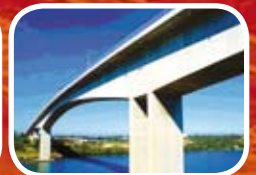


roads implementation program

2007-08 to 2011-12



MainRoads

Connecting Queensland



The Queensland Government is committed to delivering the infrastructure Queensland needs to drive its continued economic and social development.

The 2007-08 to 2011-12 Roads Implementation Program (RIP) for Main Roads details yet another record investment in roads projects.

It is proposed that over the five years of this RIP we will spend \$13.3 billion on the state's roads. That's a jump of \$1.75 billion, or 15 per cent, over last year's five-year program of \$11.55 billion.



The funding boost is even more dramatic when you compare the estimated expenditure for the next five years with spending over the past five years. The total increase for the five year period is \$5.3 billion, or 67 per cent.

In 2007-08 the total spending on roadworks and supporting services from state and Australian Government sources is expected to total \$2.9 billion. This represents a year-on-year increase of \$715 million, or 32 per cent.

While there is a strong focus on major works in the fast growing south east of Queensland, the government is also investing heavily in regional, rural and remote areas of the state. Over the next five years our investment in roads outside the south east corner will be \$3.32 billion.

Focus on preservation and maintenance of our road asset

Whilst it is important to embark on new capital works projects to meet community expectations and demands, it is equally important to preserve and maintain our existing road assets. This RIP clearly demonstrates our commitment to do so. Queensland's state road system has an asset value of some \$34.9 billion, which makes it the state's single largest asset. The Department of Main Roads is directing a greater level of funding towards preservation and renewal of the state's road network from its base allocations over the term of this RIP.

At the time of publication, we do not know the Australian Government's commitment to this RIP, through its AusLink funding, beyond 2008-09. It is expected AusLink funding will increase given the Australian Government's commitment to the Goodna Bypass (Alternative Northern Corridor) project designed to reduce congestion on the Ipswich Motorway. While the Queensland Government does not believe that the Goodna Bypass is the best approach, the state welcomes the funding of this major project, at an estimated cost of \$2.3 billion and also believes this must be treated as a special allocation. Detailed negotiations on the AusLink2 package are expected to begin later this year. We believe there is clear evidence that a significant increase in AusLink funding is justified for Queensland.

Continued focus on road safety

Road safety is another critical issue. As our roads safety campaign emphasises: Enough is enough. From 2007-08, the state government has increased funding of its Safer Roads Sooner Program to \$47 million a year. We are also injecting a further \$10 million a year for safety risk assessments and work on local roads of regional significance and \$1 million a year for capability improvement.

The government appreciates the support and cooperation of the Local Government Association of Queensland, the Royal Automobile Club of Queensland, Queensland Police Service, QUT's centre for accident research and road safety group (CARRS-Q), the Queensland Trucking Association, Bicycle Queensland and others in assessing safety works included in the Safer Roads Sooner Program and the SafeST Program. Both these programs target specific risk areas across the state.

Key projects to deliver a better future

Over the past 12 months, Main Roads finalised 115 tenders for contracts on significant works, which individually exceeded \$2 million. Among these were:

- Logan Motorway interchange on the Ipswich Motorway
- Springfield to Ripley section of the South West Arterial
- widening Caloundra Road to four lanes
- accelerated road rehabilitation works on the Dawson Highway

- pavement widening and sealing on the Burke Developmental Road
- widening of a 2.4 km section of the New England Highway, through Highfields north of Toowoomba, from two to four lanes.

The community is very conscious of the cost pressures on major works in Australia at the moment. The civil construction industry, particularly in the high growth states like Queensland, has experienced unprecedented increases in demand for a broad range of material and labour. While our road projects are not immune from these cost pressures, we apply stringent standards of project and financial management to ensure the best possible value for money as we deliver much needed roads infrastructure for the state.

A roads program for Queenslanders

We invite you to examine this five-year program and provide your feedback to help build an even stronger road and transport system for Queenslanders. Last year, we indicated that this publication would be available closer to the start of the financial year. Main Roads has delivered on that commitment and it is our pleasure to introduce the first RIP published in conjunction with the State Budget, before the start of the financial year.



The Honourable Peter Beattie MP

Premier and Minister for Trade

Member for Brisbane Central

5 June 2007



The Honourable Paul Lucas MP

Minister for Transport and Main Roads

Member for Lytton

5 June 2007

Director-General's message: Main Roads - Connecting Queensland	1
Strategic context for the Roads Implementation Program (RIP)	3
What is the RIP?	3
What are the benefits of the RIP?	3
Main Roads organisational structure	4
Relationship with Queensland Transport	6
Working in partnership with local government: the Roads Alliance	6
How the nature and use of the state-controlled road network affects program choices	7
The process used to make program choices: the Road System Manager.....	8
Ensuring the RIP delivers on government outcomes.....	8
How our policy directions inform the current RIP	10
Integration of roads within the broader transport network	10
Policy directions for Main Roads	10
Our strategy for success – the Main Roads Strategic Plan 2007-2012	10
Some of the opportunities and challenges we face	12
Key result areas	13
RIP choices using a state-wide planning approach	13
What is the State-wide Plan?	13
What is Main Roads trying to achieve through the State-wide Plan?.....	13
Key state-wide planning principles.....	13
RIP format to incorporate State-wide Plan.....	13

Adding value for road users and taxpayers	14
Choosing priorities	14
Ensuring efficient delivery	14
RIP performance	17
Significant achievements in 2006-07	17
<i>Roads program delivery.....</i>	17
<i>Performance indicators and targets.....</i>	17
Summary of performance	18
<i>Significant roads infrastructure program variations</i>	18
Future directions	19
Queensland's state-controlled road network	21
Program overview	22
Major challenges	22
Key deliverables	23
Road funding sources and allocations	25
State-wide allocations	25
Australian Government roads funding – AusLink	27
State roads funding	29
Other state-controlled roads.....	30
Transport Infrastructure Development Scheme (TIDS)	31
Development contributions	32
Queensland Motorways Limited (QML)	32



State geographical profiles

South East Queensland 33

Major challenges.....	33
Significant achievements in 2006-07.....	33
Key deliverables 2007-08 and 2008-09	35

Southern Queensland 38

Major challenges.....	39
Significant achievements in 2006-07.....	39
Key deliverables 2007-08 and 2008-09	40

Central Queensland..... 43

Major challenges.....	43
Significant achievements in 2006-07.....	43
Key deliverables 2007-08 and 2008-09	44

North Queensland 46

Major challenges.....	46
Significant achievements in 2006-07.....	46
Key deliverables 2007-08 and 2008-09	47

District Programs

South Coast-Hinterland (Nerang).....	49
Metropolitan (Brisbane).....	61
North Coast-Hinterland (Gympie).....	81

Border (Warwick)	99
Southern (Toowoomba)	113
South Western (Roma).....	135
Wide Bay (Bundaberg).....	149
Central (Rockhampton).....	171
Central Western (Barcaldine)	185
Mackay (Mackay)	199
Central Highlands (Emerald)	211
Northern (Townsville)	219
North Western (Cloncurry)	235
Peninsula (Cairns).....	243

Appendices

Appendix 1 - Main Roads organisational structure	271
Appendix 2 - Main Roads district contact officers	272
Appendix 3 - Program parameters	273
Appendix 4 - Performance indicators and established targets for roads program.....	279
Appendix 5 - Sources and allocations of available funds - Main Roads	281
Appendix 6 - Glossary of terms	282

Feedback..... 289



Last year, I announced an extensive reorganisation of Main Roads with a focus on state-wide management. The department was facing a huge increase in programmed projects to meet the needs generated by Queensland's exceptional growth. I am very pleased and proud to say that the 2006-07 record program is on track to be delivered, despite extreme competition for engineering, technical and trades capability and high volatility in the market. This is a wonderful achievement by managers and staff throughout the state.

Once again, with this year's program, Main Roads faces another major challenge in delivering yet another record program of capital works and maintenance projects.

A historic Roads Implementation Program

This, our 2007-08 to 2011-12 Roads Implementation Program (RIP), marks a historic change in approach. Firstly, this is the first RIP in the 13 years of the publication to be produced at the start of the financial year, coinciding with the release of the State Budget. This early release of the RIP was foreshadowed by the Premier and the Minister for Transport and Main Roads last year.

Secondly, this is the first RIP developed under the new state-wide structure for Main Roads. The department is now structured in state-wide groups to improve consistency in standards and practices across Queensland, which is reflected in a state-wide approach to road planning, design and construction and whole-of-life asset management, program development and delivery and corridor management and operations.

The development of the program has been significantly influenced by a state-wide planning process which builds from an assessment of the fundamental needs of the road system. Investment priorities have been guided by an objective analysis of those infrastructure needs. This 2007-08 RIP allocates funds across the state to our 14 Main Roads' districts on this basis.

Emphasis on preservation of our road assets while still meeting growth needs

The challenge has been to balance investment choices between increasing capacity and long-term preservation of road assets on a whole-of-life basis. Main Roads is responsible for some 33,500km of roads and more than 6,500 bridges and major culverts, with a total asset value of \$34.9 billion. Detailed analysis of the network has highlighted the need for increased allocation of funds to preservation and maintenance work. The total funds committed to this work have been maximised within available funds.

At the same time, capital expenditure over the five years of the program reflects continuation of the enhanced level of capital funding approved in recent state budgets. Continued growth in population and industry, including the booming resources sector and expansion in industries - such as cattle and tourism - places heavy pressure on the state's road system. This means an increasing number of freight vehicles, including those with higher mass limits. This in turn demands both increased capital expenditure and higher investment in road asset preservation, renewal and maintenance.

Roadworks are a long-term investment which deliver safer, more efficient and convenient transport, for both industry and the community in general. The return on this increasing investment benefits all segments of the community.

Continued focus on safety

Given Queensland's vast road network, we prioritise projects to maximise safety outcomes, while still meeting community needs. Main Roads is reducing risk by incrementally improving the entire road network. Our key safety goals are to:

- improve safety at accident black spots
- improve consistency across Queensland to match the function of the road
- provide greater safety to the mix of heavy and light vehicles (within our means)
- combat driver fatigue through roadside amenities

- improve engineering practices, leading to a 'forgiving' road that reduces the chances and consequences of incorrect driver behaviour
- reduce dangerous driver behaviours - such as speeding, not wearing seatbelts, driver fatigue and drink-driving
- provide safer access to the road system for cyclists and pedestrians.

All projects in this RIP contribute to road safety in some way - but more funds than in any previous RIP are devoted to our Safer Roads Sooner program, with a total of \$235 million over five years. Funding support is being provided also to local governments for safety improvements to the local roads of regional significance, with the provision of \$10 million per annum from 2007-08 for this purpose.

Contribution of three levels of government

Main Roads continues its highly successful co-operative work with local governments and the Local Government Association of Queensland through our Roads Alliance. We also work closely with other Queensland Government departments - particularly Queensland Transport - to ensure integrated transport planning and policy solutions.

At a department and state government level, we believe that the condition of the former national highways and current AusLink network, funded predominantly by the Australian Government, leaves much to be desired. It is fair to say, however, that, while we continue to push for increased Australian Government funding, a great deal of good work has been done with significant works programmed over the next two years. At this stage, the level of AusLink funding for the five years commencing 2009-10 is yet to be finalised. During the coming negotiations, Main Roads will be working hard for the best possible outcome for Queensland.

Major commitment to meeting Queensland's road transport needs

This RIP reflects yet another major commitment by the state government to the transport needs of Queensland. It continues the commitment to the South East Queensland Infrastructure Plan and Program (SEQIPP), as well as continuation of enhanced capital works programs across the rest of the state.

The challenge for all Main Roads staff is to deliver on this program over the next five years. This is a challenge which we will accept with enthusiasm.



Alan Tesch

**Director-General
Main Roads**

5 June 2007

Strategic context for the RIP

What is the RIP?

The *Transport Infrastructure Act 1994 (TI Act)* requires the Director-General of Main Roads to annually develop, for the Minister's approval, a RIP for the year, and for one or more later years, to guide the expenditure of road funds. Consistent with the *TI Act*, the RIP is a plan of road-related infrastructure which identifies road infrastructure projects and programs, including election commitments, to be undertaken over a period of five years. Firm government road improvement commitments are clearly identified over the first two years of the five-year program. The last three years are indicative for planning purposes.

The RIP is developed following confirmation of state and Australian Government road funding allocations in the respective annual budgets.

As required by legislation, the Minister for Transport and Main Roads approves a RIP each year and makes it publicly available. The *TI Act*, in effect, requires the Director-General of Main Roads (or his delegates) to only incur expenditure on projects in the RIP that have been approved by the Minister. Thus, approval of the RIP provides individual project approval.

This enables planned delivery of state-funded roads projects to progress smoothly – increasing efficiencies in delivery – and enables effective workforce planning across all road industry sectors.

The RIP is also a Main Roads capital investment plan for infrastructure assets, as required by the Financial Management Standard 1997.

What are the benefits of the RIP?

Legislation requires an integrated approach to transport and related land-use planning across the portfolio, other government agencies and other levels of government. The *Transport Planning and Coordination Act 1994 (TPC Act)*, *TI Act* and *Integrated Planning Act 1997 (IPA Act)* (amended in September 2004) require preparation of several planning and programming documents:

- a Transport Coordination Plan (TCP) which provides policy coordination and consistency of directions across the various modes of transport (for example, road and rail)
- individual modal strategies such as the Road Network Strategy – *Roads Connecting Queenslanders (RCQ)*
- integrated regional transport plans across all modes that take into account land-use and long-term regional transport requirements
- local government planning, including Priority Infrastructure Plans (PIPs), required of each local government to integrate land and infrastructure use
- SEQ Regional Plan and SEQ Infrastructure Plan and Program (SEQIPP)
- a strategy to guide road-use management
- the RIP.

Preparing and publishing the RIP serves several purposes:

- **Building on and informing other transport strategies and plans** – The RIP is a critical element in delivering integrated road and transport outcomes and government priorities. It is a clear and very public statement of Main Roads intentions over the next five years for planning, building, enhancing, preserving, maintaining, operating and delivering state-controlled road infrastructure in Queensland. It also provides evidence of our support to local government and Indigenous communities for local road upgrades.

- **Five-year forward planning** – Main Roads key stakeholders need a reasonable degree of certainty about the program of works Main Roads intends to deliver, and to have the opportunity to influence any essential changes to be made to future RIPs.

The RIP identifies a five-year program of roadworks that Main Roads is planning to deliver to achieve the network outcomes identified in the RCQ. The roadworks identified in the RIP account for the bulk of Main Roads expenditure.

For the **higher-order state-controlled road network**, funding is approved for years one and two on a firm basis, with indicative allocations to projects for years three to five. For **state-controlled local roads of regional significance (LRRS)** - for which roadworks are prioritised and jointly-managed by regional road groups (involving local government elected officials and the relevant Main Roads District Director) as part of the Roads Alliance – firm commitments are provided for years one to four, with year five indicative for planning purposes.

Australian Government-funded AusLink projects included in this RIP are consistent with existing Australian Government commitments and approvals under the current five-year AusLink plan (2004-05 to 2008-09). At the time of printing, AusLink funding for the last three years of this RIP is yet to be finalised.

The transparency provided by the state government's five-year forward commitment enables government and private sector stakeholders – including private developers and the civil construction industry – to make more informed business and workforce planning decisions. It also allows stakeholders to influence future government decisions about where and when to invest on its network of roads. Finally, it provides a basis for judging the effectiveness of Main Roads in delivering roads infrastructure for Queensland.

Main Roads organisational structure

See **Appendix 1** for details of Main Roads organisational structure. Contact details and office locations of Main Roads' state-wide district directors are outlined in **Appendix 2**.

From 1 July 2006, Main Roads established a new organisational structure - built along whole-of-state functional lines – to ensure state-wide consistency in practices and systems. Responsibilities of Main Roads state-wide groups and accountabilities of their senior management are outlined on the following page.



Relationship with Queensland Transport

Main Roads works in partnership with Queensland Transport (QT) to integrate the RIP with other transport strategies and priorities. This involves ensuring that the RIP is consistent with:

- Integrated Regional Transport Plans (IRTPs) prepared for many regions in Queensland
- rail network strategies and intermodal facilities to improve rail-road integration
- port strategies to focus investments where additional capacity is required
- air and rail community service obligations to provide population centres with at least one mode of flood-free access, where possible
- public transport, cycling and walking plans to help provide convenient and safe travel opportunities for all modes.

In south east Queensland, Main Roads also works closely with QT to address the increased transport demands of rapid population growth across a large urban footprint. In addition to the elements above, this involves:

- working in partnership with QT to develop the SEQ Integrated Regional Transport Plan (IRTP) 2007-2026
- coordinating road, busway and traffic management investments to increase the overall efficiency of the total transport system
- supporting public transport choices through provision of cycle paths and pedestrian crossing opportunities, where required, on urban segments of the state-controlled road network
- contributing to delivery of the Smart Travel Choices for the SEQ White Paper to implement a range of policies to increase the efficiency of our transport network
- supporting other road safety, congestion management and environmental initiatives that improve the sustainability and economic performance of the transport system as a whole.

Working in partnership with local government: the Roads Alliance

State and local governments continue to work collaboratively to achieve better use of road funding through improved planning and prioritising of works, increased capability, better resource sharing and joint purchasing, and more efficient delivery of works.

Under the Roads Alliance, local governments and Main Roads operate within 18 Regional Road Groups (RRGs) across Queensland. In conjunction with the development of this RIP, RRGs have developed their third five-year regional works program for Local Roads of Regional Significance (LRRS) priority projects – with four years firm funding and one year indicative. This LRRS network comprises a group of higher-order local government roads and lower-order state-controlled roads that are managed by RRGs as a single network – irrespective of ownership.

The LRRS works programs have been generated from regional investment strategies developed by RRG members for the state and local government LRRS network. The development of regional investment strategies outlines the long-term vision for each segment of the LRRS network and provides the foundation for the program development process, whilst the short-term priorities guide the selection of projects contained in the works program. These LRRS priority works programs are presented in the Roads Alliance Addendum to this RIP.

RRGs are also continuing to explore further opportunities for joint purchasing, resource sharing and meeting employment needs – thereby obtaining greater efficiency in overall roadworks delivery.

How the nature and use of the state-controlled road network affects program choices

At 33,500 kilometres, the state-controlled road network in Queensland is the longest of any state or territory in Australia. It is, for the most part, a high-speed road network, connecting major centres across Queensland and interstate. It includes the Queensland component of the AusLink national road network. It comprises long lengths of roads carrying traffic volumes ranging from less than 50 vehicles per day (vpd) to more than 140,000 vpd. It is used for purposes ranging from daily commutes to tourist trips, travel for social and entertainment purposes, and for freight. See **State Overview** on page 21 for details of Queensland's state-controlled road network.

The department exercises a stewardship role over a road network with a replacement value of \$34.9 billion. Queensland's road network is the state government's largest publicly-owned physical infrastructure asset. Although a significant program of new, upgraded and renewal works is being implemented, the network is an ageing asset, requiring ongoing maintenance and upgrading. Accordingly, the network requires a significant increase in rehabilitation and programmed maintenance, including reseals.

Queensland's freight task is becoming more complex as its industry changes in response to globalisation and the maturing of its economy.

As freight and travel demands change over time, so does the need to provide suitable transport infrastructure. The volume of freight carried on Queensland's roads is growing faster than our population growth.

The size and increasing age of the state-controlled network also poses challenges for ensuring that roads are safe. Systems, such as the Road System Performance Plan and the Road Safety Risk Manager, help Main Roads identify, understand and prioritise risks and treatments relating to safety.

The overall transport challenge includes maintaining the road network, meeting the needs of growth, raising community expectations and extra freight on our roads.

The process used to make program choices: the Road System Manager

The process used to make program choices: the Road System Manager

Ensuring the RIP delivers on government outcomes

Choosing priority projects – where community expectations often exceed available dollars – is an ongoing challenge for Main Roads. Managing a \$34.9 billion road asset of this size and condition, controlling its use by millions of road users, and planning and delivering improvements to the network to meet future transport needs are expensive, complex tasks.

Ensuring Main Roads performs these tasks in ways that deliver transport outcomes that contribute to government priorities, requires us to better understand the road task – within the requirements of the broader transport system, and in the context of other government and private sector stakeholder needs.

This process requires:

- determining the directions needed to deliver on government outcomes (policy choices)
- planning, prioritising programs of works projects (including, but not limited to, roadworks) that will deliver the outputs identified by our policy directions (transport planning)
- providing the capacity to deliver those programs in a cost-effective way
- reviewing the performance of the network in achieving government and transport objectives, and feeding this back into our determination of the policy choices that need to be made.

The department has developed the Road System Manager (RSM) Framework to ensure that the critical elements in developing and delivering its priority program of works are fully considered.

As the RSM Framework on the following page shows, the RIP is at the heart of what we do.

The RSM Framework describes a sophisticated, disciplined asset management approach to consistently manage the state-controlled road network.

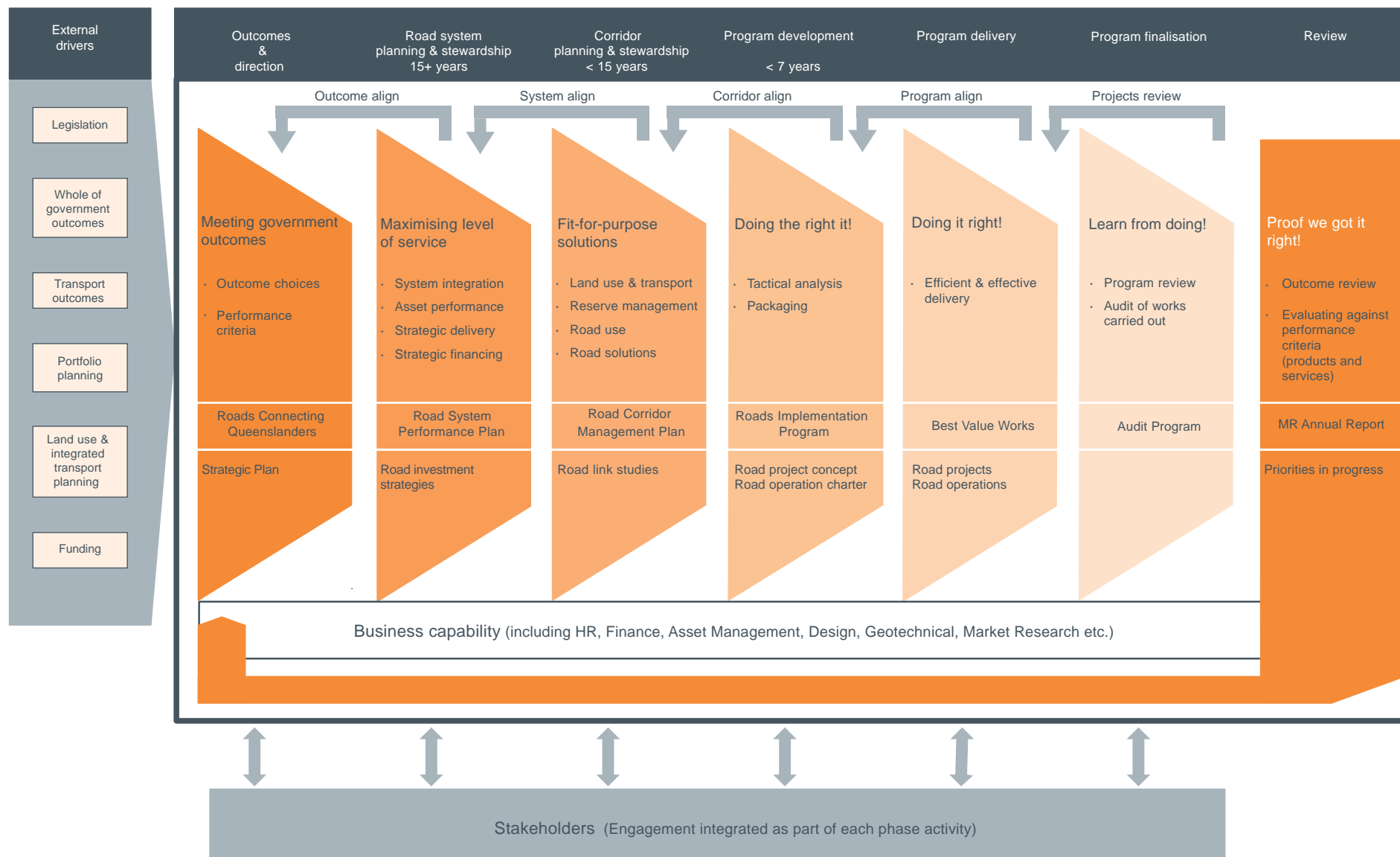
Reading from left to right, the columns in the RSM Framework require that the department:

- identifies and understands the government's expectations and external drivers of what roads and the broader transport system must provide
- interprets this understanding of broader objectives in the context of transport/road outcomes and performance criteria (our policy direction is set out in our road network strategy – Roads Connecting Queenslanders – and the current strategic plan)
- aligns the best mix of services needed to produce these outcomes (provided for in the road system State-wide Plan and road investment strategies), and the mix and level of solutions that provide the best value for money, in terms of outcomes determined at a road corridor and link level (Road Corridor Management Plan and road link studies)
- determines the specific projects in terms of priority and scheduling, within available funds, along with preliminary planning and cost estimation for roads projects (to be reflected in the RIP)
- as roads projects in the RIP get closer to delivery, detailed project plans are developed and implemented to achieve timely and efficient delivery of roads projects, consistent with the agreed scope
- the program is reviewed and works are audited to be sure we delivered what we said we would, within time and on budget (audit program)
- finally, we evaluate the effectiveness of the program in achieving outcomes – did our program of works deliver the intended outcomes?

Consistent with Phase 2 of the RSM Framework – Process Map on the following page, future RIP development will be driven by a State-wide Plan of investment priorities. The first State-wide Plan will be aligned to the desired government outcomes under Phase 1.

Strategic framework for road system asset management

• Roads Implementation Program 2007-08 to 2011-12



How our policy directions inform the current RIP

How our policy directions inform the current RIP

Integration of roads within the broader transport network

Roads must be a part of, and help deliver, the outcomes needed from the broader transport network to deliver industry and community needs.

Government has long recognised the need for an integrated approach to guide transport investment. Road investment must be consistent with, and build on the state and local government investment in, public transport systems and rail for the movement of freight. There must also be a coordinated approach between the investment that the Australian, state and local governments make in the road (and rail) system. Australian Government investment under AusLink must also complement the investment of state and local governments.

Policy directions for Main Roads

The department ensures that its policy directions are set to achieve the optimal level of social and transport outcomes. Two documents – the portfolio-level Transport Coordination Plan (TCP) and Roads Connecting Queenslanders (RCQ) – set the broad policy approaches for the department for the next 20 years.

The TCP and RCQ are supported and informed by Integrated Regional Transport Plans (IRTPs), which provide a blueprint for how the transport system should be developed in an integrated fashion – at a regional level.

Integrated regional transport planning across Queensland considers all transport modes (including road, rail, port and air). It considers a region's transport system as a whole, taking account of land use and long-term regional transport requirements. The IRTP Framework guides transport planning in Queensland and is a joint initiative of Queensland Transport, Main Roads, the Department of Local Government, Planning, Sport and Recreation and the LGAQ (on behalf of Queensland local governments).

The SEQ Regional Plan and SEQ Infrastructure Plan and Program (SEQIPP) provide the overarching planning documents for meeting the land use and infrastructure needs, including roads, for the SEQ region.

The upcoming Smart Travel Choices for SEQ White Paper will detail the policies that government will implement to best support our infrastructure and services, and to help manage the growth in travel demand.

Consistent with RCQ, the Main Roads Strategic Plan is a five-year plan that provides a more focussed approach to how Main Roads will operate and invest its funds in the short-term to deliver on the goals over the longer-term planning horizons of the TCP and RCQ.

Over the five-year period of this RIP, government has allocated some \$13.3 billion to Main Roads to plan, manage, enhance, rehabilitate, maintain, operate and build Queensland's state-controlled road network, as well as to provide some financial assistance to local government for local road upgrades. It is vital that Main Roads spends these funds on those road improvements that make the most difference to the Australian community – generally, and especially to the people of Queensland.

To produce transport outcomes that achieve government's broader priorities for Queensland, Main Roads aligns its activities in delivering and managing the state-controlled road network – like planning the system or acquiring land for new corridors, or building new roads or repairing or upgrading existing roads – to the broader objectives.

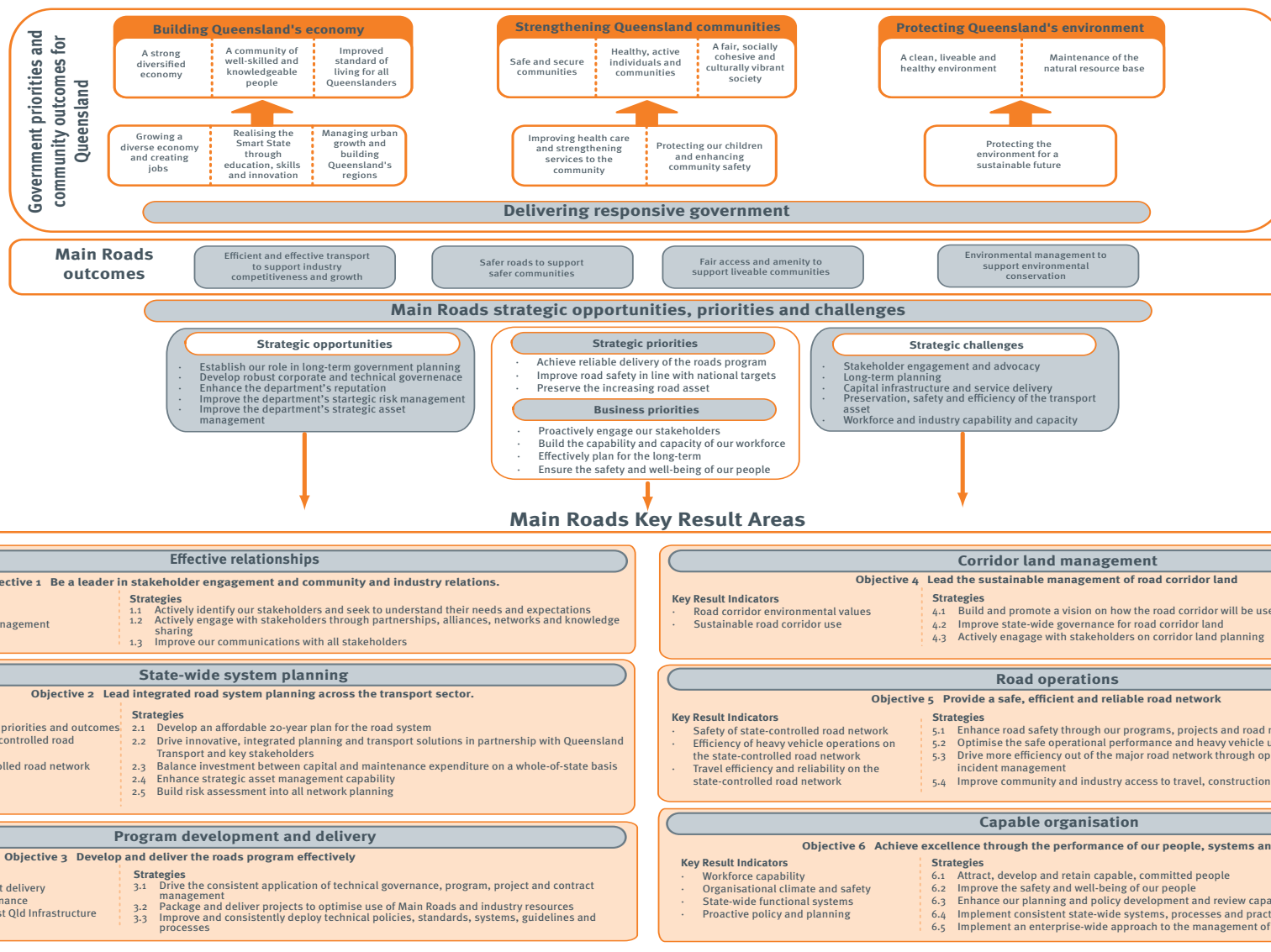
To further position Main Roads for a strong successful future, the Senior Management Group (SMG) identified the department's top three strategic priorities:

- achieve reliable delivery of the roads program
- improve safety towards the national road safety targets
- preserve the increasing road asset.

Our strategy for success – the Main Roads Strategic Plan 2007-2012

The 2007-2012 Main Roads Strategic Plan provides the strategies to guide Main Roads operations and investment over a five-year period to deliver the goals of the long-term (20-year) planning horizon of the TCP and RCQ. It provides the corporate direction for developing business plans across the department. See the following table.

Main Roads 2007-2012 Strategic Plan



Some of the opportunities and challenges we face

From its Strategic Plan, Main Roads develops strategies needed to organise those activities or outputs in a way that addresses the risks and opportunities faced by the department in conducting its business over the term of the plan. Such strategies address issues like:

- **Increased transport demand**
 - Where will growth occur?
 - What changes will logistics and other transport companies put in place in coming years that affect the freight task?
 - What impact will increased demand have on the existing road network, and how will Main Roads respond?
 - How will Main Roads manage costs in an environment of a buoyant contracting market and significant increases in road input costs (ie. labour and materials)?
 - What are the predicted/emerging land use patterns?
 - Where are residential and commercial developments likely to occur?
 - Are there opportunities to effectively manage the growth in demand?
- **Growing community expectations** – Main Roads will respond to the community's increased expectations in environment, planning, cultural heritage, native title and public consultation.
- **Ageing network** – Most of the state-controlled network was built over the past 30-40 years for different purposes and is now facing different demands, such as much larger vehicles (B-doubles and the like), higher speeds, and increasing expectations of improved safety and comfort. While the Main Roads budget has grown significantly in recent years, there will never be enough money to do everything industry and the community would like and difficult choices will need to be made.

- **A record annual allocation** – of \$2.9 billion provided to Main Roads in 2007-08 for road planning, management, enhancement, renewal, operation and maintenance of Queensland's road network, including a record amount for capital funding of \$2.2 billion. In addition, Queensland Motorways Limited will undertake roadworks totalling \$736 million, including \$691 million to continue major works on the Gateway Upgrade Project.
- **AusLink** – Queensland's share from the Australian Government is \$2.6 billion for roads over the period from 2004-05 to 2008-09, including extra funding of \$400 million allocated in the 2007 Federal Budget for early work on the Goodna Bypass on the Ipswich Motorway.

This amount is insufficient to properly develop and maintain the AusLink network. By comparison, the state government will spend \$7.4 billion over the same period on road construction, maintenance and support for local government infrastructure. In addition, Queensland will spend around \$2.95 billion on rail and public transport over the same period.

- **Maintaining our workforce capability** – With an industry-wide shortage of skilled road workers and professionals, Main Roads must be proactive in finding ways to retain and attract key staff. It must also streamline processes and free up engineers and technical staff from tasks that can be undertaken by others to ensure effective and efficient delivery of the roads program.

In addition, to help this portfolio deliver its significantly increased road and transport programs – within scope, budget and the desired timeframes – a Workforce Capability initiative involving retention and attraction strategies for core business areas, where skills shortages are most acute, was recently introduced. Effective from 1 July 2006, under the Transport Infrastructure Capability Scheme (TICS), incentives have been introduced to retain and attract technical professionals involved in high-risk core business areas – ranging from concept planning for road and transport infrastructure projects, through to project and program delivery.

Key result areas

The Main Roads 2007-2012 Strategic Plan (represented on page 11) details the critical strategies needed to address these challenges and deliver on the following key result areas of focus and, ultimately, on Main Roads and government outcomes:

- Effective relationships
- State-wide system planning
- Program development and delivery
- Road operations
- Corridor land management
- Capable organisation.

RIP choices using a state-wide planning approach

In response to the need to develop the state-controlled road network in line with government objectives, a State-wide Plan (SWP) for investment has been developed.

What is the State-wide Plan?

- It provides a long-term picture of how the State-controlled Road (SCR) network should develop over a 20-year period.
- It outlines a systematic approach to translating government outcomes into a road investment program and, ultimately, the five-year RIP.
- The network assessment is divided up into elements; Maintenance, Preservation and Operation (MPO) and enhancement.
- It produces a document, the SWP, that will set 20-year performance targets for the network and a funding scenario based on needs analysis for each element.
- Also produced, is a Road System Performance Plan, which sets out five-year milestones and a funding scenario for each MPO element and a 10-year milestone and funding scenario for each enhancement element.

What is Main Roads trying to achieve through the State-wide Plan

- Within available funds and other competing priorities, it provides a framework to allocate funding on an objective analysis of road infrastructure needs right across Queensland.
- It seeks to ensure that road investment is aligned with government objectives and that desired performance from a road user perspective is responsive to expectations of other stakeholders (eg. local government, industry and residents) and aligned with realistic expectations within available future funding.
- It provides a staged approach with the objective of bringing the network up to a minimum acceptable consistent standard based firstly on demand and then condition.
- It also provides a framework which ensures that what is done at the corridor link level is consistent with state-wide priorities under the SWP.

Key state-wide planning principles

- The SWP is based on an affordable fitness-for-purpose approach.
- It has built-in flexibility so that any one of the three variables – funding, performance targets or intervention standards – can be adjusted through an iterative process to get a balanced outcome.
- It is not just a focus on infrastructure solutions to address transport challenges, but will also actively pursue non-infrastructure solutions to address those challenges.
- Investment needs will be considered in the context of investment categories identified as elements.
- The investment approach will be based on road hierarchy distinguishing between specific challenges and needs for the AusLink network, higher-order state-controlled roads and Local Roads of Regional Significance (which represent jointly managed state / local government, lower-order state controlled roads and higher-order local government roads).

RIP format to incorporate State-wide Plan

- Format for the 2007-08 to 2011-12 RIP has changed slightly in that there is a bulking-up of maintenance, rehabilitation, renewal works and some capital enhancement in the indicative years (years 3-5).

Adding value for road users and taxpayers

Adding value for road users and taxpayers

All expenditure incurred by Main Roads is directed to priority projects that achieve direct benefits to the community, including those that sustain Main Roads capability in professionally managing the road system, road planning, program and project management, and efficient delivery of works (see RIP program parameters at **Appendix 3**).

The expectation for prioritisation of expenditure and industry-wide efficiency in delivery is broadly described below.

Choosing priorities

All proposed projects requiring resources need to be progressed through the following tests:

- **Strategic fit** – project must be consistent with government outcomes and Main Roads strategic priorities reflected in the RCQ and the department's current Strategic Plan
- **Rigorous evaluation** – project priorities are assessed and ranked against required outcomes, including cost-benefit assessment, improved safety and environment, and transport access and efficiency. Priority is not determined through a black box exercise. It also requires judgment and recording of evidence of project justification, where alternative solutions are proposed
- **Involvement** – the appropriate solution and priority are improved by openness in planning, community engagement and publicly available information on future priorities – including through the RIP process itself
- **Project approvals and management** – project development moves through concept, planning, design and implementation stages, with reassessment of priority and financial commitments – including scope, cost, timing and benefits – at each stage. The overall program of works and supporting business capability activities are approved by the Minister for Transport and Main Roads as part of the RIP. Significant project expenditure and/or program variations require either Ministerial or Executive Council financial approval

- **Committed program** – the RIP generally provides a firm commitment to delivery of projects in years one and two, and a planning commitment to projects in later years. This allows confidence in expenditure commitments and flexibility to advance year two projects, where unavoidable delays impact on year one delivery times (eg. wet weather, native title, cultural heritage issues, etc). The combined effect of these arrangements substantially increases program effectiveness and efficiency.

Clearly, all government election commitments and other public announcements (including SEQIPP and other special state-wide initiatives) are firm, and will be delivered within the specified timeframe. As part of the Roads Alliance, state and local governments, through the RRGs, have also given a firm commitment to projects identified in years one to four, with year five indicative for planning purposes. (See **Roads Alliance Addendum** to this RIP.)

Ensuring efficient delivery

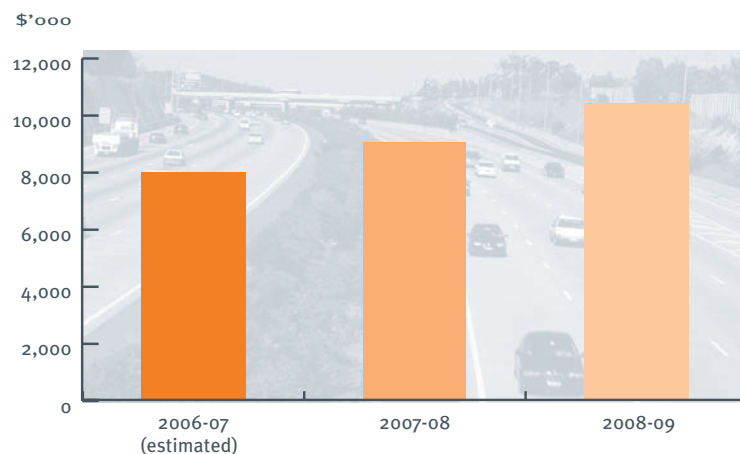
Main Roads has a strong, proven performance in program and project delivery, taking account of the vagaries affecting road construction, including wet weather, drought, native title, cultural heritage and land acquisition issues, public consultation and increasing community expectations. It sets ambitious targets by aiming for 90 per cent of projects to be delivered on time and within budget (within acceptable tolerance levels). An improved project management discipline is being rigorously applied to all projects to provide more reliable estimates – earlier.

Key elements of delivery performance are:

- **Efficient packaging of works** – packaging of works to the appropriate efficient size significantly increases productivity. Releasing projects in a range of sizes in the current market allows effective use of the supply chain, and also enhances efficiency.

The following graph demonstrates that Main Roads is currently ahead of its target of \$2 million. This is primarily due to the start of a number of major projects – funded either under SEQIPP or a variety of other special initiatives across the state which have been announced by the Queensland Government in recent years.

State-wide – Average project size for works projects >\$400,000 (release year) (including AusLink network)

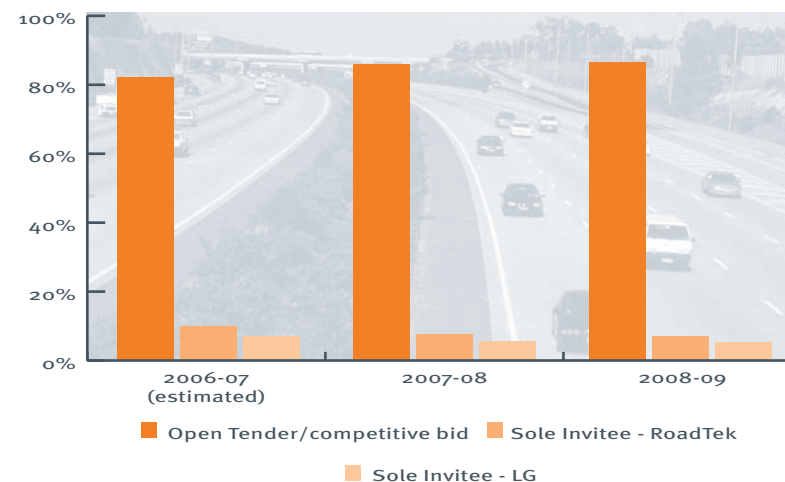


- **Competition** – delivery of projects is one means by which Main Roads seeks to achieve best value in the delivery of roadworks and related services. Notably, all of the growth in road infrastructure capital dollars over the life of this RIP will result in significantly increased private sector work – in planning, design and project delivery.

Generally, the major proportion of construction works is let through competitive tendering – via price and non-price selection.

- **Competitive environment** – Main Roads supports three viable and performing sectors – the private sector, local government and RoadTek. Purchasing practices require evidence of value for money through competitive bid or comparison for sole invitation work. Value for money includes price and non-price elements. The following chart outlines trends in construction method of delivery, by planned annual expenditure, for construction works valued at more than \$400,000.

State-wide – Method of delivery for construction works >\$400,000 (planned annual expenditure)



- **Innovation** – current departmental initiatives include:
 - workforce capability initiatives
 - a Major Projects Office for delivery of major projects
 - evaluation of Public Private Partnerships (PPPs)
 - utilising Queensland Motorways Limited (QML) as low-cost, high-value method of delivery
 - developing the Main Roads Roads Alliance with local governments
 - alliance contracts – sharing risks and rewards with the contractor
 - early contractor involvement in projects
 - portfolio Memorandum of Understanding with the University of Queensland and the Queensland University of Technology aimed at increasing the capability of transport professionals in Queensland.
- **Benchmarking** – is undertaken for:
 - maintenance to monitor and demonstrate achievement of value for money
 - construction – with major project costs compared with other states.
- **Productivity targets** – are established for the following:
 - business capability costs (ie. corporate support and specialist group costs) that add value and are efficient
 - maintenance productivity is required and measured
 - expenditure on improved systems requires benefit capture.
- **Performance** – with successive RIPs and Main Roads' Annual Reports publishing achievements in performance.
 - **Appendix 4** provides RIP Performance Indicators (PIs) and established targets
 - Main Roads internal processes for maintaining strategic focus and managing performance increasingly demonstrate value for money.

RIP performance

Main Roads conducts detailed, regular reviews on physical and financial performance in RIP delivery. This ensures its works effort can be redirected in the event that unforeseen circumstances cause delays in project delivery in particular parts of the state eg. unforeseen site conditions, prolonged wet weather, land acquisition and/or sensitive native title and cultural heritage issues.

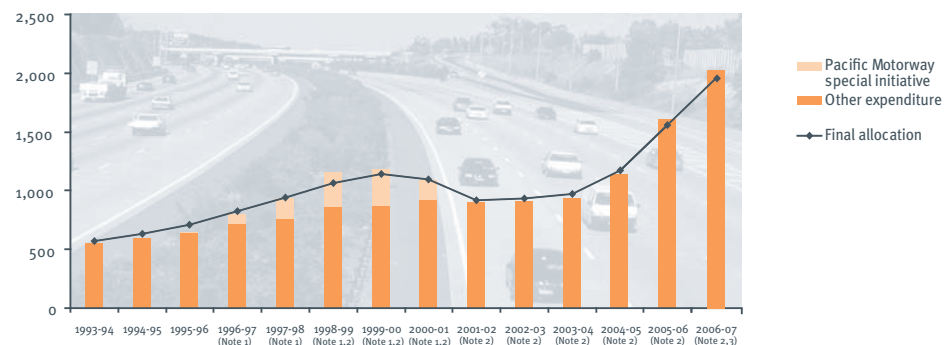
Significant achievements in 2006-07

Roads program delivery

The 2006-07 to 2010-11 RIP was approved by the Minister for Transport and Main Roads, considered by Cabinet and subsequently tabled in Parliament in November 2006. The RIP assists the department's key stakeholders by enabling access to clear and concise information regarding the program of activities Main Roads is planning to deliver.

Gross expenditure for the overall state and Australian Government-funded roads programs of \$2.01 billion (or 101 per cent of the revised allocation of \$1.99 billion) is expected to be achieved in 2006-07. (See graph below.)

Performance in RIP delivery
Approved regional works programs 1993-94 to 2006-07

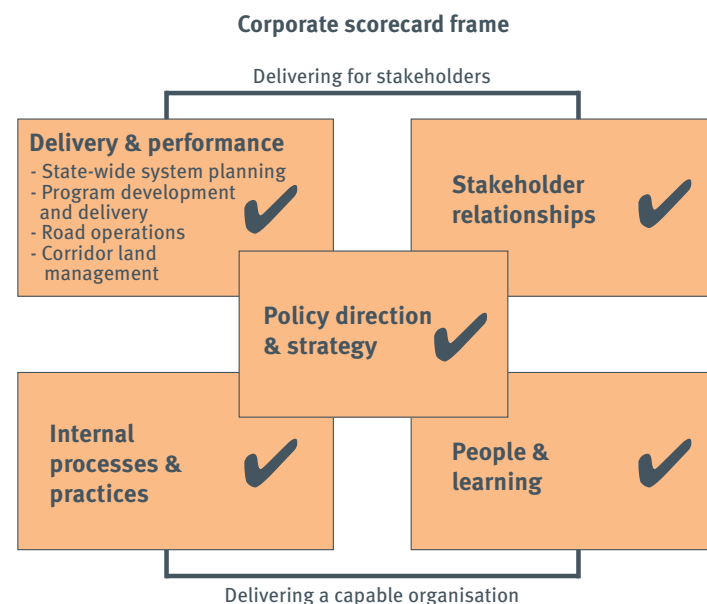


Note 1: 1996-97 to 2000-01 expenditure reflects construction of the Pacific Motorway, which was funded as a special initiative.

Note 2: From 1998-99, expenditure reflects the measurement of works on an accrual basis.

Note 3: Estimated 2006-07 expenditure.

Significant regional achievements in RIP works delivery realised during 2006-07 are detailed in the state overview section of this RIP.



Performance indicators and targets

Performance measures for RIP development and delivery form a significant part of the department's corporate scorecard, within the areas outlined above.

These measures are reported regularly for review by the Main Roads Senior Management Group (SMG) and are acted upon when variations are identified.

The success of the development and management of the RIP, and also of the road network itself, can be gauged through performance indicators, for which measurement tools and performance targets for both the effectiveness and efficiency of those elements have been developed and improved in conjunction with AustRoads.

State-specific indicators have also been developed for this purpose, consistent with Main Roads policy directions. See details at **Appendix 4**.

Summary of performance

Significant roads infrastructure program variations

Main Roads performance target is to have at least 90 per cent of projects delivered – on time and within budget – within agreed tolerance limits. Tolerance limits have also been set for project estimates – when first entered on the RIP and at the completion of detailed design, to improve the reliability of estimating over the project life cycle and, specifically, for firm project approvals in years one and two, to reduce program variations.

Tolerance limits recognise the problems associated with road construction activities eg. the unpredictable – such as re-work due to wet weather, adverse site conditions, warranted changes in scope which become evident during the design and/or construction phase and result in increased project costs, incidences of insufficient risk/contingency allowance being built into initial cost estimates, cultural heritage, native title and land acquisition issues.

Greater focus continues to be placed on project management and project estimating to ensure increased state-wide capability and consistency in project management – particularly in terms of scope, risk and cost across all phases of the road project life cycle – are developed and applied across the state.

Project cost and timing performance outcomes for the 2006-07 financial year will be published as part of the Main Roads 2006-07 annual report.

Future directions

Roads Connecting Queensland is the strategic long-term policy framework which provides the direction for Queensland's road system and Main Roads. It recognises the essential role of roads in Queensland, and provides the blueprint for the future to drive Main Roads strategic planning, road investment strategies, the RIP and other business planning activities.

Main Roads faces many challenges. Our Strategic Plan 2007-2012 highlights the key priorities Main Roads will focus on to deliver its core commitments to the Queensland community, industry and other key stakeholders.

It has a focus on delivery to address issues associated with:

- **a record annual allocation** provided to Main Roads for road planning, management, maintenance and enhancement of Queensland's road network
- **Queensland's increasing population** – particularly in the south east corner – and the increasing freight being transported across the state, requiring increased investment in the road network – now, and into the future
- **the necessary capability to deliver** the increased program, with the need for additional experienced engineering and technical staff.

Main Roads has a history of rising to the challenge that makes us equal to the task. So what are we doing that is different, to meet our future challenges?

Main Roads response to these issues was a review and establishment of a new organisational structure built along whole-of-state functional lines. Main Roads 2007-2012 Strategic Plan reflects the new structural arrangements with key result areas for:

- **State-wide system planning** that will ensure long-term development of the road system to meet current and future needs of road users
- **Program development and delivery** (including a specific functional accountability that will have responsibility for delivery of major projects) to ensure efficient and reliable delivery through effective program, project and contract management

- **Road operations and corridor land management** to ensure safe and efficient use of the road network, and sustainable and effective management of the land corridor in terms of access and vegetation management.

Supporting these primary key result areas are:

- **Capable organisation** – Main Roads will continue to be well positioned by strengthening our workforce capability and improving the use of standardised systems, processes and practices. This will ensure we continue to be a performance-driven organisation that supports the increased level of transport planning and works program delivery
- **Effective relationships** – working collaboratively with Queensland Transport and all of our stakeholders so that they are effectively engaged in road planning, provision, operation and management.

This five-year RIP reflects the state government's optimism about the role of roads in the economic growth and quality of life in Queensland.

Over the next five years, this RIP provides funding of \$13.3 billion, an increase of \$1.75 billion (or 15 per cent) over the previous \$11.55 billion five-year RIP – the bulk of which will be delivered by the private sector.

The size of this roads program presents significant opportunities and challenges for all in the industry – Main Roads, local government and the private sector – to plan ahead with confidence and deliver safer roads – sooner.

Main Roads is seeking your views on our priorities for future years. The RIP provides industry and local government with the opportunity to influence how we might package and present our projects in ways that give increased delivery efficiency. We welcome your feedback.

Main Roads is excited about the next five years and meeting the challenges it will bring. We look forward to continuing to work with our stakeholders to achieve our vision of **Main Roads – Connecting Queensland**.

Notes

- *Roads Implementation Program 2007-08 to 2011-12*

roads implementation program

2007-08 to 2011-12



state overview

MainRoads

Connecting Queensland

Queensland the Smart State



state overview

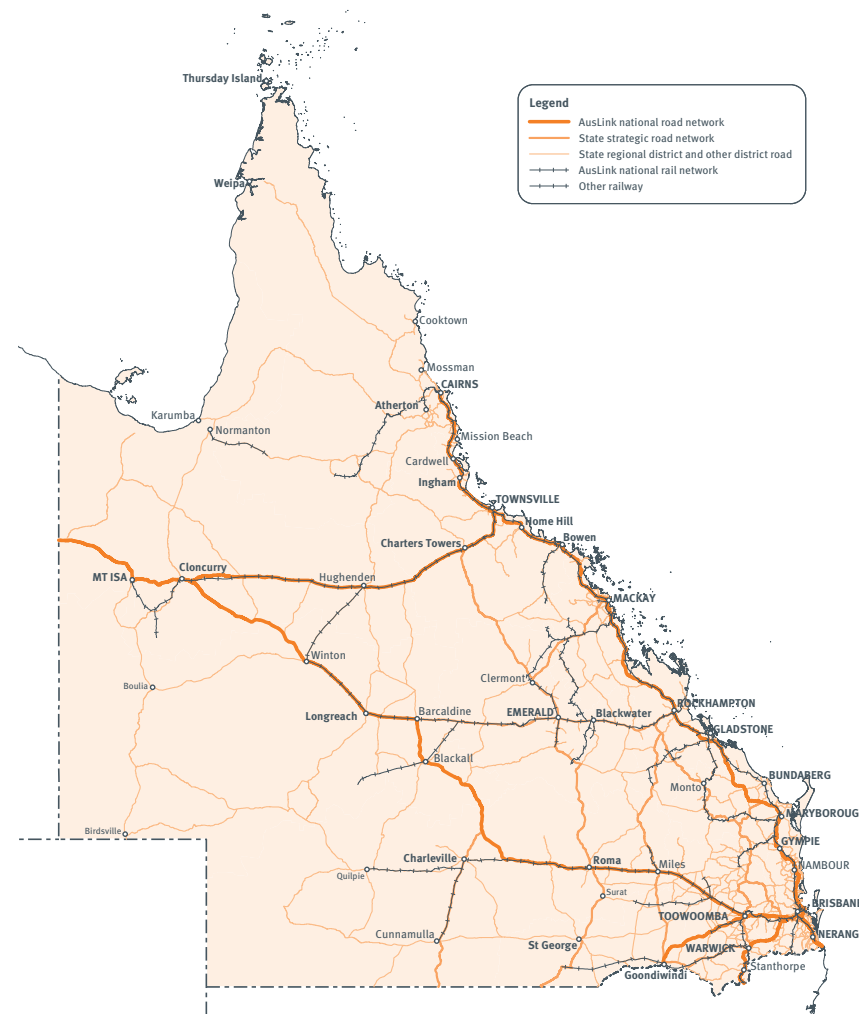
Queensland's state-controlled road network

The Department of Main Roads owns, manages and operates some 33,500km of state-controlled roads within the 180,500km of Queensland's public road network. At 33,500km, Queensland has the longest state-controlled network of any Australian state or territory, representing 25 per cent of the total state-controlled network across Australia. The Queensland state-controlled network provides the major traffic carrying and linking roads across the state, with some 80 per cent of the state's road traffic being carried on state-controlled roads. This network is made up of the following road hierarchy:

- **AusLink national road network** (primarily Australian Government-funded) – 5,040km
- **Other state-controlled roads** (state-funded)
 - balance of state strategic road set comprising six strategic corridors – 4,150km
 - regional and district roads which make up the remainder of state-controlled road system – 24,340km.

The state-controlled road system in Queensland is maintained and delivered through 14 Main Roads district offices, with preconstruction and construction activities associated with the portfolio's major infrastructure projects delivered through the department's Major Projects Office. Local governments manage the remaining 147,000km of public roads throughout the state.

In addition to the above, Queensland Motorways Limited (QML) has a franchise to manage and operate the Gateway Bridge, Southern Brisbane bypass and Logan Motorway toll facilities, as well as the (untolled) Port of Brisbane Motorway. QML will also undertake construction of the Gateway Upgrade Project, as well as subsequent operation of the duplicated Gateway Bridge facility.



Program overview

Program overview

Main Roads is the owner and manager of the state-controlled road network in Queensland, with a replacement value of \$34.9 billion. Main Roads strategically manages, plans, develops, maintains and operates its road infrastructure by matching priorities, needs and objectives, to make a vital contribution to Queensland's overall transport system. The key elements which underpin the department's business strategy are:

- to identify and fund the highest priority roadworks which industry and the community value
- to improve efficiency in roads program delivery across all road industry sectors.

Main Roads responds to industry and community needs across Australia's second largest state, taking into account the varying climatic conditions and the diverse needs of over four million people currently spread throughout this sparse region of Australia.

The **Deputy Director-General** of Main Roads has overall accountability for the development and delivery of the state-wide works program. He is supported by the four general managers who are responsible for state-wide planning, program development and delivery, corridor management and operations, major projects office, and 14 district directors in this regard.

Main Roads is supported by a decentralised workforce of over 4,000 people who listen and respond to community needs with practical, cost-effective solutions. Main Roads places very high value on its working partnerships with Queensland Transport, Department of Infrastructure, Office of Urban Management, other state and federal government agencies, local government, community, industry and business in the development and delivery of the RIP.

This 2007-08 to 2011-12 RIP has been developed in accordance with policy objectives of government, reflects all government commitments and the business direction of the department as set out in the Main Roads Strategic Plan.

Within the legislative framework of the *Transport Infrastructure Act 1994 (TI Act)*, the road network strategy – **Roads Connecting Queenslanders (RCQ)** – provides the strategic direction for the development of the RIP. Investment strategies for key corridors of the road network have been developed. These investment

strategies identify a long-term vision for the network, consistent with industry and community needs.

Major challenges

From a state-wide perspective, the major challenges Main Roads will continue to face over the next five years in the development and delivery of this record roads infrastructure program, include:

- increased community demands and ageing infrastructure – creating pressures that cannot be met within likely available funding levels
- reducing road trauma, particularly high social cost crashes, in line with the targets set in the National Road Safety Strategy 2001-2010 and Queensland's Road Safety Strategy 2004-2011 and related Road Safety Action Plan (ie. 5.6 fatalities per 100,000 people by 2010)
- maximising the contribution roads make to the broader transportation solution
- improving roads' interface with integrated regional planning and wider transport and land use planning – particularly in south east Queensland, consistent with the SEQ Regional Plan, SEQIPP and the TransLink Network Plan
- implications of the Australian Government's AusLink plan, which has potential to divert state funding from other higher state road priorities in the future
- managing expectations where valued projects cannot be funded
- taking account of other competing priorities for available funds, securing sufficient road funding to provide a state road system which:
 - supports rapid urban and regional growth
 - reduces the input costs of industry to support major industry developments and improves the competitiveness of all industries in both domestic and international markets
 - provides for efficient freight movements across transport modes
 - promotes regional development
 - improves accessibility to (and the quality of life within) small rural, remote and Indigenous communities

- optimising the allocation between asset enhancement and preservation
- providing, with the Australian and local governments, a road system that uses all available resources to give users the most benefits
- improving traffic management operations to maximise existing road network capacity to better meet the needs of users
- obtaining predictability and certainty of future roads funding and reliability of future works programs to improve roadworks delivery efficiency
- continuing to extend open competition for major new projects, while also managing the impact on local government and RoadTek in a planned and sensitive manner
- retaining and attracting core business skills in road and transport infrastructure planning and delivery
- increasing the capabilities of all sectors of the road industry to succeed in a competitive environment
- providing for greater public and industry involvement in roads planning to ensure better community acceptance of cost-effective road investment decisions.

Key deliverables

Our key deliverables for the five-year works program over the life of this RIP include:

- ensuring future roads planning and management activities are considered within a whole-of-government context, consistent with the three outcomes sought by this government, namely:
 - building Queensland's economy
 - strengthening Queensland communities
 - protecting Queensland's environment
- within the context of managing urban growth and building Queensland's regions
- delivery of the approved (and significantly increased) program of projects contained in this RIP, consistent with scope, timing and estimated cost
 - development of a state-wide road network plan, consistent with integrated

regional transport and land use planning objectives, that best meets economic and social needs of Queenslanders – today, and in the future

- development and acceptance of innovative road investment strategies which support industry expansion and the international competitiveness of our export industries
- increased transport efficiency and travel safety through provision of additional capacity by duplication of carriageways and further overtaking opportunities across the system, and managing extension of the routes available to freight-efficient vehicles, consistent with preventing damage to our road and bridge assets
- effective and efficient maintenance and/or replacement of our existing road and bridge assets, with more than 100 timber bridges and older concrete and steel structures to be replaced over the life of this RIP
- effective traffic management strategies and intelligent transport systems which maximise existing road network capacity, increase freight and public transport efficiency and improve public transport patronage
- reduction of high social cost crash rates through the delivery of the Safer Roads Sooner program which targets high-crash locations and intersections; implementation of fatigue-based management treatments and improved facilities at roadside rest areas at key locations across the state
- delivering, in partnership with local government, the agreed goals of the Roads Alliance
- delivering on the government's jobs commitment by providing long-term sustainable employment opportunities throughout the state for all sectors of the roads industry
- a continuing commitment to "Towards a Queensland Government and Aboriginal and Torres Strait Islander Ten-Year Partnership" – a strategic whole-of-government approach to working with Aboriginal and Torres Strait Islander peoples towards a better quality of life for Indigenous Queenslanders – through provision of local training and employment opportunities in road construction and maintenance activities
- a continuing commitment to improving access to, and equitable treatment for small rural, remote and Indigenous communities

- improved safety at and around schools by further extension of bus set-down and parking facilities and other road safety initiatives
- extension of bikeway networks in south east Queensland and provincial cities to improve cyclist safety and access, and promote cycling as a viable transport mode
- support the efficient provision of public transport, cycling and walking networks
- ongoing research and development to provide leading-edge technology in road and bridge construction and maintenance
- maintenance of an environmental management system which provides cost-effective best practice and continual improvement in environmental management in all facets of road design, construction, maintenance and road system operations
- implementation of Workforce Capability strategies to ensure retention and attraction of a highly skilled and motivated workforce, equipped to deal effectively with current and future challenges
- delivery of agreed Workout outcomes to establish quality business practices, management information systems and structures which support effective and efficient delivery of the Main Roads' task.

Road funding sources and allocations

State-wide allocations

This RIP provides a record program of works, with \$13.3 billion provided for roads system management, planning, improvement, maintenance and operation of the roads asset over the next five years – and sustainable employment for an average of 38,500 people in roads and supporting industries.

This record level of roads investment represents an increase of \$1.75 billion over the previous five-year RIP, including special state government initiatives and growth in vehicle registration revenue, and additional Australian Government funding under AusLink. Whilst the current AusLink program ceases in 2008-09, funding of \$2.3 billion has been announced by the Australian Government for the Goodna Bypass between Dinmore and Gailes on the Ipswich Motorway, and expenditure forecasts for this project are included in this RIP for the period beyond 2008-09.

A feature for this year's RIP is the demonstration of this government to not only provide new capital works to cater for growth, but also to preserve and maintain our existing assets. Queensland's state road system has a replacement value of \$34.9 billion, which makes it the state's single largest asset. Main Roads is directing a greater level of funding towards preservation and renewal of the state's road network, from its base allocations over the term of this RIP.

This RIP incorporates all state-funded road infrastructure commitments to be progressed over the next five years, as part of the transport infrastructure investment outlined in the South East Queensland Infrastructure Plan and Program (SEQIPP) launched in April 2005.

Work will also continue throughout rural and regional Queensland under the \$359 million Rural and Regional Road Funding Initiative and Accelerated Road Rehabilitation and Regional Bridge Renewal Programs announced in 2005-06.

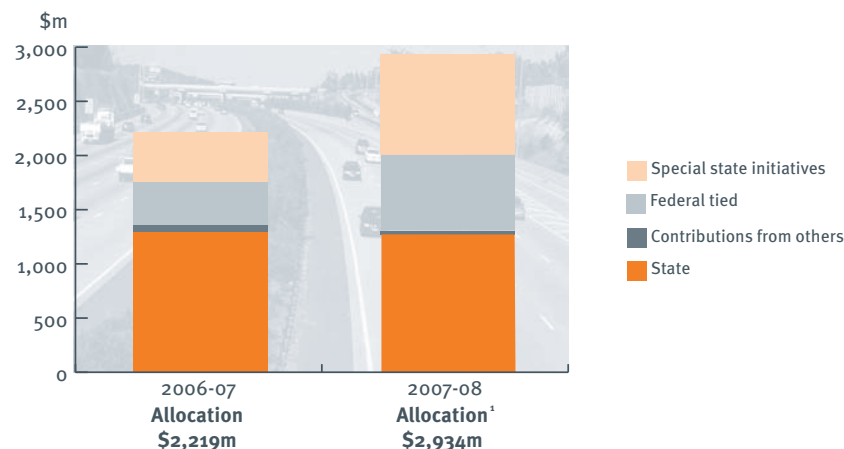
Over the next five years, \$235 million is provided towards the Safer Roads Sooner program to reduce Killed or Serious Injury (KSI) crashes in line with the targets of the National Road Safety Strategy 2001-2010 and Queensland's Road Safety Strategy 2004-2011 (i.e. target = less than 5.6 fatalities per 100,000 people).

As part of the Transport Infrastructure Development Scheme (TIDS), an extra \$10 million per annum is provided from 2007-08 to target priority safety improvements on the LRRS network as part of the Roads Alliance and \$1 million per annum for capability improvement – taking total extra state government investment in the LRRS network to \$25 million per annum from 2007-08.

Australian Government funding allocations comprise \$694 million under the Australian Government-funded AusLink program, and \$8.9 million for National Black Spot projects in 2007-08.

Since 1995-96, Main Roads funding has increased by \$2.07 billion (Australian Government-funded increase of \$520 million; state-funded increase of \$1.55 billion).

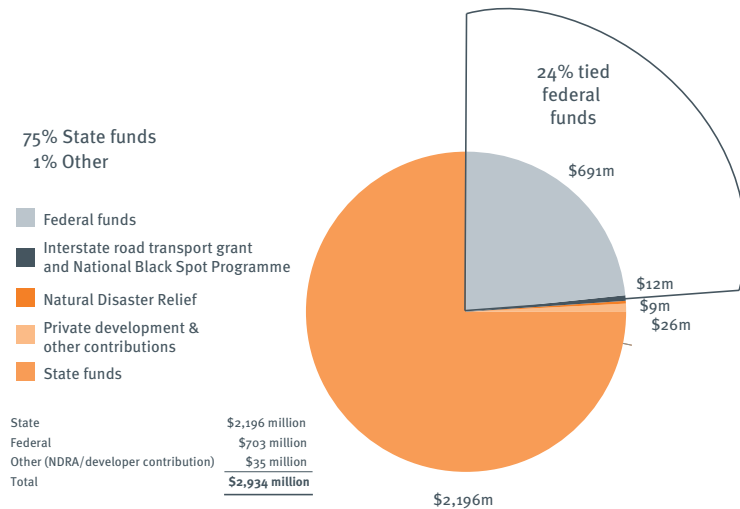
Main Roads 2007-08
Year-on-year funding comparison (including developer contributions; excluding tollways)



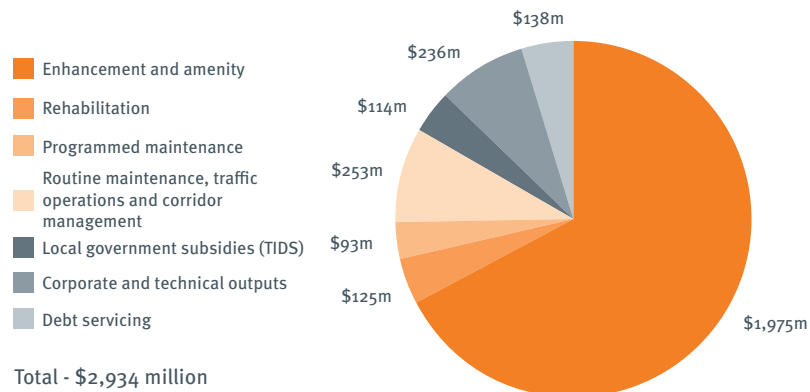
Note 1: Reflects year-on-year net increase of \$715 million (state \$436 million increase, Australian Government \$303 million increase, Natural Disaster Relief/developer contributions \$24 million decrease).

In 2007-08, \$2.934 billion is available to Main Roads. The following pie charts identify Main Roads sources of funding in 2007-08 and the allocations to roadworks and other departmental activities which also support the roads' effort in Queensland.

Sources of Main Roads funding 2007-08



Main Roads funding allocations 2007-08



Further, detailed comparative sources of funding, as based on Queensland Treasury's forward estimates against 2006-07 final revised allocations, are illustrated in the table at **Appendix 5**.

The 2007-08 allocation of available funds table (also at **Appendix 5**) identifies the various outputs, related components and financial elements of roads projects, together with funding allocations for other departmental activities which also support the Main Roads' effort in Queensland.

The program of works Main Roads plans to deliver – and which forms part of the overall Main Roads budget – is outlined in the district works programs sections – by road set. This comprises:

- **AusLink road network** – Construction and maintenance activities on the national road network. This comprises Gympie Arterial and Bruce Highway (Brisbane-Cairns); Warrego, Landsborough, Flinders and Barkly Highways (Brisbane-Darwin); Cunningham and New England Highways (Brisbane-Sydney); Gore, Leichhardt and Cunningham Highways (Brisbane-Melbourne); Gateway Arterial, Redland Sub-Arterial, Griffith Arterial, Cunningham Arterial and Cunningham Highway (Brisbane Urban Extension); Pacific Motorway from New South Wales border to Mt Gravatt-Capalaba Rd via the Gateway Arterial (Brisbane-Sydney); Port of Brisbane Motorway; Flinders Highway (Cloncurry-Townsville) and the access to the Port of Gladstone, from the Bruce Highway (for which the route designation is yet to be resolved).
- **Other state-controlled roads:**
 - state-funded construction, maintenance and traffic management activities including pre-construction activities, such as project planning and design (Australian Government financial assistance contributions for works on other state-controlled roads as part of the National Black Spot Programme are also included)
 - activities undertaken by district management, including road system and corridor planning.

- **Transport Infrastructure Development Scheme (TIDS) initiatives:**
 - state-funded improvements to local government roads for which funding subsidies are provided (generally on a 50/50 basis) from the roads program
 - state-funded contributions towards the local government component of Local Roads of Regional Significance (LRRS), as well as assistance towards local government capability requirements under the Roads Alliance
 - state-funded special assistance to Aboriginal and Torres Strait Islander communities for roads and transport infrastructure to improve access to and the quality of life within local Indigenous communities (road access improvements to Indigenous communities are funded 100 per cent under TIDS and, within communities, 50/50)
 - state-funded SafeST infrastructure subsidies to local governments on a 50/50 basis for passenger set-down areas at existing schools and improved safety for children travelling to and from schools (\$5 million per annum)
 - Australian Government-funded Black Spot initiatives on local government-controlled roads.

Australian Government roads funding – AusLink

The AusLink national land transport network forms the backbone of the broader roads and transport system. Its primary function is to drive the nation's economic, regional and social development by improving industry competitiveness, export-earning opportunities and basic standards of community success.

It has been acknowledged at the Australian Government level that the standard of Queensland's former national highway system (NHS) is the worst in Australia; ie. Queensland has the greatest needs, both in terms of existing network deficiencies and the increasing traffic demands of rapid population growth and industry expansion. Compared to other states, the former NHS network in Queensland:

- is rougher
- more congested (ie. duplication is provided much later than the desirable intervention standard)
- less safe
- carries a higher share of total traffic (due to its export focus).

The backlog of deficiencies on the former NHS and emerging demands of industry expansion, particularly in our mining, sugar, live-cattle, tourism and other export-earning industries, is compounding the problem.

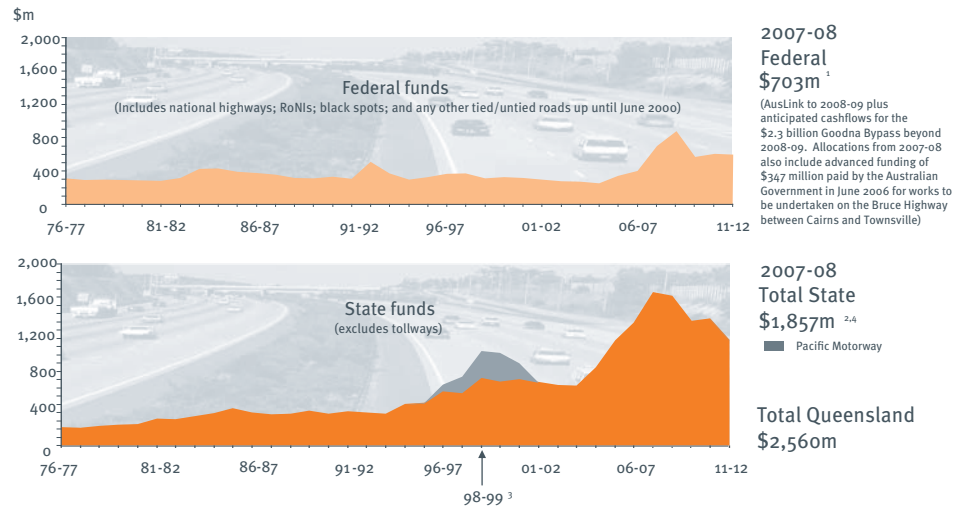
Despite this, the Australian Government is not providing sufficient funding to overcome either existing deficiencies or to meet emerging demands.

The graph overleaf demonstrates that Australian Government road funding has remained relatively static, in real terms, over the past three decades, apart from the intervention of the Australian Bicentennial Road Development and One Nation initiatives – and more recently, AusLink, including the allocation of extra funding totalling \$268 million in 2005-06 for major works on the Bruce Highway between Townsville and Cairns and funding in the 2007-08 Australian Government budget for the \$2.3 billion Goodna Bypass.

By comparison, state funding for roadworks has increased, in real terms, from \$227 million in 1976-77 to \$1.857 billion in 2007-08 (inclusive of GST related receipts of some \$85 million in place of the former untied National Arterial grant).

Under the AusLink Agreement, the Australian and Queensland Governments have prepared investment strategies for all AusLink corridors. These strategies will form the basis for future investment decisions.

Main Roads works 1976-77 to 2011-12 program size and trends \$2007-08 (includes NDRA, carry-overs, developers contributions)



Note 1: The Australian Government's current AusLink plan finishes in 2008-09. Funding beyond 2008-09 reflects projected funding for the Goodna Bypass project between Dinmore and Gables. The level of Australian Government funding to Queensland for the next five-year AusLink program beyond 2008-09 is yet to be finalised.

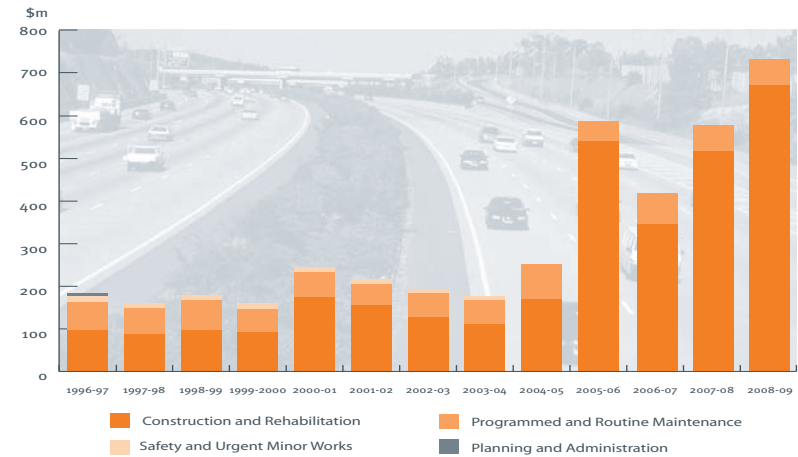
Note 2: From 1 July 2000, state allocation includes former untied federal road grant (approximately \$85m) which was subsumed by GST and is now funded from state sources.

Note 3: Peak in 1998-99 reflects 13-month works program as part of transition from "cash" to "accrual" budgeting arrangements introduced from 1 July 1999.

Note 4: Lower funding from 2009-10 reflects finalisation of a number of existing special initiative funding programs.

The following bar chart reflects the Australian Government's performance in funding Queensland's former NHS and expanded AusLink network over the period from 1996-97.

Australian Government AusLink funding to 2007-08 - Queensland



	Total allocation:	Queensland's share: ¹		Total allocation:	Queensland's share: ¹
1996-97	\$ 803.45m	\$196.06m 24.40%	2002-03	\$ 986.08m	\$240.26m 24.40%
1997-98	\$ 817.32m	\$177.15m 21.70%	2003-04	\$ 965.00m	\$255.13m 26.40%
1998-99	\$ 876.47m	\$195.66m 22.30%	2004-05		\$252.11m ³
1999-00	\$ 818.21m	\$211.28m 25.80%	2005-06		\$588.15m ^{2,3}
2000-01	\$ 834.53m	\$250.44m 30.00%	2006-07		\$418.19m ³
2001-02	\$1,020.86m	\$236.71m 23.20%	2007-08		\$580.14m ³
			2008-09		\$736.71m ³

Note 1: Reflects actual Australian Government payments administered by the Queensland Government 1996-97 to 2005-06, and budget allocations in 2006-07 onwards.

Note 2: Includes advance of \$347.01m for Bruce Highway (Townsville – Cairns).

Note 3: Over the period of AusLink from 2004-05 to 2008-09, Queensland has been allocated 26.5% of total AusLink national projects funding.

A state-wide summary of Queensland's allocation for the construction and maintenance of the AusLink network is outlined below. (This funding table also includes state-funded projects on the AusLink network.)

Commensurate with agreed needs and the Australian Government's AusLink network responsibilities, the state government through Main Roads and Queensland Transport will continue to make the case for increased Australian Government road funding to ensure appropriate funding of Queensland's national road and rail network needs.

State-wide summary of allocations for AusLink Road Network ⁽¹⁾:
2007-08 to 2011-12 (federal and state-funded)

Geographical area	Approved allocation		Indicative AusLink allocations
	2007-08 \$m	2008-09 \$m	2009-10 to 2011-12 \$m
South east Queensland ²	1,046.610	654.904	1,881.555
Southern Queensland	34.373	16.475	
Central Queensland	19.087	16.096	
North Queensland ³	244.348	226.251	96.900
Total geographical allocations ⁴	1,344.418	913.726	1,978.455
Programming adjustment	(181.044)	55.321	(13.496)
Total: AusLink Network allocation	1,163.374	969.047	1,964.959
Sources of Funding			
Australian Government	686.260	847.200	1,760.377
Queensland Government	477.114	121.847	204.582

Note 1: The AusLink national road network comprises the Gympie Arterial and Bruce Highway (Brisbane-Cairns); Warrego, Landsborough, Flinders and Barkly Highways (Brisbane-Darwin); Cunningham and New England Highways (Brisbane-Sydney); Gore, Leichhardt and Cunningham Highways (Brisbane-Melbourne); Gateway Arterial, Redland Sub-Arterial, Griffith Arterial, Cunningham Arterial and Cunningham Highway (Brisbane Urban Extension); Pacific Motorway from New South Wales border to Mt Gravatt-Capalaba Rd via the Gateway Arterial (Brisbane-Sydney); Port of Brisbane Motorway; Flinders Highway (Cloncurry-Townsville) and the access to the Port of Gladstone, from the Bruce Highway (for which the route designation is yet to be resolved).

Note 2: Indicative AusLink allocations include projected cashflows (beyond the current AusLink program) for the Goodna Bypass between Dinmore and Gables totalling \$1.7 billion.

Note 3: Includes \$347.01 million AusLink funding (\$2006) advanced by the Australian Government on 27 June 2006 as part of the Accelerated Bruce Highway Upgrade Package (Townsville - Cairns) MoU jointly signed by federal and state ministers. This \$347.01 million comprises \$127.01 million (\$2006) for the Corduroy Creek - Banyan Creek flood mitigation works, south of Tully, and \$220 million (\$2006) for planning and flood mitigation, traffic efficiency and safety works between Townsville and Cairns. This advance funding has been provided earlier on the basis that, consistent with required expenditure flows, funds will be invested and drawdowns from the principal and interest earned will be directed to road improvements on the Townsville - Cairns link over the next three years. At this stage, specific project priorities/timeframes are yet to be resolved with the Australian Government.

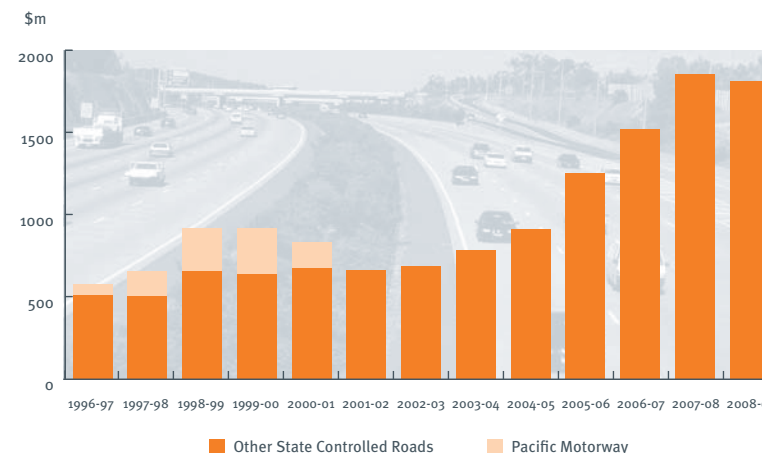
Note 4: Summary of proposed AusLink program based on forward provision at date of print. A number of AusLink projects are subject to formal approval by the federal minister in accordance with requirements of the AusLink Notes on Administration. Annual allocations may vary from funding announcements to meet construction schedules across the overall works program.

