

Key Freight Routes

Road Expenditure and Investment Plans

2015–16 to 2018–19

Northern Territory



Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, transport Ministers agreed to a series of heavy vehicle investment and charging initial measures. These measures focus on improvements that would allow the heavy vehicle industry to better understand and participate in new investment decision making and charge setting processes. These are, therefore, important steps towards reforming heavy vehicle charging arrangements in Australia.

Transparency around future road expenditure is a key precursor to implementing direct charging. One of the initial measures agreed by transport Ministers was to publish expenditure plans, specifically:

Publishing annual heavy vehicle road expenditure plans, based on efficient costs and prepared on a consistent basis.

The *Road Expenditure and Investment Plans 2015-16 to 2018-19* have been prepared as a first step towards the delivery of this measure and will see a new level of transparency around road funding. The plans cover the Key Freight Routes, which are the roads connecting nationally significant places for freight in Australia.

The delivery of the expenditure plans represent a substantial milestone achievement in implementing heavy vehicle road reform and are the culmination of a concerted and coordinated effort between state, territory and the Commonwealth Governments.

The plans will be updated on an annual basis, with improvements and refinements being made as this work progresses. This will include extending the plans next year beyond the Key Freight Routes network to include the state and territory road network and identifying road expenditure and investments that are intended to meet heavy vehicle service outcomes.

In the longer term, the expenditure plans will support the next phase of heavy vehicle road reform, moving to a forward looking cost base, that will allow heavy vehicle charges to be set based on the future needs of users, rather than the past spending decisions of governments as is currently the case.

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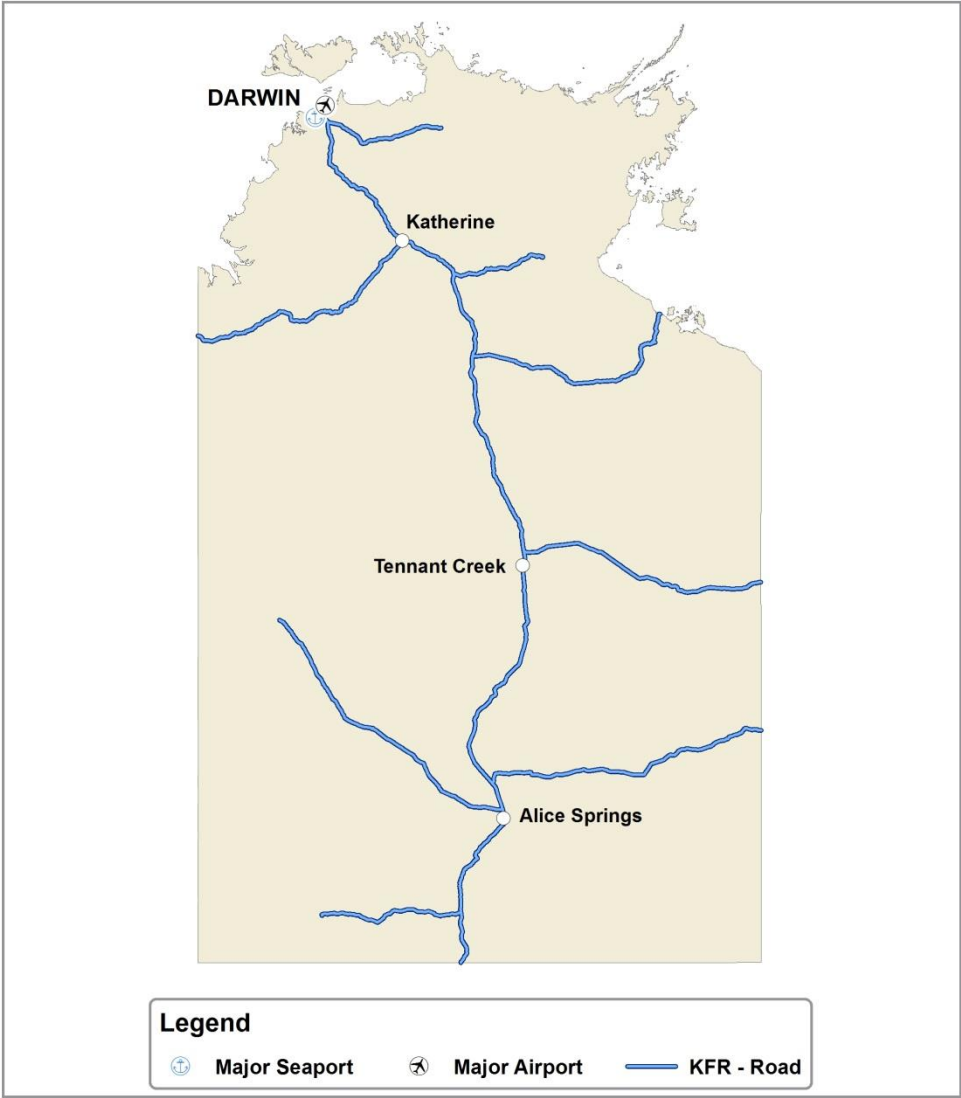
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Disclaimer

Please note that while every attempt has been made to provide up to date and accurate data, any information should be considered indicative and subject to change.

