



Mackay/Whitsunday Region

Duplication of the Bruce Highway
2km south of Mackay, November 2009



Legend

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

Regional profile

Overview

Mackay/Whitsunday Region covers an area of approximately 90,361km², or around 5.2% of Queensland. It extends from north of Bowen to near Clermont in the south, and from Mackay in the east to west of Mount Coolon.

Mackay/Whitsunday Region has a resident population of approximately 172,735 people and is home to approximately 3.9% of Queensland's total population.

The state-controlled road network in the region is 2,671km in length, and includes 451km of the National Network.

The transport and road network supports a diverse array of industries including retail, tourism, sport, education, freight and construction; agriculture including sugar cane, beef cattle, fruit, fisheries and grain; and mining including coal.

Mackay/Whitsunday Region has one office located in Mackay. The region includes the local governments of Isaac Regional Council, Mackay Regional Council and Whitsunday Regional Council.

Major challenges

- Creating and maintaining employment to support the viability of remote and rural communities.
- Upgrading key freight and passenger routes such as the Peak Downs Highway, to support regional development and industry competitiveness in the Mackay and Whitsunday areas and remote mining communities.
- Continuing to engage with the local community on transport and road issues affecting the region.
- Ensuring transport and road projects and network operations are conducted in an environmentally responsible manner.

- Continuing to upgrade heavy vehicle stopping areas to combat driver fatigue and ensure safe and efficient travel conditions for all users.
- 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 planning work for an alternative crossing of Eton Range on the Peak Downs Highway, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Continued the Urban Congestion Study to plan for the future requirements of the Bruce Highway, as part of the AusLink Program, jointly funded by the Queensland Government and Australian Government. The study extends from Hay Point Road intersection, south of Mackay through to Farleigh, north of Mackay.

Completed widening of Sarina Beach inlet boat ramp from one to two lanes.

Continued to replace processors on the North Coast Line, between Farleigh and Purono.

Continued work to replace and duplicate the Forgan Bridge in Mackay. The project includes constructing a new four-lane bridge over the Pioneer River, constructing a six-lane bridge over Barnes Creek, and upgrading the Kooyong intersection.

Continued construction of Rockleigh-North Mackay Road, between Sams Road and the Kooyong intersection.

Completed widening and strengthening on Yakapari-Seaforth Road. This included completing 2.8km of widening, between the Yakapari-Habana Road intersection and McKinley Creek.

Completed maintenance activities to ensure the longevity of the road pavement, including the annual reseal program of works.

Completed duplication between Boundary Road and Farrellys Road, and signalisation of the Farrellys Road intersection, as part of the Nation Building Program funded by the Australian Government. This project was the first of three stages to upgrade the Bruce Highway along the southern approach to Mackay.

Completed duplication between Phillip Street and the intersection of Golflinks Road and Habana Road on the Mackay-Bucasia Road, the only arterial link between Mackay and the northern beaches. This project was the final of several stages to duplicate Mackay-Bucasia Road, between the Bruce Highway and Eimeo Road.

Completed upgrading the intersection of Proserpine-Shute Harbour Road and Beach Road, in Cannonvale. Work included construction of a four-lane roundabout linking the upgraded Island Drive intersection with the four-lane section of Proserpine-Shute Harbour Road through Cannonvale.

Completed intersection improvements at Kay Court intersection, on Maraju-Yakapari Road.

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

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

Completed major upgrades to Brampton and Lindeman Island jetties to increase safety for users.

Provided projects through Safer Roads Sooner:

- commenced and completed upgrade of lighting on Propserpine-Shute Harbour Road, between Cannonvale and Jubilee Pocket
- commenced construction of a heavy vehicle rest area on the Peak Downs Highway, at Hazeldean
- completed safety improvement works at the intersection of the Peak Downs Highway and Braeside Road.

Completed safety improvement works on the Bruce Highway, as part of the Black Spot Program, funded by the Australian Government.