State roads funding

State budget funding for state-controlled roads in 2007-08, including state-funded projects on the AusLink road network and TIDS, has increased by \$335 million, or 22 per cent, over 2006-07.

The bar chart below reflects the state's performance in funding Queensland's road network over the period from 1996-97 to 2008-09.

State roads funding to 2008-09¹



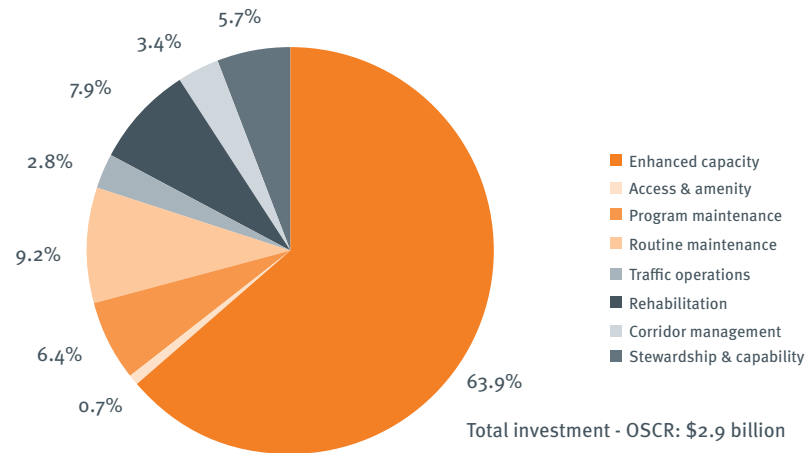
Note 1: Reflects actual state government expenditure 1996-97 to 2005-06, and funding allocations for 2006-07 and the firm first two years of the RIP (2007-08 and 2008-09).

Other state-controlled roads

The following table shows that funding provided in regional allocations for other state-controlled roads totals \$6.9 billion over the five-year period to 2011-12. A further \$800 million in state funding is included as part of the allocations for the expanded AusLink network. All up, state funding for state-controlled roads totals some \$7.7 billion over the life of this RIP.

Major construction milestones for other state-controlled roads are outlined in the District Programs section of this document.

State-wide - Other state-controlled roads (excl. AusLink network)
primary worktype break-up 2007-08 to 2008-09



State-wide summary of allocations for other state-controlled roads (excluding tollways): 2007-08 to 2011-12

Geographical Area	Approved RIP allocation	Firm allocations		Indicative allocations
	2006-07 \$m	2007-08 \$m	2008-09 \$m	2009-10 to 2011-12 \$m
South East Queensland	636.041	1,004.033	923.475	1,810.634
Southern Queensland	177.578	241.717	269.081	519.623
Central Queensland	201.305	232.476	196.815	431.549
North Queensland	145.611	103.015	192.238	416.429
Gross works program ¹	1,160.535	1,581.241	1,581.609	3,178.235
Depreciation included in stewardship and capability	(3.351)	(3.351)	(3.351)	(10.053)
Safer Roads Sooner program - yet to be allocated to works	1.993	3.560	5.735	135.800
Payment to QML - Port of Brisbane Motorway	2.526	3.526	2.526	7.578
Regional Bridge Renewal Strategy - yet to be allocated to works				21.786
Traffic Management Package		1.866	5.280	6.910
Statewide Traffic management and operations		3.093	3.278	11.004
Road Lighting Electrical Upgrade Program	1.400	6.500		
Other funding commitments yet to be allocated to works	8.930	(17.369)	1.300	3.900
Drive Tourism	0.512			
Program management reserve ²	(157.075)	(271.375)	69.471	584.910
Provision for contingent funding from others towards roadworks		(48.215)	(19.354)	12.262
Total: Other items	(145.065)	(321.765)	64.885	774.097
Total: Other state-controlled roads ³	1,015.470	1,259.476	1,646.494	3,952.332

Note 1: Special initiatives and contributions from others for roadworks are reflected in allocations.

Note 2: Reflects identified additional works programmed to mitigate the impact of potential delays in program delivery which may be beyond Main Roads' control; eg prolonged wet weather, land acquisition, native title, cultural heritage issues etc.

Note 3: Includes former untied federal road grant (approximately \$85 million per annum) which was subsumed by GST from 1 July 2000 and is now funded from state sources.

Transport Infrastructure Development Scheme (TIDS)

The TIDS program is aimed at supporting the local transport infrastructure needs of regional and rural communities throughout Queensland.

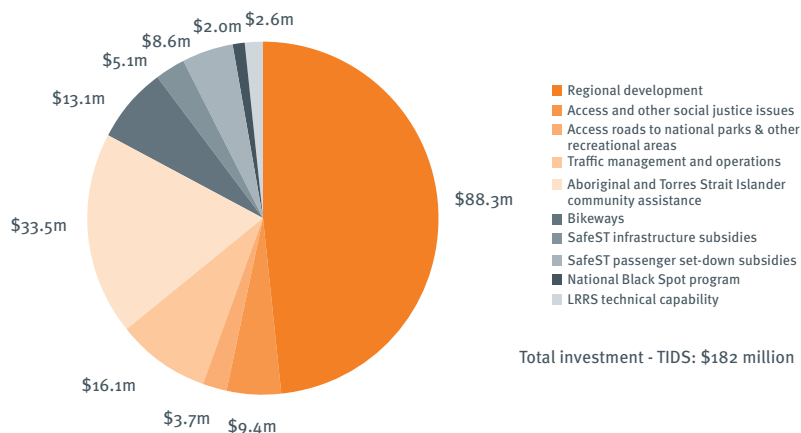
It seeks to improve access to, and liveability within Aboriginal and Torres Strait Islander communities, support economically viable industry developments in regions (eg. tourism, freight transport in rural and remote areas); improve safety and traffic operations; improve access to national parks, consistent with park management plans, and other recreational areas; develop bikeway networks; and improve bus set-down and parking facilities at schools to improve safe school travel for Queensland children, their parents and teachers.

Through the Roads Alliance, RRGs set priorities for at least 50 per cent (desirably 70 per cent) of base TIDS funding from 2005-06. These priorities over the period 2007-08 to 2010-11 are reflected in the Roads Alliance addendum to the RIP.

Expenditure through TIDS in Aboriginal and Torres Strait Islander communities will be managed specifically to assist building of community capability in road construction, maintenance and management activities.

Future TIDS allocations are detailed in the following table.

**State-wide - Transport Infrastructure Development Scheme (TIDS)
Two years firm (2007-08 and 2008-09) category allocations**



State-wide summary of allocations for Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09

Geographical Area	Approved RIP allocation	Firm allocations	
	2006-07 \$M	2007-08 \$M	2008-09 \$M
South East Queensland ¹	46.409	44.218	17.235
Southern Queensland ²	15.244	15.441	12.964
Central Queensland ³	12.927	20.011	13.217
North Queensland ^{4,5}	25.384	31.707	23.775
Roads Alliance technical capability		2.394	1.000
Program management reserve	(0.710)		
SafeST - School set down areas	2.000		
Total: TIDS program ⁶	101.254	113.771	68.191

Note 1: 2007-08 allocation includes \$12.4 million (including \$4.9 million carryover) for construction of Boundary Road (Kelliher Road - Garden Road) two lane underpass.

Note 2: 2007-08 allocation includes \$2.5 million for pre-feasibility study for TransApex Northern Link.

Note 3: 2007-08 allocation includes \$1.75 million for access road to multi-modal facility and \$1 million for Yeppoon and Emu Park township bikeways, in Livingstone Shire.

Note 4: 2007-08 allocation includes \$2.2 million for training provided to assist community road construction capability in Aurukun, Mapoon, Hope Vale and Lockhart River.

Note 5: 2007-08 allocation includes \$1.4 million for a new bridge crossing on Bloomfield Road at Granite Creek in Cook Shire.

Note 6: 2007-08 allocation includes funding of \$58.236 million for direct payments to local governments, \$17 million of funding for works in remote communities, with the balance representing works to be carried over from 2006-07, for which funding is to be managed through end of year carry-over arrangements.

Development contributions

Due to competing priorities for limited government resources, road funding will not always be available, as and when required, to suit the needs of specific industry developments or expansions. In such cases, an industry contribution for roadworks, based on the individual local impact of that development, may be necessary to facilitate the industry development and maintain the safety and efficiency of the road network.

District directors expect development and other contributions to the state's public road network will total some \$26 million in 2007-08.

Queensland Motorways Limited (QML)

Under franchise agreements with the state government, QML operates two tolled facilities – Gateway Bridge and Logan Motorway – as well as the (untolled) Port of Brisbane Motorway.

QML is undertaking the \$1.88 billion Gateway Upgrade project, involving duplication of the existing Gateway Bridge, widening of the sections of the Gateway Motorway from four to six and eight lanes, and construction of a new four-lane road connecting the Gateway Bridge to Nudgee, including a second access to the airport. Overall works are due for completion in 2011, with road sections to be opened progressively to traffic in order to reduce congestion and improve traffic flows; viz:

- Wynnum Road intersection upgrade by mid-2007
- Wynnum Road to Lytton Road widening by late 2007
- Northern deviation through old and existing airport sites by late 2008
- Mt Gravatt-Capalaba Road to Wynnum Road widening by late 2009
- Second bridge crossing and immediate approaches by late 2010
- Refurbishment of existing bridge by mid-2011.

South East Queensland

The geographical area of south east Queensland covers an area of 18,887 sq km and is Queensland's most highly populated service and manufacturing area. It has an estimated population of 2.7 million and is growing at an average rate of nearly 3 percent annually. This rapid growth continues to place increasing heavy demand on the existing transport systems.

The state-controlled road network in the area is 2,872km in length and includes 427km of the AusLink national road network.

Brisbane Metropolitan, North Coast and South Coast Districts – with offices located in Brisbane, Gympie and Nerang respectively – are responsible for administering, maintaining and enhancing this portion of the state road network.

Major challenges

The major challenges facing the districts include:

- developing a long-term road network which supports the South East Queensland Regional Plan (2006-2026)
- delivering a significantly increased program of roads infrastructure, including road projects in the South East Queensland Infrastructure Plan and Program 2006-2026 (SEQIPP), within scope, on time and on budget
- supporting regional development by upgrading key freight and passenger routes to meet the transport needs of rapidly developing coastal areas
- optimising capacity and safety on heavily-trafficked roads
- managing the impacts of heavily-trafficked roads on the environment and amenity of adjacent land uses
- support the delivery of cycle and pedestrian infrastructure for school transport and other related purposes.

Significant achievements in 2006-07

Developing a road network which supports the South East Queensland Regional Plan 2006-2026, and incorporates the outcomes of SEQIPP.

- The \$1.88 billion Gateway Upgrade Project (GUP) is the largest bridge and road project in Queensland's history. Main Roads managed the early planning stages of the project including preparation of an Environmental Impact Statement. Queensland Motorways Limited (QML) will deliver the GUP on behalf of the state government. Following a rigorous tender process, QML awarded the contract to design, construct and maintain the GUP to the Leighton Abigroup Joint Venture in September 2006. The GUP includes the duplication of the Gateway Bridge and upgrade of 20km of the Gateway Motorway from Mt Gravatt-Capalaba Road to Nudgee Road and will provide a more direct link to Nudgee Road and a second access to Brisbane Airport. Major construction works on the project commenced in March 2007. To deliver benefits to motorists sooner, sections of the GUP will be opened as they are progressively upgraded. The project is scheduled for completion in mid 2011. The first deliverable of the GUP is the Wynnum Road Upgrade which is on track for completion in mid-2007 and is a separate package of works being undertaken by Basic Construction Services
- The Tugun Bypass is an important national project which will greatly relieve congestion on the southern end of the Gold Coast. This 7km route will separate local traffic from both tourist and most heavy-vehicle traffic; reduce congestion, travel times and air pollution along the existing highway; and provide opportunities for improved public transport. It will initially be four lanes, with potential to upgrade to six lanes in the future.
 - The Australian Government has committed \$120 million towards the project, with the Queensland Government funding the remaining \$423 million (total estimated project cost \$543 million)
 - The contractor, Pacific Link Alliance consists of an alliance between Abigroup Contractors, SMEC Australia and Main Roads. Work has been completed on a tunnel under the planned airport runway extension on airport land controlled by the Australian Government
 - The Tugun Bypass is scheduled for completion by mid 2008.

- Tenders were called to start work on the first stage of a new two-lane road between Springfield and Yamanto to service new growth areas in Ipswich City. Construction started in November 2006. Two further major construction packages are anticipated to be released for tender during 2007. All contracts will run concurrently to enable completion of the entire route from Springfield to Yamanto by mid 2009
 - The state government has committed \$366 million towards the project, which will extend the Centenary Highway from Springfield through to the Cunningham Highway at Yamanto
 - The new corridor also includes a future public transport facility. It will provide access to developing areas like Springfield, Swanbank and Ripley Valley and will provide a full network connection from the Cunningham Highway to the Logan and Ipswich Motorways
 - Early work on the Springfield interchange was completed in October 2005. This interchange provides access to the new shopping centre and the University of Southern Queensland's Springfield Campus
- Alliance partners were selected and construction commenced on a \$76 million early works road package for new four lanes of Centenary Highway, as part of the Darra to Springfield Transport Corridor project
- A preferred road corridor was selected after community consultation and environmental study, for a new link between the Cunningham and Warrego Highways in Ipswich City to reduce heavy vehicle, safety and traffic impacts on River Road, which provides the only current connection
- Planning and land acquisitions continuing on the TransApex Airport Link with City North Infrastructure (CNI), an incorporated Queensland Government company (including the Department of Infrastructure, Queensland Treasury, Queensland Transport and Main Roads holding equal shares), created to deliver the Airport Link
- Agreement by state government to contribute \$28 million in 2009-10 for the South East Expressway connection with the Brisbane City Council's North South Bypass Tunnel
- Construction work started on a new arterial road between Caloundra and Mooloolaba, on the Sunshine Coast, as part of the Kawana Transport Infrastructure Agreement.

Providing capital investment for road infrastructure to meet the transport needs of rapidly developing coastal areas

- Work is nearing completion to upgrade the last two sections of Nerang-Broadbeach Road to four-lane standard to improve traffic flow and safety
- Sunshine Motorway planning has continued and construction started on four-laning the motorway between Sippy Downs and Kawana Way; including a new Sippy Downs interchange
- Construction is continuing on the Maroochy Boulevard project, funded by the Queensland Government and Maroochy Shire Council, which will include a new southern access to Maroochy and connections to the Sunshine Motorway
- Construction has started on the first stage works between the Pacific Motorway and Santa Barbara Road as part of four-laning the remainder of Hope Island Road
- Construction work started on duplication of the Maroochy River Bridge and Sunshine Motorway to four-lanes between Maroochy Road and David Low Way. Tenders were called for construction of a new interchange on the Sunshine Motorway at Pacific Paradise with connections to the David Low Way
- Work started on four-laning of Caloundra and Maroochy roads
- The first project is underway to construct four lanes on Frank Street in Southport to reduce traffic congestion at Labrador on the northern Gold Coast
- Construction started on the new Caloundra-Mooloolaba Road between Caloundra Road and Creekside Boulevard and planning started on the Creekside Boulevard to Sunshine Motorway section
- Continuation of Gold Coast bus priority measures.

Optimising capacity and safety of heavily-trafficked roads

- Work continued on an Australian Government-funded project to reconstruct the Ipswich Motorway - Logan Motorway interchange. A service road bridge was completed in March 2006 and major construction commenced in February 2007
- Construction was largely completed on various sections of the Australian Government-funded Ipswich Motorway interim priority safety works package, with Granard Road

- Australian Government has committed \$2.3 billion to construct the Goodna Bypass from Dinmore to Gables. As per the Australian Government budget announcement, \$400 million has been allocated for early works in the current program to 2008-09
- Successful alliance proponent selected for development of the design and construction of the \$320 million Australian Government-funded Ipswich Motorway upgrade to six lanes between Wacol and Darra, including the Centenary Highway interchange
- Successful alliance proponent selected for grade separation of Mt Lindesay Highway and Acacia Ridge rail line with \$25 million Australian Government contribution to this \$110 million project
- Construction works are set for completion later this year to upgrade the remaining two lanes to four on the section of Brisbane-Beenleigh Road from Bethania to Beenleigh to improve traffic flow and safety
- Completed duplication of the Beenleigh-Redland Bay Road between Cairns Street and Bryants Road
- Construction work has started to upgrade the section of Redland Bay Road between Panorama Drive and Cleveland-Redland Bay Road to four lanes
- Work was completed on the Boundary to Uhlmann Roads section of the Australian Government-funded six-laning of the Bruce Highway between Brisbane and Caboolture to reduce congestion and improve safety. Construction started on a new highway interchange at Caboolture
- Completed the joint federal/state study into current and future needs of the 65km section of the Bruce Highway between Cooroy and north of Gympie. In a separate initiative, construction started on four-laning the first stage of the existing highway through Gympie
- Work was completed on a project to extend four lanes on Samford Road, between Cobalt Street, Keperra and Arbor Street, Ferny Grove, to improve traffic safety and reduce congestion
- An Alliance Project, which Brisbane City Council heads, has continued construction of an underpass on Boundary Road, connecting Kelliher and Garden Roads at Darra, to ease congestion and improve traffic safety. The project achieved a major milestone in 2006-07 with the opening of the new Boundary Road bridge over the Centenary Highway at Darra

- Completed the Brisbane City Council Balham Road extension to Beatty Road, with joint funding by state government
- Stage two of the Caboolture bypass construction continuing to further improve traffic safety in Caboolture's central business district.

Managing the impacts of heavily-trafficked roads on the environment and amenity of adjacent land uses

An Australian Government-funded trial to remove the Logan Motorway toll for heavy vehicles at night was extended to December 2007, in line with the Brisbane Urban Corridor (BUC) planning study recommendations on the corridor between the Ipswich and Gateway Motorways.

Landscaping of state-controlled roads included joint projects with local governments, community groups, Greening Australia and Planet Ark.

Noise barriers were extended along some of the region's more heavily-trafficked roads.

There was widespread use of special road-surfacing treatment that significantly reduced road traffic noise in urban areas.

Key deliverables 2007-08 and 2008-09

Managing urban growth and building Queensland's districts

South east Queensland has some of the fastest growing areas in Australia. The key deliverables over the next two years – while aligned to specific government priorities – contribute to all of the government outcomes and help manage the transport demands created by rapid growth in this area. The SEQIPP, announced in April 2005 and subsequently updated in 2006 and 2007, builds on existing funding initiatives and state election commitments to provide a program of transport infrastructure for ten years until 2016, and planned new development for a further ten years until 2026.

SEQIPP outlines government infrastructure priorities to meet the preferred plan of development which was first outlined in the draft South East Queensland Regional Plan released in October 2004 and finalised in June 2005.

SEQIPP will help encourage development in the best locations to boost industry and meet population growth in south east Queensland.

Government outcome: A strong diversified economy

Main Roads' outcome: Efficient and effective transport to support industry competitiveness and growth

- Complete construction of the cross-border Tugun Bypass (Queensland Government - \$423 million; Australian Government - \$120 million) on the Pacific Motorway
- Continue construction of the second Gateway Bridge river crossing and upgraded Gateway Motorway between Mt Gravatt-Capalaba Road and Nudgee Road which started in March 2007. The project will be delivered in stages to 2011 under a design, construct, maintain and operate agreement with Queensland Motorways Limited
- As part of the Australian Government's \$2.3 billion Goodna Bypass from Dinmore to Gailes, land acquisition for the corridor will be completed by December 2007 with construction to commence late 2008
- Start detailed planning of the proposed Bruce Highway upgrade between Cooroy and north of Gympie
- Complete planning and start construction of stage 2 of the four-lane upgrading of the Bruce Highway through Gympie
- Start construction on the remaining section of the Australian Government-funded Bruce Highway, between Uhlmann Road and Caboolture; and complete construction of the interchange on the Bruce Highway at the junction with the Caboolture Bypass
- Continue planning for the duplication of the Mt Lindesay Highway, between Rosia Road and Jimboomba
- Start construction of four-lane upgrading on the Mt Lindesay Highway between Green/Fedrick Streets and Rosia Road
- Completion of the final four-lane duplication of the Brisbane-Beenleigh Road between Fletcher Street and Boundary Street
- Continue construction of the \$255 million Australian Government-funded interchange at the junction of Ipswich and Logan Motorways, and completion of other priority safety works over the full length of the Ipswich Motorway
- Continue construction of the four-lane duplication on the Frank Street section of the Gold Coast Highway, between Robert Street and Stevens Street
- Acquire land and start preparatory works for duplication of the Gold Coast Highway, between Government Road and Robert Street, Southport
- The Queensland Government has committed \$455 million towards the Pacific Motorway upgrade between Tugun and the Mt Gravatt-Capalaba Road intersection with the Gateway Motorway subject to matching Australian Government funding. Planning and design activities are continuing in the interim, namely:
 - planning and land resumptions to upgrade two sections of the Pacific Motorway
 - transit lanes between the Gateway Motorway and the Logan Motorway in Logan City
 - six lanes between Pappas Way, Nerang and Stewart Road, Tugun on the Gold Coast
 - planning for upgrade of the Gateway Arterial link between Mt Gravatt-Capalaba Road and the Pacific Motorway
- Continue construction of a new four-lane link of Maroochydore Road between the Bruce Highway and Kunda Park
- Continue duplication of the final link of Caloundra Road, between the Bruce Highway and Pierce Avenue
- Completion of duplication of the Sunshine Motorway between Sippy Downs and the Kawana Arterial Road, including provision of an interchange at Dixon-Claymore Road, Sippy Downs
- Construction to commence on a new road corridor between the Warrego and Cunningham Highways to reduce traffic congestion on River Road in Ipswich City
- Continue construction of the South West Arterial Road between Springfield and Yamanto in Ipswich City
- Complete construction of an underpass of Boundary Road, connecting Kelliher and Garden Roads at Darra
- Continue corridor preservation for the proposed Western Ipswich Bypass
- Commence planning for six laning of Smith Street Connection, between the Pacific Motorway and Olsen Avenue, and construction of bus lanes from Kumbari Avenue to High Street, Southport.

Government outcome: Safe and secure communities

Main Roads' outcome: Safer roads to support safer communities

- Complete the second stage of the Caboolture Bypass
- Develop, in conjunction with Queensland Transport and local government, plans and implementation programs for safety measures, ranging from bikeways to freight routes
- Rehabilitate and widen selected roads in the coastal hinterland areas
- Develop and implement traffic operations programs, consistent with the department's traffic management strategy
- Complete priority road safety measures in the greater Brisbane region, comprising a mix of intersection improvements, modification of slip lanes, median barriers and a pedestrian crossing
- Complete alignment improvements to Yandina-Coolum Road between Valdora Road and Arcoona Road
- Complete intersection improvements on the Gold Coast Highway between First Avenue and Goodwin Terrace at Burleigh Heads
- Complete intersection improvements on Beerburum Road between Henzell Road and McKean Street
- Continue planning for the four-lane upgrading of the Burpengary-Caboolture Road, between the Bruce Highway and Gaffield Street
- Sunshine Coast bus priority measures
- Complete duplication of Moggill Road between Kilkivan Avenue and Pullenvale Road
- Start work on the replacement of Vic Olsen timber bridge over the Mary River on Tuchekoi Road.

Government outcome: A fair, socially cohesive and culturally vibrant community

Main Roads' outcome: Fair access and amenity to support liveable communities

- Continue planning for the upgrading of the remaining two-lane sections to four lanes on the Caboolture-Bribie Island Road
- Continue planning for the four-lane upgrading of Deception Bay Road between the Bruce Highway and Lipscombe Road including improvements to the highway interchange
- Continue planning for the four-lane upgrading of Glasshouse Mountains Road for the section from Landsborough to the Bruce Highway
- Commence planning and continuation of corridor preservation on the Intra-Regional Transport Corridor between Stapylton and Nerang
- Continue implementation of the recommendations of the Brisbane Urban Corridor (BUC) planning study on the Australian Government-funded AusLink national road network link between the Ipswich and Gateway Motorways including:
 - planning for a new interchange at the intersection of Mains and Kessels Roads
 - planning for upgrade of Beatty/Balham Roads intersections with Griffith Arterial (Granard Road)
- Complete duplication of the Nerang-Broadbeach Road from Allambe Gardens to Nielsens Road
- Complete replacement of the timber bridge at Sheepstation Creek on the D'Aguilar Highway, west of Kilcoy, with a new concrete structure
- Continue consultation with the community in order to understand and respond to small business, industry and community needs, while working actively with private developers to achieve equitable outcomes for government, developers, industry and the overall community

- Continue works on the following Sunshine Motorway projects:
 - \$35 million for the state government and Maroochy Shire Council funded Maroochy Boulevard project, including new connections to the Sunshine Motorway
 - \$70 million interchange at Pacific Paradise including a more direct connection to the Sunshine Coast Airport
 - \$119 million duplication between Maroochydoore Road and Pacific Paradise which will include a new bridge crossing the Maroochy River
- Continue construction of the Caloundra-Mooloolaba Arterial Road – a new link from Caloundra Road to Creekside Boulevard, west of Nicklin Way
- Complete four-lane duplication of the Gold Coast-Springbrook Road, between Palm Meadows Drive and Bourton Road
- Complete planning and commencement of duplication of Hope Island Road on sections between the Pacific Motorway at Oxenford and Lae Drive
- Commence planning for the duplication of the Redland Sub-Arterial (Mt Cotton Road) between Mt Gravatt-Capalaba Road and Tingalpa Creek
- Complete planning and start works to duplicate the Houghton Highway bridge by 2007-08
- Complete duplication projects in Redland Shire:
 - Redland Bay Road (Boundary Road) from Panorama Drive to Cleveland-Redland Bay Road.
 - Redland Bay Road from Vienna Road to Redland Bay Road (Boundary Road).

Government outcome:

A clean, liveable and healthy environment

Main Roads' outcome:

Environmental management to support environmental conservation

- Working closely with the Office of Urban Management, Queensland Transport and local governments to implement joint planning actions arising from the SEQ Regional Plan, the draft TransLink Network Plan and the *Integrated Planning Act, 1997*.
- Continue extension of noise barriers along the region's more heavily-trafficked roads.
- Continue landscaping initiatives as part of road upgrades and joint projects with local governments, community groups and Greening Australia.

Southern Queensland

The geographical area of Southern Queensland covers 464,533 sq km and has a population of approximately 500,000.

The state-controlled road network in the area is 11,964km in length and includes 1,350km of the AusLink national road network. This network services a broad range of communities and industries ranging from the petroleum basin of the far south west – to rich grain, cotton, cattle and fruit-producing agricultural lands of the Darling Downs and Burnett – to coastal sugar and tourist areas surrounding Hervey Bay and Bundaberg.

Southern, Border, South Western and Wide Bay Districts – with offices located in Toowoomba, Warwick, Roma and Bundaberg respectively – are responsible for administering, maintaining and enhancing this portion of the state road network.

Major challenges

The major challenges facing the districts include:

- supporting economic development by assisting freight movement associated with established industries such as tourism, grain growing, sugar production and pastoral activities; supporting the oil and gas industries and the emerging freight hubs; and meeting the demands of rapid population growth in Hervey Bay and Bundaberg
- ensuring safe and efficient travel conditions for road users
- maintaining and managing an ageing road network in rural and fast growing regional communities
- continuing to develop our capability to manage and operate the road network through our people, local governments and the private sector.

Significant achievements in 2006-07

Supporting economic development by assisting freight movement associated with established industries such as tourism, grain growing, sugar production and pastoral activities, and developing needs associated with the oil and gas industries; and the needs of the emerging freight hubs

- Continued work on the Carnarvon Highway by completing 14km of widening north and south of Injune including the widening of Hurdle and Hutton Creek Bridges. This work will complete the widening on the Roma to Injune section which will improve safety for the increasing volume of tourist traffic, over mass/dimension vehicles and long distance heavy vehicle through traffic. Work will continue on the Injune to Rolleston section with a current program of works of \$14 million over the next five years
- Ongoing widening of the Warrego Highway between Morven and Charleville was accelerated, by completing 15km this year. This program of widening the bitumen will eventually extend the “Type 2” roadtrain network and allow the livestock transporters to join with the AusLink network at Morven and through to Mitchell
- Work commenced on the Roma-Taroom Road with 6km of widening undertaken in Bungil Shire and 17km of new construction and sealing in Taroom Shire

- Ongoing widening and strengthening of 10.1km of the Brisbane to Sydney AusLink corridor at locations east and west of Maryvale near Warwick. These projects continue a \$27 million program to improve this important freight link over three years
- Reconstructed 1.0km of the New England Highway, including construction of a northbound overtaking lane and intersection improvements including provision of dedicated right turn lanes at Phipps Road (northbound) and Faulkners Road (southbound) intersections, continues a program to widen, reconstruct and provide overtaking lanes on this section of the highway that carries 3,000 vehicles a day between Warwick and Toowoomba
- Completed the widening and sealing of a 22km section of Dalby-Kogan Road to cater for increased traffic volumes on this road to service new power stations and a coal mine under construction in the area. This will improve safety by improving the road generally and making it safer for overtaking manoeuvres
- Widened and rehabilitated including asphalt overlay of a 0.9km section of the Charlton Connection Road that connects the Warrego Highway and Toowoomba-Cecil Plains Road on the western outskirts of Toowoomba to allow B-doubles and road trains to safely use this vital link road
- Constructed a \$253,000 “weigh-in-motion” site adjacent to the Toowoomba-Cecil Plains Road at Purrawunda. This is part of a program to build a network of these facilities to provide safe refuge for transport inspectors checking for heavy vehicle overloading infringements
- Bitumen sealed 15km of gravel road on the Eidsvold-Theodore Road in Eidsvold Shire. The last gravel section of this road in Eidsvold Shire will be completed in 2007-08
- Completed 2 lane seal road over 2.3km of the Coastal Range section on the Kilkivan-Tansey Road.

Ensuring safe and efficient travel conditions for road users

- Continued a program of targeted road safety works on the Cunningham Highway between Warwick and Goondiwindi, including widening the narrowest sections and installing guardrail to reduce the number and severity of fatigue related crashes
- Widened 13km of busy narrow roads on Goodwood Road and the Isis Highway (Bundaberg to Childers)
- Ongoing commitment to installing passing lanes on the Bruce Highway with the construction of 4 passing lanes between Gympie and Maryborough
- Completed planning and land acquisition for the Warrego Highway's Toowoomba Bypass corridors. Construction of a Pilot Tunnel is underway. Main Roads began the Public Private Partnership (PPP) Stage 3 Business Case Development Study to investigate the viability of PPP options for funding the project. This study will guide the state and the Australian Government in their consideration of funding
- Undertook an analysis of the region's road network to identify fatigue, run-off the road, and intersection crashes to provide a strategic focus on engineering counter-measures that reduce road trauma.

Maintaining and managing an ageing road network in rural and fast growing regional communities

- Continued the ongoing \$23.8 million program to repair and replace ageing timber bridges in the Southern Queensland region's network. Timber bridges at Redbank Creek Crossings No 4 and 5 on the Esk-Hampton Road were replaced in 2006-07
- Placed new technology fibre-composite bridge girders into an existing timber bridge at Waterfall Creek, to replace deteriorated timber components. Main Roads has a keen interest in fibre-composites as an alternative, environmentally friendly repair material
- Upgraded the Maryborough-Hervey Bay road with strengthened 2km of poor pavement in Boat Harbour Drive between Honiton and Elizabeth Street, including kerb and channelling and street lighting
- Invested \$23 million across the southern Queensland network in resealing approximately 1,000km of aged and cracked bitumen roads. This will help to waterproof the gravel pavements and prevent potholes forming and provide a safe, good grip road surface.

Developing our capability to manage and operate the road network through our people, local governments and the private sector

- Undertook a gap analysis of the state-wide road network to measure the deficiencies against performance standards for eight elements of road condition. The results will guide investment decisions to ensure that future RIPs are more robust and transparent
- Continued to improve project delivery performance through the application of project management philosophy to processes, and by raising the skills of our staff through training
- Formed the dedicated project team to deliver the timber bridge replacement program across southern Queensland. A Project Alliance Agreement that engages Main Roads, constructors (Queensland Bridge and Civil and Civil Construction and Mining), designers (Connell Wagner), precast suppliers (Humes) and piling contractors (Wagstaff Piling) as equal partners in the team has been announced. This unique delivery model will better manage a program that plans and builds 31 bridges across a wide geographic area, in a short timeframe
- Prepared maps showing the excess mass haulage and priority freight routes within the region's road network. These guide enforcement operations, bridge management programs and strategies for investment.

Key deliverables 2007-08 and 2008-09*Managing urban growth and building Queensland's regions*

Over the life of this RIP, districts in Southern Queensland region will focus on improving the road network through responsible asset management practices – and by constructing roads infrastructure that contributes to the government's priority to strengthen Queensland's regions.

Extra funding provided under the Regional Bridge Renewal Program, Rural and Regional Road Funding initiative and the Safer Roads Sooner program as part of this 2007-08 to 2011-12 RIP will result in an average of \$140 million of state government funds being spent each year (including TIDS) to improve the condition of the road network in this area of the state.

A road network that is safe and improves mobility is vital for the health and well-being of Queenslanders. This RIP will invest 43 per cent of available funds in maintaining the existing network in a safe and serviceable condition. The balance will be spent on network upgrading in recognition of the growth in traffic, and the pressures that population growth places on the regional cities of Toowoomba, Warwick, Bundaberg, Maryborough and Hervey Bay.

Major projects to be delivered across the southern Queensland over the next five years include:

- Bundaberg Ring Road – to provide a new route from the south to east of the city and an alternative route to the Bundaberg Port to alleviate traffic on the existing city network
- Eight priority intersections in Bundaberg to improve safety and relieve congestion in this growing coastal city
- Highfields to Crows Nest – provide four lanes through Highfields on the New England Highway, north of Toowoomba, in conjunction with a program of widening, overtaking lanes and intersection improvements north to Crows Nest
- New England Highway through Toowoomba – upgrade seven intersections including four-laning of the highway south from the Spring Street intersection
- Ward River Bridge – construct a new bridge over the Ward River on the Diamantina Developmental Road, west of Charleville, on an improved road approach
- Roma-Taroom Road – upgrade to improve trafficability between Roma and Taroom townships and access to the developing oil and gas fields along this link
- Millmerran-Inglewood Road – ongoing upgrading to improve safety and to provide a standard suitable for road trains and other freight-efficient vehicles transporting grain from on-farm storage to grain depots and cattle to the abattoirs at Oakey and Dalby.

Government outcome:

A strong diversified economy

Main Roads' outcome:

Efficient and effective transport to support industry competitiveness and growth

- Strengthen pavements at various locations on the federally-funded Bruce Highway between Bauple and Gin Gin; on the Warrego Highway at Bowenville; and in Mitchell Township; and west of Fisher Park on the Cunningham Highway for \$19.4 million in this current program. (Completed 7.5km of strengthening pavements on the Bruce Highway at Aldershot, Apple Tree Creek and the township of Gin Gin)
- Improve the state's priority freight routes by investing \$134 million to widen and smooth narrow and rough sections on the Carnarvon, Leichhardt, New England and Burnett Highways. (Widened 1.5km of Burnett Highway north of the Mundubbera turnoff)
- Continue widening works on the Castlereagh and Carnarvon Highways at Dirranbandi, Surat (10km-\$2 million) and Injune (31.9km-\$14 million); \$3 million invested in a new bridge over the Barwon River at Mungindi . A further \$1 million of special road safety funding will provide improved signage and line marking to help prevent fatigue accidents on this key route for freight and tourist traffic travelling between southern capital cities and north Queensland
- Continue to widen the Leichhardt Highway between Moonie and Taroom to achieve an extra 74km meeting width standards at an estimated cost of \$16.9 million. A further \$4 million of special road safety funding will provide sealed shoulders, improved signage and line marking to help prevent fatigue accidents
- Continue to widen and strengthen pavements on the Cunningham Highway between Warwick and Goondiwindi, with \$20.8 million to be invested over the next five years. Further, \$2.5 million of special road safety funding will provide safer roadside treatments, improved signage and line marking to help prevent fatigue accidents
- In southern Queensland 31 bridges are being replaced under the Accelerated Road Rehabilitation Program at a cost of \$126.5 million. An additional 26 bridges are being replaced under the Regional Bridge Renewal Program at a cost of \$77.4 million over the life of this RIP

- Continue to widen the Mitchell Highway between Barrington and Cunnamulla to provide sufficient width to permit 110km/h speed zones in rural areas at an estimated cost of \$2 million
- Continue to support employment in rural and regional communities by providing an average \$48 million per year to local government across the region for road construction and maintenance works.

Government outcome: Safe and secure communities

Main Roads' outcome: Safer roads to support safer communities

- Complete four-laning of the New England Highway in Toowoomba through Highfields from Cawdor Road to Highfields Road and from Borghardt Road to Reis Road
- Ongoing duplication of the Maryborough-Hervey Bay Road in three sections between the Torbanlea turn-off and Urangan at Hervey Bay at an estimated cost of \$25.5 million over five years – to relieve congestion and improve safety for the increased traffic using the main road to access adjacent developments. These projects are funded jointly from the government's Smart State Building Fund and Rural and Regional Roads Funding initiatives
- Ongoing upgrade of the intersection of Ferry Street and Alice Street in Maryborough to a fully channelised and signalised urban intersection for \$3.5 million under the Rural and Regional Road Funding initiative. This will improve safety on the popular Maryborough-Hervey Bay link
- Reduce fatal and serious injury crashes with \$7 million of fatigue counter-measures along the Cunningham, Leichhardt, Carnarvon/Castlereagh and Moonie Highways in the Warwick and Roma regions. This Queensland government Safer Roads Sooner funding initiative from 2006-07 onwards has been addressing fatigue and single-vehicle crashes on lonely western roads
- Continue the ongoing proactive program to replace old light poles with new slip-based poles at rural intersections around Bundaberg, will result in a safer roadside environment. This \$740,000 program is funded from the Queensland Government's Safer Roads Sooner initiative over 2006-07 and 2007-08
- Construct overtaking lanes in each direction on the Bundaberg-Gin Gin Road, through the hilly terrain between Lerches Road and Woods Road. This will improve traffic flows and safety for the 4,500 vehicles per day using this busy local road.

Government outcome: A fair, socially cohesive and culturally vibrant community

Main Roads' outcome: Fair access and amenity to support liveable communities

- Continue to involve local government, industry, community organisations and the public in defining transport issues and potential solutions
- Implement the Roads Alliance by working with groups of councils to manage the local roads of regional significance (LRRS) network. The Roads Alliance is a shift towards joint Main Roads and local government management of a regionally-significant road network, where financial and road construction resources are shared – irrespective of ownership.

Government outcome: A clean, liveable and healthy environment

Main Roads' outcome: Environmental management to support environmental conservation

- Implement integrated pest management plans to control weeds, animals, insects and diseases
- Replace a deteriorated timber bridge on the D'Aguilar Highway at Nanango with a new bridge that utilises innovative fibre-composite technology. Continue work with research organisations to develop this bridge material to become a viable alternative to the traditional, but now scarce, timber option
- Negotiate "Principles of Agreement" with traditional owners to expedite Indigenous cultural heritage assessments under the *Aboriginal Cultural Heritage Act 2003*, and to manage our duty of care
- Continue to develop road construction and maintenance practices to:
 - maintain biodiversity through reduced clearing, weed control and replanting
 - minimise land degradation
 - minimise noise and vibration, and
 - maximise the reuse of materials.

Central Queensland

The geographical area of central Queensland covers 576,488 sq km and has a population of over 350,000.

The state-controlled road network in the area is 10,049km in length and includes 1,400km of the AusLink national road network. Some 2,400km is unsealed.

This network services a broad range of urban, rural and remote communities including the majority of the states mining communities. Due to the vast distances between centres, safe and reliable travel conditions are critical – both for the economic viability of the many industries which this road network supports and to local communities. The road network plays a vital role in supporting community transport options as well as providing critical access to health services and other social amenities.

Central, Central Highlands, Central Western and Mackay districts - with offices located in Rockhampton, Emerald, Barcaldine and Mackay respectively - are responsible for administering, maintaining and enhancing this portion of the state road network.

Major challenges

The major challenges facing the four districts are:

- Meeting the needs of rapid population and traffic growth in the coastal cities and the remote mining communities
- Ensuring safe and efficient travel conditions for road users, especially targeting fatigue (partly due to long distance work commuting of mine staff and tradespeople) and high levels of heavy vehicle growth from increasing freight movements
- Providing sustainable planning to contribute to and support regional development and improve the accessibility and quality of life for Queenslanders living in rural and isolated communities
- Resourcing and increasing the capability of staff in the district offices to meet government, departmental and community needs while maintaining employment to support the viability of remote and rural communities.

Significant achievements in 2006-07

Contribute to and support regional and economic development

- Rehabilitated and widened 14km of the Leichhardt Highway south of Wowan, at a cost of \$6.2 million
- Widened and rehabilitated 11.2km and realigned 2.3km of the Peak Downs Highway and construction of four overtaking lanes totalling 20.4km of works, at a cost of \$18.75 million
- Constructed two overtaking lanes on the Gladstone-Mt Larcom Road and upgraded the intersection with Boat Creek Road, at a cost of \$2.4 million
- Widened 3.0km of the Dawson Highway from Meteor Creek to Springwood Road at a cost of \$1.3 million
- Widened and sealed 22.0km of the Capricorn Highway west of Dingo, at a cost of \$9.0 million
- Completed construction of the Yeppoon Western Bypass Road to remove heavy vehicle traffic from the Yeppoon Esplanade area at a cost of \$26 million and construction of overtaking lanes on the Rockhampton-Yeppoon Road at a cost of \$3.5 million
- Continued planning and consultation on four major projects in Mackay:
 - duplication and replacement of Forgan Bridge
 - replacement of Hospital Bridge
 - completion of the upgrading to four lanes on the Mackay - Bucasia Road, from the Bruce Highway to Eimeo Road
 - upgrading the corridor from Malcomson Street to Palmer Street
- Installed guardrail on an 8.4km section of the Rockhampton-Yeppoon Road between Norman Road and Iron Pot Road, at a cost of \$1.2 million
- Managed major coal and port expansion projects to minimize the impact on roads, road users and the community and major private sector industrial projects primarily in the areas of resource development and processing by way of the Environmental Impact process
- Conducted studies for the road corridor strategy for the Bruce Highway, in co-operation with Australian Government.

Improve accessibility for Queenslanders living in rural and isolated communities.

- Paved and sealed 17km of the Aramac-Torrens Creek Road, at a cost of \$1.9 million
- Replaced the bridge over Kianga Creek on the Dawson Highway, east of Moura, at a cost of \$3.1 million
- Replaced bridge and approaches at 121km on the Isisford-Blackall Road, at a cost of \$2.8 million
- Paved and sealed 23.5km of the Blackall-Jericho Road at a cost of \$3.7 million
- Paved and sealed 9.5km of the Eyre Developmental Road, at a cost of \$1.85 million
- Upgraded floodways at Lower Limestone Creek on the Diamantina Developmental Road, at a cost of \$1.5 million
- Paved and sealed 3 sections totalling 25.8km of the Thomson Developmental Road between Windorah and Longreach, at a cost of \$3.8 million.

Involve the community to provide input into program development

- The central Queensland districts continued a RIP development process which ensures dealings with stakeholders are open, equitable and have tangible results. The consultation process for recording, actioning and reporting identified issues ensures consistent information to stakeholders and equitable consideration in the analysis and prioritisation of issues. Benefits include increased accountability, a level playing-field and an increased ability to negotiate “affordable/fitness-for-purpose” projects that deliver greater benefits, within overall funding levels.

Ensure road projects and network operations are conducted in an environmentally-responsible and culturally-sensitive manner

- The road corridor environmental assessment (RCEA) ensures that significant ecological values are identified and protected during road construction and maintenance. The RCEA findings allow assessment of impacts to be incorporated at the conceptual stages of projects, avoiding environmental conflicts
- Cultural heritage management plans negotiated with Native Title Groups and other interested parties continue to ensure that construction projects in sensitive areas reasonably preserve cultural heritage.

Key deliverables 2007-08 and 2008-09

Managing urban growth and building Queensland's regions

- Implement the desired deliverables outlined in the respective Integrated Regional Transport Plans to ensure the road network performs to optimal efficiency
- Undertake significant integrated infrastructure planning work for the coastal growth areas using complex spatial traffic modelling in cooperation with other state government agencies and local government
- Under the Roads Alliance, Regional Roads Groups (in conjunction with Main Roads) will implement a strategic network safety risk management methodology for making investment decisions and prioritising projects to develop a rolling five-year works program
- Continue to participate in the scholarship, graduate employee, and trainee and apprenticeship programs to ensure a continuity of staff and increase the skill levels of Main Roads' personnel across the state
- Utilise and support the achievement planning process to improve staff skills and capacity.

Government outcome: A strong diversified economy

Main Roads' outcome: Efficient and effective transport to support industry competitiveness and growth

- Rehabilitation and widening 72km of narrow bitumen on the Dawson Highway, between Calliope and Banana including replacement of eleven timber bridges at a cost of \$78.9 million
- Completion of the rehabilitation and widening of a 27km section of the Leichhardt Highway south of Theodore, at a total estimated cost of \$15.8 million and 11.2km of shoulder sealing north of Banana, at an estimated cost of \$1.8 million
- Widening and rehabilitation of 14km of the Burnett Highway south of the Don River, at an estimated cost of \$8.3 million
- Investment of in excess of \$10 million over the next 2 years in improvements along the Capricorn Highway predominantly aimed at widening and rehabilitating the pavement

- Continue widening of the Peak Downs Highway with an estimated expenditure of \$17.6 million over the next two years and completion of the Clermont Coal Mine road deviation project at a cost of \$25.6 million
- Paving and sealing 87km in outback shires of Diamantina, Barcoo and Boulia on the Eyre, Birdsville and Diamantina Developmental Roads, at an estimated cost of \$21.4 million
- Commence construction of bridge projects in Mackay region
 - Hospital Bridge and approaches, at an estimated cost of \$33.6 million
 - Forgan Bridge and approaches, at an estimated cost of \$70.9 million
 - David Burgess Bridge on Mackay-Eungella Road, at an estimated cost of \$6.2 million
 - Sandy Creek on Homebush Road, at an estimated cost of \$8 million
- Duplication of 1.5km of the Rockleigh-North Mackay Road, between Sams Road and Barnes Creek Road, at an estimated cost of \$14.1 million
- Duplication to four lanes of 1.8km and construction of a grade separated intersection at Golf Links Road/Habana Road on Mackay - Bucasia Road, at a cost of \$14.2 million.

Government outcome: Safe and secure communities

Main Roads' outcome: Safer roads to support safer communities

- Delivery of \$19.9 million worth of targeted road safety improvement projects across central Queensland over the next two years
- Invest an additional \$5.5 million over three years for targeted road safety improvements in central Queensland under the Safer Roads Sooner program
- 1.5km of road realignment at Essendeen Bends on Tableland Road, at a cost of \$2.0 million
- Construction of a cattle underpass on Rockhampton-Emu Park Road at the Lakes Creek Meatworks, at an estimated cost of \$1.8 million.

Government outcome: A fair, socially cohesive and culturally vibrant community

Main Roads' outcome: Fair access and amenity to support liveable communities

- Paving and sealing 11.2km of Blackall-Jericho Road between 18.8km-25.6km and 34.4km-39km, at an estimated cost of \$2.5 million
- Construction of an intersection upgrade at Mulambin Road on Yeppoon-Emu Park Road, at an estimated cost of \$0.4 million.

Government outcome: A clean, liveable and healthy environment

Main Roads' outcome: Environmental management to support environmental conservation

- Progressively implement the actions contained in the Central Queensland Environmental Strategic Directions Statement to achieve the agreed environmental management outcomes
- Identify significant areas within road reserves which contribute to conservation and fauna habitat/corridor values (in partnership with the Environmental Protection Agency) with the aim of preserving those values
- Improve systems to coordinate fire management activities within the road reserve and assess alternative methods for fire threat management to improve preservation of conservation values, and achieve fire safety objectives
- Developing pest management plans, in conjunction with local pest management groups and local governments, to ensure pest species within the road reserve are controlled
- Investigate the requirement, approach and potential methods of delivery for roadside conservation value rehabilitation.

North Queensland

North Queensland is the largest geographical area in the state covering more than one third of Queensland and has a population approaching 500,000.

The state-controlled road network in the area is 8,840km in length and includes 1,867km of the AusLink national road network. Some 2,600km of the state-controlled road network remains unsealed and also includes approximately 1,600km of narrow single lane seal.

This network services two of Queensland's fastest growing provincial cities, namely Cairns and Townsville, as well as dispersed rural and remote communities, including a significant proportion of this state's Indigenous communities.

Northern, North Western and Peninsula Districts, whose offices are located in Townsville, Cloncurry and Cairns respectively, are responsible for administering, maintaining and enhancing this portion of the state road network.

Major challenges

The districts face four major challenges to:

- support regional development, industry competitiveness and growth by upgrading key freight and passenger routes
- achieve affordable and short-term improvements in safety by carefully targeting investment in widening the single-lane sealed network, and in other priority projects
- improve quality of life for remote and rural communities through projects that improve travelling conditions, access and Indigenous training, employment and development
- respond to the environmental biodiversity and sensitivity with sustainable planning and construction practices.

Significant achievements in 2006-07

Supporting regional development, industry competitiveness and growth by upgrading key freight and passenger routes

- Good progress was made on delivering the Accelerated Bruce Highway Upgrade Package (Townsville to Cairns), with extensive planning and design work completed on a range of projects
- Construction began on Sections 2 and 3 of the Ring Road (Condon and Shaw Road sections) which will provide a connection to the existing AusLink network route north and south of Townsville (the Bruce Highway) via Shaw Road
- On the Townsville Port Access project, planning was completed and design work begun for stage one (Stuart Bypass) and planning work was completed for stage two (Eastern Corridor). The proposed project will provide a more direct link between the Flinders and Bruce Highways and the Port of Townsville and bypass the residential urban areas of Wulguru and South Townsville
- Completion of a \$26 million program over five years to widen the last 150km of a narrow sealed roadway on the Flinders Highway
- Completion of a \$127.7 million works program to upgrade the Barkly Highway to a two-lane, sealed route between Mt Isa and Camooweal.

Achieving affordable and short-term improvements in safety by carefully targeting investment in widening the region's single-lane sealed network and in other priority projects

- Continued widening of the region's extensive single-lane network – a legacy of the 1960's Beef Roads Scheme
- This included widening work on the Gregory Developmental Road, delivering safety, access and regional development improvements. This primary north-south inland route for freight and tourism is undergoing progressive widening to 8 metres. This road is one of the state's strategic tourism routes – part of the Great Inland Way – under the state government's Drive Tourism program. It also provides interstate freight access, linking north Queensland to the southern states
- It also included completion of widening works to 8 metres on a section of the Burke Developmental Road between Cloncurry and Normanton
- Construction began to upgrade North Ward Road between Hugh Street and Gregory Street to four-lane divided road standard.

Improving quality of life for remote and rural communities through projects that improve travelling conditions, access and Indigenous training, employment and development

- On the Barkly Highway, Aboriginal workers were employed and trained on the Buckley River, Inca and Wooroona Creeks roadworks. Sensitive cultural heritage management also continued to be an important feature of the upgrade
- Construction began to upgrade one of the worst flooding troublespots on the federally-funded Bruce Highway, a 15km section south of Tully between Corduroy Creek and Tully High School, which can isolate the local community for up to five days in a severe flood and greatly disrupt AusLink freight and passenger traffic.

Responding to North Queensland's environmental biodiversity and sensitivity with sustainable planning and construction practices

- A decision on federal environmental approvals under the *Environment Protection and Biodiversity Conservation (EPBC) Act*, for the Kuranda Range Road upgrade, was expected by mid-2007
- In planning for the Townsville/Thuringowa Ring Road extension, part of the Condon section alignment was adjusted to save two very old-growth paperbarks on a channel of the Bohle River. The trees will be protected with temporary barricading during construction works.

Key deliverables 2007-08 and 2008-09

Government outcome: A strong diversified economy

Main Roads' outcome: Efficient and effective transport to support industry competitiveness and growth

- Significant improvements will be achieved to flood immunity on the Bruce Highway between Townsville and Cairns. The state government will deliver the \$347 million Accelerated Bruce Highway Upgrade Package
- Significant investment continues, which is targeted towards elimination of all narrow sections of the network (where the sealed roadway is less than 6.5 metres wide) in the medium term. This will greatly improve freight access to support export industries – including mining, grazing and tourism – as well as improving safety for all road users. Over the next two years, some \$92 million is being spent on widening strategic priority routes

- This widening work includes state government investment of:
 - \$29.9 million for the Gregory Developmental Road, both north and south of Charters Towers
 - \$14 million for the Burke Developmental Road between Cloncurry and Normanton
 - \$2.2 million for the Gulf Developmental Road
 - \$12.8 million for the Kennedy Highway south of Mt Garnet. It includes funding under the state government's Rural and Regional Road Funding Initiative for both the Burke Developmental Road and Kennedy Developmental Road
- Completion of the \$119 million Townsville Ring Road upgrade by the end of 2008
- An allocation of \$2.4 million to complete detailed design on both stages of the Townsville Port Access project. This 10km road will directly link the Flinders and Bruce Highways to the Port of Townsville. Further state funding will be provided for construction, subject to matching federal funding
- Detailed design work will begin for the proposed upgrade of the Kuranda Range Road (Kennedy Highway, Cairns-Kuranda), subject to all environmental approvals being secured.

Government outcome: Safe and secure communities

Main Roads' outcome: Safer roads to support safer communities

- Projects worth almost \$5.2 million will be carried out over two years under the Safer Roads Sooner program
- In Cairns, work will be carried out to upgrade the intersections along Mulgrave Road, widen some sections to six lanes and to upgrade the route lighting to improve road safety and traffic flow and intersection capacity.

Government outcome: A fair, socially cohesive and culturally vibrant community

Main Roads' outcome: Fair access and amenity to support liveable communities

- State government funding has also been targeted at priority routes within North Queensland, to improve access for remote communities. The works include:
 - \$13.4 million over two years to extend bitumen and improve floodways on the Peninsula Developmental Road
 - A new 23km sealed road – the Cerito to Newlands Mine road – will be completed to provide more reliable access, particularly for employment, between the Bowen Basin coalfields and Collinsville. The road will run from the Newlands Mine 31km north of Glenden, to the Bowen Developmental Road
- Initiatives to support Indigenous training and employment on road construction projects will continue.

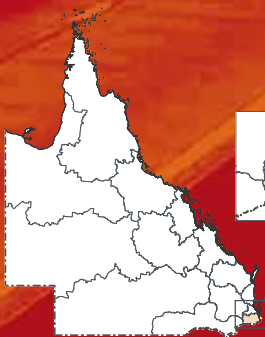
Government outcome: A clean, liveable and healthy environment

Main Roads' outcome: Environmental management to support environmental conservation

- Further fish passage research will be carried out during detailed design for the Bruce Highway upgrade south of Tully. The project will also incorporate fauna crossings for two endangered species in the area, the southern cassowary and the mahogany glider
- As part of the Bruce Highway upgrade, south of Tully, some 42,000 native trees will be planted over 23 hectares within the project area. This is nearly twice the vegetation required to be cleared for the project's construction. In addition, 25 hectares of native grasses will be planted along the roadside of the upgraded highway
- Design work will be carried out for the Townsville Port Access project, building in features to protect the environment which were identified during concept planning for Stage One (Stuart Bypass) and Stage Two (Eastern Corridor). Planning for Stage Two has paid particular attention to water quality and flow issues and minimising short and long-term disturbance to habitats of migratory birds. This stage is awaiting federal environmental approvals under the *Environment Protection and Biodiversity Conservation (EPBC) Act*.

roads implementation program

2007-08 to 2011-12



south coast-hinterland

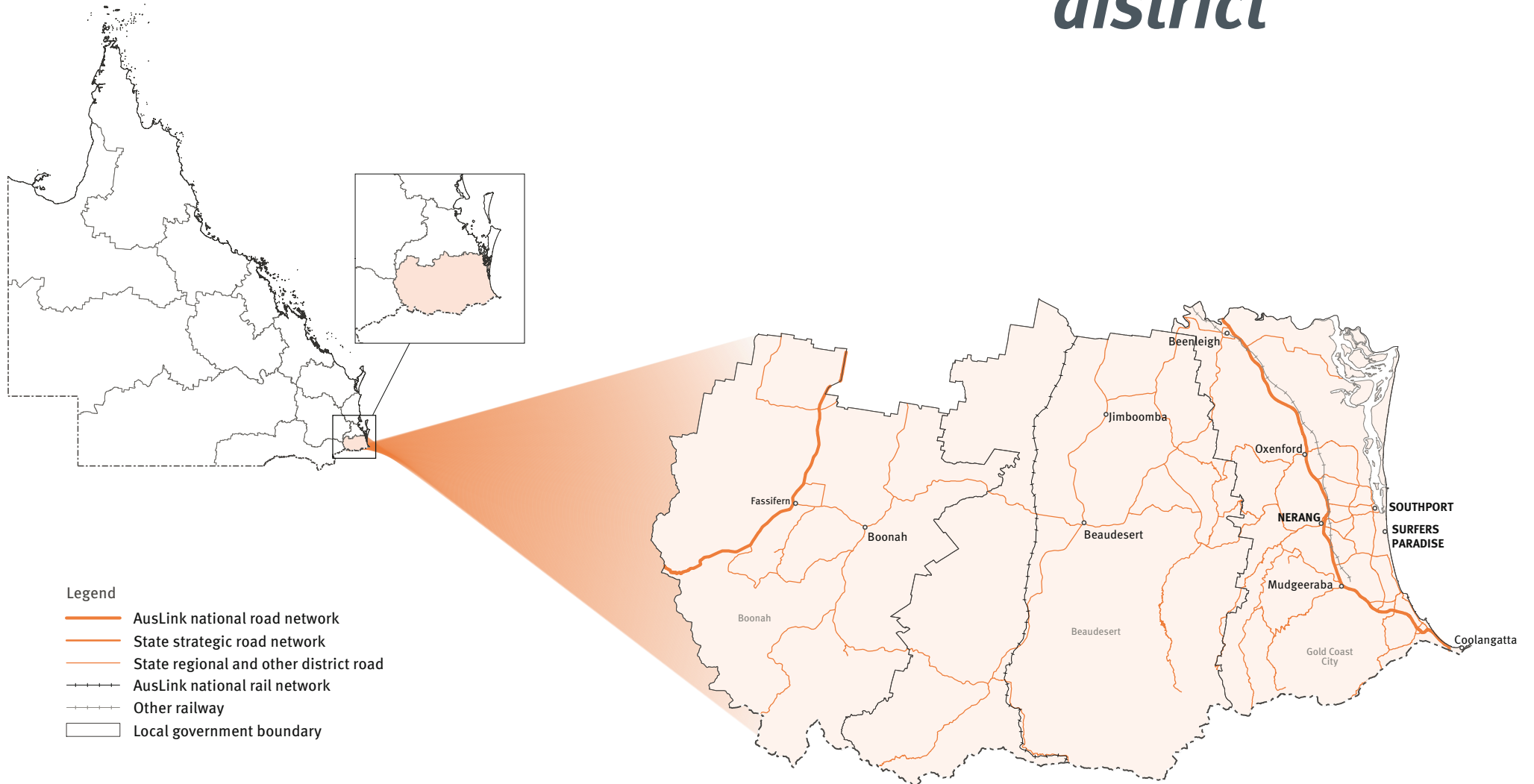
MainRoads

Connecting Queensland

Queensland the Smart State

south coast-hinterland

south coast-hinterland district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Gold Coast City	160/12A/9		Pacific Highway (Pacific Motorway) ⁽²⁾	Nerang - Stewart Road	10,000		10,000	6,760	3,240				Planning : widen 4 to 6 lanes
	160/12A/11		Pacific Highway (Pacific Motorway) ⁽²⁾	Mudgeeraba	30,000		30,000	2,820	1,800			25,380	Interchange improvements
	160/12A/13		Pacific Highway (Pacific Motorway)	Logan Motorway - Nerang	24,000		24,000	20,540	960	2,500			Miscellaneous works
	160/12A/14		Pacific Highway (Pacific Motorway)	Nerang South (sections)	5,000		5,000	200	100	1,900	2,100	700	Noise barriers
	160/12A/16		Pacific Highway (Pacific Motorway) ⁽²⁾	Nielsens Road	26,100		26,100	1,650	180			24,270	Interchange improvements
	160/12A/17		Pacific Highway (Pacific Motorway)	Logan Motorway - Nerang	15,000		15,000	8,780	4,220	2,000			Noise barriers
	160/12A/18		Pacific Highway (Pacific Motorway) ⁽²⁾	Somerset Drive (northbound) off-ramp; Reedy Creek (southbound) off-ramp	10,000		10,000	1,070	2,930			6,000	Interchange improvements
	160/12A/302		Pacific Highway (Pacific Motorway)	Tugun - Tweed Heads	31,900		31,900			1,300	8,650	21,950	Miscellaneous works
	160/12A/303		Pacific Highway (Pacific Motorway)	Mudgeeraba	600		600		600				Interchange improvements
	160/12A/706		Pacific Highway (Pacific Motorway)	Oyster Creek - Stewart Road	3,175		3,175	2,175	1,000				Asphalt resurfacing (<75mm)
	160/12A/715		Pacific Highway (Pacific Motorway)	Logan River - Exit 34 North-bound	1,000		1,000			1,000			Asphalt resurfacing (<75mm)
	160/12A/716		Pacific Highway (Pacific Motorway)	Logan - Tugun	1,400		1,400		700	700			Programmed maintenance
	160/12A/903		Pacific Highway (Pacific Motorway) ⁽²⁾	Coomera interchange (Foxwell Road)	26,000		26,000	5,500	10,000	10,500			Concept Planning
	160/12B/7		Pacific Highway (Pacific Motorway) ⁽³⁾	Tugun - Tweed Heads	543,000	120,000	423,000	334,665	179,696	28,639			Construct 4 lane bypass
									205,426	48,539	10,750		
Unallocated state funds (incl. Pacific Motorway)									267,067	35,000	118,000		
State funded maintenance									8,750	9,000	29,200		
Total: District Allocation									481,243	92,539	157,950		

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: Reflects part of the Queensland Government's current commitment of \$455m over five years to the Pacific Motorway upgrade (including Gateway Arterial link to Mt Gravatt-Capalaba Road) under SEQIPP for which matching federal funding has been sought. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cashflow management over time.

Note 3: Reflects agreed funding shares for Tugun Bypass - Queensland government \$455m; Australian Government \$120m. This is a SEQIPP approved project. Estimated costs are indicative only and subject to refinement as planning and design progresses. They may also be subject to cash flow management over time.

Notes

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Beaudesert	13/25A/47	SR	Mount Lindesay Highway (Brisbane - Beaudesert) ⁽⁵⁾	Rosia Road - Jimboomba	257,000	2,070	6,430	37,500	157,000	54,000	Duplicate 2 to 4 lanes
	13/25A/49	SR	Mount Lindesay Highway (Brisbane - Beaudesert) ⁽⁵⁾	Stoney Camp Road interchange - service roads	9,000	3,920	80	1,000	4,000		Construct to seal standard
	13/25A/901	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	Beaudesert Bypass	1,500			200	1,300		Concept Planning
	13/25B/302	SR	Mount Lindesay Highway (Beaudesert - Border)	Rathdowney - Black Gully	4,500	2,410	2,090				Rehabilitate pavement
	13/202/20	SR	Beaudesert - Nerang ⁽⁶⁾	Beechmont Road	750	30	250	470			At-grade intersection improvement
	13/202/21	LRRS	Beaudesert - Nerang	Wonglepong Road	1,000		1,000				Construct to new sealed 2 lane standard
	13/203/301	SR	Beaudesert - Beenleigh	Tamborine Mountain Road / Waterford - Tamborine Road	2,900	180	120	100	2,500		At-grade intersection improvement
	13/205/734	SR	Tamborine Mountain	Lahey's Lookout	3,200	2,860	340				Programmed maintenance
	13/207/13	LRRS	Waterford - Tamborine ⁽⁷⁾	Albert River - Yore Road (21.8 - 25.3km)	14,000	450	300	8,750	4,500		Construct bridge and approaches
	13/2005/14	LRRS	Running Creek ⁽⁷⁾	Unknown bridge no. 7	3,300	1,802	98	1,400			Replace bridge
	13/2071/301	LRRS	Camp Cable ⁽⁶⁾	Jimboomba (0 - 5.5km) in sections	400		400				Widen existing pavement
			Programmed maintenance				2,500	3,030			
			Routine maintenance				3,600	4,000			
			Traffic operations				60	80			
							17,268	56,530	169,300		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Note 7: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Boonah	58/213/11	LRRS	Boonah - Rathdowney ⁽⁵⁾	Wallace Creek	2,000	130	1,200	670			Construct bridge and approaches
	58/214/19	SR	Boonah - Fassifern ⁽⁵⁾	Reynolds Creek	5,000	290	110	100	4,500		Replace bridge
	58/214/20	SR	Boonah - Fassifern	11.3km	1,400		1,400				Install culvert
	58/2141/18	LRRS	Lake Moogerah	Reynolds Creek - Mt Greville	1,100	80	20	1,000			Construct to seal standard
			Programmed maintenance				700	800			
			Routine maintenance				1,500	1,700			
			Traffic operations				30	40			
			Rehabilitation					350			
							4,960	4,660	4,500		
Gold Coast City	160/11A/307	LRRS	Gold Coast Highway (Helensvale - Southport) ⁽⁶⁾	Robert Street - Stevens Street	21,632	10,170	11,462				Widen to 4 lanes
	160/11A/316	LRRS	Gold Coast Highway (Helensvale - Southport) ⁽⁷⁾	North Street	600			600			At-grade intersection improvement
	160/11A/317	LRRS	Gold Coast Highway (Helensvale - Southport) ⁽⁷⁾	Arundel Drive	250			250			At-grade intersection improvement
	160/11A/8	LRRS	Gold Coast Highway (Helensvale - Southport) ⁽⁸⁾	Government Road - Robert Street	57,000	4,528	4,472	19,000	29,000		Duplicate 2 to 4 lanes
	160/11B/11	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁹⁾	Sections : Broadbeach south	21,300	4,960	6,350	9,990			Bus priority
	160/11B/12	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁹⁾	Chairlift Avenue / Albicore Street	300		300				At-grade intersection improvement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Includes Gold Coast City Council firm contribution of \$4m.

Note 7: Funded from Queensland Government's Safer Roads Sooner Program.

Note 8: Indicative Gold Coast City Council contribution of \$4m and indicative contribution from TransLink (Queensland Transport) of \$1m

Note 9: Indicative additional joint funding from TransLink (Queensland Transport) of \$4m. Gold Coast City Council contribution negotiations continuing.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Gold Coast City (cont.)	160/11B/220	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁵⁾	Mermaid Avenue	150		150				Improve traffic signals
	160/11B/225	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁵⁾	Ikkina Road	200		200				At-grade intersection improvement
	160/11B/226	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁵⁾	Tomewin Street	200		200				At-grade intersection improvement
	160/11B/324	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁵⁾	Mermaid Beach - Burleigh Heads	1,000	630	370				Miscellaneous works
	160/11B/325	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁵⁾	Burleigh Heads - Currumbin	1,000	10	490	500			Miscellaneous works
	160/11B/327	LRRS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁵⁾	Heron Avenue	250			250			Miscellaneous works
	160/11B/328	SS	Gold Coast Highway (Broadbeach - Coolangatta) ⁽⁵⁾	Terminal Drive	300			300			At-grade intersection improvement
	160/11B/707	LRRS	Gold Coast Highway (Broadbeach - Coolangatta)	Various locations	1,300	1,090	210				Programmed maintenance
	160/11B/901	SS	Gold Coast Highway (Broadbeach - Coolangatta)	Bilinga interchange	1,000		400	600			Concept Planning
	160/101/5	SR	Smith Street Connection	Gold Coast Highway - 4km west along Smith Street	6,550	4,440	2,110				Bus priority
	160/101/6	SR	Smith Street Connection ⁽⁶⁾	Pacific Motorway - High Street (in sections)	68,000	770	9,000	2,230	56,000		Widen to 6 lanes
	160/102/303	SR	Burleigh Connection ⁽⁵⁾	Taree Street / Executive Drive	400			400			At-grade intersection improvement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Includes Gold Coast City Council contribution to date of \$1m, negotiations ongoing exploring further joint funding opportunities. Indicative joint funding from TransLink (Queensland Transport) of \$7m. This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Gold Coast City (cont.)	160/102/5	SR	Burleigh Connection ⁽⁵⁾	Ambassador Drive - Kortum Drive (in sections)	38,000	22	478	1,000	36,500		Improve channelisation
	160/103/304	SR	Southport - Burleigh ⁽⁶⁾	Slyater Avenue - Salerno Street (in sections)	4,000	10	1,990	2,000			Planning and land acquisition
	160/103/309	SR	Southport - Burleigh ⁽⁷⁾	Karp Court	300			300			At-grade intersection improvement
	160/103/310	SR	Southport - Burleigh ⁽⁷⁾	Benowa Road	150			150			At-grade intersection improvement
	160/103/710	SR	Southport - Burleigh	Winchester Street - Rudd Street (in sections)	2,600	1,714	886				Asphalt resurfacing (<75mm)
	160/104/9	LRRS	Gold Coast - Springbrook	The Link Way - Old Coach Road	20,000				7,000	13,000	Duplicate 2 to 4 lanes
	160/104/901	LRRS	Gold Coast - Springbrook	The Link Way - Berrigans Road	700	240	260	200			Concept Planning
	160/105/10	SR	Nerang - Broadbeach ⁽⁵⁾	Allambe Gardens - Pacific Fair	13,000	1,000	200	200	11,600		At-grade intersection improvement
	160/105/7	SR	Nerang - Broadbeach	Ross Street - Nielsens Road	20,000	16,088	3,912				Duplicate 2 to 4 lanes
	160/105/8	SR	Nerang - Broadbeach	Allambe Cemetery - Ross Street	22,070	19,568	2,502				Duplicate 2 to 4 lanes
	160/106/3	LRRS	Southport - Nerang ⁽⁵⁾	Minnie Street - Queen Street	38,000	270	1,230	5,000	31,500		Widen to 4 lanes
	160/106/311	LRRS	Southport - Nerang	M1 off-ramp at Riverwood Drive	700	230	470				At-grade intersection improvement
	160/113/1	SS	Intra Regional Transport Corridor (Stapylton - Nerang) ⁽⁸⁾	Stapylton - Nerang	23,000	5,076	5,424	7,500	5,000		Planning and land acquisition
	160/114/7	LRRS	Hope Island ⁽⁹⁾	Oxenford - Santa Barbara Road	13,900	4,000	9,900				Duplicate 2 to 4 lanes
	160/114/704	LRRS	Hope Island	Cayman Court - Limetree Parade	600			600			Asphalt resurfacing (<75mm)

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Note 6: Subject to matching Gold Coast City Council directly funded planning and land acquisition. This is a SEQIPP approved planning project. The estimated planning cost is commensurate with the 2007 SEQIPP update. The overall project cost estimate is subject to the completion of planning processes.

Note 7: Funded from Queensland Government's Safer Roads Sooner Program.

Note 8: This is a SEQIPP approved planning project. The estimated cost is commensurate with the 2007 SEQIPP update. The overall project cost estimate is subject to the completion of the planning processes.

Note 9: Developer contribution currently under negotiation.

Road Category

SS - State strategic roads
SR - State regional roads
LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Gold Coast City (cont.)	160/114/8	LRRS	Hope Island ⁽⁵⁾	Santa Barbara Road - Lae Drive (sections)	99,100	9,169	17,931	20,000	52,000		Duplicate 2 to 4 lanes
	160/116/704	LRRS	Labrador - Carrara	Ashmore Road - Nerang River	900			900			Asphalt resurfacing (<75mm)
	160/116/902	LRRS	Labrador - Carrara	Ashmore Road intersection	200	30	170				Concept Planning
	160/116/903	LRRS	Labrador - Carrara	Gold Coast Highway - Southport-Nerang Road	600	50	550				Concept Planning
	160/117/301	SR	Nerang Connection	North Street	3,700	300	100	300	3,000		Install traffic signals
	160/201/710	LRRS	Nerang - Murwillumbah	Sections : 5.10 - 16.37km	2,000	1,540	460				Programmed maintenance
	160/202/307	SR	Beaudesert - Nerang ⁽⁶⁾	Near Riverglen Court	500	110	390				Install guardrail
	160/202/901	SR	Beaudesert - Nerang	Mt Nathan Road - Oak Street	700	30	70	100	500		Concept Planning
	160/203/302	SR	Beaudesert - Beenleigh ⁽⁶⁾	24.93 - 28.33km	650			650			Seal shoulders
	160/203/5	SR	Beaudesert - Beenleigh	Mt Warren Boulevard - Milne Street	20,000		400		7,000	12,600	Duplicate 2 to 4 lanes
	160/203/901	SR	Beaudesert - Beenleigh	Shaws Pocket Road - Milne Street	800	200	200	400			Concept Planning
	160/204/3	LRRS	Brisbane - Beenleigh	Fletcher Street - Boundary Street	52,500	37,531	14,969				Duplicate 2 to 4 lanes
	160/206/2	LRRS	Tambrorine - Oxenford	Riversdale Road - Pacific Motorway	13,000	910	3,590	8,500			Realign 4 lanes
	160/206/3	LRRS	Tambrorine - Oxenford	Georgina Street - Riversdale Road	20,000		100	300	7,000	12,600	Duplicate 2 to 4 lanes
	160/206/306	LRRS	Tambrorine - Oxenford	Reserve Road	375		375				At-grade intersection improvement
	160/206/4	LRRS	Tambrorine - Oxenford	Wongawallan Creek crossings	8,000				8,000		Construct bridges and approaches
	160/206/901	LRRS	Tambrorine - Oxenford	Reserve Road - Riversdale Road	700	125	75	500			Concept Planning

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Gold Coast City Council joint funding and developer contributions currently under negotiation. This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Gold Coast City (cont.)	160/206/902	LRRS	Tamborine - Oxenford	Howard Creek - Wongawallan Creek	800	30	370	200	200		Concept Planning
	160/208/301	SR	Beenleigh Connection	George Street - Soccer Club Park	6,000	645	355	3,250	1,750		Rehabilitate and widen
	160/1003/305	LRRS	Stapylton - Jacobs Well ⁽⁵⁾	0 - 5.85km (in sections)	400		400				Widen existing pavement
	160/1003/901	LRRS	Stapylton - Jacobs Well	Pacific Motorway - Quinns Hill Road	700	50	300	250	100		Concept Planning
	160/2003/1	LRRS	Tallebudgera Creek ⁽⁵⁾	Tallebudgera Connection Road	500			500			At-grade intersection improvement
	160/2013/302	LRRS	Tallebudgera Connection ⁽⁵⁾	2.3 - 5.4km (in sections)	400		400				Widen existing pavement
	160/2020/302	LRRS	Beechmont ⁽⁵⁾	Lower section	500	496	4				Seal shoulders
	160/2041/304	LRRS	Advancetown - Mudgeeraba	Sections : 4.6 - 5.2; 7.4 - 7.8; 10.1 - 10.4km	4,000	2,256	1,744				Widen existing pavement
	160/2041/4	LRRS	Advancetown - Mudgeeraba ⁽⁵⁾	Tallai Road	480	450	30				At-grade intersection improvement
			Programmed maintenance				1,600	4,000			
			Routine maintenance				12,400	11,550			
			Traffic operations				3,500	4,200			
							123,449	106,670	256,150		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
District: (yet to be allocated to a local government)			Programmed maintenance						44,250		
			Routine maintenance						56,150		
			Traffic operations						12,300		
			Rehabilitation						30,200		
			Corridor management						10,300		
			Enhanced capacity				530		3,900		
			Access & amenity				700	1,500			
			Hardship resumptions				251	595	1,664		
Sub-total: Works and planning							147,158	169,955	588,714		
Project management reserve adjustment							(1,600)		(9,700)		
Sub-total: District works allocation							145,558	169,955	579,014		
Road system planning							2,446	2,568	7,704		
Road stewardship							6,010	6,311	18,933		
Program development & delivery							630	661	1,983		
District works, stewardship and capability							154,644	179,495	607,634		
Asset acquisitions							349	349	1,047		
Gross district allocation							154,993	179,844	608,681		
Contributions from others for roadworks							(19,000)	(30,000)	(5,000)		
Proceeds of property sales							(18,000)				
Other roadworks revenue							(2,000)	(1,000)	(3,000)		
Operational revenue							(410)	(430)	(1,290)		
Net district allocation							115,583	148,414	599,391		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Notes

Roads Implementation Program 2007-08 to 2011-12

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Beaunesert	13/LGSA/012	Teviot Road (Hives Road - Olsen Road)	Reconstruction	632,000	316,000	316,000				316,000	316,000			A
	13/LGSA/013	Teviot Road (Olsen Road - Clifton Road)	Reconstruction	700,000	350,000	350,000						350,000		A
	13/LGSH/012	Long Road and Curtis Road, Mount Tamborine	Footpath construction	60,000	30,000	30,000				30,000	30,000			H
	13/LGSH/013	Cusack Lane, Jimboomba	Footpath construction	150,000	75,000	75,000				75,000	75,000			H
	13/LGSH/014	Birnam Street, Beaunesert	Footpath construction	150,000	75,000	75,000				75,000	75,000			H
	13/LGSH/015	Various state schools (18)	School signage and linemarking audits	100,000	50,000	50,000				50,000	50,000			H
	13/LGSI/005	Flagstone State School, Coachwood Drive	Parking improvements	180,000	90,000	90,000						90,000		I
	13/LGSI/006	Flagstone High School, Poinciana Drive	Parking improvements	140,000	70,000	70,000						70,000		I
	13/LGSI/007	Logan Village School, North Street	Car park extension	80,000	40,000	40,000						40,000		I
										546,000	546,000	550,000		
Boonah	58/LGSA/011	Munbilla Road (3.72 - 5.88km)	Widen and overlay	550,000	299,760	250,240				250,240	250,240			A
	58/LGSB/001	Tarome Road (0.00 - 0.70km)	Replace bridge and approaches	680,000	429,760	250,240						250,240		B
	58/LGSG/006	Boonah	Bikeway linkages	380,000	190,000	190,000		115,000		25,000	25,000	50,000		G
	58/LGSH/009	Allandale Road, Boonah	Widen	480,000	240,000	240,000				165,000	165,000	75,000		H
	58/LGSH/010	Charlwood Road, Aratula (2.50 - 4.10km)	Widen	240,000	120,000	120,000						120,000		H
										440,240	440,240	495,240		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

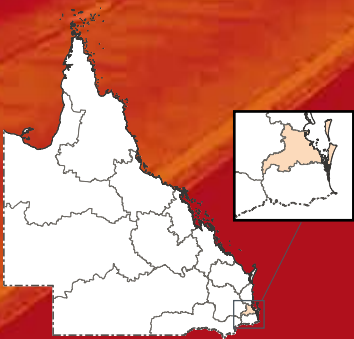
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Category		Category	
A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

roads implementation program

2007-08 to 2011-12



metropolitan

MainRoads

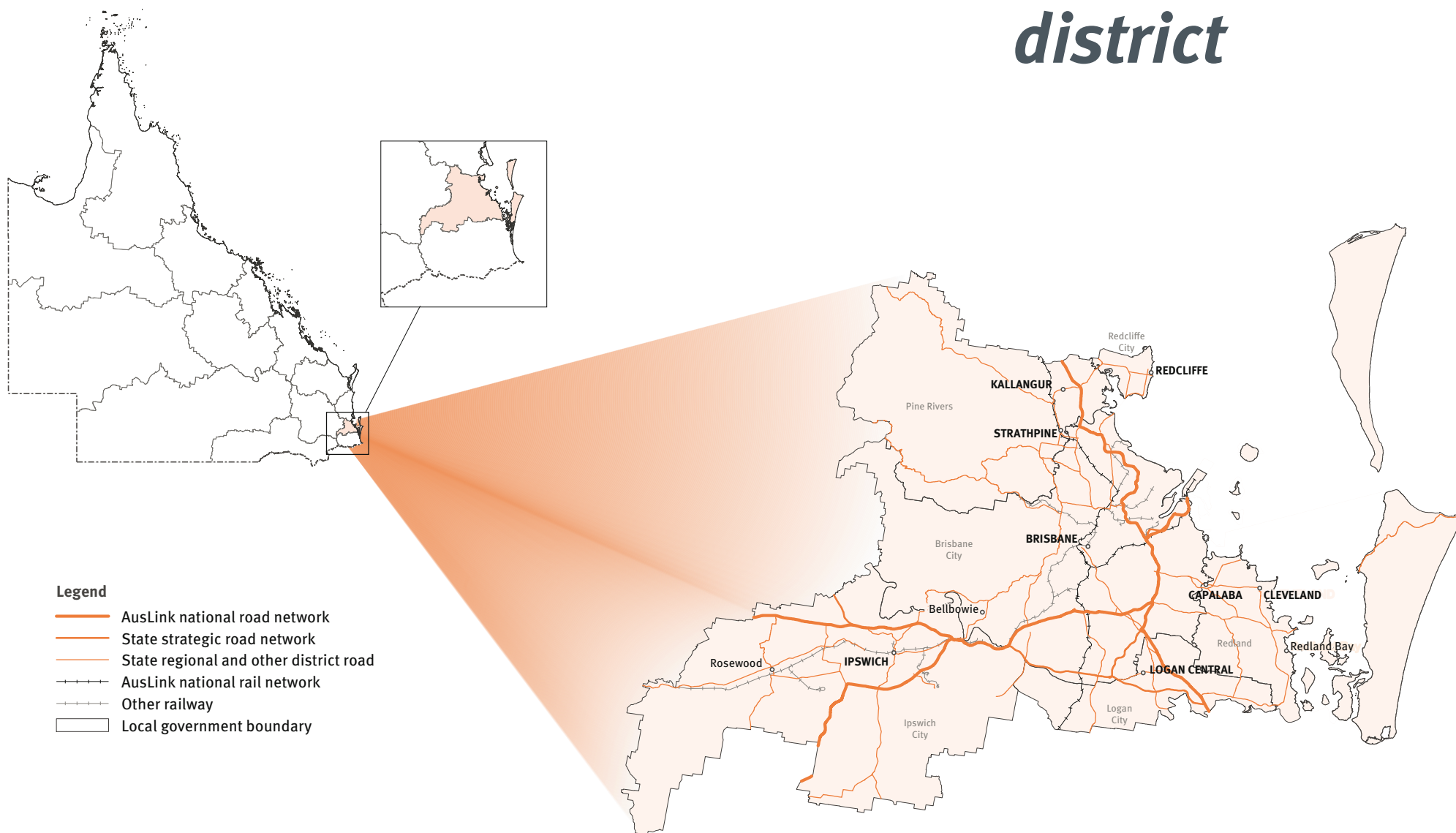
Connecting Queensland

Queensland the Smart State

 **Queensland Government**
Department of Main Roads

metropolitan

metropolitan district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)									Approved		Indicative		
Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	2007-08	2008-09	2009-10 to 2011-12	Beyond	Work Description
						DoTaRS	MR		\$'000	\$'000	\$'000	\$'000	
Brisbane City	140/U16/00D	QNH54	Cunningham Arterial (Ipswich Motorway)	Progress Road interchange southeast ramps	2,000	2,000		1,900	100				Widen existing pavement
	140/U16/00G	QNH54	Cunningham Arterial (Ipswich Motorway)	Rocklea - Dinmore	6,900	6,900		4,300	1,000	1,600			Traffic management devices
	140/U16/00H	QNH54	Cunningham Arterial (Ipswich Motorway)	Marshall Road - Suscatand Street	15,196	15,196		15,001	195				Miscellaneous works
	140/U16/00I	QANP007	Cunningham Arterial (Ipswich Motorway) ⁽²⁾	Wacol - Darra	320,000	320,000		59,492	163,508	97,000			Widen 4 to 6 lanes
	140/U16/822	BBRB	Cunningham Arterial (Ipswich Motorway)	Priority sections	6,321	6,321		366	891	450	1,350	3,264	Other rehabilitation
	140/U20/17	QNH33	Griffith Arterial	Ipswich Motorway - Gateway Motorway (BUC)	5,839	5,839		4,488	1,351				Planning study
	140/U20/20	QNH33	Griffith Arterial	Ipswich Motorway - Gateway Motorway (BUC)	1,747	1,747		781	966				Miscellaneous works
	140/U20/22	TBA	Griffith Arterial	Beatty / Balham Roads (BUC)	10,000	10,000		2,481	7,519				At-grade intersection improvement
	140/U20/23	Research	Griffith Arterial ⁽³⁾	Ipswich Motorway - Gateway Motorway (BUC)	5,000	5,000		3,801	1,199				Traffic management devices
	140/U20/24	MW	Griffith Arterial	MacGregor Street	700	700		100	600				At-grade intersection improvement
	140/U20/719		Griffith Arterial	Ipswich Motorway - Gateway Motorway (BUC)	1,950		1,950	950	250	250	500		Heavy vehicle detection cameras
	140/U27/901		Port of Brisbane Arterial (Port of Brisbane Motorway) ⁽⁴⁾	Lindum Road - Port of Brisbane	3,000	1,200	1,800	1,436	564	1,000			Concept Planning
	140/U13C/58	MW	Gateway Arterial (Gateway Motorway - North)	Airport Drive intersection roundabout	1,480	1,480		346	1,134				Install traffic signals
	140/U13C/804	BBRB	Gateway Arterial (Gateway Motorway - North)	Deagon	2,900	2,900		1,500	1,400				Replace culvert
	140/U13C/901		Gateway Arterial (Gateway Motorway - North)	Nudgee Road - Bruce Highway	6,000		6,000	1,654	2,346	2,000			Concept Planning
	140/904/15		Port of Brisbane	Pritchard Street	5,000		5,000			5,000			At-grade intersection improvement
									183,023	107,300	1,850		

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: Expenditure flows reflect the current available AusLink allocations to Brisbane Urban Connectors; the indicative total cost of \$320m does not include the estimated cost of land resumption requirements or cost indexation beyond 2005.

