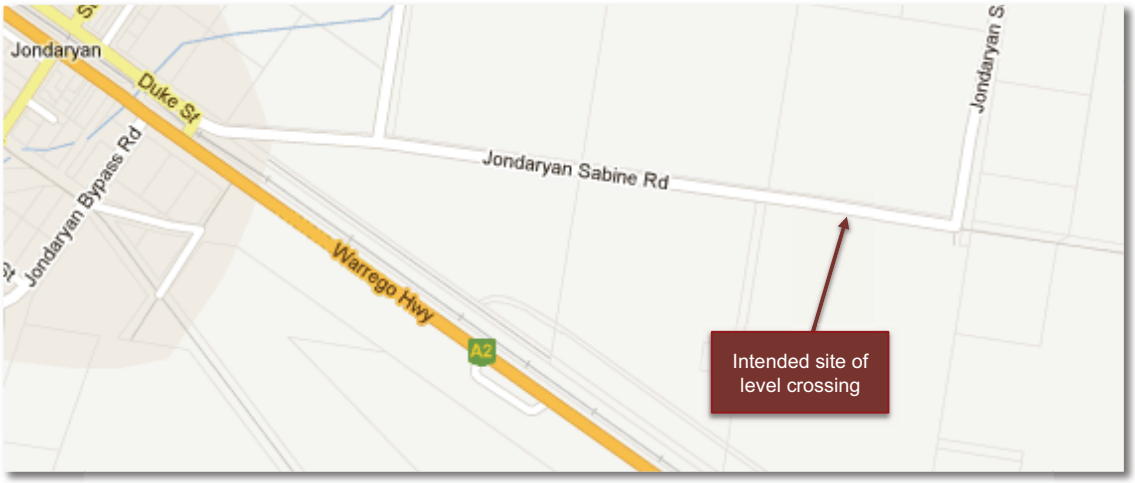


Figure 4: Detail map of Level Crossing 3, proposed level crossing on Jondaryan-Sabine Road

3.2.2 Jondaryan Childs Road

The level crossing is expected to have the following properties:

rail vehicle volume:	10 per day, source [2]
road grade:	flat: within ±0.02 m/m (Assumption 7)
railway line	single, bi-directional (Reference [2])

Figure 5: Detail map of Level Crossing 4, proposed level crossing on Childs Road

4 Safety Assessment

4.1 Legislative requirements

Caveat: the information in this Section is presented only to assist SKM understand the legal context of the assessment presented in this report. None of the information in this report has been prepared by qualified legal practitioners. None of the information in this report represents legal opinion in any way. For further assistance on understanding the legislative requirements, SKM should seek advice from qualified legal practitioners.

Railway safety legislation in Queensland does not provide specific requirements for warning devices that need to be in place at level crossings, instead Section 23 of the Queensland Transport (Rail Safety) Act 2010 (Reference [5]) requires that people responsible for railways:

> *ensure, so far as is reasonably practicable, rail safety is not affected by prescribed railway operations carried out by or on behalf of the person requires the person—*
> *(a) to eliminate the risks to safety caused by the prescribed railway operations, so far as is reasonably practicable; or*
> *(b) if it is not reasonably practicable to eliminate the risks to safety caused by the prescribed railway operations—to reduce the risks so far as is reasonably practicable.*

and that:

> *The following are the matters to which regard must be had—*
> *(a) the likelihood of the risk eventuating;*
> *(b) the degree of harm that would result if the risk eventuated;*
> *(c) what the person concerned knows or ought reasonably to know about the risk and any ways of eliminating or reducing the risk;*
> *(d) the availability and suitability of ways to eliminate or reduce the risk;*
> *(e) the cost of eliminating or reducing the risk.*

Further advice on what is required to understand what is meant by *so far as is reasonably practicable* (the *SFAIRP principle*) has been provided by the Australian High Court which has determined that the words *reasonably practicable* are:

> *ordinary words bearing their ordinary meaning. And the question whether a measure is or is not reasonably practicable is one which requires no more than the making of a value judgment in the light of all the facts.*
> *Slivak v Lurgi (Australia) Pty Ltd 2001.*

Whilst not providing any specific advice, the National Rail Safety Guideline paper 2008 [6] on the meaning of 'Duty to Ensure Safety' states the following:

> *What is reasonable is as much about the process by which you reach your decision as the decision itself.*

This wording is relevant because it concentrates on the processes to identify risks, much more than it does on the stating how risk control measures should be determined to be adequate. Another example of the need for a good process is presented in case law:

> *In my opinion it* (the SFAIRP principle) *is a policy and an underlying objective of the Act that an employer should have in place an effective risk management system.*
> *WorkCover Authority of New South Wales (Inspector Kelsey) v The University of Sydney [1997].*

Whilst the statement was not made in reference to the Rail Safety Act [5], the point is nevertheless relevant as it indicates that in order to demonstrate compliance to the SFAIRP principle it is necessary to

have an effective process for managing risk. The National Rail Safety Guideline document [6] presents the following characteristics of a good decision-making framework in their Table 3, reproduced below:

Decision criteria and decision making process specified and transparent	The criteria applicable to decision making and the process by which decisions are to be made need to be transparent and known from the outset to ensure that the process of assessment and evaluation remain objective and systematic. This is an important protection against the 'goal posts moving' in order to get the answer that is convenient or most advantageous from a narrow commercial perspective.
Scope to apply a range of methods to assessment and evaluation process	In most cases the comparison of safety benefits of a risk reducing measure and the costs of its implementation can be performed through direct judgement by stakeholders. However for wide reaching, expensive and subtle risk reduction measures, such as the introduction of a standard or additional technology a direct judgement technique is very difficult to justify. In such circumstances, social cost benefit analysis and other techniques may need to be applied.
Record keeping	Decisions that affect safety must be taken and the reasons for the decision must be recorded. Failure to take any decision is itself a decision that needs to be able to be defended in the future. It should be noted that the correct course of action may be to decide to take no action, but again the reasons for coming to that decision should be recorded. In all cases, both the actual decision and the way that it was reached should be able to be examined subsequently.

In explaining the terms set out in the table, a particularly important point made in the paper is:

> *The important aspect of the duty, established via the case law, is that it is not only what the duty holder knows, it is also what the duty holder ought reasonably to know about the available means of eliminating or controlling the risk. In general, this has been interpreted by the courts to be the knowledge available to someone in the position of the duty holder, that is, relevant industry knowledge.*
>
> *In effect, this establishes the minimum expectation for duty holders. If the duty holder knows of additional or alternative controls, or becomes aware of such, the duty obliges the duty holder to act on this knowledge by carefully considering the reasonableness of applying the risk elimination or risk control measure.*

Underlining has been added for emphasis.

In summary therefore, the available literature suggests that it would be expected that to demonstrate compliance with the requirement to reduce risks SFAIRP it is necessary to ensure that:

- a structured risk identification and risk management process has been applied;
- all reasonable controls for the risk have been considered in the risk management process; and
- controls have been rejected only if they have no impact on reducing the risk or if it is not reasonably practicable to apply the control.

The following sections of this report therefore set out to demonstrate that these requirements have been met in assessing the controls necessary at the level crossings.

4.2 Requirements of Australian Standard AS1742.7

Australian Standard AS1742.7 [3] provides extensive information on the requirements for signage at level crossings, including specific measures for warning signs and road markings. In addition, AS1742.7 also provides detailed calculations to determine when a level crossing has sufficient sight distance such that active warning devices are not mandatory.

The two existing level crossings considered in this assessment already have signage that is generally in compliance with AS1742.7 and active warning devices. As such there is no requirement to assess these level crossings for compliance with the standard, however see Design Consideration 4 (Section 5.4) that addresses the need to ensure that compliance with standards is maintained.

For the proposed level crossings, the requirements of AS1742.7 need to be considered to determine the sight distances such that active warning devices are not required. The proposed level crossings are both on the proposed rail spur, it is proposed that the rail spur will be single bi-directional line (Reference [2]) which is a necessary condition before passive warning devices can be considered. In order for passive warning devices to be installed, however, it is necessary to establish and maintain sight distances for a road user approaching, or stopped at, the level crossing. Figure 6 has been reproduced from AS1742.7 [3] to illustrate the sight distance (S3 in the diagram) that is required if no active warning devices and STOP or GIVE WAY signs are to be provided instead.