Commenced planning for the replacement of four narrow, timber bridges on the Peak Downs Highway to improve the safety and efficiency on this important link, as part of the Bowen Basin Safety Package.

Continued planning and design work for a future bypass of Walkerston on the Peak Downs Highway, as part of the Bowen Basin Safety Package.

Completed 51.5km of shoulder sealing on Dysart-Middlemount Road, as part of the Bowen Basin Safety Package.

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 a section of Turrawulla Road, 39km from Nebo
- completed construction of footpaths at Marian State School, in Marian.

Commenced upgrade works on the Peak Downs Highway, as part of the Strategic Regional Program, jointly funded by the Queensland Government and Australian Government. Works include widening between Suttor Developmental Road and Fiery Creek.

Completed intersection improvements at the intersection of the Peak Downs Highway and Fitzroy Developmental Road, as part of the Sustainable Resource Communities Initiative.

Completed upgrade works on the Peak Downs Highway to improve safety on this important transport link, as part of the Strategic Regional Program, jointly funded by the Queensland Government and Australian Government. Works include widening works between Boundary Creek and Cut Creek, and Cut Creek and Retreat; and completing dual overtaking lanes between Elvins Road and Burgess Lane.

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

Worked with local government, pest management groups and other state government agencies to improve systems to coordinate weed management activities within the road reserve.

Actively participated in the Mackay Regional Pest Management Group to ensure that pest management strategies are implemented across the region using best practice principles.

Worked with the Returned Services League to develop a preservation strategy for several memorial fig trees on Mackay-Eungella Road, at Pleystowe.

Continued to engage cultural heritage monitors to ensure that construction projects do not adversely impact on sites of cultural significance.

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

Provided projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including commencing work on the bridge over Twelve Mile Creek, on Oxford Downs-Sarina Road.

Continued replacement of the rail bridge across the St Lawrence River, on the North Coast Line.

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

Worked with internal and external stakeholders to improve systems and processes.

Continued to work with local governments and the Australian Government to plan for the future traffic needs of the region.

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

Continued works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

Completed replacement of the Hay Point vessel tracking system facility to provide a contemporary system for the ports of Hay Point and Mackay.

Continued to work to attract, develop and retain talented and dedicated people to the TMR by continuing graduate programs and technical cadetships.

Key deliverables 2010-11 to 2011-12

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

Complete planning work for an alternative crossing of the Eton Range on the Peak Downs Highway, as part of the Nation Building Program, jointly funded by the Queensland Government and Australian Government.

Complete the Urban Congestion Study to plan for future requirements of the Bruce Highway, as part the AusLink Program, jointly funded by the Queensland Government and Australian Government. The study extends from Hay Point Road intersection, south of Mackay through to Farleigh, north of Mackay.

Continue to replace processors on the North Coast Line, between Farleigh and Purono.

Complete work to replace and duplicate the Forgan Bridge in Mackay. The project includes constructing a new four-lane bridge over the Pioneer River, constructing a six-lane bridge over Barnes Creek, and upgrading Kooyong intersection.

Complete the construction of Rockleigh-North Mackay Road, between Sams Road and the Kooyong intersection.

Commence and complete the upgrade of the intersection of Proserpine-Shute Harbour Road and Tropic Road, in Cannonvale, including the construction of a roundabout to improve efficiency.

Continue to carry out maintenance activities to extend the longevity of the state-controlled road network.

Continue to upgrade the Bruce Highway at the southern approach to Mackay, between Temples Lane and the City Gates, as part of the Nation Building Program, funded by the Australian Government.

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

Provide projects through Safer Roads Sooner:

- complete construction of a heavy vehicle rest area on the Peak Downs Highway, at Hazledean
- commence and complete intersection improvements on the intersection of Rifle Range Road and Proserpine-Shute Harbour Road
- commence and complete shoulder sealing of sections of Mackay-Eungella Road, between the Peak Downs Highway intersection and Mirani
- commence and complete safety works on the Peak Downs Highway through Walkerston
- commence and complete upgrade of the intersection of Peak Downs Highway and Horse and Jockey Road.