Note 3: Funded from AusLink research funds.

Note 4: This is a SEQIPP approved project. Estimated costs are indicative only and subject to refinement as planning and design progresses. They may also be subject to cash flow management over time. The Australian Government has allocated \$1.2m for preconstruction activities.

AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Ipswich City	148/17A/57	QAN16	Cunningham Highway (Ipswich Motorway)	Logan Motorway interchange	255,000	255,000		65,068	121,043	65,855	3,034		Construct interchange
	148/17A/901	QANP0005	Cunningham Highway (Ipswich Motorway)	Dinmore - Gailles (Goodna Bypass)	10,000	10,000		8,425	1,575				Planning study
	148/17A/902		Cunningham Highway (Ipswich Motorway)	Yatala - Ebenezer	1,000		1,000				1,000		Concept Planning
	148/17A/xxx	TBA	Cunningham Highway (Ipswich Motorway) ⁽⁵⁾	Dinmore - Gailles (Goodna Bypass)	2,300,000	2,300,000			100,000	300,000	1,700,000	200,000	Construct bypass - sealed sta
	148/18A/3	QAN14	Warrego Highway (Ipswich - Toowoomba) ⁽³⁾	Brisbane Valley interchange	2,333	1,500	833	2,030	303				Planning study
	148/18A/14	MW	Warrego Highway (Ipswich - Toowoomba)	Hagslea - Amberley Road	1,910	1,910		160	1,750				At-grade intersection improvement
									224,671	365,855	1,704,034		
Logan City	70/12A/71		Pacific Highway (Pacific Motorway)	Underwood Road - Logan River Bridge	735		735	178	557				Traffic management devices
	70/12A/72		Pacific Highway (Pacific Motorway)	Underwood Road - Logan River Bridge	514		514	187	327				Traffic management devices
	70/12A/76		Pacific Highway (Pacific Motorway) ⁽⁴⁾	0.22 - 10.22km	67		67	7	60				Median barriers
	70/12A/201		Pacific Highway (Pacific Motorway) ⁽⁴⁾	Fitzgerald Street on-ramp	120		120	70	50				Install guardrail
	70/12A/901		Pacific Highway (Pacific Motorway) ⁽⁵⁾	Gateway Motorway - Logan Motorway	9,800		9,800	7,911	1,889				Concept Planning
									2,883				
Pine Rivers	97/10A/53	CoF	Bruce Highway (Brisbane - Gympie) ⁽⁶⁾	Dohles Rocks Road - Boundary Road	40,000	40,000		38,616	1,384				Widen to 6 lanes
									1,384				
Other minor works									417	707			
Other maintenance									7,450	8,237			
State funded maintenance									1,935	1,935	5,805		
Traffic management operations									357	1,411			
Total: District Allocation									422,120	485,445	1,711,689		

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: Expenditure flows reflect the current available AusLink allocations to Brisbane Urban Connectors of \$400m from 2007-08 to 2008-09 and indicative funding for the subsequent years. The timing of this project is dependent on the outcome of further negotiations with the Australian Government.

Note 3: The Australian Government has not committed funding beyond the current approved \$1.5m.

Note 4: Funded from Queensland Government's Safer Roads Sooner Program.

Note 5: Reflects part of the Queensland Government's current commitment of \$455m over five years to the Pacific Motorway upgrade (including Gateway Arterial link to Mt Gravatt-Capalaba Road) under SEQIPP for which matching federal funding has been sought. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cashflow management over time.

Note 6: Funded as part of Australian Government's Centenary of Federation initiative as part of a separate Commonwealth/State/Deed of Grant Agreement.

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Brisbane City	140/U12A/12	SR	South - East Arterial (Pacific Motorway)	Captain Cook Bridge - Underwood Road overpass	890		890				Landscaping
	140/U12A/18	SR	South - East Arterial (Pacific Motorway) ⁽⁵⁾	Hawthorn Street - Cornwall Street	251	21		230			Median barriers
	140/U12A/26	SR	South - East Arterial (Pacific Motorway) ⁽⁶⁾	South of Stanley Street (inbound)	28,000				28,000		Miscellaneous works
	140/U12A/203	SS	South - East Arterial (Pacific Motorway) ⁽⁵⁾	Sections : 11.2 - 17.33km	250	51			199		Miscellaneous works
	140/U12A/22	SS	South - East Arterial (Pacific Motorway)	Cornwall Street - Victoria Terrace	706	226	480				Noise barriers
	140/U12A/25	SR	South - East Arterial (Pacific Motorway)	Various locations - VMS Signs	2,234		1,810	424			Traffic management devices
	140/U12A/715	SR	South - East Arterial (Pacific Motorway)	Esher Street - O'Keefe Street (inbound)	1,700			100	1,600		Asphalt resurfacing (<75mm)
	140/U12A/809	SR	South - East Arterial (Pacific Motorway)	Captain Cook Bridge	5,100	3,280	1,820				Structural rehabilitation
	140/U12A/810	SR	South - East Arterial (Pacific Motorway)	Riverside Expressway	19,600		4,000	4,100	11,500		Structural rehabilitation
	140/U12B/37	SR	South - East Arterial (Pacific Motorway)	ITS equipment replacement	3,567	1,517	400	405	1,245		Traffic management devices
	140/U12B/725	SR	South - East Arterial (Pacific Motorway)	Various camera sites	2,905	1,910	169	228	598		Programmed maintenance
	140/U12B/726	SR	South - East Arterial (Pacific Motorway)	ITS / STREAM various sites	3,143	1,642	301	300	900		Programmed maintenance
	140/U13A/901	SR	Gateway Arterial (Gateway Motorway - South) ⁽⁷⁾	Mt Gravatt-Capalaba Road - Pacific Motorway	4,000	1,500	1,000	1,500			Concept Planning
	140/U13A/902	SR	Gateway Arterial (Gateway Motorway - South)	Logan Motorway - Southern Infrastructure Corridor	2,500		100	400	2,000		Concept Planning
	140/U14/00C	SR	Gympie Arterial ⁽⁵⁾	Webster Road	340	303	37				At-grade intersection improvement
	140/U14/00F	SR	Gympie Arterial	Hamilton Road	1,677	300		1,377			At-grade intersection improvement
	140/U14/00G	SR	Gympie Arterial ⁽⁵⁾	Rode Road	375			375			Improve traffic signals

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Reflects the Queensland Government's current contribution for works associated with the connection of the North South Bypass Tunnel to the state-controlled network.

Note 7: Reflects part of the Queensland Government's current commitment of \$455m over five years to the Pacific Motorway upgrade (including Gateway Arterial link to Mt Gravatt-Capalaba Road) under SEQIPP for which matching federal funding has been sought. This is a SEQIPP approved planning project. The estimated cost is commensurate with the 2007 SEQIPP update. The overall project cost estimate is subject to the completion of the planning processes.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Brisbane City (cont.)	140/U14/00H	SR	Gympie Arterial ⁽⁵⁾	Beams Road	400			400			Improve traffic signals
	140/U14/776	SR	Gympie Arterial	Stafford Road - Gayford Road	3,116	20	1,376	1,720			Asphalt resurfacing (<75mm)
	140/U14/777	SR	Gympie Arterial	Kuran Street - Webster Road	1,870	101	270	1,499			Asphalt resurfacing (<75mm)
	140/U14/778	SR	Gympie Arterial	Kitchener Road - Rode Road	480		120	360			Asphalt resurfacing (<75mm)
	140/U14/80	SR	Gympie Arterial ⁽⁵⁾	Stafford Road - Gateway Motorway	857	679	178				Miscellaneous works
	140/U14/90	SR	Gympie Arterial	Webster Road - Strathpine Road	1,600	1,502	98				Traffic management devices
	140/U14/901	SR	Gympie Arterial	Linkfield Connection and Strathpine Road interchange	436	236	200				Concept Planning
	140/U15/42	SR	Mount Lindesay Arterial ⁽⁶⁾	Acacia Ridge railway crossing	109,862	10,120	58,200	41,542			Grade separation (road / rail)
	140/U15/50	SR	Mount Lindesay Arterial ⁽⁷⁾	Boundary Road - Johnston Road	1,421	1,308	113				Route lighting
	140/U15/53	SR	Mount Lindesay Arterial ⁽⁵⁾	Bradman Street	500	460	40				Improve traffic signals
	140/U15/54	SR	Mount Lindesay Arterial	Logan Motorway	700			40	660		Improve traffic signals
	140/U15/55	SR	Mount Lindesay Arterial ⁽⁵⁾	Various locations	1,500			1,500			Improve traffic signals
	140/U15/56	SR	Mount Lindesay Arterial ⁽⁵⁾	Compton Road	275			275			Improve traffic signals
	140/U15/722	SR	Mount Lindesay Arterial	Sections : Mortimer Street - Algester Road and Granard Road - Bradman Street	5,219	190	100	4,929			Asphalt resurfacing (<75mm)
	140/U18A/17	SR	Western Arterial (Ellen Grove - Jindalee) ⁽⁸⁾	Springfield - Ipswich Motorway	77,498	20,266	57,232				Concept Planning
	140/U18B/75	SR	Western Arterial (Jindalee - Everton Park) ⁽⁵⁾	Jubilee Terrace / Kennedy Terrace	864	168	696				At-grade intersection improvement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated

annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project is funded via contributions from Queensland Rail and the Australian and Queensland governments.

Note 7: Includes Brisbane City Council contribution.

Note 8: This is a SEQIPP approved planning project. The estimated cost is commensurate with the 2007 SEQIPP update. The overall project cost estimate is subject to the completion of the planning processes.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Brisbane City (cont.)	140/U18B/78	SR	Western Arterial (Jindalee - Everton Park) ⁽⁵⁾	Rouen Road	400	200	200				Reprofile existing pavement and add safety seal
	140/U18B/79	SR	Western Arterial (Jindalee - Everton Park)	Toowong roundabout	4,000	287	1,000	2,713			Pedestrian crossing
	140/U18B/80	SR	Western Arterial (Jindalee - Everton Park) ⁽⁵⁾	Waterworks Road	120			120			Improve traffic signals
	140/U18B/807	SR	Western Arterial (Jindalee - Everton Park)	Elimatta Road - McLean Parade	1,480		50	1,430			Rehabilitate pavement
	140/U18B/901	SR	Western Arterial (Jindalee - Everton Park) ⁽⁶⁾	Ipswich Motorway - Toowong roundabout	3,000	422	1,578	1,000			Concept Planning
	140/U18B/902	SR	Western Arterial (Jindalee - Everton Park)	LaTrobe Terrace - Coopers Camp Road	2,002	527	173	500	802		Concept Planning
	140/U19/30	SR	East - West Arterial ⁽⁶⁾	Trouts Road	305			305			Improve traffic signals
	140/U19/901	SR	East - West Arterial	Melton Road - Gateway Motorway	700	600	100				Concept Planning
	140/U21/746	LRRS	Nathan Connection Arterial	Kessels Road - Pacific Motorway (outbound)	674	21	653				Asphalt resurfacing (<75mm)
	140/U25/901	SS	Western Brisbane Transport Network Investigation ⁽⁶⁾	Dinmore - Narangba	16,170	6,864	7,389	1,917			Concept Planning
	140/U28A/xxx	SR	South East Busway (Brisbane CBD - Springwood) ⁽⁷⁾	South East Busway	37,998	4,432	6,750	6,250	20,566		Routine maintenance
	140/U32/1	SR	Airport Link	Airport Link	20,000	7,930	12,070				Hardship resumptions
	140/409/703	LRRS	Brisbane - Moggill Ferry	Moggill Ferry	7,974	5,423	471	494	1,586		Programmed maintenance
	140/902/3	LRRS	Linkfield Connection	Old Gympie Road - Gympie Arterial Road	20,000	828	23			19,149	Construct auxillary lane
	140/904/708	LRRS	Port of Brisbane	Prichard Street	2,495	282	100	2,113			Asphalt resurfacing (<75mm)
	140/U88/22	LRRS	Sandgate Sub - Arterial	East - West Arterial - Gateway Motorway	1,149	654			495		Traffic management devices

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This is a SEQIPP approved planning project. The estimated planning cost is commensurate with the 2007 SEQIPP update. The overall project cost estimate is subject to the completion of planning processes.

Note 7: Includes Queensland Transport contribution of \$1.750 million.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Brisbane City (cont.)	140/U88/729	LRRS	Sandgate Sub - Arterial	Rail bridge - end of Gazettal	4,000	1,473	500	2,027			Asphalt resurfacing (<75mm)
	140/U90/50	LRRS	Logan Sub - Arterial ⁽⁵⁾	Levington Road	281	275	6				At-grade intersection improvement
	140/U90/52	LRRS	Logan Sub - Arterial ⁽⁵⁾	Miles Platting Road / Padstow Road	385			385			Install traffic signals
	140/U90/901	LRRS	Logan Sub - Arterial	Miles Platting Road	600			600			Concept Planning
	140/U91/10	LRRS	Redland Sub - Arterial ⁽⁵⁾	Mt Gravatt-Capalaba Road / Mt Cotton Road	300			300			Minor realignment
	140/U91/5	LRRS	Redland Sub - Arterial ⁽⁶⁾	Mt Gravatt-Capalaba Road - Tingalpa Creek	200,000	1,054	946	3,000	32,000	163,000	Duplicate 2 to 4 lanes
	140/U93/16	LRRS	Strathpine Sub - Arterial	Bald Hills Road	1,000	100	489	411			At-grade intersection improvement
	140/U94/17	LRRS	Albany Creek Sub - Arterial ⁽⁵⁾	Albany Creek (0 - 4.27km)	500	261	239				Install guardrail
	140/U95/735	LRRS	Samford Sub - Arterial	Wardell Street - Pickering Street	1,117			100	1,017		Asphalt resurfacing (<75mm)
	140/U96/49	LRRS	Moggill Sub - Arterial	Kilkivan Avenue - Pullenvale Road	32,788	18,587	14,201				Duplicate 2 to 4 lanes
	140/U96/50	LRRS	Moggill Sub - Arterial	Marshall Lane - Centenary on-ramp	821	544	277				Planning study
	140/U96/57	LRRS	Moggill Sub - Arterial	Pullenvale Road - Pinjarra Road	758	527	231				Planning study
	140/U96/59	LRRS	Moggill Sub - Arterial	Centenary Highway - Brisbane River	733	155	578				Miscellaneous works
	140/U96/61	LRRS	Moggill Sub - Arterial	Western Freeway - Kenmore Road / Sugars Road - Kangaroo Gully Road	1,361	686	675				Route lighting
	140/U96/64	LRRS	Moggill Sub - Arterial ⁽⁵⁾	Quentin Street	550	50	500				At-grade intersection improvement
	140/U96/65	LRRS	Moggill Sub - Arterial	Moggill Road / Witton Road	1,500		100		1,400		Improve traffic signals

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Brisbane City (cont.)	140/U96/739	LRRS	Moggill Sub - Arterial	Western Freeway - Kenmore Road	1,900	100	100	1,700			Asphalt resurfacing (<75mm)
	140/U96/901	LRRS	Moggill Sub - Arterial	Kenmore	1,996	853	762	381			Concept Planning
	140/U98/58	LRRS	Cleveland Sub - Arterial	Tilley Road intersection	432	172	260				Planning study
	140/U98/725	LRRS	Cleveland Sub - Arterial	Gateway Motorway - Sleeman Centre	2,218	2,118	100				Asphalt resurfacing (<75mm)
	140/U98/901	SR	Cleveland Sub - Arterial	Gateway Motorway - Capalaba	800			800			Concept Planning
	140/U99/60	LRRS	Redcliffe Sub - Arterial	Holmes Street - Pomona Street (inbound), Hall Street - Corner Street (outbound)	905	827	78				Noise barriers
			Programmed maintenance				2,584	1,975			
			Routine maintenance				7,638	7,638			
			Traffic operations				7,638	8,983			
			Rehabilitation				740	1,670			
			Corridor management				942	640			
			Enhanced capacity				1,285	4,411			
							201,056	113,567	104,568		
Ipswich City	148/42A/702	SS	Brisbane Valley Highway (Ipswich - Harlin)	Warrego Highway - Ipswich City boundary	2,845			50	100	2,695	Asphalt resurfacing (<75mm)
	148/301/18	SR	Ipswich - Cunningham Highway Connection ⁽⁵⁾	Moffat Street	330	306	24				At-grade intersection improvement
	148/301/22	SR	Ipswich - Cunningham Highway Connection ⁽⁶⁾	New connection	86,000	5,772	5,228	24,000	51,000		Construct to new sealed 2 lane standard

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Ipswich City (cont.)	148/301/23	SR	Ipswich - Cunningham Highway Connection ⁽⁵⁾	Brisbane Road / Stafford Street	456	308	148				At-grade intersection improvement
	148/301/24	SR	Ipswich - Cunningham Highway Connection ⁽⁵⁾	Churchill Street	560	493	67				Install traffic signals
	148/301/25	SR	Ipswich - Cunningham Highway Connection ⁽⁵⁾	South Station Road	650			650			Improve traffic signals
	148/301/27	SR	Ipswich - Cunningham Highway Connection ⁽⁵⁾	Limestone / Gordon Street	300			300			Improve traffic signals
	148/301/707	SR	Ipswich - Cunningham Highway Connection	Chermside Road - Cemetery Road	1,352	15	1,337				Asphalt resurfacing (<75mm)
	148/301/710	SR	Ipswich - Cunningham Highway Connection	James Street - Limestone Street	1,502	1,352	150				Asphalt resurfacing (<75mm)
	148/302/3	LRRS	Ipswich - Warrego Highway Connection	East Street - Warrego Highway	419	142	277				Traffic management devices
	148/302/4	LRRS	Ipswich - Warrego Highway Connection	Brisbane Street - Warrego Highway	924	497	427				Route lighting
	148/302/6	LRRS	Ipswich - Warrego Highway Connection	Hill Street	530			530			Install traffic signals
	148/302/7	LRRS	Ipswich - Warrego Highway Connection ⁽⁵⁾	Pine Mountain Road / Waterworks Road	300	273	27				At-grade intersection improvement
	148/302/8	LRRS	Ipswich - Warrego Highway Connection ⁽⁵⁾	Holt Street / Hunter Street	500			500			Improve traffic signals
	148/303/301	LRRS	Rosewood - Marburg	Urry - Mine entrance	502	303	199				Rehabilitate and widen
	148/304/301	LRRS	Ipswich - Rosewood	5.7 - 7.2km	1,540	296	1,244				Rehabilitate pavement
	148/308/3	LRRS	Rosewood - Laidley ⁽⁵⁾	Sections : 0 - 18.9km	1,000			1,000			Miscellaneous works
	148/308/303	LRRS	Rosewood - Laidley	0.48 - 1.7km and 3.7 - 5.4km	1,500	197	1,303				Rehabilitate and widen
	148/308/803	LRRS	Rosewood - Laidley	5.50 - 18.90km	1,370			1,370			Rehabilitate pavement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Ipswich City (cont.)	148/910/3	SR	South West Arterial ⁽⁵⁾	Springfield - Yamanto	366,000	132,865	134,435	98,700			Construct to new sealed 2 lane standard
	148/3002/706	LRRS	Karrabin - Rosewood	Karrabin - Rosewood - Warrill View Road	1,500	346	1,154				Asphalt resurfacing (<75mm)
	148/3041/302	LRRS	Haigslea - Amberley	0.00 - 8.20km	2,600			2,600			Rehabilitate pavement
	148/3041/4	LRRS	Haigslea - Amberley	Western Ipswich bypass	3,774	2,680	532	562			Planning and PPP business case development
	148/3041/5	LRRS	Haigslea - Amberley	Warrego Highway	850				850		At-grade intersection improvement
	148/3042/6	LRRS	Mt Crosby ⁽⁶⁾	Tanderra Way - Kholo Creek	700	636	64				Install guardrail
			Programmed maintenance				208	1,071			
			Routine maintenance				2,456	2,456			
			Traffic operations				259	263			
			Enhanced capacity				50	75			
							149,589	134,127	51,950		
Logan City	70/25A/13	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	Middle Road - Green Road / Fedrick Street	53,092	53,027	65				Duplicate 2 to 4 lanes
	70/25A/15	SR	Mount Lindesay Highway (Brisbane - Beaudesert) ⁽⁷⁾	Green Road / Fedrick Street - Talinga Drive - Rosia Road	90,185	21,995	35,000	30,000	3,190		Duplicate 2 to 4 lanes
	70/25A/19	SR	Mount Lindesay Highway (Brisbane - Beaudesert)	Coronation Road Overpass and Service Roads	18,035	185	50			17,800	Construct bridge
	70/108/15	LRRS	Beenleigh - Redland Bay	Cairns Street - Bryants Road	8,357	8,244	113				Duplicate 2 to 4 lanes
	70/111/7	LRRS	Mount Cotton ⁽⁶⁾	Mt Cotton Road / Driver Training Centre / Garden of Remembrance	650	554	96				At-grade intersection improvement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes Queensland Transport contribution for land resumptions of the transport corridor. This is a SEQIPP approved project.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Note 7: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Road Category

SS - State strategic roads
SR - State regional roads
LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Logan City (cont.)	70/200/204	LRRS	Springwood Connection ⁽⁵⁾	Wembley / Kingston Road	150	30	120				At-grade intersection improvement
	70/200/26	LRRS	Springwood Connection	Logan Motorway - Bardon Road	80,022	556	187	300	15,060	63,919	Duplicate 2 to 4 lanes
	70/200/31	SR	Springwood Connection ⁽⁵⁾	Wembley Road / Pagewood Road	400	100	300				At-grade intersection improvement
	70/200/705	LRRS	Springwood Connection	Magill Street - Chatswood Road	495	18	477				Asphalt resurfacing (<75mm)
	70/204/33	LRRS	Brisbane - Beenleigh	Underwood Road	1,250	1,104	146				At-grade intersection improvement
	70/204/36	LRRS	Brisbane - Beenleigh ⁽⁵⁾	Harris Road / Bambara Street	398	353	45				At-grade intersection improvement
	70/204/37	SR	Brisbane - Beenleigh ⁽⁵⁾	Kingston Road / Compton Road	400	120	280				At-grade intersection improvement
	70/204/38	SR	Brisbane - Beenleigh ⁽⁵⁾	Jacaranda Avenue / Juers Street	300	150	150				At-grade intersection improvement
	70/204/39	LRRS	Brisbane - Beenleigh	Loganlea Road / Tygum Road	1,500		100	1,400			Construct additional lane
	70/204/40	LRRS	Brisbane - Beenleigh	Paradise Road	450		200	250			At-grade intersection improvement
	70/204/41	LRRS	Brisbane - Beenleigh	Clare Street	600		50	550			Improve traffic signals
	70/204/728	LRRS	Brisbane - Beenleigh	Queens Road - Chambers Flat Road	4,383	2,817	566	1,000			Asphalt resurfacing (<75mm)
	70/204/730	LRRS	Brisbane - Beenleigh	Underwood Road - Logan Road (inbound and part outbound)	3,633	915	500	2,218			Profile correction and asphalt concrete resurfacing (<75mm)
	70/204/732	LRRS	Brisbane - Beenleigh	Pacific Highway Connection Road - Compton Road and Baldarch Street - Carramar Street	1,500	10	120	1,370			Asphalt resurfacing (<75mm)
	70/204/733	LRRS	Brisbane - Beenleigh	Ferguson Street - Compton Road	1,100			100	1,000		Asphalt resurfacing (<75mm)
			Programmed maintenance					200			
			Routine maintenance				1,171	1,232			
			Traffic operations				1,152	832			
			Enhanced capacity					50			
							40,888	39,502	19,250		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Pine Rivers	97/120/39	LRRS	Redcliffe	Petrie roundabout - Saltwater Creek	757	310	447				Roadside signing
	97/120/44	LRRS	Redcliffe ⁽⁵⁾	Bruce Highway - Rothwell Monument	413	405	8				Install guardrail
	97/120/47	LRRS	Redcliffe	Bruce Highway - Rothwell Monument	346	326	20				Install guardrail
	97/120/901	LRRS	Redcliffe	Petrie - Bruce Highway	515	235	280				Concept Planning
	97/122/802	LRRS	Brighton - Redcliffe	Houghton Highway Bridge	2,480	1,288	1,192				Other rehabilitation - including roadway illumination
	97/122/803	LRRS	Brighton - Redcliffe	Hornibrook Bridge	4,010	2,760	420	830			Structural rehabilitation
	97/401/66	LRRS	Brisbane - Woodford	Anzac Avenue - Youngs Crossing Road	686	585	101				Planning study
	97/401/75	LRRS	Brisbane - Woodford ⁽⁵⁾	Gympie Road / Kremzow Road	527	70	457				At-grade intersection improvement
	97/401/76	LRRS	Brisbane - Woodford ⁽⁵⁾	o - 42km	1,500			1,500			Miscellaneous works
	97/401/771	LRRS	Brisbane - Woodford	Start of Gazettal - Bells Pocket Road	2,564	30	100	2,434			Asphalt resurfacing (<75mm)
	97/401/772	LRRS	Brisbane - Woodford	Lawnton Pocket Road - Paper Mill entrance	1,127	10	100	1,017			Asphalt resurfacing (<75mm)
	97/402/22	LRRS	Samford - Mount Glorious ⁽⁵⁾	Sections : 0.00 - 15.61km	1,000	100	900				Install guardrail
	97/403/35	LRRS	South Pine ⁽⁵⁾	Keong Road	900			900			Install traffic signals

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Pine Rivers (cont.)	97/403/724	LRRS	South Pine	Shire boundary - South Pine Road	1,500	20	100	1,380			Asphalt resurfacing (<75mm)
	97/403/803	LRRS	South Pine	Eatons Crossing Road - Leitchs Road	7,514	7,040	474				Rehabilitate pavement
	97/900/6	SR	Everton Park - Albany Creek	The Boulevard - Augusta Court	500	202	298				Noise barriers
	97/4023/11	LRRS	Mount Glorious ⁽⁵⁾	Sections : 0 - 12.26km	500	30	470				Improve drainage
	97/4023/719	LRRS	Mount Glorious	Browns Road - Pine Rivers shire boundary	1,168	481	687				Bitumen chip reseal
	97/4032/21	LRRS	Strathpine - Samford	South Pine Road - Queen Elizabeth Drive	3,954	3,554	400				Duplicate 2 to 4 lanes
			Programmed maintenance					100			
			Routine maintenance				3,055	3,126			
			Traffic operations				1,048	1,052			
			Enhanced capacity				215	150			
							10,772	12,489			
Redcliffe City	165/120/44	SR	Redcliffe	Anzac Avenue	2,800		2,800				Bus priority
	165/121/703	LRRS	Deception Bay	Anzac Avenue - shire boundary	901		100	801			Asphalt resurfacing (<75mm)
	165/122/35	LRRS	Brighton - Redcliffe ⁽⁶⁾	Houghton Highway	315,000	13,290	55,000	150,000	96,710		Construct bridge and approaches
	165/122/40	LRRS	Brighton - Redcliffe ⁽⁷⁾	Redcliffe State High School	4,000		4,000				Construct pedestrian bridge
	165/123/706	LRRS	Clontarf - Anzac Avenue	Hornibrook Bridge - Anzac Avenue	850	13	837				Asphalt resurfacing (<75mm)
	165/123/707	LRRS	Clontarf - Anzac Avenue	Bradley Road - Anzac Avenue	2,130			100	1,680	350	Asphalt resurfacing (<75mm)
			Programmed maintenance				410	144			

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Note 7: Joint funding (50/50) between Department of Main Roads and Education Queensland.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
			Routine maintenance				922	938			
			Traffic operations				1,744	744			
			Enhanced capacity				225	234			
							66,038	152,961	98,390		
Redland	34/109/29	LRRS	Cleveland - Redland Bay ⁽⁵⁾	South Street - Boundary Road	65,000	955	45	2,000	62,000		Duplicate 2 to 4 lanes
	34/109/37	LRRS	Cleveland - Redland Bay	Magnolia Road - Ziegenfusz Road	1,500			1,000	500		Install traffic signals
	34/109/734	LRRS	Cleveland - Redland Bay	Colburn Avenue - Benfer Road	700			700			Asphalt resurfacing (75mm)
	34/110/17	LRRS	Redland Bay	Panorama Drive - Cleveland-Redland Bay Road	18,496	12,872	5,624				Duplicate 2 to 4 lanes
	34/110/19	LRRS	Redland Bay ⁽⁶⁾	Tingalpa Creek - Taylor Road	78,000	922	78	2,000	18,000	57,000	Duplicate 2 to 4 lanes
	34/110/22	LRRS	Redland Bay ⁽⁶⁾	Duncan / Taylors / Boundary / Redland Bay Roads	196	155	41				At-grade intersection improvement
	34/111/10	LRRS	Mount Cotton ⁽⁶⁾	Sections : 0 - 13.4km	2,000	318	1,682				Install guardrail
	34/111/811	LRRS	Mount Cotton	Duncan Road - Valley Way	5,200		100	5,100			Rehabilitate pavement
	34/111/9	LRRS	Mount Cotton	Hillview Street/ Seaview/ Wuduru / Mount View Roads	2,500	320	2,180				At-grade intersection improvement
	34/112/202	SR	Capalaba - Cleveland ⁽⁶⁾	Allenby Road / Vienna Road intersection	785			785			Improve traffic signals
	34/112/47	SR	Capalaba - Cleveland ⁽⁶⁾	Shore Street / Gordon Street	588	50	193	345			Improve traffic signals
	34/112/48	SR	Capalaba - Cleveland ⁽⁶⁾	Finucane Road / Windemere Road / St Anthony Drive	400	392	8				Improve traffic signals
	34/1082/7	LRRS	Victoria Point	Holz Street - Masters Avenue	500				500		Route lighting
	34/1102/16	LRRS	Capalaba - Victoria Point	Vienna Road - Redland Bay Road	15,472	4,401	11,071				Duplicate 2 to 4 lanes
	34/1122/17	LRRS	Birkdale	Badgen Road / Estelle Road	1,100	145	955				At-grade intersection improvement
			Routine maintenance				2,338	2,387			
			Traffic operations				345	350			
			Corridor management				260				
							24,920	14,667	81,000		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾						Approved ⁽²⁾		Indicative ⁽³⁾			
Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District: (yet to be allocated to a local government)			Programmed maintenance						57,565		
			Routine maintenance					61,827			
			Traffic operations				28,925				
			Rehabilitation		932	1,300	22,122				
			Corridor management				1,141				
			Enhanced capacity		2,938	4,851	17,565				
			Hardship resumptions		4,198	1,000	6,722				
			AusLink ineligible		100	100	300				
			Unallocated funding for SEQIPP projects				38,000				
			Traffic signal controller upgrades		502	500	1,250				
			LED lanterns at various traffic signals		2,944	2,000	2,000				
			Various electrical safety audits		1,120						
Sub-total: Works and planning							505,997	477,064	592,575		
Project management reserve adjustment							(36,192)	(45,077)	58,638		
Sub-total: District works allocation							469,805	431,987	651,213		
Road system planning							5,601	6,210	18,630		
Road stewardship							8,560	9,184	27,552		
Program development & delivery							2,919	2,875	8,625		
District works, stewardship and capability							486,885	450,256	706,020		
Asset acquisitions							545				
Gross district allocation							487,430	450,256	706,020		
Contributions from others for roadworks							(39,245)	(6,861)	(3,632)		
Proceeds of property sales							(3,800)	(2,000)	(10,000)		
Other roadworks revenue							(9,400)	(22,000)	(44,900)		
Operational revenue							(1,290)	(1,290)	(3,870)		
Net district allocation							433,695	418,105	643,618		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Brisbane City	140/LGSA/003	Boundary Road (Kelliher Road - Garden Road)	Construction of two-lane underpass	42,971,001	10,167,000	32,804,001		20,345,704	4,958,297	7,500,000	12,458,297			A
	140/LGSA/006	TransApex Northern Link	Pre-feasibility study	5,000,000		5,000,000		800,000		2,500,000	2,500,000	1,700,000		A
	140/LGSA/007	TransApex Airport Link	Planning study	21,000,000	5,000,000	16,000,000		15,000,105	999,895		999,895			A
	140/LGSD/008	Various locations	Traffic safety improvements	19,320,000	9,660,000	9,660,000		2,760,000		1,380,000	1,380,000	1,380,000	4,140,000	D
	140/LGSD/009	Various LRRS roads	RRG Priorities yet to be determined	2,000,000	1,000,000	1,000,000						250,000	750,000	D
	140/LGSD/010	Logan Road / Invermore Street	Upgrade intersection	920,000	670,000	250,000				250,000	250,000			D
	140/LGSD/011	Various locations	Single Intelligent Transport Systems platform	6,000,000		6,000,000				2,000,000	2,000,000	2,000,000	2,000,000	D
	140/LGSG/030	Pacific Motorway (Nathan - Logan Road)	Bikeways	7,725,600		7,725,600		5,390,392	437,708	547,500	985,208	1,350,000		G
	140/LGSG/038	St Lucia (Tarcoola Street - Sir William MacGregor Drive)	Bikeway	3,000,000	2,855,000	145,000						145,000		G
	140/LGSG/039	Bulimba Creek stage 1 (Logan Road - Craig Street)	Bikeway	2,200,000	2,055,000	145,000			145,000		145,000			G
	140/LGSG/040	Kedron Brook Greenway (Osborne Road - pony club)	Bikeway	1,000,000	855,000	145,000				145,000	145,000			G
	140/LGSG/411	Various locations	Bikeway network extensions planning	1,360,681		1,360,681		1,260,681				50,000	50,000	G
	140/LGSH/046	Holland Park State School	Bikeway / footpath	100,000	50,000	50,000				50,000	50,000			H
	140/LGSH/047	Jamboree Heights State School	Bikeway / footpath	90,000	45,000	45,000				45,000	45,000			H
	140/LGSH/048	Graceville State School	Pick-up and set-down area	160,000	80,000	80,000				80,000	80,000			H
	140/LGSH/049	Fig Tree Pocket State School	Pedestrian and cycle facilities	156,000	78,000	78,000						78,000		H
	140/LGSH/050	Kenmore State High School	Pedestrian and cycle facilities	140,000	70,000	70,000						70,000		H
	140/LGSH/051	Oakleigh State School	Pedestrian and cycle facilities	74,000	37,000	37,000						37,000		H
	140/LGSH/052	MacGregor State School	Pedestrian and cycle facilities	60,000	30,000	30,000						30,000		H
	140/LGSI/075	Cavendish Road State High School	Indented bus bay	130,000	65,000	65,000				65,000	65,000			I
140/LGSI/076	Indooroopilly State School	Indented bus and car facility	145,000	80,000	65,000				65,000	65,000			I	

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Brisbane City (cont.)	140/LGSI/077	Inala State School / Glenala State High School	Indented bus bay	100,000	60,000	40,000				40,000	40,000			I
	140/LGSI/078	Aspley State High School	Indented bus bay	330,000	165,000	165,000				165,000	165,000			I
	140/LGSI/079	Windsor State School	Indented bus and car facility	80,000	40,000	40,000				40,000	40,000			I
	140/LGSI/080	Corinda State School	Bus zone and pedestrian improvements	104,000	52,000	52,000						52,000		I
	140/LGSI/081	Ironside State School	Pick-up and set-down area and pedestrian improvements	76,000	38,000	38,000						38,000		I
	140/LGSI/082	Brisbane State High School	Bus bay	120,000	60,000	60,000						60,000		I
	140/LGSI/083	Cannon Hill State School	Pick-up and set-down area and pedestrian improvements	44,000	22,000	22,000						22,000		I
	140/LGSI/084	St Thomas More College, Sunnybank	Indented bus bay	230,000	115,000	115,000						115,000		I
	140/LGSI/085	St Stephens Catholic Primary School, Algester	Pick-up and set-down area and pedestrian improvements	46,000	23,000	23,000						23,000		I
	140/LGSI/086	Jamboree Heights State School	Pick-up and set-down area and pedestrian improvements	150,000	75,000	75,000						75,000		I
	140/LGSI/077	Kangaroos Gully Road / Sugars Road	Reinforce priority signage / upgrade intersection	46,701		46,701	4,000	42,701		42,701			J	
	140/LGSL/003	Main Roads / Local Government Alliance	Alliance development and implementation	700,014		700,014	325,000	375,014		375,014			L	
	140/LGSL/004	Main Roads / Local Government Alliance	Metropolitan RRG road safety risk management training	5,280	2,640	2,640		2,640		2,640			L	
								6,961,255	14,872,500	21,833,755	7,475,000			
Ipswich City	148/LGSD/016	Blackstone Road / South Station Road	Intersection improvement	3,500,000	3,250,000	250,000						250,000		D
	148/LGSD/017	Jones Road (Augusta Parkway - Keidges Road)	Widen / upgrade intersection	10,200,000	9,950,000	250,000				250,000	250,000			D
	148/LGSD/018	Toongarra Road / Samford Road	At-grade intersection improvements	880,000	683,110	196,890				196,890	196,890			D
	148/LGSD/019	Haigslea - Malabar Road (south from Mount Marrow Quarry Road 1.82 - 3.71km)	Pavement rehabilitation	750,000	553,110	196,890						196,890		D

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative		
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category	
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy			
Ipswich City (cont.)	148/LGSH/015	Redbank Plains State High School	Bikeway / footpath	180,000	106,000	74,000						74,000		H	
	148/LGSI/010	Raceview State School	Bus set-down and parking improvements	340,000	170,000	170,000		130,000		40,000	40,000			I	
	148/LGSI/011	Bundamba State School	Bus set-down and parking improvements	375,000	187,500	187,500				187,500	187,500			I	
	148/LGSI/012	Churchill State School	Bus set-down and parking improvements	160,000	80,000	80,000				80,000	80,000			I	
	148/LGSI/013	St Mary's Catholic Primary School, Woodend	Bus set-down	350,000	175,000	175,000				112,000	112,000	63,000		I	
	148/LGSL/007	Main Roads / Local Government Alliance	WesRoc RRG Asset management training	8,000	4,000	4,000		4,000			4,000			L	
	148/LGSL/008	Main Roads / Local Government Alliance, WESROC RRG	Capability improvement	30,000		30,000				30,000	30,000			L	
	148/LGSL/009	WESROC Regional Road Group	Capability improvement and development	121,000		121,000				24,000	24,000	24,000	73,000	L	
									4,000	920,390	924,390	607,890			
Logan City	70/LGSD/010	Third Avenue (Wembley Road - Bardon Road / Juers Road)	New road through industrial estate	9,300,000	9,088,000	212,000		112,000			100,000	100,000			D
	70/LGSD/011	Johnston Road / Stapylton Road	Signalised intersection	3,000,000	2,784,000	216,000				216,000	216,000			D	
	70/LGSD/012	Johnson Road (east of Paradise Road - west of Elliott Court)	Widen to four lanes	13,800,000	13,584,000	216,000						216,000		D	
	70/LGSG/001	Various Logan City locations	Bikeways	1,125,000	562,500	562,500		471,500	1,000	45,000	46,000	45,000		G	
	70/LGSG/003	Pacific Motorway, Logan Road - Logan River (planning)	Bikeway planning	500,000		500,000		320,376	79,624	100,000	179,624			G	
	70/LGSG/004	Pacific Motorway, Logan Road - Logan River	Bikeway construction (sections)	8,000,000		8,000,000		2,294,173	(19,173)	2,752,500	2,733,327	2,000,000	972,500	G	
	70/LGSG/005	Green Road, Park Ridge (south of Federick Road / Mount Lindesay Highway)	Bikeway underpass ⁽³⁾	1,550,000		1,550,000				1,550,000	1,550,000			G	
	70/LGSI/017	Carbrook State School	Bus set-down improvements	260,000	140,000	120,000				120,000	120,000			I	

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 3: Project funded by contribution of \$1.55 million from Queensland Transport Cycle Network Program.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Logan City (cont.)	70/LGSI/018	Kingston State School	Bus set-down improvements	55,000	27,500	27,500				27,500	27,500			I
	70/LGSI/019	Kingston State High School	Indented bus bay	78,000	39,000	39,000				39,000	39,000			I
	70/LGSI/020	Crestmead State School	Bus set-down and pick-up	400,000	200,000	200,000				143,000	143,000	57,000		I
	70/LGSI/021	Marsden State School	Bus set-down and car park	496,000	248,000	248,000				248,000	248,000			I
	70/LGSL/008	SouthRoc RRG	Capability improvement	100,000		100,000		20,000		20,000	20,000	20,000	40,000	L
									61,451	5,361,000	5,422,451	2,338,000		
Metropolitan District Priority	D13/LGSI/001	Various locations - set-down areas	Priorities yet to be determined	1,248,000	624,000	624,000						624,000		I
												624,000		
Pine Rivers	97/LGSD/030	Old Gympie Road (Ann Street - Whitehorse Road)	Widen to four lanes	8,401,000	7,746,000	655,000				75,000	75,000	25,000	555,000	D
	97/LGSD/031	Samsonvale Road / Youngs Crossing Road	Miscellaneous works	8,500,000	8,313,500	186,500				186,500	186,500			D
	97/LGSD/033	Old Gympie Road (Anzac Avenue - Ann Street)	Widen to four lanes	5,320,000	4,612,500	707,500				125,000	125,000	132,500	450,000	D
	97/LGSD/034	Old Gympie Road (Alma Road - Boundary Road)	Widen to four lanes	100,000	50,000	50,000						50,000		D
	97/LGSD/035	Dohles Rocks Road (Goodrich Road West - Bruce Highway)	Widen to four lanes	705,000	555,000	150,000						150,000		D
	97/LGSD/036	Samsonvale Road (Gympie Road - Bland Street)	Widen to four lanes	1,215,000	962,500	252,500						75,000	177,500	D
	97/LGSG/019	Various Pine Rivers Shire locations	Bikeways	711,054	355,527	355,527		275,527		40,000	40,000	40,000		G
	97/LGSH/019	Ferny Hills State School	Remodel pedestrian signals	40,000	20,000	20,000				20,000	20,000			H
	97/LGSH/020	Lawnton State School	Remodel pedestrian signals	40,000	20,000	20,000				20,000	20,000			H
	97/LGSI/009	Eatons Hill State School	Car park	284,000	142,000	142,000				142,000	142,000			I

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Pine Rivers (cont.)	97/LGSI/010	Various schools	Bus shelter	64,000	32,000	32,000				32,000	32,000			I
	97/LGSI/011	Strathpine West State School	Pick-up and set-down area	70,000	35,000	35,000				35,000	35,000			I
	97/LGSI/012	Samford State School	Traffic improvements at set-down area	130,000	65,000	65,000				65,000	65,000			I
	97/LGSL/007	Moreton Bay Coast and Country RRG	Capability improvement	100,000		100,000	20,000					20,000	60,000	L
	97/LGSL/008	Main Roads / Local Government Alliance, Moreton Bay Coast and Country RRG	Capability improvement	30,000		30,000				30,000	30,000			L
										770,500	770,500	492,500		
Redcliffe City	165/LGSD/005	Oxley Avenue (Griffith Road - Klingner Road)	Asphalt resurfacing	387,100	203,600	183,500		60,000		123,500	123,500			D
	165/LGSD/009	Oxley Avenue / Eversleigh Road	Intersection improvement	300,000	150,000	150,000						150,000		D
	165/LGSD/010	Oxley Avenue (Beaconsfield Street - Duffield Road)	Traffic safety improvements	300,000	160,000	140,000				140,000	140,000			D
	165/LGSD/011	Duffield Road / Elizabeth Avenue	Intersection improvement	300,000	225,000	75,000						75,000		D
	165/LGSG/003	Various Redcliffe City locations	Bikeway	669,010	334,505	334,505	274,505		30,000	30,000	30,000			G
	165/LGSH/007	Various schools	Concrete footpaths / signs	476,210	238,105	238,105	192,105		25,000	25,000	21,000			H
	165/LGSI/001	Scarborough State School	Pick-up and set-down area	216,000	108,000	108,000			108,000	108,000				I
									426,500	426,500	276,000			
Redland	34/LGSD/018	Wellington Street / South Street	Traffic signals	1,635,000	1,319,000	316,000				316,000	316,000			D
	34/LGSD/020	Quarry Road (southside) (Clive Road - Rosewood Street)	Widen	530,000	314,000	216,000						216,000		D
	34/LGSD/021	Quarry Road / Charles Street	Traffic signals	350,000	175,000	175,000						175,000		D
	34/LGSD/022	Panorama Drive / Wellington Street	Traffic signals	1,750,000	1,225,000	525,000						525,000		D
	34/LGSG/019	Various Redland Shire locations	Bikeways	745,858	372,929	372,929	292,929		40,000	40,000	40,000			G

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Redland (cont.)	34/LGSH/023	Mt Cotton State School	Pick-up / set-down area and car park	200,000	130,000	70,000				70,000	70,000			H
	34/LGSH/024	Capalaba College	Off-street parking	232,000	126,000	106,000				106,000	106,000			H
	34/LGSI/010	Ormiston State School	Bus set-down and pick-up	230,000	115,000	115,000						115,000		I
	34/LGSL/002	Main Roads / Local Government Alliance	Data transfer and reprocessing of existing projects	15,310		15,310		15,310			15,310			L
	34/LGSL/003	Main Roads / Local Government Alliance, SouthROC RRG	Capability improvement	20,000		20,000				20,000	20,000			L
	34/LGSL/004	SouthRoc RRG	Capability improvement	100,000		100,000				20,000	20,000	20,000	60,000	L
									15,310	572,000	587,310	1,091,000		
District allocation									7,042,016	22,922,890	29,964,906	12,904,390		
Revenue														
Net allocation										22,922,890	29,964,906	12,904,390		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

- Category
- ARegional development

BAccess and other social justice issues

CAccess roads to national parks and other recreational areas

DTraffic management and operations

EIntermodal improvements

FAboriginal and Torres Strait Islander community assistance

G

H

I

J

L

Bikeways

Safe School Travel (SafeST) infrastructure subsidies

Safe School Travel (SafeST) passenger set-down subsidies

National Black Spots

Technical capability

roads implementation program

2007-08 to 2011-12

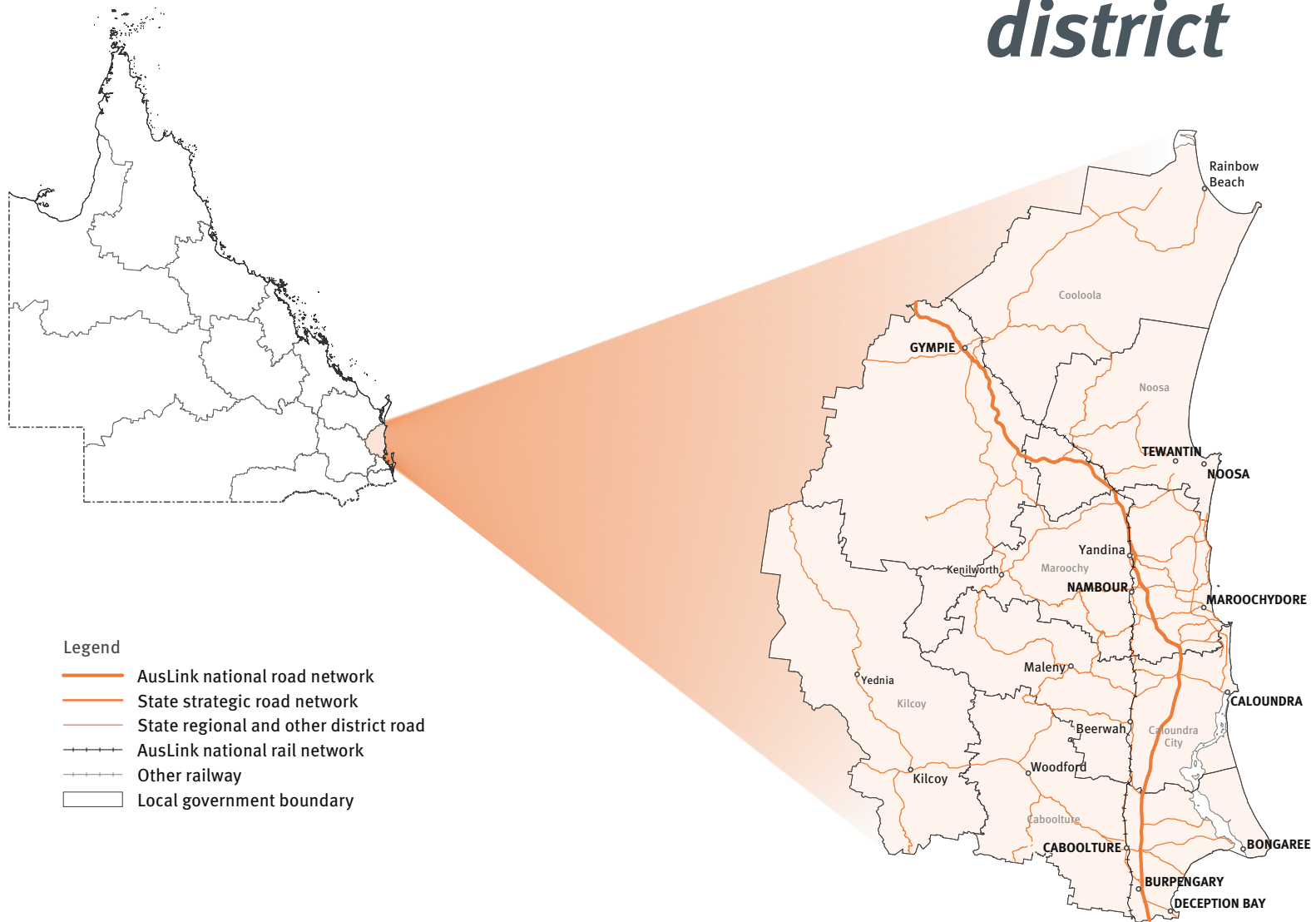


north coast-hinterland

MainRoads

Connecting Queensland

north coast-hinterland district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Caboolture	25/10A/59	QAN01	Bruce Highway (Brisbane - Gympie)	Boundary Road - Uhlmann Road	108,000	108,000		103,365	4,635				Widen 4 to 6 lanes
	25/10A/60	CQZH38	Bruce Highway (Brisbane - Gympie)	Uhlmann Road - Caboolture	183,000	183,000		34,667	98,688	49,645			Widen 4 to 6 lanes
									103,323	49,645			
Cooloolo	128/10A/24	QNH57	Bruce Highway (Brisbane - Gympie)	South of Gympie	4,500	4,500		1,363	3,137				Construct overtaking lanes
	128/10A/29	QAN15	Bruce Highway (Brisbane - Gympie)	Gympie urban section	70,800	70,800		13,884	25,000	20,000	11,916		Duplicate 2 to 4 lanes
	128/10A/739	MW	Bruce Highway (Brisbane - Gympie)	Matilda Service Station / Tandur Road	840	840			840				Asphalt resurfacing (<75mm)
									28,977	20,000	11,916		
Noosa	92/10A/301	QAN13	Bruce Highway (Brisbane - Gympie)	Black Mountain Road / Pioneer Road	5,750	5,750		300	5,450				At-grade intersection improvement
									5,450				
Other minor works										394			
Other maintenance									4,900	6,281			
Rehabilitation									1,381				
Traffic management operations									600	600			
Total: District Allocation									144,631	76,920	11,916		

Note 1: The AusLink network is defined in the Glossary of Terms.

Notes

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Caboolture	25/40A/30	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Caboolture Northern Bypass (Mewett Street, Lagoon Creek / Old Gympie Road)	42,500	41,702	798				Construct 2 lane bypass
	25/40A/36	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Caboolture Northern Bypass (Bruce Highway - Old Gympie Road)	14,000	7,732	6,268				Construct 2 lane bypass
	25/40A/38	SR	D'Aguilar Highway (Caboolture - Kilcoy) ⁽⁵⁾	10.25km - intersection with J Lindsay Road	1,500			1,500			Seal shoulders
	25/121/204	LRRS	Deception Bay ⁽⁶⁾	Bailey Road	350			350			Improve traffic signals
	25/121/7	LRRS	Deception Bay ⁽⁶⁾	Bruce Highway - Lipscombe Road	96,000	1,147	600	3,253	20,000	71,000	Duplicate 2 to 4 lanes
	25/126/31	LRRS	Caboolture - Bribie Island ⁽⁶⁾	Sections : Remaining two lanes	225,000	1,646	3,300	40,000	33,054	147,000	Duplicate 2 to 4 lanes
	25/126/32	LRRS	Caboolture - Bribie Island ⁽⁵⁾	1.00 - 6.00km	1,000	700	300				At-grade intersection improvement
	25/127/6	LRRS	Beerburum ⁽⁷⁾	Six Mile Creek and King John Creek	8,000	360	200	2,000	5,440		Replace bridges
	25/127/7	LRRS	Beerburum	Henzell Road / McKean Street	9,500	6,341	3,159				At-grade intersection improvement
	25/127/8	LRRS	Beerburum	Hasking Street / James Street - McKean Street	6,000	1,504	4,496				Duplicate 2 to 4 lanes
	25/128/303	LRRS	Caboolture - Beachmere	Roseby Road - King John Creek	6,400			1,500	4,900		Rehabilitate and widen
	25/401/303	LRRS	Brisbane - Woodford	Sections : Lewington Road - D'Aguilar Highway	3,800	130	120	3,550			Pavement overlay (75mm)
	25/401/304	LRRS	Brisbane - Woodford ⁽⁵⁾	Mt Mee	1,000			1,000			Realign 2 lanes
	25/406/16	LRRS	Burpengary - Caboolture ⁽⁶⁾	Bruce Highway - Gaffield Street	90,000	1,140	1,800	10,700	14,000	62,360	Duplicate 2 to 4 lanes
	25/492/12	LRRS	Kilcoy - Beerwah ⁽⁵⁾	4000 Range, Cedarton	200		200				Minor regrade
	25/9905/1	LRRS	Caboolture Connection Road ⁽⁵⁾	Smiths Road	430			430			At-grade intersection improvement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Note 7: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Caboolture (cont.)	25/9905/901	LRRS	Caboolture Connection Road	Bruce Highway - William Street	1,000	648	352				Concept Planning
			Programmed maintenance				1,706	1,872			
			Routine maintenance				2,723	2,887			
			Traffic operations				323	336			
							26,345	69,378	77,394		
Caloundra City	76/132/201	SR	Caloundra ⁽⁵⁾	Daniel Street intersection	120			120			Reprofile existing pavement and add safety seal
	76/132/21	SR	Caloundra ⁽⁶⁾	Bruce Highway - Pierce Avenue	80,000	24,318	29,000	26,682			Duplicate 2 to 4 lanes
	76/151/2	SR	Caloundra - Mooloolaba ⁽⁶⁾	Section : 0.00 - 5.00km	75,000	38,698	36,302				Construct to new sealed 2 lane standard
	76/151/3	SR	Caloundra - Mooloolaba ⁽⁶⁾	Creekside Boulevard - Kawana	64,000		3,200	3,800	57,000		Preliminary works
	76/151/902	SR	Caloundra - Mooloolaba ⁽⁶⁾	Creekside Boulevard - Mooloolah River interchange	4,600	2,585	2,015				Concept Planning
	76/153/205	SR	Nicklin Way ⁽⁵⁾	Piringa Street	150	50	100				Improve traffic signals
	76/153/207	SR	Nicklin Way ⁽⁵⁾	Beerburum Street	350			350			Improve traffic signals
	76/153/7	SR	Nicklin Way	Various locations	2,950	550	2,400				Miscellaneous works
	76/490/10	SR	Glasshouse Mountains ⁽⁵⁾	Southern intersection with Bruce Highway	500			500			Improve ramp
	76/490/303	SR	Glasshouse Mountains	Red Road - Moffats Road	5,300	460	4,840				Rehabilitate and widen
	76/490/8	SR	Glasshouse Mountains ⁽⁶⁾	Landsborough - Bruce Highway	150,000	1,500	1,500	20,000	68,000	59,000	Duplicate 2 to 4 lanes
	76/490/902	SR	Glasshouse Mountains	Bruce Highway - Landsborough	3,000			1,000	2,000		Concept Planning

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Caloundra City (cont.)	76/492/17	SR	Kilcoy - Beerwah ⁽⁵⁾	Peachester - intersection with Taroona Court	1,500			1,500			Seal shoulders
	76/492/901	SR	Kilcoy - Beerwah ⁽⁶⁾	Replace open level crossing at Beerwah	1,000	500	500				Concept Planning
	76/495/15	SR	Maleny - Kenilworth	Reeseville / Witta Roads	4,600	10	200	1,500	2,890		At-grade intersection improvement
	76/495/16	SR	Maleny - Kenilworth	Cambroon Creek (27.03 - 30.15km)	1,000				1,000		Planning study
	76/495/303	SR	Maleny - Kenilworth	Fritz's Gully - Jager Drive	3,300	238	200	2,862			Rehabilitate and widen
	76/495/304	SR	Maleny - Kenilworth	Cambroon Creek - Booloomba Creek Road	5,000	300	200		4,500		Rehabilitate and widen
			Programmed maintenance				1,113	1,398			
			Routine maintenance				2,340	2,481			
			Traffic operations				193	201			
							84,103	62,394	135,390		
Cooloolool	128/141/19	LRRS	Kin Kin	Noonan Range	16,500	50		200	16,250		Construct deviation - sealed standard
	128/143/26	SR	Tin Can Bay ⁽⁵⁾	Rainbow Beach Road - Bayside Road	2,000			2,000			Widen and seal
	128/482/3	LRRS	Tuchekoi ⁽⁷⁾	Tuchekoi Bridge	6,998	610	4,388	2,000			Construct bridge and approaches
	128/482/301	LRRS	Tuchekoi	Coonoongibber Creek - Gympie Brooloo Road	2,000	166	101	1,733			Rehabilitate and widen
	128/4806/8	LRRS	Gympie - Woolooga ⁽⁵⁾	2.77 - 10.38km	910	100	810				At-grade intersection improvement
			Programmed maintenance				2,033	2,167			
			Routine maintenance				2,995	3,174			
			Traffic operations				64	67			
							10,391	11,341	16,250		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Project is fully funded by Queensland Transport.

Note 7: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Kilcoy	71/40A/18	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Kilcoy bypass	24,000	525	525	250	22,700		Construct bypass - sealed standard
	71/40A/302	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Winya Road - Kilcoy Creek	4,800	4,700	100				Pavement overlay (75mm)
	71/40A/303	SR	D'Aguilar Highway (Caboolture - Kilcoy)	Villeneuve Road - Arnolds Road North	5,200		200	5,000			Rehabilitate and widen
	71/40B/16	SR	D'Aguilar Highway (Kilcoy - Yarraman) ⁽⁵⁾	Sheepstation Creek	3,800	584	2,716	500			Replace bridge and approaches
	71/491/205	LRRS	Kilcoy - Murgon ⁽⁶⁾	D'Aguilar Highway - Kilcoy Shire boundary	150		50	100			Delineate / line marking
			Programmed maintenance				1,217	1,302			
			Routine maintenance				1,701	1,803			
			Traffic operations				2	2			
							6,511	8,957	22,700		
Maroochy	80/133/52	LRRS	Maroochydhore - Noosa	Menzies Drive / Mudjimba Beach Road	5,100	400	200	4,500			At-grade intersection improvement
	80/133/53	LRRS	Maroochydhore - Noosa ⁽⁶⁾	David Low Way (south of Lexie Street) (14.83 - 14.86km)	301	181	120				Pedestrian crossing
	80/134/13	LRRS	Mooloolaba	Dixon Road	5,000			5,000			At-grade intersection improvement
	80/134/14	LRRS	Mooloolaba	Sippy Downs	2,000			2,000			Interchange improvements
	80/134/301	LRRS	Mooloolaba	Walgarri Drive - Mackenzie Green	2,500	500	2,000				Rehabilitate and widen
	80/135/204	LRRS	Maroochydhore - Mooloolaba ⁽⁶⁾	Pacific Terrace	400			400			At-grade intersection improvement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Maroochy (cont.)	80/136/14	SR	Maroochydore ⁽⁵⁾	Bruce Highway - Pike Street / Hobbs Road	90,000	47,412	25,000	17,588			Construct to new sealed 4 lane standard
	80/136/18	SR	Maroochydore ⁽⁶⁾	Main Road / Grieg Street	400	200	200				At-grade intersection improvement
	80/136/304	SR	Maroochydore	Bruce Highway - Kunda Park	18,000	200			17,800		Rehabilitate pavement
	80/138/301	LRRS	Yandina - Coolum	Sections : Valdora Road - Arcoona Road	7,000	2,411	2,500	2,089			Minor realignment
	80/140/16	SR	Eumundi - Noosa	Eumundi - Noosa	1,600	1,104	496				Planning study
	80/150A/3	SR	Sunshine Motorway (Tanawha - Mooloolaba) ⁽⁵⁾	Sippy Downs - Kawana Arterial (Military Road)	66,000	24,319	41,681				Duplicate 2 to 4 lanes
	80/150A/4	SR	Sunshine Motorway (Tanawha - Mooloolaba)	Sippy Downs - Kawana Arterial	1,500	250	485	765			Traffic management devices
	80/150A/902	SR	Sunshine Motorway (Tanawha - Mooloolaba)	Kawana Way - Karawatha Drive	3,500		1,800	1,700			Concept Planning
	80/150B/10	SR	Sunshine Motorway (Mooloolaba - Peregian)	Mooloolah River - Maroochydore Road	1,000	700	300				Traffic management devices
	80/150B/11	SR	Sunshine Motorway (Mooloolaba - Peregian)	Various locations	786	130	656				Traffic management devices
	80/150B/12	SR	Sunshine Motorway (Mooloolaba - Peregian) ⁽⁶⁾	Mooloolah River Bridge - Maroochydore Road interchange	2,000			2,000			Median barriers
	80/150B/3	SR	Sunshine Motorway (Mooloolaba - Peregian)	Mooloolaba Road / Maroochydore Road	35,000	26,468	2,000	4,078	2,454		Interchange improvements
	80/150B/8	SR	Sunshine Motorway (Mooloolaba - Peregian) ⁽⁵⁾	Pacific Paradise interchange and access - David Low Way	85,000	14,022	35,000	35,978			Construct interchange
	80/150B/9	SR	Sunshine Motorway (Mooloolaba - Peregian) ⁽⁵⁾	Maroochydore Road - Pacific Paradise	104,000	28,363	55,000	20,637			Duplicate 2 to 4 lanes

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This is a SEQIPP approved project. The estimated cost is commensurate with the 2007 SEQIPP update, but, at this stage, is indicative only and subject to refinement pending finalisation of planning and design. Annual expenditure allocations are also subject to cash flow management over time.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Maroochy (cont.)	80/150B/901	SR	Sunshine Motorway (Mooloolaba - Peregrine)	Mooloolah River interchange	7,100	943	2,200	3,957			Concept Planning
	80/150B/902	SR	Sunshine Motorway (Mooloolaba - Peregrine)	Pacific Paradise - Yandina Cooloom Road	1,750	800	600	350			Concept Planning
	80/150B/903	SR	Sunshine Motorway (Mooloolaba - Peregrine)	Yandina-Cooloom Road - Eumundi-Noosa Road	1,900	600	400	900			Concept Planning
	80/484/202	SR	Eumundi - Kenilworth ⁽⁵⁾	0.00 - 31.50km	290		100	190			Delineate / line marking
	80/484/301	SR	Eumundi - Kenilworth	Eerwah Creek - Browns Creek Road	6,700	6,574	126				Realign 2 lanes
	80/484/309	SR	Eumundi - Kenilworth	10.25 - 11.01km	5,000		200	300	4,500		Rehabilitate and widen
	80/484/9	SR	Eumundi - Kenilworth	Belli Creek crossing No. 2	10,400		100	10,300			Construct bridge and approaches
	80/489/6	SR	Nambour Connection ⁽⁵⁾	Kiel Mountain Road overpass - Erbacher Road	2,000		2,000				At-grade intersection improvement
	80/489/901	SR	Nambour Connection	Blackall Street and adjacent intersections	250	164	86				Concept Planning
	80/496/205	LRRS	Nambour - Mapleton ⁽⁵⁾	Kurellpa Range	85			85			Install guardrail
	80/496/304	LRRS	Nambour - Mapleton	Willandra Place - Mapleton	3,100	100			3,000		Rehabilitate and widen
	80/1305/17	LRRS	Yandina - Bli Bli ⁽⁶⁾	Caboolture Creek	500	200	300				Planning for bridge works
	80/1305/301	LRRS	Yandina - Bli Bli	Kirra Road - Camp Flat Road	2,200	302			1,898		Pavement overlay (75mm)
			Programmed maintenance				717	2,090			
			Routine maintenance				3,513	3,724			
			Traffic operations				1,350	1,424			
							179,130	120,055	29,652		
Noosa	92/141/11	LRRS	Kin Kin	Six Mile Creek and approaches	17,500	300	200	200	16,800		Construct bridge and approaches
	92/141/12	LRRS	Kin Kin ⁽⁶⁾	Kin Kin Creek No. 3	500	100	200	200			Planning for bridge works
	92/142/301	SR	Cooroy - Noosa	Swift Drive - Hayward Road West	6,000		200	5,800			Rehabilitate and widen
	92/1421/302	LRRS	Boreen Point - Tewantin	Kimbah Court - Lake Cooroibah Road	2,800	2,671	129				Rehabilitate and widen
			Programmed maintenance				889	1,484			
			Routine maintenance				843	893			
			Traffic operations				62	64			
							2,523	8,641	16,800		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District: (yet to be allocated to a local government)			Programmed maintenance						36,948		
			Routine maintenance						50,491		
			Traffic operations						5,921		
			Rehabilitation						33,111		
			Enhanced capacity				868	1,000	32,600		
			Hardship resumptions				1,000	1,500	4,500		
			AusLink ineligible				(13,000)				
			Audit of traffic signal installations				450	450			
Sub-total: Works and planning							298,321	273,716	461,757		
Project management reserve adjustment							(8,103)	(6,733)			
Sub-total: District works allocation							290,218	266,983	461,757		
Road system planning							2,102	2,102	6,306		
Road stewardship							8,808	8,808	26,424		
Program development & delivery							357	357	1,071		
District works, stewardship and capability							301,485	278,250	495,558		
Asset acquisitions							125	125	375		
Gross district allocation							301,610	278,375	495,933		
Contributions from others for roadworks							(4,000)	(500)	(1,500)		
Proceeds of property sales							(1,000)	(1,000)	(3,000)		
Net district allocation							296,610	286,875	491,433		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Notes

Roads Implementation Program 2007-08 to 2011-12

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Caboolture	25/LGSA/002	Buckley Road, Burpengary	Construct to two lane sealed standard	1,500,000	1,427,700	72,300			72,300		72,300			A
	25/LGSA/003	Pumicestone Road, Caboolture	Construct to two lane sealed standard	1,850,000	1,050,000	800,000				400,000	400,000	400,000		A
	25/LGSA/004	Old Gympie Road (Boundary Road - Frawley Avenue)	Formation widening and seal	2,058,000	1,808,000	250,000				100,000	100,000	150,000		A
	25/LGSD/025	Oakey Flat Road, Morayfield	Intersection improvement	105,000	55,000	50,000		30,694	19,306		19,306			D
	25/LGSD/026	Station Road, Burpengary	Traffic signals	420,000	220,000	200,000		3,218	196,782		196,782			D
	25/LGSG/036	Eastern Service Road, Burpengary	Construct off road shared pedestrian / bikeway bridge	247,500	125,500	122,000			82,000	40,000	122,000			G
	25/LGSH/031	Narangba Valley Primary School, Young Road	School crossing	5,400	2,700	2,700			2,700		2,700			H
	25/LGSH/033	Bribie Island State School, First Avenue	Car park and bikeway / footpath links	25,000	12,500	12,500				12,500	12,500			H
	25/LGSH/034	Bribie Island Road / Bestmann Road, Ningi	Footpath construction	23,000	11,500	11,500				11,500	11,500			H
	25/LGSH/035	St Peters Primary School, Margaret Street, Caboolture	Footpath construction	18,000	9,000	9,000				9,000	9,000			H
	25/LGSH/036	Beachmere Primary School, James Road, Beachmere	Footpath construction	15,000	7,500	7,500				7,500	7,500			H
	25/LGSH/037	Caboolture East Primary School, Manley Street	Footpath construction	70,000	35,000	35,000				35,000	35,000			H
	25/LGSH/039	Burpengary Meadows Primary School	Pedestrian improvements	443,200	400,000	43,200			43,200		43,200			H
	25/LGSI/010	Caboolture Special School, Torrens Road	Bus set-down improvements	150,000	75,000	75,000			46,000	29,000	75,000			I
	25/LGSI/011	Deception Bay / Webster Road Intersection (Deception Bay)	Upgrade signals - install right turn phase	11,000			11,000		11,000		11,000			J
									473,288	644,500	1,117,788			

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Caloundra City	76/LGSA/006	Old Gympie Road (Glasshouse Mountain)	Rehabilitation and widening	160,000	80,000	80,000				80,000	80,000			A
	76/LGSA/007	Beerburrum Street, Maltman Street	Rehabilitation and widening	200,000	100,000	100,000						100,000		A
	76/LGSA/008	Glenview Road	Rehabilitation and widening	160,000	80,000	80,000						80,000		A
	76/LGSB/009	Ahern Road, Harper Creek	Replace bridge	440,000	220,000	220,000		220,000			220,000			B
	76/LGSB/010	Old Gympie Road (Beerburrum - Landsborough): Gympie Street South (Ngungun Street - Landsborough - Maleny Road)	Construct to two lane sealed standard	400,000	200,000	200,000		200,000			200,000			B
	76/LGSB/011	Roys Road, Beerwah (Glasshouse Mountains Road - Bruce Highway)	Rehabilitate and upgrade	300,000	150,000	150,000		150,000			150,000			B
	76/LGSB/012	Old Gympie Road (Beerwah)	Replace bridge	1,100,000	750,000	350,000		350,000			350,000			B
	76/LGSB/013	Roys Road - Glasshouse Mountains Road	Construct to new sealed two lane standard	200,000	100,000	100,000			100,000		100,000			B
	76/LGSD/008	Glenview State School, Glenview Road	Parking area	60,000	30,000	30,000		30,000			30,000			D
	76/LGSD/009	Glenview State School, Glenview Road	Bus set-down facilities - new school	80,000	40,000	40,000		40,000			40,000			D
	76/LGSD/010	Beerburrum Street / Coonowrin Street, Caloundra	Signals / channelisation	400,000	200,000	200,000		200,000			200,000			D
	76/LGSD/011	William Street (Moffat Beach)	Install traffic signals	400,000	200,000	200,000				100,000	100,000	100,000		D
	76/LGSH/005	Nicklin Way (Industrial Avenue - Sugarbag Road)	Bikeway construction	70,000	35,000	35,000		35,000			35,000			H
	76/LGSH/006	Pacific Lutheran, Meridan Plains	Pedestrian crossing improvements	30,000	15,000	15,000						15,000		H
	76/LGSH/007	Caloundra Primary School	Provide fencing to manage parking	10,000	5,000	5,000						5,000		H
	76/LGSH/008	Meridan State College	Pedestrian crossing improvements	25,000	12,500	12,500						12,500		H
	76/LGSH/009	Glasshouse Mountains School, Coonowrin Street	Channelisation and signals for school crossing	100,000	50,000	50,000				50,000	50,000			H
	76/LGSI/006	Currumbundi State School	Car park	100,000	50,000	50,000				50,000	50,000			I
	76/LGSI/007	Meridan State College	Bus shelter	40,000	20,000	20,000				20,000	20,000			I

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Caloundra City (cont.)	76/LGSI/008	Beerburrum Primary School	Car park	90,000	45,000	45,000				45,000	45,000			I
	76/LGSI/009	Maleny State School	Bus set-down and parking improvements	130,000	65,000	65,000				65,000	65,000			I
	76/LGSI/010	Landsborough Primary School	Bus shelter	25,000	12,500	12,500				12,500	12,500			I
	76/LGSI/011	Kawana Waters State College, Bokarina	Bus shelter	40,000	20,000	20,000				20,000	20,000			I
	76/LGSI/012	Golden Beach Primary School, Earnshaw Street	Bus and pedestrian facilities	40,000	20,000	20,000				20,000	20,000			I
	76/LGSI/013	Caloundra Christian College, Gregson Place	Bus shelter	30,000	15,000	15,000				15,000	15,000			I
	76/LGSI/014	Buddina Primary School, Tumut Street	Bus shelter	35,000	17,500	17,500						17,500		I
	76/LGSI/001	Buccleugh Street / Roderick Street, Moffat Beach	Install pedestrian signals	45,000			45,000	37,053	7,947		7,947			J
	76/LGSI/003	Mary Street / Arthur Street	Install roundabout	50,000			50,000		50,000		50,000			J
	76/LGSI/004	Beerburrum Street / Albatross Avenue	Install signals	75,000			75,000		75,000		75,000			J
	76/LGSI/005	Maltman Street / Queens Street / Moffat Beach	Remodel signals	20,000			20,000		20,000		20,000			J
								1,377,947	577,500	1,955,447	330,000			
Cooloolool	128/LGSA/015	Saleyards access road, Gympie (Old Maryborough Road - Saleyard Road)	Widen and seal	300,000	150,000	150,000		19,230	130,770		130,770			A
	128/LGSA/016	Noosa Road, Gympie	Widen and seal	200,000	100,000	100,000			100,000		100,000			A
	128/LGSA/017	Moy Pocket Road, Moy Pocket	Widen and overlay	1,085,000	582,000	503,000		175,000		47,000	47,000	281,000		A
	128/LGSA/018	Moy Pocket Road	Widen and seal	300,000	150,000	150,000			150,000		150,000			A
	128/LGSA/021	Graham Street, Gympie	Upgrade	125,000	65,000	60,000				60,000	60,000			A
	128/LGSA/022	Monkland Street, Gympie	Upgrade	600,000	300,000	300,000						300,000		A
	128/LGSB/009	Coles Creek Road, Tuckekoi	Seal gravel road	294,000	147,000	147,000		135,225	11,775		11,775			B

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Cooloolo (cont.)	128/LGSB/011	Eel Creek Road, Pie Creek	Upgrade to sealed standard	310,000	200,000	110,000		33,184	76,816		76,816			B
	128/LGSB/012	Sandy Creek Road, Downsfield	Pave and seal	730,000	365,000	365,000			365,000		365,000			B
	128/LGSC/002	Boreen Point - Tin Can Bay Road	Construct to two lane sealed standard	348,000	174,000	174,000				174,000	174,000			C
	128/LGSG/018	Little Channon Street, Gympie	Pathway	20,000	10,000	10,000			10,000		10,000			G
	128/LGSG/019	Brisbane Road, Gympie	Pathway	122,000	61,000	61,000						61,000		G
	128/LGSG/020	Old Maryborough Road, Gympie	Pathway	88,000	44,000	44,000				44,000	44,000			G
	128/LGSH/017	Chatsworth State School, Rammutt Road	Parking and bus set-down	134,000	67,000	67,000		41,000	26,000		26,000			H
	128/LGSH/018	Gympie West State School	Bikeway / footpath	26,000	13,000	13,000		8,618	4,382		4,382			H
	128/LGSH/019	James Nash State School, Gympie	Car park and pedestrian improvements	74,000	37,000	37,000						37,000		H
	128/LGSI/018	James Nash High School, Gympie	Footpath construction	28,000	14,000	14,000			14,000		14,000			I
	128/LGSI/019	Central State School, Gympie	Bus set-down facilities	106,000	53,000	53,000			53,000		53,000			I
	128/LGSI/020	Central State School, Gympie (Nash Street - Palatine Street)	Footpath construction	18,000	9,000	9,000			9,000		9,000			I
	128/LGSI/021	Central State School, Gympie (Lawrence Street)	Footpath construction	22,000	11,000	11,000			11,000		11,000			I
	128/LGSI/022	Gympie South, One Mile and Gympie West State Schools	Bus shelter	45,000	22,500	22,500		13,068	9,432		9,432			I
	128/LGSI/023	James Nash and Gympie State High Schools	Bus shelter	30,000	15,000	15,000		5,658	9,342		9,342			I
	128/LGSI/024	James Nash State High School, Gympie	Bus bay	38,800	19,400	19,400			19,400		19,400			I
	128/LGSI/025	Gympie East State School	Bus set-down	93,000	46,500	46,500			46,500		46,500			I
	128/LGSI/026	Gympie Special School, Gympie	Traffic improvements at set-down area	47,200	23,600	23,600			10,614	12,986	23,600			I
	128/LGSI/027	Jones Hill State School (Heilbronn Road)	Bus set-down	135,000	86,000	49,000				49,000	49,000			I

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Cooloolo (cont.)	128/LGSI/028	Jones Hill State School, McIntosh Creek Road, Gympie	Set-down and parking area	259,000	129,500	129,500						129,500		I
	128/LGSI/029	One Mile State School, McLeod Street / John Street, Gympie	Bus and pedestrian facilities	75,000	37,500	37,500						37,500		I
	128/LGSI/030	Gympie West State School	Set-down and parking area	70,000	35,000	35,000						35,000		I
	128/LGSI/031	Gympie West State School	Bus bay	215,000	107,500	107,500						107,500		I
									1,057,031	386,986	1,444,017	988,500		
Kilcoy	71/LGSB/009	Sandy Creek Road, Kilcoy	Construct concrete bridge	750,000	375,000	375,000		187,500		187,500	187,500			B
	71/LGSB/012	Neurem Road, Neurem Creek	Replace bridge	500,000	250,000	250,000						125,000	125,000	B
	71/LGSD/007	Cedarvale Road, Kilcoy	Replace causeway	85,000	42,500	42,500				42,500	42,500			D
	71/LGSD/008	Sandy Creek Road (11.75km)	Replace causeway	65,000	37,500	27,500						27,500		D
	71/LGSG/001	Royston Street, Kilcoy	Bikeway / footpath	54,000	27,000	27,000				27,000	27,000			G
	71/LGSI/002	Kilcoy Shire	School bus route and set-down facilities	20,000	10,000	10,000			10,000		10,000			I
	71/LGSI/003	Jenkinsons Road, Kilcoy	Set-down and parking area	38,000	19,000	19,000						19,000		I
	71/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									20,000	257,000	277,000	171,500		
Maroochy	80/LGSA/002	Dusty Rhodes Bridge, Petrie Creek Road, Diddillibah	Construct new bridge and approaches	1,978,000	1,500,000	478,000			100,000	378,000	478,000			A
	80/LGSA/003	Dixon Road (Power Road - Karawatha Drive), Buderim	Construct to new four lane sealed standard	1,080,000	540,000	540,000			540,000		540,000			A
	80/LGSA/005	Razorback Road, Montville	Construct to two lane sealed standard	1,473,748	1,023,000	450,748		150,748		300,000	300,000			A
	80/LGSA/006	Brisbane Road, Walan Street and Venning Street, Mooloolabah	Construct to new four lane sealed standard	400,000	200,000	200,000			200,000		200,000			A
	80/LGSA/007	Wises Road, Buderim, Plaza Parade and Evans Street, Maroochydore	Profile correction and asphalt surfacing	700,000	350,000	350,000			350,000		350,000			A

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Maroochy (cont.)	80/LGSD/012	Jones Road / Horseshoe Bend, Buderim	Construct roundabout	828,000	425,000	403,000			25,000		25,000	378,000		D
	80/LGSG/015	Maroochydore - Noosa Road, Eudlo Creek bridge	Construct off road shared pedestrian / bikeway bridge	300,000	150,000	150,000		25,042	124,958		124,958			G
	80/LGSG/016	Yandina - Bli Bli Road, Bli Bli (Willis Road - School Road)	Construct shared bikeway / footway	144,000	72,390	71,610		59,911	11,699		11,699			G
	80/LGSG/019	Maroochydore - Noosa Road, Eudlo Creek bridge approaches	Bikeway construction	350,000	175,000	175,000			175,000		175,000			G
	80/LGSG/020	University Way, Sippy Downs	Pathway	10,000	5,000	5,000				5,000	5,000			G
	80/LGSG/021	David Low Way, Peregian	Pathway	55,000	28,000	27,000				27,000	27,000			G
	80/LGSG/022	Elkhorn Street, Maroochydore	Pathway	20,000	10,000	10,000				10,000	10,000			G
	80/LGSG/023	Perwillowen Road, Nambour	Construct bikeway	50,000	32,000	18,000						18,000		G
	80/LGSH/023	Stringybark Road, Buderim	Car park and pedestrian improvements	40,000	20,000	20,000				20,000	20,000			H
	80/LGSH/024	School Road, Bli Bli	Pedestrian crossing improvements	50,000	25,000	25,000				25,000	25,000			H
	80/LGSH/025	School Road, Nambour	Pedestrian and traffic access improvements	40,000	20,000	20,000				20,000	20,000			H
	80/LGSH/026	Eumundi - Noosa Road, Eumundi	Pedestrian refuge	70,000	35,000	35,000				11,000	11,000	24,000		H
	80/LGSH/027	Eumundi - Noosa Road / Sunrise Road	Pedestrian refuge	70,000	35,000	35,000						35,000		H
	80/LGSI/012	School zone delineator program (various locations)	Install delineator markings	100,000	50,000	50,000			50,000		50,000			I
	80/LGSI/013	Kenilworth State School	Bus and car set-down area	270,000	135,000	135,000		5,291	129,709		129,709			I
	80/LGSI/014	Chancellor State School, Scholars Way, Sippy Downs	Bus set-down improvements	74,000	37,000	37,000			37,000		37,000			I
	80/LGSI/015	Main Street, Montville	Bus set-down improvements	20,000	10,000	10,000				10,000	10,000			I
	80/LGSI/016	Pine Grove Road, Woombye	Bus set-down	40,000	20,000	20,000				20,000	20,000			I

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Maroochy (cont.)	80/LGSJ/011	River Esplanade / Parkyn Parade, Mooloolaba	Remodel signals	100,000			100,000	2,048	97,952		97,952			J
	80/LGSJ/012	Arundel Avenue / Elizabeth Street / Daniel Street, Nambour	Modify signals / provide turning lane	80,000			80,000		80,000		80,000			J
	80/LGSJ/013	Mons Road / Tanawha Tourist Drive, Forest Glen	Modify intersection geometry	15,000			15,000		15,000		15,000			J
	80/LGSJ/014	Mons Road / Parsons Road, Forest Glen	Improve sight lines and lighting	80,000			80,000		80,000		80,000			J
	80/LGSJ/015	Memorial Avenue / Third Avenue, Maroochydore	Install roundabout	115,000			115,000		115,000		115,000			J
	80/LGSJ/016	Mons Road / Mons Road on ramp, Forest Glen	Install roundabout	240,000			240,000		240,000		240,000			J
	80/LGSL/003	Main Roads / Local Government Alliance	Regional Roads Group audit on condition data for LRRS network	10,000	5,000	5,000			5,000		5,000			L
	80/LGSL/007	Main Roads / Local Government Alliance, SunROC RRG	Capability improvement	25,000		25,000				25,000	25,000			L
	80/LGSL/008	SunROC Regional Road Group	Capability improvement	205,000	105,000	100,000				20,000	20,000	20,000	60,000	L
								2,376,318	871,000	3,247,318	475,000			
Noosa	92/LGSA/003	Noosa	Demaining package ⁽³⁾	68,000,000		68,000,000		65,959,964	2,040,036		2,040,036			A
	92/LGSA/004	Eenie Creek Road, Noosa (Langura Street - Heathland Drive) (stage 3)	Construct new road	12,500,000	11,453,000	1,047,000		223,000	824,000		824,000			A
	92/LGSA/005	Sunshine Beach Road (Cooyar Street - Solway Drive)	Safety improvements	600,000	400,000	200,000			200,000		200,000			A
	92/LGSA/008	Mary Street, Noosaville	Corridor improvements	100,000	50,000	50,000						50,000		A
	92/LGSA/009	Tewantin Bypass (Beckmans Road)	Design to a two lane standard	400,000		400,000				400,000	400,000			A
	92/LGSB/011	Cooroy Connection Road - Elm Street	Pedestrian bridge	100,000	50,000	50,000				50,000	50,000			B
	92/LGSD/013	Cooroy - Noosa Road (Poinciana Street) / Werin Street	Roundabout	460,000	230,000	230,000						230,000		D

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 3: Prior to 2004-05, this subsidy was reported under other state-controlled roads : part of Noosa Demaining Variation agreement.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Noosa (cont.)	92/LGSD/014	Weyba Road	Roundabout	460,000	230,000	230,000				230,000	230,000			D
	92/LGSG/010	Cooroy - Noosa Road - Gyndier Drive	Bikeways	76,000	38,000	38,000				38,000	38,000			G
	92/LGSG/011	Eumundi Road, Noosaville	Bikeways	50,000	25,000	25,000				25,000	25,000			G
	92/LGSG/012	Heathland Drive - Sunrise Beach	Construct shared bikeway / footway	90,000	45,000	45,000				12,000	12,000	33,000		G
	92/LGSH/005	Tewantin State School, Poinciana Avenue	Pedestrian refuge	14,000	7,000	7,000			7,000		7,000			H
	92/LGSH/006	Main Street, Kin Kin	Car park and pedestrian improvements	25,000	12,500	12,500				12,500	12,500			H
	92/LGSI/003	Pomona State School, Station Street	Bus set-down and parking improvements	60,000	30,000	30,000			16,000	14,000	30,000			I
	92/LGSI/004	Summit Road, Pomona	Bus set-down improvements	100,000	50,000	50,000				50,000	50,000			I
	92/LGSI/005	Sunshine Beach State School, David Low Way	Set-down and parking area	100,000	50,000	50,000				50,000	50,000			I
	92/LGSI/006	Cooroy State School	Car park	80,000	40,000	40,000				40,000	40,000			I
									3,087,036	921,500	4,008,536	313,000		
District allocation									8,391,620	3,658,486	12,050,106	2,828,000		
Revenue														
Net allocation										3,658,486	12,050,106	2,828,000		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

- Category
- A

Regional development

B

Access and other social justice issues

C

Access roads to national parks and other recreational areas

D

Traffic management and operations

E

Intermodal improvements

F

Aboriginal and Torres Strait Islander community assistance
- G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

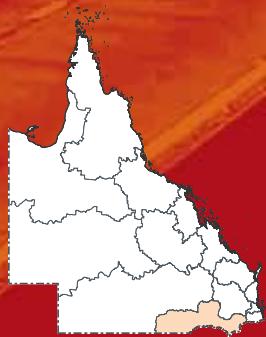
National Black Spots

L

Technical capability

roads implementation program

2007-08 to 2011-12

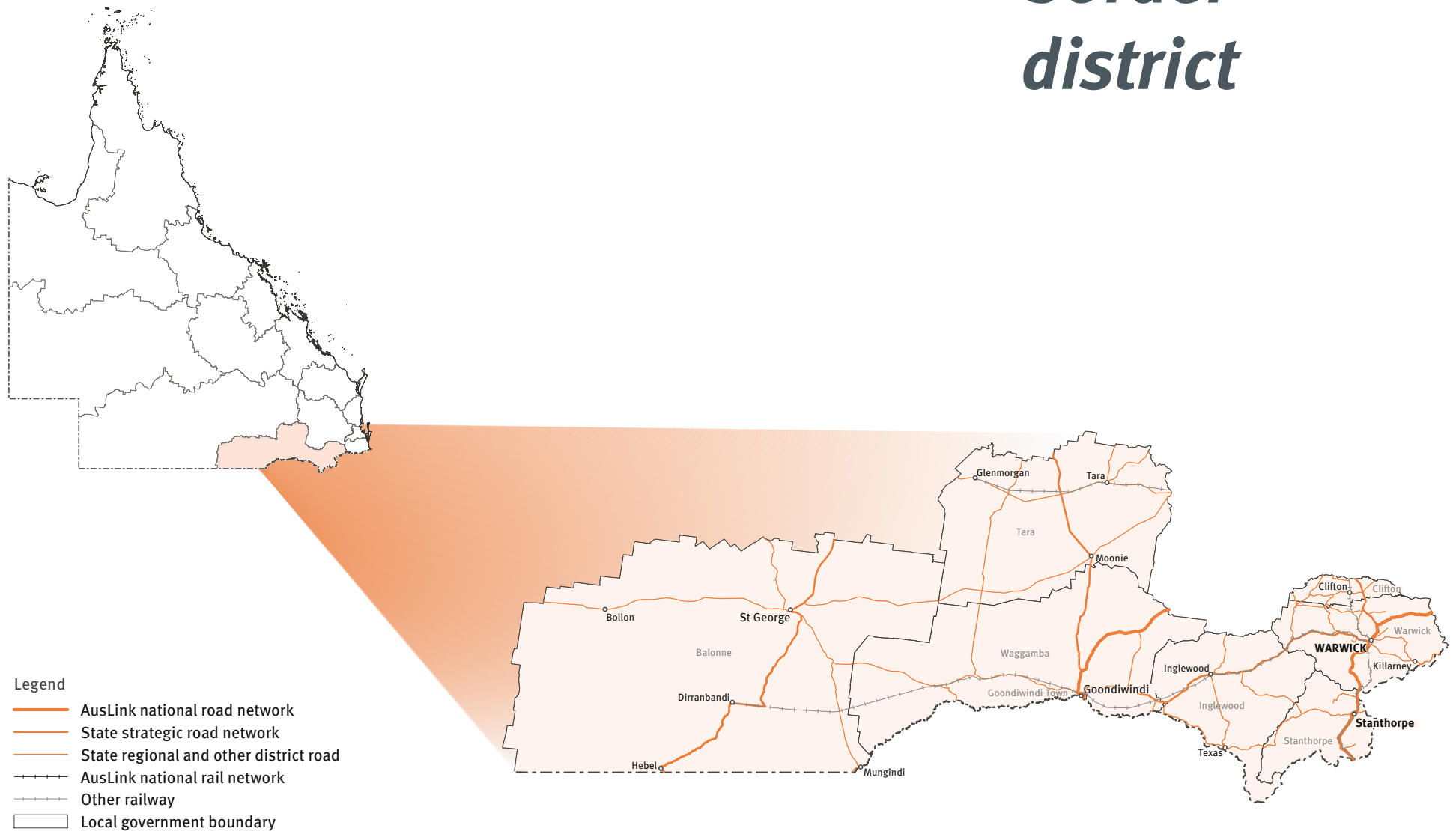


border

MainRoads

Connecting Queensland

border district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Warwick	110/17B/2	QNH47	Cunningham Highway (Ipswich - Warwick) ⁽²⁾	Eight Mile	4,927	4,927		1,058	3,869				At-grade intersection improvement
	110/17B/302	QNH75	Cunningham Highway (Ipswich - Warwick)	Fisher Park - Maryvale (Fisher Park west section)	6,900	6,900		2,959	3,941				Widen and overlay
									7,810				
Other minor works									536	405			
Other maintenance									3,276	3,275			
Traffic management operations									150	150			
Total: District Allocation									11,772	3,830			

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: Includes \$677,000 for early planning of Eight Mile intersection upgrade, which was fully reimbursed in 2002-03.

