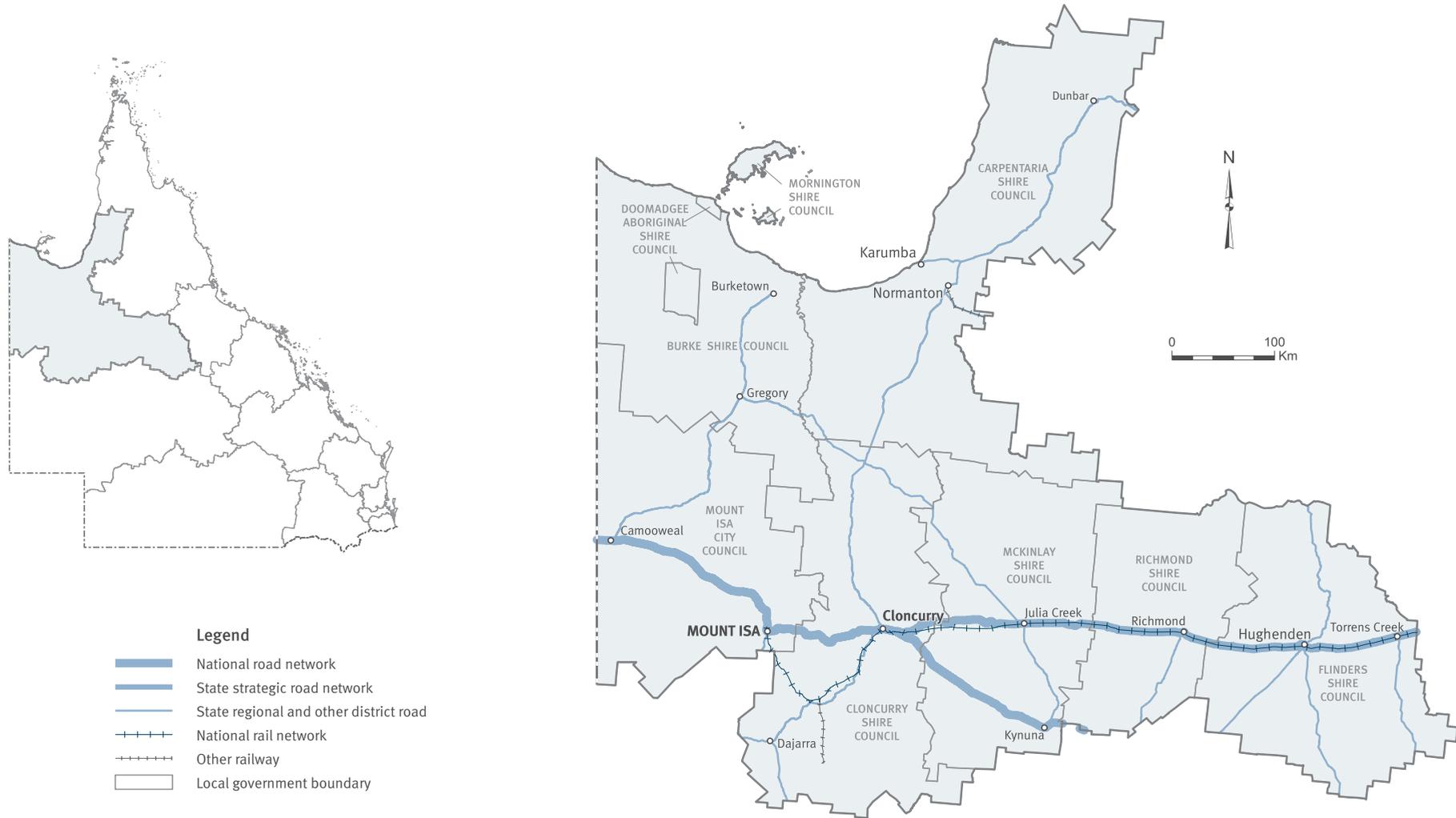




North West Region

New concrete sleepers on the Mount Isa rail line
22km south of Mount Isa, June 2009

North West



Regional profile

Overview

North West Region covers an area of approximately 308,044km², or around 17.8% of Queensland. It extends from the Gulf of Carpentaria in the north to Kynuna in the south, and from Torrens Creek in the east to the Northern Territory border in the west.