Commence construction of a single-lane roundabout at Gordon Street and Tennyson Street in Mackay, as part of the Black Spot Program, funded by the Australian Government.

Continue planning for the replacement of four narrow, timber bridges on the Peak Downs Highway to improve the safety and efficiency on this important link, as part of the Bowen Basin Safety Package.

Complete detailed design for the future bypass of Walkerston on the Peak Downs Highway, as part of the Bowen Basin Safety Package.

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:

- commence widening and overlaying a section of Conway Road, 25km from Proserpine
- commence repairing and strengthening a section of Paradise Street between Henman Street and George Street, in Mackay.

Complete improvements at the intersection of Moranbah Access Road on the Peak Downs Highway, as part of the Sustainable Resource Communities Initiative.

Continue upgrade works on the Peak Downs Highway, as part of the Strategic Regional Program, jointly funded by the Queensland Government and Australian Government. Works include widening between Suttor Developmental Road and Fiery Creek, and between Fiery Creek and Boundary Creek.

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

Continue to work with local government, pest management groups and other state government agencies to improve systems to coordinate weed management activities within the road reserve.

Continue to work closely with the Returned Services League and local government to implement a preservation strategy and ensure the longevity of memorial fig trees located on Mackay-Eungella Road, at Pleystowe.

Continue to engage cultural heritage monitors to ensure that construction projects do not adversely impact on sites of cultural significance.

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

Provide projects to replace the old timber bridges and approaches with a new concrete bridge, as part of the Regional Bridge Renewal Program, including:

- complete work on the bridge over Twelve Mile Creek, on Oxford Downs-Sarina Road
- commence work on the bridge over Sandy Creek, on the Peak Downs Highway.

Complete replacement of the rail bridge across the St Lawrence River on the North Coast Line.

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

Continue to work with internal and external stakeholders to improve systems and processes.

Continue to work with local governments and the Australian Government to plan for the future traffic needs of the region.

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

Continue works on the Universal Train Control Disaster Recovery Project, which will enable one control centre to access and take control of operations at another control centre following some form of disaster.

Continue to work to attract, develop and retain talented and dedicated people to the TMR by continuing graduate programs and technical cadetships.

Transport Programs

Local government	Project number	Primary location	Description	Indicative total cost ⁽¹⁾ \$'000	Estimated expenditure June 2010 \$'000	Approved	Indicative			Work details
						2010-11 \$'000	2011-12 ⁽²⁾ \$'000	2012-13 \$'000	2013-14 \$'000	
Mackay	QTPPE4200	Constant Creek	Boat ramp	364	44	155	165			Construct single lane boat ramp
	A01793	Mackay	Universal Train Controller Disaster Recovery	1,731	1,305	226	183	17		Implement measures to manage rail control centres disrupted due to a disaster
Subtotal: Mackay				2,095	1,349	381	348	17		
Isaac	A00979	Mirani	Bridge replacement	28,874	27,374	1,500				Replace existing bridge at St Lawrence River
Subtotal: Isaac				28,874	27,374	1,500				
Various local governments	A02080	Mackay/Whitsunday Region	Processor Replacement Strategy	7,589	2,566	1,534	2,005	1,484		Upgrade safety systems on the North Coast Line
Subtotal: Various local governments				7,589	2,566	1,534	2,005	1,484		
Total: Mackay/Whitsunday Region ⁽³⁾				38,558	31,289	3,415	2,353	1,501		