Notes

Roads Implementation Program 2007-08 to 2011-12

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Balonne	7/24A/18	SR	Carnarvon Highway (Mungindi - St George) ⁽⁵⁾	Barwon River	2,985		50	150	2,785		Construct bridge and approaches
	7/24A/727	SR	Carnarvon Highway (Mungindi - St George)	Sections : 82.4 - 108.86km	635		300	335			Bitumen chip reseal
	7/24B/301	SS	Carnarvon Highway (St George - Surat) ⁽⁶⁾	St George - Injune	1,000	200	800				Miscellaneous works
	7/37A/305	SS	Castlereagh Highway (St George - Hebel)	Sections : 68.0 - 127.8km (section 5)	800			776	24		Widen and seal
	7/37A/306	SS	Castlereagh Highway (St George - Hebel)	Sections : 68.0 - 127.8km (section 6)	800				800		Widen and seal
	7/37A/307	SS	Castlereagh Highway (St George - Hebel)	Sections: 68.0 - 127.8km (section 7)	800				800		Widen and seal
	7/37A/709	SS	Castlereagh Highway (St George - Hebel)	Sections : 114.9 - 146.8km	578		300	278			Bitumen chip reseal
	7/xxx/601	SR	Bulk maintenance initiative	Various locations	304				304		Routine maintenance
			Programmed maintenance				150	103			
			Routine maintenance				870	1,035			
			Enhanced capacity					150			
							2,470	2,827	4,713		
Clifton	35/331/801	SR	Toowoomba - Karara	Sections : 31.09 - 47.00km	1,000		200	800			Rehabilitate pavement
	35/xxx/601	SR	Bulk maintenance initiative	Various locations	1,200		240	240	720		Routine maintenance
			Programmed maintenance				345	140			
			Routine maintenance				1,700	1,890			
							2,485	3,070	720		
Goondiwindi Town			Programmed maintenance				44				
			Routine maintenance				82	88			
							126	88			

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This bridge is on the state border of Queensland and New South Wales at Mungindi. Works on this bridge have been agreed to be the responsibility of RTA New South Wales with MR contributing 50% of the cost.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Inglewood	63/17C/303	SS	Cunningham Highway (Warwick - Inglewood)	87.5 - 106.8km (section 2)	1,800	1,691	109				Widen and seal
	63/17C/304	SS	Cunningham Highway (Warwick - Inglewood)	87.5 - 106.8km (section 3)	2,000	5	627	1,368			Widen and seal
	63/17C/306	SS	Cunningham Highway (Warwick - Inglewood)	57.3 - 87.5km (section 1)	1,200				1,200		Widen and seal
	63/17C/307	SS	Cunningham Highway (Warwick - Inglewood)	57.3 - 87.5km (section 2)	1,500				1,500		Widen and seal
	63/231/14	SR	Inglewood - Texas ⁽⁵⁾	Oakey Creek	5,064	113	87	1,964	2,900		Replace bridge and approaches
	63/337/14	SR	Millmerran - Inglewood	0 - 68.68km	14,000	3,540	5,493	4,967			Widen and overlay
	63/xxx/601	SR	Bulk maintenance initiative	Various locations	686				686		Routine maintenance
			Programmed maintenance				388	307			
			Routine maintenance				1,140	1,195			
			Enhanced capacity				20				
							7,864	9,801	6,286		
Stanthorpe	109/232/25	LRRS	Stanthorpe - Texas ⁽⁶⁾	Broadwater Creek (6.0km)							Replace bridge
	109/xxx/601	SR	Bulk maintenance initiative	Various locations	770			128	642		Routine maintenance
			Programmed maintenance				126				
			Routine maintenance				443	485			
							569	613	642		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Tara	113/26C/303	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 98.0 - 111.0km (section 2)	2,000	489	1,032	479			Widen and seal
	113/26C/305	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 86.7 - 114.5km (section 3)	2,000			451	1,549		Widen and seal
	113/26C/307	SS	Leichhardt Highway (Miles - Goondiwindi) ⁽⁵⁾	9km north of Goondiwindi - 64km north of Taroom (part 1)	2,000	100	1,900				Miscellaneous works
	113/26C/309	SS	Leichhardt Highway (Miles - Goondiwindi) ⁽⁵⁾	Sections : 81.4 - 205.21km	500		30	470			Drivers fatigue management
	113/26C/30x	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 86.7 - 114.5km (section 4)	1,641				1,641		Widen and seal
	113/26C/806	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 122.0 - 133.0km	750			200	550		Rehabilitate and widen
	113/35A/302	SR	Moonie Highway (Dalby - St George) ⁽⁵⁾	Sections : 70.0 - 184.5km	1,050			1,050			Miscellaneous works
	113/35A/303	SR	Moonie Highway (Dalby - St George) ⁽⁵⁾	Sections : 113.53 - 293.75km	500		30	470			Drivers fatigue management
	113/35A/809	SR	Moonie Highway (Dalby - St George)	Sections : 114.0 - 121.0km (section 2)	1,650	794	856				Rehabilitate and widen
	113/xxx/601	SR	Bulk maintenance initiative	Various locations	784	89	87	152	456		Routine maintenance
			Programmed maintenance				446	410			
			Routine maintenance				975	1,025			
			Enhanced capacity				46	200			
							5,402	4,907	4,196		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Waggamba	122/17D/302	SS	Cunningham Highway (Inglewood - Goondiwindi) ⁽⁵⁾	Sections : 40.33 - 88.04km	1,000		30	970			Drivers fatigue management
	122/17D/30x	SS	Cunningham Highway (Inglewood - Goondiwindi)	Sections : 33.78 - 85.18km (section 2)	2,500				2,500		Seal shoulders
	122/17D/801	SS	Cunningham Highway (Inglewood - Goondiwindi)	Shire boundary - cemetery (33.9 - 40.0km)	650			200	450		Rehabilitate pavement
	122/17D/807	SS	Cunningham Highway (Inglewood - Goondiwindi)	Brigalow Creek - Boundary Road (86.65 - 88.04km)	800	740	60				Rehabilitate pavement
	122/17D/808	SS	Cunningham Highway (Inglewood - Goondiwindi)	Leonard's floodway (42.75 - 43.03km)	1,050	736	314				Rehabilitate pavement
	122/26C/806	SS	Leichhardt Highway (Miles - Goondiwindi)	Sections : 196.0 - 204.0km	1,600		150	1,450			Rehabilitate and widen
	122/31A/27	SR	Barwon Highway (Goondiwindi - Talwood)	Oona Lagoon (27.76km)	1,176	689	487				Construct bridge
	122/31A/28	SR	Barwon Highway (Goondiwindi - Talwood)	Sheep Camp Gully (82.44km)	1,075	494	581				Construct bridge
	122/31A/302	SR	Barwon Highway (Goondiwindi - Talwood)	o - 88.01km (Stage 1)	670	132	36	502			At-grade intersection improvement
	122/31A/303	SR	Barwon Highway (Goondiwindi - Talwood) ⁽⁵⁾	Sections : 0.00 - 85.00km	1,000			1,000			Widen shoulder(s) and sealing
	122/349/5	LRRS	Talwood - Boonanga ⁽⁶⁾	Barwon River (16.7km)	1,740		50	150	1,540		Construct bridge and approaches
	122/xxx/601	SR	Bulk maintenance initiative	Various locations	1,778			68	1,710		Routine maintenance
			Programmed maintenance				115				
			Routine maintenance				1,010	1,070			
			Enhanced capacity				318				
							3,151	5,410	6,200		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This bridge is on the state border of Queensland and New South Wales at Boonanga. Works on this bridge have been agreed to be the responsibility of RTA New South Wales with MR contributing 50% of the cost.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Warwick	110/17C/302	SS	Cunningham Highway (Warwick - Inglewood) ⁽⁵⁾	2.5 - 80.0km west of Warwick	2,000	500	1,500				Install guardrail
	110/17C/303	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 50.0 - 65.0km (section 3)	1,400		190	800	410		Widen and overlay
	110/17C/30x	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 22.3 - 57.28km (section 1)	1,500				1,500		Widen and seal
	110/17C/30y	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 22.3 - 57.28km (section 2)	1,500				382	1,118	Widen and seal
	110/17C/4	SS	Cunningham Highway (Warwick - Inglewood)	Lyndhurst Lane	625	325	300				At-grade intersection improvement
	110/17C/5	SS	Cunningham Highway (Warwick - Inglewood)	Intersections - various locations	250			250			At-grade intersection improvement
	110/17C/6	SS	Cunningham Highway (Warwick - Inglewood)	Various locations	500				500		At-grade intersection improvement
	110/17C/715	SS	Cunningham Highway (Warwick - Inglewood)	Sections : 6.55 - 57.28km	403		150	253			Bitumen chip reseal
	110/22B/802	SS	New England Highway (Toowoomba - Warwick)	Sections : 48.91 - 52.74km and 55.66 - 67.2km (section 1)	2,000				2,000		Rehabilitate pavement
	110/221/304	SR	Warwick - Killarney ⁽⁶⁾	Various satellite towns	250		70	180			Drivers fatigue management
	110/221/4	SR	Warwick - Killarney ⁽⁶⁾	Bracker Creek (1.4km)							Replace bridge
	110/221/5	SR	Warwick - Killarney ⁽⁶⁾	Rosenthal Creek (1.6km)							Replace bridge
	110/3306/302	LRRS	Leyburn - Cunningham	Ryeford - Pratten Road (16.55km)	338		60	278			At-grade intersection improvement
	110/xxx/601	SR	Bulk maintenance initiative	Various locations	1,560		112	112	1,336		Routine maintenance
			Programmed maintenance				346	44			
			Routine maintenance				2,543	2,685			
			Enhanced capacity				600	600			
							5,871	5,202	6,128		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾							Approved ⁽²⁾		Indicative ⁽³⁾		
Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District (yet to be allocated to a local government)			Programmed maintenance				470	2,715	11,566		
			Routine maintenance						16,607		
			Traffic operations				23	25	1,286		
			Rehabilitation				41		5,560		
			Corridor management						696		
			Enhanced capacity				42		3,501		
			AusLink ineligible				150	150	450		
District: Sub-total works program							28,664	34,808	68,450		
Project management reserve adjustment							(33)	(405)			
Sub-total: District works allocation							28,631	34,403	68,450		
Road system planning							796	827	2,684		
Road stewardship							2,625	2,730	8,863		
Program development & delivery							686	713	2,315		
District works, stewardship and capability							32,738	38,673	82,312		
Asset acquisitions							113	120	390		
District: Sub-total works program							32,851	38,793	82,702		
Contributions from others for roadworks							(105)				
Net district allocation							32,746	38,793	82,702		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Balonne	7/LGSA/010	Noondoo - Thallon Road (18.00 - 36.00km in sections)	Gravel resheet	70,928	35,464	35,464		33,819	1,645		1,645			A
	7/LGSA/013	Whyenbah Road	Gravel resheet	100,000	50,000	50,000						50,000		A
	7/LGSA/014	Wanganui Lane	Gravel resheet	60,000	30,000	30,000				30,000	30,000			A
	7/LGSA/015	Cubbie Road	Construct to new two lane sealed standard	527,084	263,542	263,542				263,542	263,542			A
	7/LGSA/016	Bollon - Dirranbandi Road (section 1)	Gravel resheet	144,108	72,054	72,054				72,054	72,054			A
	7/LGSA/017	Mitchell - Bollon Road (section 1)	Gravel resheet	190,000	95,000	95,000						95,000		A
	7/LGSA/018	Noondoo - Thallon Road	Reseal	220,000	110,000	110,000						110,000		A
	7/LGSA/019	Mitchell - Bollon Road (section 2)	Gravel resheet	160,000	80,000	80,000						80,000		A
	7/LGSA/020	Bollon - Dirranbandi Road (section 2)	Gravel resheet	180,000	90,000	90,000						90,000		A
	7/LGSA/021	Bollon - Dirranbandi Road	Widen bridge	300,000	231,731	68,269						68,269		A
									1,645	365,596	367,241	493,269		
Border District Priority	D05/LGSI/001	Various locations	Priorities yet to be determined	216,000	108,000	108,000						108,000		I
												108,000		
Clifton	35/LGSA/022	Clifton - Pittsworth Road (18.40 - 22.00km)	Reconstruct and bitumen seal	356,000	178,000	178,000				178,000	178,000			A
	35/LGSA/023	Harrigan Street	Reconstruction	77,000	39,000	38,000						25,000	13,000	A
	35/LGSA/024	Holley Road	Construct to two lane sealed standard	100,000	50,000	50,000						13,000	37,000	A
	35/LGSA/025	Clifton - Pittsworth Road	Reconstruct and bitumen seal	356,000	178,000	178,000						178,000		A
	35/LGSA/026	Various LRRS roads	Reseal	60,000	30,000	30,000						30,000		A
										178,000	178,000	246,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Goondiwindi Town	162/LGSA/003	Marshall Street / Herbert Street	Roundabout	300,000	150,000	150,000		75,000		75,000	75,000			A
	162/LGSA/004	Racecourse Road	Drainage improvements	240,000	120,000	120,000			10,000	10,000	60,000	50,000	A	
	162/LGSG/005	Town Bikeway Network	Construct shared bikeway / footway	100,000	50,000	50,000			25,000	25,000	25,000		G	
	162/LGSH/002	Goondiwindi Town area, school bus stops	Bus set-down and shelter	30,000	15,000	15,000					15,000		H	
	162/LGSI/003	Goondiwindi Town area	Bus set-down improvements	30,000	15,000	15,000			15,000	15,000			I	
	162/LGSI/004	Goondiwindi schools	Bus set-down	50,000	25,000	25,000			25,000	25,000			I	
										150,000	150,000	100,000		
Inglewood	63/LGSA/020	Various roads in Inglewood Shire	Floodway and geometry improvements	40,000	20,000	20,000				20,000	20,000			A
	63/LGSA/022	Tobacco Road (Nanny's Creek crossing)	Reconstruct and bitumen seal	146,000	73,000	73,000				73,000	73,000			A
	63/LGSA/025	Tobacco Road	Alignment and width of curves and crests	146,000	73,000	73,000				73,000	73,000			A
	63/LGSA/026	Greenup - Limevale Road (4.50km)	Widening and safety improvements	90,000	45,000	45,000				45,000	45,000			A
	63/LGSA/027	Various LRRS roads	Reseal	210,000	105,000	105,000				105,000	105,000			A
	63/LGSA/028	Various LRRS roads	Reconstruct and upgrade	344,000	172,000	172,000						172,000		A
	63/LGSA/029	Greenup - Limevale Road (13.10km)	Widening and safety improvements	88,000	44,000	44,000				44,000	44,000			A
	63/LGSA/030	Various LRRS roads	Reconstruct and seal	336,000	168,000	168,000						168,000		A
										360,000	360,000	340,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Southern Downs RRG	R14/LGSA/001	Various LRRS roads in Southern Downs RRG area	Priorities yet to be determined	450,226	225,113	225,113			92,113	7,000	99,113		126,000	A
									92,113	7,000	99,113			
Stanthorpe	109/LGSA/003	Aerodrome Road (extend to High Street)	Construct new road	519,000	259,500	259,500		161,144	356	89,000	89,356	9,000		A
	109/LGSA/009	Glenlyon Dam Road (6.80 - 9.10km)	Rehabilitation and widening	565,000	282,500	282,500		85,000	35,000	20,000	55,000		142,500	A
	109/LGSA/011	Davadi Street (section 1)	Widen and seal	140,000	70,000	70,000						70,000		A
	109/LGSA/012	McKillop Lane (in sections)	Rehabilitation	50,000	25,000	25,000				25,000	25,000			A
	109/LGSA/013	Goldfields Road	Gravel resheet	116,000	58,000	58,000				58,000	58,000			A
	109/LGSA/014	Eukey Road (13.60 - 17.90km)	Widen and seal	240,000	120,000	120,000				120,000	120,000			A
	109/LGSA/015	Inverary Road (section 1)	Gravel resheet	116,000	58,000	58,000						58,000		A
	109/LGSA/016	Various LRRS roads	Reconstruct and seal	178,000	89,000	89,000						89,000		A
	109/LGSA/017	Eukey Road (section 2)	Widen and seal	240,000	120,000	120,000						120,000		A
	109/LGSH/005	Various roads in Stanthorpe Shire	Upgrade school bus route	20,000	10,000	10,000				10,000	10,000			H
									35,356	322,000	357,356	346,000		
Tara	113/LGSA/012	Green and Whites Road	Widen and seal	160,000	103,000	57,000				57,000	57,000			A
	113/LGSA/013	Western Road	Widen and overlay	450,000	230,000	220,000				220,000	220,000			A
	113/LGSA/014	Bendee Road	Construct to new two lane sealed standard	400,000	210,000	190,000				190,000	190,000			A
	113/LGSA/015	Cambridge Crossing Road	Widen and overlay	400,000	361,000	39,000						39,000		A
	113/LGSA/016	Western Road	Widen and overlay	280,000	150,000	130,000						130,000		A
										467,000	467,000	169,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09^(a)

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Waggamba	122/LGSA/011	Talwood - Mungindi Road	Widen and seal	587,000	400,000	187,000				187,000	187,000			A
	122/LGSA/012	Lienassie Road (11.0 - 14.0km)	Upgrade to bitumen seal	306,000	153,000	153,000				153,000	153,000			A
	122/LGSA/013	Talwood - Mungindi Road	Reconstruct and upgrade	374,000	187,000	187,000						187,000		A
	122/LGSA/014	Kondar Road	Upgrade / intersection improvement	200,000	100,000	100,000				69,000	69,000	31,000		A
	122/LGSA/015	Various LRRS roads	Reconstruct and seal	146,000	73,000	73,000						36,000	37,000	A
	122/LGSA/016	Lienassie Road	Construct to two lane sealed standard	306,000	153,000	153,000						153,000		A
	122/LGSH/002	Kondar Road	Upgrade school bus route	50,000	25,000	25,000				25,000	25,000			H
	122/LGSH/003	Brennans Road (section 2)	Bikeway to school	50,000	25,000	25,000				25,000	25,000			H
	122/LGSH/004	Brennans Road (section 3)	Bikeway to school	50,000	25,000	25,000						18,000	7,000	H
	122/LGSI/001	Kioma Primary School	Bus set-down and pick-up	50,000	25,000	25,000				25,000	25,000			I
	122/LGSI/002	Talwood Primary School	Bus set-down and pick-up	30,000	15,000	15,000				15,000	15,000			I
	122/LGSI/003	Bungunya Primary School	Bus set-down and pick-up	20,000	10,000	10,000						10,000		I
	122/LGSI/004	Lundavra Primary School	Bus set-down and pick-up	50,000	25,000	25,000				25,000	25,000			I
	122/LGSI/005	Kindon Primary School	Bus set-down and pick-up	40,000	20,000	20,000				20,000	20,000			I
										544,000	544,000	435,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Warwick	110/LGSA/014	O'Deas Road	Rehabilitation and widening	106,000	53,000	53,000			53,000		53,000			A
	110/LGSA/015	Aerodrome Road	Rehabilitation and widening	100,000	50,000	50,000				50,000	50,000			A
	110/LGSA/016	Cullendore Road	Rehabilitation and widening	400,000	200,000	200,000				200,000	200,000			A
	110/LGSA/017	Willowvale Road	Rehabilitation and widening	66,000	33,000	33,000						33,000		A
	110/LGSA/018	Inveramsay Road	Replace bridge	338,000	169,000	169,000						169,000		A
	110/LGSA/019	Various LRRS roads	Rehabilitation and widening	56,000	28,000	28,000						28,000		A
	110/LGSA/020	Various LRRS roads	Reseal	138,000	69,000	69,000				69,000	69,000			A
	110/LGSA/021	Various LRRS roads	Reseal	132,000	66,000	66,000						66,000		A
	110/LGSA/022	O'Dea's Road (Church Lane - Cheribah Road)	Rehabilitation and widening	200,000	100,000	100,000				90,000	90,000	10,000		A
	110/LGSA/023	O'Deas Road (section 3 near Cheribah Road)	Rehabilitation and widening	200,000	100,000	100,000						100,000		A
	110/LGSG/009	Warwick Shire	Extend bikeway network	50,000	25,000	25,000				25,000	25,000			G
	110/LGSH/009	Schools in Warwick Shire	Traffic improvements	50,000	25,000	25,000				25,000	25,000			H
	110/LGSL/006	Main Roads / Local Government Alliance, Southern Downs RRG	Capability improvement	15,000		15,000				15,000	15,000			L
									53,000	474,000	527,000	406,000		
District allocation									182,114	2,867,596	3,049,710	2,643,269		
Revenue														
Net allocation										2,867,596	3,049,710	2,643,269		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

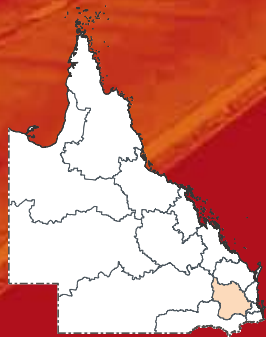
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

Roads Implementation Program 2007-08 to 2011-12

roads implementation program

2007-08 to 2011-12

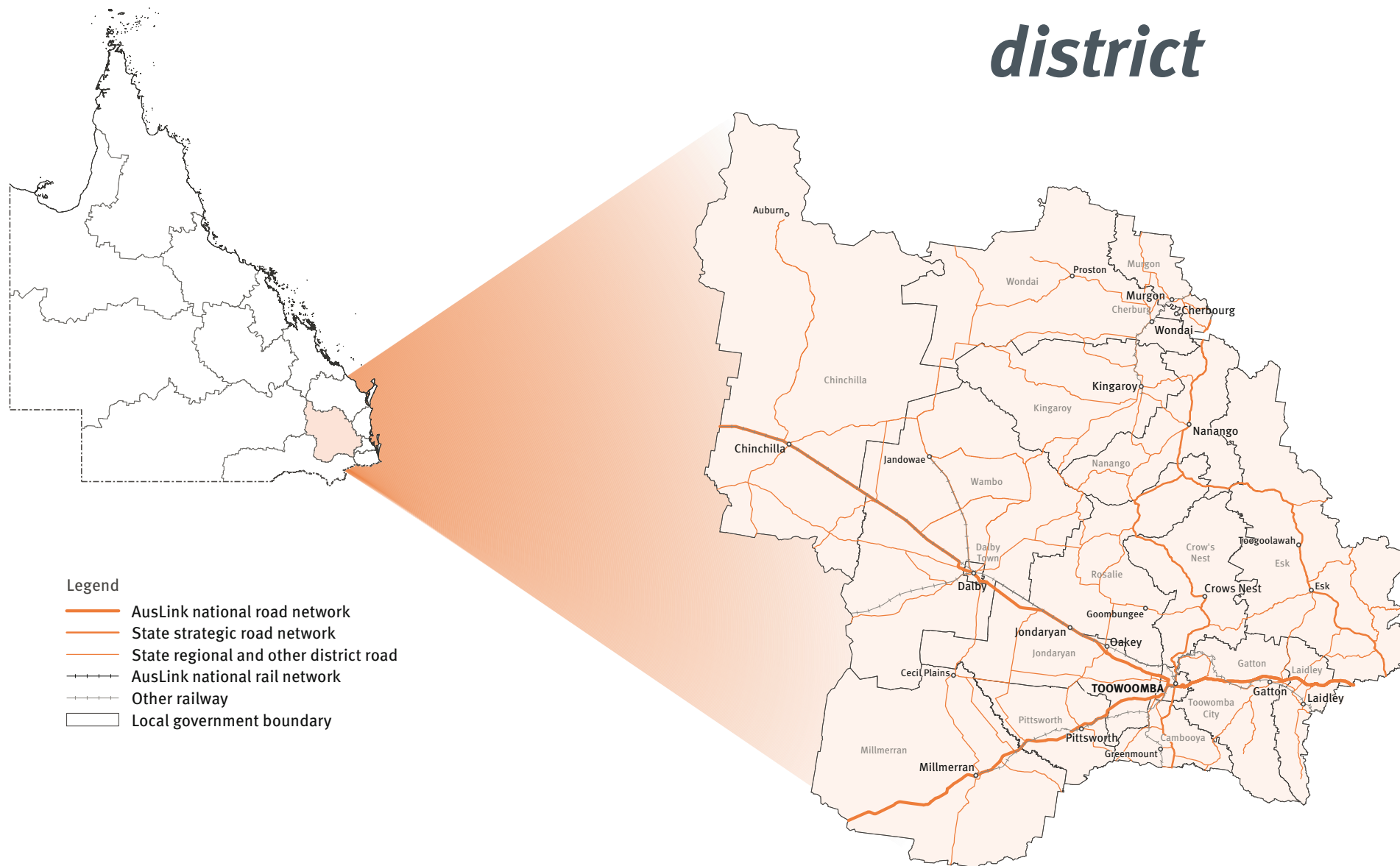


southern

MainRoads

Connecting Queensland

southern district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Toowoomba City	149/18A/29	QANP0011	Warrego Highway (Ipswich - Toowoomba)	Toowoomba Bypass	10,000	10,000		4,571	5,429				Planning and PPP business case development
	149/18B/27	MW	Warrego Highway (Toowoomba - Dalby)	James Street - Fitzgibbon Street	495	495		46	449				At-grade intersection improvement
									5,878				
Other minor works										598			
Other maintenance									3,713	3,714			
Traffic management operations									700	700			
Total: District Allocation									10,291	5,012			

Note 1: The AusLink network is defined in the Glossary of Terms.

Notes

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Cambooya	29/22B/19	SS	New England Highway (Toowoomba - Warwick)	Greenmount (14.34 - 34.45km)	1,520	1,465	55				Construct overtaking lane
	29/22B/305	SS	New England Highway (Toowoomba - Warwick)	14.0 - 34.5km	1,000	55		815	130		Widen shoulder(s) and sealing
	29/22B/811	SS	New England Highway (Toowoomba - Warwick)	16.2 - 19.8km	2,500				2,500		Pavement overlay (>75mm)
	29/313/10	SR	Gatton - Clifton ⁽⁵⁾	King Creek (43.70 - 43.74km)	1,800	1		599	1,200		Replace bridge
	29/313/301	SR	Gatton - Clifton	McGinleys Road - Bottom of Range (33.1 - 35.08km)	2,400	76	300	300	900	824	Widen shoulder(s) and sealing
	29/313/802	SR	Gatton - Clifton	Heifer Creek bridge No. 5 (28.38 - 28.42km)	500			500			Repair bridge to original condition
	29/313/803	SR	Gatton - Clifton	Heifer Creek bridge No. 6 (29.11 - 29.15km)	500			500			Repair bridge to original condition
	29/313/805	SR	Gatton - Clifton	Heifer Creek bridge No. 7	500				500		Repair bridge to original condition
	29/332/301	LRRS	Pittsworth - Felton	21.25 - 22.39km	270		270				Widen existing pavement
	29/332/302	LRRS	Pittsworth - Felton	19.54 - 21.25km	440			440			Widen existing pavement
	29/xxx/63x	SR	Bulk maintenance initiative	Various locations	450		90	90	270		Routine maintenance
							715	3,244	5,500		
Chinchilla	33/340/5	LRRS	Dalby - Kogan ⁽⁵⁾	Kogan Creek	2,600	1		100	2,499		Replace bridge and approaches
	33/342/8	LRRS	Kogan - Condamine	Wiembilla Creek (45.80 - 45.84km)	2,430	2		200	2,228		Replace bridge
	33/xxx/63x	SR	Bulk maintenance initiative	Various locations	350		70	70	210		Routine maintenance
							70	370	4,937		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Crows Nest	40/22A/303	SS	New England Highway (Yarraman - Toowoomba)	Sections : North of Crows Nest	1,000				780	220	Rehabilitate pavement
	40/22A/39	SS	New England Highway (Yarraman - Toowoomba)	Cabarlah - Meringandan Road (98.3 - 100.04km)	1,533	1,369	164				Widen and seal
	40/22A/41	SS	New England Highway (Yarraman - Toowoomba) ⁽⁵⁾	Bum Bum Creek (48.0 - 49.87km)	4,100	21			4,079		Replace bridge and approaches
	40/22A/44	SS	New England Highway (Yarraman - Toowoomba) ⁽⁶⁾	Highfields between Reis Road - Cawdor Road (excluding Borghardt - Highfields Road)	8,300	2,786	5,514				Duplicate 2 to 4 lanes
	40/22A/46	SS	New England Highway (Yarraman - Toowoomba)	Pechey State Forest (Millard Road - Munro Road)	2,300	2,014	286				Widen and seal
	40/22A/48	SS	New England Highway (Yarraman - Toowoomba)	John Street, Crows Nest - Millard Road	9,180	641	8,539				Construct to new sealed 2 lane standard
	40/22A/49	SS	New England Highway (Yarraman - Toowoomba)	Munro Road - Pioneer Road	9,776	878	3,898	5,000			Widen and seal
	40/22A/806	SS	New England Highway (Yarraman - Toowoomba)	Sections : 36.1 - 103.6km	1,000	58	125	390	427		Rehabilitate pavement
	40/418/802	LRRS	Pechey - MacLagan	Sections : 4.46, 4.86, 13.05 and 15.16km	440	22	418				Other rehabilitation - including roadway illumination
	40/xxx/63x	SR	Bulk maintenance initiative	Various locations	200	40	40	40	80		Routine maintenance
							18,984	5,430	5,366		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Includes Crows Nest Shire Council contribution of \$100,000.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Esk	52/40B/30	SR	D'Aguilar Highway (Kilcoy - Yarraman) ⁽⁵⁾	Wallaby Creek No.3 (39.4km)							Replace bridge
	52/40B/32	SR	D'Aguilar Highway (Kilcoy - Yarraman) ⁽⁵⁾	Wallaby Creek No.2 (36.0km)							Replace bridge
	52/40B/725	SS	D'Aguilar Highway (Kilcoy - Yarraman) ⁽⁶⁾	Sections : 41.9 - 46.6km	200		50	150			Asphalt resurfacing (<75mm)
	52/42A/301	SS	Brisbane Valley Highway (Ipswich - Harlin)	Sections : North of Esk (16.0 - 19.0km)	1,000				405	595	Rehabilitate pavement
	52/42A/46	SS	Brisbane Valley Highway (Ipswich - Harlin)	66.80 - 67.85km (southbound)	1,200	55	310	310	525		Construct overtaking lane
	52/42A/47	SS	Brisbane Valley Highway (Ipswich - Harlin) ⁽⁶⁾	Toogoolawah section (40.0 - 65.0km)	1,070			700	370		Seal shoulders
	52/42A/803	SS	Brisbane Valley Highway (Ipswich - Harlin)	Sections : 7.20 - 89.0km	1,240	79	1,161				Rehabilitate pavement
	52/410/3	LRRS	Wivenhoe - Somerset ⁽⁶⁾	8.20 - 13.50km	1,160		100	1,060			Seal shoulders
	52/412/11	LRRS	Forest Hill - Fernvale ⁽⁵⁾	Slip Gully (33.2km)							Replace bridges and approaches
	52/412/12	LRRS	Forest Hill - Fernvale ⁽⁵⁾	Lockyer Creek (25.4km)							Replace bridges and approaches
	52/412/13	LRRS	Forest Hill - Fernvale ⁽⁶⁾	Sections : 27.0 - 35.2km	600			600			Seal shoulders
	52/414/14	LRRS	Esk - Hampton ⁽⁷⁾	Redbank Creek 4 and 5 (11.74 - 12.6km)	3,950	3,820	130				Construct bridge and approaches
	52/414/16	LRRS	Esk - Hampton ⁽⁶⁾	12.50 - 18.22km	1,300	872	428				Seal shoulders
	52/414/201	SR	Gatton - Esk ⁽⁶⁾	0.00 - 39.87km	90			90			Delineate / line marking
	52/xxx/63x	SR	Bulk maintenance initiative	Various locations	200		40	40	120		Routine maintenance
							2,219	2,950	1,420		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Note 7: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Gatton	114/313/16	SR	Gatton - Clifton ⁽⁵⁾	Dry Creek	2,500	200	600	1,700			Replace bridge
	114/313/17	SR	Gatton - Clifton ⁽⁵⁾	Ma Ma Creek	2,600	200	600	1,800			Replace bridge
	114/313/302	SR	Gatton - Clifton	Heifer Creek first crossing - Corks (23.3 - 24.8km)	1,721	77			1,644		Rehabilitate and widen
	114/3131/14	LRRS	Mount Sylvia	13.3 - 23.57km	1,600	33	267	300	1,000		Widen shoulder(s) and sealing
	114/4104/12	LRRS	Murphy's Creek ⁽⁶⁾	0.00 - 24.58km	1,000		50	950			Seal shoulders
							1,517	4,750	2,644		
Jondaryan	67/320/301	SR	Charlton Connection	0 - 1.58km	1,500	1,018	482				Widen existing pavement
	67/324/301	LRRS	Toowoomba - Cecil Plains	Sections : 9.30 - 12.65km	1,500	18		500	982		Widen and overlay
	67/324/302	LRRS	Toowoomba - Cecil Plains	Sections : 6.00 - 9.00km	2,760	446	1,043	1,271			Rehabilitate and overlay (>75mm)
	67/324/31	LRRS	Toowoomba - Cecil Plains	Sections : 15.40 - 22.10km	2,500	90			2,410		Widen and overlay
	67/324/811	LRRS	Toowoomba - Cecil Plains	Sections : 12.60 - 55.50km	500	22			478		Rehabilitate pavement
	67/3203/12	LRRS	Bowenville - Norwin	6.45 - 7.72km	266				266		Install floodways
	67/3203/801	LRRS	Bowenville - Norwin	Sections : 13.00 - 27.00km	750	4			746		Rehabilitate pavement
							1,525	1,771	4,882		
Kingaroy	73/45A/24	SR	Bunya Highway (Dalby - Kingaroy) ⁽⁷⁾	Boyne River (70.0km)							Replace bridge
	73/45A/25	SR	Bunya Highway (Dalby - Kingaroy) ⁽⁷⁾	Mannuem Creek (72.6km)							Replace bridge
	73/45A/303	SR	Bunya Highway (Dalby - Kingaroy)	62.37 - 109.96km	1,000				820	180	Rehabilitate pavement
	73/4202/4	LRRS	Kingaroy - Barker's Creek ⁽⁸⁾	Tessman's Road	750		750				At-grade intersection improvement
	73/4202/801	LRRS	Kingaroy - Barker's Creek	0.8 - 1.2km	200				200		Rehabilitate and overlay (>75mm)
	73/4206/10	LRRS	Memerambi - Gordonbrook	18.3 - 19.8km	250				29	221	Construct to new sealed 2 lane standard
	73/xxx/63x	SR	Bulk maintenance initiative	Various locations	620		40	350	230		Routine maintenance
							790	350	1,279		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated

annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Note 7: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 8: Includes Kingaroy Shire Council contribution of \$521,000.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Laidley	75/312/201	LRRS	Gatton - Laidley ⁽⁵⁾	0.00 - 15.06km	60		60				Delineate / line marking
	75/312/801	LRRS	Gatton - Laidley	Sections : 3.70 - 7.00km	250				250		Rehabilitate pavement
	75/xxx/63x	SR	Bulk maintenance initiative	Various locations	625		125	125	375		Routine maintenance
							185	125	625		
Millmerran	81/324/201	LRRS	Toowoomba - Cecil Plains ⁽⁵⁾	Dalby - Cecil Plains	400	100	300				At-grade intersection improvement
	81/325/801	SR	Dalby - Cecil Plains	36.43 - 39.08km	1,200				1,200		Rehabilitate pavement
	81/327/301	LRRS	Pampas - Horrane	Sections : 0 - 35.77km	1,000				570	430	Rehabilitate pavement
	81/335/805	LRRS	Millmerran - Leyburn	Dogtrap Creek (20.83 - 20.85km)	480			24	456		Structural rehabilitation
	81/337/14	SR	Millmerran - Inglewood	Clontarf deviation (13.38 - 15.54km)	2,096	2,008	88				Construct deviation - sealed standard
	81/337/15	SR	Millmerran - Inglewood	15.54 - 17.6km	1,435	1,344	91				Realign 2 lanes
							479	24	2,226		
Murgon	86/41A/6	SS	Burnett Highway (Nanango - Goomeri) ⁽⁶⁾	Barambah Creek (42.5km)							Replace bridge
	86/439/17	SR	Murgon - Gayndah ⁽⁶⁾	Un-named Creek (21.5km)							Replace bridge
	86/439/18	SR	Murgon - Gayndah ⁽⁶⁾	Kratzman's Gully (24.6km)							Replace bridge
	86/439/806	SR	Murgon - Gayndah	11.2 - 15.83km (Section 4)	1,600	671	304	215	410		Rehabilitate pavement
	86/4365/1	LRRS	Byee ⁽⁷⁾	Barambah Creek	2,200	1,935	265				Construct bridge and approaches
							569	215	410		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 7: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Nanango	89/40B/11	SS	D'Aguilar Highway (Kilcoy - Yarraman) ⁽⁵⁾	Section : 54.9 - 60.74km	1,335	940	395				Seal shoulders
	89/40B/302	SS	D'Aguilar Highway (Kilcoy - Yarraman)	51.0 - 57.0km	900	640	260				Construct overtaking lane
	89/40B/801	SS	D'Aguilar Highway (Kilcoy - Yarraman)	51.0 - 57.0km	570	488	82				Rehabilitate pavement
	89/40B/802	SS	D'Aguilar Highway (Kilcoy - Yarraman)	54.96 - 55.32km and 56.82 - 58.15km	500			35	465		Rehabilitate pavement
	89/40C/16	SS	D'Aguilar Highway (Yarraman - Kingaroy) ⁽⁶⁾	Sandy Creek (20.3 - 20.4km)	2,200	841	500	859			Replace bridge
	89/40C/17	SS	D'Aguilar Highway (Yarraman - Kingaroy)	Burnett Highway (20.97 - 21.07km)	205				205		Install traffic signals
	89/40C/802	SS	D'Aguilar Highway (Yarraman - Kingaroy)	10.8 - 10.81km	130	32	98				Replace culvert
	89/4196/16	LRRS	Maidenwell - Bunya Mountains	10.94 - 11.69km	200				200		Construct to new sealed 2 lane standard
	89/4196/201	LRRS	Maidenwell - Bunya Mountains ⁽⁷⁾	9.48 - 10.24km	282	179	103				Widen and seal
	89/xxx/63x	SR	Bulk maintenance initiative	Various locations	460		40	40	380		Routine maintenance
							1,478	934	1,250		
Pittsworth	99/323/801	SR	Oakey - Pittsworth	17.5 - 21.65km	2,000				2,000		Rehabilitate pavement
	99/3221/302	LRRS	Brookstead - Norwin	Dooley Road north : 13.0 - 30.17km (in sections)	400			31	369		Rehabilitate and widen
	99/xxx/63x	SR	Bulk maintenance initiative	Various locations	241		66	50	125		Routine maintenance
							66	81	2,494		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Note 7: Includes Nanango Shire Council contribution of \$100,000.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Rosalie	104/22A/16	SS	New England Highway (Yarraman - Toowoomba)	North of Kingaroy - Cooyar Road (17.3 - 20.2km)	1,450	1,396	54				Widen existing pavement
	104/22A/17	SS	New England Highway (Yarraman - Toowoomba)	24.18 - 24.21km	660	575	85				Install culvert
	104/40B/202	SR	D'Aguilar Highway (Kilcoy - Yarraman) ⁽⁵⁾	3km east of Yarraman	120	24	96				Delineate / line marking
	104/417/302	SR	Oakey - Cooyar	Sections : North of Oakey (2.65 - 4.78km)	660	549	111				Rehabilitate pavement
	104/417/303	SR	Oakey - Cooyar	North of Kulpi : Sections 30.4 - 38.95km	1,000				720	280	Widen shoulder(s) and sealing
	104/417/304	SR	Oakey - Cooyar	11.4 - 19.6km	2,500	7			2,493		Widen and overlay
	104/417/305	SR	Oakey - Cooyar	Section : North of Oakey (4.78 - 9.0km)	596	73	117	190	216		Widen shoulder(s) and sealing
	104/418/305	LRRS	Pechey - MacLagan	44.23 - 47.45km	970				970		Rehabilitate pavement
	104/4163/6	LRRS	Bunya Mountains - MacLagan	Macks Gully (5.37 - 6.21km)	800	20			780		Realign 2 lanes
	104/xxx/63x	SR	Bulk maintenance initiative	Various locations	274		60	60	154		Routine maintenance
							523	250	5,333		
Toowoomba City	149/22A/26	SS	New England Highway (Yarraman - Toowoomba) ⁽⁶⁾	Ruthven Street / North Street	2,750	256	200	2,294			At-grade intersection improvement
	149/22A/27	SS	New England Highway (Yarraman - Toowoomba) ⁽⁷⁾	Ruthven Street / Jellicoe Street	3,500	1,037	500	1,963			At-grade intersection improvement
	149/22A/28	SS	New England Highway (Yarraman - Toowoomba) ⁽⁸⁾	Ruthven Street / Campbell Street	1,330	1,184	146				At-grade intersection improvement
	149/22B/17	SS	New England Highway (Toowoomba - Warwick) ⁽⁹⁾	James Street - Long Street	7,500	1,996	3,000	2,504			Widen to 4 lanes
	149/22B/18	SS	New England Highway (Toowoomba - Warwick) ⁽¹⁰⁾	Ruthven Street / Alderley Street	4,000	1,260	2,740				At-grade intersection improvement
	149/22B/19	SS	New England Highway (Toowoomba - Warwick) ⁽⁷⁾	Ruthven Street (south of Spring Street)	8,015	455	4,000	3,560			At-grade intersection improvement
							10,586	10,321			

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Includes Toowoomba City Council contribution of \$750,000.

Note 7: Includes Toowoomba City Council contribution of \$1m.

Note 8: Includes Toowoomba City Council contribution of \$147,000.

Note 9: Includes Toowoomba City Council contribution of \$3m.

Note 10: Includes Toowoomba City Council contribution of \$2m.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Wambo	124/35A/18	SR	Moonie Highway (Dalby - St George) ⁽⁵⁾	Wilkie Creek (25.2km)							Replace bridge
	124/35A/726	SR	Moonie Highway (Dalby - St George)	24.11 - 35.26km	280	10	270				Bitumen chip seal
	124/35A/807	SR	Moonie Highway (Dalby - St George)	Sections : 3.7 - 15.9km	1,800	51		587	1,162		Rehabilitate pavement
	124/45A/304	SR	Bunya Highway (Dalby - Kingaroy)	Colkerri Estate - Pirrinuan Road (16.3 - 19.7km)	1,249	1,103	146				Rehabilitate and widen
	124/45A/306	SR	Bunya Highway (Dalby - Kingaroy)	North of Walkers Creek - Porters Gap (42.0 - 47.0km)	2,000	475	1,372	153			Widen and seal
	124/45A/307	SR	Bunya Highway (Dalby - Kingaroy)	North of Walkers Creek - Porters Gap (47.0 - 59.0km)	2,000	321	1,556	123			Widen and seal
	124/45A/308	SR	Bunya Highway (Dalby - Kingaroy)	North of Walkers Creek - Porters Gap (47.0 - 59.0km)	3,800	21			2,827	952	Widen shoulder(s) and sealing
	124/325/12	SR	Dalby - Cecil Plains	Ashall Creek (20.66 - 20.69km)	2,300			100	2,200		Replace bridge
	124/340/9	LRRS	Dalby - Kogan ⁽⁶⁾	Wilkie Creek	2,500	6	94	1,200	1,200		Replace bridge and approaches
	124/421/301	SR	Dalby - Jandowae	Dalby Town boundary north (4.0 - 7.5km)	1,850	1,702	148				Rehabilitate and widen
	124/421/802	SR	Dalby - Jandowae	Sections : 7.50 - 47.41km	1,124	897	227				Rehabilitate pavement
	124/421/803	SR	Dalby - Jandowae	Various sections	1,000				1,000		Rehabilitate pavement
	124/4163/6	SR	Bunya Mountains - MacLagan	Rangemore School section (2.08 - 4.01km)	1,500	9			481	1,010	Construct to seal standard
	124/xxx/63x	SR	Bulk maintenance initiative	Various locations	350		70	70	210		Routine maintenance
							3,883	2,233	9,080		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Wondai	130/426/731	SR	Chinchilla - Wondai	71.68 - 98.00km	450		450				Bitumen chip reseal
	130/426/801	SR	Chinchilla - Wondai	Sections : 61.0 - 91.8km	500	412	88				Rehabilitate pavement
	130/426/804	SR	Chinchilla - Wondai	Lambing Creek	350	270	80				Repair bridge to original condition
	130/435/12	SR	Mundubbera - Durong	Boondooma Creek (80.74 - 80.80km)	2,050	80	920	1,050			Construct bridge and approaches
	130/435/301	SR	Mundubbera - Durong	Section : 89.0 - 93.7km	1,442	75		138	1,229		Rehabilitate and widen
	130/435/302	SR	Mundubbera - Durong	Section : 86.0 - 89.0km	1,050	896	154				Rehabilitate and widen
	130/435/304	SR	Mundubbera - Durong	83.2 - 86.0km (section 3)	1,109	328	449	332			Widen shoulder(s) and sealing
	130/436/302	LRRS	Wondai - Proston	10.85 - 17.25km	332	120	120	92			Rehabilitate and widen
	130/4356/8	LRRS	Proston - Boondooma	Boyne River (34.94 - 35.0km)	3,500	685	1,110	1,705			Replace bridge
	130/xxx/63x	SR	Bulk maintenance initiative	Various locations	350		70	70	210		Routine maintenance
							3,441	3,387	1,439		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾						Approved ⁽²⁾		Indicative ⁽³⁾			
Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District: (yet to be allocated to a local government)			Programmed maintenance				3,270	4,075	13,170		
			Routine maintenance				9,596	10,202	19,069		
			Traffic operations				247	256	5,032		
			Rehabilitation						18,576		
			Corridor management						3,314		
			Enhanced capacity				234				
			AusLink ineligible				100	100	300		
			Accelerated Road Rehabilitation Program - timber bridge replacements				26,890	27,361	8,399		
			Accelerated Road Rehabilitation Program - approach works on new alignment				9,131	13,813	3,222		
			Accelerated Road Rehabilitation Program - renewal of existing approach works				9,797	7,744	2,876		
Sub-total: Works and planning							106,295	99,986	122,843		
Project management reserve adjustment							(12,315)	2,246	3,839		
Sub-total: District works allocation							93,980	102,232	126,682		
Road system planning							1,653	1,719	5,581		
Road stewardship							2,617	2,722	8,837		
Program development & delivery							318	331	1,074		
District works, stewardship and capability							98,568	107,004	142,174		
Asset acquisitions							166	166	498		
Gross district allocation							98,734	107,170	142,672		
Contributions from others for roadworks							(4,168)	(4,450)			
Net district allocation							94,566	102,720	142,672		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative			
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category		
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy				
Cambooya	29/LGSA/024	Cudmore Road (stage 5)	Widen and seal 700m section	100,000	75,000	25,000					25,000	25,000			A	
	29/LGSA/026	Postle Street - Tranter Road (0.00 - 0.26km)	Rehabilitation and widening	92,000	63,000	29,000					29,000	29,000			A	
	29/LGSA/030	Greenmount - Etonvale Road (1.50 - 2.36km)	Rehabilitation and widening	195,000	154,000	41,000					41,000	41,000			A	
	29/LGSA/031	Preston Boundary Road / Preston Road (5.10 - 5.20km)	Culverts and drainage	61,000	42,000	19,000					19,000	19,000			A	
	29/LGSA/032	Luck Road / Newman Road / Umbiram Road (3.50 - 4.75km)	Rehabilitation and widening	142,000	91,000	51,000							51,000		A	
	29/LGSA/033	Greenmount - Etonvale Road (3.53 - 4.56km)	Rehabilitation and widening	185,000	117,000	68,000							68,000		A	
	29/LGSA/034	Cudmore Road (stage 6)	Widen and seal	100,000	75,000	25,000							25,000		A	
	29/LGSL/002	Main Roads / Local Government Alliance	Eastern Downs RRG structures inspections and training	30,000	7,500	22,500				22,500	22,500				L	
	29/LGSL/003	Main Roads / Local Government Alliance	Eastern Downs RRG road safety risk management training	36,960	18,480	18,480		4,880	13,600			13,600				L
	29/LGSL/004	Main Roads / Local Government Alliance	Eastern Downs RRG enhancing capability for consistency and reliability of systems and practices	225,150		225,150		45,030		45,030	45,030	135,090				L
	29/LGSL/005	Main Roads / Local Government Alliance	Eastern Downs RRG technical capability improvement	30,000		30,000					30,000	30,000				L
									13,600	211,530	225,130	279,090				
Cherbourg	171/LGSF/011	Town streets	Repairs to bitumen surfaces	120,000		120,000					120,000	120,000			F	
	171/LGSF/012	Cherbourg - Murgon Road	Reseal	100,000		100,000							100,000		F	
										120,000	120,000	100,000				
Chinchilla	33/LGSA/010	Burra Burri Road (31.60 - 42.60km)	Gravel resheet	160,180	82,640	77,540					77,540	77,540			A	
	33/LGSA/012	Auburn Road (100.34 - 101.34km; 102.00 - 104.00km)	Construct to two lane sealed standard	602,740	303,473	299,267							166,750	132,517	A	
	33/LGSA/013	Burra Burri Road (0.00 - 13.60km)	Widen shoulders	553,760	283,914	269,846							35,000	234,846	A	

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Chinchilla (cont.)	33/LGSA/014	Auburn Road (various sections: 118.00 - 149.00km)	Gravel resheet	340,000	170,000	170,000						85,000	85,000	A
	33/LGSD/003	Chinchilla - Tara Road / Zella Street	Intersection improvement	150,000	115,000	35,000		35,000		35,000				D
	33/LGSD/006	Dorney Street / Little Tara Road	Traffic management	70,000	35,000	35,000					35,000			D
	33/LGSH/012	Chinchilla Primary School, Colamba Street	Widen footpath	30,000	15,000	15,000			7,500	7,500	7,500			H
	33/LGSI/008	Chinchilla State High School, Dorney Street	Set-down and pick-up area	30,000	15,000	15,000					15,000			I
									35,000	85,040	120,040	344,250		
Crows Nest	40/LGSA/004	Crows Nest - Blackbutt Road	Construct bridge	694,000	423,000	271,000		217,000		54,000	54,000			A
	40/LGSA/007	Haden - Crows Nest Road (stage 2)	Widen pavement	40,000	20,000	20,000				20,000	20,000			A
	40/LGSA/008	Pierces Creek Road (23.50 - 26.79km)	Construct to two lane sealed standard	474,000	337,000	137,000				137,000	137,000			A
	40/LGSA/009	Haden - Crows Nest Road (stage 3)	Widen pavement	40,000	20,000	20,000						20,000		A
	40/LGSA/010	Old Goombungee Road - Boundary Road (3.46 - 5.77km)	Realign	684,000	650,000	34,000				34,000	34,000			A
	40/LGSA/011	Old Goombungee Road - Boundary Road (0.00 - 1.03km)	Planning study	250,000	125,000	125,000						125,000		A
	40/LGSA/012	Crows Nest - Haden Road (2.00 - 7.22km)	Widen and overlay	289,000	185,000	104,000						104,000		A
	40/LGSI/002	Vayro Road / Reuschle Road / Pioneer Road	Bus shelter	27,060	13,530	13,530				13,530	13,530			I
	40/LGSI/003	Crows Nest State School	Extend set-down	50,000	25,000	25,000				25,000	25,000			I
									283,530	283,530	249,000			
Dalby Town	159/LGSA/007	Knight Street (0.00 - 1.08km)	Reconstruct pavement	395,000	203,575	191,425		94,500		96,925	96,925			A
	159/LGSA/008	Branch Creek Road (0.00 - 0.19km)	Reconstruct pavement	104,000	53,599	50,401				50,401	50,401			A

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Dalby Town (cont.)	159/LGSA/009	Branch Creek Road (0.19 - 1.14km)	Reconstruct pavement	345,000	177,805	167,195						167,195		A
	159/LGSD/009	Archibald Street	Pedestrian facilities	150,000	92,380	57,620			22,620	35,000	57,620			D
	159/LGSG/014	Myall Creek	Bikeway	70,000	35,000	35,000						35,000		G
									22,620	182,326	204,946	202,195		
Esk	52/LGSA/009	Lowood - Minden Road (7.88 - 8.88km)	Rehabilitation	163,000	81,500	81,500				81,500	81,500			A
	52/LGSA/010	Glamorganvale Road (3.00 - 4.32km)	Rehabilitation and widening	195,000	97,500	97,500				97,500	97,500			A
	52/LGSA/011	Linville Road (3.99 - 4.69km)	Rehabilitation and widening	105,000	52,500	52,500						52,500		A
	52/LGSA/012	Atkinson Dam Road (10.50 - 12.50km)	Rehabilitation	253,000	126,500	126,500						90,000	36,500	A
	52/LGSA/013	Toogoolawah - Biarra Road (0.56 - 1.50km)	Rehabilitation and widening	282,000	141,020	140,980				71,240	71,240	69,740		A
	52/LGSA/014	Esk - Crows Nest Road (15.18 - 16.55km)	Construct to new two lane sealed standard	76,000	38,000	38,000						38,000		A
	52/LGSH/013	Tallegalla Road, Minden	Bus stop	3,100	1,550	1,550						1,550		H
	52/LGSH/014	West Road, Coominya	Pick-up and set-down area	6,200	3,100	3,100						3,100		H
										250,240	250,240	254,890		
Gatton	114/LGSA/013	Lake Clarendon Way (0.00 - 1.12km)	Rehabilitation and widening	65,000	32,500	32,500				32,500	32,500			A
	114/LGSA/014	Woodlands Road (0.40 - 1.40km)	Rehabilitation and widening	160,000	80,000	80,000				80,000	80,000			A
	114/LGSA/015	Airforce Road (1.10 - 3.67km)	Rehabilitation and widening	110,000	55,000	55,000				55,000	55,000			A
	114/LGSA/016	Ropeley - Rockside Road (13.40 - 26.00km)	Rehabilitation and widening	221,000	110,760	110,240						110,240		A
	114/LGSA/017	Blanchview Road (2.58 - 4.50km)	Rehabilitation and widening	166,000	83,260	82,740				82,740	82,740			A
	114/LGSA/018	Flagstone Creek Road (12.50 - 20.10km)	Rehabilitation and widening	280,000	140,000	140,000						140,000		A

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Gatton (cont.)	114/LGSI/009	Twidales Road / Warrego Highway	Bus set-down and shelter	11,000	5,500	5,500				5,500	5,500			I
	114/LGSI/010	Flagstone Creek Road / Back Flagstone Road	Bus set-down and shelter	11,000	5,500	5,500				5,500	5,500			I
										261,240	261,240	250,240		
Jondaryan	67/LGSA/010	4AK Road (stage 3) 1.00km	Upgrade to bitumen seal	240,000	120,000	120,000		17,000		17,000	17,000	17,000	69,000	A
	67/LGSA/012	Drayton - Wellcamp Road (0.0 - 6.00km)	Rehabilitation	270,000	185,000	85,000				85,000	85,000			A
	67/LGSA/013	Boundary Street South (0.82 - 2.45km)	Construct to two lane sealed standard	559,059	393,000	166,059				166,059	166,059			A
	67/LGSA/016	Boundary Street South (2.45 - 2.78km)	Culverts and drainage	389,000	250,000	139,000						139,000		A
	67/LGSA/017	Boundary Street South (2.45 - 2.78km)	Construct to two lane sealed standard	280,000	180,000	100,000						100,000		A
	67/LGSA/018	Oakey - Kelvinhaugh Road (3.20 - 4.69km)	Construct to new two lane sealed standard	389,000	250,000	139,000						139,000		A
	67/LGSA/019	Drayton - Wellcamp Road (0.0 - 6.00km)	Planning study	100,000	50,000	50,000				50,000	50,000			A
	67/LGSI/008	St Monica's Primary School	Set-down and parking area	168,500	84,250	84,250				84,250	84,250			I
										402,309	402,309	395,000		
Kingaroy	73/LGSA/021	Curtis Road (stage 3)	Construct to two lane sealed standard	56,000	28,000	28,000				28,000	28,000			A
	73/LGSA/022	Various Taabinga streets	Bitumen seal	50,000	25,000	25,000			12,000	13,000	25,000			A
	73/LGSA/024	Ironpot Road (13.50 - 16.90km)	Construct to new two lane sealed standard	210,000	105,000	105,000				105,000	105,000			A
	73/LGSA/025	Alford Street East (Somerset Street - Kingaroy Barkers Creek Road)	Rehabilitation and widening	250,000	125,000	125,000						15,000	110,000	A
	73/LGSA/026	Alford Street East	Reconstruction	300,000	150,000	150,000						150,000		A
	73/LGSA/027	Curtis Road (stage 4)	Construct to two lane sealed standard	100,000	59,000	41,000						41,000		A

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Kingaroy (cont.)	73/LGSI/013	Taabinga State School, Railway Terrace	Parking improvements	50,000	25,000	25,000				25,000	25,000			I
	73/LGSI/015	South Burnett Christian College	Bus set-down and pick-up	140,000	70,000	70,000						70,000		I
									12,000	171,000	183,000	276,000		
Laidley	75/LGSA/010	Woodlands Road (7.30 - 9.20km)	Rehabilitation and widening	450,000	229,760	220,240		26,250		220,240	220,240		33,800	A
	75/LGSA/013	Woodlands Road / Half Chain Road	At-grade intersection improvements	60,000	30,000	30,000			30,000	30,000		A		
	75/LGSA/014	Woodlands Road (6.51 - 7.11km)	Widen pavement	346,000	173,385	172,615					172,615	A		
	75/LGSA/015	Woodlands Road (8.50 - 9.20km)	Rehabilitation and widening	155,250	77,625	77,625					77,625	A		
	75/LGSH/014	Laidley State High School (stage 3)	Bikeway	155,000	77,500	77,500			51,250	51,250		H		
	75/LGSH/015	Lockrose State School	Bikeway	55,000	27,500	27,500			9,595	9,595	17,905	H		
	75/LGSH/016	Hattonvale School (stage 2)	Bikeway	101,400	50,700	50,700					16,900	H		
	75/LGSH/017	Lockrose State School (stage 2)	Bikeway	19,200	9,600	9,600				9,600	H			
	75/LGSI/015	Brightview Road, Glenore Grove	Car park	80,000	40,000	40,000		40,000		40,000		I		
	75/LGSI/016	Laidley State High School, Goodwin Street	Bus set-down improvements	100,000	50,000	50,000			50,000	50,000		I		
	75/LGSI/018	St Mary's School, John Street	Bus set-down	40,000	20,000	20,000			20,000	20,000		I		
								40,000	381,085	421,085	294,645			
Millmerran	81/LGSA/006	Spiers Creek Road (8.74 - 10.04km)	Construct to two lane sealed standard	80,000	40,000	40,000		105,733	39,025	975	40,000			A
	81/LGSA/009	Maureen Street	Upgrade	50,000	32,000	18,000				18,000	18,000			A
	81/LGSA/010	Rocky Creek Road (6.59 - 10.11km)	Widen pavement	345,733	175,000	170,733				65,000	65,000			A
	81/LGSA/011	Cecil Plains - Moonie Road (32.44 - 34.80km)	Construct to two lane sealed standard	402,000	275,000	127,000				127,000	127,000			A

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Millmerran (cont.)	81/LGSA/015	Cecil Plains - Moonie Road (34.80 - 36.00km)	Construct to new two lane sealed standard	218,000	140,000	78,000						78,000		A
	81/LGSG/002	Mary Street	Walkway	62,530	44,530	18,000						18,000		G
									39,025	210,975	250,000	96,000		
Murgon	86/LGSA/016	Hetherington's Road	Realign and widen	145,000	83,000	62,000		31,000		31,000	31,000			A
	86/LGSA/017	Crownthorpe Road (9.60 -14.75km)	Widen and overlay	581,000	433,000	148,000				75,000	75,000	73,000		A
	86/LGSA/018	Wilson's Road	Realign and seal	178,000	89,000	89,000						31,000	58,000	A
										106,000	106,000	104,000		
Nanango	89/LGSA/007	Ennis Bridge	Replace timber bridge	500,000	407,000	93,000		31,000		31,000	31,000	31,000		A
	89/LGSA/009	Nukku Road - shire boundary	Construct to two lane sealed standard	200,000	100,000	100,000				70,000	70,000	30,000		A
	89/LGSA/010	Memerambi - Barker Creek Road (11.00 - 12.40km)	Construct to new two lane sealed standard	200,000	100,000	100,000						50,000	50,000	A
	89/LGSA/011	Blackbutt - Crows Nest Road (0.00 - 0.82km)	Rehabilitation	50,000	25,000	25,000						25,000		A
	89/LGSA/012	Manumbar Road (17.20 - 18.74km)	Construct to new two lane sealed standard	232,000	116,000	116,000						75,000	41,000	A
	89/LGSA/013	Appin Street West / Cairns Street	Widen pavement	50,000	25,000	25,000						25,000		A
	89/LGSA/014	Appin Street West / Cairns Street (0.30 - 0.60km)	Widen pavement	50,000	25,000	25,000						25,000		A
	89/LGSH/002	Blackbutt	Upgrade school bus route	21,200	10,600	10,600		1,500		9,100	9,100			H
	89/LGSI/001	Blackbutt bus interchange	Bus transfer station	40,000	20,000	20,000				20,000	20,000			I
	89/LGSI/002	Nanango State School	Set-down and pick-up area	40,000	20,000	20,000						20,000		I
	89/LGSI/003	Blackbutt State School	Set-down and pick-up area	30,000	15,000	15,000						15,000		I
										130,100	130,100	296,000		
Pittsworth	99/LGSA/019	Toowoomba Road (1.87km - high school)	Widen and seal	64,500	44,500	20,000				20,000	20,000			A
	99/LGSA/020	Golf Course Road / Clifton Road (8.64 - 8.78km)	Rehabilitation and widening	19,000	12,000	7,000				7,000	7,000			A

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Pittsworth (cont.)	99/LGSA/021	Golf Course Road / Clifton Road (8.78 - 8.97km)	Rehabilitation and widening	31,000	20,000	11,000				11,000	11,000			A
	99/LGSA/022	Golf Course Road / Clifton Road (9.37 - 9.78km)	Rehabilitation and widening	48,000	31,000	17,000				17,000	17,000			A
	99/LGSA/023	Golf Course Road / Clifton Road (11.49 - 12.68km)	Culverts and drainage	100,000	64,000	36,000				36,000	36,000			A
	99/LGSA/024	Toowoomba Road (stage 3)	Widen and seal	45,000	25,000	20,000						20,000		A
										91,000	91,000	20,000		
Rosalie	104/LGSA/018	Goombungee - Kilburnie Road	Widen pavement	100,000	80,000	20,000				20,000	20,000			A
	104/LGSA/020	Old Goombungee Road (0.00 - 2.75km)	Rehabilitation and widening	1,075,000	893,000	182,000				182,000	182,000			A
	104/LGSA/023	Jondaryan - Nungil Road (4.20 - 6.26km)	Rehabilitation and widening	313,000	214,000	99,000				99,000	99,000			A
	104/LGSA/024	Bowenville - Moola Road (7.46 - 9.26km)	Rehabilitation and widening	272,000	175,000	97,000						97,000		A
	104/LGSA/025	Meringandan - Shirley Road (2.25km)	Rehabilitation and widening	240,000	154,000	86,000						86,000		A
	104/LGSA/026	Kingsthorpe - Haden Road (0.11 - 0.35km)	Rehabilitation	98,000	63,000	35,000						35,000		A
	104/LGSA/027	Kingsthorpe - Haden Road (5.83 - 6.40km)	Rehabilitation	104,000	66,000	38,000						38,000		A
	104/LGSA/028	Blackbutt - Crows Nest Road (1.00km)	Construct to two lane sealed standard	109,000	70,000	39,000						39,000		A
	104/LGSA/029	Wonga Plains South Road (0.00 - 1.35km)	Construct to new two lane sealed standard	214,000	141,000	73,000						73,000		A
	104/LGSA/030	Gowrie - Lilyvale Road (stage 2)	Pavement widening and strengthening	200,000	180,000	20,000						20,000		A
	104/LGSA/031	Oakey - Kelvinhaugh Road (0.00 - 1.95km)	Rehabilitation and widening	440,000	220,000	220,000						220,000		A
										301,000	301,000	608,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Southern District Priority	D03/LGSI/001	Various locations - set-down areas	Priorities yet to be determined	219,965		219,965				153,275	153,275	66,690		I
										153,275	153,275	66,690		
Toowoomba City	149/LGSA/002	Boundary Street South (0.80 - 2.8okm)	Construct to two lane sealed standard	540,000	377,000	163,000				80,000	80,000		83,000	A
	149/LGSA/003	Herries Street (Clifford Street - Hume Street) West Creek	Replace bridge	757,000	500,000	257,000		34,000		223,000	223,000			A
	149/LGSA/004	Herries Street (Clifford Street - Hume Street) Dent Street	Installation of traffic signals	464,000	300,000	164,000		35,000		129,000	129,000			A
	149/LGSA/005	West Street (Nelson Street - Jellicoe Street / Mort Street)	Asphalt resurfacing (<75mm)	1,076,000	538,000	538,000						69,000	469,000	A
	149/LGSG/040	Tor Street (Clearview Street - North Street)	Bikeway	40,000	25,000	15,000						15,000		G
	149/LGSG/041	Ruthven Street (Spring Street - Nelson Street)	Bikeway	135,000	90,000	45,000				45,000	45,000			G
	149/LGSG/042	Wright Street (McDougall Street - Wirraway Drive)	Bikeway	52,500	37,500	15,000				15,000	15,000			G
	149/LGSG/043	McDougall Street (Bridge Street - Taylor Street)	Bikeway	191,000	146,000	45,000						45,000		G
										492,000	492,000	129,000		
Wambo	124/LGSA/010	Jandowae - Macalister Road (9.20 - 11.50km)	Construct to new two lane sealed standard	330,000	172,663	157,337				157,337	157,337			A
	124/LGSA/011	Bell - Bunya's Tourist Route	Upgrade	600,000	300,000	300,000				54,000	54,000	54,000	192,000	A
	124/LGSA/015	Dalby - Nungil Road (5.40 - 7.00km)	Rehabilitation and widening	150,000	75,000	75,000						75,000		A
	124/LGSA/016	Wild's Road / Sandwood Avenue (11.21 - 11.26km)	At-grade intersection improvements	100,000	50,000	50,000				50,000	50,000			A
	124/LGSA/017	Wild's Road / Moonie Highway	At-grade intersection improvements	100,000	50,000	50,000				50,000	50,000			A
	124/LGSA/018	Branch Creek Road / Cecil Plains Road (2.00 - 2.05km)	At-grade intersection improvements	80,000	40,000	40,000				40,000	40,000			A
										351,337	351,337	129,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$			Indicative	Beyond	Category
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09		
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Wondai	130/LGSA/010	Mondure - Wheatlands Road (1.74 - 3.00km)	Widen and reconstruct	160,000	80,000	80,000		33,000		33,000	33,000	14,000		A
	130/LGSA/012	Tingoorra - Chelmsford Road (3.95 - 5.5km)	Overlay and seal	215,000	108,000	107,000				50,000	50,000	57,000		A
	130/LGSA/013	Mondure - Wheatlands Road (3.40 - 6.80km)	Widen and reconstruct	408,000	204,000	204,000						19,000	185,000	A
										83,000	83,000	90,000		
District allocation									162,245	4,266,987	4,429,232	4,184,000		
Revenue														
Net allocation										4,266,987	4,429,232	4,184,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

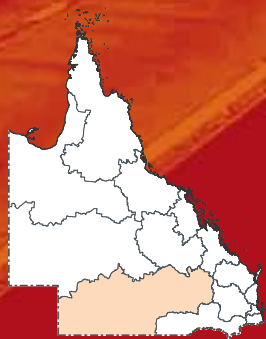
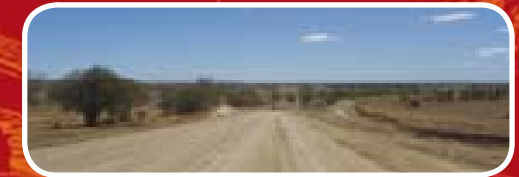
Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

roads implementation program

2007-08 to 2011-12



south western

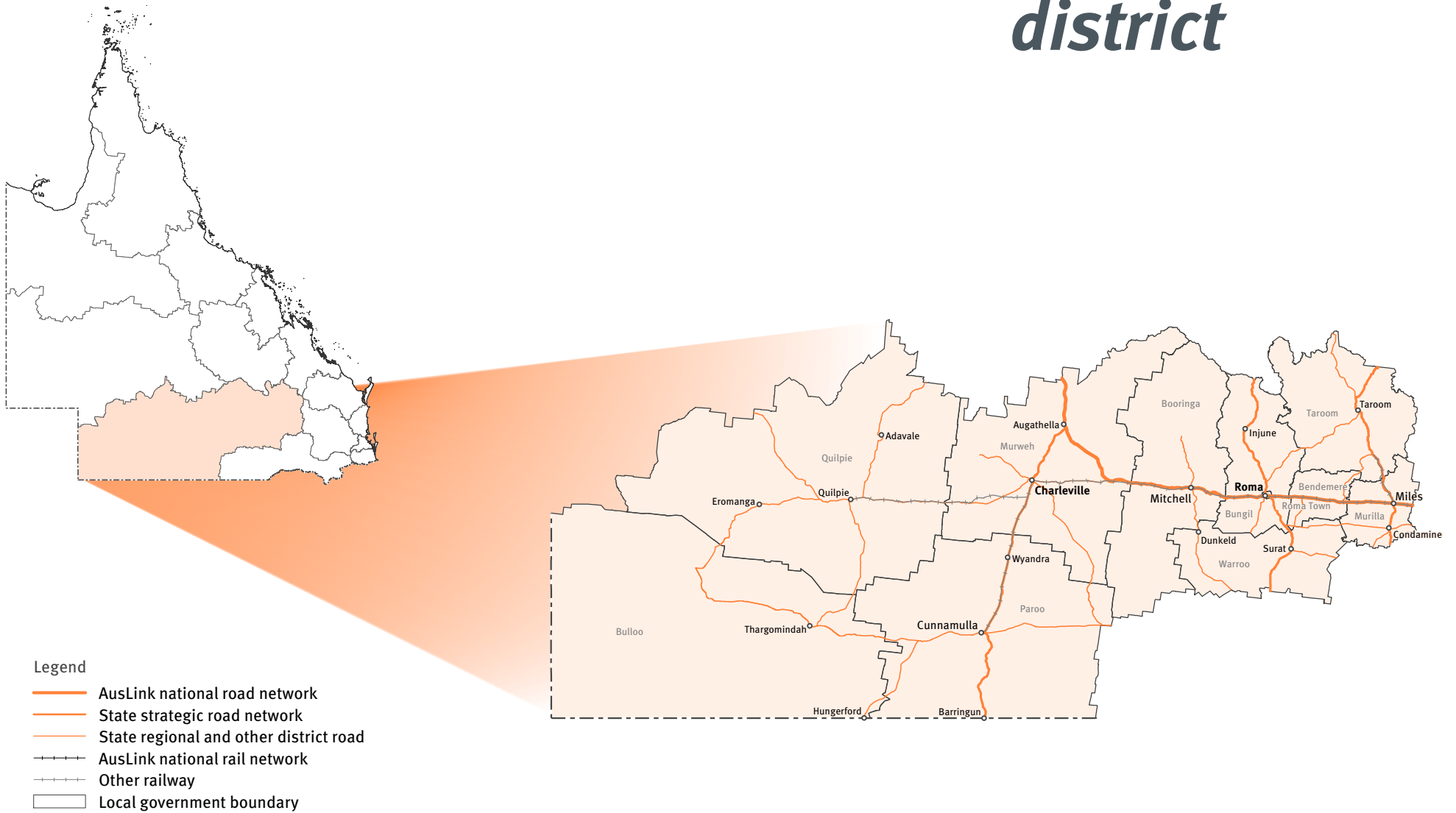
MainRoads

Connecting Queensland

Queensland the Smart State

south western

south western district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Booringa	18/18F/15	QNH8o	Warrego Highway (Mitchell - Morven)	Mitchell township Stage 1	5,531	5,531		1,153	4,378				Realign 2 lanes
									4,378				
Other minor works									402	350			
Other maintenance									3,314	3,314			
Traffic management operations									3	3			
Total: District Allocation									8,097	3,667			

Note 1: The AusLink network is defined in the Glossary of Terms.