North West Region has a resident population of approximately 35,135 people and is home to approximately 0.8% of Queensland's total population.

The state-controlled road network in the region is 3,574km in length, and includes 1,024km of the National Network. Other transport infrastructure in the region includes one airstrip, and one port.

The transport and road network supports a diverse array of industries including tourism, manufacturing, freight and construction; agriculture including beef cattle and fisheries; and mining including copper and gold.

North West Region has one office located in Cloncurry. The region includes the local governments of Burke Shire Council, Carpentaria Shire Council, Cloncurry Shire Council, Doomadgee Aboriginal Shire Council, Flinders Shire Council, McKinlay Shire Council, Mornington Shire Council, Mount Isa City Council and Richmond Shire Council.

Major challenges

- Developing a long-term transport and road network which supports the *North West Regional Plan*.
- Supporting regional development by upgrading key freight and passenger routes to meet the transport needs of the mining companies.
- Optimising capacity and safety on transport and roads.

- Improving quality of life for remote and rural communities through projects that improve travelling conditions, access and Indigenous training, employment and development.
- Continuing to work in partnership with local government to develop and deliver the Transport Infrastructure Development Scheme.
- Targeting the reduction of accident-prone areas through Safer Roads Sooner.

Significant achievements 2009-10

Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Commenced concept planning to improve access at a floodway and rehabilitate the pavement on the Burke Developmental Road between Normanton and Dimbulah at Corduroy Creek, north of Normanton.

Completed flood damage and restoration works on two sections of the Barkly Highway between Cloncurry and Mount Isa. Works involved stabilising, constructing subsoil drains and asphalt profiling, which will create a stronger, smoother and more resilient road surface.

Continued the Mount Isa Priority Works rail project, which will provide infrastructure upgrades of the Mount Isa rail line between Mount Isa and Hughenden.

Completed the sealing of the Karumba Airport airstrip and lighting upgrades at Karumba Airport and Normanton Airport.

Commenced upgrade works on a key section of the Kennedy Developmental Road between Hughenden and Winton to reconstruct the existing road to a two-lane standard. This project was fast-tracked from a 10-year project to a five-year project to achieve a more efficient and cost effective delivery. It involves reconstructing a 40km section of road between Hughenden and Winton, 20km either side of Stamford. The Kennedy Developmental Road is a major regional link used by freight and mining industries to access the Flinders, Herbert and Burdekin districts. This project is being delivered through an alliance between TMR and RoadTek with involvement from Flinders Shire Council and Winton Shire Council.

Commenced widening and pavement rehabilitation on a 5.15km section of the Burke Developmental Road between Cloncurry and Normanton, about 40km south of Normanton.

Continued widening and sealing on a 7.5km section of the Wills Developmental Road between Julia Creek and Burketown, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Completed level crossing upgrade at two sites, as part of the Boom Gates for Rail Crossings Program, funded by the Australian Government.

Provided projects through Safer Roads Sooner:

- commenced safety improvements along a 90km section of Cloncurry-Dajarra Road
- commenced installation of route lighting on Mount Isa-Duchess Road, 4.7km west of Mount Isa
- commenced and completed widening and sealing on Wills Developmental Road, between Julia Creek and Burketown

- completed planning of a heavy vehicle turning facility at Critter's Camp on Gulf Developmental Road, 3.6km east of the Norman River Bridge. The facility will provide road train operators with a sealed area to safely manoeuvre their vehicles when the bridge is closed.

Objective 3: An accessible transport system linking people to employment, education and services

Continued to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme:

- completed sealing on a section of Doomadgee East Road, between Burketown and Doomadgee
- continued sealing and widening on Richmond-Croydon Road, north of Richmond.