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	
Mackay	120/10G/6	034334-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	133.46 - 134.84km and 137.50 - 138.06km	4,000	4,000		600	3,400				Construct additional lane/s
	120/10G/7 ^(a)	034229-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Boundary Road and City Gates	12,681	11,291	1,390	4,182	8,499				Install traffic signals
	120/10G/8	034229-09QLD-NP	Bruce Highway (St Lawrence - Mackay)	Temples Lane - Farrellys Lane	33,254	33,254		4,711	13,711	14,832			Duplicate two to four lanes
	107/10G/50	TBA	Bruce Highway (St Lawrence - Mackay)	120.15 - 120.73km	10,000	10,000			5,000	5,000			Realign traffic lane/s
	107/10G/808		Bruce Highway (St Lawrence - Mackay)	Smart Road - Koumala	3,000	3,000		1,246	1,754				Recycle pavement
Subtotal: Mackay									32,364	19,832			
Australian Government			Corridor management (road safety)						1,386	1,386	2,772		
			Enhanced capacity						1,160				
			Programmed maintenance						2,796	2,796	5,592		
			Rehabilitation						3,333	1,984	3,887		
			Routine maintenance						3,128	3,403	6,374		
			Traffic operations						468	468	936		
Subtotal: Australian Government									44,635	29,869	19,561		
Queensland Government			Natural Disaster Relief and Recovery Arrangements						668				
Subtotal: Queensland Government									668				
Gross region allocation									45,303	29,869	19,561		
Revenue									(1,390)				
Net region allocation									43,913	29,869	19,561		

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) Includes agreed developer contribution of \$1.39 million, and a contribution from Mackay Regional Council.

Other State-Controlled Roads (OSCR)

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	
Isaac	236/33A/1 ⁽⁶⁾	SS	Peak Downs Highway (Clermont - Nebo)	Moranbah access road	700	167	533				Improve intersection
	236/33A/2 ⁽⁶⁾	SS	Peak Downs Highway (Clermont - Nebo)	Fitzroy Developmental Road	800	700	100				Improve intersection
	90/33A/27 ⁽⁶⁾	SS	Peak Downs Highway (Clermont - Nebo)	30km west of Beef Road intersection	320	250	70				Provide vehicle parking
	16/33A/303	SS	Peak Downs Highway (Clermont - Nebo)	South of Logan Creek	5,394	16				5,378	Rehabilitate pavement
	16/33A/309	SS	Peak Downs Highway (Clermont - Nebo)	North of Gregory Highway intersection	11,503	325				11,178	Rehabilitate pavement
	16/33A/310	SS	Peak Downs Highway (Clermont - Nebo)	Cherwell Creek north	11,237					11,237	Rehabilitate pavement
	236/33B/2 ⁽⁹⁾	SS	Peak Downs Highway (Nebo - Mackay)	Various locations	1,500	300	1,200				Provide heavy vehicle parking
	90/33B/307 ⁽⁷⁾	SS	Peak Downs Highway (Nebo - Mackay)	6.30 - 11.09km	6,837	3,394	3,443				Widen pavement
	90/33B/308	SS	Peak Downs Highway (Nebo - Mackay)	Fiery Creek - Boundary Creek	7,169	90		7,079			Widen pavement
	236/33B/902 ⁽⁸⁾	SS	Peak Downs Highway (Nebo - Mackay)	Fiery Creek, Lonely Creek, Boundary Creek and Cut Creek bridges	1,000	262	738				Undertake concept planning
	236/85C/801	SR	Fitzroy Developmental (Dingo - Mt Flora)	77.44 - 79.88km	400		400				Rehabilitate pavement
	236/98A/1 ⁽⁶⁾	SS	Gregory Developmental (Clermont - Belyando Crossing)	72.24 - 72.78km	700	50	650				Provide heavy vehicle parking
	90/514/14 ⁽⁹⁾	LRRS	Oxford Downs - Sarina	Twelve Mile Creek	7,212	3,737	3,475				Replace bridge/s and approaches
	236/519/1 ⁽⁸⁾	LRRS	Dysart - Middlemount	Various locations	9,532	8,532	1,000				Seal shoulder/s
	16/552/13	LRRS	Clermont - Alpha	Sections : 79.00 - 83.00km	497			497			Undertake minor regrade
	16/552/14	LRRS	Clermont - Alpha	Sections : 75.00 - 79.00km	526				526		Undertake minor regrade
	16/552/16	LRRS	Clermont - Alpha	Sections : 35.00 - 38.00km	604				604		Undertake minor regrade
16/552/17	LRRS	Clermont - Alpha	Belyando River	10,200	272		500	4,428	5,000	Replace bridge/s	
236/5307/201 ⁽⁶⁾	LRRS	Collinsville - Elphinstone	73.93 - 83.93km	230		230				Install/replace guardrail/s	
Subtotal: Isaac							11,839	8,076	5,558		
Mackay	242/33B/2 ⁽⁸⁾	SS	Peak Downs Highway (Nebo - Mackay)	51.40 - 52.90km (Eton Range)	1,000		1,000				Undertake minor realignment of traffic lane/s
	242/33B/4 ⁽⁶⁾	SS	Peak Downs Highway (Nebo - Mackay)	Horse Road / Jockey Road intersection	2,043		443	1,600			Improve traffic signals
	242/33B/5 ⁽⁶⁾	SS	Peak Downs Highway (Nebo - Mackay)	Various locations	2,500		500	2,000			Undertake minor realignment of traffic lane/s
	120/33B/9	SS	Peak Downs Highway (Nebo - Mackay)	Old Rocky Waterholes Road - Krambruk Drive	2,856	4				2,852	Construct overtaking lane/s
	120/33B/13 ⁽⁹⁾	SS	Peak Downs Highway (Nebo - Mackay)	Sandy Creek	6,267	480		5,787			Upgrade bridge/s
	82/33B/17 ⁽⁷⁾	SS	Peak Downs Highway (Nebo - Mackay)	Elvins Road - Burgess Lane	2,447	2,327	120				Construct overtaking lane/s
120/33B/901 ⁽¹⁰⁾	SS	Peak Downs Highway (Nebo - Mackay)	Walkerston	5,020	3,200	1,020	800			Undertake concept planning	