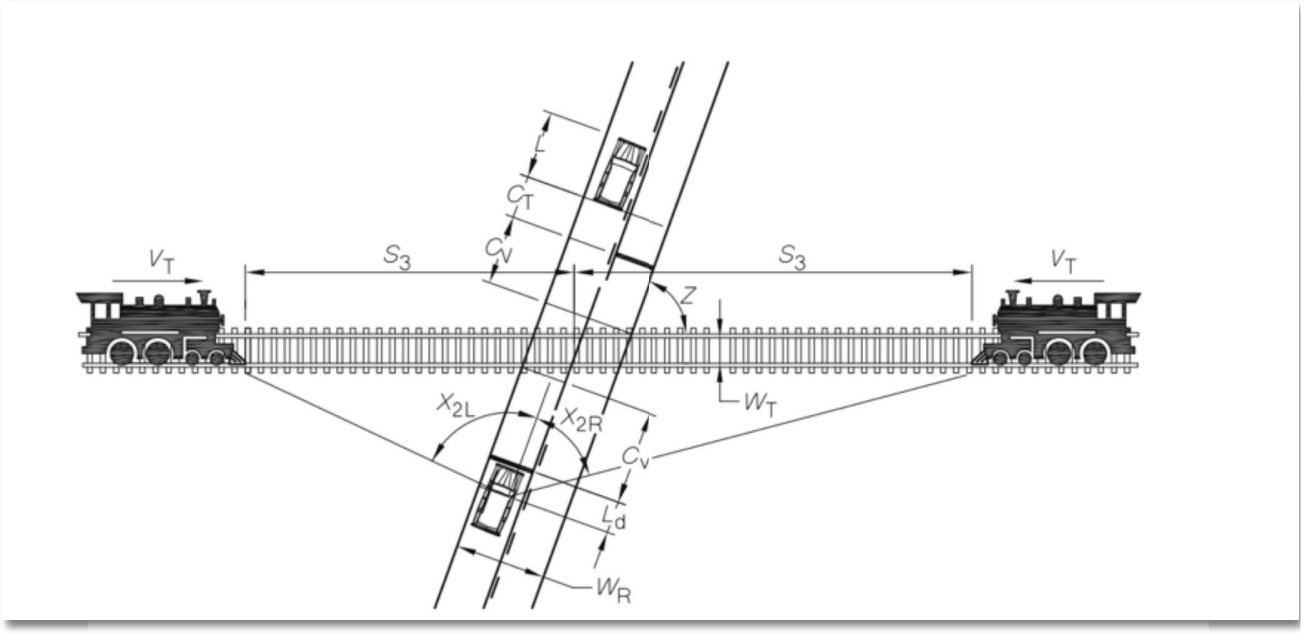


Figure 6: Extract from Reference [3] showing calculation for sight distances

The calculation for determining the S3 sight distance is given in AS1742.7–2007 as:

$$S_3 = \frac{V_T}{3.6}\left(J + G_S\left(2\frac{\frac{W_R}{\tan Z} + \frac{W_T}{\sin Z} + 2C_V + C_T + L}{a}\right)^{\frac{1}{2}}\right)$$

The terms used in the equation are:

Term	Definition	Value used in this assessment	Source for value used
S_3	Minimum sight distance required of an approaching train	*to be calculated*	
V_T	Maximum speed of train approaching the level crossings	80 kmh^{-1}	Reference [2]
J	Sum of perception time and time to depress clutch	2.0 seconds	1742.7–2007 [3] default value
G_S	Grade correction factor	1	1742.7–2007 [3], Assumption 7
W_R	Width of the travelled way	not applicable, see note below	
Z	Angle between the road and the railway at the level crossing	90°	Assumption 1
W_T	Railway gauge	1.067 metres	Assumption 2
C_V	Clearance from the vehicle stop line to the nearest rail	3.5 metres	1742.7–2007 [3] default value
C_T	Safety margin from the vehicle stop line on the departure side of the level crossing	5 metres	1742.7–2007 [3] default value
L	Length of design vehicle	19 metres	1742.7–2007 [3] design value for semi-trailer, see also Assumption 3
a	Average acceleration of the design vehicle in starting gear	0.36 ms^{-2}	1742.7–2007[3] design value for semi-trailer

Note: since the value for Z is 90°, the term tan Z does not resolve to a number, which may suggest that the equation cannot be solved. Examination of the equation, however, shows that the term tan Z is used to determine additional warning time that is required when the road approach is not exactly perpendicular to the railway. It has been assumed that at the proposed level crossings, the angle between the road and the rail line will be exactly 90° (Assumption 3), therefore the additional warning time is not required. The equation has therefore been calculated with the zero *being used in place of the term* $\frac{W_R}{\tan Z}$.

Inserting values into the equation gives:

$$S_3 = \frac{80}{3.6}\left(2.0 + \left(2\frac{\frac{1.067}{\sin 90°} + (2 \times 3.5) + 5 + 19}{0.36}\right)^{\frac{1}{2}}\right) = 341.067 \text{ metres}$$

This result means that STOP signs could be used at the proposed level crossings provided that road users have at least 342 metres unimpeded visibility of an approaching rail vehicle. Importantly this visibility must be available at all times of day and night, and in all weather conditions for which the level crossing is operational for rail traffic and road users. The sites of the proposed level crossings are on flat terrain where there is currently no obstructions to achieving this sight distance. Refer to Design Consideration 3 (Section 5.3) for interpretation of this result.

4.3 Requirements of Australian Standard AS7658

Australian Standard AS7658 (Reference [4]) provides a number of specific requirements for infrastructure and warning devices at level crossings including, inter alia, requirements for draining and road surface condition at a level crossing.

Whilst, for the most part, AS7658 does not address selection of traffic control and warning devices at level crossings, Appendix B of the standard does address specific considerations where determining warning devices for vehicular road users at level crossings. These requirements are reproduced in full in Appendix A (Section 6) of this report and identified some specific issues to be addressed at the level crossings. Appendix A provides references to the Design Considerations in Section 5 which address any issues identified.

4.4 Expected Outcomes of an ALCAM Assessment.

4.4.1 Use of the ALCAM

The Australian Level Crossing Assessment Model (ALCAM) is widely used in Australia and New Zealand to assess safety risk at level crossings. Use of information from the ALCAM is mandated in Section A.4(4) of Reference [4] and recommended in Section 2.5.1(d) of the same document. Failure to give consideration to results of an ALCAM assessment could therefore be considered as failing to comply with best practice.

Whilst the ALCAM may be widely used, it is important not to confuse popularity of the model with accuracy of the model. The method of calculation used in the model has not been made available for scrutiny, and a report commissioned by the ALCAM Committee [7] shows that in some circumstances the risk scores generated by the ALCAM do not correlate at all with actual accident rates. Therefore, whilst the results of an ALCAM assessment may be used to inform an assessment of level crossing safety risk, they should not be used to replace good engineering judgement.

Access to the ALCAM is carefully controlled by the ALCAM Committee which operates with no official mandate and, to date, has not published any guidelines on how the model can be accessed. Informal advice from the ALCAM Committee is that access to the model is provided only to accredited rail infrastructure managers. Therefore, despite the need to access the ALCAM to comply with best practice, it is not possible for the ALCAM to be accessed for the purposes of the assessment described in this report.

Mr Peter Hughes, who performed the assessment detailed in this report, has an intimate knowledge of the ALCAM; based on Mr Hughes's expert knowledge, this report describes the results that could be expected if an assessment were undertaken using the current version of the ALCAM.

4.4.2 Results

The ALCAM assessments relied on Assumptions 4 to 6 (see Section 2.5), viz:

- all rail vehicles approaching the level crossings will be operating in accordance with the procedures of the rail operator; in particular rail vehicles will be appropriately conspicuous and using headlights in accordance with rail operator's procedures;
- no shunting operations occur on the railway line in the location of any of the level crossings; and
- the lighting levels at the level crossings are no lower than the surroundings in which the level crossings are located.