Commenced upgrade of various sections of the Gregory Downs-Camooweal Road to a new unsealed standard, as part of the Sustainable Resource Communities Initiative. This project is being delivered through an alliance between TMR, RoadTek and Myuma, an Indigenous training organisation based in Camooweal.

Commenced flood immunity improvements on the Flinders Highway between Julia Creek and Cloncurry, as part of the Sustainable Resource Communities Initiative. Works involved widening the highway and upgrading culverts at Holy Joe Creek and Box Creek to improve drainage. Upgrading the floodways will reduce flooding during wet weather events and allow the water to recede more quickly.

Commenced paving and sealing on a 12km section of Cloncurry-Dajarra Road, as part of the Sustainable Resource Communities Initiative.

Continued skills development initiatives to support Indigenous training and employment on road projects.

Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Continued to maintain North West Region's commitment to managing its transport and road network in a manner that optimises environmental outcomes for natural, human and built environments. Continue to ensure that all road projects involve working with other appropriate departments and traditional landowners to ensure all necessary environmental approvals are in place.

Collected data as part of the Regional Weed Spraying Program to focus on community-based pest management initiatives, state-declared weeds, and weeds of national significance, through collaborative weed spraying projects to maximise the attack on weeds and minimise the cost to the department.

Continued to complete reviews of environmental factors for all projects and help contractors to prepare site-specific environmental management plans.

Continued to provide advice and training to contractors and local governments, through the environmental unit, on site environmental management practices, legislative requirements, and licenses and permits.

Completed planting 200 *Acacia ramiflora* saplings as part of a site revegetation project at the Burra Range Rest Area, 135km west of Charters Towers on the Flinders Highway. The project was a joint effort between TMR, James Cook University in Townsville and Flinders Shire Council.

Five road corridor cultural heritage agreements were signed, and a further two are in the process of being finalised with local traditional owner groups.

Continued implementation of the region's fire management strategy to identify high risk areas while considering burn regimes against fire-sensitive ecological communities.

Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries

Completed rehabilitation and widening on a 12km section of the Flinders Highway at Jardine Valley. The Flinders Highway is a major traffic route in North Queensland carrying significant volumes of heavy transport and passenger vehicles between Townsville and Cloncurry. It is also the major freight route connecting the sea ports of Darwin and Townsville.

Completed the construction of two heavy vehicle rest areas on the Flinders Highway at Hughenden and the Landsborough Highway, at Fullarton River, to reduce fatigue-related road crashes, as part of the Heavy Vehicle Safety and Productivity Program, funded by the Australian Government.

Commenced the construction of a heavy vehicle rest area on the Landsborough Highway in the township of McKinlay to reduce fatigue-related road crashes, as part of the Heavy Vehicle Safety and Productivity Program, funded by the Australian Government.

Commenced three projects to upgrade the Flinders Highway to better facilitate access to the road network for excess mass and dimension vehicles, pilot and escort vehicles, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Continued to use creative, innovative and collaborative mechanisms to deliver successful infrastructure projects.

Continued strong relationships with maintenance contractors (RoadTek and local government).

Continued to deliver improved road infrastructure through open tender and alliance contracts.

The Burke Alliance Project team took top honours at the Australian Institute of Project Management Awards in September 2009, for the Burke Developmental Road project between Cloncurry and Burke and Wills Junction. The awards recognised both the complexity of the Burke Developmental Road upgrade and the positive outcomes for the community. The project involved widening 130km of narrow single-lane road and was completed 12 months ahead of schedule.

Continued to involve local government, industry, community organisations and the public in defining transport issues and potential solutions.

Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives

Continued to improve project delivery performance through the application of project management philosophy and improved processes, and by raising the skills of staff through training.

Continued innovative practices to maximise value for money in project delivery.

Key deliverables 2010-11 to 2011-12

Objective 1: A sustainable transport system which promotes economic growth and enhances liveability

Complete concept planning to improve access at a floodway and rehabilitate the pavement on the Burke Developmental Road between Normanton and Dimbulah at Corduroy Creek, north of Normanton.