Local government	Project number ⁽⁴⁾	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	
Mackay (continued)	242/33B/901 ⁽⁴⁾	SS	Peak Downs Highway (Nebo - Mackay)	Eton Range	2,000	1,000	1,000				Undertake concept planning
	242/518/201 ⁽⁶⁾	SR	Eton - Homebush	Oakenden School Road	100			100			Improve intersection
	120/518/301	SR	Eton - Homebush	2.80 - 5.30km	5,095	71				5,024	Widen pavement
	120/531/7	SR	Rockleigh - North Mackay	Sams Road - Barnes Creek Road	20,000	15,140	4,860				Construct deviation - sealed standard
	242/532/201 ⁽⁶⁾	SR	Mackay - Eungella	1.13 - 21.13km	2,000		1,050	950			Seal shoulder/s
	82/532/303	SR	Mackay - Eungella	Benholme - Dunwold	10,720	107				10,613	Widen pavement
	120/533/301	SR	Marian - Eton	Sections : Hannas Road open level crossing - Burgess Lane	6,351	20		6,331			Widen pavement
	82/536/8 ⁽⁹⁾	LRRS	Mirani - Mount Ossa	McGregor Creek No. 2	2,448	253		2,195			Replace bridge/s and approaches
	120/855/304	LRRS	Yakapari - Seaforth	7.00 - 11.00km and 22.00 - 23.00km	2,500	56		2,444			Widen pavement
	120/857/2 ⁽¹²⁾	SR	Mackay - Slade Point	Forgar Bridge - Pioneer River	148,000	110,427	37,573				Duplicate bridge/s and approaches
	120/857/4	LRRS	Mackay - Slade Point	Keeleys Road	1,351	101			1,250		Improve intersection
	242/857/801	SR	Mackay - Slade Point	Vines Creek bridge	1,182	82	1,100				Rehabilitate bridge/s and culvert/s
	242/5302/2 ⁽⁶⁾	LRRS	Maraju - Yakapari	Pleystowe Connection Road	808		208	600			Improve intersection
	242/5302/201 ⁽⁶⁾	LRRS	Maraju - Yakapari	22.60 - 22.83km	150			150			Undertake miscellaneous works
242/5332/2 ⁽⁶⁾	LRRS	North Eton	Sections : 2.06 - 3.57km	460			160	300		Widen and seal	
242/8506/201 ⁽⁶⁾	LRRS	Mackay - Habana	0 - 9.92km	200	125	75				Install roadside and surface delineation	
Subtotal: Mackay							48,949	23,117	1,550		
Whitsunday	269/851/2 ⁽⁶⁾	SR	Proserpine - Shute Harbour	Sections : 5.48 - 15.48km	1,200		500	700			Improve intersection
	269/851/3 ⁽⁶⁾	SR	Proserpine - Shute Harbour	16.71 - 26.71km	800	50	750				Install intersection lighting
	100/851/31 ⁽¹³⁾	SR	Proserpine - Shute Harbour	Tropic Road	4,395	686	3,709				Construct roundabout
Subtotal: Whitsunday							4,959	700			
Region (yet to be allocated to a local government)			Corridor management (environment)				455	474	1,006		
			Corridor management (road safety)				2,859	2,973	6,306		
			Natural Disaster Relief and Recovery Arrangements				1,052				
			Programmed maintenance				8,350	8,684	18,425		
			Resource Development Program						14,000		
			Rehabilitation				1,196	2,696	7,891		
			Routine maintenance				8,004	8,325	17,662		
			Strategic transport planning				1,376	1,376	2,752		
		Traffic operations				631	635	1,280			
Subtotal: works and planning							89,670	57,056	76,430		