Results for Level Crossing 1: Duke Street

It is expected that the ALCAM would indicate a HIGH risk score due to following potential accident mechanisms:

- short stacking; and
- queuing.

Use of the controls 'queue relocation' in the ALCAM model is likely to reduce the risk score to a low level: Design Consideration 1 addresses ways in which the safety issues can be addressed.

Results for Level Crossing 2: Davidson and Bridge Streets

It is expected that the ALCAM would indicate a HIGH risk score due to following potential accident mechanisms:

- presence of adjacent distractions;
- short stacking; and
- queuing.

Use of boom barriers in the ALCAM model is likely to reduce the risk to a low level: Design Consideration 2 addresses ways in which the safety issues at this level crossing can be addressed.

Results for Level Crossings 3 and 4: proposed level crossings on Jondaryan-Sabine and Childs Roads

It is expected that the ALCAM would indicate a HIGH risk score due to following potential accident mechanism:

- unable to see approaching rail vehicle, due to sun glare or temporary visual impediments.

Design Consideration 3 addresses ways in which these safety issues can be addressed.

4.5 Best Practice Requirements

Increasing concern over level crossing safety in Australia has led to increased reluctance to permit new level crossings to be installed. Section 2.1 of AS7658 [4] states:

> *Before undertaking the design of a level crossing (including pedestrian level crossings), consideration shall be given to eliminating the need for the level crossing by alternative means of access, grade separation or closure in the case of existing level crossings.*

This position is reinforced in Section A.4 (Part 1) of the same document which states that elimination should be the first consideration for any level crossing:

> *Where several possible options exist for mitigating a risk, the following hierarchy of controls shall be used, from most desirable to least desirable, to assist in determining the most appropriate control:*
>
> *1(a) elimination;*
> *1(b) substitution;*
> *1(c) engineering control;*
> *1(d) administration control; and*
> *1(e) personal protective equipment (PPE), e.g. air bags in vehicles, cyclist high visibility vests.*

A desire to remove level crossings is also stated in Strategy 9 of the Queensland Level Crossing Safety Group [8] which is to "*eliminate level crossings where appropriate*"; this point is extended in the draft Consolidation of Public Level Crossings standard [9] which states "*level crossing consolidation* [ie closure] *is crucial for public safety and economic development*".

Therefore when considering new rail lines it is always necessary to consider if the line can be constructed without the need for level crossings. Alternatives to introducing level crossings at the proposed sites are:

1. not constructing a railway line;
2. constructing the railway line on a different route that does not require level crossings; or
3. construction of grade-separated crossings, ie bridges or underpasses.

Each of these options is considered in the following sections.

4.5.1 Option 1: Not constructing a railway line

The railway line is being proposed as part of the development of the New Acland mine, the discussion in this section is therefore predicated on the fact that development of the mine will go ahead. As such it will be necessary to transport coal from the mine by some means; with current technology, the only realistic alternative to rail transport would be road transport.

While accurate data on the relative safety of road and rail transport is difficult to obtain, general figures are available. Reference [10] shows that in 2003 there were 6.7 road deaths involving articulated vehicles in New South Wales per million kilometres travelled. Whereas Reference [11] shows that in the same period in New South Wales there were 0.13 level crossing collisions – *not fatalities* – per million train kilometres travelled. The difference is between the rate of road deaths and level crossing collisions is a difference of a factor more than 50 when normalised by kilometres travelled. In terms of safety it is therefore obviously preferable to have heavy transport conducted by railway – even railways that use level crossings – than to use heavy road vehicles for a journey of the same length.

4.5.2 Option 2: Constructing the railway line on a different route

Examination of the geography around the mine shows that any rail route from the proposed mine would inevitably require the rail line to cross existing roads. Therefore this option would require closure of public roads which is impractical.

4.5.3 Option 3: Construction of grade-separated crossings

Grade separated crossings – bridges or underpasses – remove the possibility of a collision even when vehicles from the different modes arrive at the crossing at the same time. As such grade separations can be considered as an elimination control and are therefore the most preferable control for road and railway crossings. However there is a substantial cost involved with grade separation which is typically orders of magnitude greater than level crossings. Recent proposals for grade separation in Queensland have identified costs greater than $10million per crossing.

References [12] and [13] demonstrate that the societal safety risk of level crossings, is very low compared with other risks that are accepted on a daily basis. Prima facie it is therefore not clear that the expenditure for grade separation is justified in terms of reducing the risk *so far as is reasonably practicable*. When considering the overall impact on the community of building, possibly very large, bridges in flat arable country, there is certainly no immediately compelling argument for the introduction of grade separation.

4.5.4 Summary of best practice requirements

Sections 4.5.1 to 4.5.3 have identified that there is no clear argument for elimination of the level crossings. Therefore there is a responsibility to consider the next controls in the hierarchy. Design Consideration 3 in Section 5.3 discusses options for substation and engineering controls that can be applied at the proposed level crossings.

5 Design Considerations

This Section provides a set of Design Considerations which, if they were all implemented, could be expected to meet the requirements of the sources identified. These Design Considerations do not preclude further action being taken at the discretion of the party responsible for managing the site.

5.1 Design Consideration 1: Address short stacking at Duke Street Level Crossing

The Duke Street Level Crossing is generally in very good condition with active warning devices that are clearly visible to approaching road users. As shown in Figure 2 (Section 3.1.1) the level crossing is located close to the intersection with the Warrego Highway. This proximity with the highway intersection presents a safety hazard due to queuing, and in particular, short stacking of vehicles turning right from Duke Street onto the highway.

During the site inspection, a 30-minute vehicle count was conducted at the level crossing. In this period one vehicle was observed short stacking from the highway junction over the level crossing as shown in Figure 7.

Figure 7: Two-trailer vehicle observed during site visit overhanging level crossing whilst waiting to turn right onto Warrego Highway

As the operation at the mine increases over time it can be expected that vehicle movements over the level crossing will correspondingly increase making occurrence of the hazard more and more common: the hazard of a collision between a rail vehicle and a short stacked at the level crossing is therefore not only a readily foreseeable hazard, but a hazard that can be expected to worsen over time. The operating rail speed at the level crossing is 80 kmh^{-1}, a collision between a train and a truck, even an unloaded truck, at such speeds could have catastrophic consequences.

As noted in Section 4.1, in complying with their obligation to do everything that is reasonably practicable to remove safety hazards from the railway, railway infrastructure managers are required to give consideration to, inter alia, *the degree of harm that would result if the risk eventuated*. Given the very serious potential consequences it can be expected that in order to meet the obligation to reduce safety risk *so far as is reasonably practicable*, the railway infrastructure would be obliged to give consideration to all available controls, even if these controls involve a significant degree of cost.

There are two key ways in which the risk of short stacking at the level crossing could be removed or reduced:

- operational controls; or
- infrastructure controls.

5.1.1 Operational Controls

Operational controls to reduce the risk at the level crossing would require procedures to ensure that long vehicles – ie vehicles longer than the safe stacking distance from the level crossing to the highway – never use the level crossing to turn right onto the highway, or use the level crossing only at times when it is known that there will be no rail traffic.

Both of these controls introduce their own difficulties. To provide a blanket ban on long vehicles turning right from Duke Street onto the Warrego Highway is likely to create operational problems for the vehicles. The vehicles are turning right for a reason and there is no clear alternative route where the vehicles could enter the highway to travel west.

On the other hand, to be sure that the line will be clear from rail traffic whenever a long vehicle needs to turn right would require a procedure for coordination between the vehicle driver and the train controller. Such a procedure may be difficult to implement, especially if there are a relatively large number of vehicles requiring right turns during a day. Consideration would need to be given to how the communication should occur, and whether the additional work load on train controllers would allow them to perform their other duties safely. Implementation of such a procedure would therefore require a substantial degree of coordination with the railway network manager.

5.1.2 Infrastructure Controls

Option 1: Provide traffic signals at the intersection of Duke Street and the Warrego Highway

One option for an infrastructure control would be to provide traffic signals at the intersection between Duke Street and the Warrego Highway. The road layout and cycle of the signals should be designed to prevent queuing over the level crossing, especially when there is a rail vehicle approaching the level crossing. The road traffic signals should be coordinated with the level crossing warning to ensure that there is never a conflict between the traffic lights and level crossing warning.