The Northern Territory was only able to provide planned expenditure for the current year (2015-16). Therefore expenditure profiles for the forward estimates include Commonwealth funding only, while for other jurisdictions planned expenditure is based on Commonwealth and State/Territory funding sources.

Northern Territory: Key Freight Route Roads



Key Statistics

- The Northern Territory road network plays a significant role in linking major towns and regional communities within the territory and interstate. With only one major north-south rail line, the importance of the road network in transporting freight as well as providing access to rural communities cannot be understated.
- There are approximately 36,000 kilometres of roads in the Northern Territory, 22,000 managed by the Northern Territory Government and the balance by local government. In contrast with other jurisdictions, only 23 per cent of roads are sealed.
- The Key Freight Routes make up approximately 4,516 kilometres of these roads, with 79 per cent of these roads being sealed.
- Annual road freight activity in the Northern Territory (in 2012-13) is estimated at 1.72 billion tonne kilometres, including 1.16 billion tonne kilometres of interstate freight and 0.55 billion tonne kilometres of intrastate freight.

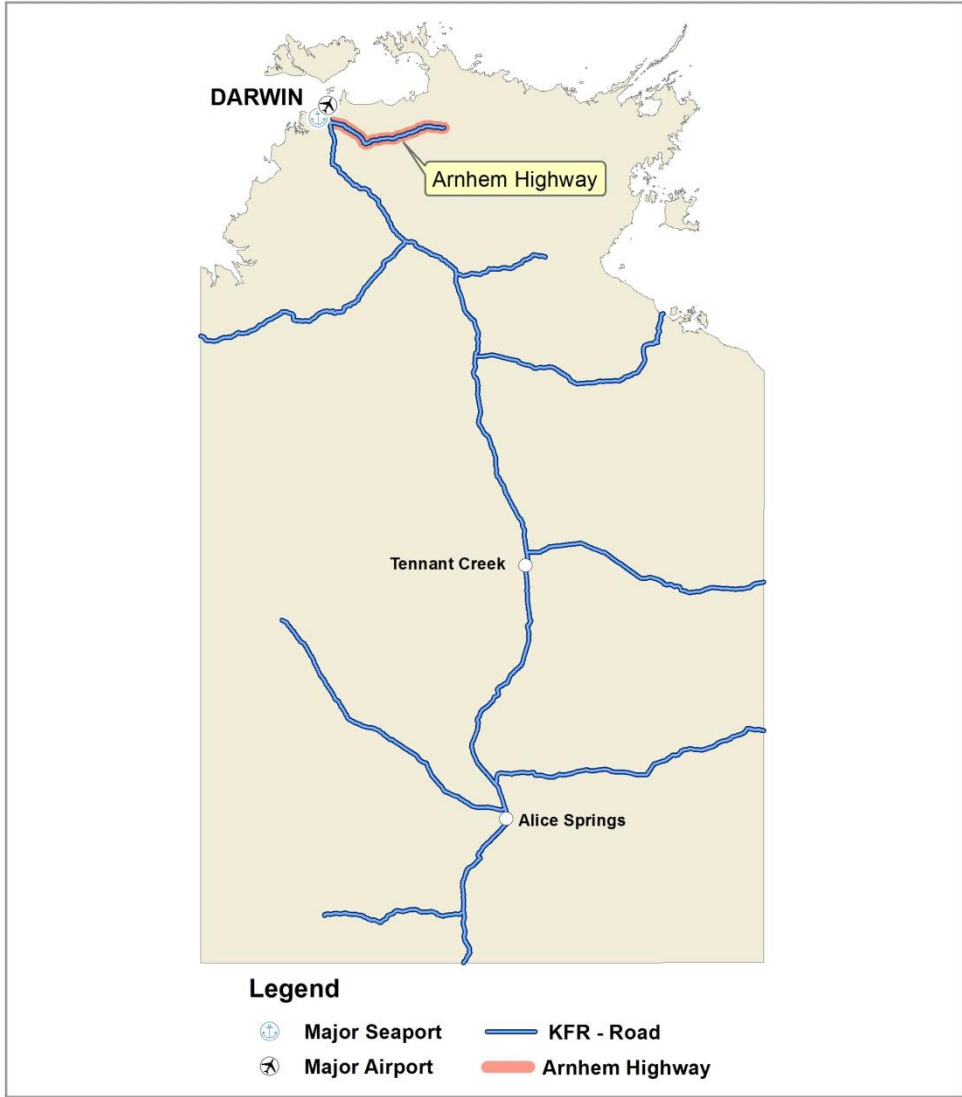
Overview of Expenditure and Investment

2015–16 approved	(\$m)	219.30
2016–17 indicative	(\$m)	142.33
2017–18 indicative	(\$m)	80.24
2018–19 indicative	(\$m)	56.71
Total	(\$m)	498.58