Local government	Project number ⁽¹⁾	Road category ⁽²⁾	Primary location	Description	Indicative total cost \$'000	Estimated expenditure June 2010 \$'000	Approved ⁽³⁾		Indicative ⁽⁴⁾		Work description
							2010-11	2011-12	2012-13 to 2013-14	Beyond	
							\$'000	\$'000	\$'000	\$'000	
Subtotal: region works allocation							89,670	57,056	76,430		
			Corridor land management			38	38	76			
			Network operations			1,159	1,159	2,318			
			Program development and management			225	225	450			
			Road system planning			1,327	1,327	2,654			
Subtotal: region works and stewardship							92,419	59,805	81,928		
			Asset acquisitions			201	201	402			
Gross region allocation							92,620	60,006	82,330		
			Contributions from others for roadworks			(6,800)	(40)				
			Operational revenue			(19)	(19)	(38)			
Net region allocation							85,801	59,947	82,292		

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) Funded by the Queensland Government's Sustainable Resources Communities Initiative.
- (6) Funded by the Queensland Government's Safer Roads Sooner program.
- (7) This project is part of the Australian Government's Strategic Regional Program and includes a contribution from Isaac Regional Council.
- (8) Funded by the Queensland Government's Bowen Basin Safety Initiative.
- (9) Funded by the Queensland Government's Regional Bridge Renewal Program.
- (10) Funded by the Queensland Government's Bowen Basin Safety Initiative, and includes external funding of \$1.5 million.
- (11) This project is jointly funded by the Australian Government and Queensland Government.
- (12) Includes agreed developer contributions of \$400,000.
- (13) Includes agreed developer contributions of \$50,000.