Continue the Mount Isa Priority Works rail project, which will provide infrastructure upgrades of Mount Isa rail line, between Mount Isa and Hughenden.

Complete upgrade works on a key section of Kennedy Developmental Road between Hughenden and Winton to reconstruct the existing road to a two-lane standard. This project was fast-tracked from a 10-year project to a five-year project to achieve a more efficient and cost effective delivery. It involves reconstructing a 40km section of road between Hughenden and Winton, 20km either side of Stamford. The Kennedy Developmental Road is a major regional link used by freight and mining industries to access the Flinders, Herbert and Burdekin districts. This project is being delivered through an alliance between TMR and RoadTek with involvement from Flinders Shire Council and Winton Shire Council.

Complete widening and pavement rehabilitation on a 5.15km section of Burke Developmental Road between Cloncurry and Normanton, about 40km south of Normanton.

Commence widening and sealing on a 10km section of the Flinders Highway between Julia Creek and Cloncurry, about 40km west of Julia Creek, to improve effective and efficient transport on the major arterial link.

Complete widening and sealing on a 7.5km section of Wills Developmental Road between Julia Creek and Burketown, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Objective 2: A transport system leading to improved health and wellbeing for Queenslanders

Provide project through Safer Roads Sooner:

- complete safety improvements along a 90km section of Cloncurry-Dajarra Road
- complete installation of route lighting on Mount Isa-Duchess Road, 4.7km west of Mount Isa.

Commence installation of roadside and surface delineation on the Barkly Highway at Cloncurry, as part of the Black Spot Program, funded by the Australian Government.

Objective 3: An accessible transport system linking people to employment, education and services

Continue to help local government upgrade and maintain roads in their areas, as part of the Transport Infrastructure Development Scheme including sealing and widening on Richmond-Croydon Road, north of Richmond.

Continue to upgrade various sections of Gregory Downs-Camooweal Road to a new unsealed standard, as part of the Sustainable Resource Communities Initiative. This project is being delivered through an alliance between TMR, RoadTek and Myuma, a Indigenous training organisation based in Camooweal.

Continue skills development initiatives to support Indigenous training and employment on road projects.

Continue flood immunity improvements on the Flinders Highway between Julia Creek and Cloncurry, as part of the Sustainable Resource Communities Initiative. Works involve widening the highway and upgrading culverts at Holy Joe Creek and Box Creek to improve drainage. Upgrading the floodways will reduce flooding during wet weather events and allow the water to recede more quickly.

Objective 4: Transport-related impacts on the natural, cultural and built environments managed for the community

Continue to maintain North West Region's commitment to managing its transport and road network in a manner that optimises environmental outcomes for natural, human and built environments. Continue to ensure that all road projects involve working with other appropriate departments and traditional landowners to ensure all necessary environmental approvals are in place.

Continue to focus on community-based pest management initiatives, state-declared weeds, and weeds of national significance, through collaborative weed spraying projects to maximise the attack on weeds and minimise the cost to the department.

Continue to complete reviews of environmental factors for all projects and help contractors to prepare site specific environmental management plans.

Continue to provide advice and training to contractors and local governments, through the environmental unit, on site environmental management practices, legislative requirements, and licenses and permits.

Continue implementation of the region's fire management strategy to identify high risk areas while considering burn regimes against fire-sensitive ecological communities.

Objective 5: Support the capability and capacity of Queensland's transport and logistics-related industries

Complete the construction of a heavy vehicle rest area on the Landsborough Highway in the township of McKinlay to reduce fatigue-related road crashes, as part of the Heavy Vehicle Safety and Productivity Program, funded by the Australian Government.

Objective 6: Enhanced leadership and stakeholder relationships improving transport outcomes for Queensland

Continue to use creative, innovative and collaborative mechanisms to deliver successful infrastructure projects.

Continue strong relationships with maintenance contractors (RoadTek and local government).

Continue to deliver improved road infrastructure through open tender and alliance contracts.

Continue to involve local government, industry, community organisations and the public in defining transport issues and potential solutions.