Planned Expenditure and Investment

Route	2015–16 approved (\$m)	2016–17 indicative (\$m)	2017–18 indicative (\$m)	2018–19 indicative (\$m)	Total 2015–16 to 2018–19 indicative (\$m)
Arnhem Highway	8.52	5.38	5.50	5.62	25.02
Barkly Highway	4.95	4.25	1.70	1.75	12.65
Berrimah Road	0.46	0.67	0.28	0.69	2.10
Carpentaria Highway	8.71	4.49	2.57	4.15	19.92
Lasseter Highway	1.42	5.98	6.04	1.60	15.04
McMillans Road	1.49	2.08	2.42	2.16	8.15
Plenty Highway	19.13	12.41	1.91	3.97	37.42
Roper Highway	31.78	34.34	7.65	5.72	79.49
Stuart Highway	40.44	44.07	18.04	18.68	121.23
Tanami Road	19.56	6.10	4.70	5.31	35.67
Tiger Brennan Drive	61.83	0.79	1.32	3.35	67.29
Victoria Highway	21.01	21.77	28.11	3.71	74.60
Total	219.30	142.33	80.24	56.71	498.58

Arnhem Highway



Key Statistics

- The Arnhem Highway is a 223 kilometre long sealed rural arterial road that links the Stuart Highway to the township of Jabiru and the Kakadu National Park.
- Key drivers are cattle, community access, defence (access to Mount Bundy), mining and tourism.

Overview of Expenditure and Investment

2015–16 approved	(\$m)	8.52
2016–17 indicative	(\$m)	5.38
2017–18 indicative	(\$m)	5.50
2018–19 indicative	(\$m)	5.62
Total	(\$m)	25.02

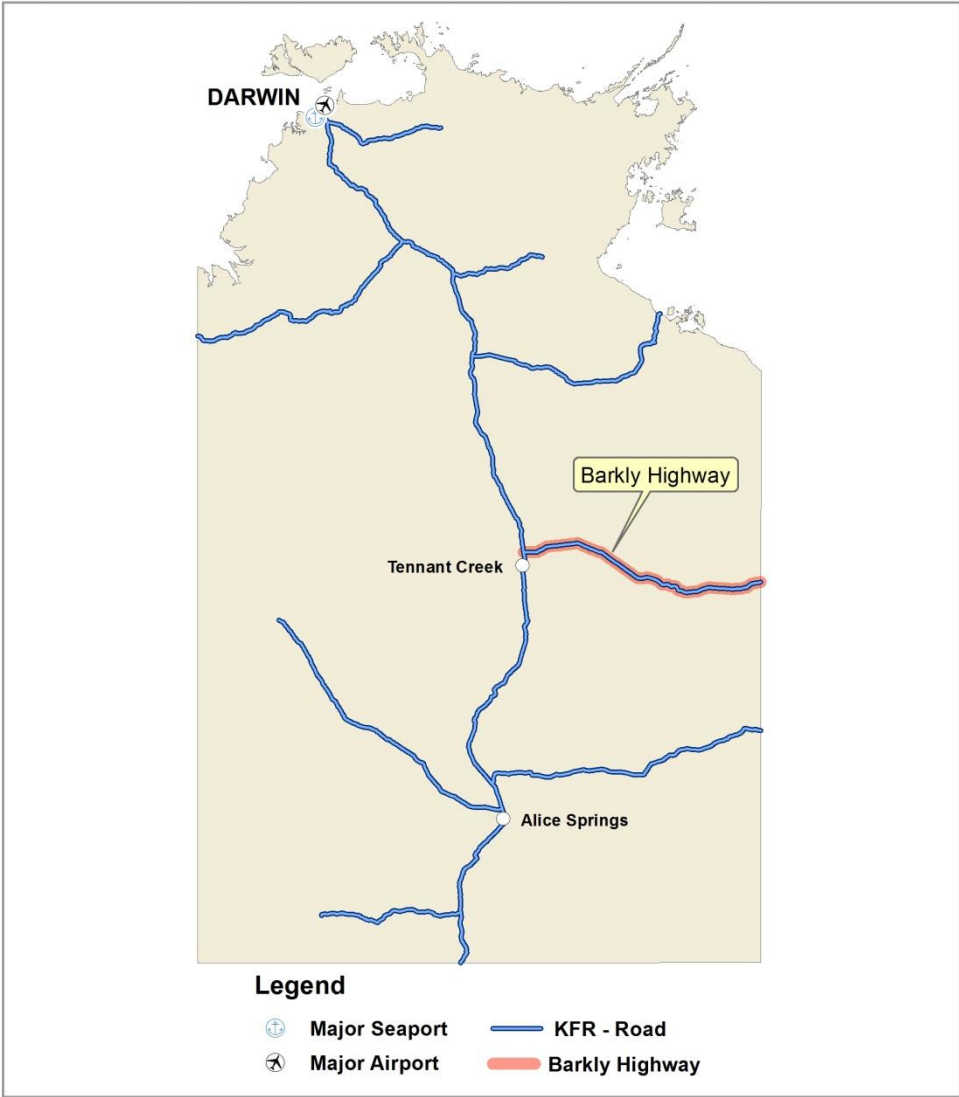
Arnhem Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Road safety and traffic management improvements on urban arterials	Palmerston and Litchfield	Upgrade intersection of Arnhem Highway and Anzac Parade	0.50	0.50	-	0.50	-	-	-
Black Spot Program	Top End Rural	Widen culverts Scott Creek (chainage 54.5 km) and Mt Bundy Creek floodway (chainage 63.3 km)	0.25	-	0.25	0.25	-	-	-
Rural arterials - pavement strengthening and widening	Top End Rural	Pavement strengthening and widening at Scott Creek (chainage 54-55km) and Mt Bundy Creek (chainage 65.3-67.3km)	3.00	3.00	-	3.00	-	-	-
Rural arterials - pavement strengthening and widening	Top End Rural	Pavement strengthening and widening of various sections	6.00	6.00	-	-	2.00	2.00	2.00
Minor New Works	Top End Rural	Various minor upgrades, safety and traffic management improvements	2.50	2.50	-	1.00	0.50	0.50	0.50
<i>Subtotal project expenditure</i>			<i>12.25</i>	<i>12.00</i>	<i>0.25</i>	<i>4.75</i>	<i>2.50</i>	<i>2.50</i>	<i>2.50</i>