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			
Isaac	236/LGSI/001	Moranbah State School	Provide passenger set-down facilities	300	150	150		75		75	75			I
	236/LGSR/001	Capella Road (0 - 6.00km)	Reshape and seal	700	350	350						270	80	R
	236/LGSA/002	Red Hill Road (21.50 - 24.00km)	Pave and seal	439	220	220			220	220				R
	236/LGSR/002	Daunia Road (0 - 4.00km)	Undertake miscellaneous works	40	20	20					20			R
	236/LGSA/003	Grasstree Road (5.00 - 10.50km)	Pave and seal	770	550	220			220	220				R
	236/LGSR/003	Dysart - Clermont Road	Pave and seal	1,317	1,117	200			200	200				R
	236/LGSA/004	Lizzie Creek Road (3.56 - 3.57km)	Improve drainage	200	106	94			94	94				R
	236/LGSR/004	Dysart - Clermont Road	Pave and seal	500	250	250					170	80		R
	236/LGSR/005	Huntley Road (14.00 - 24.00km)	Pave and seal	887	846	41					41			R
	236/LGSR/006	Issac River Road	Upgrade floodway/s	200	100	100					100			R
	236/LGSR/007	Lizzie Creek Road (0 - 6.94km)	Undertake miscellaneous works	80	40	40					40			R
	236/LGSR/008	Lotus Creek Road	Construct approaches	180	90	90			90	90				R
	236/LGSR/009	Russell Park Road (18.60 - 21.60km)	Pave and seal	439	220	219					219			R
	236/LGSR/013	Kenlogan Road (44.60km)	Pave and seal	300	150	150			75	75	75			R
	90/LGSA/015	Turrawulla Road (end of bitumen west of Coopers Creek - floodway at 29.60km)	Pave and seal	400	200	200		75	125	125				R
Subtotal: Isaac										1,098	935			
Mackay	242/LGSH/001	Elizabeth Street	Construct footpath/s	60	30	30				30	30			H
	242/LGSH/002	Pacific Avenue	Construct footpath/s	30	15	15				15	15			H
	120/LGSH/013	Pioneer Street school zone	Undertake safety improvements	100	50	50				50	50			H
	242/LGSI/001	Katey Crescent (school access and bus stops)	Construct footpath/s	140	70	70				70	70			I
	242/LGSI/002	Hampden State School	Provide passenger set-down facilities	91	46	46						46		I
	242/LGSI/003	Bucasia State Primary School (Kemp Street)	Upgrade passenger set-down facilities and bus shelter	115	58	58						58		I
	242/LGSI/005 ^(a)	Gordon Street / Tennyson Street	Construct roundabout	300			300		300	300				J
	242/LGSA/010	Pioneer Street (Phillip Street - Schapers Road)	Construct footpath/s	135	68	68				68	68			O
	242/LGSA/011	Jenvey Court	Construct footpath/s	80	40	40				40	40			O
	242/LGSA/012	Eimeo School (James Cook Drive)	Construct footpath/s	159	80	80				58	58	22		O