Option 2: Change the road geometry

The site inspection showed that the land adjacent to Warrego Highway opposite Duke Street is currently unused and therefore it would be possible, in theory, to change the road geometry to reduce the safety risk arising from short stacking over the level crossing. The assessment detailed in this report has not identified ownership of the land, and it is acknowledged that making changes to the road geometry is a significant undertaking. As noted above, however, the safety risk associated with short stacking would require consideration to be given to even very significant undertakings. Figure 8 illustrates a possible realignment of the highway that could address the risk.

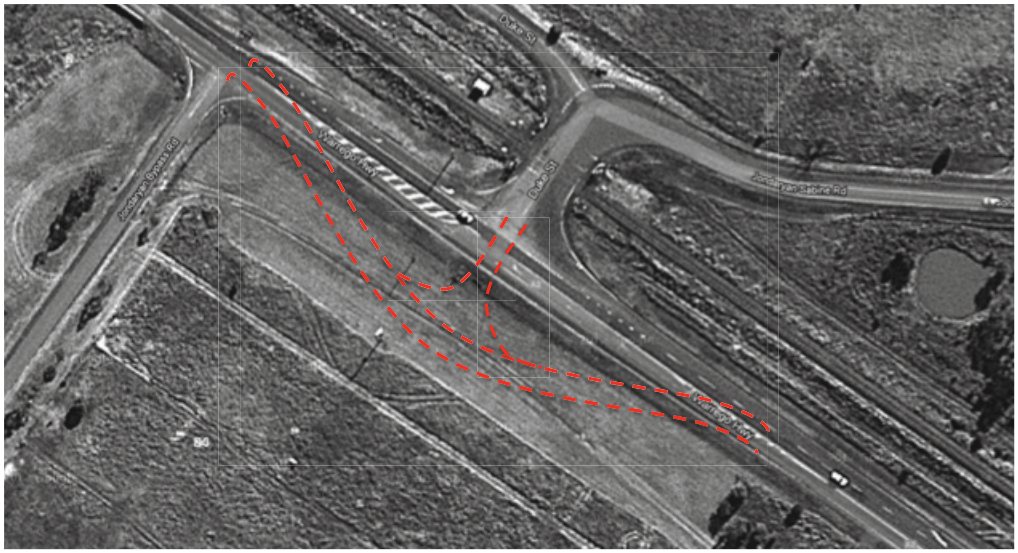


Figure 8: Consideration for possible road geometry changes to address short stacking

The level crossing panel should be clearly marked with yellow box hatching and keep clear signs. Warning lights at the level crossing should have appropriate shielding to prevent sun glare or reflection from obscuring activation of the warning to road users.

5.2 Design Consideration 2: Address hazards at Davidson and Bridge Streets

The current layout of the level crossing in Oakey at Davidson and Bridge Streets creates a number of hazards as discussed in Sections 5.2.1 to 5.2.3 below.

5.2.1 Unused level crossing on Bridge Street

Although not shown in Figure 3, there is an unused railway line extending from the main line with a level crossing on Bridge Street. Whilst the railway and the level crossing are unused, the level crossing is nevertheless equipped with what appear to be fully operational warning lights. Figure 9 is a modification to Figure 3 showing the location of the unused level crossing, and a photograph of the rail line and warning devices.

Figure 9: Unused level crossing on Bridge Street

The presence of an unused level crossing provides a distraction to road users, especially road users who may be turning right from Bridge Street onto the Davidson Street level crossing. Furthermore an unused level crossing cannot create vigilance in the minds of road users who regularly use the level crossing, in fact the opposite is more likely: road users who regularly use an unused level crossing may become familiar with traversing a level crossing without ever expecting a rail vehicle to be present. It is easy to

imagine that the same behaviour could be transferred to the Davidson Street Level Crossing to the point where road users do not look expect rail vehicles at that level crossing either.

Since the level crossing is clearly unused, Figure 9 shows terminated rails, removal of the warning devices can only improve safety at the Davidson Street Level Crossing.

5.2.2 Distraction and visibility of warning devices

The road layout at the level crossing is unusual for road users approaching from the northern direction. Figure 10 shows the arrangement of road user priorities on the approach to the level crossing.

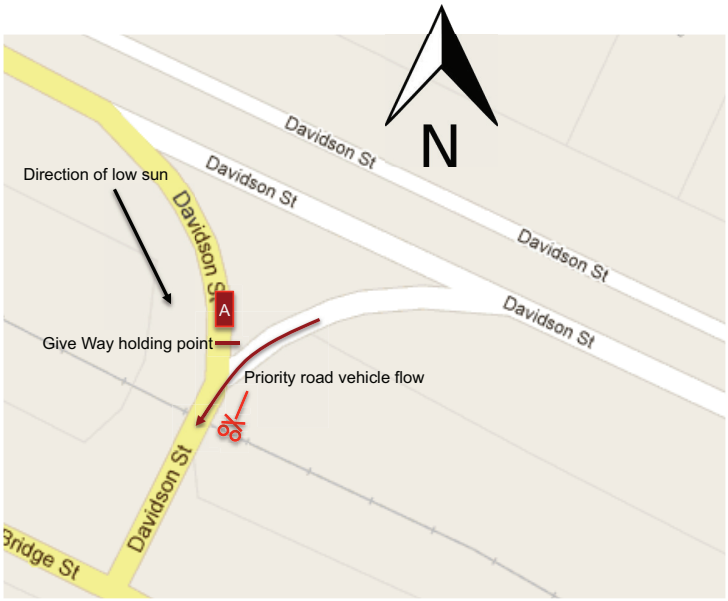


Figure 10: Arrangement of road user priorities and potential hazard for vehicle A

The priority flow for road users at the level crossing is from the eastern side of Davidson Street. Road users approaching from the west give way by waiting at the holding point as shown in Figure 10. There is a high level of vehicular traffic on Davidson Street: at the time of the site visit numerous vehicles were observed having to wait at the holding point. This road arrangement creates a safety hazard for use of the level crossing. Road User A in Figure 10 will be looking to the left waiting for a suitable gap in the traffic to move off. Given the high volumes of traffic, the road user may have to move into a small gap and accelerate quickly towards the level crossing. Moving away quickly may distract the road user from looking at the warning lights located beside the level crossing. The problem of Road User A not seeing the warning lights would be exacerbated at times when a low sun in the afternoon is shining directly onto the warning lights, possibly making it impossible to tell if they are activated. In this scenario creates a real possibility of Road User A moving away from the holding point directly into the path of an approaching rail vehicle.

5.2.3 Queuing, short stacking, and non-compliance

During the site visit, a large number of road vehicles were observed using the level crossing, including a number of heavy vehicles. The proximity of the level crossing to Bridge Street creates a high possibility of queuing over the level crossing from vehicles waiting to turn onto Bridge Street.

5.2.4 Summary of hazards at Davidson and Bridge Streets level crossing.

The hazards identified in Sections 5.2.1 to 5.2.3 pose a number of serious issues that need to be addressed at the level crossing in order to demonstrate compliance to legislation [5] to reduce safety risk SFAIRP. The following controls should be applied to remove the hazards:

- removal of distractions, especially removal of unused level crossing warning devices on Bridge Street;

- changing priorities of vehicles approaching the level crossing from the northern approach;
- changing road geometry if possible to create a T-intersection to replace the existing Y-shaped intersection;
- improved visual warning to road users of an approaching rail vehicle: improving visual warning should give consideration to the use of boom arms which provide an obstruction across the full width of the approach lane to indicate that it is not safe to enter the level crossing;
- controls to improve visibility of the level crossing and reinforce the need not to queue over the level crossing – controls would include yellow box hatching on the road pavement, and backing boards for flashing lights; and
- controls to reduce or remove queuing and short stacking at the level crossing.

Given that substantial works may be required at the level crossing it is recommended that a more detailed investigation is undertaken, in particular work would be required to understand the reason that the unusual Y-shaped intersection was constructed.