Objective 7: Capable people and contemporary processes and systems enabling us to achieve our corporate objectives

Continue to improve project delivery performance through the application of project management philosophy and improved processes, and by raising the skills of staff through training.

Continue to look at ways to deliver necessary road infrastructure through designing and construction of roads at a lower cost per kilometre.

Continue innovative practices to maximise value for money in project delivery.

Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost ⁽ⁱ⁾ \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 ⁽ⁱⁱ⁾ \$'000	2012-13 \$'000	2013-14 \$'000	
Various local governments	A03322	Mount Isa to Hughenden	Mount Isa Line priority works	101,747	21,007	66,740	14,000			Upgrade infrastructure on the Mount Isa rail lines
Subtotal: Various local governments				101,747	21,007	66,740	14,000			
Total: North West Region⁽ⁱⁱⁱ⁾				101,747	21,007	66,740	14,000			

Endnotes

- (1) Allocations have been rounded to the nearest thousand dollars.
- (2) Allocations for projects scheduled to commence in 2011-12 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis.
- (3) Allocations for projects scheduled to commence beyond 2010-11 have not generally been allocated at a regional level. For total program funding and other Queensland Government funded transport projects, see Transport and road state-wide commitments.

National Network

Local government	Project number ^(a)	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details	
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000		
Cloncurry	219/15A/2 ^(c)	209-00015	Barkly Highway (Cloncurry - Mt Isa)	Various locations	211	211			211				Install roadside and surface delineation	
Subtotal: Cloncurry									211					
Flinders	55/14B/304		Flinders Highway (Charters Towers - Hughenden)	Muttaborra Road - Hughenden (245.00 - 247.00km)	3,073		3,073	275			2,798		Rehabilitate and widen	
Subtotal: Flinders											2,798			
McKinlay	79/14E/304	031077-08QLD-NP	Flinders Highway (Julia Creek - Cloncurry)	35.00 - 45.20km	3,540		3,540	312	1,833	1,395			Rehabilitate and overlay (>75mm)	
	79/14E/306		Flinders Highway (Julia Creek - Cloncurry)	45.20 - 49.50km	1,725		1,725				1,725			Rehabilitate and widen
	244/14E/802		Flinders Highway (Julia Creek - Cloncurry)	79.60 - 84.60km	2,700	2,700		1,937	763					Rehabilitate and widen
Subtotal: McKinlay									2,596	3,120				
Richmond	134/14D/307	031077-08QLD-NP	Flinders Highway (Richmond - Julia Creek)	0 - 30.00km	2,000		2,000	1,908	92				Seal shoulder/s	
	257/14D/803		Flinders Highway (Richmond - Julia Creek)	16.40 - 26.40km	5,400	5,400		4,238	1,162				Rehabilitate and widen	
	257/14D/804		Flinders Highway (Richmond - Julia Creek)	26.40 - 31.00km	1,450		1,450		1,450				Overlay pavement (>75mm)	
Subtotal: Richmond									2,704					
Australian Government			Corridor management (environment)						5					
			Corridor management (road safety)						190					
			Routine maintenance						1,528					
			Traffic operations						19					
Subtotal: Australian Government									3,878					

Local government	Project number ⁽ⁱ⁾	Schedule number	Primary location	Description	Indicative total cost \$'000	Contributions		Estimated expenditure June 2010 \$'000	Approved		Indicative		Work details
						Australian Government \$'000	Queensland Government \$'000		2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Queensland Government				Corridor management (environment)					77	81			
				Corridor management (road safety)					286	284			
				Natural Disaster Relief and Recovery Arrangements					9,166	1,450			
				Program maintenance					2,209	2,298			
				Rehabilitation					1,169	1,216			
				Routine maintenance					12,925	3,050			
				Traffic operations					124	128			
Subtotal: Queensland Government									20,165	10,177	14,757		
Gross region allocation									24,043	10,177	14,757		
Net region allocation									24,043	10,177	14,757		

Endnotes

- (1) For other Australian Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and Transport Infrastructure Development Scheme.
- (2) Funded by the Australian Government's Black Spot Program.