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			
Mackay (continued)	242/LGSC/001	Cape Hillsborough Road (Ball Bay Road - Kippen Drive)	Rehabilitate pavement	1,015	775	240			228	228	12		R	
	242/LGSR/001	Gorge Road (1.95 - 2.56km)	Widen and overlay	220	110	110					110		R	
	242/LGSC/002	Crediton Loop Road (1.29 - 1.92km)	Pave and seal	400	300	100			100	100			R	
	242/LGSR/002	Grasstree Beach (1.10 - 1.60km)	Widen and overlay	200	100	100					100		R	
	242/LGSC/003	Crediton Loop Road (3.60 - 5.10km)	Construct to sealed standard	220	160	60			60	60			R	
	242/LGSR/003	Armstrong Beach (5.60 - 6.20km)	Widen and overlay	170	85	85					85		R	
	242/LGSA/004	West Plane Creek Road (2.33 - 2.90km)	Widen and overlay	230	115	115	38		77	77			R	
	242/LGSR/004	Eversleigh Road (5.30 - 5.80km)	Widen and overlay	220	110	110					110		R	
	242/LGSR/005	Glenpark Road (Evans Avenue / Short Street intersection)	Rehabilitate pavement	1,090	900	190					190		R	
	242/LGSA/006	Armstrong Beach Road (5.10 - 5.60km)	Widen and overlay	210	105	105			105	105			R	
	242/LGSR/006	Holts Road / Pioneer Street	Improve intersection	1,000	750	250					200	50	R	
	242/LGSA/007	Eversleigh Road (4.80 - 5.30km)	Widen and overlay	310	155	155			101	101	54		R	
	242/LGSA/008	Grasstree Beach Road (3.95 - 4.20km)	Widen pavement	310	158	152			152	152			R	
	242/LGSR/008	Archibald Street / Paradise Street	Improve intersection	3,351	2,500	851					161	690	R	
	242/LGSA/009	West Plane Creek Road / Middle Creek Road	Improve intersection	256	128	128			128	128			R	
	120/LGSA/010	Paradise Street (Henman Street - George Street)	Rehabilitate pavement	2,300	1,950	350			200	200	100	50	R	
Subtotal: Mackay										1,781	1,247			
Whitsunday	269/LGSH/001	Bowen State School (Poole Street)	Construct footpath/s	15	8	8					8		H	
	269/LGSH/002	Whitsunday Christian College (Shute Harbour Road / Abell Road)	Construct footpath/s	50	25	25					25		H	
	269/LGSI/001	Queens Beach State School	Construct footpath/s	100	50	50			50	50			I	
	269/LGSI/003	Bowen High School (stage 2)	Construct footpath/s	46	23	23			23	23			I	
	269/LGSI/004	Proserpine State High School and Primary School	Upgrade passenger set-down facilities and bus shelter	200	100	100					100		I	
	269/LGSO/001	Whitsunday Christian College	Construct footpath/s	36	18	18					18		O	
	269/LGSO/002	Queens Beach State School	Construct footpath/s	40	20	20					20		O	
	269/LGSA/006	Main Street	Improve drainage	120	60	60			60	60			O	
	269/LGSA/007	Gregory Street (Powell Street - Dalrymple Street) (stage 1)	Rehabilitate pavement	100	50	50			50	50			O	
	269/LGSA/008	Gregory Street (Powell Street - Dalrymple Street) (stage 2)	Rehabilitate pavement	100	50	50			50	50			O	

Local government	Project number ⁽⁴⁾	Primary location	Description	Indicative total cost \$'000	Contributions			Estimated expenditure June 2010 \$'000	Approved ⁽⁵⁾				Indicative 2012-13 to 2013-14 \$'000	Category ⁽⁶⁾
					Local government \$'000	Queensland Government \$'000	Australian Government \$'000		2010-11			2011-12 \$'000		
									Carry-over \$'000	New funds \$'000	Total \$'000			
Whitsunday (continued)	269/LGSA/011	Dingo Beach Road - Gammut Creek	Improve drainage	100	50	50			50	50			0	
	269/LGSA/001	Bowen Loop Road (Don Street - Livingstone Street) (1.50 - 2.00km)	Rehabilitate and widen	1,204	602	602			77	77	313	212	R	
	269/LGSR/001	Brandy Creek Road (1.30 - 1.50km)	Widen and overlay	140	70	70					70		R	
	269/LGSA/002	Conway Road (18.28 - 19.42km)	Widen and overlay	500	250	250			100	100	100	50	R	
	269/LGSR/002	Richmond Road (Argyle Park Road - West Street) (stage 2)	Rehabilitate pavement	500	250	250					198	52	R	
	100/LGSB/006	Hinschen Street / Faust Street intersection	Rehabilitate pavement	450	225	225	125					100	R	
	269/LGSA/010	Richmond Road (Argyle Park Road - West Street)	Rehabilitate pavement	500	340	160			160	160			R	
Subtotal: Whitsunday									620	852				
		Balance of funding commitment for Isaac Regional Council	Priorities yet to be determined							72				
Gross region allocation									3,571	3,033				
Revenue										0	0			
Net region allocation									3,571	3,033				

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



Northern Region

The ferry waiting shed
Palm Island, June 2009