5.3 Design Consideration 3: Consider active warning devices at the proposed level crossings

Section 4.2 shows that if a sight distance of 342 metres can be maintained in each direction for road users stopped at the level crossing, then the level crossings meet the criteria for only STOP signs to be installed and do not require active warning devices. Inspection of the level crossing sites shows that it is likely that such sight distances could readily be obtained. Therefore it can be shown that passive signs will meet the criteria of the applicable Australian Standard.

To ensure compliance with the standard, however, it would be necessary for the sight distances to be maintained at all times when rail vehicles are operating over the level crossing, including in times of low sun, in fog, when there is smoke, or extreme rain that may obscure visibility of an approaching rail vehicle. If it is not possible to maintain the required sight distances then other controls would need to be invoked to ensure that the standards are met.

When considering the requirements of Australian Standards, however, it is very important to note that meeting the requirements of Australian Standards is not necessarily sufficient to fully meet the requirements of legislation which: the Queensland Transport (Rail Safety) Act [5] makes no reference to Australian Standards. Instead, as noted in Section 4.1, Queensland legislation requires that railway managers reduce safety risk *so far as is reasonably practicable*, and that if the railway manager *knows of additional or alternative controls, or becomes aware of such,* [they are obliged] *to act on this knowledge by carefully considering the reasonableness of applying the risk elimination or risk control measure.* It may therefore be necessary for a railway manager to go beyond the requirements of Australian Standards and install active warning devices if these are a reasonably practicable control to reduce the safety risk.

Although evidence on the relative efficacy of warning devices at level crossings in Australia is scarce and tentative, Reference [7] provides some indication that level crossings with active warning devices present a lower safety risk than those with only passive warning devices. Therefore to comply with legislative requirements, if a railway manager were to use only passive warning devices at a level crossing, there would be a requirement for the railway manager to demonstrate the installation of active warning devices would not be reasonably practicable to implement. It is not clear that in constructing the proposed rail spur it would be possible to demonstrate that it is not reasonably practicable to install active warning devices.

Reference [14] describes research that is currently underway to investigate whether low-cost active level crossing warning devices (devices that cost only 20% or less of a conventional active warning device) can be installed at level crossings in Australia. Given that research project described in [14] is due to end in mid-2014 and that construction of the spur line has not yet begun, it would seem natural that the railway infrastructure manager would be expected to review the results of the research project with a view to implementing an active warning device, possibly a low-cost device, at the level crossing. At this stage it appears likely that there would be case that installation of active warning devices – especially *low cost* warning devices – would be reasonably practicable. Given that development of the New Acland mine is

estimated to cost $700 million (Reference [15]), installation of low-cost active warning devices at both proposed sites can be expected to be *substantially less than one hundredth of one percent* of the cost of development of the mine.

When designing the proposed level crossings, as well as giving consideration to active warning devices, it will be necessary to ensure that other hazards are addressed including:

- ensuring that queuing and short stacking hazards do not occur, in particular the level crossings should be situated sufficiently far from any road traffic holding point such that stopped traffic will not encroach on the level crossings;
- the road surface should be adequate to allow a stopped semi-trailer (see Assumption 3) to accelerate away from and move smoothly over the level crossings – in particular sealed road pavement should be provided at the level crossing on Childs Road – and there should be no hump or dip that would impede any vehicle;
- warning devices should be sufficiently conspicuous in all environmental and weather conditions, including at times of the day when there is low sun that could cause glare or reflections on warning devices; and
- road pavement markings and signs should be provided in accordance with AS1742.7 [3] and AS7658 [4], including:
    - RAIL-X road markings,
    - public response phone number,
    - RX-9 width marker assemblies,
    - advanced warning signs, and
    - *confederate flag* R6-25 signs.

5.4 Design Consideration 4: Compliance monitoring and maintenance at all level crossings

The railway infrastructure manager should establish a system of programmed and as-required inspections and maintenance to ensure full compliance to AS1742.7 [3] and AS7658 [4] at all times. There should be effective maintenance regimes to detect and correct any deterioration of warning equipment and to ensure that sighting of warning devices is not impeded over time, for example by vegetation growth. In particular Level Crossings 1 and 2 (Duke Street and Davidson Street) should have compliance monitoring programmes to detect queuing or short stacking that may encroach on the level crossing. If it is identified that there is a safety risk from queuing or short stacking then actions should be taken to address the risk.

All active warning devices should be high-integrity devices that are compliant with the railway's type approval required and are fail-safe such that any failure of the device causes a warning to be provided to road users, and also provides an alert to the railway infrastructure manager.

5.5 Design Consideration 5: Removal of Duke Street western level crossing

During the assessment described in this report consideration was given to the western level crossing on Duke Street, shown in Figure 11 below.

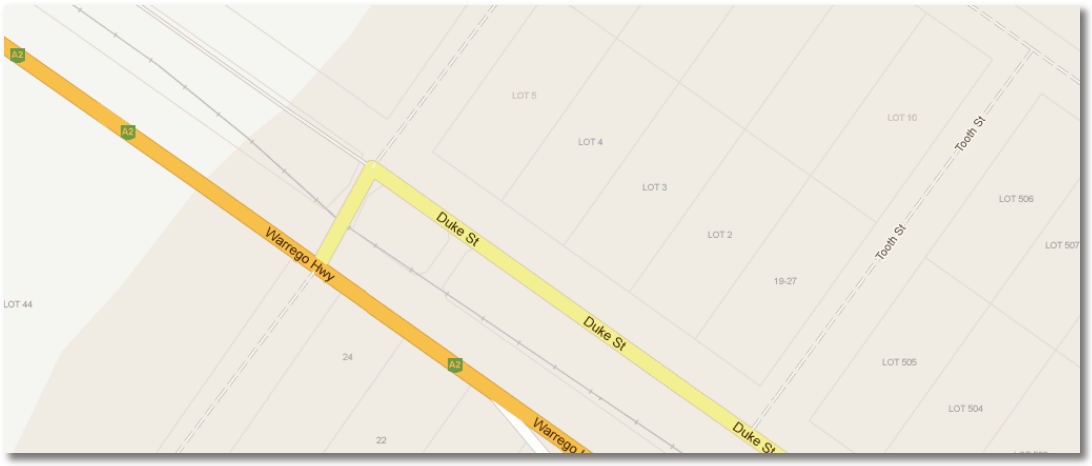


Figure 11: Duke Street western level crossing

If development of the New Acland Mine can be expected to increase road traffic at the level crossing at the eastern end of Duke Street, then it is not inconceivable that some additional traffic will also access Duke Street from the Warrego Highway via the western level crossing. Whilst consideration of the western level crossing was outside the terms of reference for the assessment described in this report, it has been given consideration in this report for the sake of completeness.

It is noted that Duke Street is a narrow, sealed road that is not particularly suitable for heavy vehicles. As such it can be expected that it would not be a preferred route for heavy vehicles travelling to or from the mine. However increased use of the eastern level crossing by heavy vehicles may lead to traffic congestion at that site and encourage light vehicles to seek alternative access by using the level crossing at the western end of the road.

The western level crossing is significantly different to the eastern level crossing: the road is not fully sealed, there is a considerable hump to access the level crossing from the highway, and there are no active warning devices. As such there is a risk of vehicles grounding or being stuck on the level crossing, and of road users not being adequately aware of an approaching rail vehicle especially at times when low sun may interfere with good visibility of the rail line.

It is also not clear that the western level crossing has significant utility to road users. If the level crossing were closed then a road user would have to cross at the eastern level crossing which is approximately 600 metres away, therefore inconveniencing road users by a total distance of no more than 1.2 kilometres. Given that Strategy 9 of the Queensland Level Crossing Safety Strategy 2012-2021 [8] is to *eliminate level crossings where appropriate*, it is clear that as part of the works to address level crossing safety issues in the area consideration should be given to liaising with the road authority with a view to eliminating the western level crossing on Duke Street.