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Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Maintenance						2.77	2.88	3.00	3.12
Planning						1.00	-	-	-
<i>Subtotal other expenditure</i>						3.77	2.88	3.00	3.12
Total			12.25	12.00	0.25	8.52	5.38	5.50	5.62

Barkly Highway



Key Statistics

- The Barkly Highway is a 434 kilometre long sealed Rural National Highway that extends from the Stuart Highway at Three Ways (near Tennant Creek) to the Queensland border.
- The road is part of the National Land Transport Network and is the key transport and freight link to Queensland.
- Key drivers include mining, cattle, tourism and community access.

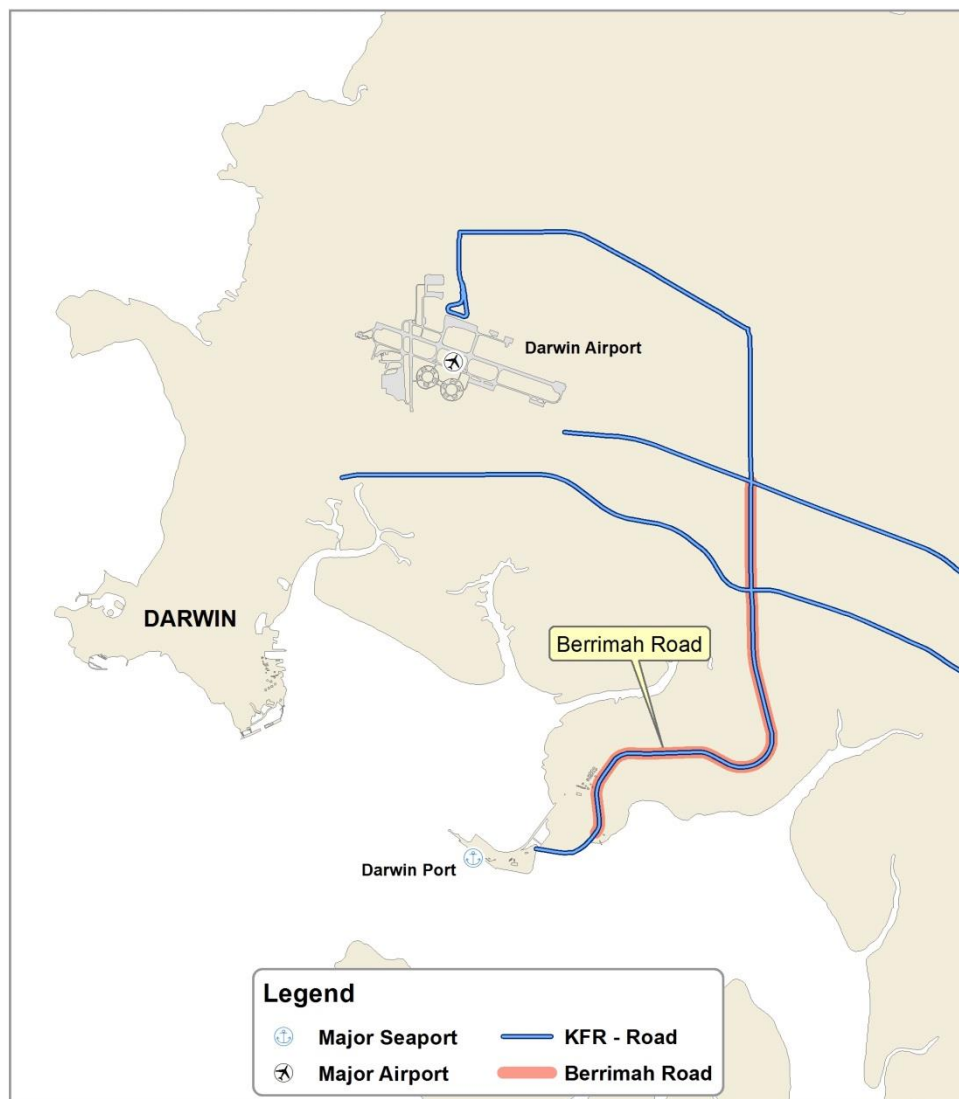
Overview of Expenditure and Investment

2015–16 approved	(\$m)	4.95
2016–17 indicative	(\$m)	4.25
2017–18 indicative	(\$m)	1.70
2018–19 indicative	(\$m)	1.75
Total	(\$m)	12.65