Notes

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Bendemere	17/3441/6	LRRS	Wallumbilla South ⁽⁵⁾	Sandy Creek (0.60 - 2.50km)	1,042	116		230	696		Widen and seal
	17/3441/7	LRRS	Wallumbilla South	13.20 - 19.30km	500				154	346	Widen existing pavement
	17/4302/27	LRRS	Jackson - Wandoan	Sections : 28.90 - 32.00km and 33.10 - 35.90km	750	669	81				Form and pave
	17/xxx/63x	SR	Bulk maintenance initiative Routine maintenance	Various locations	100		20 208	20 208	60		Routine maintenance
							309	458	910		
Booringa	18/xxx/63x	SR	Bulk maintenance initiative	Various locations	550		110	110	330		Routine maintenance
			Routine maintenance				209	209			
							319	319	330		
Bulloo	21/79A/10	SR	Cooper Developmental (Quilpie - Bundeena)	142.5 - 145.9km	1,120				481	639	Construct to seal standard
	21/79A/9	SR	Cooper Developmental (Quilpie - Bundeena)	Sections : 147.0 - 153.1km	990				990		Construct to seal standard
	21/7003/7	LRRS	Quilpie - Thargomindah ⁽⁶⁾	161.0 - 164.0km	590				590		Construct to seal standard
	21/xxx/6xx	SR	Bulk maintenance initiative Routine maintenance	Various locations	400		80 631	80 631	240		Routine maintenance
							711	711	2,301		
Bungil	22/24E/2	SS	Carnarvon Highway (Injune - Rolleston)	38.2 - 42.2km	1,130				1,130		Widen existing pavement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes Bendemere Shire Council contribution of \$100,000.

Note 6: Includes Bulloo Shire Council contribution of \$300,000.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Bungil	22/24E/2	SS	Carnarvon Highway (Injune - Rolleston)	38.2 - 42.2km	1,130				1,130		Widen existing pavement
	22/24E/3	SS	Carnarvon Highway (Injune - Rolleston)	60.2 - 68.5km	3,000				2,470	530	Widen existing pavement
	22/24E/4	SS	Carnarvon Highway (Injune - Rolleston)	29.6 - 38.2km	3,100	50			3,050		Widen existing pavement
	22/24E/5	SS	Carnarvon Highway (Injune - Rolleston)	24.9 - 30km	3,010	60		1,250	1,700		Widen existing pavement
	22/24E/6	SS	Carnarvon Highway (Injune - Rolleston)	0.6 - 3.5km	2,326	175	2,151				Widen existing pavement
	22/24E/9	SS	Carnarvon Highway (Injune - Rolleston)	15.4 - 21.1km	2,842	1,204	1,638				Widen existing pavement
	22/4397/16	LRRS	Roma - Taroom	Sections : 0 - 149.21km	12,163	1,567	5,748	4,848			Pave and seal
	22/xxx/6xx	SR	Bulk maintenance initiative	Bulk maintenance initiative - Various locations	400		80	80	240		Routine maintenance
			Routine maintenance				700	700			
							10,317	6,878	8,590		
Murilla	87/xxx/6xx	SR	Bulk maintenance initiative	Various locations	400		80	80	240		Routine maintenance
			Routine maintenance				426	426			
							506	506	240		
Murweh	88/18G/10	SR	Warrego Highway (Morven - Charleville)	6.8 - 12.0km (section 1)	793	517	276				Widen existing pavement
	88/18G/11	SR	Warrego Highway (Morven - Charleville)	29.9 - 36.2km	920	43	877				Widen existing pavement
	88/18G/16	SR	Warrego Highway (Morven - Charleville)	16.8 - 32.7km	730				730		Widen existing pavement
	88/18G/17	SR	Warrego Highway (Morven - Charleville)	19.8 - 21.3km and 22.5 - 26.3km	610				610		Widen existing pavement
	88/18G/18	SR	Warrego Highway (Morven - Charleville)	Charleville town (85.55 - 86.25km)	972	55	31	560	326		Widen existing pavement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Murweh (cont.)	88/18G/19	SR	Warrego Highway (Morven - Charleville)	35.5 - 52.7km	1,176	1,090	86				Widen existing pavement
	88/18G/20	SR	Warrego Highway (Morven - Charleville)	36.2 - 41.2km	790	637	153				Widen existing pavement
	88/18G/21	SR	Warrego Highway (Morven - Charleville)	Angellala Creek (20.3 - 20.4km)	2,800	130	100	1,323	1,247		Widen bridge
	88/18G/22	SR	Warrego Highway (Morven - Charleville)	Various sections : 0 - 86.91km (excluding Angellala Creek bridge and approaches)	800				800		Form and improve drainage
	88/18G/23	SR	Warrego Highway (Morven - Charleville)	Various sections : 0 - 86.91km	1,390				660	730	Form and improve drainage
	88/23B/203	SS	Mitchell Highway (Cunnamulla - Charleville) ⁽⁵⁾	Various sections	50			50			Roadside signing
	88/23C/301	SR	Mitchell Highway (Charleville - Augathella) ⁽⁵⁾	Various sections : 0 - 66km	300			300			Hazards close to roads
	88/93A/14	SR	Diamantina Developmental (Charleville - Quilpie)	Ward River and Woolshed Gully	11,000	647	2,373	7,980			Replace bridge and approaches
	88/93A/301	SR	Diamantina Developmental (Charleville - Quilpie) ⁽⁵⁾	Various sections	250		25	225			Hazards close to roads
			Routine maintenance				747	747			
							4,668	11,185	4,373		
Paroo	94/23A/25	SS	Mitchell Highway (Barrington - Cunnamulla)	0 - 5.0km	950	30	329	591			Widen existing pavement
	94/23A/26	SS	Mitchell Highway (Barrington - Cunnamulla)	4.9 - 9.7km	1,080				325	755	Widen existing pavement
	94/94A/25	SR	Bulloo Developmental (Cunnamulla - Thargomindah)	69.0 - 71.3km	950				950		Form and improve drainage
	94/94A/302	SR	Bulloo Developmental (Cunnamulla - Thargomindah) ⁽⁵⁾	Various sections : 0 - 185km	500		50	450			Hazards close to roads
	94/xxx/6xx	SR	Bulk maintenance initiative	Various locations	425		85	85	255		Routine maintenance
			Routine maintenance				929	929			
							1,393	2,055	1,530		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Quilpie	1/93A/301	SR	Diamantina Developmental (Charleville - Quilpie) ⁽⁵⁾	Various sections	250		25	225			Hazards close to roads
	1/93B/14	SR	Diamantina Developmental (Quilpie - Windorah)	4.4 - 8.7km (section 1)	1,316	124	589	603			Widen existing pavement
	1/93B/16	SR	Diamantina Developmental (Quilpie - Windorah)	0 - 37.5km (section 3)	1,240			17	1,223		Widen existing pavement
	1/93B/17	SR	Diamantina Developmental (Quilpie - Windorah)	0.6 - 37.5km (section 3)	1,240				637	603	Widen existing pavement
	1/7003/21	LRRS	Quilpie - Thargomindah	98.38 - 99.38km	100		100				Form and pave
	1/7003/22	LRRS	Quilpie - Thargomindah	99.38 - 100.38km	100			100			Form and pave
	1/7003/23	LRRS	Quilpie - Thargomindah	100.38 - 101.38km	100				100		Form and pave
	1/7003/24	LRRS	Quilpie - Thargomindah	101.38 - 102.38km	100				100		Form and pave
	1/7003/25	LRRS	Quilpie - Thargomindah	105.45 - 109.93km	290				290		Form and pave
	1/xxx/6xx	SR	Bulk maintenance initiative	Various locations	450		90	90	270		Routine maintenance
			Routine maintenance				978	978			
							1,782	2,013	2,620		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Roma Town	167/24D/201	SS	Carnarvon Highway (Roma - Injune) ⁽⁵⁾	Various sections	50			50			Roadside signing
	167/24D/301	SS	Carnarvon Highway (Roma - Injune) ⁽⁵⁾	Various sections	1,600			800	800		Hazards close to roads
	167/24D/4	SS	Carnarvon Highway (Roma - Injune) ⁽⁵⁾	McDowall Street	300		50	250			Install traffic signals
	167/3501/301	LRRS	Roma - Southern	0.0 - 1.0km	765			765			Widen and overlay
							50	1,865	800		
Taroom	116/26B/302	SS	Leichhardt Highway (Taroom - Miles)	36.6 - 36.8km	150	69	81				At-grade intersection improvement
	116/26B/35	SS	Leichhardt Highway (Taroom - Miles)	29.90 - 35.01km	1,243	77	532	634			Widen existing pavement
	116/26B/36	SS	Leichhardt Highway (Taroom - Miles)	Sections : 87.0 - 89.36km and 90.81 - 91.95km	1,147	51	578	518			Widen existing pavement
	116/26B/37	SS	Leichhardt Highway (Taroom - Miles)	24.9 - 29.9km	1,460			310	1,150		Widen existing pavement
	116/26B/38	SS	Leichhardt Highway (Taroom - Miles)	81.9 - 85.6km	1,120				1,120		Widen existing pavement
	116/26B/39	SS	Leichhardt Highway (Taroom - Miles)	11.4 - 14.96km and 22.52 - 24.90km	1,460				1,027	433	Widen existing pavement
	116/26B/41	SS	Leichhardt Highway (Taroom - Miles)	78.05 - 81.90km (section 1)	1,120	1,046	74				Widen existing pavement
	116/4397/17	LRRS	Roma - Taroom	64.9 - 149.4km	17,500	3,500	6,598	7,402			Pave and seal
	116/xxx/6xx	SR	Bulk maintenance initiative	Various locations	550		110	110	330		Routine maintenance
			Routine maintenance				900	900			
							8,873	9,874	3,627		
Warroo	126/24B/26	SS	Carnarvon Highway (St George - Surat)	79.1 - 84.2km	833	70	474	289			Widen existing pavement
	126/24B/27	SS	Carnarvon Highway (St George - Surat)	74.2 - 79.1km	1,250			331	919		Widen existing pavement
	126/24C/14	SS	Carnarvon Highway (Surat - Roma) ⁽⁶⁾	Balonne River Bridge	668	68	400	200			Construct pedestrian bridge
	126/xxx/6xx	SR	Bulk maintenance initiative	Various locations	450		90	90	270		Routine maintenance
			Routine maintenance				381	381			
							1,345	1,291	1,189		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Includes a \$175,000 contribution by Warroo Shire Council.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾							Approved ⁽²⁾		Indicative ⁽³⁾		
Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District: (yet to be allocated to a local government)			Programmed maintenance			7,078	5,973	16,465			
			Routine maintenance			2,350	2,988	23,285			
			Traffic operations			3	3	865			
			Rehabilitation			1,290	1,400	18,992			
			Corridor management					454			
			Enhanced capacity			590	62	100			
			AusLink ineligible			150	150	450			
			Bulk Priority Projects			441	2,710	4,650			
Sub-total: Works and planning							42,175	50,441	91,771		
Project management reserve adjustment							51		(100)		
Sub-total: District works allocation							42,226	50,441	91,671		
Road system planning							1,200	1,400	4,200		
Road stewardship							1,000	1,100	2,594		
Program development & delivery							450	598	2,250		
District works, stewardship and capability							44,876	53,539	100,715		
Asset acquisitions							70	26	78		
Gross district allocation							44,946	53,565	100,793		
Contributions from others for roadworks							(175)		(400)		
Net district allocation							44,771	53,565	100,393		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Bendmere	17/LGSA/008	Yuleba - Taroom Road (28.70 - 33.70km)	Construct to single lane sealed standard	500,000	254,199	245,801				245,801	245,801			A
	17/LGSA/011	Kangaroo Creek Road (1.02 - 3.42km)	Construct to single lane sealed standard	242,000	124,721	117,279				117,279	117,279			A
	17/LGSA/012	Yuleba - Taroom Road (33.70 - 37.10km)	Construct to single lane sealed standard	356,000	186,690	169,310						169,310		A
	17/LGSI/001	Yuleba State School and Wallumbilla State School	Pathway	18,000	9,000	9,000				9,000	9,000			I
										372,080	372,080	169,310		
Booringa	18/LGSA/004	Bollon Road (63.30 - 66.80km)	Construct to two lane sealed standard	332,980	171,620	161,360				161,360	161,360			A
	18/LGSA/005	Mitchell - Bollon Road (6.20 - 12.20km)	Rehabilitation and widening	494,000	247,000	247,000						247,000		A
	18/LGSD/001	Mitchell township	Reseal	82,000	48,000	34,000				16,000	16,000	18,000		D
	18/LGSI/001	Mungallala State School, Redford Road	Bus set-down improvements	18,000	9,000	9,000				9,000	9,000			I
	18/LGSI/002	Amby town	Bus set-down and pick-up	10,100	5,050	5,050						5,050		I
	18/LGSI/003	Oxford Street, Mitchell State School	Sealed carpark	17,500	8,750	8,750				8,750	8,750			I
										195,110	195,110	270,050		
Bulloo	21/LGSA/008	Innaminka Road / Thargomindah - Bundeena Road	Truck rest area	40,000	20,000	20,000				20,000	20,000			A
	21/LGSA/010	Innaminka Road (121.00 - 127.50km)	Form and pave	980,000	880,000	100,000				100,000	100,000			A
	21/LGSA/011	Warry Gate Road, township of Noccundra	Truck rest area	32,000	16,000	16,000						16,000		A
	21/LGSA/012	Warry Gate Road (32.50 - 44.00km)	Form and pave	600,000	300,000	300,000						100,000	200,000	A
	21/LGSI/001	Thargomindah State School	Car park	90,000	60,000	30,000				30,000	30,000			I
	21/LGSI/002	Thargomindah State School, Dowling Street	Safety improvements	18,000	9,000	9,000				9,000	9,000			I
										159,000	159,000	116,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

south western - transport infrastructure development scheme

1444

Roads Implementation Program 2007-08 to 2011-12

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Bungil	22/LGSA/008	Fourth Avenue, Injune	Reseal	32,000	16,000	16,000				16,000	16,000			A
	22/LGSA/010	Orallo Road, Bungewogari Creek Fortunes Crossing	Construct floodway	240,000	224,000	16,000						16,000		A
	22/LGSA/011	Orallo Road	Culverts and drainage	180,000	90,000	90,000						90,000		A
	22/LGSA/012	Six Mile Road	Construct new bridge and approaches	250,000	125,000	125,000						125,000		A
	22/LGSA/013	Orallo Road	Construct to single lane sealed standard	220,000	181,949	38,051						38,051		A
	22/LGSA/014	Injune - Taroom Road (0.00 - 7.8okm)	Construct to single lane sealed standard	941,000	844,210	96,790				96,790	96,790			A
	22/LGSI/001	Bymount State School	Bus set-down and car park	30,000	15,000	15,000				15,000	15,000			I
	22/LGSI/002	Injune State School, Hutton Street	Safety improvements	18,000	9,000	9,000				9,000	9,000			I
	22/LGSL/004	Main Roads / Local Government Alliance	South West / Western Downs RRG structures inspections and training	58,000	14,500	43,500			43,500		43,500			L
	22/LGSL/005	Main Roads / Local Government Alliance	South West / Western Downs RRG road safety risk management training	69,000	34,500	34,500		2,000	32,500		32,500			L
									76,000	136,790	212,790	269,051		
Murilla	87/LGSA/005	Old Cameby Road (11.803 - 12.543km)	Form and pave	64,000	48,000	16,000				16,000	16,000			A
	87/LGSA/006	Yulabilla Road (24.22 - 33.40km)	Widen and reconstruct	453,878	244,135	209,743				209,743	209,743			A
	87/LGSA/008	Brownlies Road (2.30 - 5.10km)	Reseal	195,000	179,000	16,000						16,000		A
	87/LGSA/009	South Dulacca Road (0.00 - 6.30km)	Widen and reconstruct	453,878	242,584	211,294						211,294		A
	87/LGSH/002	Brownlies Road (6.50 - 6.90km)	Pave and seal	36,000	18,000	18,000				18,000	18,000			H
	87/LGSH/003	Brownlies Road (6.90 - 7.30km)	Upgrade school bus route	36,000	18,000	18,000				18,000	18,000			H
										261,743	261,743	227,294		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Murweh	88/LGSA/004	Langlo River Road (7.70 - 10.70km)	Construct to single lane sealed standard	107,756	55,535	52,221				52,221	52,221			A
	88/LGSA/008	Khyber Road (17.50 - 20.50km)	Construct to single lane sealed standard	200,000	103,851	96,149				96,149	96,149			A
	88/LGSA/009	Mt Tabor Road (0.00 - 40.00km)	Rehabilitation	150,000	80,000	70,000				70,000	70,000			A
	88/LGSA/010	Killarney Road (0.00 - 40.00km)	Rehabilitation and widening	150,000	80,000	70,000						70,000		A
	88/LGSA/011	Red Ward Road (0.00 - 3.00km)	Construct to single lane sealed standard	107,756	55,535	52,221						52,221		A
	88/LGSA/012	Nebine Road (37.00 - 40.00km)	Construct to single lane sealed standard	200,000	103,851	96,149						96,149		A
	88/LGSD/004	Charleville Township - various locations	Construct footpaths	40,000	24,000	16,000				16,000	16,000			D
	88/LGSD/005	Alfred Street footpaths (Sturt Street - Wills Street)	Pathway	32,000	16,000	16,000						16,000		D
	88/LGSI/003	St Mary's Primary School, Charleville	Bus set-down improvements	6,000	3,000	3,000				3,000	3,000			I
	88/LGSI/004	St Mary's School and Charleville State Primary School	Safety improvements	18,000	9,000	9,000				9,000	9,000			I
										246,370	246,370	234,370		
Paroo	94/LGSA/009	Jobs Gate Road (80.30 - 86.30km)	Upgrade unsealed road to still an unsealed road	310,000	160,854	149,146				149,146	149,146			A
	94/LGSA/010	Cunnamulla Town streets	Bitumen reseal	34,000	18,000	16,000						16,000		A
	94/LGSA/011	Jobs Gate Road (86.30 - 92.80km)	Construct to single lane sealed standard	315,000	165,854	149,146						149,146		A
	94/LGSA/012	Jobs Gate Road (45.00 - 45.40km)	Reconstruct pavement	40,000	20,511	19,489				19,489	19,489			A
	94/LGSA/013	Jobs Gate Road (21.40 - 22.10km)	Reconstruct pavement	70,000	36,165	33,835				33,835	33,835			A

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Paroo (cont.)	94/LGSB/001	Watson Street (Emma Street - Louise Street)	Bitumen reseal	40,000	22,000	18,000				18,000	18,000			B
	94/LGSL/002	South West / Western Downs RRG	Capability improvement	215,040		215,040		71,680		71,680	71,680			L
	94/LGSL/003	Main Roads / Local Government Alliance, South West / Western Downs RRG	Capability improvement	40,000	20,000	20,000				20,000	20,000			L
										312,150	312,150	236,826		
Quilpie	1/LGSA/007	Brolga Street footpaths	Safety improvements	32,000	16,000	16,000				16,000	16,000			A
	1/LGSD/002	Brolga Street, Quilpie	Construct footpaths	50,000	30,000	20,000						20,000		D
	1/LGSI/001	Eromanga State School	Parking improvements	14,000	7,000	7,000				7,000	7,000			I
	1/LGSI/002	St Finbarrs School, Quilpie	Parking improvements	14,000	7,000	7,000				7,000	7,000			I
	1/LGSI/003	St Finbarrs School, Quilpie	Parking improvements	10,000	5,000	5,000						5,000		I
	1/LGSI/004	Quilpie State School	Passenger set-down area	10,000	5,000	5,000						5,000		I
	1/LGSI/005	Quilpie State School	Parking improvements	14,000	7,000	7,000				7,000	7,000			I
	1/LGSI/006	Eromanga State School	Parking improvements	10,000	5,000	5,000						5,000		I
	1/LGSI/007	Quilpie State School	Traffic and access improvements	18,000	9,000	9,000				9,000	9,000			I
										46,000	46,000	35,000		
Roma Town	167/LGSA/010	Currey Street (Raglan Street - open level crossing)	Construct to two lane sealed standard	75,000	37,500	37,500				37,500	37,500			A
	167/LGSA/011	Chrystal Street open level crossing	Construct to two lane sealed standard	305,000	155,305	149,695				149,695	149,695			A
	167/LGSA/012	Bowen Street / Tiffin Street	Truck rest area	40,000	20,000	20,000				20,000	20,000			A
	167/LGSA/013	Quintin Street / Alfred Street / Prince Street	Upgrade intersection	100,000	50,000	50,000				50,000	50,000			A
	167/LGSA/015	McDowall Street (Tiffin Street - Charles Street)	Construct to two lane sealed standard	120,000	61,845	58,155				58,155	58,155			A
	167/LGSA/016	Bowen Street (Duke Street - Cottell Street)	Construct to two lane sealed standard	200,000	100,000	100,000						100,000		A

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Roma Town (cont.)	167/LGSA/017	Alfred Street (Queen Street - Quintin Street)	Construct to two lane sealed standard	70,000	35,000	35,000						35,000		A
	167/LGSA/018	Roslyn Drive (0.00 - 1.70km)	Reseal	50,000	25,000	25,000						25,000		A
	167/LGSA/019	Prince Street (Quintin Street - May Street)	Construct to two lane sealed standard	90,000	45,000	45,000						45,000		A
	167/LGSA/020	McDowall Street CBD	Safety improvements	110,000	60,000	50,000						50,000		A
	167/LGSA/021	McDowall Street (Quintin Street - Currey Street)	Construct to two lane sealed standard	300,000	150,000	150,000				75,000	75,000	75,000		A
	167/LGSB/010	Bowen Street (Duke Street - Cottell Street)	Reconstruct and bitumen seal	200,000	100,000	100,000		80,000		20,000	20,000			B
	167/LGSB/011	Chrystal Street (Lewis Street - Tiffin Street)	Drainage improvements	250,000	128,844	121,156						121,156		B
	167/LGSI/002	Roma State College, Middle Campus, Cottell Street	Bus set-down and pick-up	74,500	37,250	37,250				37,250	37,250			I
	167/LGSI/003	Roma Town area	Safety improvements	10,000	5,000	5,000				5,000	5,000			I
	167/LGSI/004	Roma Downs Road bus stop	Bus shelter	10,000	5,000	5,000				5,000	5,000			I
										457,600	457,600	451,156		
South Western District Priority	Do4/LGSH/001	Various locations Safe School Travel	Priorities yet to be determined	24,000		24,000						24,000		H
	Do4/LGSI/001	Various locations passenger set-down areas	Priorities yet to be determined	113,950		113,950						113,950		I
												137,950		
Taroom	116/LGSA/010	Kabunga Road (7.30 - 7.95km)	Pavement and drainage	32,000	16,000	16,000				16,000	16,000			A
	116/LGSA/011	Injune Road (30.37 - 35.87km)	Pave and seal	600,000	350,000	250,000				250,000	250,000			A
	116/LGSA/014	Pine Hills Road (27.20 - 32.50km)	Gravel resheet	32,000	16,000	16,000						16,000		A
	116/LGSA/015	Cracow Road (0.00 - 5.50km)	Rehabilitation and widening	250,000	150,000	100,000						100,000		A
	116/LGSH/002	Kabunga Road (7.95 - 8.31km)	Upgrade school bus route	18,000	9,000	9,000				9,000	9,000			H
										275,000	275,000	116,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Warroo	126/LGSA/016	Dilqui Road (7.50 - 9.50km)	Gravel resheet	32,000	16,000	16,000				16,000	16,000			A
	126/LGSA/017	Roma Southern Road (10.20 - 18.70km)	Construct to single lane sealed standard	500,000	437,000	63,000				63,000	63,000			A
	126/LGSA/018	Maranoa Begonia Road (70.30 - 87.00km)	Gravel resheet	77,000	38,500	38,500				38,500	38,500			A
	126/LGSA/019	Maranoa Begonia Road (49.20 - 51.80km)	Reseal / resurfacing	130,000	65,000	65,000				65,000	65,000			A
	126/LGSA/020	Roma Southern Road (47.57 - 50.81km)	Reseal	146,000	73,000	73,000				73,000	73,000			A
	126/LGSA/021	Dilqui Road (0.00 - 2.00km)	Gravel resheet	32,000	16,000	16,000						16,000		A
	126/LGSA/022	River Retreat Road (29.26 - 34.00km)	Reseal / resurfacing	132,000	66,000	66,000						66,000		A
	126/LGSA/023	Maranoa Begonia Road (74.40 - 80.08km)	Reseal / resurfacing	142,000	71,000	71,000						71,000		A
	126/LGSA/024	Dunkeld Road (23.00 - 28.34km)	Reseal / resurfacing	80,000	40,000	40,000						40,000		A
	126/LGSA/025	Roma Southern Road (62.47 - 65.02km)	Reseal / resurfacing	64,000	32,000	32,000						32,000		A
	126/LGSA/026	Muckadilla - Ashmount Road (4.30 - 7.30km)	Reseal / resurfacing	64,000	32,000	32,000						32,000		A
	126/LGSA/027	Billenbah - Wagganba Road (27.20 - 37.50km)	Construct to single lane sealed standard	504,917	421,538	83,379						83,379		A
	126/LGSH/001	Wycombe School, Dilqui Road	Gravelling	36,000	18,000	18,000				9,000	9,000	9,000		H
										264,500	264,500	349,379		
District allocation									76,000	2,726,343	2,802,343	2,612,386		
Revenue														
Net allocation										2,726,343	2,802,343	2,612,386		

Category

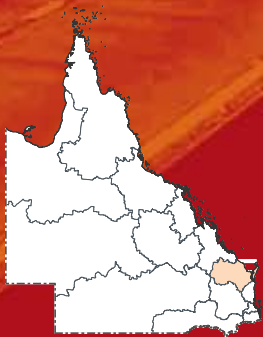
A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

roads implementation program

2007-08 to 2011-12



wide bay

MainRoads

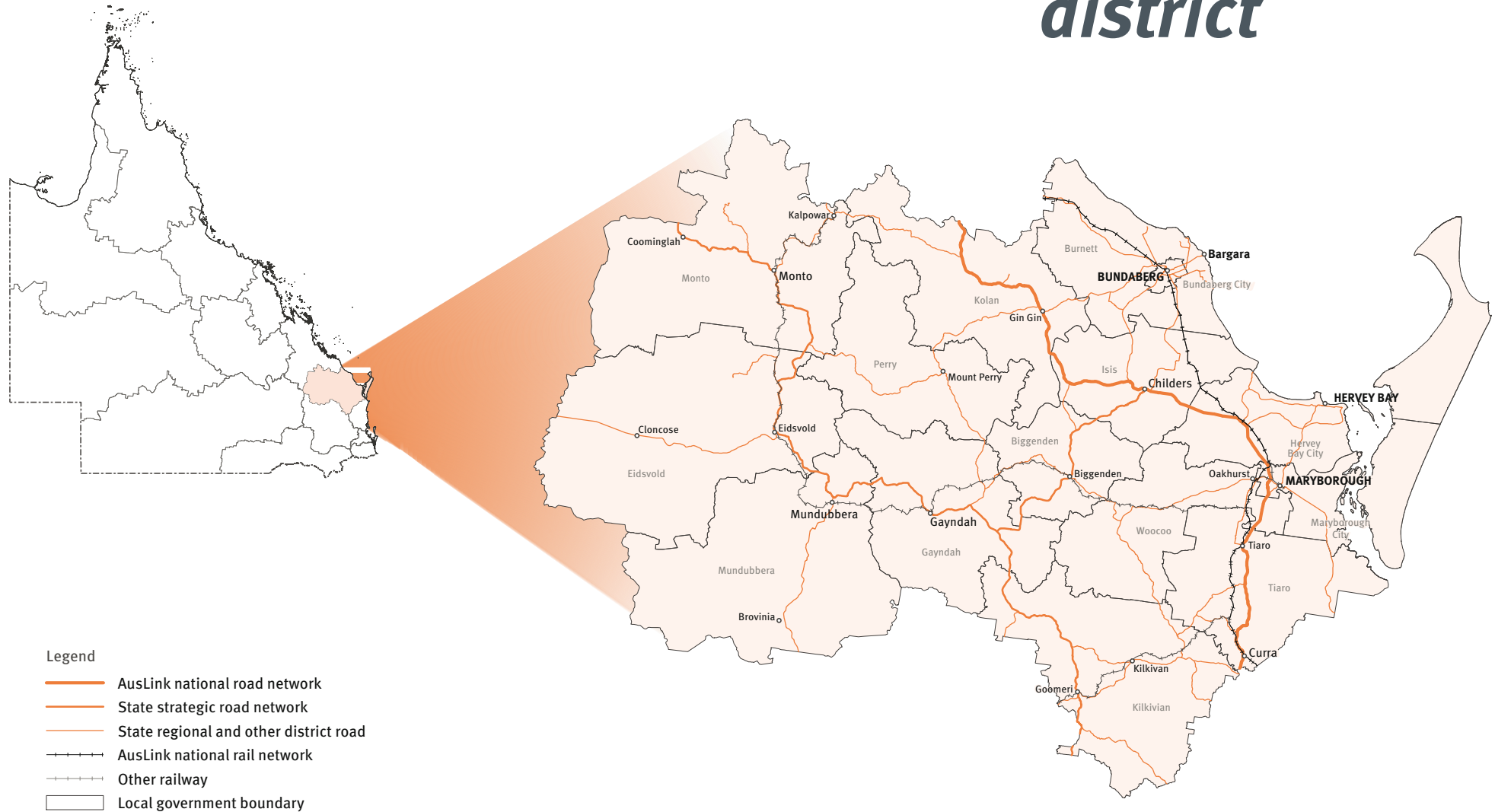
Connecting Queensland

Queensland the Smart State



wide bay

wide bay district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Isis	64/10C/815	QANP0002	Bruce Highway (Maryborough - Gin Gin)	61.5 - 63km (Apple Tree)	1,000	1,000		950	50				Rehabilitate pavement
									50				
Kolan	74/10D/810	QANP0002	Bruce Highway (Gin Gin - Benaraby)	0 - 1.5km (Gin Gin)	1,500	1,500		1,400	100				Rehabilitate pavement
									100				
Other construction									62				
Other minor works									675	640			
Other maintenance									3,276	3,276			
Traffic management operations									50	50			
Total: District Allocation									4,213	3,966			

Note 1: The AusLink network is defined in the Glossary of Terms.

Notes

Roads Implementation Program 2007-08 to 2011-12

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Biggenden	43/19B/15	SS	Isis Highway (Childers - Biggenden) ⁽⁵⁾	Woowoonga Creek (41.1km)							Replace bridge
	43/19B/804	SS	Isis Highway (Childers - Biggenden)	East of Old Range Road	200	57	143				Replace culvert
	43/19C/303	SS	Isis Highway (Biggenden - Coalstoun Lakes)	Coalstoun Lakes - Gayndah Shire boundary : 23.0 - 29.0km (section 2)	500	165	283	52			Widen existing pavement
	43/19C/304	SS	Isis Highway (Biggenden - Coalstoun Lakes)	Mt Hastings Creek - Murphy's Flat (7.8 - 9.5km)	2,275	65	360	1,550	300		Rehabilitate and widen
	43/19C/305	SS	Isis Highway (Biggenden - Coalstoun Lakes)	Murphy's Flat - Rocky Creek (9.5 - 10.2km)	350	20	35	200	95		Widen existing pavement
	43/478/8	LRRS	Maryborough - Biggenden ⁽⁶⁾	Degilbo Creek	6,600	1	49	750	5,800		Replace bridges and approaches
	43/478/801	LRRS	Maryborough - Biggenden	Lower Lakeside turnoff - Rollinson Creek	1,500				1,500		Reconstruct pavement
	43/4706/16	LRRS	Gooroolba - Biggenden	Two Mile Oakey Creek (31.8km)	800	68	732				Replace bridge
	43/4706/18	LRRS	Gooroolba - Biggenden	East of Degilbo	227			147	80		Install culvert
	43/4706/20	LRRS	Gooroolba - Biggenden	Coringa Road (25.1 km)	162		102	60			At-grade intersection improvement
	43/xxx/601	SS	Bulk maintenance initiative	Various locations	325		65	65	195		Routine maintenance
			Programmed maintenance				112	165			
			Routine maintenance				464	446			
							2,345	3,435	7,970		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Bundaberg City	141/19A/807	SR	Isis Highway (Bundaberg - Childers)	Various intersections	600	420	80	100			Traffic management infrastructure
	141/174/207	LRRS	Bundaberg - Bargara ⁽⁵⁾	Branyan Street	20	1	19				Improve traffic signals
	141/174/208	LRRS	Bundaberg - Bargara ⁽⁵⁾	Cross Street intersection (3.60 - 3.80km)	200			200			Pedestrian refuge
	141/174/7	LRRS	Bundaberg - Bargara	Princess / Scotland / George Streets (2.9 - 3.6km)	9,135				9,135		At-grade intersection improvement
	141/174/8	LRRS	Bundaberg - Bargara	Kingsford Street / Gahans Road and Lievesley Street	5,261	1,684	3,577				Install traffic signals
	141/175/17	SR	Bundaberg - Port	Falldt Street	500		500				Install traffic signals
	141/175/21	SR	Bundaberg - Port	Walker Street / Boundary Street / Elliott Heads Road	8,575	784	2,462	1,800	3,529		At-grade intersection improvement
	141/175/24	SR	Bundaberg - Port	Que Hee Street	500	43	257	200			At-grade intersection improvement
	141/175/802	SR	Bundaberg - Port	Walker Street : Falldt Street - Maryborough Street (1.6 - 2.1km)	1,000	541	459				Rehabilitate pavement
	141/176/19	SR	Bundaberg - Gin Gin	Moore Park Road	340	35	18	40	247		At-grade intersection improvement
	141/176/801	SR	Bundaberg - Gin Gin	Burnett River Bridge (0.2 - 0.6km)	5,000	800	44	50	1,100	3,006	Repair bridge to original condition
	141/177/1	SR	Bundaberg Ring	Full length (0 - 14.3km)	92,000	8,110	9,890	24,000	50,000		Construct to new sealed 2 lane standard
			Programmed maintenance				56	83			
			Routine maintenance				854	816			
							18,216	27,289	64,011		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Burnett	60/174/201	LRRS	Bundaberg - Bargara	Rehbein Avenue (9.8km)	140		20	120			At-grade intersection improvement
	60/175/301	SR	Bundaberg - Port ⁽⁵⁾	Various intersections, Bundaberg	740	277	463				Intersection lighting
	60/176/16	SR	Bundaberg - Gin Gin	Lerches Road - Usshers Road (11.5 - 13.0km)	1,261				921	340	Widen existing pavement
	60/176/19	SR	Bundaberg - Gin Gin	Lerches Road - Woods Road (10.2 - 11.3km)	4,616				4,616		Construct overtaking lanes
	60/176/301	SR	Bundaberg - Gin Gin ⁽⁵⁾	Lowmead Road	245	4	241				Seal shoulders
	60/179/201	LRRS	Bundaberg - Lowmead ⁽⁵⁾	Avondale Road - Yandaran Creek	250	100	150				Miscellaneous works
	60/179/301	LRRS	Bundaberg - Lowmead	North from Booloongie Road (2.1 - 4.5km)	3,300	95	705	1,000	1,500		Minor realignment
	60/179/304	LRRS	Bundaberg - Lowmead ⁽⁵⁾	Stradlings Road - Littabella Creek (21.2 - 27.9km)	800			50	750		Seal shoulders
	60/179/4	LRRS	Bundaberg - Lowmead ⁽⁶⁾	Yandaran Creek (24.3km)							Replace bridge
	60/179/5	LRRS	Bundaberg - Lowmead ⁽⁶⁾	Littabella Creek (28.1km)							Replace bridge
	60/179/6	LRRS	Bundaberg - Lowmead ⁽⁶⁾	Mullett Creek (35.3km)							Replace bridge
	60/179/7	LRRS	Bundaberg - Lowmead ⁽⁶⁾	Cockatoo Creek (24.7km)							Replace bridge
	60/1761/1	LRRS	Moore Park	Booloongie Road	12	8	4				At-grade intersection improvement
			Programmed maintenance				208	305			
			Routine maintenance				625	597			
							2,416	2,072	7,787		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program..

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Eidsvold	49/41C/305	SS	Burnett Highway (Gayndah - Monto)	North of Ceratodus Rest Area turnoff (89.5 - 90.5 km)	538				514	24	Widen shoulder(s) and sealing
	49/41C/34	SS	Burnett Highway (Gayndah - Monto)	Three Moon Creek (108.9km)	8,200				8,200		Construct bridge and approaches
	49/41C/38	SS	Burnett Highway (Gayndah - Monto) ⁽⁶⁾	Harkness Boundary Creek No. 2 (80.5km)	1,495	80	115	555	745		Replace bridge
	49/41C/39	SS	Burnett Highway (Gayndah - Monto) ⁽⁶⁾	McCord Creek (73.4km)	2,300	16			2,284		Replace bridge
	49/41C/40	SS	Burnett Highway (Gayndah - Monto) ⁽⁶⁾	Crown Street (78.9 - 79.1km)	377	1	376				Install culvert
	49/41C/41	SS	Burnett Highway (Gayndah - Monto) ⁽⁶⁾	Harkness Bounday Creek No.1	4,600			400	4,200		Replace bridge and approaches
	49/4511/800	LRRS	Wuruma Dam	Watercourse (10.7km)	405	217	88	100			Other rehabilitation - including roadway illumination
	49/xxx/601	SS	Bulk maintenance initiative Programmed maintenance Routine maintenance	Various locations	575		115 96 636	115 141 608	345		Routine maintenance
							1,426	1,919	16,288		
Gayndah	102/19C/301	SS	Isis Highway (Biggenden - Coalstoun Lakes)	Biggenden Shire boundary - Quarry Hill (28.9 - 32.7km) In Sections	1,086	25	5	225	831		Widen existing pavement
	102/19C/802	SS	Isis Highway (Biggenden - Coalstoun Lakes)	Quarry Hill - Ban Ban Springs (32.7 - 37.8km)(In Sections)	1,800	50	50	377	1,323		Rehabilitate pavement
	102/41B/303	SS	Burnett Highway (Goomeri - Gayndah)	Lilyvale Road - Ginoondan Corner (84.0 - 86.7km)	773	687	86				Widen and seal
	102/41C/205	SS	Burnett Highway (Gayndah - Monto)	Ideraway Road	80	31	27	22			At-grade intersection improvement
	102/475/8	LRRS	Gayndah - Mount Perry ⁽⁶⁾	Wetheron Creek	3,100	21	79	1,500	1,500		Replace bridge and approaches
	102/475/803	LRRS	Gayndah - Mount Perry	Gravel section : 12.1 - 24.0km	30		30				Resheeting
	102/475/9	LRRS	Gayndah - Mount Perry ⁽⁶⁾	Station Creek	1,700	14	886	800			Replace bridge and approaches
	102/xxx/601	SS	Bulk maintenance initiative Programmed maintenance Routine maintenance Rehabilitation	Various locations	325		65 87 647	65 128 619 30	195		Routine maintenance
							1,962	3,766	3,939		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Note 7: Includes a \$34,000 contribution by Eidsvold Shire Council.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Hervey Bay City	24/162/14	LRRS	Pialba - Burrum Heads	Various locations : Dundowran Road - Mitchell Avenue (4.8 - 7.5km)	1,410	512	898				At-grade intersection improvement
	24/163/25	SR	Maryborough - Hervey Bay	Sections : Torbanlea turnoff - McNally Street (26.3 - 40.1km)	25,597	2,416	14,249	7,700	1,232		Duplicate 2 to 4 lanes
	24/163/36	SR	Maryborough - Hervey Bay	Central Avenue	1,700	127	73	900	600		At-grade intersection improvement
	24/163/724	SR	Maryborough - Hervey Bay ⁽⁵⁾	Boat Harbour Drive / Main Street	60	30	30				Profile correction and asphalt concrete resurfacing (<75mm)
	24/164/5	LRRS	Torbanlea - Pialba ⁽⁵⁾	Sections : 0.7 - 5.9km	1,100	1,039	61				Seal shoulders
	24/1603/8	LRRS	Burrum Heads	Sections : Beelbi Creek Road - Drouin Crescent (4.3 - 8.8km)	775	8	138	629			Widen and seal
	24/1632/14	LRRS	Booral	Boundary Road and curve to north (16.4 - 16.8km)	1,050	131	919				At-grade intersection improvement
	24/1632/18	LRRS	Booral ⁽⁵⁾	Main Street (5.8 - 6.2km)	200			200			At-grade intersection improvement
	24/1632/950	LRRS	Booral	River Heads Road - Boat Harbour Drive (12.0 - 17.9km)	50				50		Concept Planning
			Programmed maintenance				140	205			
			Routine maintenance				632	604			
							17,140	10,238	1,882		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Isis	64/19A/16	SR	Isis Highway (Bundaberg - Childers) ⁽⁵⁾	Gregory River (32.5km)							Replace bridge
	64/19A/803	SR	Isis Highway (Bundaberg - Childers)	Various locations	350		50	300			Rehabilitate pavement
	64/19B/14	SS	Isis Highway (Childers - Biggenden) ⁽⁵⁾	Sandy Creek (20.3km)							Replace bridge
	64/171/13	LRRS	Goodwood ⁽⁵⁾	Gregory River (16.5km)							Replace bridge
	64/171/300	LRRS	Goodwood ⁽⁶⁾	Sections : Mullers Road - Dellars Road (12.00 - 34.00km)	1,200			50	1,150		Widen shoulder(s) and sealing
	64/xxx/601	SS	Bulk maintenance initiative Programmed maintenance Routine maintenance	Various locations	325		65 156 515	65 229 493	195		Routine maintenance
							786	1,137	1,345		
Kilkivan	72/41A/10	SR	Burnett Highway (Nanango - Goomeri) ⁽⁶⁾	Bunya Highway	1,300	141	1,159				At-grade intersection improvement
	72/41A/11	SS	Burnett Highway (Nanango - Goomeri) ⁽⁵⁾	Nangur Creek No.3 (58.6km)							Replace bridge
	72/41A/12	SS	Burnett Highway (Nanango - Goomeri) ⁽⁵⁾	Nangur Creek No.2 (57.4km)							Replace bridge
	72/41B/26	SS	Burnett Highway (Goomeri - Gayndah) ⁽⁵⁾	Boonara Creek No.4 (36.5km)							Replace bridge
	72/41B/27	SS	Burnett Highway (Goomeri - Gayndah) ⁽⁵⁾	Crooked Creek (7.9km)							Replace bridge
	72/41B/29	SS	Burnett Highway (Goomeri - Gayndah) ⁽⁶⁾	Sections : Goomeri - Boonara Creek No. 4 (0 - 36km)	400			400			Drivers fatigue management
	72/41B/310	SS	Burnett Highway (Goomeri - Gayndah)	Sections : Ross Road - culvert (52.1 - 55km)	826				826		Rehabilitate and widen

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Kilkivan (cont.)	72/44A/16	SR	Wide Bay Highway (Gympie - Goomeri)	Fat Hen Creek (30.2 - 33.1km)	6,500	3,797	2,703				Construct approaches
	72/44A/19	SR	Wide Bay Highway (Gympie - Goomeri) ⁽⁵⁾	Fat Hen Creek (31.9km)							Replace bridge
	72/44A/21	SR	Wide Bay Highway (Gympie - Goomeri) ⁽⁵⁾	Widgee Creek (7.8km)							Replace bridge
	72/44A/22	SR	Wide Bay Highway (Gympie - Goomeri) ⁽⁵⁾	Coppermine Creek (43.4km)							Replace bridge
	72/44A/23	SR	Wide Bay Highway (Gympie - Goomeri) ⁽⁵⁾	Wide Bay Creek (47.0km)							Replace bridge
	72/44A/804	SR	Wide Bay Highway (Gympie - Goomeri)	Kinbombi Creek - Goomeri : (53 - 56.2km)	1,100	29			1,071		Rehabilitate pavement
	72/44A/805	SR	Wide Bay Highway (Gympie - Goomeri)	Kinbombi Creek - Goomeri : (56.5 - 61km)	1,702	2		100	1,600		Rehabilitate pavement
	72/486/10	LRRS	Kilkivan - Tansey	Sections : Gap Creek - Godfried Creek (14.4 - 17.5 km)	1,088				1,088		Widen and seal
	72/486/11	LRRS	Kilkivan - Tansey	Coast Range (Sections : 9.9 - 11.4km)	2,720	1,978	206	536			Pave and seal
	72/486/13	LRRS	Kilkivan - Tansey ⁽⁶⁾	Gap Creek (13.9km)	1,000	81	69	850			Replace bridge
	72/486/800	LRRS	Kilkivan - Tansey	Godfried Creek (16.9km)	400		20	380			Structural rehabilitation
	72/488/6	LRRS	Bauple - Woolooga ⁽⁶⁾	Wide Bay Creek	8,400	46	154	100	8,100		Replace bridge and approaches
	72/488/800	LRRS	Bauple - Woolooga	Wide Bay Creek (31.4km)	250	18	32	200			Structural rehabilitation
	72/491/802	LRRS	Kilcoy - Murgon	Gravel section (67.9 - 101.2km)	70		70				Resheeting
	72/4806/11	LRRS	Gympie - Woolooga	Pearson Road - Six Mile Plane Road	275				275		Pave and seal
	72/xxx/601	SS	Bulk maintenance initiative	Various locations	650		130	130	390		Routine maintenance
			Programmed maintenance				268	399			
			Routine maintenance				1,126	1,078			
			Rehabilitation					70	210		
							5,937	4,243	13,560		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Kolan	74/176/7	SR	Bundaberg - Gin Gin ⁽⁵⁾	Wagner's Gully (44.65 km)							Replace bridge
	74/4702/207	LRRS	Kalpowar	Various locations : 2.5 - 51.5km	196		196				Form improve drainage and running surface
	74/4702/8	LRRS	Kalpowar ⁽⁶⁾	Two Mile Creek	4,300		100	2,100	2,100		Replace bridge and approaches
	74/xxx/601	SR	Bulk maintenance initiative	Various locations	210		42	42	126		Routine maintenance
			Programmed maintenance				96	141			
			Routine maintenance				464	446			
			Rehabilitation				70	70	210		
							968	2,799	2,436		
Maryborough City	146/163/13	SR	Maryborough - Hervey Bay	Ferry Street and Alice Street (4.0 - 4.2km)	3,500	758	2,742				Improve channelisation
	146/163/19	SR	Maryborough - Hervey Bay	Woongool Road	900				900		At-grade intersection improvement
	146/163/20	SR	Maryborough - Hervey Bay ⁽⁷⁾	Indah Road	250	206	44				Improve channelisation
	146/163/213	SR	Maryborough - Hervey Bay ⁽⁷⁾	Maryborough urban	130	60	70				At-grade intersection improvement
	146/166/17	SR	Maryborough - Cooloola	March Street (1.6km)	1,200				1,200		At-grade intersection improvement
	146/166/18	SR	Maryborough - Cooloola	Alice Street / Adelaide Street	135	2	133				At-grade intersection improvement
	146/166/205	SR	Maryborough - Cooloola	Maaroom Road	150	88	62				At-grade intersection improvement
			Programmed maintenance				88	129			
			Routine maintenance				435	417			
							3,574	546	2,100		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Note 7: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Monto	84/41C/806	SS	Burnett Highway (Gayndah - Monto)	Sections : Cannindah Road - Plateau Road (131.7 - 133.8km)	257				257		Rehabilitate pavement
	84/41C/808	SS	Burnett Highway (Gayndah - Monto)	Sections : Shire boundary - Monto (114.3 - 151.8km)	900				900		Rehabilitate pavement
	84/41D/18	SS	Burnett Highway (Monto - Biloela) ⁽⁵⁾	Three Moon Creek (1.6 - 2.5km)	4,400	62	138	1,600	2,600		Replace bridge and approaches
	84/41D/301	SS	Burnett Highway (Monto - Biloela)	Three Moon Creek - Powers Road (2.5 - 3.9km)	710	498	212				Seal shoulders
	84/41D/304	SS	Burnett Highway (Monto - Biloela)	Sections : Coomingleah Range (14.0 - 18.4km)	244	62	182				Widen existing pavement
	84/471/12	LRRS	Gladstone - Monto ⁽⁶⁾	Sections : 89.0 - 104.4km	1,408		130	798	480		Minor regrade
	84/4715/11	LRRS	Cania Dam	Sections : North from Burnett Highway (0 - 11.2km)	636				636		Seal shoulders
	84/4715/801	LRRS	Cania Dam	Cedar Creek (12.1km)	500				500		Structural rehabilitation
	84/xxx/601	SS	Bulk maintenance initiative	Various locations	160				160		Routine maintenance
			Programmed maintenance				102	149			
			Routine maintenance				771	738			
			Rehabilitation						100		
							1,535	3,285	5,633		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Includes a \$700,000 contribution by Australian Government.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Mundubbera	4/41C/18	SS	Burnett Highway (Gayndah - Monto) ⁽⁵⁾	Philpott Creek (30.9km)							Replace bridge
	4/41C/19	SS	Burnett Highway (Gayndah - Monto)	O'Bil Bil Creek (57.6km)	3,300	13			3,287		Construct bridge and approaches
	4/41C/305	SS	Burnett Highway (Gayndah - Monto)	South of Sehls Road (45.4 - 47.0km)	823				823		Seal shoulders
	4/41C/306	SS	Burnett Highway (Gayndah - Monto) ⁽⁶⁾	East of Fox Creek (28.4 - 29.4km)	400		50	350			Seal shoulders
	4/435/27	SR	Mundubbera - Durong	29.4 - 30.4km and 42.2 - 43.2km	723	41	277	307	98		Widen existing pavement
	4/435/28	SR	Mundubbera - Durong	Boyne River (11.8 - 15.1km)	200	122	78				Planning for bridge works
	4/xxx/601	SS	Bulk maintenance initiative	Various locations	325		65	65	195		Routine maintenance
			Programmed maintenance				123	180			
			Routine maintenance				406	389			
							999	1,291	4,403		
Perry	96/475/810	LRRS	Gayndah - Mount Perry	Sections : 12.1km - 41.9km	130			130			Resheeting
	96/476/23	LRRS	Monto - Mount Perry	Eagle Heights (13.7 - 14.7km)	723				723		Construct deviation - unsealed standard
	96/476/24	LRRS	Monto - Mount Perry	Church Gully (20.8 - 21.9km)	723	137	345	241			Upgrade unsealed road to still an unsealed standard
	96/476/25	LRRS	Monto - Mount Perry ⁽⁶⁾	20.0 - 26.0km	300	100	200				Construct to seal standard
	96/476/803	LRRS	Monto - Mount Perry	Reid Creek (47.0km)	500				500		Structural rehabilitation
	96/476/805	LRRS	Monto - Mount Perry	Various sections	150	75	75				Resheeting
	96/xxx/601	SR	Bulk maintenance initiative	Various locations	250		50	50	150		Routine maintenance
			Programmed maintenance				15	15			
			Routine maintenance				464	446			
									225		
							1,149	882	1,598		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of Southern Queensland's Accelerated Road Rehabilitation Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Tiari	118/488/13	LRRS	Bauple - Woolooga ⁽⁵⁾	Little Brooyar Creek (15.1km)	1,508	92	705	547	164		Replace bridge and approaches
	118/488/14	LRRS	Bauple - Woolooga	North of Mary River - Miva Road (Sections : 16.0 - 18.0km)	600	31	138	246	185		Widen existing pavement
	118/488/15	LRRS	Bauple - Woolooga ⁽⁵⁾	Miva Creek (19.5km)	1,660	487	873	300			Replace bridge
	118/488/802	LRRS	Bauple - Woolooga	Gutchy Creek (3.9km)	400				400		Structural rehabilitation
	118/488/9	LRRS	Bauple - Woolooga	North of Mary River - Miva Road (1.83 - 3.60km)	1,089	8			549	532	Widen existing pavement
	118/xxx/601	SR	Bulk maintenance initiative Programmed maintenance Routine maintenance	Various locations	250		50 30 412	50 44 395	150		Routine maintenance
							2,208	1,582	1,448		
Woocoo	131/478/206	LRRS	Maryborough - Biggenden	West from Boompa Curve (50.7 - 51.3km)	215			130	85		Widen existing pavement
	131/479/5	LRRS	Boompa	Sections : Maryborough - Biggenden Road - Woolooga Road (0 - 8.9km)	683	24			556	103	Widen existing pavement
	131/487/23	LRRS	Brooweena - Woolooga	Sections : Staib Road - Boompa Road (0.8 - 2.3km)	475	397	28	50			Widen existing pavement
	131/xxx/601	SR	Bulk maintenance initiative Programmed maintenance Routine maintenance	Various locations	225		45 86 357	45 126 342	135		Routine maintenance
							516	693	776		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾							Approved ⁽²⁾		Indicative ⁽³⁾		
Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District: (yet to be allocated to a local government)			Programmed maintenance			183	386	15,008			
			Routine maintenance					17,218			
			Traffic operations			256	268	1,210			
			Rehabilitation					9,852			
			Corridor management					1,949			
			Enhanced capacity			559	391				
			AusLink ineligible			200	150	450			
Sub-total: Works and planning							62,375	66,372	182,514		
Project management reserve adjustment							(953)	(583)	(350)		
Road system planning adjustment									(50)		
Sub-total: District works allocation							61,422	65,789	182,114		
Road system planning							595	595	1,835		
Road stewardship							1,324	1,324	3,972		
Program development & delivery							1,787	1,787	5,361		
District works, stewardship and capability							65,128	69,495	193,282		
Asset acquisitions							58	58	174		
Gross district allocation							65,186	69,553	193,456		
Contributions from others for roadworks							(230)	(570)			
Operational revenue							(62)	(62)	(186)		
Net district allocation							64,894	68,921	193,270		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Biggenden	43/LGSA/005	Coringa Road (11.75 - 12.50km; 3.91 - 4.66km)	Widen and overlay	170,000	85,000	85,000				55,000	55,000	30,000		A
	43/LGSA/006	Coringa Road (10.25 - 11.75km)	Widen and overlay	110,000	55,000	55,000				55,000	55,000			A
	43/LGSA/007	Coringa Road (1.95 - 3.91km)	Widen and overlay	270,000	135,000	135,000						60,000	75,000	A
	43/LGSA/008	Wilson Valley Road (0.00 - 1.80km)	Widen and seal	178,000	89,000	89,000						25,000	64,000	A
										110,000	110,000	115,000		
Bundaberg City	141/LGSA/006	McCarthy Street (0.00 - 0.98km)	Reseal / resurfacing	80,000	40,000	40,000				40,000	40,000			A
	141/LGSA/007	McCarthy Street (1.40 - 2.09km)	Reseal / resurfacing	146,000	73,000	73,000				73,000	73,000			A
	141/LGSD/009	Telegraph Road (rail - 0.20km east)	Reconstruct and widen	120,000	60,000	60,000		60,000			60,000			D
	141/LGSG/006	Various locations	Bikeway network	100,000	50,000	50,000						50,000		G
	141/LGSI/003	Various locations	Priorities yet to be determined	346,000	173,000	173,000						173,000		I
	141/LGSI/004	St Patricks Primary School, George Street	Bus and car set-down area	26,000	13,000	13,000						13,000		I
	141/LGSI/004	Barolin Street / George Street	Upgrade intersection	20,000			20,000		20,000		20,000			J
141/LGSI/005	Bourbong Street / Walla Street	Upgrade intersection	35,000			35,000		35,000		35,000			J	
									115,000	113,000	228,000	236,000		
Burnett	60/LGSA/011	Bundaberg Port access road	Construct new road ⁽³⁾	1,000,000			1,000,000	74,765	925,235		925,235			A
	60/LGSA/012	Back Windermere Road (1.20 - 1.90km)	Construct to two lane sealed standard	203,000	101,500	101,500		60,000	41,500		41,500			A
	60/LGSA/013	Monduran Road (0.92 - 21.20km)	Upgrade	360,000	180,000	180,000		80,000	(40,000)	140,000	100,000			A
	60/LGSA/014	Bucca Road (17.00 - 18.50km)	Construct to new two lane sealed standard	380,000	190,000	190,000			190,000	(120,000)	70,000		120,000	A
	60/LGSA/016	Coonarr Road (1.90 - 3.40km)	Construct to new two lane sealed standard	380,000	231,000	149,000				149,000	149,000			A
	60/LGSA/017	Esplanade - Innes Park (0.00 - 0.36km)	Construct to new two lane sealed standard	220,000	110,000	110,000						75,000	35,000	A

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 3: Includes contribution of \$1m from the Australian Government as part of RoNI initiative.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Burnett (cont.)	60/LGSA/018	Esplanade - Innes Park (Innes Park Road - Barolin Esplanade 0.36 - 0.72km)	Construct to new sealed 2 lane standard	190,000	95,000	95,000					75,000	20,000	A	
	60/LGSA/019	Coonarr Road (3.40 - 4.40km)	Construct to two lane sealed standard	350,000	175,000	175,000					175,000		A	
									1,116,735	169,000	1,285,735	325,000		
Eidsvold	49/LGSA/007	Kerwee Road (5.50 - 11.60km)	Pave and seal	326,000	163,000	163,000		100,000	(37,000)	100,000	63,000		A	
	49/LGSA/008	Kerwee Road (sections: 8.50 - 11.30km)	Widen, drainage and curve realignment	200,000	100,000	100,000					100,000		A	
									(37,000)	100,000	63,000	100,000		
Gayndah	102/LGSA/026	Wigton Road (14.90 - 16.90km)	Bitumen seal	51,100	27,100	24,000			24,000		24,000		A	
	102/LGSA/028	Mount Steadman Road (0.00 - 4.00km)	Widen and seal	54,000	27,000	27,000			27,000		27,000		A	
	102/LGSA/029	Gayndah - Mundubbera Road (11.75 - 15.80km)	Widen and seal	52,000	26,000	26,000			26,000		26,000		A	
	102/LGSA/030	Beyenda Bridge	Replace bridge	81,788	40,894	40,894		31,076	9,818		9,818		A	
	102/LGSA/034	Mount Steadman Road (4.00 - 7.50km)	Widen pavement	50,650	38,450	12,200				12,200	12,200		A	
	102/LGSA/035	Mount Steadman Road (7.50 - 9.50km)	Construct to new sealed 2 lane standard	52,000	26,000	26,000						26,000	A	
	102/LGSA/036	Mount Steadman Road (9.50 - 11.20km)	Widen existing pavement	52,000	26,000	26,000						26,000	A	
	102/LGSD/001	Wigton - Hivesville Road	Widen and seal	38,000	19,000	19,000				19,000	19,000		D	
	102/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000		L	
									96,818	31,200	128,018	52,000		
Hervey Bay City	24/LGSA/006	Dundowran Road (3.23 - 5.54km)	Widen and overlay	700,000	350,000	350,000						128,000	222,000	A
	24/LGSA/007	Main Street (urban) (1.28 - 2.50km)	Realignment	744,000	372,000	372,000				250,000	250,000	122,000		A
										250,000	250,000	250,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Isis	64/LGSA/005	Foleys Road (Newlands Road - Cardillos Road)	Bitumen seal	130,000	65,000	65,000		55,250	9,750		9,750			A
	64/LGSA/009	North Isis Road and Ridgeway Street (Hawes Road - Whitebridge Street)	Construct to new two lane sealed standard	224,000	112,000	112,000				51,000	51,000	61,000		A
	64/LGSA/010	Knockroe Road / Farnfield Road (3.27km)	At-grade intersection improvements	104,000	52,000	52,000						52,000		A
	64/LGSB/003	Logging Creek Road (Quart Pot Creek)	Replace timber bridge	200,000	100,000	100,000				61,000	61,000	39,000		B
	64/LGSB/004	Eureka Station Road (Bruce Highway - Woco Creek)	Pave and seal	116,000	58,000	58,000						22,000	36,000	B
	64/LGSH/002	West Street (North Street - Ridgway Street)	Bikeway / footpath	46,000	23,000	23,000				23,000	23,000			H
	64/LGSH/003	Woodgate Road (opposite Frizzells Road)	Bus shelter	16,000	8,000	8,000				8,000	8,000			H
	64/LGSI/005	Cordalba School, School Road	Bus and car set-down area	26,000	13,000	13,000						13,000		I
	64/LGSL/002	Main Roads / Local Government Alliance, Wide Bay / Burnett RRG	Capability improvement	15,000		15,000				15,000	15,000			L
									9,750	158,000	167,750	187,000		
Kilkivan	72/LGSA/008	Abel Road (0.00 - 5.50 km)	Rehabilitation and widening	450,000	252,000	198,000				80,000	80,000	118,000		A
	72/LGSB/001	Fraser Road	Widen	40,000	20,000	20,000						20,000		B
	72/LGSB/002	Sexton Road (1.40km north of Wide Bay Highway)	Widen	120,000	60,000	60,000						40,000	20,000	B
	72/LGSD/004	Gatehouse Road (0.30 - 1.10km)	Widen and realign	160,000	80,000	80,000				40,000	40,000	40,000		D
										120,000	120,000	218,000		
Kolan	74/LGSA/008	Settlement Road (0.00 - 2.70km)	Widen and seal	210,000	105,000	105,000				105,000	105,000			A
	74/LGSA/009	Tableland Arterial Road (1.00 - 3.50 km)	Rehabilitation and widening	316,000	158,000	158,000				50,000	50,000	108,000		A

Category

A Regional development
 B Access and other social justice issues
 C Access roads to national parks and other recreational areas
 D Traffic management and operations
 E Intermodal improvements
 F Aboriginal and Torres Strait Islander community assistance

G Bikeways
 H Safe School Travel (SafeST) infrastructure subsidies
 I Safe School Travel (SafeST) passenger set-down subsidies
 J National Black Spots
 L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Kolan (cont.)	74/LGSA/010	Tirroan Road (0.50 - 3.50km)	Rehabilitation and widening	230,000	205,000	25,000				25,000	25,000			A
	74/LGSA/011	Tableland Arterial Road (4.70 - 5.30km)	Realignment	180,000	90,000	90,000				90,000	90,000			A
	74/LGSA/012	Monduran Road (7.55 - 8.35km)	Construct to new two lane sealed standard	120,000	60,000	60,000						60,000		A
	74/LGSB/001	Duckpond Road (1.70 - 3.30km)	Widen and seal	130,000	65,000	65,000				38,000	38,000	27,000		B
	74/LGSI/012	Gin Gin State Primary School (May Street / Mildren Street)	Sealed carpark	56,800	28,400	28,400				28,400	28,400			I
										336,400	336,400	195,000		
Maryborough City	146/LGSA/008	Odessa Street (0.00 - 1.03km)	Reshape and seal	90,000	45,000	45,000				10,000	10,000	35,000		A
	146/LGSA/009	Lenox Street (2.17 - 2.47km)	Rehabilitation	70,000	35,000	35,000				10,000	10,000	25,000		A
	146/LGSA/010	Walker Street (0.70 - 1.05km)	Rehabilitate and overlay (> 75 mm)	80,000	40,000	40,000						40,000		A
	146/LGSA/011	Lennox Street (Woodstock Street - Alice Street) (1.80 - 1.84km)	Installation traffic signals	300,000	150,000	150,000				150,000	150,000			A
	146/LGSA/012	Lennox Street (Woodstock Street - Alice Street) (2.40 - 2.44km)	Installation traffic signals	200,000	100,000	100,000				100,000	100,000			A
	146/LGSD/007	Ann Street (2.10 - 2.30km)	Widen and seal	80,000	40,000	40,000				40,000	40,000			D
	146/LGSG/007	Cambridge Street	Bikeway	136,200	68,100	68,100			68,100		68,100			G
	146/LGSH/015	Overpass of Bruce Highway near Gayndah Road	Bikeway / footpath	900,000	450,000	450,000				351,000	351,000	99,000		H
	146/LGSL/003	Main Roads / Local Government Alliance	Wide Bay / Burnett RRG structures inspections and training	90,000	22,500	67,500			67,500		67,500			L
	146/LGSL/004	Main Roads / Local Government Alliance	Wide Bay / Burnett RRG road safety risk management training	100,320	50,160	50,160		7,600	42,560		42,560			L
	146/LGSL/006	Wide Bay / Burnett RRG	Capability improvement	395,000		395,000			80,000	80,000	160,000	80,000	155,000	L
									258,160	741,000	999,160	279,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Monto	84/LGSA/012	Airport Road (10.82 - 11.72km)	Gravel pavement	270,000	135,000	135,000		95,000	5,000	35,000	40,000			A
	84/LGSA/013	Langs Road (0.34 - 1.12km)	Upgrade drainage and curves	80,000	40,000	40,000				30,000	30,000	10,000		A
	84/LGSA/014	Airport Road (10.12 - 10.82km)	Gravel pavement	216,000	108,000	108,000				50,000	50,000	58,000		A
	84/LGSA/015	Airport Road (8.22 - 9.12km)	Construct to 2 lane unsealed standard	295,000	285,000	10,000						10,000		A
	84/LGSA/016	Airport Road (8.22 - 9.12km)	Construct to single lane sealed standard	292,000	146,000	146,000						146,000		A
	84/LGSA/017	Airport Road (9.807 - 10.12km)	Construct to single lane sealed standard	100,000	50,000	50,000						50,000		A
	84/LGSA/018	Airport Road (9.12 - 10.12km)	Upgrade unsealed road to still an unsealed road	320,000	160,000	160,000						40,000	120,000	A
	84/LGSA/019	Airport Road (4.17 - 4.90km)	Rehabilitation and widening	110,000	55,000	55,000						31,000	24,000	A
	84/LGSA/020	Old Rawbelle Road (32.50 - 32.50km)	Replace timber deck	296,000	148,000	148,000				148,000	148,000			A
	84/LGSH/001	Various school crossings in Monto	School crossing upgrade	30,000	15,000	15,000				15,000	15,000			H
	84/LGSH/002	Mulgildie State Primary School	Bikeway / footpath	6,000	3,000	3,000				3,000	3,000			H
	84/LGSH/003	Mulgildie State Primary School	School crossing upgrade	3,000	1,500	1,500				1,500	1,500			H
									5,000	282,500	287,500	345,000		
Mundubbera	4/LGSA/008	Hawkwood Road (44.30km)	Bridge repairs	125,000	62,500	62,500		30,000	32,500		32,500			A
	4/LGSA/009	Gayndah - Mundubbera Road (7.80 - 9.20km)	Construct to two lane sealed standard	176,000	88,000	88,000			60,000	28,000	88,000			A
	4/LGSA/010	Hawkwood Road (23.00 - 24.40km)	Construct to two lane sealed standard	176,000	88,000	88,000			20,000	68,000	88,000			A
	4/LGSA/011	Hawkwood Road (16.20 - 20.20 km)	Reseal	79,000	39,500	39,500				18,000	18,000	21,500		A
	4/LGSA/012	Hawkwood Road (24.40 - 25.90km)	Reseal	108,000	54,000	54,000						54,000		A

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Mundubbera (cont.)	4/LGSA/013	Gayndah - Mundubbera Road (11.00 - 12.40km)	Construct to new sealed 2 lane standard	176,000	88,000	88,000					88,000			A
	4/LGSB/003	Riverleigh School bus road (3km from Coonambula Road intersection)	Widen and overlay	132,000	66,000	66,000					20,000		46,000	B
	4/LGSH/002	Riverleigh State School (school bus route)	Upgrade school bus route	8,000	4,000	4,000					4,000			H
	4/LGSI/003	Riverleigh State School	Bus set-down and parking improvements	62,000	31,000	31,000					31,000			I
	4/LGSI/004	Mundubbera State School	Pick-up and set-down area / pedestrian improvements	22,000	11,000	11,000			11,000	11,000				I
	4/LGSI/005	Boynewood State School	Bus set-down and parking improvements	42,000	21,000	21,000			21,000	21,000				I
									112,500	146,000	258,500	218,500		
Perry	96/LGSA/011	Swindon Road (3.49 - 6.34km)	Construct to two lane sealed standard	300,000	150,000	150,000	60,500			89,500	89,500			A
	96/LGSA/013	Kerwee Road (42.4 - 39.93km)	Widen and seal	228,000	114,000	114,000		57,000	57,000	114,000				A
	96/LGSA/014	Kalliwa Connection Road (2.15 - 5.43km)	Construct to new sealed 2 lane standard	228,000	114,000	114,000					114,000			A
									57,000	146,500	203,500	114,000		
Tiaro	118/LGSA/003	Various locations	Timber bridge repairs	394,310	197,155	197,155	166,495	30,660		30,660				A
	118/LGSA/007	Anderleigh Road (5.00 - 7.00km)	Upgrade	600,000	300,000	300,000	150,000		150,000	150,000				A
	118/LGSA/008	Anderleigh Road (7.10 - 9.80km)	Alignment and width of curves and crests	650,000	489,000	161,000					40,000		121,000	A
	118/LGSA/009	Anderleigh Road (13.60 - 14.60km)	Construct to new two lane sealed standard	300,000	150,000	150,000			150,000	150,000				A
	118/LGSA/010	Tinnanbar Road (4.93 - 5.93km)	Construct to new two lane sealed standard	180,000	90,000	90,000					38,000		52,000	A
	118/LGSB/003	Tinnanbar Road (6.93 - 7.93km)	Construct to sealed standard	160,000	80,000	80,000					80,000			B
									30,660	300,000	330,660	158,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Wide Bay / Burnett RRG	Ro8/LGSA/001	Various LRRS roads in Wide Bay / Burnett RRG area	Priorities yet to be determined	200,000	100,000	100,000						100,000		A
	Ro8/LGSA/003	Various	Priorities yet to be determined	366,000	183,000	183,000						183,000		A
	Ro8/LGSA/004	Various	Priorities yet to be determined	300,000	150,000	150,000						150,000		A
												433,000		
Woocoo	131/LGSA/013	Glenbar Road (8.16 - 9.31km)	Widen and seal	140,000	70,000	70,000								A
	131/LGSA/014	Pilerwa Road (3.64 - 4.24km)	Widen pavement	143,000	71,500	71,500						21,500		A
	131/LGSA/015	Old Gayndah Road (19.17 - 19.37km)	Realign and install new culverts	88,000	44,000	44,000			20,000	24,000	44,000			A
	131/LGSA/016	Pilerwa Road (0.67 - 1.20km)	Widen pavement	190,000	95,000	95,000				20,000	20,000	37,000	38,000	A
	131/LGSA/017	Old Gayndah Road (6.16 - 7.46km)	Construct to new sealed 2 lane standard	140,000	70,000	70,000						70,000		A
	131/LGSA/018	Bidwill Road (14.853 - 15.103km)	Construct to new two lane sealed standard	54,000	27,000	27,000						27,000		A
	131/LGSA/019	Teddington Road (6.953 - 7.148km)	Widen and seal	36,000	18,000	18,000						18,000		A
	131/LGSA/020	Yerra Road (5.899 - 6.890km)	Widen and seal	202,000	101,000	101,000						101,000		A
	131/LGSA/021	Yerra Road (7.07 - 7.65km)	At-grade intersection improvements	394,000	197,000	197,000				197,000	197,000			A
	131/LGSA/022	Petersen Road (2.403 - 2.892km)	Formation widening and seal	142,000	71,000	71,000						25,000	46,000	A
									20,000	361,000	381,000	299,500		
District allocation									1,784,623	3,364,600	5,149,223	3,525,000		
Revenue														
Net allocation										3,364,600	5,149,223	3,525,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

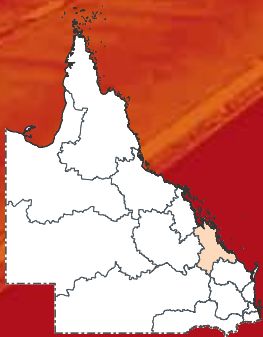
Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

roads implementation program

2007-08 to 2011-12

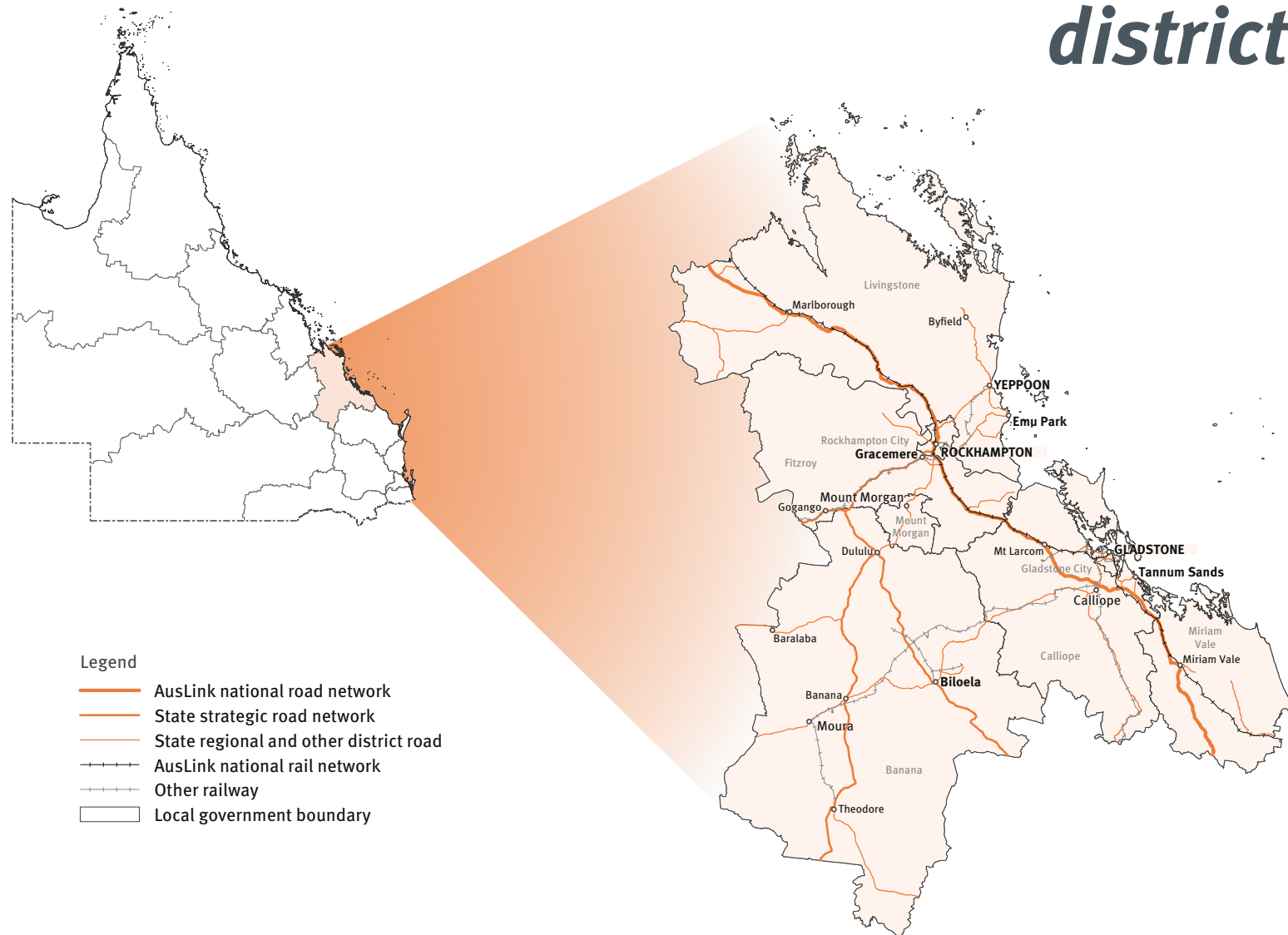


central

MainRoads

Connecting Queensland

central district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Calliope	27/10E/46	MW	Bruce Highway (Benaraby - Rockhampton)	North of Mount Larcom	600	600		459	141				Miscellaneous works
									141				
Rockhampton City	147/10E/23	MW	Bruce Highway (Benaraby - Rockhampton)	Port Curtis Road / Caroline Street	600	600		80	280	240			Install traffic signals
	147/10F/32	MW	Bruce Highway (Rockhampton - St Lawrence)	Knight Street - Mason Avenue	745	745		35	460	250			Miscellaneous works
									740	490			
Other minor works									236	218			
Other maintenance									3,925	3,925			
Traffic management operations									186	186			
Total: District Allocation									5,228	4,819			

Note 1: The AusLink network is defined in the Glossary of Terms.

Notes

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Banana	8/26A/304	SS	Leichhardt Highway (Westwood - Taroom)	Pocket Creek - Blowhard Creek	6,185	6,110	75				Rehabilitate and widen
	8/26A/307	SS	Leichhardt Highway (Westwood - Taroom)	Dawson River - 12 Mile Creek	6,001	1,724	4,277				Widen existing pavement
	8/26A/308	SS	Leichhardt Highway (Westwood - Taroom)	North of Dawson Park Road	6,554	141	2,048	4,365			Widen existing pavement
	8/26A/309	SS	Leichhardt Highway (Westwood - Taroom)	North of district boundary	3,288	3,032	256				Rehabilitate and widen
	8/26A/313	SS	Leichhardt Highway (Westwood - Taroom)	Woolein Creek - 4 Mile Creek	1,812	742	1,070				Seal shoulders
	8/26A/54	SS	Leichhardt Highway (Westwood - Taroom) ⁽⁵⁾	Lonesome Creek							Replace bridge
	8/41D/13	SS	Burnett Highway (Monto - Biloela) ⁽⁶⁾	Russian Club Road, south of Biloela	1,000	80	920				At-grade intersection improvement
	8/41E/301	SS	Burnett Highway (Biloela - Mt Morgan)	North of Biloela	5,713	90		2,890	2,733		Rehabilitate and overlay (75mm)
	8/41E/304	SS	Burnett Highway (Biloela - Mt Morgan)	Argoon turnoff - Jambin	5,327	192			5,135		Rehabilitate and overlay (75mm)
	8/41E/305	SS	Burnett Highway (Biloela - Mt Morgan)	South of Argoon turnoff	5,536	96			5,440		Rehabilitate and overlay (75mm)
	8/41E/306	SS	Burnett Highway (Biloela - Mt Morgan)	Sections : South of Alma Creek (58.1 - 63.3km)	3,757	17			3,740		Rehabilitate and overlay (75mm)
	8/41E/307	SS	Burnett Highway (Biloela - Mt Morgan)	Don River south	8,292	1,228	3,864	3,200			Rehabilitate and overlay (75mm)
	8/46B/20	SR	Dawson Highway (Biloela - Banana) ⁽⁵⁾	Neville Creek							Replace bridge
	8/46C/306	SR	Dawson Highway (Banana - Rolleston)	Maloneys Gully - Roundstone Creek	7,954	49			7,905		Rehabilitate and widen
	8/454/10	SR	Eidsvold - Theodore	103.4 - 105.0km	400			200	200		Pave and seal
	8/454/11	SR	Eidsvold - Theodore	101.7 - 103.4km	400	100	300				Pave and seal
	8/454/8	SR	Eidsvold - Theodore	West of Delusion Creek	421	373	48				Seal to provide overtaking opportunity
	8/454/9	SR	Eidsvold - Theodore	105.0 - 106.70km	400				400		Pave and seal
	8/464/301	SR	Baralaba - Rannes	East of Baralaba	1,067	22			1,045		Rehabilitate pavement
			Programmed maintenance				2,173	2,296			
			Routine maintenance				2,165	2,245			
							17,196	15,196	26,598		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program. Delivery is under the Central Queensland Accelerated Road Rehabilitation Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Calliope	27/46A/oXX	SR	Dawson Highway (Gladstone - Biloela) ⁽⁵⁾	Branch Creek							Replace bridge and approaches
	27/46A/oXX	SR	Dawson Highway (Gladstone - Biloela) ⁽⁵⁾	Deep Creek							Replace bridge and approaches
	27/46A/oXX	SR	Dawson Highway (Gladstone - Biloela) ⁽⁵⁾	Duckholes Creek							Replace bridge and approaches
	27/46A/oXX	SR	Dawson Highway (Gladstone - Biloela) ⁽⁵⁾	Double Creek							Replace bridge and approaches
	27/46A/oXX	SR	Dawson Highway (Gladstone - Biloela) ⁽⁵⁾	Doughboy Creek							Replace bridge and approaches
	27/46A/20	SR	Dawson Highway (Gladstone - Biloela) ⁽⁶⁾	Scrubby Creek	114	114					Replace bridge
	27/46A/21	SR	Dawson Highway (Gladstone - Biloela) ⁽⁶⁾	Oaky Creek	123	123					Replace bridge and approaches
	27/46A/306	SR	Dawson Highway (Gladstone - Biloela)	Scrubby Creek - Branch Creek	5,330	5,045	285				Rehabilitate and widen
	27/46A/310	SR	Dawson Highway (Gladstone - Biloela)	Accelerated Road Rehabilitation Project	78,912	42,825	36,087				Rehabilitate and widen
	27/46A/901	SR	Dawson Highway (Gladstone - Biloela)	Calliope Range	350	150	200				Concept Planning
	27/181/20	SR	Gladstone - Mt Larcom ⁽⁷⁾	Yarwun (12.0 - 35.0km)	1,000	800	200				Heavy vehicle parking
	27/471/26	LRRS	Gladstone - Monto ⁽⁷⁾	Moore Road - Taragoola	500			500			Roadside signing
	27/1805/301	SR	Tannum Sands	Applin Place - Elizabeth Street	4,040	30		1,960	2,050		Pavement overlay (75mm)
	27/1806/302	LRRS	Boyne Island	Sections : Start - Boyne Island Primary School	561	437	124				Widen existing pavement
			Programmed maintenance				795	840			
			Routine maintenance				675	700			
							38,366	4,000	2,050		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project forms part of the Central Queensland Accelerated Road Rehabilitation Program (ARRP). Central Queensland ARRP projects will be delivered through a single works package. Year-by-year funding allocations for this program of works are identified against project 27/46A/310 in Calliope Shire.