6 Appendix A – Risk Assessment Considerations from Reference [9]

6.1 Consideration of Accident Mechanisms

Section in Ref [9]	Clause	Requirement	Response to requirement			
			Existing level crossings		Proposed level crossings	
			1 eastern end of Duke Street	2 Bridge and Davidson Streets	3 Jondaryan-Sabine Road	4 Childs Road
B.3		**ROAD LEVEL CROSSING ACCIDENT MECHANISMS**				
B.3	1	Road level crossing accident mechanisms assessed by ALCAM include but are not limited to the following:	*see below*			
B.3	1(a)	competing stimuli (at the level crossing);	The approach to the Warrego Highway may provide a minor distraction to road users, however the site is well signed and there are few distractions in proximity to the level crossing. The level crossing has lights and boom arms that provide a clear warning to road users.	There are a number of distractions at the site of the level crossing that need to be addressed. See Design Consideration 2.	There are few distractions that would distract a road user to the presence of the level crossing nor to an approaching rail vehicle.	There are few distractions that would distract a road user to the presence of the level crossing nor to an approaching rail vehicle.
B.3	1(b)	could not see traffic control;	The traffic control devices are generally in accordance with AS1742.7 [3] and are in good condition. There are no material impediments to visibility of the traffic control devices.	Visibility of traffic control devices may be impaired by both the design of the level crossing and the operations of vehicles at the level crossing. See Design Consideration 2.	The road approach to the level crossing runs east-west and therefore visibility of traffic control devices may be impeded by low sun at dawn and dusk. See Design Consideration 3.	The road approach to the level crossing runs east-west and therefore visibility of traffic control devices may be impeded by low sun at dawn and dusk. See Design Consideration 3.
B.3	1(c)	could not see train from road approach (S2);	The level crossing has active warning devices, therefore road users are not required to independently look for approach rail vehicles.	The level crossing has active warning devices, therefore road users are not required to independently look for approach rail vehicles. However see Design Consideration 2.	Currently there are no obstacles that would prevent a clear view of an approaching rail vehicle for a road user on the road approach, however at this stage it is not known what the final geometry of the level crossing will be once the rail line is installed. See Design Considerations 3.	Currently there are no obstacles that would prevent a clear view of an approaching rail vehicle for a road user on the road approach, however at this stage it is not known what the final geometry of the level crossing will be once the rail line is installed. See Design Considerations 3.
B.3	1(d)	could not see train from at level crossing (S3);	See response to item 1(c).	See response to item 1(c).	See response to item 1(c).	See response to item 1(c).
B.3	1(e)	vandalism;	Inspection of the level crossing shows that it is in good condition with no evidence of vandalism; It is expected that the site will not attract a large amount of public and in particular it is expected that the site will not attract vandalism. Design Consideration 4 addresses the requirement for equipment maintenance and inspection.	Inspection of the level crossing demonstrates a large amount of public activity at the level crossing including an appreciable amount of litter at the site, however the site and its environs did not show evidence of vandalism. Design Consideration 4 addresses the requirement for equipment maintenance and inspection.	It is not expected that the site will attract a large amount of public traffic, nor vandalism. Design Consideration 4 addresses the requirement for equipment maintenance and inspection.	It is not expected that the site will attract a large amount of public traffic, nor vandalism. Design Consideration 4 addresses the requirement for equipment maintenance and inspection.
B.3	1(f)	failure (wrong side) of active control;	Design Consideration 4 addresses use of high-integrity, type approved equipment.	Design Consideration 4 addresses use of high-integrity, type approved equipment.	This accident mechanism applies when active warning devices are used, see Design Consideration 3 for discussion of use of active warning devices.	This accident mechanism applies when active warning devices are used, see Design Consideration 3 for discussion of use of active warning devices.
B.3	1(g)	failure (right side) of active control;	Design Consideration 4 addresses use of high-integrity, type approved equipment.	Design Consideration 4 addresses use of high-integrity, type approved equipment.	This accident mechanism applies when active warning devices are used, see Design Consideration 3 for discussion of use of active warning devices.	This accident mechanism applies when active warning devices are used, see Design Consideration 3 for discussion of use of active warning devices.
B.3	1(h)	shunting;	There are no shunting operations over the level crossing, see Assumption 5.	There are no shunting operations over the level crossing, see Assumption 5 and Design Consideration 2.	There are no shunting operations over the level crossing, see Assumption 5.	There are no shunting operations over the level crossing, see Assumption 5.

Section in Ref [9]	Clause	Requirement	Response to requirement			
			Existing level crossings		Proposed level crossings	
			1 eastern end of Duke Street	2 Bridge and Davidson Streets	3 Jondaryan-Sabine Road	4 Childs Road
B.3	1(i)	simultaneous trains from both directions;	There is only a single rail line and therefore no possibility of simultaneous movements of rail vehicles at the level crossing.	There is only a single rail line and therefore no possibility of simultaneous movements of rail vehicles at the level crossing.	The proposed rail spur will be only a single rail line (Reference [2]) and therefore no possibility of simultaneous movements of rail vehicles at the level crossing.	The proposed rail spur will be only a single rail line (Reference [2]) and therefore no possibility of simultaneous movements of rail vehicles at the level crossing.
B.3	1(j)	level crossing control is ambiguous;	Traffic control devices should be installed in accordance with AS1742.7 [3]. See Design Consideration 4.	Traffic control devices should be installed in accordance with AS1742.7 [3]. See Design Consideration 4.	Traffic control devices should be installed in accordance with AS1742.7 [3]. See Design Consideration 4.	Traffic control devices should be installed in accordance with AS1742.7 [3]. See Design Consideration 4.
B.3	1(k)	fatigue;	The level crossing is in a semi-rural area but is not on a main highway between distant locations. Whilst it is possible that a road user may have been travelling for a long time before reaching the level crossing, this is unlikely, furthermore to access the level crossing a road user would have to turn off the highway.	The level crossing is located in an urban area; it would not be possible for a fatigued driver to access the level crossing without having previously negotiated other traffic control points.	The level crossing is in a semi-rural area but is not on a main highway between distant locations. Whilst it is possible that a road user may have been travelling for a long time before reaching the level crossing, this is unlikely, furthermore to access the level crossing a road user would have to turn off the highway and negotiate other traffic control points.	The level crossing is in a semi-rural area but is not on a main highway between distant locations. Whilst it is possible that a road user may have been travelling for a long time before reaching the level crossing, this is unlikely, furthermore to access the level crossing a road user would have to turn off the highway and negotiate other traffic control points.
B.3	1(l)	road standard/road driver expectation;	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.
B.3	1(m)	unable to stop in time;	The level crossing is well signed and generally in accordance with AS1742.7 [3], see also Design Consideration 4.	The level crossing is well signed and generally in accordance with AS1742.7 [3], see also Design Considerations 2 and 4.	Traffic control devices, including advanced warning signs, should be installed in accordance with AS1742.7 [3]. See Design Consideration 4.	Traffic control devices, including advanced warning signs, should be installed in accordance with AS1742.7 [3]. See Design Consideration 4.
B.3	1(n)	vehicle stuck on tracks (infrastructure);	The level crossing is on level ground with no material hump that would prevent the smooth flow of a road vehicle over the level crossing.	The level crossing is on level ground with no material hump that would prevent the smooth flow of a road vehicle over the level crossing.	See Design Consideration 4.	See Design Consideration 4.
B.3	1(o)	vehicle stopped on tracks (vehicle/driver behaviour);	*This accident mechanism is addressed in Items 1(p) and 1(q) below.*			
B.3	1(p)	traffic queued on tracks;	Whilst it is possible that traffic waiting to turn right onto Warrego Highway may form a queue over the level crossing, a larger concern is short stacking, see Design Consideration 1 and Item 1(q) below.	The high road traffic volume over the level crossing and nearby intersections with Davidson and Bridge Streets create large opportunities for queued vehicles on the level crossing, see Design Consideration 2 and Item 1(q) below.	Given the low traffic volumes that could be expected at the level crossing, it is likely that queuing could be readily managed by ensuring the level crossing is not close to a road traffic control point. See Design Consideration 3.	The low traffic density on the Childs Road and distance from a traffic control point make queuing very unlikely. See Design Consideration 3.
B.3	1(q)	long vehicle overhangs on tracks;	During a 30-minute site observation on 08 May 2013, a long vehicle was observed overhanging the level crossing whilst waiting to turn right from Duke Street onto the Warrego Highway. The observed vehicle was a two trailer unit, whereas a number of other vehicles that were observed travelling to and from the coal load-out were four trailer units, see Figure 7. Overhanging vehicles present a safety risk to safe operation of level crossings, see Design Consideration 1.	During a site visit on 08 May 2013 a number of heavy vehicles were observed using the level crossing. Due to the high road traffic volume over the level crossing it is foreseeable that long vehicles could overhang the level crossing, see Design Consideration 2.	See Design Consideration 3.	See Design Consideration 3.