Barkly Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Northern Territory Road Package - Safety and Fatigue Management	Barkly Highway	Install audio tactile edge markings	1.00	-	1.00	-	1.00	-	-
National Network Strengthening and Widening	Barkly Highway	Pavement strengthening and widening and bituminous resurfacing of various sections of the Northern Territory National Network	5.44	-	5.44	3.84	1.60	-	-
Minor New Works	Barkly Highway	Various minor upgrades, safety and traffic management improvements	1.50	1.50	-	-	0.50	0.50	0.50
<i>Subtotal project expenditure</i>			<i>7.94</i>	<i>1.50</i>	<i>6.44</i>	<i>3.84</i>	<i>3.10</i>	<i>0.50</i>	<i>0.50</i>
Maintenance						1.11	1.15	1.20	1.25
<i>Subtotal other expenditure</i>						<i>1.11</i>	<i>1.15</i>	<i>1.20</i>	<i>1.25</i>
Total			7.94	1.50	6.44	4.95	4.25	1.70	1.75

Berrimah Road



Key Statistics

- The Berrimah Road is an 8.7 kilometres long sealed major arterial road servicing a large industrial area and the East Arm Port.
- The road is part of the National Land Transport network.
- Key drivers are urban use and freight distribution.

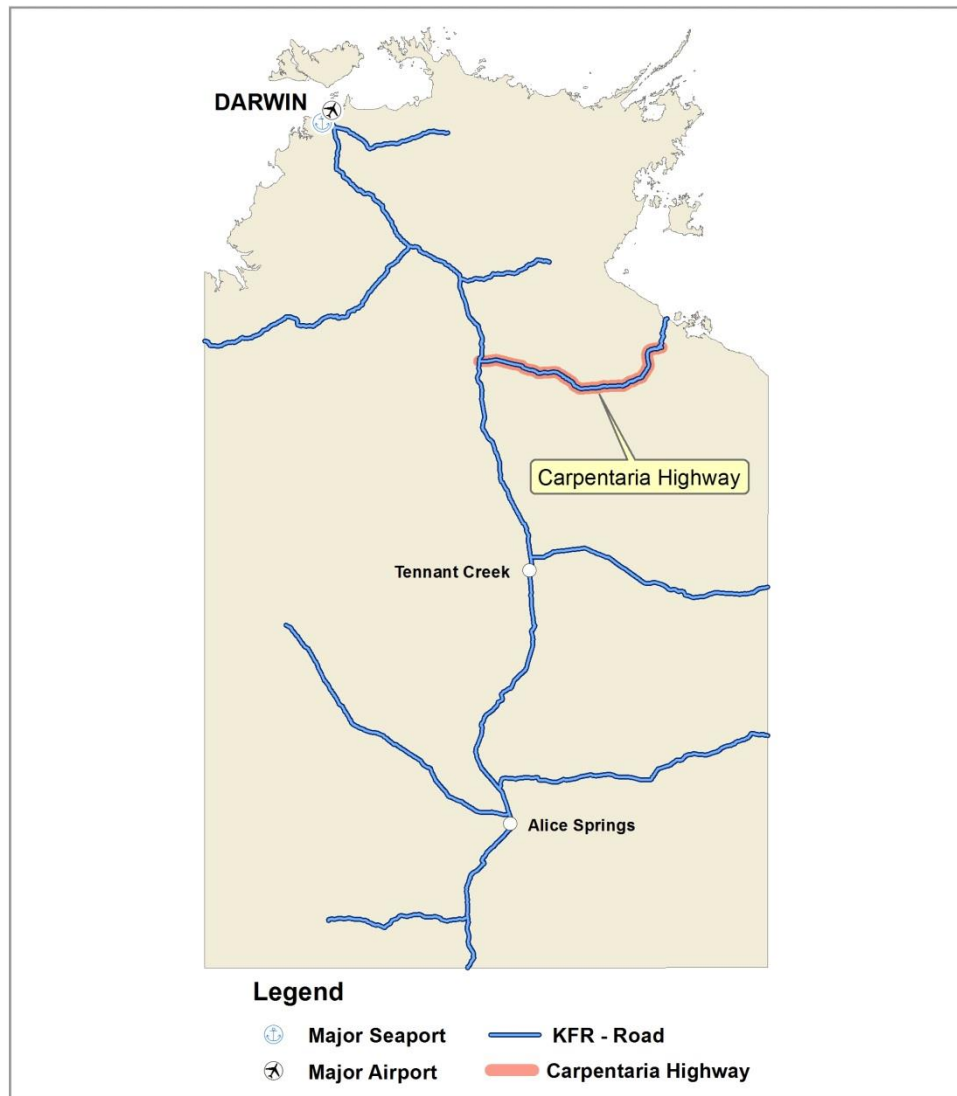
Overview of Expenditure and Investment

2015–16 approved	(\$m)	0.46
2016–17 indicative	(\$m)	0.67
2017–18 indicative	(\$m)	0.28
2018–19 indicative	(\$m)	0.69
Total	(\$m)	2.10

Berrimah Road: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Minor New Works	Darwin	Various minor upgrades, safety and traffic management improvements	0.80	0.80	-	-	0.40	-	0.40
<i>Subtotal project expenditure</i>			<i>0.80</i>	<i>0.80</i>	<i>-</i>	<i>-</i>	<i>0.40</i>	<i>-</i>	<i>0.40</i>
Maintenance						0.26	0.27	0.28	0.29
Planning						0.20	-	-	-
<i>Subtotal other expenditure</i>						<i>0.46</i>	<i>0.27</i>	<i>0.28</i>	<i>0.29</i>
Total			0.80	0.80	-	0.46	0.67	0.28	0.69

Carpentaria Highway



Key Statistics

- The Carpentaria Highway is a 380 kilometre long sealed rural arterial road that links the Stuart Highway to Borroloola and the Gulf Region.
- The existing MacArthur River Mine and the developing iron ore prospects along the Nathan River Road rely on the Carpentaria Highway for provision of supplies and transport of heavy equipment.
- Key drivers include cattle, community access and mining.