Note 6: This project funded as part of Regional Bridge Renewal Program. Delivery is under the Central Queensland Accelerated Road Rehabilitation Program.

Note 7: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Fitzroy	54/16A/34	SS	Capricorn Highway (Rockhampton - Duaringa)	Scrubby Creek - Gracemere	2,016	77		822	1,117		Construct auxiliary lanes
	54/16A/38	SS	Capricorn Highway (Rockhampton - Duaringa) ⁽⁵⁾	Sections : 0 - 73.3km	2,000		100	1,900			Drivers fatigue management
	54/41F/301	SR	Burnett Highway (Mt Morgan - Rockhampton)	Bouldercombe South	4,692	30			4,662		Rehabilitate and widen
	54/450/303	SR	Gavial - Gracemere	Washpool Creek - Breakspear Street	1,148	391	757				Rehabilitate and widen
			Programmed maintenance				636	672			
			Routine maintenance				710	740			
							2,203	4,134	5,779		
Gladstone City	161/181/10	SR	Gladstone - Mt Larcom	Calliope River - Reid Road	2,324	74			2,250		Construct overtaking lanes
	161/181/301	SR	Gladstone - Mt Larcom	Gibson Street - Blain Drive	600			600			Seal shoulders
	161/181/803	SR	Gladstone - Mt Larcom	Wiggins Island intersection - Reid Road	1,225				1,225		Rehabilitate pavement
			Programmed maintenance				1,537	1,624			
			Routine maintenance				180	185			
							1,717	2,409	3,475		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Livingstone	77/194/23	SR	Rockhampton - Emu Park ⁽⁵⁾	Coorooman Creek and approaches	750			250	500		Miscellaneous works
	77/194/24	SR	Rockhampton - Emu Park ⁽⁵⁾	Mulgooodoo - Tungamull (12.2 - 25.0km)	2,000	175	1,825				At-grade intersection improvement
	77/194/303	SR	Rockhampton - Emu Park	Whiteley Road - Tanby Road	4,928	196			4,732		Widen and overlay
	77/194/304	SR	Rockhampton - Emu Park	Tungamull Creek - Cobb and Co Road	2,462	105	750	1,607			Widen and overlay
	77/194/305	SR	Rockhampton - Emu Park	Cobb and Co Road - Whiteley Road	5,860	129			5,731		Widen and overlay
	77/195/19	LRRS	Yeppoon - Emu Park ⁽⁶⁾	Mulambin Road	400	49	351				At-grade intersection improvement
	77/195/308	LRRS	Yeppoon - Emu Park	Rosslyn Bay Road	550	234	316				At-grade intersection improvement
	77/196/22	SR	Rockhampton - Yeppoon ⁽⁵⁾	Jim Crow National Park and Yeppoon dump areas (21km and 32km)	3,500	3,229	271				Construct overtaking lane
	77/196/23	SR	Rockhampton - Yeppoon ⁽⁵⁾	Mackays Road - Dooooloo Road (26.1 - 27.5km)	2,000	100	1,900				Construct overtaking lane
	77/196/3/18	LRRS	Yeppoon - Byfield ⁽⁷⁾	Stoney Creek	2,081	21			2,060		Replace bridge
	77/196/3/21	LRRS	Yeppoon - Byfield	Plain Creek - Bungundarra	2,760	464	100	2,196			Realign and install new culverts
	77/196/3/22	LRRS	Yeppoon - Byfield	Woodbury curves	2,500	63	100	2,337			Realign 2 lanes
			Programmed maintenance				371	392			
			Routine maintenance				770	800			
							6,754	7,582	13,023		
Miriam Vale	83/1804/301	LRRS	Miriam Vale - Baffle Creek	Miriam Vale east	402	292	110				Seal shoulders
	83/1821/20	LRRS	Tableland ⁽⁸⁾	Essendeen Bends	2,000	706	1,294				Construct deviation - sealed standard
	83/1821/22	LRRS	Tableland	5.70 and 5.90km	621	5			616		Install culverts
	83/1821/23	LRRS	Tableland	Baffle Creek bridge approaches	574	3		336	235		Seal shoulders
			Programmed maintenance				106	112			
			Routine maintenance				207	215			
							1,717	663	851		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Includes anticipated developer contributions of \$40,000.

Note 7: This project funded as part of Regional Bridge Renewal Program.

Note 8: Includes Australian Government funding of \$600,000 under its AusLink Strategic Regional Programme.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Mount Morgan	136/41E/10	SR	Burnett Highway (Biloela - Mt Morgan)	95.0 - 96.0km	1,170				1,170		Widen existing pavement
	136/41E/11	SR	Burnett Highway (Biloela - Mt Morgan)	92.6 - 93.3km	580			280	300		Widen existing pavement
	136/41E/9	SR	Burnett Highway (Biloela - Mt Morgan)	Showground Road - Cunningham Lane	850	250	600				Widen existing pavement
			Programmed maintenance				212	224			
			Routine maintenance				149	155			
							961	659	1,470		
Rockhampton City	147/194/13	SR	Rockhampton - Emu Park	Cattle underpass	1,800	1,015	785				Install culvert
	147/194/14	SR	Rockhampton - Emu Park ⁽⁵⁾	Little Thozets Creek - east of Blacks Creek Road	1,800	115	1,685				At-grade intersection improvement
	147/196/12	SR	Rockhampton - Yeppoon ⁽⁵⁾	Macaree Street - Richmond Street (2.1 - 3.1km)	2,000	949	1,051				At-grade intersection improvement
			Programmed maintenance				530	560			
			Routine maintenance				283	293			
							4,334	853			

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾						Approved ⁽²⁾		Indicative ⁽³⁾			
Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District: (yet to be allocated to a local government)			Programmed maintenance						15,864		
			Routine maintenance						13,759		
			Traffic operations			379	393	2,100			
			Rehabilitation			1,095	1,010	5,362			
			Corridor management					2,716			
			Enhanced capacity			3,215	900	2,700			
			AusLink ineligible			100					
Sub-total: Works and planning							78,037	37,799	95,747		
Project management reserve adjustment							(5,244)	(9,302)	9,775		
Sub-total: District works allocation							72,793	28,497	105,522		
Road system planning							2,261	2,261	6,783		
Road stewardship							508	508	1,524		
Program development & delivery							2,581	2,581	7,743		
District works, stewardship and capability							78,143	33,847	121,572		
Asset acquisitions							51	51	153		
Gross district allocation							78,194	33,898	121,725		
Operational revenue							(250)	(250)	(750)		
Net district allocation							77,944	33,648	120,975		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Banana	8/LGSA/012	Prospect Creek - Goovigen Road (13.40 - 15.90km)	Pave and seal	200,000	100,000	100,000						100,000		A
	8/LGSB/003	Defence Road (2.50km section south of Leichhardt Highway intersection)	Construct to sealed standard	200,000	100,000	100,000				100,000	100,000			B
	8/LGSI/001	Theodore School, Sixth Avenue	Car park	25,000	12,500	12,500				12,500	12,500			I
										112,500	112,500	100,000		
Calliope	27/LGSA/006	Various roads	Priorities yet to be determined	110,000	55,000	55,000						55,000		A
	27/LGSA/007	The Narrows Road, near Mt Larcom (2.50 - 3.10km)	Realign	150,000	75,000	75,000				75,000	75,000			A
	27/LGSA/008	Calliope Shire LRRS network	Bitumen reseal	409,000	290,000	119,000						27,000	92,000	A
	27/LGSA/009	Tablelands Road (8.80km)	Floodway and geometry improvements	85,000	42,500	42,500						42,500		A
	27/LGSA/010	Centenary Drive, west of lighthouse (1.00 - 1.90km)	Widen and seal	100,000	50,000	50,000						50,000		A
	27/LGSA/011	Calliope River Road (0.35 - 1.10km)	Floodway and geometry improvements	200,000	100,000	100,000						100,000		A
	27/LGSB/010	Wakooka Drive, Benaraby	Reconstruction	200,000	145,000	55,000				55,000	55,000			B
	27/LGSB/013	Tableland Road (Slippery Creek - Double Creek)	Widen and seal	310,000	155,000	155,000				155,000	155,000			B
	27/LGSL/002	Main Roads / Local Government Alliance, Port Curtis Alliance of Councils RRG	Capability improvement	15,000		15,000				15,000	15,000			L
	27/LGSL/003	Port Curtis Alliance of Councils RRG	Capability improvement	80,060		80,060				15,164	15,164	16,224	48,672	L
										315,164	315,164	290,724		
Central Queensland Major Initiative Funding	Do6/LGSA/001	Various roads	Priorities yet to be determined	2,046,798		2,046,798				1,248,669	1,248,669	798,129		A
										1,248,669	1,248,669	798,129		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Fitzroy	54/LGSA/011	Stanwell - Waroula Road (5.85 - 7.85km)	Construct to two lane sealed standard	250,000	125,000	125,000				125,000	125,000			A
	54/LGSA/012	Malchi - Nine Mile Road	Upgrade to bitumen seal	200,000	100,000	100,000						100,000		A
	54/LGSA/013	Bills Road (0.00 - 1.00km)	Construct to two lane sealed standard	125,000	90,000	35,000						35,000		A
	54/LGSA/014	Malchi - Nine Mile Road (1.50 - 3.50km)	Construct to two lane sealed standard	200,000	100,000	100,000						100,000		A
	54/LGSA/015	Aremby Road (0.00 - 1.50km)	Construct to two lane sealed standard	175,000	90,000	85,000						85,000		A
	54/LGSA/016	Johnson Road (1.10 - 2.20km)	Construct to two lane sealed standard	800,000	650,000	150,000				150,000	150,000			A
	54/LGSB/011	South Yaamba Road	Upgrade to sealed standard	200,000	110,000	90,000				90,000	90,000			B
	54/LGSI/009	Gracemere State School	Bus set-down and car park	40,000	20,000	20,000						20,000		I
	54/LGSI/010	Bajool State School	Bus set-down	30,000	15,000	15,000				15,000	15,000			I
	54/LGSL/007	Main Roads / Local Government Alliance, Rockhampton and District ROC RRG	Capability improvement	20,000		20,000				20,000	20,000			L
										400,000	400,000	340,000		
Gladstone City	161/LGSA/011	Kirkwood Road (Dawson Highway - Harvey Road)	Construct new road	1,854,000	1,570,000	284,000		54,000		230,000	230,000			A
	161/LGSA/013	Glenlyon Road (Ferris Street - Derby Street)	Asphalt resurfacing (<75mm)	240,000	120,000	120,000						120,000		A
	161/LGSA/014	Derby Street (Adelaide Street - Ann Street)	Asphalt resurfacing (<75mm)	120,000	60,000	60,000						60,000		A
	161/LGSA/015	Gladstone City LRRS network	Reseal	1,098,000	574,000	524,000						35,000	489,000	A
	161/LGSB/004	Haddock Drive stage 4 (2.30 - 3.00km)	Construct to sealed standard	110,000	55,000	55,000				55,000	55,000			B
	161/LGSB/005	Haddock Drive (3.00 - 3.70km)	Construct to sealed standard	110,000	55,000	55,000						55,000		B
	161/LGSI/003	Gladstone State High School	Bus set-down improvements	20,000	10,000	10,000				10,000	10,000			I
	161/LGSI/004	School zones at Clinton, St Johns, Central and West Gladstone Primary Schools	Bus zone and pedestrian improvements	20,000	10,000	10,000						10,000		I
										295,000	295,000	280,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Livingstone	77/LGSA/013	Tanby Road (0.06 - 0.37km)	Safety improvements	600,000	395,000	205,000				205,000	205,000			A
	77/LGSA/014	Tanby Road (0.88km)	Roundabout	150,000	100,000	50,000				50,000	50,000			A
	77/LGSA/015	Transfer station access road / Rockhampton - Yeppoon Road to Multi Modal Facility	Access road	1,750,000		1,750,000				1,750,000	1,750,000			A
	77/LGSA/016	Various roads	Priorities yet to be determined	110,000	55,000	55,000						55,000		A
	77/LGSA/017	Adelaide Park Road (2.45 - 2.89km)	Drainage improvements	224,000	124,000	100,000						100,000		A
	77/LGSA/018	Adelaide Park Road (3.90 - 4.20km)	Widen shoulders	100,000	75,000	25,000						25,000		A
	77/LGSG/003	Yeppoon and Emu Park townships	Bikeways	1,000,000		1,000,000				1,000,000	1,000,000			G
	77/LGSH/001	Taranganba State School	Set-down area	100,000	50,000	50,000				50,000	50,000			H
										3,055,000	3,055,000	180,000		
Miriam Vale	83/LGSA/004	James Street adjacent - Rosedale State School	Pave and seal	50,000	25,000	25,000				25,000	25,000			A
	83/LGSA/005	Various roads	Priorities yet to be determined	110,000	55,000	55,000						55,000		A
	83/LGSA/006	Blackman Gap Road (17.30 - 19.10km)	Construct to two lane sealed standard	200,000	100,000	100,000						100,000		A
	83/LGSA/007	Lowmead Road (4.50 - 5.00km)	Construct to two lane sealed standard	80,000	40,000	40,000				40,000	40,000			A
	83/LGSA/008	North Street (Deacon Street - Brennan Street)	Widen and seal	70,000	35,000	35,000				35,000	35,000			A
	83/LGSA/009	Captain Cook Drive (0.00 - 6.60km)	Asphalt resurfacing (<75mm)	120,000	60,000	60,000						60,000		A
	83/LGSA/010	Captain Cook Drive (0.00 - 1.20km)	Widen and seal	250,000	125,000	125,000				125,000	125,000			A
	83/LGSA/011	Gorge Road (0.70 - 3.10km)	Construct to two lane sealed standard	200,000	100,000	100,000						100,000		A
	83/LGSA/012	Lowmead Road 29.16 - 30.03km	Construct to two lane sealed standard	70,000	35,000	35,000				35,000	35,000			A
	83/LGSG/001	Springs Road	Bikeway / walkway	60,000	30,000	30,000				30,000	30,000			G
	83/LGSI/003	James Street rail overpass	Widening	275,000			275,000		275,000		275,000			J
									275,000	290,000	565,000	315,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Mount Morgan	136/LGSA/007	Various roads	Priorities yet to be determined	110,000	55,000	55,000		100,000				55,000		A
	136/LGSA/008	Leydens Hill Road (0.00 - 1.20km)	Construct to two lane sealed standard	300,000	150,000	150,000						150,000		A
	136/LGSB/004	Byrnes Parade (Piddichs Crossing - no. 7 dam)	Rehabilitate and widen	315,000	158,000	157,000				57,000	57,000			B
	136/LGSB/005	Hall Street South / Millican Street / Lyons Street	Upgrade	200,000	145,000	55,000				55,000	55,000			B
										112,000	112,000	205,000		
Rockhampton And District Roc	R19/LGSA/001	Various LRRS roads	Priorities yet to be determined	284,965		284,965				120,841	120,841	22,281	141,843	A
										120,841	120,841	22,281		
Rockhampton City	147/LGSA/004	Nine Mile Road (0.00 - 1.60km)	Construct to two lane sealed standard	350,000	175,000	175,000				175,000	175,000			A
	147/LGSA/005	Haynes Street (Richardson Road - Glenmore Road)	Rehabilitation and widening	525,000	275,000	250,000						250,000		A
	147/LGSA/006	Nine Mile Road (full length within Rockhampton City)	Construct to two lane sealed standard	426,500	216,500	210,000						145,000	65,000	A
	147/LGSA/007	Haynes Street / Richardson Road	Installation of traffic signals	235,000	150,000	85,000			85,000	85,000				A
	147/LGSG/012	Moores Creek Road (Kerrigan Street - Yaamba Road)	Bikeway / footpath	150,000	95,000	55,000				55,000	55,000			G

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Rockhampton City (cont.)	147/LGSG/013	Farm Street (Chappell Street - Alexandra Street)	Bikeway / footpath	40,000	20,000	20,000				20,000	20,000			G
	147/LGSG/014	Musgrave Street (Moores Creek Road - Moores Creek bridge)	Bikeway / footpath	60,000	30,000	30,000						30,000		G
	147/LGSG/015	Joyce Harding Park - Frenchville Road	Bikeway / footpath	50,000	25,000	25,000						25,000		G
	147/LGSH/025	Allenstown State School	Bikeway / footpath	100,000	50,000	50,000						50,000		H
	147/LGSI/006	Parkhurst State School	Bus and car set-down area	340,000	60,000	280,000		60,000		220,000	220,000			I
	147/LGSI/007	Frenchville School, Beasley Street	Passenger Setdown Improvements	350,000	225,000	125,000			125,000		125,000			I
	147/LGSI/008	Frenchville State School	Bus set-down and parking improvements	50,000	25,000	25,000						25,000		I
	147/LGSI/009	Mt Archer State School, Wiltshire Street (stage 1)	Car park extension	140,000	70,000	70,000				70,000	70,000			I
	147/LGSI/010	Lakes Creek School	Widen for parking facilities	50,000	25,000	25,000				25,000	25,000			I
	147/LGSI/015	Dean Street / Kerrigan Street	Install signals	300,000			300,000	50,000	50,000	200,000	250,000			J
	147/LGSI/016	Alexander Street / Richardson Road	Install signals	230,000			230,000	100,000	130,000		130,000			J
	147/LGSL/002	Rockhampton and District RRG	Capability improvement	110,000		110,000				22,000	22,000	22,000	66,000	L
									305,000	872,000	1,177,000	547,000		
District allocation									580,000	6,821,174	7,401,174	3,078,134		
Revenue														
Net allocation										6,821,174	7,401,174	3,078,134		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

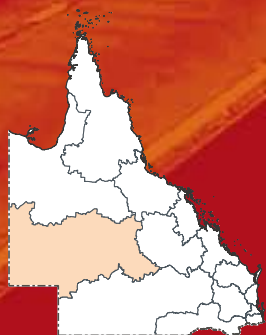
Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

roads implementation program

2007-08 to 2011-12

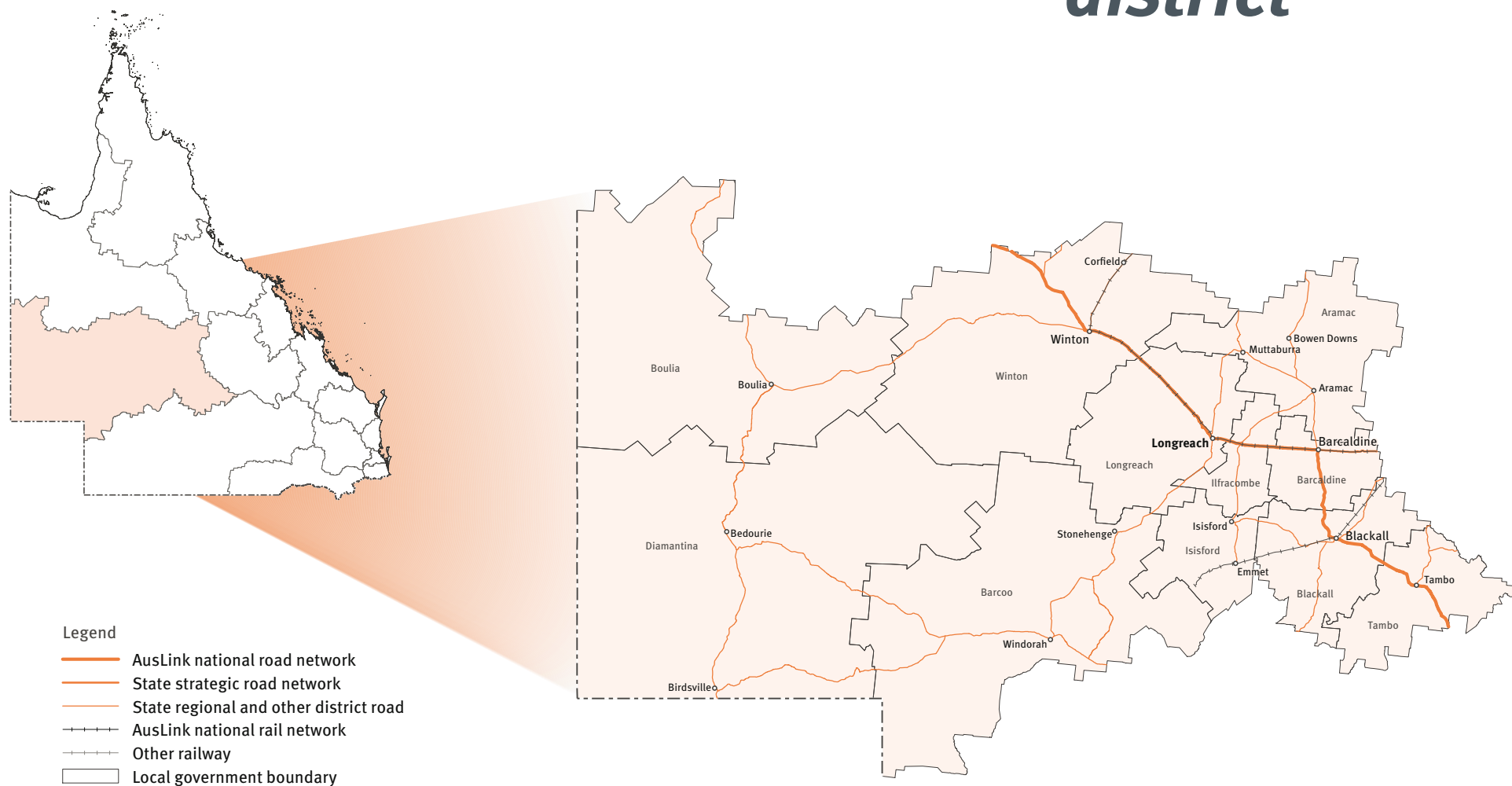


central western

MainRoads

Connecting Queensland

central western district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
	Other minor works								293	456			
	Other maintenance								4,708	4,708			
	Traffic management operations								10	10			
Total: District Allocation									5,011	5,174			

Note 1: The AusLink network is defined in the Glossary of Terms.

Notes

Roads Implementation Program 2007-08 to 2011-12

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Aramac	3/5703/23	LRRS	Aramac - Torrens Creek ⁽⁵⁾	105.13km - 111.84km	969	850	119				Pave and seal
	3/5703/24	LRRS	Aramac - Torrens Creek	117.8 - 120.0km and 123.0 - 125.08km	569			569			Pave and seal
	3/5703/25	LRRS	Aramac - Torrens Creek ⁽⁶⁾	Cornish Creek	2,920			200	2,720		Construct bridge and approaches
	3/5705/10	LRRS	Cramsie - Muttaborra ⁽⁷⁾	96.8km - 98.95km	240	20	220				Pave and seal
	3/5705/6	LRRS	Cramsie - Muttaborra ⁽⁸⁾	94.65 - 96.1km	187	10	177				Pave and seal
			Programmed maintenance				500				
			Routine maintenance				564	592			
							1,580	1,361	2,720		
Barcaldine			Programmed maintenance				85	813			
			Routine maintenance				128	135			
							213	948			
Barcoo	11/80A/4	SR	Birdsville Developmental (Morney - Birdsville)	0 - 10.0km	1,900		700	700	500		Pave and seal
	11/80A/5	SR	Birdsville Developmental (Morney - Birdsville)	55.0 - 60.0km	970				970		Seal to provide overtaking opportunity
	11/93C/12	LRRS	Diamantina Developmental (Windorah - Bedourie) ⁽⁹⁾	129.2 - 137.7km	1,495		1,495				Pave and seal
	11/93C/201	LRRS	Diamantina Developmental (Windorah - Bedourie) ⁽¹⁰⁾	Morney - Birdsville turnoff (108.9km)	81	78	3				Miscellaneous works
	11/95A/15	SR	Thomson Developmental (Windorah - Jundah)	39.06km - 46.82km	1,200	1,169	31				Pave and seal

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes a contribution of \$624,000 from Aramac Shire Council.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Note 7: Includes Aramac Shire Council contribution of \$120,000.

Note 8: Includes Aramac Shire Council contribution of \$100,000.

Note 9: Includes Barcoo Shire Council contribution of \$850,000

Note 10: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Barcoo (cont.)	11/95B/301	SR	Thomson Developmental (Jundah - Longreach)	58.2 - 60.0km	750				750		Rehabilitate and widen
	11/95B/302	SR	Thomson Developmental (Jundah - Longreach)	70.6 - 79.4km	1,250	1,062	188				Rehabilitate and widen
			Programmed maintenance				2,312	524			
			Routine maintenance				1,124	1,180			
							5,853	2,404	2,220		
Blackall	69/441/10	LRRS	Blackall - Jericho	18.85 - 25.56	1,333	19	1,314				Pave and seal
	69/441/12	LRRS	Blackall - Jericho	Jericho - Yaraka (41.4 - 55.0km)	2,350			1,175	1,175		Pave and seal
	69/441/13	LRRS	Blackall - Jericho	25.56 - 28.35km	400			200	200		Upgrade floodways
	69/441/14	LRRS	Blackall - Jericho	34.4 - 38.97km	1,175		1,175				Pave and seal
	69/441/15	LRRS	Blackall - Jericho	51.0 - 56.4km	1,175				1,175		Pave and seal
	69/441/301	LRRS	Blackall - Jericho	6.99 - 7.02km	200		200				Widen existing pavement
	69/441/7	LRRS	Blackall - Jericho	Sections : 10.9 - 18.9km	1,326	921	405				Pave and seal
	69/716/27	LRRS	Isisford - Blackall	121.25 - 121.99km	2,712	2,399	313				Replace bridge and approaches
			Programmed maintenance					406			
			Routine maintenance				424	445			
							3,831	2,226	2,550		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Boulia	19/93D/20	SR	Diamantina Developmental (Bedourie - Boulia)	Georgina River (134.5 - 141.41km)	1,600	851	749				Pave and seal
	19/93D/22	SR	Diamantina Developmental (Bedourie - Boulia)	120.92 - 130.82km	1,100			850	250		Construct deviation - unsealed standard
	19/93D/23	SR	Diamantina Developmental (Bedourie - Boulia)	Georgina River south (117.1 - 119.5km)	1,000				1,000		Pave and seal
	19/93D/24	SR	Diamantina Developmental (Bedourie - Boulia)	130.54 - 134.50km	1,150				1,150		Pave and seal
	19/93E/8	SR	Diamantina Developmental (Boulia - Dajarra)	Lower Limestone Creek (8.6 - 9.4km)	1,511	1,262	249				Upgrade floodways
	19/99D/301	SR	Kennedy Developmental (Winton - Boulia) ⁽⁵⁾	West of Winton : 287.2 - 289.2km	450				450		Widen and seal
	19/99D/803	SR	Kennedy Developmental (Winton - Boulia)	342.6 - 353.6km	1,300			350	950		Reconstruct pavement
	19/99D/804	SR	Kennedy Developmental (Winton - Boulia)	Hamilton Channels (275.0 - 279.0km)	700			700			Rehabilitate pavement
			Programmed maintenance				1,619	2,956			
			Routine maintenance				1,013	1,064			
							3,630	5,920	3,800		
Diamantina	44/80A/11	SR	Birdsville Developmental (Morney - Birdsville) ⁽⁶⁾	Deon's Lookout west (91.4 - 97.4km)	1,000	555	445				Seal to provide overtaking opportunity
	44/81A/17	SR	Eyre Developmental (Bedourie - Birdsville)	South of Bedourie : 90.5 - 100.0km	1,700			895	805		Pave and seal
	44/81A/19	SR	Eyre Developmental (Bedourie - Birdsville)	108.5 - 117.2km	1,800				1,800		Pave and seal
	44/81A/8	SR	Eyre Developmental (Bedourie - Birdsville) ⁽⁷⁾	157.63 - 159.21km and 162.61 - 163.06km	1,850	1,008	842				Pave and seal
	44/93C/16	LRRS	Diamantina Developmental (Windorah - Bedourie) ⁽⁸⁾	349.0 - 359.0km	1,685		1,175	510			Pave and seal

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Reflects part of Queensland Government's contribution to the Australian Government's \$3m commitment under the AusLink Strategic Regional Programme to the Outback Highway, between the Northern Territory border and Winton in Queensland, subject to matching state government funding.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Note 7: Includes Diamantina Shire Council contribution of \$100,000.

Note 8: Includes Diamantina Shire Council contribution of \$960,000

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Diamantina (cont.)	44/93C/17	LRRS	Diamantina Developmental (Windorah - Bedourie) ⁽⁵⁾	339.0 - 345.0km	400				400		Minor realignment
	44/93D/14	SR	Diamantina Developmental (Bedourie - Boulia)	49.2 - 55.1km and 60.1 - 65.0km	2,400		750	1,650			Pave and seal
	44/93D/15	SR	Diamantina Developmental (Bedourie - Boulia)	North of Bedourie (Crownwheel - Four Mile) : 21.8 - 29.8km	1,600		1,600				Pave and seal
	44/93D/16	SR	Diamantina Developmental (Bedourie - Boulia)	76.0 - 82.0km	2,400				2,400		Pave and seal
	44/93D/17	SR	Diamantina Developmental (Bedourie - Boulia)	29.0 - 36.7km and 17.83 - 21.8km	3,550				3,550		Pave and seal
			Programmed maintenance				625	100			
			Routine maintenance				1,071	1,124			
							6,508	4,279	8,955		
Ilfracombe	62/715/302	LRRS	Isisford - Ilfracombe	17.01 - 19.01km	500				500		Widen and seal
	62/715/303	LRRS	Isisford - Ilfracombe	9.31 - 12.81km	600				600		Rehabilitate and widen
	62/715/304	LRRS	Isisford - Ilfracombe	37.70km - 39.70km	400	350	50				Rehabilitate and widen
	62/715/305	LRRS	Isisford - Ilfracombe	67.0 - 69.0km	450	10	440				Widen and seal
	62/5732/17	LRRS	Ilfracombe - Aramac	Sections : 18.15 - 50.58km	450			450			Upgrade floodways
			Programmed maintenance					23			
			Routine maintenance				230	242			
							720	715	1,100		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes Diamantina Shire Council contribution of \$200,000.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Isisford	65/715/301	LRRS	Isisford - Ilfracombe	0 - 2.5km	350	15	335				Rehabilitate and widen
	65/7165/10	LRRS	Isisford - Emmet ⁽⁵⁾	Sections : 0 - 47.19km	200				200		Pave and seal
	65/7165/8	LRRS	Isisford - Emmet	21.52 - 24.74km	600	50		250	300		Seal to provide overtaking opportunity
	65/7165/9	LRRS	Isisford - Emmet	45.33 - 46.83km	400				400		Seal to provide overtaking opportunity
			Routine maintenance				167	175			
							502	425	900		
Longreach	78/95B/303	SR	Thomson Developmental (Jundah - Longreach)	198.8 - 203.3km	600	1	299	300			Rehabilitate and widen
	78/95B/306	SR	Thomson Developmental (Jundah - Longreach)	145.3 - 147.3km	300	12	288				Widen and seal
	78/95B/802	SR	Thomson Developmental (Jundah - Longreach)	188.78 - 195.44km	700				700		Rehabilitate pavement
	78/5705/18	LRRS	Cramsie - Muttaborra	46.4 - 49.9km	450			250	200		Seal to provide overtaking opportunity
	78/5705/19	LRRS	Cramsie - Muttaborra	68.0 - 73.92km	900				900		Seal to provide overtaking opportunity
	78/5705/20	LRRS	Cramsie - Muttaborra ⁽⁶⁾	0.08 - 0.4km	669		669				Upgrade floodways
	78/5705/21	LRRS	Cramsie - Muttaborra ⁽⁷⁾	93.1 - 94.6km	200			200			Pave and seal
	78/5705/22	LRRS	Cramsie - Muttaborra ⁽⁷⁾	91.6 - 93.1km	200				200		Pave and seal
	78/5705/23	LRRS	Cramsie - Muttaborra ⁽⁷⁾	90.1 - 91.6km	200				200		Pave and seal
			Programmed maintenance				30	1,032			
			Routine maintenance				370	389			
							1,656	2,171	2,200		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes Isisford Shire Council contribution of \$100,000.

Note 6: Includes Longreach Shire Council contribution of \$457,000.

Note 7: Includes Aramac Shire Council contribution of \$100,000.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Tambo	111/87A/16	LRRS	Dawson Developmental (Springsure - Tambo)	205.21 - 208.94km	750		200	400	150		Pave and seal
	111/87A/17	LRRS	Dawson Developmental (Springsure - Tambo)	203.21 - 205.21km	450				450		Pave and seal
	111/443/2	LRRS	Alpha - Tambo	94.8 - 97.7km	550	7	1		542		Pave and seal
			Programmed maintenance				50	10			
			Routine maintenance				156	164			
							407	574	1,142		
Winton	129/99D/306	SR	Kennedy Developmental (Winton - Boulia) ⁽⁵⁾	42.0 - 45.5km	548	406	142				Widen and seal
	129/99D/307	SR	Kennedy Developmental (Winton - Boulia) ⁽⁵⁾	64.0 - 67.5km	550	19	531				Widen existing pavement
	129/99D/805	SR	Kennedy Developmental (Winton - Boulia) ⁽⁵⁾	51.33 - 56.7km and 57.89 - 62.64km	1,150			550	600		Rehabilitate pavement
	129/99D/806	SR	Kennedy Developmental (Winton - Boulia)	Sections : 62.64 - 64km and 67.5 - 76.6km	1,450				1,450		Rehabilitate pavement
			Programmed maintenance				381	660			
			Routine maintenance				589	619			
							1,643	1,829	2,050		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Reflects part of Queensland Government's contribution to the Australian Government's \$3m commitment under the AusLink Strategic Regional Programme to the Outback Highway, between the Northern Territory border and Winton in Queensland, subject to matching state government funding.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
District: (yet to be allocated to a local government)			Programmed maintenance				51	182	14,059		
			Routine maintenance						28,258		
			Traffic operations				10	10	1,254		
			Rehabilitation					1,916	3,694		
			Corridor management				10		2,320		
			Enhanced capacity				340	781	5,492		
			Access & amenity				31		1,175		
			Materials on hand (net change)				(100)	(100)			
			Jericho - Yaraka funds yet to be allocated				(1,616)	685	10,900		
Sub-total: Works and planning							25,269	26,326	94,789		
Project management reserve adjustment							(1,493)		(624)		
Sub-total: District works allocation							23,776	26,326	94,165		
Road system planning							814	814	2,442		
Road stewardship							142	142	426		
Program development & delivery							370	370	1,110		
District works, stewardship and capability							25,102	27,652	98,143		
Asset acquisitions							61	61	183		
Gross district allocation							25,163	27,713	98,326		
Contributions from others for roadworks							(2,267)	(200)	(700)		
Net district allocation							22,896	27,513	97,626		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Notes

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Barcaldine	9/LGSB/006	Home Creek Road (5.90 - 8.90km)	Upgrade to 6.0m sealed standard	200,000	100,000	100,000				100,000	100,000			B
	9/LGSB/007	Barcaldine - Isisford Road	Upgrade	125,000	62,500	62,500				12,500	12,500	50,000		B
	9/LGSB/008	Barcaldine - Aramac Road / Saltern Creek Road	Upgrade intersection	34,000	17,000	17,000				17,000	17,000			B
	9/LGSB/009	Narbethong Road (3.50 - 6.50km)	Upgrade to 6.0m sealed standard	200,000	100,000	100,000						100,000		B
	9/LGSB/010	Town streets, Barcaldine	Bitumen seal	62,000	31,000	31,000				31,000	31,000			B
	9/LGSB/011	Town streets, Barcaldine	Bitumen seal	60,000	30,000	30,000						30,000		B
	9/LGSH/001	Town streets, Barcaldine	Footpath construction	20,000	10,000	10,000				10,000	10,000			H
										170,500	170,500	180,000		
Barcoo	11/LGSA/010	Yaraka - Retreat Road	Pave and seal	2,860,000		2,860,000				2,860,000	2,860,000			A
	11/LGSA/011	Winton - Jundah Road (80.50 - 94.50km)	Drainage and earthworks	220,000	120,000	100,000						100,000		A
										2,860,000	2,860,000	100,000		
Blackall	69/LGSA/010	Blackall - Emmet Road (0.00 - 8.00km)	Pave and seal	1,650,000		1,650,000				1,215,000	1,215,000	435,000		A
	69/LGSA/011	Town streets, Blackall	Kerb and channelling	100,000	50,000	50,000						50,000		A
	69/LGSA/012	Blackall - Emmet Road (8.00 - 14.00km)	Pave and seal	1,575,000		1,575,000						1,000,000	575,000	A
	69/LGSB/003	Avington Road (sections: 0.00 - 42.30km) stage 1	Gravel resheeting	200,000	100,000	100,000				100,000	100,000			B
	69/LGSB/004	Ravensbourne Road (36.32 - 41.32km)	Gravel resheeting	200,000	100,000	100,000						100,000		B
	69/LGSD/003	Town streets, Blackall	Kerb and channelling	100,000	50,000	50,000				50,000	50,000			D
										1,365,000	1,365,000	1,585,000		

Category

A Regional development
 B Access and other social justice issues
 C Access roads to national parks and other recreational areas
 D Traffic management and operations
 E Intermodal improvements
 F Aboriginal and Torres Strait Islander community assistance

G Bikeways
 H Safe School Travel (SafeST) infrastructure subsidies
 I Safe School Travel (SafeST) passenger set-down subsidies
 J National Black Spots
 L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Boulia	19/LGSA/007	Boulia - Tobermore Road (sections: 117.00 - 122.30km) stage 1	Form gravel and seal	200,000	100,000	100,000				100,000	100,000			A
	19/LGSA/008	Boulia - Tobermore Road (sections: 117.00 - 122.30km) stage 2	Form gravel and seal	200,000	100,000	100,000						100,000		A
	19/LGSA/009	Boulia - Tobermore Road (sections: 164.0 - 240.0km)	Pave and seal	1,160,000	580,000	580,000						290,000	290,000	A
	19/LGSB/002	Town streets, Boulia	Widen	130,000	65,000	65,000				65,000	65,000			B
										165,000	165,000	390,000		
Diamantina	44/LGSB/001	Town streets, Bedourie	Bitumen reseal	32,000	16,000	16,000				16,000	16,000			B
	44/LGSI/001	Bedourie State School	Bus set-down and pick-up	80,000	40,000	40,000				40,000	40,000			I
										56,000	56,000			
Ilfracombe	62/LGSA/011	Racecourse Road, Ilfracombe	Formation gravel and seal	70,000	35,000	35,000				35,000	35,000			A
	62/LGSA/012	Dandaraga Road (17.71 - 20.00km)	Bitumen seal	200,000	100,000	100,000				100,000	100,000			A
	62/LGSA/013	Dandaraga Road (20.00 - 22.80km)	Bitumen seal	200,000	100,000	100,000						100,000		A
	62/LGSH/001	Devon Street, Ilfracombe	Bus shelter	8,000	4,000	4,000				4,000	4,000			H
										139,000	139,000	100,000		
Isisford	65/LGSA/009	Yaraka - Emmet Road	Construct new road	2,050,000		2,050,000		1,602,582	447,418		447,418			A
	65/LGSA/010	Isisford - Yaraka River Road (sections: 0.00 - 101.00km)	Drainage improvements	200,000	100,000	100,000				100,000	100,000			A
	65/LGSA/011	Yaraka - Emmet Road	Pave and seal	1,175,000		1,175,000				1,175,000	1,175,000			A
	65/LGSA/012	Yaraka - Retreat Road	Pave and seal	1,175,000		1,175,000						1,175,000		A
	65/LGSA/013	Isisford - Yaraka River Road (sections: 0.00 - 101.00km) stage 2	Drainage and earthworks	200,000	100,000	100,000						100,000		A
									447,418	1,275,000	1,722,418	1,275,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Longreach	78/LGSA/006	Longreach - Silsoe Road (14.89 - 18.02km)	Pave and seal to 4.0m standard	200,000	100,000	100,000				100,000	100,000			A
	78/LGSA/007	Longreach - Silsoe Road (18.02 - 21.15km)	Pave and seal	200,000	100,000	100,000						100,000		A
	78/LGSG/003	River Park access, Longreach	Bikeway / walking path	100,000	50,000	50,000						50,000		G
	78/LGSG/004	Landsborough Highway (Emu Street - Longreach Primary School)	Bikeway / walking path	60,000	30,000	30,000						30,000		G
	78/LGSI/003	Our Ladys Primary School	Off-street parking	40,000	20,000	20,000						20,000		I
										100,000	100,000	200,000		
Tambo	111/LGSA/011	Mt Playfair Road (9.25 - 16.00km)	Pave and seal	429,000	329,000	100,000				100,000	100,000			A
	111/LGSA/012	Ward Road (37.00 - 42.00km)	Pave and seal	429,000	329,000	100,000						100,000		A
	111/LGSL/002	Main Roads / Local Government Alliance	Regional Roads Group secretariat administration, training, data aggregation and investment strategy development for LRRS	73,000		73,000		71,606	1,394		1,394			L
	111/LGSL/007	Main Roads / Local Government Alliance	The Outback RRG structures inspections and inspections training	45,000	11,250	33,750				33,750	33,750			L
	111/LGSL/008	Main Roads / Local Government Alliance	The Outback RRG road safety risk management training	73,920	36,960	36,960		8,000		28,960	28,960			L
	111/LGSL/009	The Outback RRG	Capability improvement	600,000		600,000		100,000		180,000	180,000	80,000	240,000	L
									1,394	342,710	344,104	180,000		
The Outback RRG	R07/LGSA/001	Various roads in The Outback RRG area	Priorities yet to be determined	33,132		33,132		2,932		600	600	29,600		A
	R07/LGSA/002	Various LRRS roads in the Outback RRG	Priorities yet to be determined	5,986,762		5,986,762				3,030	3,030	1,323,433	4,660,299	A
										3,630	3,630	1,353,033		

Category

A Regional development
 B Access and other social justice issues
 C Access roads to national parks and other recreational areas
 D Traffic management and operations
 E Intermodal improvements
 F Aboriginal and Torres Strait Islander community assistance

G Bikeways
 H Safe School Travel (SafeST) infrastructure subsidies
 I Safe School Travel (SafeST) passenger set-down subsidies
 J National Black Spots
 L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Winton	129/LGSB/005	Winton - Jundah Road	Form and gravel	240,000	220,000	20,000				20,000	20,000			B
	129/LGSB/006	Winton - Jundah Road / Lark Quarry - Diamantina Lakes Road (100.90 - 101.90km)	Intersection improvements	220,000	120,000	100,000				100,000	100,000			B
	129/LGSB/008	Winton - Jundah Road / Lark Quarry - Diamantina Lakes Road (103.70 - 104.70km)	Upgrade intersection	220,000	120,000	100,000						100,000		B
	129/LGSB/009	Cork - Mackunda Road (various sections)	Drainage improvements	580,000	290,000	290,000						290,000		B
										120,000	120,000	390,000		
District allocation									448,812	6,596,840	7,045,652	5,753,033		
Revenue														
Net allocation										6,596,840	7,045,652	5,753,033		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

- Category
- ARegional development

BAccess and other social justice issues

CAccess roads to national parks and other recreational areas

DTraffic management and operations

EIntermodal improvements

FAboriginal and Torres Strait Islander community assistance

G

H

I

J

L

Bikeways

Safe School Travel (SafeST) infrastructure subsidies

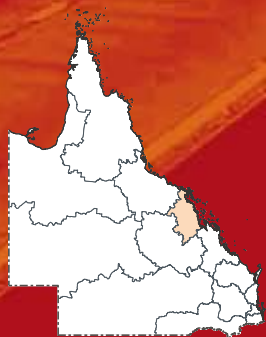
Safe School Travel (SafeST) passenger set-down subsidies

National Black Spots

Technical capability

roads implementation program

2007-08 to 2011-12



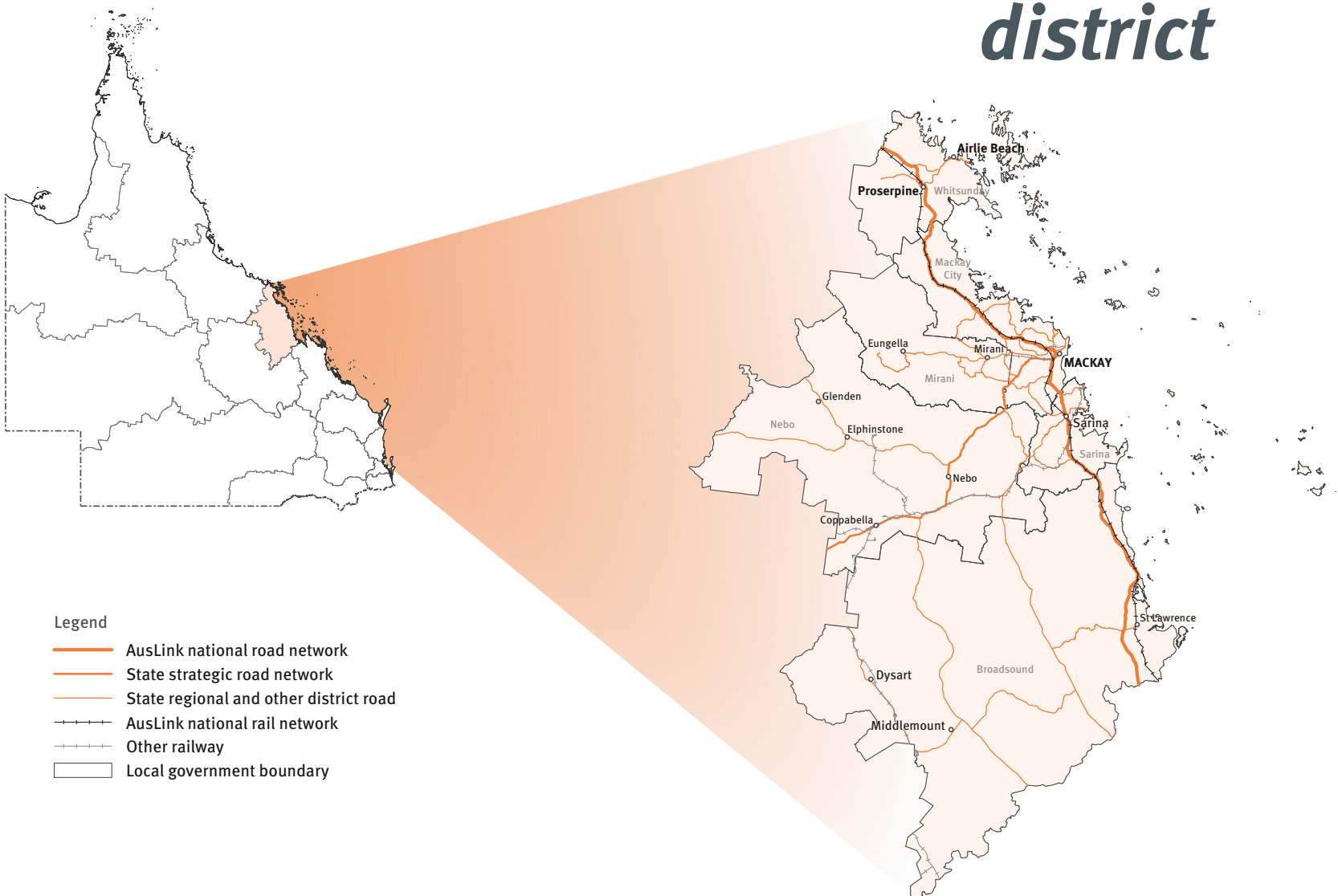
mackay

MainRoads

Connecting Queensland

mackay

district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Mackay City	120/10G/2	MW	Bruce Highway (St Lawrence - Mackay) ⁽²⁾	Intersection upgrade Farrelleys Lane and Schmidtke Road	5,300		5,300	113	3,997	1,190			At-grade intersection improvement
	120/10H/11		Bruce Highway (Mackay - Proserpine)	Ron Camm Bridge	400	400		100	300				Traffic management devices
									4,297	1,190			
Sarina	107/10G/49	MW	Bruce Highway (St Lawrence - Mackay)	Anzac Street	500	500		104	396				Install traffic signals
									396				
Other minor works										758			
Other maintenance									3,955	3,955			
Traffic management operations									200	200			
Total: District Allocation									8,848	6,103			

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: Includes contributions from Mackay City Council of \$590,000, Stocklands of \$400,000, FKP of \$650,000 and Canerap of \$480,000.

Notes

Roads Implementation Program 2007-08 to 2011-12

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Broadsound	20/85C/204	SR	Fitzroy Developmental (Dingo - Mt Flora) ⁽⁵⁾	Various intersections	200	20	180				Intersection lighting
	20/519/301	LRRS	Dysart - Middlemount	Sections : German Creek - Middlemount	649		165	484			Seal shoulders
	20/519/804	LRRS	Dysart - Middlemount	Sections : Norwich Park - German Creek turnoff (24.10 - 30.00km)	586				586		Rehabilitate pavement
	20/519/805	SR	Dysart - Middlemount	3.10 - 3.70km	275		275				Reconstruct pavement
			Programmed maintenance				1,200	1,272			
			Routine maintenance				977	1,036			
							2,797	2,792	586		
Mackay City	120/33B/11	SS	Peak Downs Highway (Nebo - Mackay)	East of Sawn Creek - west of Ellen Casey Road (68.18 - 69.25km)	1,862	1,617	245				Construct overtaking lanes
	120/33B/13	SS	Peak Downs Highway (Nebo - Mackay) ⁽⁶⁾	Sandy Creek	6,249				6,249		Upgrade bridge
	120/33B/14	SS	Peak Downs Highway (Nebo - Mackay) ⁽⁵⁾	Eton Range	400		50	350			Replace guardrail
	120/33B/15	SS	Peak Downs Highway (Nebo - Mackay) ⁽⁵⁾	Eton Range	700			350	350		Construct auxiliary lane
	120/33B/802	SS	Peak Downs Highway (Nebo - Mackay)	Eungella turn-out - tramline	2,188	59		2,129			Recycle pavement
	120/33B/9	SS	Peak Downs Highway (Nebo - Mackay)	Old Rocky Waterholes Road - Krambruk Drive	2,205	2			2,203		Construct overtaking lanes
	120/33B/901	SS	Peak Downs Highway (Nebo - Mackay)	Walkerston	200	130	70				Concept Planning
	120/516/2	SR	Homebush ⁽⁶⁾	Sandy Creek	7,989	933	6,511	545			Replace bridge
	120/516/301	SR	Homebush	Barrie Lane intersection	1,320		1,320				Realign 2 lanes

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Mackay City (cont.)	120/517/5	LRRS	Sarina - Homebush ⁽⁵⁾	Running Creek	1,866	146	1,599	121			Install culverts
	120/518/301	SR	Eton - Homebush	Section : 2.8 - 5.3km	3,358	7			3,351		Widen existing pavement
	120/530/3	LRRS	Mackay Bypass ⁽⁶⁾	Hospital Bridge	33,618	5,615	15,400	12,603			Construct bridge and approaches
	120/531/7	SR	Rockleigh - North Mackay ⁽⁷⁾	Sams Road - Barnes Creek Road	14,171	981	6,270	6,920			Widen to 4 lanes
	120/533/301	SR	Marian - Eton	Hannas Road open level crossing - Burgess Lane (sections)	2,808	6			2,802		Widen existing pavement
	120/535/302	SR	Marian - Hampden	Sections : 5.17 - 8.64km	2,200			1,600	600		Widen existing pavement
	120/855/302	LRRS	Yakapari - Seaforth	Section : 2.0 - 4.8km	3,907	75		1,114	2,718		Rehabilitate and overlay (>75mm)
	120/855/304	LRRS	Yakapari - Seaforth	7.0 - 11km and 22 - 23km	2,500				2,500		Widen existing pavement
	120/856/12	SR	Mackay - Bucasia	Holts Road - Golf Links Road / Mackay Habana Road	6,064	1,286	3,810	968			Duplicate 2 to 4 lanes
	120/856/15	SR	Mackay - Bucasia	Golf Links Road / Habana Road underpass	8,280	117	1,650	6,513			Grade separation - road works
	120/856/4	SR	Mackay - Bucasia	Phillip Street - Holts Road	7,596	684	5,823	1,089			Duplicate 2 to 4 lanes
	120/857/2	SR	Mackay - Slade Point ⁽⁸⁾	Forgan Bridge - Pioneer River	70,926	4,200	15,180	43,560	7,986		Construct bridge and approaches
	120/857/301	SR	Mackay - Slade Point ⁽⁹⁾	Barnes Creek - Kooyong intersection	3,984	2	1,320	2,662			Rehabilitate and widen
	120/857/4	LRRS	Mackay - Slade Point	Keeleys Road	1,351				1,351		At-grade intersection improvement
			Programmed maintenance				1,135	1,203			
			Routine maintenance				1,346	1,427			
			Traffic operations				143	152			
							61,872	83,306	30,110		
Mirani	82/33B/14	SS	Peak Downs Highway (Nebo - Mackay)	Blackwaterhole Creek and approaches	5,623	5,447	176				Realign 2 lanes
	82/33B/17	SS	Peak Downs Highway (Nebo - Mackay)	Elvins Road - Burgess Lane	2,262	4			2,258		Construct overtaking lanes
	82/33B/301	SS	Peak Downs Highway (Nebo - Mackay)	North of Blackwaterhole Creek	8,758				1,000	7,758	Widen existing pavement
	82/532/303	SR	Mackay - Eungella	Benholme - Dunwold	9,707	64			1,000	8,643	Widen existing pavement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Includes contribution from Mackay City Council of \$600,000.

Note 7: Includes contribution from Pioneer River Improvement Trust of \$1.65 million.

Note 8: Includes contribution from East Point of \$730,000.

Note 9: Includes contribution from East Point of \$300,000.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Mirani (cont.)	82/532/31	SR	Mackay - Eungella ⁽⁵⁾	David Burgess Bridge	6,200	2,667	2,176	1,357			Replace bridge
	82/533/304	SR	Marian - Eton	Mullers Road - Crebers Corner	3,463	3,277	186				Rehabilitate and widen
	82/536/8	LRRS	Mirani - Mount Ossa ⁽⁵⁾	McGregor Creek No.2	3,094	35	1,210	1,849			Replace bridge and approaches
	82/5324/206	SR	Eungella Dam	13.6 - 14.0km	100			100			Realign 2 lanes
			Programmed maintenance				900	954			
			Routine maintenance				783	830			
							5,431	5,090	4,258		
Nebo	90/33A/304	SS	Peak Downs Highway (Clermont - Nebo) ⁽⁶⁾	Bee Creek floodway	1,000			1,000			Widen existing pavement
	90/33B/303	SS	Peak Downs Highway (Nebo - Mackay)	Stockyard Creek - Spring Creek	2,876	2,689	187				Widen existing pavement
	90/33B/305	SS	Peak Downs Highway (Nebo - Mackay)	Boundary - Cut Creek	5,648	1,032	4,616				Widen existing pavement
	90/33B/306	SS	Peak Downs Highway (Nebo - Mackay)	Cut Creek - Retreat	5,246	173		1,677	3,396		Widen existing pavement
	90/33B/307	SS	Peak Downs Highway (Nebo - Mackay)	Section : 6.3 - 11.09km	7,111	48			3,548	3,515	Widen existing pavement
	90/33B/308	SS	Peak Downs Highway (Nebo - Mackay)	Fiery Creek - Boundary Creek	7,043				2,196	4,847	Widen existing pavement
	90/33B/31	SS	Peak Downs Highway (Nebo - Mackay)	Boundary Creek - Cut Creek (21.24 - 22.24km) and Lonely Creek - Boundary Creek (13.5 - 14.5km)	1,593	1,397	196				Construct additional lanes
	90/514/14	LRRS	Oxford Downs - Sarina ⁽⁵⁾	Twelve Mile Creek	6,277	172	2,255	3,850			Replace bridge and approaches
	90/5307/26	LRRS	Collinsville - Elphinstone	Turnout - Cerito Road	2,489				2,489		At-grade intersection improvement
			Programmed maintenance				1,300	1,378			
							947	1,003			
							9,501	8,908	11,629		
Sarina	107/517/302	LRRS	Sarina - Homebush	Bruce Highway - Sarina Homebush Road	3,383				1,611	1,772	Rehabilitate and overlay (75mm)
			Programmed maintenance				718	761			
			Routine maintenance				606	643			
							1,324	1,404	1,611		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Whitsunday	100/851/215	SR	Proserpine - Shute Harbour ⁽⁵⁾	Conway Beach Road	179	74	105				At-grade intersection improvement
	100/851/30	SR	Proserpine - Shute Harbour	Stewart Drive - Beach Road	2,845	55		2,790			At-grade intersection improvement
	100/851/31	SR	Proserpine - Shute Harbour	Tropic Road	2,500				2,500		Construct roundabout
			Programmed maintenance				467	496			
			Routine maintenance				411	436			
							983	3,722	2,500		
District: (yet to be allocated to a local government)			Programmed maintenance						11,767		
			Routine maintenance						12,212		
			Traffic operations						1,601		
			Rehabilitation				1,346	1,674	8,726		
			Corridor management						1,598		
			Enhanced capacity				2,235	1,150	3,938		
			AusLink ineligible				50	50	150		
			Materials on hand (net change)				(1,745)	(800)			
Sub-total: Works and planning							83,794	107,296	90,686		
Project management reserve adjustment							(8,889)	(9,190)	4,693		
Sub-total: District works allocation							74,905	98,106	95,379		
Road system planning							1,215	1,215	3,645		
Road stewardship							1,142	1,142	3,426		
Program development & delivery							424	424	1,272		
District works, stewardship and capability							77,686	100,887	103,722		
Asset acquisitions							45	45	135		
Gross district allocation							77,731	100,932	103,857		
Contributions from others for roadworks							(600)	(373)	(1,923)		
Operational revenue							(216)	(216)	(648)		
Net district allocation							76,915	100,343	101,286		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Broadsound	20/LGSA/006	Mt Stuart - Bedford Weir Road (13.10 - 20.10km)	Pave and seal	988,000	713,000	275,000		165,000	110,000		110,000			A
	20/LGSA/008	Mt Stuart - Bedford Weir Road (6.10 - 13.10km)	Pave and seal	854,000	635,500	218,500				218,500	218,500			A
	20/LGSA/009	Mt Stuart - Bedford Weir Road (0.0 - 6.10km)	Pave and seal	840,000	630,500	209,500						209,500		A
	20/LGSH/004	Singleton Street - Dysart Primary School	Bikeway	10,000	5,000	5,000			5,000		5,000			H
	20/LGSH/006	Greenhill Road (6 areas)	Bus shelter	36,000	18,000	18,000				9,000	9,000	9,000		H
	20/LGSH/007	Carmila West Road (10 areas)	Bus shelter	60,000	30,000	30,000				15,000	15,000	15,000		H
	20/LGSI/001	Dysart Primary School	Bus zone and pedestrian improvements	36,000	18,000	18,000			18,000		18,000			I
									133,000	242,500	375,500	233,500		
Mackay City	120/LGSA/005	Pleystowe Connector Road	Construct new bridge	1,020,000	820,000	200,000		100,000	100,000		100,000			A
	120/LGSA/006	Christoe Street (near Taylor Street intersection)	Realign	150,000	75,000	75,000				75,000	75,000			A
	120/LGSA/007	Stockroute Road (Mackay - Broadsound Road - Cowleys Road)	Reconstruct and bitumen seal	800,000	750,000	50,000						50,000		A
	120/LGSA/008	Coles Road / Andergrove Road	Upgrade / intersection improvement	1,598,000	1,248,000	350,000						350,000		A
	120/LGSA/009	Connors Road (Len Shield Street - East Boundary Road (0.00 - 0.22km)	Rehabilitation and widening	1,160,000	850,000	310,000						310,000		A
	120/LGSB/005	Connors Road (Crichtons Road - abattoir entrance)	Construct to new sealed two lane standard	700,000	350,000	350,000						177,000	173,000	B
	120/LGSD/007	Various locations	Traffic signals	35,000	17,500	17,500						17,500		D
	120/LGSD/008	Shakespeare Street / Goldsmith Street and Shakespeare Street / Milton Street, Mackay	Traffic signals	30,000	15,000	15,000						15,000		D
	120/LGSD/009	Connors Road / Boundary Road	Install traffic signals	250,000	125,000	125,000				125,000	125,000			D

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Mackay City (cont.)	120/LGSG/007	Slade Point bikeway link	Bikeway	40,000	20,000	20,000				20,000	20,000			G
	120/LGSH/009	Penn Street, Mackay	Widen footpath	56,000	28,000	28,000						28,000		H
	120/LGSI/009	Eimeo Road State School	Bus set-down	40,000	20,000	20,000				20,000	20,000			I
	120/LGSI/010	Farleigh State School, Chidlow Street	Set-down and pick-up area	40,000	20,000	20,000						20,000		I
	120/LGSI/011	Bloomsbury State School, Dougherty's Road	Car park	40,000	20,000	20,000						20,000		I
	120/LGSI/012	Beaconsfield School, Broomdykes Drive	Footpath construction	150,000	75,000	75,000				75,000	75,000			I
									100,000	315,000	415,000	987,500		
Mirani	82/LGSA/004	Kinchant Dam (0.78 - 1.32km and 1.44 - 2.00km)	Widen and overlay	260,000	130,000	130,000			130,000		130,000			A
	82/LGSA/005	Kinchant Dam	Widen and overlay	60,000	30,000	30,000			30,000		30,000			A
	82/LGSA/006	Owens Creek Loop Road	Widen and overlay	80,000	40,000	40,000				40,000	40,000			A
	82/LGSA/007	Leichardt Road (0.59 - 1.84km)	Widen and overlay	300,000	150,000	150,000				150,000	150,000			A
	82/LGSA/008	Credition Loop Road	Pave and seal	280,000	140,000	140,000				140,000	140,000			A
	82/LGSA/009	Mt Martin Loop Road (0.34 - 0.91km)	Widen and overlay	80,000	40,000	40,000						40,000		A
	82/LGSA/010	Devereux Creek Road (5.25 - 5.75km)	Widen and overlay	80,000	40,000	40,000						40,000		A
	82/LGSA/012	Dalrymple Road (1.20 - 4.20km)	Widen pavement	600,000	500,000	100,000				100,000	100,000			A
	82/LGSC/004	Highams Bridge	Reconstruct	2,300,000	1,330,000	970,000		16,276	953,724		953,724			C
	82/LGSC/008	Gorge Road (Owens Creek Loop Road - first bend)	Widen and overlay	300,000	150,000	150,000						150,000		C
	82/LGSH/008	Kenny's Road (subdivision - Marian State School)	Bikeway to school	40,000	20,000	20,000				20,000	20,000			H
	82/LGSH/009	Anzac Avenue, Marian	Bus stop	20,000	10,000	10,000						10,000		H

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Mirani (cont.)	82/LGSH/011	Melba House	Bus stop	20,000	10,000	10,000						10,000		H
	82/LGSI/007	Marian State School, Stayts Road (stage 1)	Bus set-down	50,000	25,000	25,000				25,000	25,000			I
	82/LGSI/008	Marian State School, Stayts Road (stage 2)	Bus set-down	50,000	25,000	25,000						25,000		I
	82/LGSI/009	Marian State School	Footpath construction	50,000	25,000	25,000			25,000		25,000			I
	82/LGSI/010	Gargett State School	Footpath construction	20,000	10,000	10,000						10,000		I
									1,138,724	475,000	1,613,724	285,000		
Nebo	90/LGSA/006	Pasha Road (Part B)	Pave and seal	78,000	39,000	39,000					39,000	39,000		A
	90/LGSA/007	Pasha Road (Part C)	Pave and seal	55,000	27,500	27,500					27,500	27,500		A
	90/LGSA/008	Pasha Road (Part A)	Pave and seal	44,000	22,000	22,000					22,000	22,000		A
	90/LGSA/011	Daunia Road / Peak Downs Highway	At-grade intersection improvements	100,000	50,000	50,000						50,000		A
	90/LGSA/012	Turrawulla Road (12.5okm)	Realignment / improve flood immunity	100,000	50,000	50,000					50,000	50,000		A
	90/LGSA/013	Turrawulla Road (floodway - bitumen seal east of Coopers Creek)	Pave and seal	200,000	100,000	100,000						75,000	25,000	A
	90/LGSC/003	Turrawulla Road / Suttor Developmental Road	Upgrade intersection	25,000	12,500	12,500			12,500		12,500			C
	90/LGSH/001	Walsh Road	Bus set-down and shelter	20,000	10,000	10,000					10,000	10,000		H
	90/LGSI/001	Nebo School, Oxford Street	Footpath construction	100,000	50,000	50,000					50,000	50,000		I
	90/LGSL/004	Main Roads / Local Government Alliance	Whitsunday RRG structures inspections and training	48,000	12,000	36,000		14,905	21,095			21,095		L
	90/LGSL/006	Main Roads / Local Government Alliance, Whitsunday RRG	Capability improvement	10,000		10,000					10,000	10,000		L
										33,595	208,500	242,095	125,000	

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Sarina	107/LGSA/014	Grasstree Beach Road (0.00 - 0.50km)	Widen and overlay	240,000	120,000	120,000				120,000	120,000			A
	107/LGSA/015	Armstrong Beach Road (3.75 - 5.10km)	Widen and reconstruct	420,000	215,000	205,000				205,000	205,000			A
	107/LGSA/016	Middle Creek Road (3.61- 4.50km)	Upgrade	200,000	100,000	100,000						100,000		A
	107/LGSA/017	Armstrong Beach Road / Miran Khan Road (4.50km)	Upgrade / intersection improvement	300,000	150,000	150,000						150,000		A
	107/LGSA/018	Grasstree Road / Grasstree Beach Road (2.50km)	Upgrade / intersection improvement	150,000	75,000	75,000				75,000	75,000			A
	107/LGSA/019	Various locations	Unallocated funds - priorities yet to be determined	460,000	230,000	230,000				80,000	80,000	150,000		A
	107/LGSA/021	Grasstree Beach Road (3.80km)	Safety improvements	80,000	40,000	40,000						40,000		A
	107/LGSA/022	Grasstree Road (8.38 - 8.81km)	Rehabilitation	150,000	75,000	75,000						75,000		A
	107/LGSA/023	Grasstree Road (0.10 - 0.60km)	Widen and overlay	150,000	75,000	75,000						75,000		A
	107/LGSA/024	Grasstree Beach Road (0.50 - 1.10km)	Widen and overlay	240,000	120,000	120,000						120,000		A
	107/LGSG/004	Sarina Town bikeway network	Bikeway	100,000	50,000	50,000				50,000	50,000			G
	107/LGSH/002	Brooks Road West and Broad Street to Sarina Showgrounds	Bikeway	90,000	45,000	45,000				30,000	30,000	15,000		H
	107/LGSI/007	Sarina State Primary School	Bus set-down and pick-up	70,000	35,000	35,000				35,000	35,000			I
	107/LGSI/008	Sarina Kindergarten, McCowan Street	Car park / drop-off zone	36,000	18,000	18,000						18,000		I
										595,000	595,000	743,000		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Category
A Regional development
B Access and other social justice issues
C Access roads to national parks and other recreational areas
D Traffic management and operations
E Intermodal improvements
F Aboriginal and Torres Strait Islander community assistance
G Bikeways
H Safe School Travel (SafeST) infrastructure subsidies
I Safe School Travel (SafeST) passenger set-down subsidies
J National Black Spots
L Technical capability

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Whitsunday	100/LGSA/003	Shingley Drive	Bus turning area	106,000	53,000	53,000				53,000	53,000		112,500	A
	100/LGSA/004	Hinschen Street (0.29 - 0.58km)	Reconstruct pavement	250,000	125,000	125,000			125,000	125,000		A		
	100/LGSA/005	Dingo Beach Road, Box Creek (9.90km)	Safety improvements	45,000	22,500	22,500					22,500	A		
	100/LGSA/006	Dingo Beach Road, Stoney Creek (5.40km)	Safety improvements	30,000	15,000	15,000					15,000	A		
	100/LGSA/007	Dingo Beach Road, Gammut Creek (13.90km)	Upgrade floodway	300,000	150,000	150,000					37,500	A		
	100/LGSA/008	Dingo Beach Road, Vine Creek (5.60km)	Safety improvements	30,000	15,000	15,000					15,000	A		
	100/LGSA/009	Whitsunday Drive (0.00 - 0.30km)	Widen and overlay	150,000	75,000	75,000					75,000	A		
	100/LGSA/010	Bruce Highway / Airport Drive (0.00 - 2.50km)	Overlay and seal	400,000	225,000	175,000					175,000	A		
	100/LGSC/001	Brandy Creek Road	Pave and seal	490,000	320,000	170,000	99,828	70,172		70,172		C		
	100/LGSC/002	Conway Road, Orchid Creek (6.19 - 6.30km)	Construct floodways	300,000	150,000	150,000	130,000	20,000		20,000		C		
	100/LGSC/003	Forestry Road (Brandy Creek - national park)	Pave and seal	300,000	150,000	150,000			150,000	150,000		C		
	100/LGSC/004	Conway Road (16.58 - 17.43km)	Widen and overlay	300,000	150,000	150,000			150,000	150,000		C		
	100/LGSH/006	Marathon Street, Proserpine	Bikeway / footpath	30,000	15,000	15,000			15,000	15,000		H		
	100/LGSI/003	Cannonvale State School (stage 2)	Bus set-down and car park	170,000	140,000	30,000	20,000	10,000		10,000		I		
	100/LGSI/004	Cannonvale School	Bus set-down	20,000	10,000	10,000			10,000	10,000		I		
								100,172	503,000	603,172	340,000			
District allocation									1,505,491	2,339,000	3,844,491	2,714,000		
Revenue														
Net allocation										2,339,000	3,844,491	2,714,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

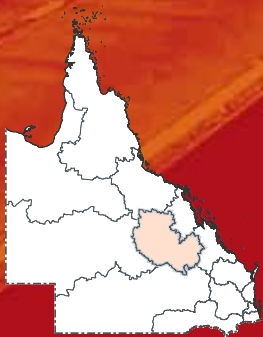
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

Roads Implementation Program 2007-08 to 2011-12

roads implementation program

2007-08 to 2011-12

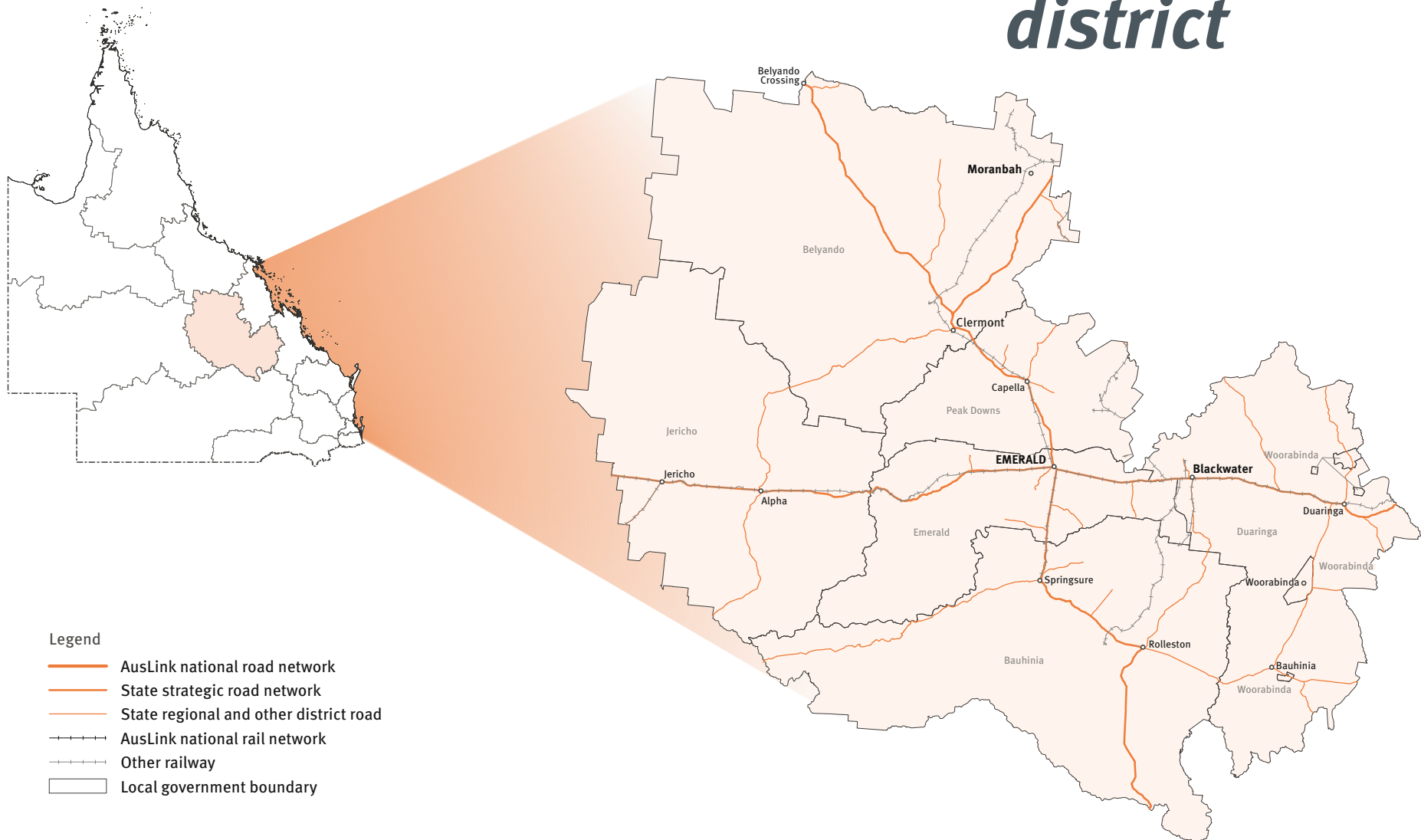


central highlands

MainRoads

Connecting Queensland

central highlands district



Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Bauhinia	12/24E/2	SS	Carnarvon Highway (Injune - Rolleston)	Deep Channel	712	7	450	255			Install culverts
	12/24E/3	SS	Carnarvon Highway (Injune - Rolleston) ⁽⁵⁾	South of Christmas Creek (115 - 130km)	402	372	30				Form and improve drainage
	12/24E/4	SS	Carnarvon Highway (Injune - Rolleston) ⁽⁵⁾	North of Carnarvon Gorge	172	169	3				Miscellaneous works
	12/24E/5	SS	Carnarvon Highway (Injune - Rolleston) ⁽⁵⁾	Bullaroo Creek section	100			100			Form improve drainage and running surface
	12/24E/803	SS	Carnarvon Highway (Injune - Rolleston)	68.5 - 77.1km	1,128		1,128				Reconstruct pavement
	12/46C/302	SR	Dawson Highway (Banana - Rolleston)	Basalt Creek - Sunlight Road	5,189				5,189		Widen and seal
	12/46D/307	SS	Dawson Highway (Rolleston - Springsure)	West of Albinia Creek - Meteor Creek	2,472	68		803	1,601		Reconstruct pavement
	12/46D/312	SS	Dawson Highway (Rolleston - Springsure)	Meteor Creek north - Three Chain Road	2,728	198	2,530				Reconstruct pavement
	12/46D/313	SS	Dawson Highway (Rolleston - Springsure)	"Wyanda" section	3,252				1,232	2,020	Reconstruct pavement
	12/46D/314	SS	Dawson Highway (Rolleston - Springsure)	Staircase Range west	440			440			Widen and seal
			Programmed maintenance				2,060	1,105			
			Routine maintenance				947	975			
							7,148	3,678	8,022		
Belyando	16/33A/27	SS	Peak Downs Highway (Clermont - Nebo) ⁽⁶⁾	Clermont Coal Mine Road Project	25,600		19,700	5,900			Widen and seal
	16/33A/303	SS	Peak Downs Highway (Clermont - Nebo)	South of Logan Creek	4,233	14			2,100	2,119	Reconstruct pavement
	16/33A/305	SS	Peak Downs Highway (Clermont - Nebo)	South of Myall Creek	6,231	219	1,966	4,046			Rehabilitate and widen
	16/33A/309	SS	Peak Downs Highway (Clermont - Nebo)	North of Gregory Highway intersection	3,568				3,568		Rehabilitate and widen
	16/33A/310	SS	Peak Downs Highway (Clermont - Nebo)	Cherwell Creek north	8,820				3,798	5,022	Rehabilitate and widen

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Project is fully-funded by Rio Tinto Coal.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Belyando (cont.)	16/552/10	LRRS	Clermont - Alpha	Sections : 44.70 - 46.50km	421	27	394				Minor regrade
	16/552/12	LRRS	Clermont - Alpha	Various sections : 31.00 - 34.00km	447			447			Minor regrade
	16/552/13	LRRS	Clermont - Alpha	Various sections : 79.00 - 83.00km	497				497		Minor regrade
	16/552/14	LRRS	Clermont - Alpha	Various sections : 75.00 - 79.00km	526				526		Minor regrade
	16/552/15	LRRS	Clermont - Alpha ⁽⁵⁾	Clermont - Tambo (section 1)	835	780	55				Seal to provide overtaking opportunity
	16/552/17	LRRS	Clermont - Alpha ⁽⁶⁾	Belyando River	2,675				2,675		Construct bridge and approaches
			Programmed maintenance				1,768	1,880			
			Routine maintenance				1,010	1,049			
			Traffic operations				11	11			
							24,904	13,333	13,164		
Duarina	47/16B/310	SS	Capricorn Highway (Duarina - Emerald)	Sections : Bluff Town	1,169				1,169		Seal shoulders
	47/16B/34	SS	Capricorn Highway (Duarina - Emerald)	Bluff Creek	1,181				596	585	Improve drainage
	47/46C/XX	SR	Dawson Highway (Banana - Rolleston) ⁽⁷⁾	Zamia and Clovernook Creeks							Replace bridges and approaches
	47/469/303	LRRS	Blackwater - Rolleston ⁽⁸⁾	5.40 - 12.00km	2,000		2,000				Widen and overlay
			Programmed maintenance				1,436	2,734			
			Routine maintenance				1,813	1,922			
			Traffic operations				7	7			
							5,256	4,663	1,765		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Note 7: This project funded as part of Regional Bridge Renewal Program. Delivery is under the Central Queensland Accelerated Road Rehabilitation Program.