Section in Ref [9]	Clause	Requirement	Response to requirement			
			Existing level crossings		Proposed level crossings	
			1 eastern end of Duke Street	2 Bridge and Davidson Streets	3 Jondaryan-Sabine Road	4 Childs Road
B.3	1(r)	racing train or misjudged train speed;	Use of the level crossing by coal trains may create impatience in road users who may feel encouraged to race an approach rail vehicle. However the level crossing has not extraordinary features that make racing any more likely than at any other level crossing used by long trains. The presence of active warning devices removes the possibility of a road user misjudging the speed of an approaching rail vehicle.	Use of the level crossing in by coal trains in a built-up area could create a situation where road users are motivated to attempt to cross the level crossing in front of an approaching rail vehicle. See Design Consideration 2.	See Design Consideration 4.	See Design Consideration 4.
B.3	1(s)	driving through passive control without looking;	The level crossing has active warning devices, therefore this accident mechanism is not relevant.	The level crossing has active warning devices, therefore this accident mechanism is not relevant.	See Design Consideration 3.	See Design Consideration 3.
B.3	1(t)	driving through flashing lights; and	The level crossing has boom arms in place, therefore this accident mechanism is not relevant.	See Design Consideration 2.	See Design Consideration 3.	See Design Consideration 3.
B.3	1(u)	driving around boom gates	See Design Consideration 4.	See Design Consideration 2.	See Design Consideration 4.	See Design Consideration 4.

6.2 Consideration of Level Crossing Controls

Section in Ref [9]	Clause	Requirement	Response to requirement			
			Existing level crossings		Proposed level crossings	
			1 eastern end of Duke Street	2 Bridge and Davidson Streets	3 Jondaryan-Sabine Road	4 Childs Road
B.2		**ROAD LEVEL CROSSING CONTROLS**				
B.2	1	Road level crossing controls assessed by ALCAM include but are not limited to the following:	*see below*			
B.2	1(a)	active control - half boom, flashing lights/half boom, flashing lights (duplicated);	Half boom gates are installed at the level crossing already.	See Design Consideration 2.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(b)	active control - full boom, flashing lights;	*see response to 1(a) above*	*see response to 1(a) above*	*see response to 1(a) above*	*see response to 1(a) above*
B.2	1(c)	active control - primary flashing lights/primary flashing lights (duplicated);				
B.2	1(d)	passive control - stop signs/stop signs (duplicated);				
B.2	1(e)	passive control - give way signs/give way signs (duplicated);				
B.2	1(f)	passive control - position markers only;				
B.2	1(g)	rail operated gates at level crossing;				
B.2	1(h)	keep clear signs and cross hatching of level crossing;	Keep clear signs and cross hatching provide a relatively low-cost control that should be considered at all level crossings. See Design Consideration 1.	Keep clear signs and cross hatching provide a relatively low-cost control that should be considered at all level crossings. See Design Consideration 2.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(i)	backing boards/LED lights;	Backing boards for LED flashing lights are a relatively low-cost control that should be considered at all level crossings. See Design Consideration 1.	Backing boards for LED flashing lights are a relatively low-cost control that should be considered at all level crossings. See Design Consideration 2.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(j)	hump/dip advisory sign to road user;	There is no significant hump or dip at the level crossing.	There is no significant hump or dip at the level crossing.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(k)	R6-25 signage (confederate flag);	R6-25 signs are installed at the level crossing already.	R6-25 signs are installed at the level crossing already.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(l)	train speed advisory sign to road user;	Use of active warning devices provides a warning to road users such that it is not necessary to use advisory signs regarding the speed of approaching rail vehicles.	Use of active warning devices provides a warning to road users such that it is not necessary to use advisory signs regarding the speed of approaching rail vehicles.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(m)	overhead mounted (mast arm) traffic control;	Overhead mounted traffic controls are useful where there are multiple lanes on the approach to a level crossing which is not the case; in other cases overhead arms can provide restrictions to use of the level crossing by oversized vehicles.	Overhead mounted traffic controls are useful where there are multiple lanes on the approach to a level crossing which is not the case; in other cases overhead arms can provide restrictions to use of the level crossing by oversized vehicles.	Overhead mounted traffic controls are useful where there are multiple lanes on the approach to a level crossing which is not the case; in other cases overhead arms can provide restrictions to use of the level crossing by oversized vehicles.	Overhead mounted traffic controls are useful where there are multiple lanes on the approach to a level crossing which is not the case; in other cases overhead arms can provide restrictions to use of the level crossing by oversized vehicles.
B.2	1(n)	RX-9 Railway Width Marker Assembly;	The road edges are clearly marked with red and white width markers, the addition of RX-9 markers is unlikely to provide a meaningful reduction in safety risk at the level crossing.	The road edges are clearly marked with red and white width markers, the addition of RX-9 markers is unlikely to provide a meaningful reduction in safety risk at the level crossing.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(o)	SINGLE/DUPLICATED train activated advance warning (e.g. flashing lights);	Advanced warning lights are useful to provide warning to vehicles of the need to slow down when approaching the level crossing on a straight road, which is not the case.	Advanced warning lights are useful to provide warning to vehicles of the need to slow down when approaching the level crossing on a straight road, which is not the case.	See Design Consideration 3.	See Design Consideration 3.