Other State-Controlled Roads (OSCR)

Local government	Project number ⁽³⁾	Road category ⁽²⁾	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved ⁽³⁾		Indicative ⁽⁴⁾		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Burke	213/78A/1 ⁽⁵⁾	SR	Wills Developmental (Julia Creek - Burketown)	380.52 - 395.24km	4,500	3,646	854				Pave and seal
	213/78A/2 ⁽⁶⁾	SR	Wills Developmental (Julia Creek - Burketown)	Doomadgee turnout - Burketown	2,000			300	1,700		Pave and seal
	23/78A/37	SR	Wills Developmental (Julia Creek - Burketown)	380.52 - 395.24km	1,050	970	80				Pave and seal
Subtotal: Burke							934	300	1,700		
Carpentaria	31/89A/305	SR	Burke Developmental (Cloncurry - Normanton)	263.00 - 269.58km	2,592	2,493	99				Rehabilitate and widen
	31/89A/308	SR	Burke Developmental (Cloncurry - Normanton)	318.33 - 324.00km	1,101	144	957				Widen pavement
	31/89A/310	SR	Burke Developmental (Cloncurry - Normanton)	363.20 - 368.35km	4,100	1,778	2,322				Widen pavement
	215/89B/1 ⁽⁶⁾	LRRS	Burke Developmental (Normanton - Dimbulah)	Various locations	417		150	267			Install roadside and surface delineation
	31/89B/29	LRRS	Burke Developmental (Normanton - Dimbulah)	275.00 - 278.00km	1,420	595	275	275	275		Form and improve drainage
	31/89B/304	SR	Burke Developmental (Normanton - Dimbulah)	Corduoy Creek	5,098	522	2,584	1,992			Upgrade floodway/s
31/92A/301	SR	Gulf Developmental (Normanton - Croydon)	11.92 - 32.82km	3,000			1,000	2,000		Widen and seal	
Subtotal: Carpentaria							6,387	3,534	2,275		
Cloncurry	36/93E/1	SR	Diamantina Developmental (Boulia - Dajarra)	106.00 - 108.00km and 132.00 - 134.00km	530	497	33				Widen pavement
	219/7708/2 ⁽⁶⁾	LRRS	Cloncurry - Dajarra	Sections : 6.50 - 96.25km	2,000	1,500	500				Regrade and eliminate floodway/s
	219/7708/3 ⁽⁶⁾	LRRS	Cloncurry - Dajarra	Various locations	1,000			250	750		Widen and seal
	36/7708/46	LRRS	Cloncurry - Dajarra	64.25 - 68.00km	975	375	200	200	200		Reshape and seal
219/7708/701	LRRS	Cloncurry - Dajarra	Various locations	8,297	8,036	261				Reseal - bitumen chip	
Subtotal: Cloncurry							994	450	950		
Flinders	227/99C/1 ⁽⁷⁾	SR	Kennedy Developmental (Hughenden - Winton)	49.50 - 89.20km	23,000	3,000	5,000	5,000	10,000		Construct to new sealed two lane standard
	227/99C/2 ⁽⁶⁾	SR	Kennedy Developmental (Hughenden - Winton)	Various locations	174			174			Install roadside and surface delineation
	55/5701/14	LRRS	Hughenden - Muttaborra	0 - 158.70km	1,020	517	170	170	163		Form
	55/5703/15	LRRS	Aramac - Torrens Creek	125.08 - 246.98km	900	850	50				Form
Subtotal: Flinders							5,220	5,344	10,163		
McKinlay	79/78A/308	LRRS	Wills Developmental (Julia Creek - Burketown)	145.00 - 160.00km	1,200	600	200	200	200		Widen pavement
	79/5807/22	LRRS	Julia Creek - Kynuna	107.00 - 112.49km	500	300	100	100			Form
Subtotal: McKinlay							300	300	200		