Note 8: Includes contribution from developer Billiton Mitsubishi Alliance of \$2 million.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Emerald	50/16B/303	SS	Capricorn Highway (Duarina - Emerald)	East of Yamala	5,334	123		627	4,584		Seal shoulders
	50/16B/304	SS	Capricorn Highway (Duarina - Emerald)	West of Yamala	8,870	3,489	5,381				Rehabilitate and widen
	50/16B/306	SS	Capricorn Highway (Duarina - Emerald)	Winton Creek - Agricultural College	5,550				5,550		Rehabilitate and widen
	50/16C/40	SS	Capricorn Highway (Emerald - Alpha) ⁽⁵⁾	Section : 57 - 107km	102	88	14				Miscellaneous works
	50/16C/41	SS	Capricorn Highway (Emerald - Alpha) ⁽⁵⁾	East of Bogantungan : 93.48km	421	403	18				Heavy vehicle parking
	50/27B/302	SS	Gregory Highway (Emerald - Clermont)	Emerald Downs - Theresa Creek	2,969				969	2,000	Widen existing pavement
	50/27B/303	SS	Gregory Highway (Emerald - Clermont)	Retreat Creek and overflows	2,971				2,971		Install floodways
	50/27B/715	SS	Gregory Highway (Emerald - Clermont)	Hospital Road	1,725	447	250	1,028			Asphalt resurfacing (<75mm)
	50/4405/302	LRRS	Selma	Capricorn Highway - Long Street	1,301				1,301		Widen and seal
			Programmed maintenance				1,638	1,631			
			Routine maintenance				762	793			
			Traffic operations				29	30			
							8,092	4,109	15,375		
Jericho	68/16C/305	SS	Capricorn Highway (Emerald - Alpha)	Mamboo siding - east of Craven Road	1,900	88	531	1,281			Seal shoulders
	68/441/3	LRRS	Blackall - Jericho	100.74 - 110.74km	1,304	15	618	671			Pave and seal
	68/443/14	LRRS	Alpha - Tambo	Various sections	671			671			Minor regrade
	68/443/15	LRRS	Alpha - Tambo	Various sections	710				710		Minor regrade
	68/443/16	LRRS	Alpha - Tambo	Various sections	751				751		Minor regrade
	68/443/17	LRRS	Alpha - Tambo ⁽⁵⁾	Clermont - Tambo (section 2)	750	650	100				Seal to provide overtaking opportunity
	68/443/19	LRRS	Alpha - Tambo	88.50 - 90.313km	856		856				Construct to seal standard
	68/552/1	LRRS	Clermont - Alpha ⁽⁶⁾	Native Companion Creek	2,496				2,496		Replace bridge
	68/552/301	LRRS	Clermont - Alpha	Bluff Creek floodway	619	10	609				Construct approaches
			Programmed maintenance				333	611			
			Routine maintenance				679	705			
			Traffic operations				5	6			
							3,731	3,945	3,957		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Peak Downs			Programmed maintenance				538	605			
			Routine maintenance				402	417			
			Traffic operations				2	2			
							942	1,024			
District: (yet to be allocated to a local government)			Programmed maintenance						20,095		
			Routine maintenance						21,696		
			Rehabilitation				31	1,395	5,596		
			Corridor management						1,709		
			Enhanced capacity				1,274	1,119	5,302		
Sub-total: Works and planning							51,378	33,266	96,681		
Project management reserve adjustment							(2,803)	(1,794)	2,207		
Sub-total: District works allocation							48,575	31,472	98,888		
Road system planning							910	928	2,898		
Road stewardship							1,151	1,174	3,665		
Program development & delivery							666	678	2,118		
District works, stewardship and capability							51,302	34,252	107,569		
Asset acquisitions							86	20	72		
Gross district allocation							51,388	34,272	107,641		
Contributions from others for roadworks							(21,700)	(5,900)			
Operational revenue							(311)	(317)	(991)		
Net district allocation							29,377	28,055	106,650		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Bauhinia	12/LGSA/017	Comet - Rolleston Road (14.35 - 16.47km)	Pave and seal	200,000	104,000	96,000				96,000	96,000			A
	12/LGSA/019	Wyntoon Road	Pave and seal	223,000	111,500	111,500				111,500	111,500			A
	12/LGSA/020	Buckland Road (12.00 - 14.40km)	Pave and seal	220,000	110,000	110,000						110,000		A
	12/LGSC/005	Carnarvon Gorge access road (22.00 - 25.00km)	Pave and seal	250,000	150,500	99,500						99,500		C
										207,500	207,500	209,500		
Belyando	16/LGSA/010	Red Hill Road (14.50 - 16.50km)	Pave and seal	445,000	222,500	222,500				222,500	222,500			A
	16/LGSA/012	Red Hill Road (12.50 - 14.50km)	Pave and seal	425,000	212,500	212,500						212,500		A
										222,500	222,500	212,500		
Central Highlands Partnership	R18/LGSA/001	Various locations	Priorities yet to be determined	821,666		821,666				410,833	410,833	410,833		A
										410,833	410,833	410,833		
Duarina	47/LGSA/013	Duarina - Baralaba Road (2.50 - 5.00km)	Pave and seal	300,000	150,000	150,000				150,000	150,000			A
	47/LGSA/015	Duarina - Baralaba Road (3.70 - 5.70km)	Pave and seal	304,000	152,000	152,000						152,000		A
	47/LGSA/016	Oombabeer Road	Pave and seal	688,000	626,500	61,500						61,500		A
	47/LGSA/017	Range - Baranga Road	Pave and seal	146,000	78,500	67,500				67,500	67,500			A
	47/LGSH/002	Bauman Street, Blackwater North High School	Bikeway to school	25,000	12,500	12,500				12,500	12,500			H
	47/LGSI/002	Church Street, Bluff State School	Footpath construction	16,000	8,000	8,000				8,000	8,000			I
	47/LGSI/003	Church Street, Bluff State School	School crossing	1,500	750	750				750	750			I
	47/LGSI/004	Charlotte Street, Duaringa State School	Bus set-down and pick-up	38,000	19,000	19,000				19,000	19,000			I
										257,750	257,750	213,500		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Emerald	50/LGSA/014	Lurline / Riley's Crossing Road	Realignment	284,000	142,000	142,000						142,000		A
	50/LGSA/015	Willows Road (4.00 - 7.00km)	Widen and seal	223,000	111,500	111,500				111,500	111,500			A
	50/LGSA/016	Rubyvale Road (1.50 - 6.50km)	Widen and seal	266,000	133,000	133,000				133,000	133,000			A
	50/LGSA/017	Willows Road (7.00 - 9.00km)	Widen and seal	163,000	81,500	81,500						81,500		A
	50/LGSI/005	Anakie - Rubyvale Road	Bus set-down and pick-up	30,000	15,000	15,000				15,000	15,000			I
	50/LGSI/006	Talafa Road	Bus set-down and pick-up	30,000	15,000	15,000				15,000	15,000			I
	50/LGSL/002	Main Roads / Local Government Alliance, Central Highlands Regional Roads Partnership	Capability improvement	20,000		20,000				20,000	20,000			L
										294,500	294,500	223,500		
Jericho	68/LGSA/011	Craven Road	Pave and seal	100,000	50,000	50,000						50,000		A
	68/LGSA/012	Degulla Road	Gravel resheet	100,000	50,000	50,000				50,000	50,000			A
	68/LGSA/013	Dunrobin Road	Gravel sheeting	100,000	50,000	50,000				50,000	50,000			A
	68/LGSA/014	Aramac Road	Pave and seal	100,000	50,000	50,000						50,000		A
	68/LGSG/002	Dryden Street (Capricorn Highway - Moore Street)	Bikeway	12,000	6,000	6,000				6,000	6,000			G
										106,000	106,000	100,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Peak Downs	95/LGSA/012	Clermont - Rubyvale Road (63.35 - 69.85km)	Pave and seal	436,200	229,700	206,500				206,500	206,500			A
	95/LGSA/015	Clermont - Rubyvale Road (56.85 - 63.35km)	Pave and seal	497,000	248,500	248,500						248,500		A
	95/LGSI/002	“Prairie”, Gregory Highway	Bus set-down and pick-up	5,000	2,500	2,500				2,500	2,500			I
	95/LGSI/003	“Westlake”, Gregory Highway	Bus set-down and pick-up	5,000	2,500	2,500				2,500	2,500			I
	95/LGSI/004	“Glenmore” Malthoid Road	Bus set-down and pick-up	3,200	1,600	1,600				1,600	1,600			I
	95/LGSI/005	“Moran Downs”, Gregory Highway	Bus set-down and pick-up	5,000	2,500	2,500				2,500	2,500			I
	95/LGSI/006	“Cresendo”, Gregory Highway	Bus set-down and pick-up	5,000	2,500	2,500				2,500	2,500			I
	95/LGSI/007	“Rowes Hill”, Gregory Highway	Bus set-down and pick-up	5,000	2,500	2,500				2,500	2,500			I
	95/LGSI/008	Talagai Avenue and Malvern Avenue, Tieri	Bus set-down and pick-up	40,000	20,000	20,000						20,000		I
	95/LGSI/009	Humberstone Road and “Lowthers” Crinium Road	Bus set-down and pick-up	17,000	8,500	8,500						8,500		I
95/LGSI/010	Various locations, Tieri	Bus shelter	50,000	25,000	25,000						25,000		I	
										220,600	220,600	302,000		
District allocation										1,719,683	1,719,683	1,671,833		
Revenue														
Net allocation										1,719,683	1,719,683	1,671,833		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

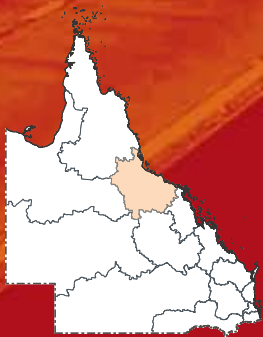
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

Roads Implementation Program 2007-08 to 2011-12

roads implementation program

2007-08 to 2011-12



northern

MainRoads

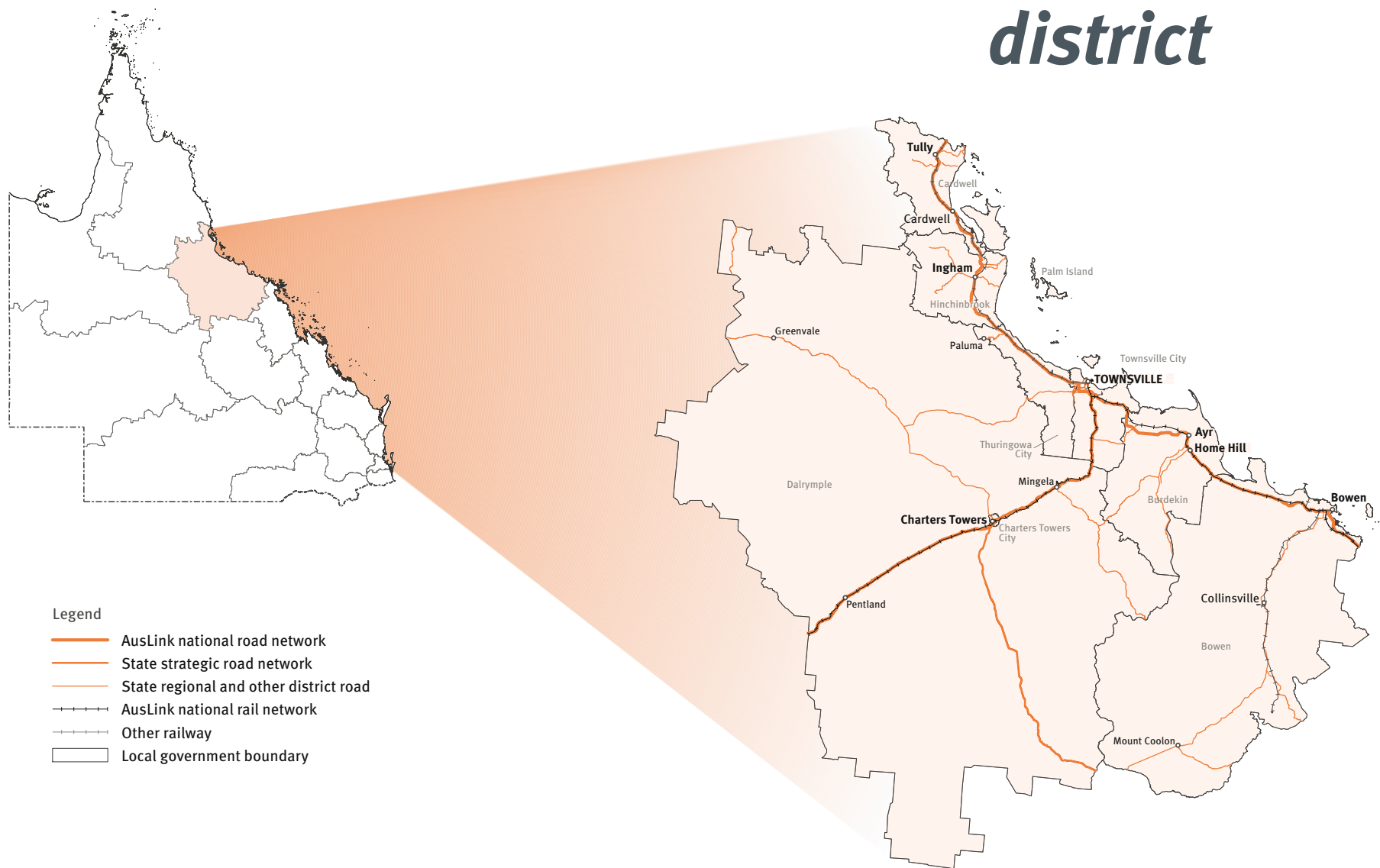
Connecting Queensland

Queensland the Smart State



northern

northern district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Bowen	125/10K/60	QAN6	Bruce Highway (Bowen - Ayr)	Plain Creek - Saltwater Creek	20,308	20,308		19,490	818				Grade separation (road / rail)
									818				
Burdekin	5/10L/819	QNH65	Bruce Highway (Ayr - Townsville)	Brandon open level crossing - Sandy Corner	796	796		62		734			Pavement rehabilitation
										734			
Cardwell	30/10N/81	QANo2	Bruce Highway (Ingham - Innisfail) ⁽²⁾	Corduoy Creek - Tully High School	172,800	172,800		13,694	40,311	61,222	57,573		Realign 2 lanes
	30/10N/824	QINNPO001	Bruce Highway (Ingham - Innisfail) ⁽³⁾	Djarawong Road - Top of Range	600	600		391	209				Rehabilitate pavement
									40,520	61,222	57,573		
Dalrymple	42/14A/807		Flinders Highway (Townsville - Charters Towers)	Burdekin River Bridge	2,530		2,530	30	13	15	2,472		Structural rehabilitation
	42/14A/808		Flinders Highway (Townsville - Charters Towers)	Reid River - Cardington Road	2,118		2,118	17		52	2,049		Rehabilitate pavement
	42/14B/820		Flinders Highway (Charters Towers - Hughenden)	29.29 - 31.94km	834		834		50	784			Rehabilitate pavement
									63	851	4,521		
Hinchinbrook	61/10M/35	QINNPO001	Bruce Highway (Townsville - Ingham) ⁽³⁾	Tokalon Road - Lannercost Street	25,000	25,000		1,321	12,000	11,679			Regrade and eliminate floodways
	61/10M/807	QINNPO001	Bruce Highway (Townsville - Ingham) ⁽³⁾	Pombel Road - Pomona	1,900	1,900		16	1,884				Rehabilitate and overlay (>75mm)
	61/10M/809	QINNPO001	Bruce Highway (Townsville - Ingham) ⁽³⁾	Waterfall Creek	550	550		18	532				Structural rehabilitation
	61/10M/810	QINNPO001	Bruce Highway (Townsville - Ingham) ⁽³⁾	Waterview Creek	550	550		18	532				Structural rehabilitation
	61/10M/902	QINNPO001	Bruce Highway (Townsville - Ingham) ⁽³⁾	Penna Road	950	950			950				Concept Planning
	61/10N/805	QINNPO001	Bruce Highway (Ingham - Innisfail) ⁽³⁾	Gairlock Creek - Ripple Creek	2,160	2,160		20	2,140				Rehabilitate and overlay (>75mm)
	61/10N/901	QINNPO001	Bruce Highway (Ingham - Innisfail) ⁽³⁾	Herbert River - Cardwell Range	10,000	10,000		500	4,000	5,500			Concept Planning
									22,038	17,179			

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: \$127.01m advanced by Australian Government on 27 June 2006 as part of Accelerated Bruce Highway Upgrade Package (Townsville - Cairns).

Note 3: \$220m advanced by Australian Government on 27 June 2006 as part of Accelerated Bruce Highway Upgrade Package (Townsville - Cairns).

AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Thuringowa City	117/10M/74	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Toomulla Beach - Station Creek	1,500	1,500		68	1,432				Construct overtaking lane
	117/10M/76	QANN003	Bruce Highway (Townsville - Ingham) ⁽³⁾	Townsville Ring Road Stages 2 and 3 (Upper Ross River Road - Shaw Road)	119,255	79,500	39,755	33,990	58,324	26,941			Construct to new sealed 2 lane standard
	117/10M/77	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Surveyors Creek - Balgal Beach turnoff	2,000	2,000		98	1,902				Construct overtaking lane
	117/10M/78	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Saunders Creek - Althaus Creek	1,500	1,500		54	1,446				Construct overtaking lane
	117/10M/81	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Woodlands - Veale's Road	40,000	40,000		1,200	25,800	13,000			Widen to 4 lanes
	117/10M/789	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Shaw Road - Woodlands	1,700	1,700			1,700				Asphalt resurfacing (75mm)
	117/10M/824	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Black River - Greenvale Street	2,000	2,000		50	1,950				Asphalt overlay (75mm)
									92,554	39,941			
Townsville City	150/10L/753	QINN0001	Bruce Highway (Ayr - Townsville) ⁽²⁾	Bruce Highway, Angus Smith Drive - Ross River Road	750	750			750				Asphalt resurfacing (75mm)
	150/10M/719	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Mather Street - Bohle River North-bound	1,050	1,050			1,050				Asphalt resurfacing (75mm)
	150/10M/720	QINN0001	Bruce Highway (Townsville - Ingham) ⁽²⁾	Mather Street - Bohle River South-bound	1,050	1,050			1,050				Asphalt resurfacing (75mm)
	150/14A/10		Flinders Highway (Townsville - Charters Towers) ⁽⁴⁾	Townsville Port Access Road (Stage 1), Stuart bypass	12,149		12,149	10,557	1,592				Construct bypass - sealed standard
	150/14A/11		Flinders Highway (Townsville - Charters Towers) ⁽⁵⁾	Watt Street - Wright Street	1,200		1,200	89	1,111				Construct additional lane
	150/14A/12		Flinders Highway (Townsville - Charters Towers) ⁽⁵⁾	Dommett Street - McCahill Street	1,660		1,660	60	1,600				Widen existing pavement
	150/14A/801		Flinders Highway (Townsville - Charters Towers)	2 - 2.8km	311		311		50	261			Rehabilitate pavement
	150/14A/902		Flinders Highway (Townsville - Charters Towers) ⁽⁶⁾	Townsville Port Access Road (Stage 2), Eastern Access Corridor	2,540		2,540	1,766	774				Concept Planning
									7,977	261			
Unallocated AusLink funding									14,200	46,730			
Other minor works									1,225	2,250			
Other maintenance									5,588	5,708			
State funded maintenance									2,614	2,755	15,918		
Traffic management operations									260	286			
Total: District Allocation									187,857	177,917	78,012		

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: \$220m advanced by Australian Government on 27 June 2006 as part of Accelerated Bruce Highway Upgrade Package (Townsville - Cairns).

Note 3: Australian Government contribution of \$79.5m.

Note 4: Smart State Building Fund initiative. This project represents Stage 1 of Townsville Port Access Road (Stuart Bypass), with Queensland Government commitment subject to matching Australian Government funding. The project allocation of \$12.15m identified here reflects the Queensland Government's commitment only. Matching Australian Government funding has also been sought for overall planning and construction of this AusLink road network project.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Initial concept planning allocation for Stage 2 of the Townsville Port Access Road (Bruce Highway - Townsville Port); matching Australian Government funding has also been sought for overall planning and construction of this AusLink road network project.

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Bowen	125/88B/808	LRRS	Bowen Developmental (Collinsville - Mt Douglas)	32.28 - 46.4km	3,372		1,703	1,669			Rehabilitate pavement
	125/88B/809	LRRS	Bowen Developmental (Collinsville - Mt Douglas)	61.42 - 74.6km	3,224		1,500	1,724			Rehabilitate pavement
	125/5307/4	LRRS	Collinsville - Elphinstone ⁽⁵⁾	Bowen Developmental Road - Leichhardt Range Jump Up (Cerito Road - Stage 2)	10,846	6,907	3,939				Construct deviation - unsealed standard
			Programmed maintenance				269	431			
			Routine maintenance				1,320	1,390			
			Traffic operations				10	11			
			Rehabilitation				500	520			
			Corridor management				231	350			
							9,472	6,095			
Burdekin	5/548/802	SR	Woodstock - Giru	Link Road - Bruce Highway	293	100	193				Rehabilitate pavement
	5/5405/803	LRRS	Home Hill - Kirknie	Tram crossing - Kirknie Station Road	458		458				Rehabilitate pavement
			Programmed maintenance				344				
			Routine maintenance				947	985			
			Rehabilitation				858	418			
			Corridor management				50	157			
							2,850	1,560			

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes Newlands Coal Pty Ltd contribution of \$2.299m.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Cardwell	30/8202/301	SR	Tully - Mission Beach	10.0 - 13.5km from Bruce Highway	2,612	67	40	96	2,409		Widen existing pavement
	30/8202/306	SR	Tully - Mission Beach	Hobans Creek - 10km from Bruce Highway	4,333	138	40	150	4,005		Widen existing pavement
			Routine maintenance				301	314			
			Rehabilitation				5	5			
			Corridor management				217	268			
							603	833	6,414		
Charters Towers City			Routine maintenance				43	45			
							43	45			
Dalrymple	42/98B/304	SS	Gregory Developmental (Belyando Crossing - Charters Towers)	2km north of Victoria Creek - 2km south of Victoria Downs (110.2 - 130.0km)	7,311	5,373	1,938				Widen existing pavement
	42/98B/306	SS	Gregory Developmental (Belyando Crossing - Charters Towers)	North of Cape River - 2km north of Victoria Creek (86.61 - 110.2km)	10,076	217	160	6,900	2,799		Widen existing pavement
	42/98B/57	SS	Gregory Developmental (Belyando Crossing - Charters Towers) ⁽⁵⁾	Reward Mine deviation	6,321	651	100	3,235	2,335		Realign 2 lanes
	42/98B/58	SS	Gregory Developmental (Belyando Crossing - Charters Towers)	Various locations	1,736	3			865	868	Replace guardrail
	42/98C/311	SR	Gregory Developmental (Charters Towers - The Lynd)	1km south of Airport Road - 8km north of East Paddy Creek	6,734	1,170	5,564				Widen existing pavement
	42/98C/312	SR	Gregory Developmental (Charters Towers - The Lynd)	Fletcher Creek - 2km south of Bluff Downs Road	8,823		25	2,367	6,431		Widen existing pavement
	42/98C/313	SR	Gregory Developmental (Charters Towers - The Lynd)	2.7km north of One Mile Gin Creek - 300m south of Ryans Creek	7,493	40	2,327	5,126			Widen existing pavement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes anticipated contribution from Reward Mine of \$6.321m.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Dalrymple (cont.)	42/98C/314	SR	Gregory Developmental (Charters Towers - The Lynd)	1.5km north of Ryans Creek - 5km north of Porphyry Creek	9,000		24	135	8,841		Widen existing pavement
	42/98C/3xx	SR	Gregory Developmental (Charters Towers - The Lynd)	Various sections	23,823				487	23,336	Widen existing pavement
	42/98C/810	SR	Gregory Developmental (Charters Towers - The Lynd)	Rocky Gin Creek - One Mile Gin Creek	1,411	3	52	1,356			Rehabilitate pavement
	42/99A/3xx	SR	Kennedy Developmental (Mt Garnet - The Lynd)	Various sections	11,500				700	10,800	Widen and seal
			Programmed maintenance				1,698	483			
			Routine maintenance				2,291	2,383			
			Rehabilitation				40	387			
			Corridor management				562	750			
							14,781	23,122	22,458		
Hinchinbrook	61/824/810	LRRS	Ingham - Halifax - Bemerside	Herbert River bridge (Halifax)	712	33	679				Structural rehabilitation
	61/824/811	LRRS	Ingham - Halifax - Bemerside	Seymour River Anabranche bridge	689	22	667				Structural rehabilitation
	61/824/812	LRRS	Ingham - Halifax - Bemerside	Catherina Creek culvert	613	308	305				Structural rehabilitation
	61/8208/8	LRRS	Ingham - Forrest Beach ⁽⁵⁾	Menzies / Cassidy Street	500	135	365				Construct roundabout
	61/8208/802	LRRS	Ingham - Forrest Beach	Covell Street - Victoria Mill	1,300	512	788				Rehabilitate pavement
	61/8241/6	LRRS	Halifax - Lucinda Point ⁽⁶⁾	Gentle Annie Creek	2,798	21	147	200	2,430		Construct bridge and approaches
			Programmed maintenance				441	476			
			Routine maintenance				642	668			
			Traffic operations				4	4			
			Corridor management				369	243			
							4,407	1,591	2,430		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Thuringowa City	117/83A/18	SR	Hervey's Range Developmental (Townsville - Battery)	Blackhawk Boulevard - Bohle River	15,000	1,875	10,000	3,125			Duplicate 2 to 4 lanes
	117/83A/23	SR	Hervey's Range Developmental (Townsville - Battery)	Bohle River - The Ring Road	8,000	10	1,000	6,990			Duplicate 2 to 4 lanes
	117/83A/303	SR	Hervey's Range Developmental (Townsville - Battery)	Thuringowa Dump - Granitevale Road	3,500	254	1,190	2,056			Widen existing pavement
	117/835/28	LRRS	Garbutt - Upper Ross ⁽⁵⁾	Rosewood Avenue / Riverway Drive	350		50	300			At-grade intersection improvement
	117/835/29	SR	Garbutt - Upper Ross ⁽⁵⁾	Ridley Road - Carthew Street	200			200			Pedestrian refuge
			Programmed maintenance				560				
			Routine maintenance				210	219			
			Corridor management				215	230			
							13,225	13,120			
Townsville City	150/10L/55	SS	Bruce Highway (Ayr - Townsville)	University Road - Upper Ross River Road	61,098	60,534	564				Construct to new sealed 2 lane standard
	150/612/31	SR	Ross River	Intelligent Transport System (ITS)	797	689	108				Improve traffic signals
	150/612/33	SR	Ross River	Intelligent Transport Systems (ITS) Stage 2	1,151		239	215	697		Improve traffic signals
	150/612/34	SR	Ross River ⁽⁵⁾	Acheron Avenue	90		90				Improve traffic signals
	150/831/1	SR	South Townsville	Various sections : Bruce Highway - Oonoonba Road	1,200		1,000	200			Construct to new sealed 2 lane standard
	150/831/17	SR	South Townsville ⁽⁵⁾	Abbott Street - Oonoonba Road	1,400	151	1,249				At-grade intersection improvement
	150/831/18	SR	South Townsville	Abbott Street (1.717 - 2.897km)	600	233	367				Widen existing pavement
	150/833/3	LRRS	North Ward	William Street - Ingham Road	15,000	3,698	11,302				Duplicate 2 to 4 lanes
	150/833/7	LRRS	North Ward	Gregory Street - Heatley Parade	18,800	4,770	6,500	7,530			Duplicate 2 to 4 lanes
			Programmed maintenance					542			
			Routine maintenance				631	659			
			Traffic operations				889	878			
			Rehabilitation				150				
			Corridor management				791	686			
							23,880	10,710	697		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
District: (yet to be allocated to a local government)			Programmed maintenance				751	187	11,807		
			Routine maintenance				1,755	1,920	28,290		
			Traffic operations						1,142		
			Rehabilitation					116	4,826		
			Corridor management				603	419	2,502		
			Enhanced capacity						1,172		
			AusLink ineligible				200	200	600		
Sub-total: Works and planning							72,570	59,918	82,338		
Project management reserve adjustment							(48,359)	16,107	32,262		
Sub-total: District works allocation							24,211	76,025	114,600		
Road system planning							4,606	4,606	13,818		
Road stewardship							2,548	2,548	7,644		
Program development & delivery							1,536	1,536	4,608		
District works, stewardship and capability							32,901	84,715	140,670		
Asset acquisitions							94	94	282		
Gross district allocation							32,995	84,809	140,952		
Contributions from others for roadworks							(1,131)	(3,235)	(2,335)		
Operational revenue							(1,011)	(1,011)	(3,033)		
Net district allocation							30,853	80,563	135,584		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Notes

Roads Implementation Program 2007-08 to 2011-12

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Bowen	125/LGSA/003	Scottville Road	Widen and seal	200,000	100,000	100,000						50,000	50,000	A
	125/LGSB/005	Railway Road (Sonoma Street - Garrick Street)	Bitumen seal	174,000	87,000	87,000		42,000		45,000	45,000			B
	125/LGSB/006	Drays Road	Bitumen seal	323,000	161,500	161,500		60,000		57,000	57,000	44,500		B
	125/LGSD/003	Powell Street	Construct footpaths	50,000	25,000	25,000						25,000		D
	125/LGSD/004	Soldiers Road / Tollington Road	Construct roundabout	300,000	150,000	150,000				150,000	150,000			D
	125/LGSH/012	Queens Beach State School	Pathway	9,000	4,500	4,500				4,500	4,500			H
	125/LGSH/013	Scottville State School	Pathway	13,000	6,500	6,500				6,500	6,500			H
	125/LGSH/014	Bowen State School	Pathway	17,000	8,500	8,500				8,500	8,500			H
	125/LGSI/011	Merinda State School	Bus set-down improvements	3,000	1,500	1,500		1,000	500		500			I
	125/LGSI/012	Balaams Road	Bus turning area	3,000	1,500	1,500		1,000	500		500			I
	125/LGSI/014	Bowen State School	Set-down and parking area	25,000	12,500	12,500				12,500	12,500			I
									1,000	284,000	285,000	119,500		
Burdekin	5/LGSA/004	Beach Road	Widen and seal	587,104	293,552	293,552		274,200	19,352		19,352			A
	5/LGSA/006	Sayers Road	Bitumen seal	420,000	210,000	210,000		10,000	95,000	105,000	200,000			A
	5/LGSA/007	Shirbourne Road	Widen and seal	450,000	225,000	225,000				125,000	125,000		100,000	A
	5/LGSA/008	Groper Creek Road	Widen and seal	885,000	442,500	442,500						100,000	342,500	A
	5/LGSA/009	Alva Beach Road (12.00 - 15.90km)	Widen and seal	750,000	375,000	375,000				175,000	175,000	200,000		A
	5/LGSB/011	Beachmont Road	Construct concrete floodway	60,000	30,000	30,000						30,000		B
	5/LGSB/012	Jerona Road (stage 1)	Construct concrete floodway	100,000	50,000	50,000						25,000	25,000	B
	5/LGSB/013	Upper Haughton Road	Reconstruction	200,000	100,000	100,000						50,000	50,000	B
	5/LGSB/014	Kirknie Road	Reconstruction	120,000	60,000	60,000						30,000	30,000	B
	5/LGSI/013	Ey Road	Bus shelter	9,000	4,500	4,500		4,000	500		500			I
									114,852	405,000	519,852	435,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽¹⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Cardwell	30/LGSA/008	Kennedy Creek Road (Bruce Highway - Kirrama Range Road)	Rehabilitation	182,000	91,000	91,000		20,000	25,500	45,500	71,000			A
	30/LGSA/009	Appleyard Road	Rehabilitation	200,000	100,000	100,000				100,000	100,000			A
	30/LGSC/005	Tully Gorge Road (Army Camp Road - Bridge 4A)	Rehabilitation	125,000	62,500	62,500				62,500	62,500			C
	30/LGSC/006	Tully Gorge Road (Jarra Creek / Maple Terrace section)	Rehabilitation	125,000	62,500	62,500				32,000	32,000	30,500		C
	30/LGSC/007	Kirrama Range Road	National park access roads	60,000	30,000	30,000				30,000	30,000			C
	30/LGSC/008	Barrets Lagoon Road	Upgrade access	100,000	50,000	50,000						50,000		C
	30/LGSC/009	Bluff Road	Upgrade access	100,000	50,000	50,000						50,000		C
	30/LGSC/010	Tully Gorge Road (Python Creek section)	Rehabilitation	140,000	70,000	70,000						47,000	23,000	C
	30/LGSC/011	Tully Gorge Road (Bolinda section)	Rehabilitation	125,000	62,500	62,500						62,500		C
	30/LGSI/005	Various locations	Bus set-down and shelter	30,000	15,000	15,000		8,000		7,000	7,000			I
	30/LGSI/006	Mission Beach State School	Bus set-down and parking improvements	40,000	20,000	20,000						20,000		I
	30/LGSI/007	Various rural areas	Bus set-down and shelter	30,000	15,000	15,000						15,000		I
									25,500	277,000	302,500	275,000		
Charters Towers City	142/LGSA/005	Local road network	Upgrading of deficient bridges	500,000	250,000	250,000		175,000	(15,000)	20,000	5,000	10,000	60,000	A
	142/LGSA/015	King Street	Drainage improvements	100,000	50,000	50,000		25,000	25,000		25,000			A
	142/LGSA/017	Mt Leyshon Road	Upgrade and seal	80,000	40,000	40,000				40,000	40,000			A
	142/LGSA/019	Axford Road	Upgrade and seal	140,000	70,000	70,000				70,000	70,000			A
	142/LGSA/020	Black Jack Road (Mossman Street - Duke Street)	Widen and seal	100,000	50,000	50,000						50,000		A
	142/LGSA/021	Bluff Road (Yorke Street - Dearie Creek)	Upgrade	200,000	100,000	100,000				32,500	32,500	35,000	32,500	A
	142/LGSA/022	Mossman Street (Cadden Street - Black Jack Road)	Widen and seal	100,000	50,000	50,000						50,000		A
	142/LGSA/023	Mossman Street / Gill Street	Upgrade intersection	25,000	12,500	12,500				12,500	12,500			A

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Charters Towers City (cont.)	142/LGSA/024	Gill Street / Mossman Street / Craven Street / Boundary Street	Upgrade / intersection improvement	175,000	87,500	87,500				87,500	87,500			A
	142/LGSA/025	Rees Street	Upgrade and seal	80,000	40,000	40,000						40,000		A
	142/LGSA/026	Clara Road	Upgrade and seal	100,000	50,000	50,000						50,000		A
	142/LGSD/001	Various intersections	Intersection improvements	400,000	200,000	200,000	70,000	(5,000)	10,000	5,000	10,000	115,000	D	
	142/LGSD/002	Various locations	Minor traffic control works / traffic management	270,000	135,000	135,000			30,000	30,000	10,000	95,000	D	
	142/LGSH/001	Central State School, Charters Towers	School zone treatment	16,000	8,000	8,000			8,000	8,000			H	
	142/LGSI/002	St Mary's College	Bus and car set-down area	30,000	15,000	15,000			15,000	15,000			I	
	142/LGSI/003	All Souls College	Bus and car set-down area	30,000	15,000	15,000			15,000	15,000			I	
	142/LGSI/004	Columbia Catholic College	Bus and car set-down area	30,000	15,000	15,000			15,000	15,000			I	
								5,000	355,500	360,500	255,000			
Dalrymple	42/LGSA/008	Pentland - Cargoon Road	Drainage improvements	600,000	300,000	300,000	140,000	10,000		10,000	20,000	130,000	A	
	42/LGSA/010	Mingela - Dotswood Road (stage 1)	Upgrade drainage and curves	640,000	320,000	320,000	100,000	50,000		50,000	170,000		A	
	42/LGSA/011	Blue Range - Mt Fox Road	Drainage improvements	409,000	204,500	204,500	50,000	4,500	150,000	154,500			A	
	42/LGSA/012	Powlathanga - Red Falls Road	Pavement and drainage	160,000	80,000	80,000			80,000	80,000			A	
	42/LGSA/013	Jumba - Kyong Road	Drainage improvements	300,000	150,000	150,000			150,000	150,000			A	
	42/LGSA/014	Blue Range - Mt Fox Road	Drainage improvements	300,000	150,000	150,000			120,000	120,000	30,000		A	
	42/LGSA/015	Powlathanga - Red Falls Road	Concrete and form floodway	192,000	96,000	96,000					96,000		A	
	42/LGSA/016	Jumba - Kyong Road (south of Stockyard Creek)	Drainage improvements	400,000	200,000	200,000					200,000		A	
								64,500	500,000	564,500	516,000			

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Hinchinbrook	61/LGSA/026	Mt Fox Road (stage 2)	Bitumen seal	2,530,000	1,265,000	1,265,000		120,000	50,000	190,000	240,000	185,000	720,000	A
	61/LGSA/029	Hawkins Creek Road (stage 2)	Widen and overlay	1,000,000	500,000	500,000		100,000	65,000	110,000	175,000	115,000	110,000	A
	61/LGSC/001	Wallaman Falls Road (stage 1)	Widen and overlay	4,700,000	2,350,000	2,350,000		1,336,785	(70,046)	150,000	79,954	150,000	783,261	C
	61/LGSD/005	Catherina Creek Road / Halifax Road	Upgrade intersection	66,000	33,000	33,000						16,000	17,000	D
	61/LGSH/010	Lourdes School	Footpath construction	10,000	5,000	5,000			5,000	5,000				H
	61/LGSI/009	Eleanor Street (Ingham State School)	Car park	150,000	75,000	75,000						75,000		I
									44,954	455,000	499,954	541,000		
Palm Island	187/LGSF/006	Palm Island	Various road and drainage upgrading works	1,600,000		1,600,000		1,200,005	399,995		399,995			F
	187/LGSF/008	Palm Island jetty and dredging strategy	Feasibility study	350,000		350,000		176,352	173,648		173,648			F
	187/LGSF/009	Various roads (Community areas needing resealing)	Maintenance	125,000		125,000				50,000	50,000	25,000	50,000	F
	187/LGSF/010	Butler Bay Road	Maintenance (repair concrete panels)	250,000		250,000				50,000	50,000	50,000	150,000	F
	187/LGSF/011	Various roads	Maintenance (prior works to enable resealing)	50,000		50,000				50,000	50,000			F
	187/LGSF/012	Various roads	Reseal	429,000		429,000				70,000	70,000	50,000	309,000	F
	187/LGSF/013	Various roads	Drainage improvements (install silt traps)	98,000		98,000				50,000	50,000	48,000		F
	187/LGSF/014	Various roads	Maintenance (upgrade access)	60,000		60,000				20,000	20,000	40,000		F
	187/LGSF/015	Palm Island Mall	Maintenance (repair pavers)	20,000		20,000						20,000		F
	187/LGSF/016	Regina Bay	Construct pedestrian pathways and facilities	175,000		175,000				50,000	50,000	25,000	100,000	F
	187/LGSF/017	Various roads (targeted training and development opportunities)	Training for Aboriginal and Torres Strait Islanders communities	300,000		300,000				50,000	50,000	50,000	200,000	F
	187/LGSF/018	Various roads (street signs)	Repairs to road furniture	20,000		20,000				10,000	10,000	10,000		F
	187/LGSF/019	Various roads	Reinstate and improve bus stops	25,000		25,000						25,000		F
									573,643	400,000	973,643	343,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Thuringowa City	117/LGSA/007	Kern Brothers Drive (stage 2)	Upgrade	5,800,000	2,900,000	2,900,000		721,000		371,500	371,500	377,000	1,430,500	A
	117/LGSA/009	Kern Brothers Drive (stage 1)	Upgrade	400,000	200,000	200,000		150,000	50,000		50,000			A
	117/LGSD/002	Mt Low Parkway / Mendi Drive	Upgrade intersection	230,000	115,000	115,000				115,000	115,000			D
	117/LGSG/017	Gollogly's Lane - Dollview Avenue	Bikeway	70,000	35,000	35,000						35,000		G
	117/LGSG/018	High Range Drive (Riverway Drive - Pioneer Drive)	Bikeway	40,000	20,000	20,000						20,000		G
	117/LGSG/019	Bilberry Street	Pathway	22,000	11,000	11,000						11,000		G
	117/LGSG/020	Riverway Drive (Sonia Street - Santal Drive)	Bikeway	120,000	60,000	60,000						30,000	30,000	G
	117/LGSH/010	Willows State School	Pick-up and set-down area	10,000	5,000	5,000				5,000	5,000			H
	117/LGSI/007	Bohlevale State School	Pick-up and set-down area / pedestrian improvements	32,000	16,000	16,000						16,000		I
	117/LGSI/008	Bohlevale State School	Bus set-down improvements	30,000	15,000	15,000						15,000		I
									50,000	491,500	541,500	504,000		
Townsville City	150/LGSD/016	Bayswater Road / Kings Road	Traffic signals	570,000	285,000	285,000		284,604	396		396			D
	150/LGSD/020	Bayswater Road (Dalrymple Road - Duckworth Street)	Upgrade	1,420,000	710,000	710,000		450,000	25,000	235,000	260,000			D
	150/LGSD/021	Palmerston Street / Tobruk Street	Roundabout	200,000	100,000	100,000		20,000	30,000	50,000	80,000			D
	150/LGSD/022	Bayswater Road / Illuka Street	Traffic signals	420,000	210,000	210,000						210,000		D
	150/LGSD/024	Walker Street / Stokes Street	Install traffic signals	250,000	125,000	125,000						65,000	60,000	D
	150/LGSD/025	Fulham Road (Armit Street - Hugh Street)	Pavement rehabilitation	220,000	110,000	110,000				110,000	110,000			D
	150/LGSD/026	Cape Pallarenda Road (1.94 - 6.00km)	Widen	1,600,000	800,000	800,000				510,000	510,000	290,000		D

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Townsville City (cont.)	150/LGSD/027	Cambridge Street / Laurie Street	Construct roundabout	200,000	100,000	100,000						50,000	50,000	D
	150/LGSD/028	Charles Street (Fulham Road - Anne Street)	Upgrade	2,363,000	1,181,500	1,181,500						112,000	1,069,500	D
	150/LGSG/013	Mooney Street (Fulham Road - Tyrell Street)	Bikeway	50,000	25,000	25,000			25,000	25,000				G
	150/LGSG/014	Discovery Drive (University Road - Townsville Hospital)	Bikeway	30,000	15,000	15,000			15,000	15,000				G
	150/LGSH/026	William Ross State High School	Pedestrian improvements	100,000	50,000	50,000			50,000	50,000				H
	150/LGSH/027	Townsville Community Learning Centre	Car parking	160,000	80,000	80,000			80,000	80,000				H
	150/LGSH/028	Ignatius Park College and Holy Spirit School	Pedestrian refuge and footpath upgrade	90,000	45,000	45,000					45,000			H
	150/LGSH/029	Oonoonba State School	Footpath construction	134,000	67,000	67,000					67,000			H
	150/LGSH/030	Annandale State School	Pathway	60,000	30,000	30,000					30,000			H
	150/LGSH/031	Cranbrook State School	Footpath construction	234,000	117,000	117,000					117,000			H
	150/LGSH/032	Various locations (Annandale area)	Pathway	1,800,000	900,000	900,000					100,000	800,000		H
	150/LGSH/033	Wulguru State School	Footpath construction	34,000	17,000	17,000					17,000			H
	150/LGSI/007	Pimlico State High School	Indented bus set-down	90,000	45,000	45,000			45,000	45,000				I
	150/LGSI/008	Wulguru State School	Set-down and parking area	250,000	125,000	125,000					125,000			I
	150/LGSI/009	Ignatius Park College and Holy Spirit School	Parking and set-down facilities	180,000	90,000	90,000					90,000			I
	150/LGSI/010	Southern Cross Catholic School	Extend parking area	120,000	60,000	60,000					60,000			I
	150/LGSI/011	Central State School	Set-down and parking area	250,000	125,000	125,000					125,000			I

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Townsville City (cont.)	150/LGSJ/021	Hugh Street / Gulliver Street / Fulham Road	Modify signals / intersection	50,000			50,000	40,000	10,000		10,000			J
	150/LGSL/003	Main Roads / Local Government Alliance	The NQ RRG structures inspections and inspections training	57,000	14,250	42,750				42,750	42,750			L
	150/LGSL/004	Main Roads / Local Government Alliance	North Queensland RRG road safety risk management training	36,960	18,480	18,480				18,480	18,480			L
	150/LGSL/005	Main Roads / Local Government Alliance, North Queensland RRG	Capability improvement	25,000		25,000				25,000	25,000			L
									65,396	1,206,230	1,271,626	1,503,000		
District allocation									944,845	4,374,230	5,319,075	4,491,500		
Revenue														
Net allocation										4,374,230	5,319,075	4,491,500		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

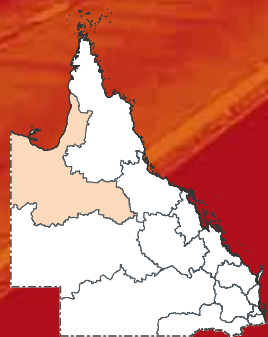
Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

Roads Implementation Program 2007-08 to 2011-12

roads implementation program

2007-08 to 2011-12



north western

MainRoads

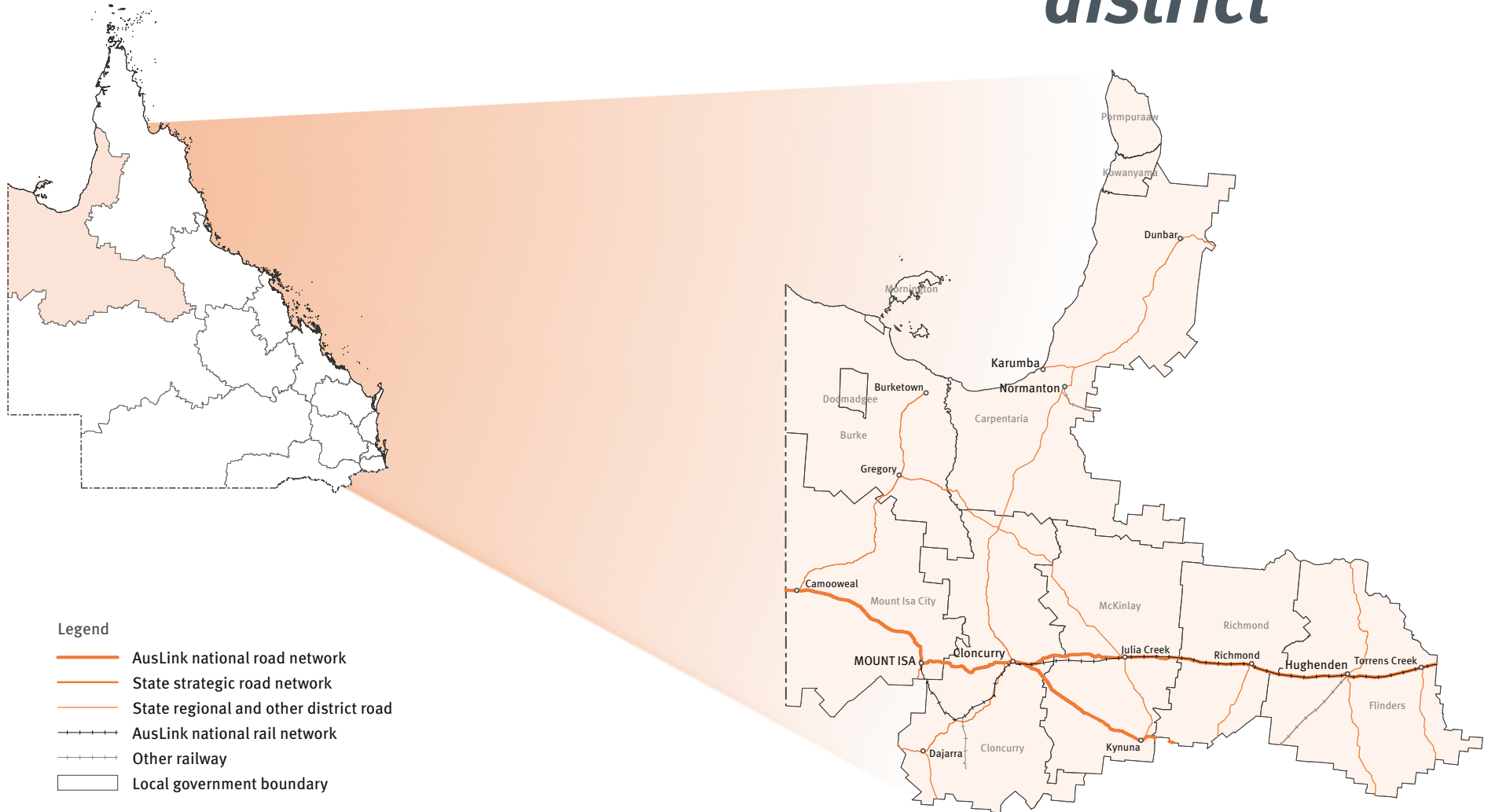
Connecting Queensland

Queensland the Smart State

 **Queensland Government**
Department of Main Roads

north western

north western district



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Flinders	55/14B/230		Flinders Highway (Charters Towers - Hughenden)	Burra Range	300		300			300			Drivers fatigue management
	55/14B/304		Flinders Highway (Charters Towers - Hughenden)	Muttaburra Road - Hughenden township (245.0 - 247.0km)	1,120		1,120	216		904			Rehabilitate and widen
	55/14B/305		Flinders Highway (Charters Towers - Hughenden)	West of Prairie (202.7 - 214.0km)	2,785		2,785	2,385	400				Widen and seal
	55/14B/306		Flinders Highway (Charters Towers - Hughenden)	East of Prairie (192.8 - 202.7km)	2,856		2,856	2,769	87				Widen and seal
	55/14B/307		Flinders Highway (Charters Towers - Hughenden)	West of Bullock Creek (176.1 - 192.8km)	3,300		3,300	3,226	74				Widen and seal
	55/14B/310		Flinders Highway (Charters Towers - Hughenden)	Jardine Valley (214.0 - 226.1km)	6,230		6,230	335	5,895				Rehabilitate and widen
									6,456	1,204			
McKinlay	79/14E/302		Flinders Highway (Julia Creek - Cloncurry)	20.2 - 29.7km	4,259		4,259	244	2,946	1,069			Rehabilitate and widen
	79/14E/304		Flinders Highway (Julia Creek - Cloncurry)	35.0 - 46.0km	3,240		3,240	11			3,229		Widen and seal
	79/14E/306		Flinders Highway (Julia Creek - Cloncurry)	55.0 - 60.0km	1,725		1,725				1,725		Rehabilitate and widen
	79/14E/308		Flinders Highway (Julia Creek - Cloncurry) ^(a)	54.8 - 64.5km	1,300		1,300	1,120	180				Widen and seal
									3,126	1,069	4,954		
Mount Isa City	10/15B/43	QNH15	Barkly Highway (Mt Isa - Camooweal)	Inca Creek and Wooroona Creek	54,050	54,050		52,546	1,504				Construct bridges and approaches
									1,504				
Richmond	134/14D/307		Flinders Highway (Richmond - Julia Creek)	0.0 - 30.00km	2,000		2,000			1,000	1,000		Seal shoulders
										1,000	1,000		
Other minor works									1,571	746			
Other maintenance									2,633	2,557			
State funded maintenance									4,019	4,179	12,484		
Traffic management operations									25	28			
Total: District Allocation									19,334	10,783	18,438		

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: Funded from Queensland Government's Safer Roads Sooner Program.

Notes

Roads Implementation Program 2007-08 to 2011-12

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Burke	23/78A/33	SR	Wills Developmental (Julia Creek - Burketown)	Gregory - Doomadgee turnoff : 428.8 - 441.4km and 450.7 - 455.7km (Stage 12)	7,500		1,500	1,500	4,500		Pave and seal
	23/78A/36	SR	Wills Developmental (Julia Creek - Burketown)	Running Creek - Barkly Creek (419.9 - 428.8km)	3,675	3,551	124				Pave and seal
	23/78A/37	SR	Wills Developmental (Julia Creek - Burketown)	Doomadgee intersection upgrade	700	3	697				Pave and seal
			Routine maintenance				370	380			
							2,691	1,880	4,500		
Carpentaria	31/89A/305	SR	Burke Developmental (Cloncurry - Normanton)	263.0 - 269.58km	2,680	75	2,605				Rehabilitate and widen
	31/89A/306	SR	Burke Developmental (Cloncurry - Normanton)	Bang Bang Jump Up (269.58 - 271.37km)	975	925	50				Widen existing pavement
	31/89A/308	SR	Burke Developmental (Cloncurry - Normanton)	318.33 - 324.0km	560	26		534			Widen existing pavement
	31/89A/310	SR	Burke Developmental (Cloncurry - Normanton)	329.84 - 369.19km	4,100	8		1,292	2,800		Widen existing pavement
	31/89B/21	SR	Burke Developmental (Normanton - Dimbulah)	Deadman's Gully	2,600	600	2,000				Upgrade floodway
	31/89B/26	LRRS	Burke Developmental (Normanton - Dimbulah)	Sections : 229.50 - 241.00km	275		275				Form
	31/89B/27	LRRS	Burke Developmental (Normanton - Dimbulah)	Sections : 233.60 - 243.40km	275		275				Form
	31/89B/28	LRRS	Burke Developmental (Normanton - Dimbulah)	Sections : 209.70 - 254.00km	275		275				Form

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Carpentaria (cont.)	31/89B/29	LRRS	Burke Developmental (Normanton - Dimbulah)	Burke Developmental Road (275.00 - 278.00km)	1,100			275	825		Form
	31/89B/30	LRRS	Burke Developmental (Normanton - Dimbulah) ⁽⁵⁾	Gilbert River	10,000	451	4,049	5,500			Construct bridge and approaches
	31/89B/304	SR	Burke Developmental (Normanton - Dimbulah)	Corduroy Creek	5,098	405		527	4,166		Upgrade floodway
	31/92A/301	SR	Gulf Developmental (Normanton - Croydon)	11.92 - 32.82km	3,000				3,000		Widen and seal
			Routine maintenance				900	935			
							10,429	9,063	10,791		
Cloncurry	36/89A/26	SR	Burke Developmental (Cloncurry - Normanton)	Sections : 2.70 - 183.0km	28,000	19,014	8,986				Widen existing pavement
	36/89A/309	SR	Burke Developmental (Cloncurry - Normanton)	126.3 - 128.3km	503		503				Widen existing pavement
	36/93E/1	SR	Diamantina Developmental (Boulia - Dajarra)	South of Dajarra	530	6	524				Widen existing pavement
	36/7708/44	LRRS	Cloncurry - Dajarra	61.25 - 64.25km	300		300				Reshape and seal
	36/7708/45	LRRS	Cloncurry - Dajarra	47.34 - 49.57km	235		235				Reshape and seal
	36/7708/46	LRRS	Cloncurry - Dajarra	64.25 - 68.00km	800			200	600		Reshape and seal
			Routine maintenance				290	300			
							10,838	500	600		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads
SR - State regional roads
LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽¹⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Flinders	55/99B/23	SR	Kennedy Developmental (The Lynd - Hughenden)	Sections : Hughenden - Porcupine Gorge turnoff	1,000		250	250	500		Pave and seal
	55/99C/302	SR	Kennedy Developmental (Hughenden - Winton) ⁽⁵⁾	Sections : 1.2 - 1.9km and 35.9 - 38.2km	1,731	143		1,381	207		Widen shoulder(s) and sealing
	55/5701/14	LRRS	Hughenden - Muttaborra	Hughenden - Muttaborra	680		170	170	340		Form
	55/5703/14	LRRS	Aramac - Torrens Creek	Aramac - Torrens Creek	300	1	299				Form
	55/5703/15	LRRS	Aramac - Torrens Creek	Aramac - Torrens Creek	2,100		150	150	1,800		Form
	55/5703/16	LRRS	Aramac - Torrens Creek	125.08 - 246.98km	3,700		2,500	1,200			Construct to seal standard
			Routine maintenance				950	990			
							4,319	4,141	2,847		
McKinlay	79/78A/308	LRRS	Wills Developmental (Julia Creek - Burketown)	145.00 - 160.00km	1,000		200	200	600		Widen existing pavement
	79/5807/21	LRRS	Julia Creek - Kynuna	100.0 - 107.0km	200	100	100				Form
	79/5807/22	LRRS	Julia Creek - Kynuna	107.00 - 112.49km	400			100	300		Form
			Routine maintenance				550	575			
							850	875	900		
Mount Isa City	10/93F/2	SR	Diamantina Developmental (Dajarra - Mt Isa)	Lena Creek	885	13	28	844			Improve drainage
	10/6801/15	LRRS	Gregory Downs - Camooweal	Gregory Downs - Camooweal	600	23	577				Form
	10/6801/16	LRRS	Gregory Downs - Camooweal	Gregory Downs - Camooweal	1,200			300	600	300	Form
			Routine maintenance				250	260			
							855	1,404	600		
Richmond	134/5803/26	LRRS	Richmond - Winton	60.00 - 65.00km	200		200				Form
	134/5803/27	LRRS	Richmond - Winton	65.00 - 70.00km	400			100	300		Form
			Routine maintenance				185	195			
							385	295	300		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Includes Flinders Shire Council contribution of \$150,000.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾						Approved ⁽²⁾		Indicative ⁽³⁾			
Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	Work description
District: (yet to be allocated to a local government)			Programmed maintenance			4,005	4,272	14,823			
			Routine maintenance			2,274	2,317	21,615			
			Traffic operations					235			
			Rehabilitation			3,985	4,104	8,745			
			Corridor management			2,340	2,460	584			
			Enhanced capacity			10		48			
			Access & amenity			25					
Sub-total: Works and planning							43,006	31,311	66,588		
Project management reserve adjustment							(15,430)	3,383	11,997		
Sub-total: District works allocation							27,576	34,694	78,585		
Road system planning							1,458	1,458	4,374		
Road stewardship							893	893	2,679		
Program development & delivery							354	354	1,062		
District works, stewardship and capability							30,281	37,399	86,700		
Asset acquisitions							150	150	450		
Gross district allocation							30,431	37,549	87,150		
Contributions from others for roadworks											
Net district allocation							30,431	37,549	87,150		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Burke	23/LGSC/001	Gregory - Lawn Hill Road	Formation improvements	2,900,000	1,450,000	1,450,000		250,000		240,000	240,000	240,000	720,000	C
	23/LGSF/010	Doomadgee West Road	Upgrade formation and seal	700,000		700,000		450,000	50,000	200,000	250,000			F
	23/LGSF/011	Doomadgee East Road, Nicholson River	Repair and improvement of floodway	950,000		950,000		750,000		200,000	200,000			F
									50,000	640,000	690,000	240,000		
Carpentaria	31/LGSA/009	Burketown Road	Construct to two lane sealed standard	3,594,372	1,797,186	1,797,186		722,000	186	215,000	215,186	215,000	645,000	A
	31/LGSA/010	Various locations	Unallocated funds - priorities yet to be determined	250,000		250,000				250,000	250,000			A
	31/LGSF/004	Kowanyama access	Floodway, formation and road safety improvements	1,900,000		1,900,000		899,890	110	200,000	200,110	200,000	600,000	F
	31/LGSH/001	Various locations	Safety improvements - priorities yet to be determined	3,785,000		3,785,000				757,000	757,000	757,000	2,271,000	H
	31/LGSL/002	North West Queensland RRG	Capability improvement	67,619		67,619				67,619	67,619			L
									296	1,489,619	1,489,915	1,172,000		
Cloncurry	36/LGSA/011	Sedan Dip Road	Form, improve drainage and running surface	720,000	360,000	360,000		120,000		60,000	60,000	60,000	120,000	A
	36/LGSA/012	Lake Julius - Kajibbi Road	Upgrade floodway; form and pave	360,000	180,000	180,000			60,000	60,000	120,000		60,000	A
	36/LGSA/013	Duchess - Mount Isa Road	Widen and overlay	780,000	390,000	390,000		60,000		60,000	60,000	120,000	150,000	A
	36/LGSA/016	Various locations	Unallocated funds - priorities yet to be determined	540,000	295,000	245,000				15,000	15,000	35,000	195,000	A
	36/LGSD/002	Station Street / Ramsay Street	Intersection improvements, commercial vehicle hardstands, landscaping	40,000	20,000	20,000				20,000	20,000			D
	36/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000		4,000	6,000		6,000			L
									66,000	215,000	281,000	215,000		
Flinders	55/LGSA/004	Prairie - Muttaborra Road	Upgrade	1,540,000	770,000	770,000		300,000		90,000	90,000	95,000	285,000	A
	55/LGSB/002	Basalt Byway	Form and gravel	1,485,000	750,000	735,000		245,276	34,724	95,000	129,724	90,000	270,000	B
	55/LGSB/003	Various locations	Construct concrete floodways	480,000	240,000	240,000		60,000	30,000	30,000	60,000	30,000	90,000	B

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Flinders (cont.)	55/LGSC/001	Porcupine Gorge access road	Upgrade	370,000	185,000	185,000		160,000	25,000		25,000			C
	55/LGSL/002	North West Qld RRG	Capability improvement	134,372		134,372		57,000	77,372		77,372			L
									167,096	215,000	382,096	215,000		
McKinlay	79/LGSA/013	Iffley - Taldora Road	Seal gravelled sections	2,240,000	1,120,000	1,120,000			260,000	215,000	475,000	215,000	430,000	A
	79/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									270,000	215,000	485,000	215,000		
Mount Isa City	10/LGSA/005	Yelvertoft Road (stage 3)	Form and gravel	1,811,334	905,667	905,667		800,667		50,000	50,000	55,000		A
	10/LGSA/009	Various roads	Unallocated funds - priorities yet to be determined	620,000	310,000	310,000				25,000	25,000	30,000	255,000	A
	10/LGSC/006	Lake Julius Road	Drainage improvements	680,000	340,000	340,000			110,000	50,000	160,000	45,000	135,000	C
	10/LGSC/007	Riversleigh Road	Improve access	1,540,000	770,000	770,000			340,000	90,000	430,000	85,000	255,000	C
	10/LGSD/006	Simpson Street / Isa Street	Roundabout	340,000	170,000	170,000		162,351	7,649		7,649			D
	10/LGSH/001	City streets	Footpath construction	100,000	50,000	50,000		49,589	411		411			H
	10/LGSI/003	Healy Heights State School, Mount Isa	Pick-up and set-down area	60,000	30,000	30,000				30,000	30,000			I
	10/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000		3,020	6,980		6,980			L
									465,040	245,000	710,040	215,000		
Richmond	134/LGSA/013	Richmond - Croydon Road	Construct to two lane sealed standard	3,080,000	1,540,000	1,540,000		465,000		215,000	215,000	215,000	645,000	A
										215,000	215,000	215,000		
District allocation									1,018,432	3,234,619	4,253,051	2,487,000		
Revenue														
Net allocation										3,234,619	4,253,051	2,487,000		

Category

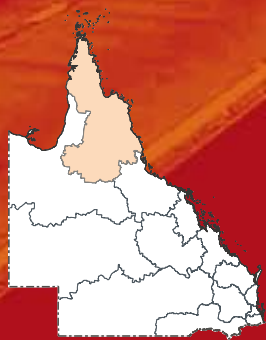
A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

roads implementation program

2007-08 to 2011-12

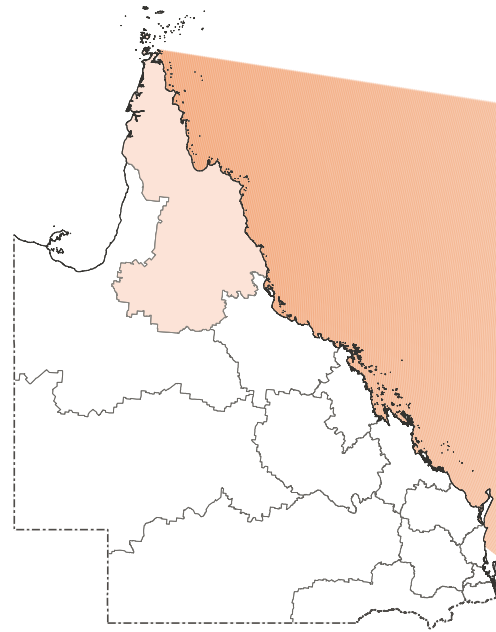


peninsula







MainRoads

Connecting Queensland

peninsula *district*



Legend

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



AusLink national road network: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ^(a)

Local Government	Project	Schedule No	Road	Location	Indicative Total Cost \$'000	Contributions \$'000		Est Exp June 2007 \$'000	Approved		Indicative		Work Description
						DoTaRS	MR		2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Cairns City	158/10P/15		Bruce Highway (Innisfail - Cairns)	Kate Street service road	1,223		1,223		106		150	967	Construct to seal standard
	158/10P/117		Bruce Highway (Innisfail - Cairns)	Gordonvale - Cairns	10,141		10,141	2,118	2,723		300	5,000	Hardship resumptions
	158/10P/901		Bruce Highway (Innisfail - Cairns)	Gordonvale - Cairns	330		330	152	178				Planning study
									3,007		450		
Johnstone	66/10N/31	QINNPO001	Bruce Highway (Ingham - Innisfail) ⁽²⁾	Lily Street	1,100	1,100		696	404				At-grade intersection improvement
	66/10N/314	QNH60	Bruce Highway (Ingham - Innisfail)	Gunddah Singh Road - Valmadre Road	2,597	2,597		2,410	187				Construct overtaking lanes
	66/10P/309	QINNPO001	Bruce Highway (Innisfail - Cairns) ⁽²⁾	Grace Street intersection upgrade 0.55 - 0.65km	1,498	1,498		877	621				At-grade intersection improvement
									1,212				
AusLink funding (Townsville-Cairns)									29,258	34,144			
Other minor works									200				
Other maintenance									3,179	3,076			
Traffic management operations									301	331			
Total: District Allocation									37,157	37,551	450		

Note 1: The AusLink network is defined in the Glossary of Terms.

Note 2: \$220m advanced by Australian Government on 27 June 2006 as part of Accelerated Bruce Highway Upgrade Package (Townsville - Cairns).

Notes

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Atherton	119/32B/117	SR	Kennedy Highway (Mareeba - Ravenshoe)	Atherton bypass	1,442	762			680		Hardship resumptions
	119/32B/209	SR	Kennedy Highway (Mareeba - Ravenshoe) ⁽⁵⁾	Wongabel Road	120	10	110				At-grade intersection improvement
	119/32B/210	SR	Kennedy Highway (Mareeba - Ravenshoe) ⁽⁵⁾	Beantree Road	140	40	100				At-grade intersection improvement
	119/32B/302	LRRS	Kennedy Highway (Mareeba - Ravenshoe)	Malanda - Atherton Road - East Evelyn Road	271	20			251		Widen shoulder(s) and sealing
	119/32B/31	LRRS	Kennedy Highway (Mareeba - Ravenshoe)	Malanda - Atherton Road - East Evelyn Road	560	30	30	500			Seal shoulders
	119/642/302	SR	Gordonvale - Atherton (Gillies)	Barron River - Marks Lane	2,088	159			429	1,500	Rehabilitate and widen
	119/642/304	SR	Gordonvale - Atherton (Gillies)	Van Park - Atherton	1,943	395			1,548		Widen and seal
			Programmed maintenance				443	1,014			
			Routine maintenance				660	698			
			Rehabilitation				1,933	1,137			
							3,276	3,349	2,908		
Cairns City	158/20A/117	SR	Captain Cook Highway (Cairns - Mossman)	Marlin Coast	14,499	12,399			600	1,500	Hardship resumptions
	158/20A/212	SR	Captain Cook Highway (Cairns - Mossman)	Beaver Street	1,000				30	970	Noise barriers
	158/20A/215	SR	Captain Cook Highway (Cairns - Mossman)	Sheridan Street / Minnie Street	26	21	5				At-grade intersection improvement
	158/20A/219	SR	Captain Cook Highway (Cairns - Mossman) ⁽⁵⁾	Cairns Western Arterial Road	360	191	169				At-grade intersection improvement
	158/20A/28	SR	Captain Cook Highway (Cairns - Mossman)	Various locations : Cairns urban area	3,000	1,028	1,972				At-grade intersection improvement

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Cairns City (cont.)	158/20A/29	SR	Captain Cook Highway (Cairns - Mossman)	Cairns Western Arterial roundabout	4,582	1,333	2,300	949			Construct additional lane
	158/20A/538	SR	Captain Cook Highway (Cairns - Mossman)	Various locations	810	250	560				Safety improvements
	158/20A/805	SR	Captain Cook Highway (Cairns - Mossman)	Clifton Beach Road - Buchans Point	2,100	100			2,000		Replace culverts
	158/20A/807	SR	Captain Cook Highway (Cairns - Mossman)	Barron River bridge	1,552	1,264	288				Structural rehabilitation
	158/32A/117	SR	Kennedy Highway (Cairns - Mareeba)	Kuranda Range	3,538	2,188	400	150		800	Hardship resumptions
	158/32A/7	SR	Kennedy Highway (Cairns - Mareeba)	Kuranda Range	6,628	6,346	282				Planning : widen to 4 lanes
	158/647/117	SR	Cairns Western Arterial	Various locations	2,208	1,722	86			400	Hardship resumptions
	158/647/205	SR	Cairns Western Arterial	Barron River	250	165	85				At-grade intersection improvement
	158/647/21	SR	Cairns Western Arterial	Hoare Street - Reservoir Road	1,312	86			150	1,076	Construct additional lane
	158/649/5	SR	Anderson Street	McNamara Street	1,363	281	1,082				At-grade intersection improvement
	158/649/6	SR	Anderson Street	Reservoir Road - Captain Cook Highway	324				324		Traffic management devices
	158/649/7	SR	Anderson Street ⁽⁵⁾	McLeod Street	1,620			340	1,280		At-grade intersection improvement
	158/651/117	SR	Smithfield Bypass	Near McGregor Road	10,882	7,619	263			3,000	Hardship resumptions
	158/809/1	SR	Mulgrave	Ray Jones Drive - Captain Cook Highway	16,000	3,727	5,623	6,650			Construct additional lanes
	158/809/204	SS	Mulgrave ⁽⁵⁾	Tills Street	265		100	165			At-grade intersection improvement
	158/809/205	SR	Mulgrave ⁽⁵⁾	Various locations	250		100	150			Bicycle facilities
	158/809/206	SS	Mulgrave ⁽⁵⁾	Aumuller Street intersection	130		30	100			Pedestrian crossing
			Programmed maintenance				1,964	625			
			Routine maintenance				1,465	1,613			
			Traffic operations				1,261	1,182			
			Rehabilitation				210	497			
			Corridor management				1,991	3,317			
			Enhanced capacity					750			
							20,236	16,488	4,384		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Cook	37/90B/204	SR	Peninsula Developmental (Mt Molloy - Laura)	Desailly Range	610	216	394				At-grade intersection improvement
	37/90B/44	SR	Peninsula Developmental (Mt Molloy - Laura)	South of Kennedy Creek	6,790	6,543	247				Construct to seal standard
	37/90B/45	SR	Peninsula Developmental (Mt Molloy - Laura)	Lily Creek - Carols Crossing	13,186	686			10,000	2,500	Construct to seal standard
	37/90B/47	SR	Peninsula Developmental (Mt Molloy - Laura)	Carols Crossing	6,777	90	160			6,527	Construct bridge and approaches
	37/90B/48	SR	Peninsula Developmental (Mt Molloy - Laura)	Ruth Creek	5,259	65	90			5,104	Construct bridges and approaches
	37/90B/49	SR	Peninsula Developmental (Mt Molloy - Laura)	Crocodile Gap (Stage 1)	11,238	56	174			11,008	Construct to new sealed 2 lane standard
	37/90B/50	SR	Peninsula Developmental (Mt Molloy - Laura)	Dump turnoff - Lily Creek	10,443	102	41			10,300	Construct to seal standard
	37/90B/51	SR	Peninsula Developmental (Mt Molloy - Laura)	North of Carols Crossing	6,750	340	150		203	6,057	Construct to seal standard
	37/90B/52	SR	Peninsula Developmental (Mt Molloy - Laura)	Laura River	6,206	98	205			5,903	Install floodway
	37/90B/53	SR	Peninsula Developmental (Mt Molloy - Laura)	Crocodile Gap - Hell's Gate Creek	16,548	4	50			16,494	Pave and seal
	37/90B/803	SR	Peninsula Developmental (Mt Molloy - Laura)	Crocodile Station	761	10	80	671			Resheeting
	37/90C/302	SR	Peninsula Developmental (Laura - Coen)	18 Mile Ridge Creek	135		135				Upgrade floodway
	37/90C/52	SR	Peninsula Developmental (Laura - Coen)	80.0 - 90.0km	949	144	5		800		Upgrade floodways
	37/90C/56	SR	Peninsula Developmental (Laura - Coen)	18 Mile Ridge Creek - Lily Creek	4,979	26	53			4,900	Pave and seal
	37/90C/57	SR	Peninsula Developmental (Laura - Coen)	80.0 - 90.0km	10,177		177			10,000	Pave and seal

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Cook (cont.)	37/90C/58	SR	Peninsula Developmental (Laura - Coen)	North of Laura	10,250		100		150	10,000	Pave and seal
	37/90C/59	SR	Peninsula Developmental (Laura - Coen)	South of Coen	10,050				50	10,000	Construct to seal standard
	37/90C/809	SR	Peninsula Developmental (Laura - Coen)	Various priority locations	633	30	603				Other rehabilitation - including roadway illumination
	37/90C/813	SR	Peninsula Developmental (Laura - Coen)	Bamboo - Yarraden	729	5	724				Resheeting
	37/90D/20	SR	Peninsula Developmental (Coen - Weipa) ⁽⁵⁾	Batavia turnoff - Sudley	3,658	158	3,500				Construct to seal standard
	37/90D/21	SR	Peninsula Developmental (Coen - Weipa) ⁽⁵⁾	Mein - Cape York turnoff	3,371	171	3,200				Construct to seal standard
	37/90D/22	SR	Peninsula Developmental (Coen - Weipa)	Telecom Tower	3,434	1,437	1,997				Construct to seal standard
	37/90D/805	SR	Peninsula Developmental (Coen - Weipa)	Cape York turnoff	686	36	650				Resheeting
	37/91A/22	SR	Cooktown Developmental (Cooktown - Butcher's Hill)	Sackleys Hill - East Normanby River	16,628	16,548	80				Construct to seal standard
	37/91A/38	SR	Cooktown Developmental (Cooktown - Butcher's Hill)	Nobbler Creek	343	23	320				Replace culverts
	37/6601/13	SR	Endeavour Valley	End of seal - Lily Creek	3,468	1,718	1,750				Construct to seal standard
	37/6601/15	SR	Endeavour Valley	Little Webb Creek	927	798	129				Upgrade floodway
	37/6601/16	SR	Endeavour Valley ⁽⁶⁾	Endeavour River	7,007	207	1,000	5,800			Construct bridge and approaches
	37/6601/302	SR	Endeavour Valley	Lily Creek - McLeod Creek	3,754	27	77		50	3,600	Pave and seal
			Programmed maintenance				128	1,465			
			Routine maintenance				1,900	2,091			
			Rehabilitation					670			
			Corridor management				148	126			
							18,267	10,823	11,253		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Part of extra \$6m Smart State Building Funding over three years from 2004-05.

Note 6: This project funded as part of Regional Bridge Renewal Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Croydon	41/92A/304	SR	Gulf Developmental (Normanton - Croydon)	Sections : 109.4 - 114.9km	1,199	599	600				Widen and seal
	41/92A/305	SR	Gulf Developmental (Normanton - Croydon)	Various sections	476	226	250				Widen and seal
			Programmed maintenance					1,184			
			Routine maintenance				260	286			
			Corridor management					209			
							1,110	1,679			
Douglas	45/20A/117	SR	Captain Cook Highway (Cairns - Mossman)	Simpson's Point - Mossman	505				505		Hardship resumptions
	45/20A/302	SR	Captain Cook Highway (Cairns - Mossman)	Red Cliff Point - Wangetti Slip	10,000				3,000	7,000	Realign 2 lanes
	45/20A/303	SR	Captain Cook Highway (Cairns - Mossman)	North of Rex Lookout	550	181	369				Minor realignment
	45/20A/41	SR	Captain Cook Highway (Cairns - Mossman)	Buchan Point - Yule Point (section 3)	1,681	14	67		100	1,500	Seal shoulders
	45/20A/43	SR	Captain Cook Highway (Cairns - Mossman)	Buchan Point - Yule Point (section 4)	1,567	10	7		50	1,500	Widen shoulder(s) and sealing
	45/20A/44	SR	Captain Cook Highway (Cairns - Mossman)	Buchan Point - Yule Point (section 5)	1,228	168	560	500			Seal shoulders
	45/20A/45	SR	Captain Cook Highway (Cairns - Mossman)	North of Yule Point	1,247	132	615	500			Seal shoulders
	45/655/803	LRRS	Mossman - Daintree	Sections : 6.06km, 6.91km and 6.98km	409		409				Replace culvert
			Programmed maintenance				250	980			
			Routine maintenance				626	684			
			Traffic operations				56	95			
			Rehabilitation				1,150	510			
							4,109	3,269	3,655		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads
 SR - State regional roads
 LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Eacham	48/641/302	SR	Millaa Millaa - Malanda	Elias Road - Mahoney Road	4,240				50	4,190	Widen shoulder(s) and sealing
	48/641/303	SR	Millaa Millaa - Malanda	Mahoney Road - Nash Road	215	115	100				Widen shoulder(s)
	48/642/117	SR	Gordonvale - Atherton (Gillies)	Yungaburra bypass	620	20			100	500	Hardship resumptions
	48/642/17	SR	Gordonvale - Atherton (Gillies) ⁽⁵⁾	Wrights Creek / Russell Pocket Road	465	356	109				At-grade intersection improvement
	48/642/18	SR	Gordonvale - Atherton (Gillies) ⁽⁵⁾	Wrights Creek Road - Lake Barrine Road	425	100	325				Seal shoulders
	48/642/302	SR	Gordonvale - Atherton (Gillies)	Malanda - Lake Barrine Road - Yungaburra	3,075	341	100		2,634		Rehabilitate and widen
	48/645/802	SR	Malanda - Atherton	Foxwell Road - Gwynne Creek 6.34 - 8.36km	850	23	827				Pavement overlay (75mm)
	48/646/5	LRRS	Malanda - Upper Barron	8.00km - 11.00km	744	81	388	275			Pave and seal
	48/646/6	LRRS	Malanda - Upper Barron	11km - Kennedy Highway	713	50			663		Construct to seal standard
	48/6404/4	SR	East Evelyn	Kennedy Highway - top of range	7,284	164			120	7,000	Minor realignment
	48/6404/5	SR	East Evelyn	Bottom of range - Millaa Millaa - Malanda Road	4,654	541			113	4,000	Construct roundabout
			Programmed maintenance				232	778			
			Routine maintenance				907	994			
			Rehabilitation				1,349				
							4,337	2,047	3,680		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Etheridge	53/92B/31	SR	Gulf Developmental (Croydon - Georgetown)	West of Georgetown (section 1)	3,176	26			150	3,000	Widen and seal
	53/92B/33	SR	Gulf Developmental (Croydon - Georgetown)	East of Gilbert River (section 1)	1,171	21			50	1,100	Widen and seal
	53/92B/34	SR	Gulf Developmental (Croydon - Georgetown)	East of Gilbert River (section 2)	1,571	21			50	1,500	Widen and seal
	53/92C/203	SR	Gulf Developmental (Georgetown - Mt Garnet)	Georgetown - Mt Surprise	160		160				Heavy vehicle parking
	53/92C/29	SR	Gulf Developmental (Georgetown - Mt Garnet)	Newcastle Range	1,006	727	279				Widen and seal
	53/92C/30	SR	Gulf Developmental (Georgetown - Mt Garnet)	East of Georgetown (Section 1)	3,109	59			50	3,000	Widen and seal
	53/92C/31	SR	Gulf Developmental (Georgetown - Mt Garnet)	East of Georgetown (Section 2)	4,550				50	4,500	Widen and seal
	53/92C/32	SR	Gulf Developmental (Georgetown - Mt Garnet) ⁽⁵⁾	East of Mount Surprise	950	10	940				Seal shoulders
	53/98D/803	LRRS	Gregory Developmental (The Lynd - Quartz Blow Creek)	Various sections	248		248				Resheeting
	53/98D/804	LRRS	Gregory Developmental (The Lynd - Quartz Blow Creek)	Einasleigh - The Lynd (stage 4)	222	150	72				Resheeting
	53/98D/806	LRRS	Gregory Developmental (The Lynd - Quartz Blow Creek)	Various sections	285			285			Resheeting
	53/99A/8	SR	Kennedy Developmental (Mt Garnet - The Lynd)	3 Ways - The Lynd	31,317		117		15,000	16,200	Widen existing pavement
	53/99B/802	SR	Kennedy Developmental (The Lynd - Hughenden)	Various sections	814	686	128				Resheeting
	53/99B/805	SR	Kennedy Developmental (The Lynd - Hughenden)	The Lynd - southern boundary (stage 4)	436			436			Resheeting
	53/99B/806	SR	Kennedy Developmental (The Lynd - Hughenden)	The Lynd - southern boundary (stage 5)	352		352				Resheeting
	53/6704/9	LRRS	Forsyth ⁽⁶⁾	5.30km - 12.50km	1,480	34	1,446				Construct to seal standard
			Programmed maintenance					402			
			Routine maintenance				896	945			
			Rehabilitation				600	3,025			
							5,238	5,093	15,350		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Note 6: Includes Etheridge Shire Council contribution of \$1.3 million.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Herberton	59/21A/301	LRRS	Palmerston Highway (Innisfail - Ravenshoe)	Shire boundary - Ravenshoe (Stage 1)	303	26		126	151		Seal shoulders
	59/21A/302	LRRS	Palmerston Highway (Innisfail - Ravenshoe)	Shire boundary - Ravenshoe (Stage 2)	204	4			200		Widen shoulder(s) and sealing
	59/32B/302	LRRS	Kennedy Highway (Mareeba - Ravenshoe)	Malanda / Atherton Road - East Evelyn Road	302	7	173	122			Widen shoulder(s) and sealing
	59/32C/26	SR	Kennedy Highway (Ravenshoe - Mt Garnet)	Battle Creek - Little Dinner Creek	1,111	160	951				Widen and seal
	59/32C/27	SR	Kennedy Highway (Ravenshoe - Mt Garnet)	Big Dinner Creek - Mt Garnet	2,108	199			1,909		Widen and seal
	59/32D/308	SR	Kennedy Highway (Mt Garnet - The Lynd)	Pinarindi - St Ronans	1,905	1,405	500				Widen and seal
	59/32D/309	SR	Kennedy Highway (Mt Garnet - The Lynd)	St Ronans - The Three Ways	1,655	450	705	500			Widen and seal
	59/32D/310	SR	Kennedy Highway (Mt Garnet - The Lynd)	Grid - Racecourse	3,900	210	3,690				Widen and seal
	59/32D/311	SR	Kennedy Highway (Mt Garnet - The Lynd)	Middle Creek - Granite Rocks	2,117	607	1,510				Widen and seal
	59/32D/312	SR	Kennedy Highway (Mt Garnet - The Lynd)	Smiths Creek - Sundown turnoff	1,972	289	1,683				Widen and seal
	59/32D/314	SR	Kennedy Highway (Mt Garnet - The Lynd)	Granite Rocks : 42.6 - 46.1km	1,262	159	603	500			Widen and seal
	59/32D/315	SR	Kennedy Highway (Mt Garnet - The Lynd)	Pinarindi : 46.1 - 49.6km	1,148	48	600	500			Widen and seal
	59/99A/301	SR	Kennedy Developmental (Mt Garnet - The Lynd)	South of Three Ways (section 1)	2,500				2,500		Widen and seal
			Programmed maintenance				73	500			
			Routine maintenance				1,107	1,204			
			Rehabilitation				295	242			
							11,890	3,694	4,760		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12 ⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Johnstone	66/10P/117	SR	Bruce Highway (Innisfail - Cairns)	Innisfail bypass	578	8			300	270	Hardship resumptions
	66/627/15	LRRS	Innisfail - Japoon ⁽⁶⁾	Gracey Creek	2,024	2,006	18				Construct bridge and approaches
	66/627/16	LRRS	Innisfail - Japoon	South Johnstone (near mill)	9,375	9,197	178				Construct bridge and approaches
	66/628/302	SR	Currajah - Pin Gin Hill	Kalbo Road - Palmerston Highway	4,402	402			2,000	2,000	Widen and seal
	66/628/303	SR	Currajah - Pin Gin Hill	East of Friel Road	2,770	105	165		500	2,000	Widen and seal
			Programmed maintenance				794	1,608			
			Routine maintenance				1,378	1,512			
			Rehabilitation				2,320	125			
							4,853	3,245	2,800		
Mareeba	133/32A/117	SR	Kennedy Highway (Cairns - Mareeba)	Kuranda - Mareeba	420	20			400		Hardship resumptions
	133/32A/205	SR	Kennedy Highway (Cairns - Mareeba) ⁽⁶⁾	Kenneally Road	125	20	105				At-grade intersection improvement
	133/89B/59	SR	Burke Developmental (Normanton - Dimbulah)	Chillagoe - Fortunata Creek	2,603	942	1,661				Construct to seal standard
	133/89B/60	SR	Burke Developmental (Normanton - Dimbulah)	Almaden - Chillagoe (stage 2)	6,275	225			1,050	5,000	Construct to seal standard
	133/89B/809	SR	Burke Developmental (Normanton - Dimbulah)	Almaden - boundary (stage 3)	572	150	422				Resheeting
	133/89B/810	SR	Burke Developmental (Normanton - Dimbulah)	Almaden - boundary (stage 4)	620		620				Resheeting
	133/89B/811	SR	Burke Developmental (Normanton - Dimbulah)	Almaden - boundary (stage 5)	700			700			Resheeting
	133/664/117	SR	Mareeba - Dimbulah	Mareeba bypass	453	230	223				Hardship resumptions
	133/664/303	SR	Mareeba - Dimbulah	Various sections	3,132	40	42		50	3,000	Widen and seal
			Programmed maintenance				2,802	1,652			
			Routine maintenance				2,133	2,343			
			Rehabilitation				875	550			
							8,883	5,245	1,500		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: This project funded as part of Regional Bridge Renewal Program.

Note 6: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

SS - State strategic roads

SR - State regional roads

LRRS - Local roads of regional significance

Other state-controlled roads: 2007-08 and 2008-09 & indicative 2009-10 to 2011-12⁽⁴⁾

Local Government	Project	Road category ⁽⁴⁾	Road	Location	Indicative Total Cost \$'000	Est Exp June 2007 \$'000	Approved ⁽²⁾		Indicative ⁽³⁾		Work description
							2007-08 \$'000	2008-09 \$'000	2009-10 to 2011-12 \$'000	Beyond \$'000	
Torres	170/669/201	SR	Thursday Island ⁽⁵⁾	Douglas Street / Hospital access	310	170	140				At-grade intersection improvement
	170/669/202	SR	Thursday Island	Sections : Primary School - Hospital	417		417				Seal shoulders
			Routine maintenance				40	44			
							597	44			
District: (yet to be allocated to a local government)			Programmed maintenance						9,368		
			Routine maintenance						40,163		
			Traffic operations				24		2,767		
			Rehabilitation				11	6,126	25,926		
			Corridor management				844		5,462		
			Enhanced capacity				310		3,996		
			AusLink ineligible				150	150	450		
Sub-total: Works and planning							84,135	61,252	138,422		
Project management reserve adjustment							(33,273)	7,031	25,272		
Sub-total: District works allocation							50,862	68,283	163,694		
Road system planning							2,387	2,387	7,161		
Road stewardship							4,436	4,436	13,308		
Program development & delivery							1,222	1,222	3,666		
District works, stewardship and capability							58,907	76,328	187,829		
Asset acquisitions							166	166	498		
Gross district allocation							59,073	76,494	188,327		
Contributions from others for roadworks							(1,480)				
Other roadworks revenue							(335)	(335)	(1,005)		
Net district allocation							57,258	76,159	187,322		

Note 1: For other state-funded roads infrastructure initiatives, see the Transport Infrastructure Development Scheme (TIDS).