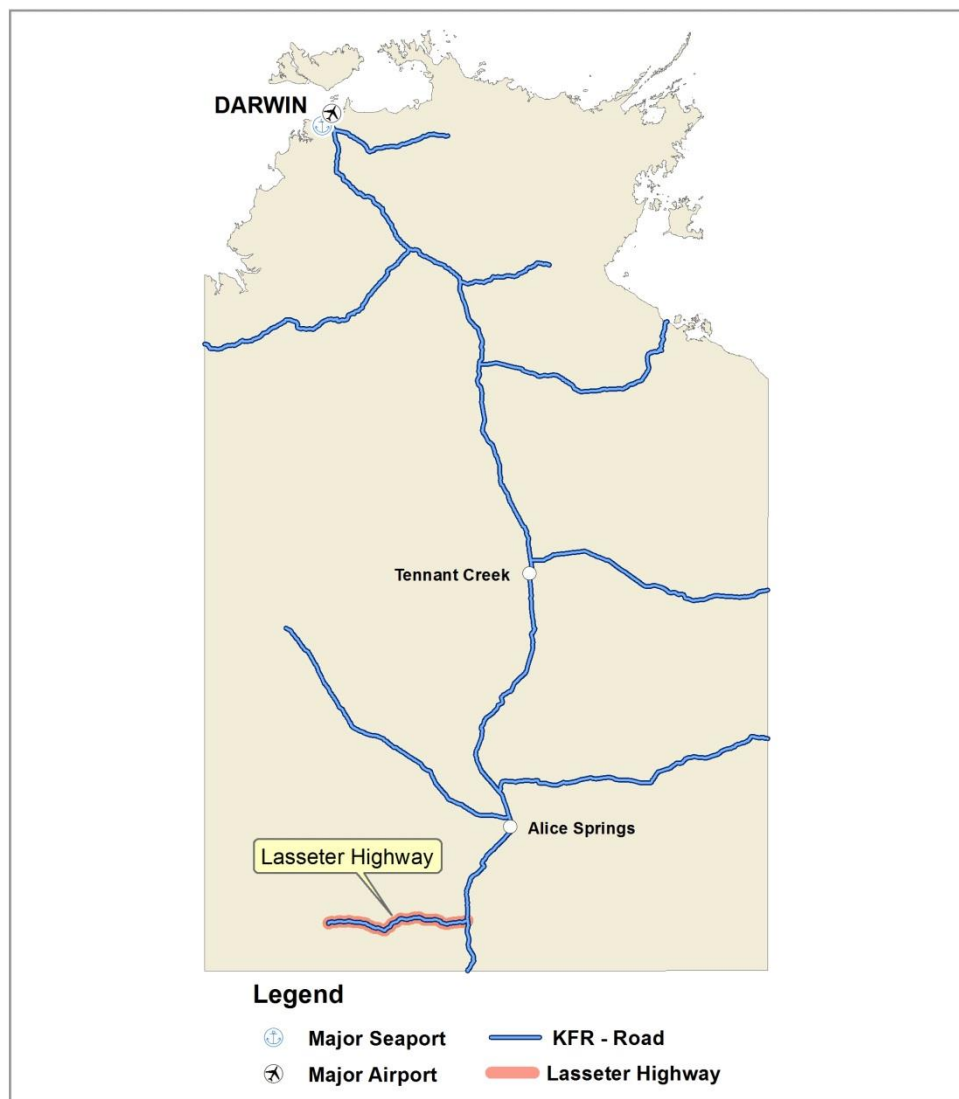
Overview of Expenditure and Investment

2015–16 approved	(\$m)	8.71
2016–17 indicative	(\$m)	4.49
2017–18 indicative	(\$m)	2.57
2018–19 indicative	(\$m)	4.15
Total	(\$m)	19.92

Carpentaria Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Heavy Vehicle Safety and Productivity Programme - Round 4 - Carpentaria Highway - Borroloola Jump Up	Katherine	Strengthening of the Carpentaria Pavement along with the realignment of the Borroloola Jump Up section (chainage 229 km - 233 km)	4.30	2.15	2.15	4.30	-	-	-
Rural arterials - pavement strengthening and widening	Katherine	Pavement strengthening and widening (chainage 128 - 132.2 km)	2.50	2.50	-	2.50	-	-	-
Rural arterials - pavement strengthening and widening	Katherine	Pavement strengthening and widening of various sections	4.00	4.00	-	-	2.00	-	2.00
Minor New Works	Katherine	Various minor upgrades, safety and traffic management improvements	1.00	1.00	-	-	0.50	0.50	-
<i>Subtotal project expenditure</i>			<i>11.80</i>	<i>9.65</i>	<i>2.15</i>	<i>6.80</i>	<i>2.50</i>	<i>0.50</i>	<i>2.00</i>
Maintenance						1.91	1.99	2.07	2.15
<i>Subtotal other expenditure</i>						<i>1.91</i>	<i>1.99</i>	<i>2.07</i>	<i>2.15</i>
Total			11.80	9.65	2.15	8.71	4.49	2.57	4.15

Lasseter Highway



Key Statistics

- The Lasseter Highway is a 244 kilometre long sealed rural arterial road that links the Stuart Highway to Uluru.
- Key drivers include tourism, cattle, community access and mineral exploration.