Section in Ref [9]	Clause	Requirement	Response to requirement			
			Existing level crossings		Proposed level crossings	
			1 eastern end of Duke Street	2 Bridge and Davidson Streets	3 Jondaryan-Sabine Road	4 Childs Road
B.2	1(p)	SINGLE/DUPLICATED large passive advanced warning;	Passive advanced warning signs are already in place on the approaches to the level crossing. Given that active warning devices are also in place it is not clear that oversized advanced signs would provide a meaningful reduction in safety risk.	Passive advanced warning signs are already in place on the approaches to the level crossing. Given that active warning devices are also in place it is not clear that oversized advanced signs would provide a meaningful reduction in safety risk.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(q)	STANDARD passive advanced warning (W7-4, W7-7);	Passive advanced warning signs are already in place on the approaches to the level crossing.	Passive advanced warning signs are already in place on the approaches to the level crossing.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(r)	vehicle activated advance warning (e.g. strobe lights);	*See response to Item 1(o) above.*	*See response to Item 1(o) above.*	*See response to Item 1(o) above.*	*See response to Item 1(o) above.*
B.2	1(s)	passive tactile advance warning (e.g. rumble strips);	As for Item 1(o) above, advanced warnings are most useful on straight approaches to level crossings, especially where road users may be fatigued, see Item 1(k) in Section 6.1. It is therefore not clear that tactile advanced warning would provide a meaningful risk control.	As for Item 1(o) above, advanced warnings are most useful on straight approaches to level crossings, especially where road users may be fatigued, see Item 1(k) in Section 6.1. It is therefore not clear that tactile advanced warning would provide a meaningful risk control.	As for Item 1(o) above, advanced warnings are most useful on straight approaches to level crossings, especially where road users may be fatigued, see Item 1(k) in Section 6.1. It is therefore not clear that tactile advanced warning would provide a meaningful risk control.	As for Item 1(o) above, advanced warnings are most useful on straight approaches to level crossings, especially where road users may be fatigued, see Item 1(k) in Section 6.1. It is therefore not clear that tactile advanced warning would provide a meaningful risk control.
B.2	1(t)	Rail-X pavement marking;	Use of RAIL-X pavement markings is not defined in AS1742.7 [3] for cases where the approach is not on a continuous road to the level crossing (ie no junction), therefore there is no existing accepted mechanism for providing this control.	Use of RAIL-X pavement markings is not defined in AS1742.7 [3] for cases where the approach is not on a continuous road to the level crossing (ie no junction), therefore there is no existing accepted mechanism for providing this control.	Where there is a continuous road approach to the level crossing (ie no junction), RAIL-X pavement markings are a relatively low cost control that should be considered for every level crossing. See Design Consideration 3.	Where there is a continuous road approach to the level crossing (ie no junction), RAIL-X pavement markings are a relatively low cost control that should be considered for every level crossing. See Design Consideration 3.
B.2	1(u)	localised public education strategies/enforcement;	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.
B.2	1(v)	red light camera;	Trials of red light enforcement cameras have been undertaken in Australia (Reference [16]), however their use is not generally accepted for compliance enforcement at level crossings. See Design Consideration 4.	Trials of red light enforcement cameras have been undertaken in Australia (Reference [16] however their use is not generally accepted for compliance enforcement at level crossings. See Design Consideration 4.	Trials of red light enforcement cameras have been undertaken in Australia (Reference [16]), however their use is not generally accepted for compliance enforcement at level crossings. See Design Consideration 4.	Trials of red light enforcement cameras have been undertaken in Australia (Reference [16]), however their use is not generally accepted for compliance enforcement at level crossings. See Design Consideration 4.
B.2	1(w)	CCTV surveillance;	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.
B.2	1(x)	hand signallers (flagmen);	Hand signallers provide a form of active warning, since automatic active warning devices are already installed at the level crossing, additional active warnings are not required.	Hand signallers provide a form of active warning, since automatic active warning devices are already installed at the level crossing, additional active warnings are not required.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(y)	public response phone number;	A public response phone contact number is already supplied at the level crossing.	A public response phone contact number is already supplied at the level crossing.	Given the presence of public response phone numbers at other level crossings it is likely that this is a control that can readily be provided and should therefore be considered, see Design Consideration 3.	Given the presence of public response phone numbers at other level crossings it is likely that this is a control that can readily be provided and should therefore be considered, see Design Consideration 3.
B.2	1(z)	reschedule train to avoid conflict;	Given the road vehicle traffic volumes, queuing at the level crossing is unlikely to peak at any particular time of day, a greater issue is short stacking see Item 1(q) in Section 6.1, and Item 1(gg) below.	Whilst the traffic volumes suggest that queuing is likely to peak during the day, issues of queue management may be better addressed with other controls, see Design Consideration 2.	Given the use of the level crossing it is unlikely that there will be peaking in road user volumes, Design Consideration 3 addresses other ways of reducing the likelihood and consequence of conflict between road and rail traffic.	Given the use of the level crossing it is unlikely that there will be peaking in road user volumes, Design Consideration 3 addresses other ways of reducing the likelihood and consequence of conflict between road and rail traffic.
B.2	1(aa)	whistle board/location board for train;	Whilst boards are a standard control that should be in place for all level crossings.	Whilst boards are a standard control that should be in place for all level crossings.	Whilst boards are a standard control that should be in place for all level crossings.	Whilst boards are a standard control that should be in place for all level crossings.

Section in Ref [9]	Clause	Requirement	Response to requirement			
			Existing level crossings		Proposed level crossings	
			1 eastern end of Duke Street	2 Bridge and Davidson Streets	3 Jondaryan-Sabine Road	4 Childs Road
B.2	1(bb)	reduce train speed sign (to achieve S2 & S3);	The level crossing has active warning devices so road users are not required to have sight of an approach rail vehicle.	The level crossing has active warning devices so road users are not required to have sight of an approach rail vehicle.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(cc)	street lighting at level crossing;	The level crossing has active warning lights in an area where there is generally no street lighting, therefore during darkness activation of the level crossing warning will be sufficiently conspicuous.	The level crossing is in an urban area with what appears to be generally good lighting coverage, issues for addressing the general conspicuity of the level crossing are addressed in Design Consideration 2.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(dd)	maintenance program for vegetation etc;	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.	See Design Consideration 4.
B.2	1(ee)	create extra lanes over level crossing -to address queuing;	Additional lanes can help reduce queue length from nearby traffic control points, however the relatively low road traffic volumes and proximity of the level crossing to traffic control points means that additional lanes are unlikely to have an appreciable difference on obstructions at the level crossing. See Item 1(q) in Section 6.1, and Item 1(gg) below, which address the matter of short stacking.	Management of queuing issues is addressed in Design Consideration 2.	The low road traffic volumes that can be expected at the level crossing mean that additional lanes are unlikely to have an impact on queuing issues; see Design Consideration 3.	The low road traffic volumes that can be expected at the level crossing mean that additional lanes are unlikely to have an impact on queuing issues; see Design Consideration 3.
B.2	1(ff)	central barrier posts/median on road approach;	The road geometry does not allow for addition of an effective median separator; see Design Consideration 4. which address controls to reduce the likelihood of road users failing to comply with boom arms.	See Design Consideration 4.	Median separators can provide a means to limit the likelihood of road users failing to comply with boom arms, see Design Consideration 3.	Median separators can provide a means to limit the likelihood of road users failing to comply with boom arms, see Design Consideration 3.
B.2	1(gg)	address short stacking – infrastructure/alternate access;	Short stacking is an issue at the level crossing; see Item 1(q) in Section 6.1, and Figure 7. Design Consideration 1 addresses short stacking issues.	Short stacking is an issue at the level crossing; Design Consideration 2 addresses a number of issues at the level crossing including short stacking issues.	See Design Consideration 3.	See Design Consideration 3.
B.2	1(hh)	vehicle escape zones;	Road vehicle escape zones can provide a control where queuing occurs at a level crossing, see Item 1(p) in Section 6.1.	Road vehicle escape zones can provide a control where queuing occurs at a level crossing, see Item 1(p) in Section 6.1.	The low road traffic volumes that can be expected at the level crossing mean that queuing is unlikely to be an issue at the level crossing and therefore road vehicle escape zones will have negligible benefit; see Design Consideration 3.	The low road traffic volumes that can be expected at the level crossing mean that queuing is unlikely to be an issue at the level crossing and therefore road vehicle escape zones will have negligible benefit; see Design Consideration 3.
B.2	1(ii)	control of level crossing (CCTV or on-site);	See Design Consideration 4 for controls to address road user compliance at the level crossing.	See Design Consideration 4 for controls to address road user compliance at the level crossing.	See Design Consideration 4 for controls to address road user compliance at the level crossing.	See Design Consideration 4 for controls to address road user compliance at the level crossing.
B.2	1(jj)	sign (active) for second train;	Since there is only one railway line at the level crossing, this control would not provide any benefit.	Since there is only one railway line at the level crossing, this control would not provide any benefit.	Since there is only one railway line at the level crossing, this control would not provide any benefit.	Since there is only one railway line at the level crossing, this control would not provide any benefit.
B.2	1(kk)	detectors in level crossing conflict zone;	Level crossing conflict detectors are not a standard control in Queensland and there are currently no accepted procedures for safe railway operation in the event of detection of a conflict.	Level crossing conflict detectors are not a standard control in Queensland and there are currently no accepted procedures for safe railway operation in the event of detection of a conflict.	Level crossing conflict detectors are not a standard control in Queensland and there are currently no accepted procedures for safe railway operation in the event of detection of a conflict.	Level crossing conflict detectors are not a standard control in Queensland and there are currently no accepted procedures for safe railway operation in the event of detection of a conflict.
B.2	1(ll)	queue clearance/queue relocation (coordinate with adjacent traffic signals);	See Design Considerations 1 and 4for controls to address queuing and road user compliance at the level crossing.	See Design Consideration 2.	See Design Consideration 4 for controls to address queuing and road user compliance at the level crossing.	See Design Consideration 4 for controls to address queuing and road user compliance at the level crossing.
B.2	1(mm)	healthy state monitoring; and	Healthy state monitoring is already a standard part of active warning devices installed on the network.	Healthy state monitoring is already a standard part of active warning devices installed on the network.	See Design Consideration 3.	See Design Consideration 3.