Local government	Project number ^(a)	Road category ^(a)	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved ^(a)		Indicative ^(a)		Work description
							2010-11 \$'000	2011-12 \$'000	2012-13 to 2013-14 \$'000	Beyond \$'000	
Mount Isa	246/6801/1 ⁽⁸⁾	LRRS	Gregory Downs - Camooweal	0 - 219.15km	5,000	2,000	3,000				Construct to new unsealed lane standard
	246/6801/2 ⁽⁶⁾	LRRS	Gregory Downs - Camooweal	Various locations	295			295			Install roadside and surface delineation
	10/6801/16	LRRS	Gregory Downs - Camooweal	Sections : 41.35 - 219.15km	1,500	1,420	80				Form
	246/7709/301 ⁽⁶⁾	LRRS	Mount Isa - Duchess	0.47 - 2.58km	1,000	400	600				Install route lighting
Subtotal: Mount Isa							3,680	295			
Richmond	134/5803/27	LRRS	Richmond - Winton	65.00 - 70.00km	500	400	100				Form
Subtotal: Richmond							100				
Region (yet to be allocated to a local government)			Corridor management (environment)				127	140	302		
			Corridor management (road safety)				660	662	1,552		
			Enhanced capacity				116				
			Natural Disaster Relief and Recovery Arrangements				18,227				
			Programmed maintenance				4,290	4,461	9,462		
			Rehabilitation				923	567	1,134		
			Resource Development Program						24,250		
			Routine maintenance				8,692	8,000	16,973		
			Strategic transport planning				325	325	650		
			Traffic operations				120	125	264		
			Winton - Hughenden Special Maintenance Project					1,000	2,000		
Subtotal: works and planning							51,095	25,503	71,875		
Subtotal: region works allocation							51,095	25,503	71,875		
			Corridor land management				326	326	652		
			Network operation				1,069	1,069	2,138		
			Program development and management				1,133	1,133	2,266		
			Road system planning				1,094	1,094	2,188		
Subtotal: region works and stewardship							54,747	29,125	79,119		
			Asset acquisitions				147	147	294		
Gross region allocation							54,864	29,272	79,413		
			Contributions from others for roadworks				(5,000)	(5,000)	(10,000)		
			Operational revenue				(362)	(362)	(724)		
Net region allocation							49,502	23,910	68,689		

Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Transport Infrastructure Development Scheme and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Road categories are as follows: SS – state strategic roads; SR – state regional roads; LRRS – Local Roads of Regional Significance.
- (3) In some instances, projects may include limited funding for planning activities. This does not guarantee continued funding for construction.
- (4) Allocations for projects scheduled to commence in 2012-13 and beyond are indicative, for planning purposes. Priorities may be re-evaluated annually on a needs basis, according to available funds. The majority of funding in 2012-13 and beyond will be held at a regional level until works have been prioritised.
- (5) This project is jointly funded by the Australian Government and Queensland Government.
- (6) Funded by the Queensland Government's Safer Roads Sooner program.
- (7) This project is fully funded by Queensland Rail to compensate for the closure of the railway line from Hughenden to Winton.
- (8) Funded by the Queensland Government's Sustainable Resources Communities Initiative.

Transport Infrastructure Development Scheme (TIDS)