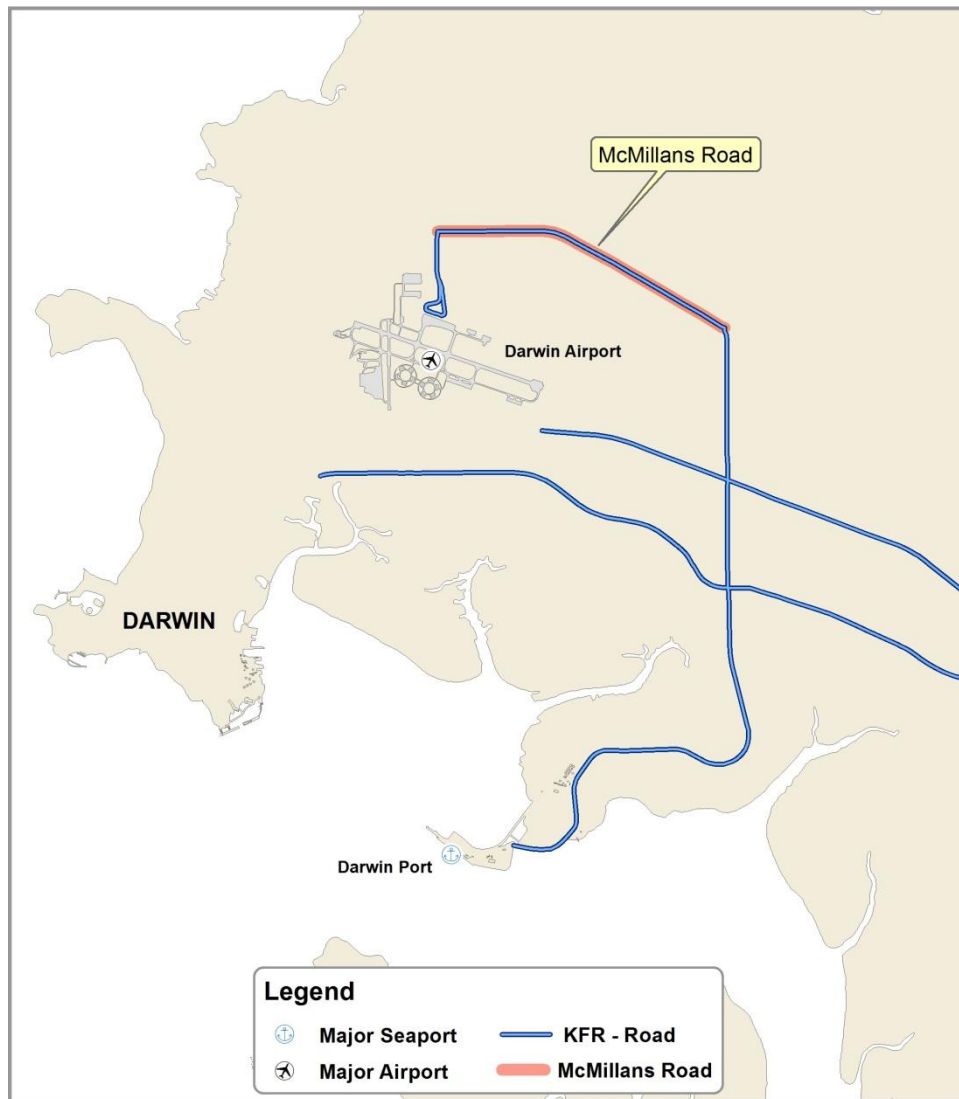
Overview of Expenditure and Investment

2015–16 approved	(\$m)	1.42
2016–17 indicative	(\$m)	5.98
2017–18 indicative	(\$m)	6.04
2018–19 indicative	(\$m)	1.60
Total	(\$m)	15.04

Lasseter Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening of various sections	8.00	8.00	-	-	4.00	4.00	-
Minor New Works	Central Australia	Various minor upgrades, safety and traffic management improvements	1.00	1.00	-	-	0.50	0.50	-
<i>Subtotal project expenditure</i>			<i>9.00</i>	<i>9.00</i>	<i>-</i>	<i>-</i>	<i>4.50</i>	<i>4.50</i>	<i>-</i>
Maintenance						1.42	1.48	1.54	1.60
<i>Subtotal other expenditure</i>						<i>1.42</i>	<i>1.48</i>	<i>1.54</i>	<i>1.60</i>
Total			9.00	9.00	-	1.42	5.98	6.04	1.60

McMillans Road



Key Statistics

- McMillans Road is a 13.3 kilometre long sealed urban arterial road that links Darwin and the Stuart Highway to the Darwin International Airport.
- Key drivers are urban use, community access and airport access.