Note 2: In some instances, projects may include limited funding under the approved allocation for planning activities. This does not guarantee the provision of continuing construction funding in the forward allocations. This funding is contingent on Note 3.

Note 3: Forward allocations for projects scheduled to commence beyond 2008-09 are indicative only for planning purposes; ie, priorities will be re-evaluated annually on needs basis, consistent with the level of roads funds available. The bulk of funding in years 2009-10 to 2011-12 will be held at the district level pending prioritisation of works.

Note 4: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 5: Funded from Queensland Government's Safer Roads Sooner Program.

Road Category

- SS - State strategic roads
- SR - State regional roads
- LRRS - Local roads of regional significance

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Atherton	119/LGSA/003	Various locations (Ariga Mill - Mourilyan Mill)	Contribution to Queensland Rail for rail maintenance	2,232,000		2,232,000		1,942,066	289,934		289,934			A
	119/LGSA/014	Wongabel Road from Deep Creek Road intersection	Construct to two lane sealed standard	107,500	53,500	54,000		5,000	49,000		49,000			A
	119/LGSA/015	Tolga Kairi Road (stage 2 various sections)	Reconstruct and bitumen seal	291,000	145,500	145,500		10,000	135,500		135,500			A
	119/LGSA/016	Tolga Kairi Road (0 - 0.15km; 0.15 - 1.70km and 3.30 - 3.70km)	Reconstruct and bitumen seal	260,000	130,000	130,000				130,000	130,000			A
	119/LGSB/003	Danbulla Forest Drive (24.16 - 26.06km)	Upgrade to bitumen seal	245,000	122,500	122,500				122,500	122,500			B
	119/LGSB/006	Boar Pocket Road (Gillies Highway - Thomas Creek)	Rehabilitate and widen	245,000	122,500	122,500				122,500	122,500			B
	119/LGSB/008	Curtain Fig Tree Road (3.45 - 3.47km)	Replace timber bridge	380,000	190,000	190,000						190,000		B
	119/LGSB/009	McKeown Road (3.50 - 3.52km)	Replace timber bridge	300,000	150,000	150,000						150,000		B
	119/LGSC/006	Boar Pocket Road (Thomas Creek - Patterson Creek)	Reconstruct and bitumen seal	135,000	67,500	67,500		10,000	57,500		57,500			C
	119/LGSC/007	Boar Pocket Road (Patterson Creek - end of old bitumen)	Reconstruct and bitumen seal	195,000	97,500	97,500		10,000	87,500		87,500			C
	119/LGSH/004	Atherton State School	Bikeway / walkway	30,000	15,000	15,000		14,198	802		802			H
	119/LGSH/005	Atherton Shire bicycle networks to schools	Bikeway / walkway	120,000	60,000	60,000						60,000		H
									620,236	375,000	995,236	400,000		
Aurukun	6/LGSF/003	Aurukun access road (73.00 - 77.00km)	Form gravel and seal (training)	1,565,000		1,565,000		1,476,783	3,845	84,372	88,217			F
	6/LGSF/004	Aurukun barge ramp	Feasibility study	50,000		50,000		2,654	47,346		47,346			F
	6/LGSF/005	Aurukun access road (0.00 - 2.50km)	Form gravel and seal (training)	700,000		700,000		5,000		580,000	580,000	115,000		F
	6/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									61,191	664,372	725,563	115,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)								Approved allocation \$				Indicative		
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Badu Island	164/LGSF/004	Nona Street and Chapman Street (continued pavement upgrading works)	Training and skills development of community road maintenance	3,579,000		2,049,000	1,530,000	2,707,011	571,989	300,000	871,989			F
	164/LGSF/005	Badu Community barge ramp	Dolphin replacements	750,000	375,000	375,000				375,000	375,000			F
									571,989	675,000	1,246,989			
Bamaga	166/LGSF/009	Northern Peninsula Area	Reseal bitumen access roads to each community and aerodrome	2,450,000		2,450,000				10,000	10,000	840,000	1,600,000	F
	166/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000		1,558	8,442		8,442			L
									8,442	10,000	18,442	840,000		
Cairns City	158/LGSA/005	Aumuller Street (Comport Street - Redden Street)	Rehabilitation and widening	200,000	100,000	100,000		18,000	82,000		82,000			A
	158/LGSA/009	Redlynch Intake Road, various culverts	Upgrade drainage structure	78,750	39,375	39,375		5,000	34,375		34,375			A
	158/LGSA/010	Redlynch Intake Road, various sections	Guardrail installation	94,500	47,250	47,250		5,000	42,250		42,250			A
	158/LGSA/011	Redlynch Intake Road, various sections	Widen and seal	420,000	210,000	210,000		5,000	205,000		205,000			A
	158/LGSA/012	Hussey Road (0.0 - 1.50km)	Widen and seal	185,000	92,500	92,500		5,000	87,500		87,500			A
	158/LGSA/013	Mt Peter Road (5.60 - 6.20km)	Widen and reconstruct	165,000	82,500	82,500		5,000	77,500		77,500			A
	158/LGSA/014	Hussey Road (1.50 - 3.16km)	Widen and seal	210,000	105,000	105,000				105,000	105,000			A
	158/LGSA/015	Redlynch Intake Road, various sections	Widen and seal	400,000	200,000	200,000				100,000	100,000	100,000		A
	158/LGSA/016	Lake Morris Road (5.80 - 5.85km)	Widen and seal	20,000	10,000	10,000				10,000	10,000			A
	158/LGSA/017	Lake Morris Road (3.80 - 3.89km)	Install guardrail	45,000	22,500	22,500				22,500	22,500			A
	158/LGSB/002	Yorkeys Knob Road (0.275 - 2.875km)	Regrade and eliminate floodway	1,505,000	752,500	752,500						602,500	150,000	B

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Cairns City (cont.)	158/LGSD/006	Deeral boat ramp	Car park	170,000	85,000	85,000		4,926	80,074		80,074			D
	158/LGSD/008	Mt Peter Road / Hussey Road	Traffic safety improvements	80,000	40,000	40,000		30,185	9,815		9,815			D
	158/LGSG/006	Machans Beach - Holloways Beach	Construct shared bikeway / footway	700,000	350,000	350,000		1,212	66,788		66,788	282,000		G
	158/LGSG/007	Redlynch Intake Road	Bikeway / footpath	80,000	40,000	40,000		5,000	35,000		35,000			G
	158/LGSG/009	Various locations from network bicycle strategy	Bikeways	70,000	35,000	35,000		5,000	12,500	17,500	30,000			G
	158/LGSI/015	St Michael's Catholic School, Mill Street, Gordonvale	Set-down and pick-up area	40,000	20,000	20,000		9,719	10,281		10,281			I
	158/LGSI/022	Various locations at schools	Traffic improvements at set-down area	23,866	11,933	11,933		8,000	3,933		3,933			I
	158/LGSI/024	Whitfield State School	Set-down and parking area	15,000	7,500	7,500		2,000	5,500		5,500			I
	158/LGSI/025	Various locations	Parking improvements	60,000	30,000	30,000		5,000	10,000	15,000	25,000			I
	158/LGSI/026	Various locations	Bus set-down improvements	60,000	30,000	30,000		5,000	10,000	15,000	25,000			I
	158/LGSI/027	Scott Street / Severin Street	Install signals with turn arrows	150,000			150,000	70,000	80,000		80,000			J
	158/LGSI/028	Redlynch Intake Road	Seal shoulders / improve delineation / reconstruct super-elevation / edgelines / speed signs	200,000			200,000	50,000	150,000		150,000			J
	158/LGSL/002	Main Roads / Local Government Alliance, Far north Queensland RRG	Capability improvement	20,000		20,000				20,000	20,000			L
									1,002,516	305,000	1,307,516	984,500		
Cook	37/LGSB/011	Bloomfield Road, Hislop Creek	Replace timber bridge	205,000	102,500	102,500		100,000	2,500		2,500			B
	37/LGSB/012	Bloomfield Road, Willies Creek	Replace timber bridge	205,000	102,500	102,500		70,000	32,500		32,500			B
	37/LGSB/013	Bloomfield Road, Rossville Community (causeway - school access)	Bitumen seal and improve drainage	153,000	76,500	76,500		75,000	1,500		1,500			B
	37/LGSB/014	Battlecamp Road, Normanby River (28.80 - 28.86km)	Install floodway	150,000	75,000	75,000				75,000	75,000			B

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Cook (cont.)	37/LGSD/001	Cooktown town streets	Sealing / widening	150,000	75,000	75,000		74,367	633		633			D
	37/LGSD/002	Coen town streets	Pave and seal	140,000	70,000	70,000		5,000		65,000	65,000			D
	37/LGSF/008	Lockhart River access road	Maintenance	820,000		820,000		454,607	95,393	150,000	245,393	60,000	60,000	F
	37/LGSF/009	Pormpuraaw access road (Musgrave - Strathmay)	Maintenance	1,625,000		1,625,000		1,289,360	95,640	120,000	215,640	120,000		F
	37/LGSF/010	Wujal Wujal access road (Ayton - Shiptons Flat)	Maintenance	480,000		480,000		329,996	50,004	50,000	100,004	50,000		F
	37/LGSF/016	Wujal Wujal - Bloomfield School	Upgrade alignment and formation	982,701		982,701		891,435	11,266	50,000	61,266	30,000		F
	37/LGSF/021	Northern Peninsula Road (Bramwell - shire boundary)	Form and gravel	2,700,000	50,000	2,650,000		1,484,978	(34,978)	500,000	465,022	500,000	200,000	F
	37/LGSF/022	Bloomfield Road (Granite Creek section)	New bridge crossing	2,445,000		2,445,000		1,083,297	961,703	400,000	1,361,703			F
	37/LGSF/023	Various locations in Cape York	Alcohol management signage	100,000		100,000		2,000	18,000	80,000	98,000			F
	37/LGSF/024	Northern Peninsula Road (Captain Billy's Turnoff - Jardine River)	Upgrade drainage, form and gravel, (training)	2,300,000		700,000	1,600,000			1,950,000	1,950,000	350,000		F
	37/LGSI/003	Charlotte Street / Boundary Street	Provide islands to restrict cross flow, install signage and passing lanes	190,000			190,000	10,000	180,000		180,000			J
	37/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
	37/LGSL/002	Main Roads / Local Government Alliance Cape York Regional Organisation of Councils (ROCCY) RRG	Regional Roads Group secretariat administration, training, data aggregation and investment strategy development for LRRS	70,000		70,000		5,000	65,000		65,000			L
									1,489,161	3,440,000	4,929,161	1,110,000		
Croydon	41/LGSB/003	Richmond - Croydon Road	Formation widen and seal	2,300,000	575,000	1,725,000		600,000		225,000	225,000	225,000	675,000	B
	41/LGSB/005	Richmond - Croydon Road	Formation widen and seal	333,000	83,000	250,000				250,000	250,000			B
										475,000	475,000	225,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Doomadgee	177/LGSF/001	Wollogorang Road	Formation	1,680,000		1,680,000		1,270,000	10,000	200,000	210,000	200,000		F
	177/LGSF/002	Old Doomadgee Road	Upgrade formation and resheet	1,400,000		1,400,000		1,099,636	364	150,000	150,364	150,000		F
	177/LGSF/005	Old Doomadgee Road	Upgrade floodway	205,000		205,000		200,000		5,000	5,000			F
									10,364	355,000	365,364	350,000		
Douglas	45/LGSA/002	Cape Tribulation Road, Alexandra Range (various sections)	Widen and seal	81,148	40,574	40,574		30,000	10,574		10,574			A
	45/LGSA/003	Mowbray River Road (Captain Cook Highway - caravan park)	Rehabilitation and widening	300,000	150,000	150,000				150,000	150,000			A
	45/LGSA/004	Newell Road (Mossman Daintree Road - marine carpark)	Rehabilitation and widening	800,000	400,000	400,000				400,000	400,000			A
	45/LGSB/006	Cape Tribulation Road, Thomson Creek	Causeway improvements	205,000	102,500	102,500		5,000	97,500		97,500			B
	45/LGSB/008	Cape Tribulation - Bloomfield Road, Woobadda Creek (21.40 - 21.50km)	Causeway improvements	250,000	125,000	125,000						125,000		B
	45/LGSD/001	Cape Tribulation Road, Alexandra Range	Widen and realign	130,000	65,000	65,000		20,000	45,000		45,000			D
	45/LGSD/002	Mossman Gorge Road (Front Street - Jack Street)	Upgrade traffic arrangements	480,000	240,000	240,000		10,000	230,000		230,000			D
	45/LGSG/004	Shire bicycle strategy networks	Bicycle paths	439,112	219,556	219,556		20,000	118,556	41,000	159,556	40,000		G
								501,630	591,000	1,092,630	165,000			
Eacham	48/LGSA/002	Big Maalan Bridge	Replace bridge	300,000	150,000	150,000		121,000	29,000		29,000			A
	48/LGSB/005	Fuller Road	Pave and seal	366,000	183,000	183,000		10,000	20,000	153,000	173,000			B
	48/LGSB/006	Hitchconole Road	Replace timber bridge	60,000	30,000	30,000		10,000	20,000		20,000			B
	48/LGSB/007	Andrickson Road	Replace timber bridge	60,000	30,000	30,000				30,000	30,000			B
	48/LGSB/008	Maroobi Creek	Replace bridge	700,000	350,000	350,000				35,000	35,000	315,000		B
	48/LGSB/009	Maalan Road	Construct to sealed standard	100,000	50,000	50,000						50,000		B
	48/LGSL/003	Main Roads / Local Government Alliance	Extended design domain workshop	3,550		3,550		1,614	1,936		1,936			L
	48/LGSL/004	Main Roads / Local Government Alliance	Writing asset management plans workshop	4,796		4,796		4,536	260		260			L

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Eacham (cont.)	48/LGSL/005	Main Roads / Local Government Alliance	Development of project management / prioritisation system	19,500		19,500		10,000	9,500		9,500			L
	48/LGSL/006	Main Roads / Local Government Alliance	Far North Queensland RRG structures inspections and training	53,000	13,250	39,750				39,750	39,750			L
	48/LGSL/007	Main Roads / Local Government Alliance	Far North Queensland RRG road safety risk management training	52,800	26,400	26,400				26,400	26,400			L
	48/LGSL/008	Far North Queensland RRG	Capability improvement	172,200		172,200		50,000	7,400	57,400	64,800	57,400		L
									88,096	341,550	429,646	422,400		
Erub Island	175/LGSF/006	Darnley	Jetties / barge ramps / dolphin repairs and maintenance	700,000	300,000	400,000		232,467	117,533	50,000	167,533			F
	175/LGSF/007	Access road, aerodrome - village	Reconstruct damaged roads / sections	950,000		950,000		641,000	(341,000)	550,000	209,000	100,000		F
									(223,467)	600,000	376,533	100,000		
Etheridge	53/LGSA/001	Forsyth - Einasleigh Road (project to be determined)	Upgrade to bitumen seal	333,000	83,000	250,000					250,000	250,000		A
	53/LGSB/004	Forsyth - Einasleigh Road and Undarra Road	Upgrade to 8m bitumen seal	3,033,000	758,000	2,275,000		896,000	179,000	240,000	419,000	240,000	720,000	B
	53/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000		9,004	996		996			L
	53/LGSL/002	Main Roads / Local Government Alliance	Regional Roads Group secretariat administration, training, data aggregation and investment strategy development for LRRS	85,000		85,000		28,607	56,393		56,393			L
	53/LGSL/003	Main Roads / Local Government Alliance	Regional Roads Group secretariat supervisors workshop training	5,156		5,156		2,000	3,156		3,156			L
	53/LGSL/005	Main Roads / Local Government Alliance	North West Queensland RRG structures inspections and training	34,000	8,500	25,500				25,500	25,500			L
	53/LGSL/006	Main Roads / Local Government Alliance	North West Queensland RRG road safety risk management training	52,800	26,400	26,400				26,400	26,400			L
									239,545	541,900	781,445	240,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Hammond Island	179/LGSF/002	Access road	Pavement improvements	1,000,000		1,000,000		230,593	19,407	200,000	219,407	550,000		F
	179/LGSF/003	Community housing expansion subdivision and improved drainage works	Training for Aboriginal and Torres Strait Islanders communities	600,000	300,000	300,000		252,225	47,775		47,775			F
	179/LGSF/004	Hammond	Jetties / barge ramps / dolphin repairs and maintenance	800,000	325,000	475,000		403,059	(28,059)	100,000	71,941			F
									39,123	300,000	339,123	550,000		
Herberton	59/LGSA/004	Tully Falls Road (3.90 - 6.60km)	Reseal	20,000	10,000	10,000				10,000	10,000			A
	59/LGSA/005	Tully Falls Road (2.90 - 3.90km)	Widen and seal	70,000	35,000	35,000				35,000	35,000			A
	59/LGSA/006	Monument Street (0.0 - 0.50km)	Rehabilitate pavement	60,000	30,000	30,000				30,000	30,000			A
	59/LGSA/007	Tully Falls Road (Sections: 23.00 - 33.00km)	Gravel resheet	50,000	25,000	25,000				25,000	25,000			A
	59/LGSB/006	Gunnawarra Road (21.60 - 22.50km)	Bitumen seal	18,900	9,450	9,450		5,000	4,450		4,450			B
	59/LGSB/009	Gunnawarra Road (20.00 - 21.60km)	Bitumen reseal	40,000	20,000	20,000				20,000	20,000			B
	59/LGSB/010	Gunnawarra Road (5.60 - 6.60km)	Construct to new sealed two lane standard	160,000	80,000	80,000						80,000		B
	59/LGSB/011	Tully Falls Road (23.20 - 33.00km)	Gravel resheeting	170,000	85,000	85,000						85,000		B
	59/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000		5,000	5,000		5,000			L
									9,450	120,000	129,450	165,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Hope Vale	180/LGSF/005	Hopevale access road (Palm Creek - Quarry)	Form gravel and seal (training)	1,277,018		1,277,018		1,198,546	78,472		78,472			F
	180/LGSF/006	Hopevale access road (McIvor River Road), Station Creek	Upgrade sections to bitumen seal and improve drainage (training) ^(b)	1,680,000		1,220,000	460,000	1,256,489	(126,489)	530,000	403,511	20,000		F
	180/LGSF/007	Hopevale access road (McIvor River Road) (grid - Station Creek)	Road upgrading to bitumen sealed standard	1,000,000		500,000	500,000			10,000	10,000	40,000	950,000	F
	180/LGSF/008	Hopevale access road (McIvor River Road) (Station Creek - Palm Creek)	Road upgrading to bitumen sealed standard	1,010,000		510,000	500,000			10,000	10,000	1,000,000		F
	180/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000		989	9,011		9,011			L
									(39,006)	550,000	510,994	1,060,000		
Iama Island	197/LGSF/003	Yam Island	Jetties / barge ramps / dolphin repairs and maintenance	700,000	300,000	400,000		285,452	14,548	100,000	114,548			F
									14,548	100,000	114,548			
Injinoo	174/LGSF/001	Access road within Deed of Grant in Trust (DOGIT) area (south of Jardine crossing - Bamaga)	Maintenance	600,000		600,000		281,963	118,037		118,037	100,000	100,000	F
	174/LGSF/003	Northern access road - Pajinka in Lockerbie Forest	Upgrade drainage, form and gravel (training)	300,000	150,000	150,000			150,000		150,000			F
	174/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									278,037		278,037	100,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 3: Australian Government funded contribution of \$460,000 managed by Indigenous Co-ordination Centre on behalf of Department of Families, Community Services and Indigenous Affairs.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Johnstone	66/LGSA/007	Mourilyan Road, Innisfail loop road (0.05 - 1.55km)	Reseal / resurfacing	510,000	255,000	255,000		92,000	73,000	90,000	163,000			A
	66/LGSA/008	Mourilyan Road, Innisfail loop road - Grace Street	Profile correction and asphalt surfacing	168,000	84,000	84,000		64,000	20,000		20,000			A
	66/LGSA/010	Walter Lever Estate Road (4.27 - 4.50km)	Widen and seal	110,000	55,000	55,000		39,000	16,000		16,000			A
	66/LGSA/011	Walter Lever Estate Road, Maccarones Bridge (5.50 - 5.75km)	Replace bridge and approaches	2,600,000	1,300,000	1,300,000				550,000	550,000	750,000		A
	66/LGSA/012	Fitzgerald Esplanade (0.34 - 0.69km)	Profile correction and asphalt surfacing	145,000	72,500	72,500						72,500		A
	66/LGSD/002	Mourilyan Road, Innisfail loop road	Construct roundabout	100,000	50,000	50,000		10,000	40,000		40,000			D
	66/LGSD/003	Mourilyan Road, Innisfail loop road (Grace Street / Owen Street)	Construct roundabout	160,000	80,000	80,000				80,000	80,000			D
	66/LGSG/007	Cassowary Drive	Construct shared bikeway / footway	150,000	75,000	75,000		5,000	25,000		25,000	45,000		G
	66/LGSI/006	River Avenue	Footpath construction	512,780	256,390	256,390		50,000	2,500	86,390	88,890	117,500		I
	66/LGSI/015	Goondi State School	Pick-up and set-down area	190,000	95,000	95,000		45,000		50,000	50,000			I
	66/LGSI/004	Alexander Drive (5km length)	Install guardrail, reseal surface, install signage	100,000			100,000	50,000	50,000		50,000			J
									226,500	856,390	1,082,890	985,000		
Kowanyama	181/LGSF/010	Kowanyama access road	Upgrade formation	1,785,000		1,785,000		1,016,000	9,000	210,000	219,000	250,000	300,000	F
	181/LGSF/012	Farm access road	Access road improvements	330,000	165,000	165,000				40,000	40,000	125,000		F
	181/LGSF/014	Topsy Creek Road	Upgrade drainage, form and gravel (training)	400,000		400,000				200,000	200,000	200,000		F
									9,000	450,000	459,000	575,000		
Kubin	182/LGSF/006	Kubin Community	Jetties / barge ramps / dolphin repairs and maintenance	700,000	300,000	400,000		219,855	130,145	50,000	180,145			F
									130,145	50,000	180,145			

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Lockhart River	183/LGSF/005	Lockhart River access road	Upgrade drainage, form and gravel (training)	1,450,000		1,450,000		900,000		550,000	550,000			F
	183/LGSF/006	Lockhart River access road (Browns Creek - Toza's Gap)	Upgrade drainage, form and gravel (training)	860,000		360,000	500,000	60,000	(50,000)	650,000	600,000	200,000		F
	183/LGSF/007	Lockhart River Community township	Skills development in remote communities	600,000	300,000	300,000		50,000	50,000	200,000	250,000			F
	183/LGSF/008	Lockhart River access road (Pascoe River - Browns Creek)	Upgrade sections to bitumen seal and improve drainage (training)	850,000		850,000				50,000	50,000	550,000	250,000	F
										1,450,000	1,450,000	750,000		
Mabuiag Island	184/LGSF/001	Access road, town - airport - ramp	Upgrade drainage, form and gravel, (training)	1,493,000	200,000	1,293,000		1,151,151	(58,151)	100,000	41,849	100,000		F
	184/LGSF/002	Access and village roads	Construct to sealed standard	750,000		750,000						600,000	150,000	F
									(58,151)	100,000	41,849	700,000		
Mapoon	200/LGSF/001	Mapoon Community boat ramp	Feasibility study	20,000		20,000		16,591	3,409		3,409			F
	200/LGSF/002	Mapoon access road, various sections	Form gravel and seal (training)	1,125,368		1,125,368		175,839	349,529	300,000	649,529	300,000		F
	200/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000		1,338	8,662		8,662			L
									361,600	300,000	661,600	300,000		
Mareeba	133/LGSA/006	Sugar farm access roads	Pave and seal	1,860,000	930,000	930,000		845,000	85,000		85,000			A
	133/LGSA/009	Almaden - Gingerella Road (4.20 - 43.90km)	Realign and upgrade	180,000	90,000	90,000		60,000	30,000		30,000			A
	133/LGSA/013	Gingerella - Sundown Road (8.20 - 31.90km)	Realignment, clearing, drainage and regravelling	170,000	85,000	85,000		20,000	65,000		65,000			A
	133/LGSA/014	Almaden - Gingerella Road (15.39 - 15.99km)	Construct floodway	130,000	65,000	65,000		5,000	60,000		60,000			A
	133/LGSA/015	Chettle Road (1.08 - 1.95km, 2.31 - 3.07km and 5.30 - 7.50km)	Widen and seal	330,000	165,000	165,000		10,000	75,000	80,000	155,000			A
	133/LGSA/019	Springmount Road (3.30 - 3.90km)	Rehabilitation and widening	96,000	48,000	48,000				48,000	48,000			A

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Mareeba (cont.)	133/LGSA/020	Euluma Creek Road (0.82 - 1.25km)	Rehabilitation and widening	70,000	35,000	35,000				35,000	35,000			A
	133/LGSA/021	North Walsh Road (0.64 - 0.66km)	Replace bridge	50,000	25,000	25,000				25,000	25,000			A
	133/LGSA/022	North Walsh Road (0.10 - 1.60km)	Widen and seal	55,000	27,500	27,500				27,500	27,500			A
	133/LGSA/023	Clohesy River Road (1.02 - 1.04km)	Install floodway	50,000	25,000	25,000				25,000	25,000			A
	133/LGSA/024	Koah Road (6.45 - 6.90km)	Widen and seal	100,000	50,000	50,000				50,000	50,000			A
	133/LGSA/025	Myola - Oak Forest Road (Owen Creek 0.51 - 0.61km)	Replace bridge and approaches	350,000	175,000	175,000				175,000	175,000			A
	133/LGSA/026	Clohesy River Road (0.20 - 81.00km)	Construct to new two lane sealed standard	310,000	155,000	155,000				155,000	155,000			A
	133/LGSA/027	Euluma Creek Road (10.10 - 10.40km)	Rehabilitation and widening	65,000	32,500	32,500				32,500	32,500			A
	133/LGSB/005	Bilwon Road (6.46 - 10.44km)	Rehabilitate and widen	640,000	320,000	320,000						320,000		B
	133/LGSB/006	Myola - Oak Forest Road (6.38 - 6.77km)	Construct to new sealed two lane standard	100,000	50,000	50,000						50,000		B
	133/LGSB/007	Leadingham Creek Road (9.78 - 9.80km)	Upgrade floodway	100,000	50,000	50,000						50,000		B
	133/LGSH/004	Myola Road (Kuranda State High School - Myola)	Bikeway construction	120,000	60,000	60,000		50,000	10,000		10,000			H
									325,000	653,000	978,000	420,000		
Mer Island	185/LGSF/004	Murray Island barge ramp	Feasibility study	20,000		20,000		7,979	12,021		12,021			F
	185/LGSF/006	Mer Island access road, aerodrome - community	Form gravel and seal (training)	1,325,000		1,325,000		1,221,206	53,794	50,000	103,794			F
									65,815	50,000	115,815			

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽ⁱ⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Mornington	93/LGSF/004	Balaleah Road	Extend formation and gravel paving	810,000	61,000	749,000		540,270	8,730	100,000	108,730	100,000		F
	93/LGSF/005	Bilbad - Balaleah Road	Form and gravel	200,000	20,000	180,000		179,646	354		354		F	
	93/LGSF/006	Balaleah Road	Upgrade floodway	275,000	27,500	247,500		150,000		97,500	97,500		F	
	93/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000		L	
									19,084	197,500	216,584	100,000		
New Mapoon	186/LGSF/001	New Mapoon Community, housing expansion subdivision	Pave and seal	337,300	160,000	177,300		160,392	16,908		16,908			F
	186/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									26,908		26,908			
Pormpuraaw	178/LGSF/005	Access road	Maintenance	2,390,231		2,390,231		2,197,231	193,000		193,000			F
	178/LGSF/006	Pormpuraaw barge ramp	Feasibility study	50,000		50,000		24,312	25,688		25,688			F
	178/LGSF/007	Pormpuraaw causeway, access road	Upgrade causeway ⁽ⁱ⁾	1,502,000		1,150,000	352,000	879,202	522,798	100,000	622,798			F
	178/LGSF/009	Pormpuraaw access road, various sections (110.0 - 205.0km)	Various road and drainage upgrading works	1,605,000		1,605,000			5,000	350,000	355,000	750,000	500,000	F
									746,486	450,000	1,196,486	750,000		
Poruma Island	173/LGSF/002	Poruma Island barge ramp	Repair and upgrade	400,000	200,000	200,000				200,000	200,000			F
										200,000	200,000			
Seisia Island	189/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									10,000		10,000			

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 3: Includes Australian Government contribution of \$352,000 managed by Indigenous Co-ordination Centre on behalf of Department of Families, Community Services and Indigenous Affairs.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ⁽⁴⁾									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
St Pauls	190/LGSF/007	Kubin - St Pauls access road (13.60 - 14.50km)	Form pave and seal	1,600,000		1,600,000		1,290,094	209,906	100,000	309,906			F
	190/LGSF/008	Access road (barge ramp - community)	Form pave and seal	1,815,000		1,150,000	665,000	141,710	8,290	865,000	873,290	800,000		F
	190/LGSF/009	St Pauls Community barge ramp	Dolphin replacements	750,000	375,000	375,000				375,000	375,000			F
									218,196	1,340,000	1,558,196	800,000		
Torres	170/LGSB/002	Bowie Sailor Crescent Road, Thursday Island	Bitumen seal and improve drainage	248,000	124,000	124,000		80,000	44,000		44,000			B
	170/LGSB/101	Various roads	Upgrade	203,000		203,000		202,532	468		468			B
	170/LGSD/001	Milman / John / Douglas Streets	Channelisation	110,000	55,000	55,000		37,068	17,932		17,932			D
	170/LGSD/002	Victoria Parade, Thursday Island	Pedestrian facilities	100,000	50,000	50,000		40,000	10,000		10,000			D
	170/LGSD/003	Various locations	Pedestrian facilities	100,000	50,000	50,000		30,000	20,000		20,000			D
	170/LGSF/003	Remote Communities Unit	Training for Aboriginal and Torres Strait Islanders communities	14,050,931		14,050,931		10,547,376	1,103,555	1,200,000	2,303,555	1,200,000		F
	170/LGSF/006	Torres Strait, various locations	Inspections, planning and program administration	1,040,000	290,000	750,000		316,693	(6,693)	440,000	433,307			F
	170/LGSF/012	Torres Strait, various locations	Dredging strategy	1,750,000	800,000	950,000		318,183	(18,183)	650,000	631,817			F
	170/LGSF/013	Torres Strait communities, contribution to heavy equipment management and training program (HEMTP)	Skills development in remote communities	2,093,000		2,093,000		1,422,973	(379,973)	500,000	120,027	550,000		F
	170/LGSF/016	Torres Strait, various islands	Jetty accessibility strategy	100,000		100,000				100,000	100,000			F
	170/LGSH/002	Thursday Island (Rose Hill - State School)	Bikeway / footpath	80,000	40,000	40,000		20,000	(10,000)	30,000	20,000			H
	170/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									791,106	2,920,000	3,711,106	1,750,000		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G Bikeways

H Safe School Travel (SafeST) infrastructure subsidies

I Safe School Travel (SafeST) passenger set-down subsidies

J National Black Spots

L Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Ugar Island	191/LGSF/003	Stephen Island	Pontoon replacement	100,000		100,000		79,398	10,602	10,000	20,602			F
	191/LGSF/004	Access road (barge ramp - village)	Upgrade sections to bitumen seal and improve drainage (training)	1,450,000	550,000	900,000		350,385	(250,385)	400,000	149,615	400,000		F
									(239,783)	410,000	170,217	400,000		
Umagico	193/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									10,000		10,000			
Warraber Island	192/LGSF/003	Warraber Island	Jetties / barge ramps / dolphin repairs and maintenance	700,000	300,000	400,000		301,784	48,216	50,000	98,216			F
	192/LGSF/004	Warraber Island airstrip	Upgrade and seal	1,330,000	640,000	690,000		652,908	37,092		37,092			F
									85,308	50,000	135,308			
Wujal Wujal	196/LGSF/003	Wujal Wujal (south of causeway)	Upgrade formation	796,000		796,000		400,368	139,632	256,000	395,632			F
									139,632	256,000	395,632			
Yarrabah	198/LGSF/006	Yarrabah access road	Upgrade and repair formation and reseal	1,343,099		1,343,099		1,008,460	9,639	85,000	94,639	120,000	120,000	F
	198/LGSF/007	Yarrabah Range Road (0.00 - 0.70km)	Reconstruction	368,000			368,000			368,000	368,000			F
	198/LGSJ/001	Yarrabah Range Road (500m section)	Seal shoulders / guardrail improvements / delineation	142,000			142,000	121,875	20,125		20,125			J
	198/LGSJ/002	Yarrabah Range Road	Widen and seal	328,000			328,000	300,000	28,000		28,000			J
	198/LGSL/001	Main Roads / Local Government Alliance	Asset management systems and data collection for local roads of regional significance (LRRS)	10,000		10,000			10,000		10,000			L
									67,764	453,000	520,764	120,000		

Category

A	Regional development	G	Bikeways
B	Access and other social justice issues	H	Safe School Travel (SafeST) infrastructure subsidies
C	Access roads to national parks and other recreational areas	I	Safe School Travel (SafeST) passenger set-down subsidies
D	Traffic management and operations	J	National Black Spots
E	Intermodal improvements	L	Technical capability
F	Aboriginal and Torres Strait Islander community assistance		

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Note 3: Projects to be funded from extra \$2m in 2005-06 for priority marine and aerodrome infrastructure initiative for Cape York and Torres Strait communities will be included in RIP as priorities are determined.

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09⁽⁴⁾

Transport Infrastructure Development Scheme (TIDS): 2007-08 and 2008-09 ^(a)									Approved allocation \$				Indicative	
Local Government	Project	Location	Work description	Indicative Total Cost \$	Contributions \$			Est Exp June 2007 \$	2007-08			2008-09	Beyond	Category
					LG	MR	DoTaRS		Carry-over	New Funds	Total subsidy	Total subsidy		
Various	xxx/LGSA/xx3	Various sections	Upgrade and seal	215,000		215,000			215,000		215,000			A
	xxx/LGSA/xx4	Unallocated funds - priorities yet to be detrmined	Upgrade	1,034,600		1,034,600						1,034,600		A
	xxx/LGSF/x10	Unallocated funds for priority road, marine and aerodrome infrastructure for Indigenous communities on Cape York and in Torres Strait. Projects yet to be determined in conjunction with other federal/state agencies	Upgrade ^(b)	1,001,731	500,000	501,731			1,731		1,731	500,000		F
	xxx/LGSF/xx4	Access to Deed of Grant in Trust (DOGIT)	Maintenance	835,064		835,064			1,064	49,000	50,064	585,000	200,000	F
	xxx/LGSF/xx5	Unallocated funds for ATSI - Priorities yet to be determined with other federal / state agencies	Upgrade	893,695	409,000	484,695			34,695		34,695	200,000	250,000	F
									252,490	49,000	301,490	2,319,600		
District allocation									7,858,955	19,678,712	27,537,667	16,796,500		
Revenue										(5,403,000)	(5,403,000)			
Net allocation										14,275,712	22,134,667	16,796,500		

Category

A Regional development

B Access and other social justice issues

C Access roads to national parks and other recreational areas

D Traffic management and operations

E Intermodal improvements

F Aboriginal and Torres Strait Islander community assistance

G

Bikeways

H

Safe School Travel (SafeST) infrastructure subsidies

I

Safe School Travel (SafeST) passenger set-down subsidies

J

National Black Spots

L

Technical capability

Note 1: For other state-funded roads infrastructure initiatives, see the other state-controlled roads program.

Note 2: A complete listing of projects to be undertaken on the Local Roads of Regional Significance network as part of the Roads Alliance is provided under the state-wide Local Roads of Regional Significance (LRRS) program reflected in the Addendum to RIP.

Notes

roads implementation program

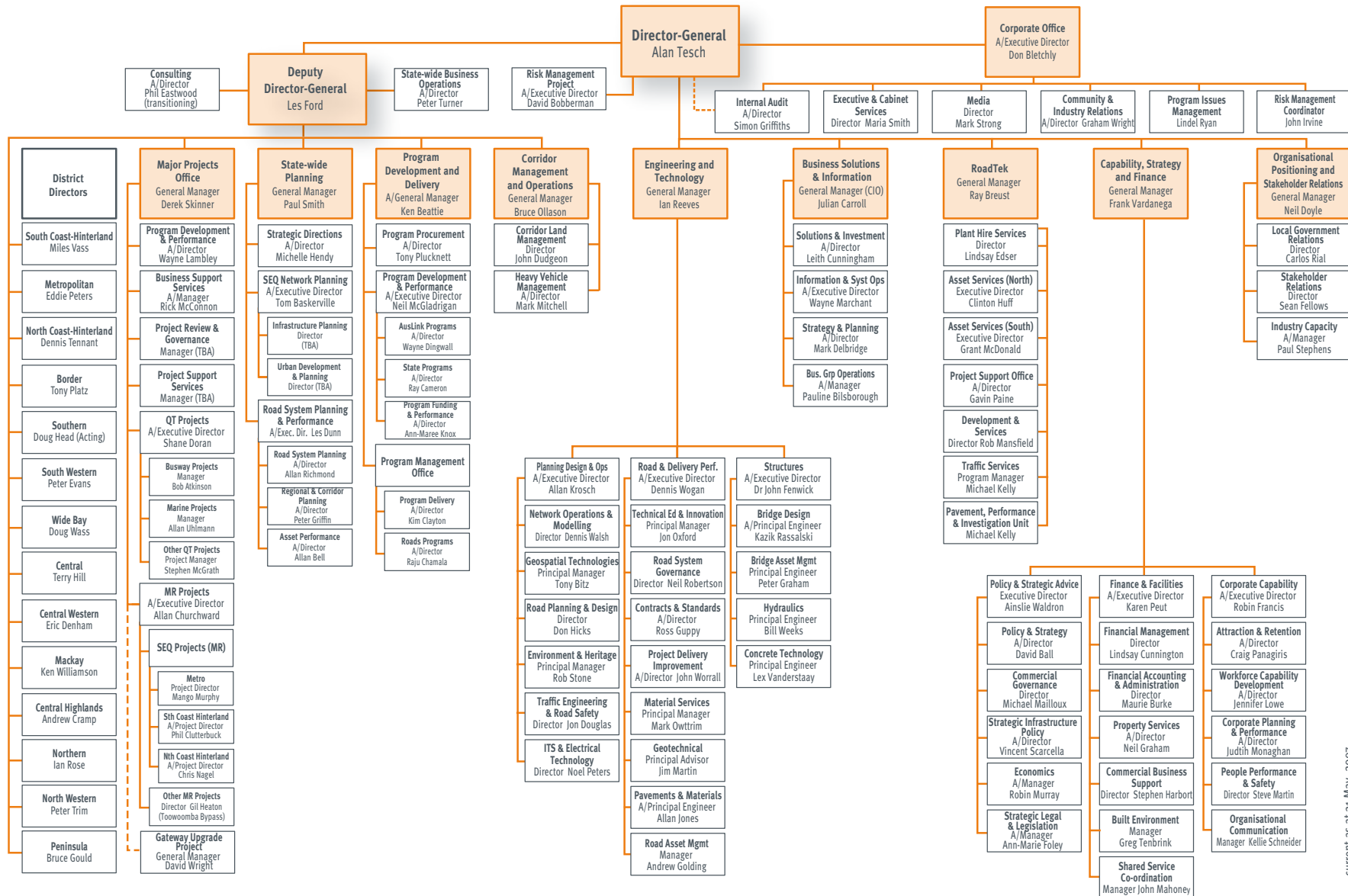
2007-08 to 2011-12



appendices

MainRoads

Connecting Queensland



current as at 21 May, 2007

Appendix 2 - Main Roads district contact officers

District		District Office Location	Contact		Street & Postal Address	Phone No.	Facsimile No.
Name	No.		Name	Position			
South Coast-Hinterland	1	Nerang	Miles Vass	District Director	36-38 Cotton Street (PO Box 442) Nerang 4211	(07) 5596 9421	(07) 5596 9511
Metropolitan	13	Brisbane	Eddie Peters	District Director	183 Wharf Street (PO Box 70) Spring Hill 4004	(07) 3834 8267	(07) 3834 8363
North Coast-Hinterland	2	Gympie	Dennis Tennant	District Director	50 River Road (PO Box 183) Gympie 4570	(07) 5482 0300	(07) 5482 0465
Border	5	Warwick	Tony Platz	District Director	306 Wood Street (Locked Bag 1) Warwick 4370	(07) 4661 6301	(07) 4661 6380
Southern	3	Toowoomba	Doug Head	District Director (Acting)	1-5 Phillip Street (PO Box 645) Toowoomba 4350	(07) 4639 0720	(07) 4639 0750
South Western	4	Roma	Peter Evans	District Director	30 McDowall Streets (PO Box 126) Roma 4455	(07) 4622 9501	(07) 4622 9500
Wide Bay	12	Bundaberg	Doug Wass	District Director	23 Quay Street (Locked Bag 486 Bundaberg DC) Bundaberg 4670	(07) 4154 0201	(07) 4152 3878
Central	6	Rockhampton	Terry Hill	District Director	31 Knight Street (PO Box 5096 Central Qld MC 4702) North Rockhampton 4701	(07) 4931 1501	(07) 4927 5020
Central Western	7	Barcaldine	Eric Denham	District Director	69 Ash Street (PO Box 3) Barcaldine 4725	(07) 4651 2701	(07) 4651 2772
Mackay	8	Mackay	Ken Williamson	District Director	46 Gordon Street (PO Box 62) Mackay 4740	(07) 4951 8540	(07) 4951 8546
Central Highlands	15	Emerald	Andrew Cramp	District Director	83 Esmond Street (PO Box 1787) Emerald 4720	(07) 4983 8701	(07) 4983 8722
Northern	9	Townsville	Ian Rose	District Director	146 Wills Street (PO Box 1089) Townsville 4810	(07) 4720 7243	(07) 4720 7211
North Western	10	Cloncurry	Peter Trim	District Director	16-22 Ramsay Street (PO Box 338) Cloncurry 4824	(07) 4769 3201	(07) 4769 3211
Peninsula	11	Cairns	Bruce Gould	District Director	15 Lake Street (PO Box 6185) Cairns 4870	(07) 4050 5400	(07) 4050 5432

RIP Guidelines

Each year, RIP program parameters are provided to districts to guide the development of future regional roads programs. RIP Guidelines reflect existing government policies, strategies and objectives and the corporate initiatives which are required to be met. They also provide detailed requirements for formulation of various elements of the proposed five-year works program.

Details of policy objectives of government and an extract of the specific program parameters for each of the sub-programs in the RIP are as follows.

RIP choices using a State-Wide Plan

The State-wide Plan for Queensland's state-controlled roads provides a long term picture of how the state-controlled network will develop over a 20-year period. Government priorities, Main Roads strategic documents, stakeholder expectations and available funding have guided the development of the plan. The plan includes network performance targets and strategic link visions for enhancing state-wide consistency of planning and for prioritising investment, within available funds.

For the development of the RIP, Maintenance Preservation and Operations (MPO) works are now categorised as

- Rehabilitation
- Programmed Maintenance
- Routine Maintenance
- Traffic Operations
- Corridor Management

The following table illustrates the work elements within each category.

MPO Category	Element
Rehabilitation	Pavement rehabilitation Bridge and culvert rehabilitation
Programmed Maintenance	Surfacing treatments
Routine Maintenance	Routine maintenance (sealed) Routine maintenance (unsealed)
Traffic Operations	Overload management Provision for emergency vehicles Incident management Traffic management Traveller information
Corridor Management	Contaminated areas Nature conservation Degraded areas Heritage preservation Declared pest species Fire risk management Road landscape Road traffic noise management Management of animals on roads Performance of rail crossings Bicycle facilities Pedestrian facilities Intersections with high crash frequencies Hazards close to roads Hazardous grades Roadside signing Roadside and surface delineation Driver fatigue management Roadside barrier management Batter slope management Caging of overpasses Skid resistance management Route lighting

Capital works projects (enhancement, rehabilitation and renewal works > \$400,000), will continue to be listed as individual projects. Where capital works allocations are shown as district bulk allocations, they will also be categorised as one of the following:

- Enhanced capacity
- Access and amenity.

The 2007-08 to 2011-12 RIP will show bulk figures in the indicative years for both Maintenance Preservation Operations (MPO) and capital enhancement works.

Project entry requirements

Mandatory RIP entry requirements and performance measures apply to 'nominated' projects.

Nominated projects include all projects > \$400,000 associated with:

- capital works (series 001-099; 300-399)
- rehabilitation (series 800-899)
- pre-construction (series 900).

All nominated projects must have an approved business case (or a project proposal for series 900 projects) to be published in the RIP. Two-stage or three-stage evaluation processes are included within the business case and must be completed to justify funding requirements.

Demonstrated support to government outcomes

The primary and secondary Main Roads' outputs for various road project work-types are based on our road network strategy - Roads Connecting Queenslanders primary justifications. These are as follows:

- SR Safer Roads
- E&ET Efficient and effective transport
- FA&A Fair access and amenity
- EM Environmental management

Election commitments

All state-funded government commitments from the 1998, 2001, 2004 and 2006 state-elections and by-elections are required to be met.

Development/council/other contributions and revenue

Where projects are dependent upon contributions from other bodies, the total estimated cost of a project, including the value of contributions, is shown in the RIP.

Revenues are entered into the project document and rolled up into the following published totals:

- contributions from others for roadworks
- proceeds from property sales
- other roadworks revenue.

Government priority on employment

Consistent with the government's commitment to ensure job creation, districts have developed their programs, by giving consideration to:

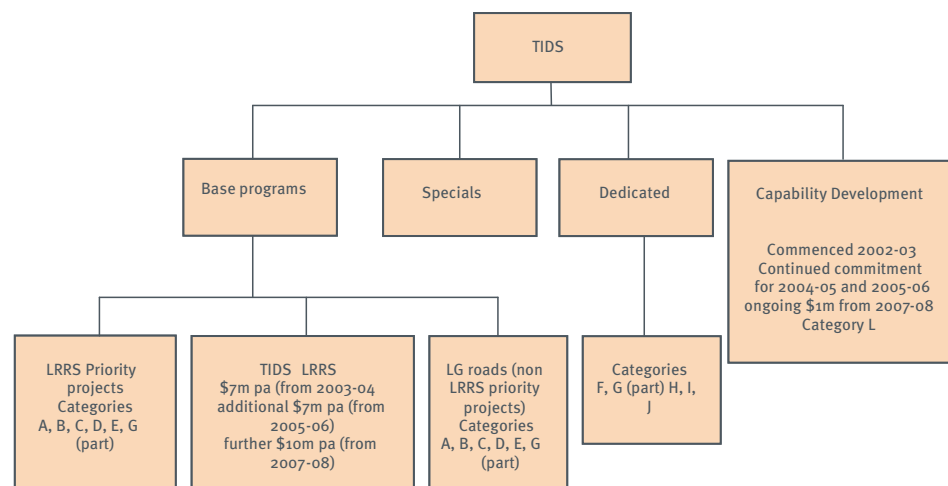
- managing the use of the government's 10% training policy relating to the mix of labour on projects, particularly in areas of high unemployment
- collaborating with local governments and other state government agencies to support employment programs where work may be available for trainees or apprentices across a number of government projects
- use of the revised State Purchasing Policy to provide local opportunities where practicable
- examining more closely the potential employment effects of current and proposed projects as part of the justification process
- contributing to employment strategies as part of regional planning processes.

Transport Infrastructure Development Scheme (TIDS) – Program parameters

Transport Infrastructure Development Scheme (TIDS) subsidies are generally provided to individual local governments for works on local government-controlled roads on a 50/50 basis (Main Roads/local government). From 2004-05, Regional Road Groups (RRGs), however, have been able to negotiate higher local government contributions, for individual projects, to allow a wider distribution of state funds.

RRGs will determine the percentage (at least 50%, desirably 70%) of the base 2007-08 TIDS program to be allocated on Local Roads of Regional Significance (LRRS). Main Roads will allocate the remaining TIDS funds in accordance with high priority needs, as discussed below.

TIDS categories and the areas they cover are illustrated in the following flowchart.



Category			
A	Regional development	F	Aboriginal and Torres Strait Islander community assistance
B	Access and other social justice issues	G	Bikeways
C	Access roads to national parks and other recreational areas	H	Safe School Travel (SafeST) infrastructure subsidies
D	Traffic management and operations	I	Safe School Travel (SafeST) passenger set-down subsidies
E	Intermodal improvements	J	National Black Spots
		L	Technical capability

All TIDS projects are listed as normal in the RIP. In addition, base RRG, base MR and special TIDS projects that are located on LRRS roads are reported in the Roads Alliance Addendum to the RIP.

TIDS subsidies are provided for improvement projects only, except for technical capability where, projects may be funded through the Roads Alliance. Such projects are designed to help RRGs and local governments enhance their capability as road managers.

The RRG component of the TIDS program is developing with the rest of the RRG works program process in becoming a four-year program.

Special TIDS funding subsidies (non-RRG) will continue to be a two-year program and are essentially unchanged from previous years. A two-year program will continue to be developed for base MR, and dedicated and special category TIDS projects. This remains generally unchanged from previous years.

TIDS evaluation criteria

All projects will be evaluated on how well they meet the following TIDS objectives for improvements to the local road system:

- support for the road transport infrastructure needs of economically viable industry development in regions, including tourism and freight transport services in rural and remote areas
- improved road access to essential services in remote areas
- improvements to regional and rural road networks, which also assist local governments to manage local employment impacts
- improved road access to national parks, consistent with park management plans
- improved safety and traffic management operations
- enhanced liveability for Aboriginal and Torres Strait Islander communities through provision of improved roads infrastructure, consistent with priorities established as part of the Total Management Plans (TMPs) and, where applicable, Community Infrastructure Plans (CIPs) developed in consultation with these communities
- development of bikeway networks, including shared pedestrian facilities. (In south east Queensland, priority will be given towards applications for subsidies for bikeway networks that are consistent with the Integrated Regional Cycle Network Plan).

In Aboriginal and Torres Strait Islander communities, Main Roads will consider candidate projects for sealing of town streets on a 50/50 basis, which is consistent with TIDS arrangements for local government. A three-year rolling program for Aboriginal and Torres Strait Islander Infrastructure Assistance programs under TIDS is required.

TIDS - SafeST Infrastructure Subsidies (\$1 million per annum state-wide)

- This initiative is primarily aimed at improving the safety of children travelling to and from school
- Queensland Transport has responsibility for related road safety policies and strategies; Main Roads is responsible for delivery of related infrastructure, within available funds.

TIDS SafeST Infrastructure Subsidies - Set-down areas at existing schools (\$4 million per annum ongoing from 2006-07)

- This targeted initiative is to facilitate an ongoing retrofit program for bus set-down areas at existing schools only. Eligible works are bus set-down areas, including bus indents and bus parking
- From 2006-07, consistent with a state government election commitment to increase this funding by \$2 million per annum ongoing, eligible works also include car/passenger set-down and pick-up areas (at existing schools) in response to the introduction of the prep year in Queensland schools
- From 2006-07, an increased allocation of \$4 million per annum state-wide is provided for this purpose
- Funded from the Roads Program (under TIDS).

Note 1: Bus set-down areas at new schools are also eligible for a 50 per cent subsidy. However, these subsidies are administered by the Education Department as part of planning for the new facility.

Note 2: Government policy Guidelines on Arrangements for Infrastructure External to State Government Sites and non-State Schools also refer.

TIDS Roads Alliance capability development subsidies

- The Roads Alliance is designed to help Regional Road Groups (RRGs) – comprising elected local government officials and the relevant Main Roads district director – and local governments enhance their capability as road managers.
- Consistent with its commitment to the Roads Alliance, the state government has continued its commitment of an additional \$1 million p.a. over two years from 2004-05, under the TIDS program to facilitate improvements in the area of road safety risk management and bridges. This is in addition to the \$2 million

p.a. provided in 2002-03 and 2003-04 to improve road management capability. An ongoing \$1 million p.a. has been committed for capability improvement from 2007-08.

- Main Roads is providing this subsidy to improve the efficiency and effectiveness of road management by local government across the state. The initiative will encourage a network focus and better use of resources to provide the road user with an improved and safer road system.
- The principles of the subsidy are as follows:
 - the capability development subsidy is only available to local governments that are members of a RRG under the Roads Alliance
 - applications require the support of RRGs
 - applications for this subsidy must primarily relate to categories approved by the alliance board for the improved management of LRRS
 - local governments must use a supplier from the list of Roads Alliance preferred suppliers to receive this subsidy for:
 - o road asset management systems purchase/upgrade and systems training
 - o road asset management data collection and data collection training.

Extra project funds for Roads Alliance from 2004-05

In December 2003, the then Minister for Transport and Minister for Main Roads announced an additional \$5 million p.a. state-wide subsidy for investment on LRRS from 2004-05 ongoing with a focus primarily on rural and regional roads. An additional \$2 million p.a. was subsequently announced at the April 2004 LGAQ Roads and Transport Forum, also commencing from 2004-05.

A further \$7 million p.a. was announced at the 2005 LGAQ Roads and Transport Forum, bringing the total state government commitment to \$14 million p.a. from 2005-06, rising to \$25 million p.a. (including \$1 million p.a. for capability improvement) from 2007-08. RRGs will prioritise projects and allocate funding for this subsidy to agreed RRG high priority projects on the LRRS network, to develop their first five-year program (four year firm funding, fifth year indicative).

This initiative will improve the overall safety performance of the road system in line with Main Roads strategic direction in RCQ, the National Road Safety Strategy 2001-2010 and Queensland's Road Safety Strategy 2004-2011.

Road Safety Programs

Each year, the Queensland and Australian Governments allocate funding for specific road safety programs. The primary aim of these programs is to provide focus to help achieve the national and state road safety target of 5.6 fatalities per 100,000 population by 2011.

As a result, an increased focus is being placed on road safety outcomes in the current RIP. This will be delivered through program components such as:

- construction and maintenance with primary safety outcomes
- stewardship function
- Safer Roads Sooner Program
- National Black Spot Program

The following section provides more detail on the Safer Roads Sooner and National Black Spot Programs.

Safer Roads Sooner – Program parameters

The Safer Roads Sooner (SRS) Program is a Queensland government Initiative to make sure road safety funding is spent where it will make the greatest difference in the number of fatal and serious injury crashes. The Queensland Government is committed to the state road safety target of 5.6 fatalities per 100,000 population by 2011. The primary focus of the SRS program comprises targeting low cost, high benefit projects that directly target killed and serious injury (KSI) crashes. This part of the program constitutes the Targeted Road Safety Initiative (TRSI).

The SRS program also includes a ‘proactive’ component. Proactive treatments seek to prevent crashes before they occur. 2007-08 proactive elements under the SRS program include:

- provision of forgiving roadside environment
- targeting fatigue management on the ten worst road links on state-controlled roads
- sealing unsealed rural roads
- vegetation clearing, rest stops and crash barriers
- installation of audible tactile lines, improved delineation and safety signs.

Prior to December 2003, the Safer Roads Sooner program was known as Safer Roads Program and totalled \$10m per annum with funding distributed across the state. It has since had additional funding allocated to it (an additional \$20 million in base roads program and \$17 million directly allocated from camera-detected offence revenue), to increase its total pool to \$47 million per annum as of the 2007-08 year.

The Safer Roads Sooner (SRS) program can be applied only to roads on the state-controlled network including the state-funded portion of the AusLink network (for example, Pacific Highway and Flinders Highway).

SRS Project nomination and Approval Process

The state Safer Roads Sooner Technical Committee (SRSTC) consists of representatives from MR Program Development & Delivery, safety technical officers (from MR – TRUM and QT – LT&S) and a Main Roads district representative. The SRSTC prioritise submissions for endorsement and review by the Safer Roads Sooner Advisory Committee (SRSAC).

The SRSAC includes representatives from Main Roads, Queensland Transport, Local Government Association of Queensland, RACQ, Queensland Police Service, CARRS-Q, Australian Trucking Association and Bicycle Queensland. It is similar to the National Black Spot Consultative Panel apart from the Chair (ie National Black Spot Chair is a federal elected representative; the SRS Advisory Committee Chair is a state elected representative). The chair of the SRSAC is currently the Parliamentary Secretary to the Minister for Main Roads. The SRSAC considers the SRSTC recommendations and endorses the proposed program of works for consideration and approval by the Minister for Transport and Main Roads.

The Safer Roads Sooner program ensures funding is targeted to deliver low-cost, high-benefit safety projects to the state of Queensland through a robust and transparent process.

National Black Spot Programme

- Australian Government-funded safety program, currently in the order of \$45 million per annum nationwide, of which Queensland's share is \$8.9 million per annum. The Australian Government announced in April 2007 that the National Black Spot Programme will be extended to 30 June 2014.
- Projects can be nominated by key stakeholders such as Queensland Transport, the Queensland Police Service, Emergency Services, CARRS-Q, RACQ, local governments, Bicycle Queensland and peak road and transport bodies, as well as the general public. Districts have established mechanisms whereby key stakeholders are encouraged to nominate and have input into proposed treatments for projects in their local area.

- Nominations will then be considered by the Queensland National Black Spot Consultative Panel, which is currently chaired by an Australian Government elected representative (Mr Paul Neville, Member for Hinkler). Membership includes representatives from Main Roads; Queensland Transport; Local Government Association of Queensland; RACQ; Queensland Police Service; Australian Trucking Association and Bicycle Queensland. The consultative panel will support a program of projects, within available funds. This program will then be forwarded to the federal Minister for Transport and Regional Services for approval.

For full details on the National Black Spot Programme and funding arrangements please visit the website at <http://www.auslink.gov.au/funding/blackspot/index.aspx>.

AusLink National Network

The Department of Transport and Regional Services (DoTaRS) provides funding details of committed AusLink projects with allocations provided as part of the federal budget and subsequent AusLink announcements.

For full details on the AusLink network and funding arrangements please visit the AusLink website at <http://www.auslink.gov.au>.

Key result area	Performance Indicator ⁽¹⁾	Target
Program development and delivery	Extent to which the five-year RIP construction and rehabilitation projects meet primary objectives of our road network strategy – RCQ	95% of projects on the RIP primarily serve efficient and effective transport objectives (This target is currently under review)
Program development and delivery	Return on construction expenditure ⁽²⁾ : The percentage distribution of programmed expenditures (for state and AusLink programs and for the specified year only) by Benefit Cost Ratio (BCR) range	95% of projects on the RIP to have a BCR>1 (ie. to meet economic objectives)
Effective relationships	User Satisfaction Index (USI): A measure of user satisfaction with the road system and with agency performance	To increase the measured performance over the long-term (measured every three years). This performance measure is currently under review to test the robustness of the underlying methodology
Road operations	Actual travel speed (urban) ⁽²⁾ : The average travel speed actually achieved on a representative sample of arterial roads and freeways in the urban metropolitan area	Maintenance of the existing standard of service for urban travel
Road operations	National travel speed (urban) ⁽²⁾ : The average travel speed achievable by a vehicle travelling at the speed limit on a representative sample of arterial roads and freeways in the urban metropolitan area	Nominal travel speed to only vary with changes in speed limits
Road operations	Congestion Indicator (urban) ⁽²⁾ : The difference between the actual travel speed and nominal travel speed on a representative sample of arterial roads and freeways in the urban metropolitan area	Maintenance of the existing standard of service for urban travel
Road operations	Variability of travel speed (urban) ⁽²⁾ : The range of travel speeds with an 85% probability of occurrence on a representative sample of arterial roads and freeways in the urban metropolitan area	Maintenance of the existing standard of service for urban travel
Road operations	Urban lane occupancy rate-freight ⁽²⁾ : The average weight of freight carried per lane hour on a representative sample of freight routes in the urban metropolitan area	Refer to the South East Queensland Integrated Regional Transport Plan
Road operations	Urban lane occupancy rate-people ⁽²⁾ : The average number of people per hour transported on a representative sample of arterial roads and freeways in the urban metropolitan area	Refer to the South East Queensland Integrated Regional Transport Plan
Road operations	Average car occupancy – Brisbane ⁽²⁾ : The average car occupancy measured on a representative sample of arterial roads and freeways in the urban metropolitan area	1.4 persons per vehicle by 2011
Road operations	Extent of state strategic and AusLink network approved for use by road trains (where warranted)	Type 1 – Under review Type 2 – remaining length is 1,250km, target dates under review
Road operations	Extent of state strategic and AusLink network approved for use by B-doubles	100% achievement by 2007
State-wide system planning	Smooth travel exposure ⁽²⁾ : The portion of travel undertaken each year on roads with roughness less than the specified levels (ie: with NRM counts per km less than the specified level)	To increase the proportion of travel on smooth roads over the long-term
Road operations	Average payload (tonnes) per loaded heavy freight vehicle on the state strategic and AusLink network, as measured at a sample of Main Roads weigh sites	A progressive increase within legal limits, subject to more widespread use of freight-efficient vehicles
Program development and delivery	Level of private road investment from development contributions (includes monetary payments plus a dollar estimate for roadworks and land acquisitions)	This performance indicator provides management information and targets are not set

Note 1: These performance indicators serve organisational and AustRoads objectives

Note 2: Denotes the nation-wide Austroads performance indicators as described in the publications ISBN 0 85588 447 9 AP-112-94 – “The Australian Road System role, outcomes and performance measures – Technical Supplement” and ISBN 0 85588 480 0 AP-43/96 – “The Australian Road System Authorities – National Performance Indicators”

Key result area	Performance Indicator ⁽¹⁾	Target
Program development and delivery	Level of road investment on tollways and other facilities managed by Queensland Motorways Limited (ie; Port of Brisbane Motorway) (consists of a dollar estimate for planning, land acquisition, construction and maintenance)	This performance indicator provides management information and targets are not set
Road operations	Serious casualty crashes per 100m vehicle km travelled ⁽²⁾ (vkt) (measured for all roads including non state-controlled roads)	Improvement over time
Program development and delivery	Extent of use of environmental assessment in the planning of road infrastructure	100% compliance with requirement for preparation of REFs and EMPs
Road operations	Greenhouse gas emissions from vehicles on Queensland roads ⁽²⁾ : Indicator is provided by Austroads	Compliance with Commonwealth and state environmental requirements ie; only an 8% increase on 1990 values by 2010
State-wide system planning	Traffic noise exposure ⁽²⁾ : Percentage of dwellings exposed to specific noise level. Survey undertaken every four years by AustRoads	for “existing and non-access controlled roads” no dwellings have L10 (18hr) equal to or greater than 68dB(A)L Aeq (24hr) – LA10 (18hr) – 3.5
Program development and delivery	Proportion of roadworks delivered in open competition (roadworks excludes routine maintenance, principal's materials and resumptions: proportion is by expenditure in year of measure)	70% to 75%
State-wide system planning	Road maintenance effectiveness ⁽²⁾ : The three year average total annual maintenance expenditure, divided by the length of road below roughness levels of both 110 and 140 counts	While no definitive target has been set, the trend will be to reduce road roughness at a lower maintenance per km
Program development and delivery	Productivity of road maintenance performance contracts	4.5% productivity improvement over each year of five years 1996-97 to 2000-01
Program development and delivery	Proportion of the number of projects (programmed >\$1m) costing less than 10% over programmed estimate	>=90%
Program development and delivery	Proportion of major construction projects completed less than 10% outside the programmed construction period	>=90%
Program development and delivery	Proportion of major construction projects for which construction commenced no later than four months after programmed commencement date	>=90%
Capable organisation	Administrative overheads as a proportion of the total roads program	Overheads equal to comparable state road authorities
Effective relationships	Acceptance of RIP by government, industry, and the community	Minimal adverse reaction from major stakeholders and community
Program development and delivery	Number of crashes by road users at and around road project worksites	<26

Note 1: These performance indicators serve organisational and AustRoads objectives

Note 2: Denotes the nation-wide Austroads performance indicators as described in the publications ISBN 0 85588 447 9 AP-112-94 – “The Australian Road System role, outcomes and performance measures – Technical Supplement” and ISBN 0 85588 480 0 AP-43/96 – “The Australian Road System Authorities – National Performance Indicators”

Funding category	2006-07 Approved allocation \$m	2007-08 Budget \$m	2008-09 Estimate \$m	2009-10 to 2011-12 Estimate \$m
Australian Government funds				
Capital funding sources				
AusLink network construction	261.940	563.160	784.100	1,760.377
Former Roads of National Importance program allocations				
- Tugun Bypass	60.000	60.000		
- Bundaberg Port Road		0.880		
Beaudesert Road Overpass (Acacia Ridge)		3.000	22.000	
AusLink Strategic Regional Programme Funding	0.600	0.600		
National Black Spot program	8.923	8.923	8.923	26.769
Operating funding sources				
National highways maintenance	65.800	63.100	63.100	
Interstate Road Transport Grant ¹	3.040	3.040	3.040	9.120
Total: Australian Government funds	400.303	702.703	881.163	1,796.266
State Funds				
Capital funding sources				
Capital acquisitions	919.126	1,314.615	1,326.365	3,744.814
Operating funding sources				
Road asset maintenance	160.888	164.106	167.388	170.736
Other output funding	296.178	374.150	383.510	1,201.413
Natural Disaster Relief	12.697	9.375		
Total: State funds	1,388.889	1,862.246	1,877.263	5,116.963
Own source funds / borrowings				
Loan facilities	204.681	129.280	104.720	45.000
Other	206.767	209.402	202.376	363.242
Total: Own source funds	411.448	338.682	307.096	408.242
Sub-total: Main Roads funding	2,200.640	2,903.631	3,065.522	7,321.471
Working capital movements	18.761	30.088	13.643	11.860
Total: Main Roads funding sources	2,219.401	2,933.719	3,079.165	7,333.331

Note 1: Interstate Road Transport Grant funds are applied to the state's maintenance allocation.

Allocation category	2006-07 Approved allocation \$m	2007-08 Forecast \$m	2008-09 Forecast \$m	2009-10 to 2011-12 Forecast \$m
AusLink Network				
Construction	792.635	1,256.814	829.464	1,913.198
Other safety and urgent minor works	14.231	11.905	8.012	
Maintenance	67.328	75.699	76.250	65.257
Over-programming adjustment	(87.332)	(181.044)	55.321	(13.496)
Total: AusLink Network	786.862	1,163.374	969.047	1,964.959
Other State-controlled Roads				
Construction (including contributions from others)				
- State Strategic Road Network	127.620	195.703	193.458	313.441
- State Regional Road Network	571.841	883.056	871.352	1,411.769
Rehabilitation	100.724	122.668	106.128	341.086
Programmed maintenance	73.161	80.171	110.964	298.152
Routine maintenance	140.240	136.858	141.006	426.413
Traffic operations	29.922	41.350	35.255	72.694
Corridor management	28.353	33.268	28.790	43.351
Regional stewardship and capability	81.271	86.187	88.030	266.451
Minor assets	1.626	1.626	1.626	4.878
National Black Spot program	5.777	0.354		
Depreciation included in stewardship and capability	(3.351)	(3.351)	(3.351)	(10.053)
Safer Roads Sooner program - yet to be allocated to regional programs	1.993	3.560	5.735	135.800
Drive Tourism	0.512			
Port of Brisbane Motorway	2.526	3.526	2.526	7.578
Regional Bridge Renewal Strategy - balance of funding yet to be allocated		6.500		21.786
Road lighting electrical upgrade program	1.400	1.866	5.280	
Traffic Management Package		3.093	3.278	
Statewide traffic management and operations	(148.145)	(288.744)	70.771	588.810
Other funding commitments not yet allocated/Program management reserve		(48.215)	(19.354)	
Provision for contingent funding from others towards roadworks				
Total: Other State-controlled Roads	1,015.470	1,259.476	1,641.494	3,952.332
Transport Infrastructure Development Scheme (TIDS)				
State funded TIDS subsidies	94.950	111.027	67.191	184.858
National Black Spot program	7.014	0.350		
Roads Alliance (technical capability)		2.394	1.000	3.000
Program management reserve	(0.710)			
Total: Transport Infrastructure Development Scheme	101.254	113.771	68.191	187.858
National Black Spot Program (funding yet to be allocated to projects)		8.573	8.923	26.769
Other Works (incl Natural Disaster Relief, Motorway Works etc)	19.097	14.375	8.000	
Total: Roads Program	1,922.683	2,559.569	2,695.655	6,131.918
Other Output Expenditure - Corporate	296.718	374.150	383.510	1,201.413
Total: Main Roads funding allocations	2,219.401	2,933.719	3,079.165	7,333.331

Appendix 6 - Glossary of terms

Alliance contract	Contract embracing a cooperative arrangement in which the client and contractor combine skills to form one team to construct a project. Payment is on a cost reimbursement basis, with provision for sharing of risks and rewards.
Allocation	The annual provision of funds at project, work-type, district, region, program or state budget levels.
ANC	Alternative Northern Corridor to existing Ipswich Motorway link between Dinmore and Logan Motorway.
Asset management	A comprehensive and structured approach to the delivery of community benefits through management of road networks to ensure that the needs of road agencies, road users and other stakeholders are clearly understood and integrated into an asset management framework.
ATSI	Aboriginal and Torres Strait Islanders.
AusLink	Australian Government funding arrangements, former resulted in the Australian Government shifting away from its previous 100 per cent funding commitment to former national highways, to shared Australian Government/state funding on the extended AusLink National Network.
AusLink2	Five-year Australian Government AusLink program from 2009-10 to 2013-14.
AusLink Network (Queensland)	Gympie Arterial and Bruce Highway (Brisbane-Cairns); Warrego, Landsborough, Flinders and Barkly Highways (Brisbane-Darwin); Cunningham and New England Highways (Brisbane-Sydney); Gore, Leichhardt and Cunningham Highways (Brisbane-Melbourne); Gateway Arterial, Redland Sub-Arterial, Griffith Arterial, Cunningham Arterial and Cunningham Highway (Brisbane Urban Extension); Pacific Motorway from New South Wales border to Mt Gravatt-Capalaba Road via the Gateway Arterial (Brisbane-Sydney); Port of Brisbane Motorway; Flinders Highway (Cloncurry-Townsville) and the access to the Port of Gladstone, from the Bruce Highway (for which the route designation is yet to be resolved).
AustRoads	The national association of road transport and traffic authorities in Australia and New Zealand. Austroads is governed by a council comprising senior executives of Australian Government and state road authorities, the Australian Local Government Association and Transit New Zealand.
BCC	Brisbane City Council.
BCR	Benefit cost ratio.
B-double	Prime mover towing 2 semi-trailers.
B-triple	Prime mover towing 3 semi-trailers.

CBRC	Cabinet Budget Review Committee.
CNI	City North Infrastructure - ownership comprising Department of Infrastructure (25 per cent), Queensland Treasury (25 per cent), Queensland Transport (25 per cent), and Main Roads (25 per cent).
Construction	Construction covers work that can be termed as enhancing (ie. adding to) the road asset. It involves provision of new formation, drainage structures and pavements where none previously existed; upgrading of the existing asset by realignment of existing road, construction of bridges, intersections, signalisation and duplication works.
DLGPS&R	Department of Local Government and Planning, Sport and Recreation.
DoTaRS	Commonwealth Department of Transport and Regional Services.
ECI contract	Earlier Contract Involvement contract.
EMPs	Environmental Management Plans.
EPA	Environmental Protection Agency.
Environmental Impact Statement (EIS)	Systematic identification and evaluation of the effect of a project proposal on the natural, built, social and cultural environment, including the mitigation and management of those effects.
Fitness-for-purpose	A design approach whereby road improvements are planned to address affordable basic priority stakeholder needs and deliver greatest network benefit.
GST	Australian Government's Goods and Services Tax.
GUP	Gateway Upgrade Project.
Hardship resumption	Acquisition of property (by agreement) in advance of road construction needs to alleviate hardship for existing owners.
ICT	Information Communication Technology.
Indicative allocation	Preliminary advice of estimated annual provision of funds from state or Australian Government sources, subject to confirmation of formal approval of funding availability, consistent with project evaluation and competing project priorities.
Intrastate network	The primary network, from an overall state-wide perspective, that caters for long-distance movements and/or links major economic regions within, and external to, Queensland.
Investment strategies	These provide a twenty-year vision for the network and identify those priority works which need to be undertaken over the first ten years to contribute to that vision; eg. AusLink Investment Strategy, State Strategic Road Investment Strategy (SSRIS), Regional Roads Investment Strategy (RRIS).
IPA	Integrated Planning Act 1997.
IRTP	Integrated Regional Transport Plan.

ITPF	Integrated Transport Planning Framework.
ITS	Intelligent Transport Systems.
KSI	Killed or Serious Injury.
LGAQ	Local Government Association of Queensland (Inc).
Local government road	Road controlled by a local government. It is the default position for roads which are not state-controlled or privately-owned (eg. by mining companies or tollways).
LRRS	Local Roads of Regional Significance - lower-order state-controlled roads and higher-order local government-controlled roads performing a similar function.
MPO	Maintenance, Preservation and Operations.
National Black Spot Programme	Federally-funded safety program, in the order of \$45 million nationwide. Queensland's share is approximately \$8.9 million per annum with the current approved program to 2007-08. There has been a recent announcement by Australian Government to extend the National Black Spot Programme to 2014.
Other state-controlled roads (OSCRs)	The declared state-controlled road network, excluding designated AusLink network corridors.
Out-turn prices	Prices adjusted for future cost escalation in accordance with RICl (Roadworks Input Cost Index).
Performance indicators	Specified outputs/outcomes against which performance can be measured.
PPP	Public Private Partnerships - risk-sharing relationships between public and private sectors (encouraging private sector innovation, while enabling acceleration of public infrastructure through private financing arrangements).
Program parameters	A consolidation of specified program outcomes which are outlined in the RIP guidelines, prepared annually for guidance in regional and district development of the five-year works program.
Program review	Detailed program reviews which are undertaken at quarterly intervals to determine physical and financial progress against the approved program of projects and, where warranted, the action required to vary the approved program to meet changing circumstances.
Programmed maintenance	Scheduled maintenance projects (deemed capital in accrual accounting terms), such as resealing and bridge maintenance, which require preparation of approved scheme documentation to undertake works; previously described as Special Maintenance.
Program variation	Changes to the approved RIP, including additional construction, maintenance, TIDS and other operational projects, which are effected in accordance with the approved delegations or, as necessary, approved directly by the minister. Previously approved projects for which costs have increased > 10% or commencement date varied by > four months also require a program variation.

Project charter	A document which defines a project, its total cost, the benefits, and compliance with requirements eg. EIA, Community Consultation Plan. A project charter is required to be developed at the concept stage of every project. Expenditure cannot be incurred on any project unless it is included on the approved RIP; a project cannot be submitted for inclusion on the RIP without an approved project charter.
Project justification	Rationale for inclusion of, and relative priority for, a project within the program of projects. It includes a cost-benefit analysis and qualitative factors which, collectively, determine its relative prioritisation.
Project variation	Change to the scope; timing (greater than four months); or estimated cost of a project (greater than 10%). These circumstances require approval in accordance with approved delegations, or are approved directly by the minister or, in the case of financial approvals greater than \$1.5 million, to be submitted to Executive Council for approval.
QML	Queensland Motorways Limited.
QT	Queensland Transport.
QUT	Queensland University of Technology.
RACQ	Royal Automobile Club of Queensland.
RCEA	Road Corridor Environmental Assessments.
RCQ	Roads Connecting Queenslanders (released 2002) – a strategic long-term direction for the Queensland road system and Main Roads. RCQ represents the road network strategy for Queensland's state-controlled road system which is a legislative requirement of the <i>TI Act</i> .
Rehabilitation	Restoration of a road to its pre-existing condition without altering the geometric standard and which can normally be predicted and planned.
RIP	Roads Implementation Program – which reflects a rolling five-year program of works which is developed annually for consideration and approval of the Minister for Transport and Main Roads on the basis that funding for projects in years one and two is firm, with years three to five indicative for planning purposes.
RIPA	Roads Implementation Program Application system which supports RIP development, approvals, publication, management and monitoring of delivery of the approved program of works.
RMAA	Road Maintenance Alliance Agreement.
RNS	Road network strategy for Queensland's state-controlled road system, which was replaced by RCQ in 2002.
Road Construction Contract (RCC)	Major roadworks contracts let in open competition.
Road Maintenance Performance Contract (RMPC)	Negotiated price contract for routine maintenance work on state-controlled roads which can be awarded by sole invitation to a local government, a Main Roads RoadTek business unit or, in certain circumstances, the private sector.

Roadworks Performance Contract (RPC)	Negotiated price contract with local government, Main Roads RoadTek or the private sector on a sole invitee basis for a construction, rehabilitation or programmed maintenance project.
RoadTek	A commercialised business unit of Main Roads involved in consulting, asset services, contracting and plant hire services associated with roadworks delivery.
Road Trains Type 1	Either a rigid truck or articulated vehicle hauling one trailer, or an articulated vehicle hauling two B-double trailers.
Road Trains Type 2	Either a rigid truck or articulated vehicle hauling two trailers.
Roads Alliance	Main Roads and local government RRGs joint management approach to prioritising investment on LRRS.
Routine maintenance	Maintenance activities carried out as part of a continuing program of activities to maintain the operational condition of the network; previously described as ordinary maintenance.
RRG	Regional Road Groups are strategic groups of local governments formed under the Main Roads/Local Government Roads Alliance for the purpose of delivering an improved regional road network (lower order state-controlled roads and higher order local government-controlled roads). RRGs comprise local government elected officials and the relevant Main Roads District Director.
RRIS	Regional Roads Investment Strategy.
RSM	Road System Management - managing, building, preserving, maintaining, and operating roads, within the wider land-use environment and community interest.
RUMS	Road Use Management Strategy developed jointly by Queensland Transport and Main Roads.
Safer Roads Sooner (SRS)	A special initiative commenced in 2004-05 – replacing the previous Safer Roads Program, which was established after the introduction of the camera-detected offence legislation. From 2007-08 the SRS Program totals \$47 million per annum - of which \$17 million per annum is funded from camera-detected offences.
SafeST	Safe School Travel - an infrastructure funding assistance program provided as part of TIDS to create a safe environment for the passage of children to and from school.
SAP	Proprietary software used for Main Roads' financial management.
SEQIPP	South East Queensland Infrastructure Plan and Program.
SFRSAM	Strategic Framework for Road Asset Management - structured approach to Main Roads management of the road system.
SMG	Senior Management Group comprising the Director-General of Main Roads, Deputy Director-General and group general managers and the Executive Director (Corporate Office).
Sole Invitee Contract	Contract for preferred contractor/supplier.
SSRIS	State Strategic Roads Investment Strategy.

State-controlled road	A road declared to be controlled by Main Roads, including all former national highways in Queensland. A tollway is not declared as a state-controlled road whilst it is controlled by a franchisee - in Queensland's case, Queensland Motorways Limited.
STREAMS	Intelligent dynamic traffic signal system.
SWP	State-wide Plan.
TCP	Transport Coordination Plan.
<i>TI Act</i>	<i>Transport Infrastructure Act 1994.</i>
TIDS	Transport Infrastructure Development Scheme which is the program to administer Main Roads subsidies to local governments and Aboriginal and Torres Strait Islander community councils for local road (and in the case of indigenous communities local transport infrastructure) upgrades.
<i>TPC Act</i>	<i>Transport Planning and Coordination Act 1994.</i>
TPCC	Total Project Cost Control system which assesses the relative priority of a project at each stage eg. concept, planning, design and construction.
TRSI	Targeted Road Safety Initiative is a special response to identified road crash locations on an area or on a corridor basis by applying a series of proven low-cost counter measures - subset of the Safer Roads Sooner program.
USI	User Satisfaction Index - a measure of user satisfaction with road system and with agency performance.
vpd	vehicles per day.
WiM	Weigh-in-Motion.

Notes

- *Roads Implementation Program 2007-08 to 2011-12*

Main Roads welcomes your feedback on the 2007-08 to 2011-12 Roads Implementation Program (RIP).

Consistent with the legislative requirements of the *Transport Infrastructure Act 1994*, this RIP outlines the policies, financial provisions and performance targets, together with the program of projects Main Roads plans to undertake over the next five years. We value your feedback in order to improve the quality of our RIP in future years. You are invited to comment and return this form to our Reply Paid Box, or alternatively, email you comments to peter.j.hayward@mainroads.qld.gov.au or fax them to (07) 3120 7330.

	Excellent	Good	Satisfactory	Poor
1. How readable and easy to follow was the RIP?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. The design and presentation were -	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. (a) The quality of the information provided was -	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) The information on Main Roads' direction and how the community can influence our priorities was -	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. (a) Our forward program of works was clear.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b) The purpose and community benefit of our program of works was evident.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Overall, how do you rate the RIP in terms of style, content, usefulness and ease of reference?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. How can we improve this document to better meet the needs of your business/community? Other comments?				

What is your area of activity?

Government	Industry	Employee Org.	Other
<input type="checkbox"/> Elected Representative	<input type="checkbox"/> Road	<input type="checkbox"/> Union	<input type="checkbox"/> University
<input type="checkbox"/> Main Roads	<input type="checkbox"/> Passenger	<input type="checkbox"/> Other (please specify)	<input type="checkbox"/> Consultant
<input type="checkbox"/> Other Govt Dept	<input type="checkbox"/> Marine		<input type="checkbox"/> Other (please specify)
<input type="checkbox"/> Australian Government	<input type="checkbox"/> Rail		
<input type="checkbox"/> State	<input type="checkbox"/> Other (please specify)		
<input type="checkbox"/> Local			

Return to:

Facsimile

Program Development and
Performance Division
(07) 3120 7330

External Mail

Program Development and
Performance Division
Reply Paid 1549
GPO Box 1549
Brisbane Qld 4001

Internal Mail

Program Development and
Performance Division
Floor 24 Mineral House
Brisbane

Have you changed your contact details?

☐ No ☐ Yes (if yes, please provide details either electronically, or return this advice.)

New Details

Title/Name

Organisation

Address

Please remove my name/company name from mailing list

☐