Local government	Project number ^(a)	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved ^(a)				Indicative 2012-13 to 2013-14 \$'000	Category ^(b)
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Burke	23/LGSF/013	Doomadgee Road east	Pave and seal	1,400		1,400		600		400	400		400	F
	213/LGSR/001	Gregory - Lawn Hill Road (55.00 - 56.00km from Wills Developmental Road)	Construct to sealed standard	200	100	100				100	100			R
	23/LGSC/001	Gregory - Lawn Hill Road	Form and improve drainage	3,393	1,697	1,697		975		237	237	242	242	R
Subtotal: Burke											737	242		
Carpentaria	31/LGSF/004	Kowanyama access road (Plain Creek)	Upgrade floodway/s	1,900		1,900		1,500		200	200	200		F
	215/LGSA/001	Burketown Road (128.50 - 148.50km)	Construct to sealed standard	2,500	1,250	1,250		275		350	350	250	375	R
	31/LGSA/009	Burketown Road	Construct to new sealed two lane standard	4,020	2,010	2,010		1,369		210	210	216	216	R
Subtotal: Carpentaria											760	666		
Cloncurry	36/LGSA/013	Duchess - Mount Isa Road	Widen and overlay	862	431	431		311		120	120			R
	36/LGSA/018	Duchess Road	Widen and overlay	2,000	1,000	1,000				207	207	293	500	R
	36/LGSA/019	Kajabbi - Mt Isa Road	Undertake safety improvements	982	491	491		60					431	R
	36/LGSA/020	Sedan Dip Road	Pave and seal	731	366	366		60		90	90	216		R
Subtotal: Cloncurry											417	509		
Doomadgee	177/LGSF/001	Wollogorang Road	Form	2,330		2,330		1,880		200	200	250		F
	224/LGSF/001	Doomadgee (town streets)	Rehabilitate pavement	400		400				400	400			F
	177/LGSF/002	Old Doomadgee Road	Form	1,913		1,913		1,663		150	150	100		F
Subtotal: Doomadgee											750	350		
Flinders	55/LGSB/002	Basalt Byway	Form, improve drainage and running surface	1,830	915	915		555		90	90	270		R
	55/LGSB/003	Various locations	Install floodway/s	656	328	328		206		122	122			R
	55/LGSA/004	Prairie - Muttaborra Road	Construct to sealed standard	1,909	955	955		580		90	90	95	190	R
Subtotal: Flinders											302	365		
McKinlay	244/LGSR/002	Punchbowl Road	Construct to sealed standard	1,282	641	641				210	210	216	216	R
Subtotal: McKinlay											210	216		
Mornington	93/LGSF/004	Balaleah Road	Form and pave	1,651	61	1,590		690		250	250	250	400	F
Subtotal: Mornington											250	250		

Local government	Project number ^(a)	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved ^(c)				Indicative 2012-13 to 2013-14 \$'000	Category ^(b)
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Mount Isa	246/LGSA/002	Gunpowder Road floodway	Undertake safety improvements	300	150	150				150	150			R
	246/LGSA/003	Mount Isa (town streets)	Undertake safety improvements	800	400	400				100	100	100	200	R
	10/LGSA/011	Moondarra Drive	Reshape and seal	683	342	342				110	110		116	R
	10/LGSA/012	Yelvertoft Road	Reshape and seal	1,032	516	516						116	116	R
Subtotal: Mount Isa										360	216			
Richmond	257/LGSA/001	Richmond - Croydon Road (134.00 - 144.00km)	Construct to new sealed two lane standard	1,000	500	500		250				250		R
	257/LGSD/001	Croydon Road	Seal to provide overtaking opportunity	700	350	350				350	350			R
	134/LGSA/013	Richmond - Croydon Road	Construct to new sealed two lane standard	4,368	2,184	2,184		1,112		210	210	216	647	R
Subtotal: Richmond										560	466			
		Balance of funding commitment for North West Regional Road Group	Priorities yet to be determined								5	1,062		
Gross region allocation										4,352	4,341			
Revenue											0	0		
Net region allocation										4,352	4,341			

Endnotes

- (1) For other Queensland Government funded road projects, see Transport and road state-wide commitments, Other State-Controlled Roads and *The Roads Alliance: Addendum to the Queensland Transport and Roads Investment Program 2010-11 to 2013-14*.
- (2) Allocations have been rounded to the nearest thousand dollars.
- (3) TIDS categories are as follows: F – Aboriginal and Torres Strait Islander Community Assistance; G – South East Queensland Cycleways Grants; H – Safe School Travel (SafeST) Infrastructure; I – Safe School Travel (SafeST) Passenger Set-Down Areas; J – Black Spot Program; L – Roads Alliance State-wide Capability Development; O – other local government roads enhancement and amenity; R – Local Roads of Regional Significance enhancement and amenity; S – TIDS Special Initiatives.