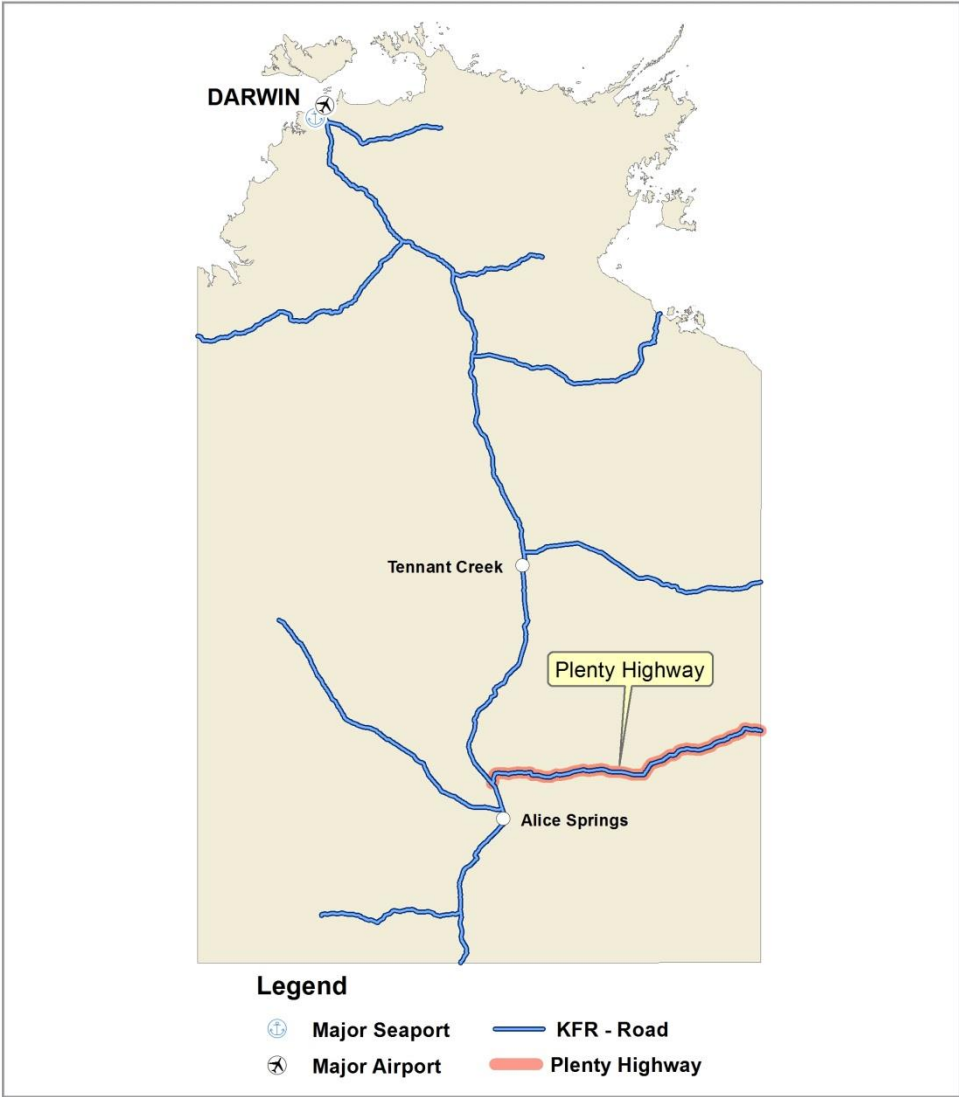
Overview of Expenditure and Investment

2015–16 approved	(\$m)	1.49
2016–17 indicative	(\$m)	2.08
2017–18 indicative	(\$m)	2.42
2018–19 indicative	(\$m)	2.16
Total	(\$m)	8.15

McMillans Road: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Minor New Works	Darwin	Various minor upgrades, safety and traffic management improvements.	0.40	0.40	-	0.10	-	0.30	-
Strengthen and resurface ageing pavements on the urban arterial road network	Darwin	Strengthen pavement and asphalt resurface; various sections	3.00	3.00	-	-	1.00	1.00	1.00
Road safety and traffic management improvements on urban arterials	Darwin	Upgrade intersection of McMillans Road and Kalymnos Drive	0.35	0.35	-	0.35	-	-	-
<i>Subtotal project expenditure</i>			<i>3.75</i>	<i>3.75</i>	<i>-</i>	<i>0.45</i>	<i>1.00</i>	<i>1.30</i>	<i>1.00</i>
Maintenance						1.04	1.08	1.12	1.16
<i>Subtotal other expenditure</i>						<i>1.04</i>	<i>1.08</i>	<i>1.12</i>	<i>1.16</i>
Total			3.75	3.75	-	1.49	2.08	2.42	2.16

Plenty Highway



Key Statistics

- The Plenty Highway is a 499 kilometre long rural arterial road that links the Stuart Highway (north of Alice Springs) to the Queensland border, and connects to the Donohue Highway in Queensland.
- The Plenty Highway is part of the Outback Way tourist route.
- The road is sealed (single lane) for the first 97 kilometres from the Stuart Highway, with the remaining 402 kilometres being unsealed.
- Key drivers are cattle, community access, mineral exploration and tourism.

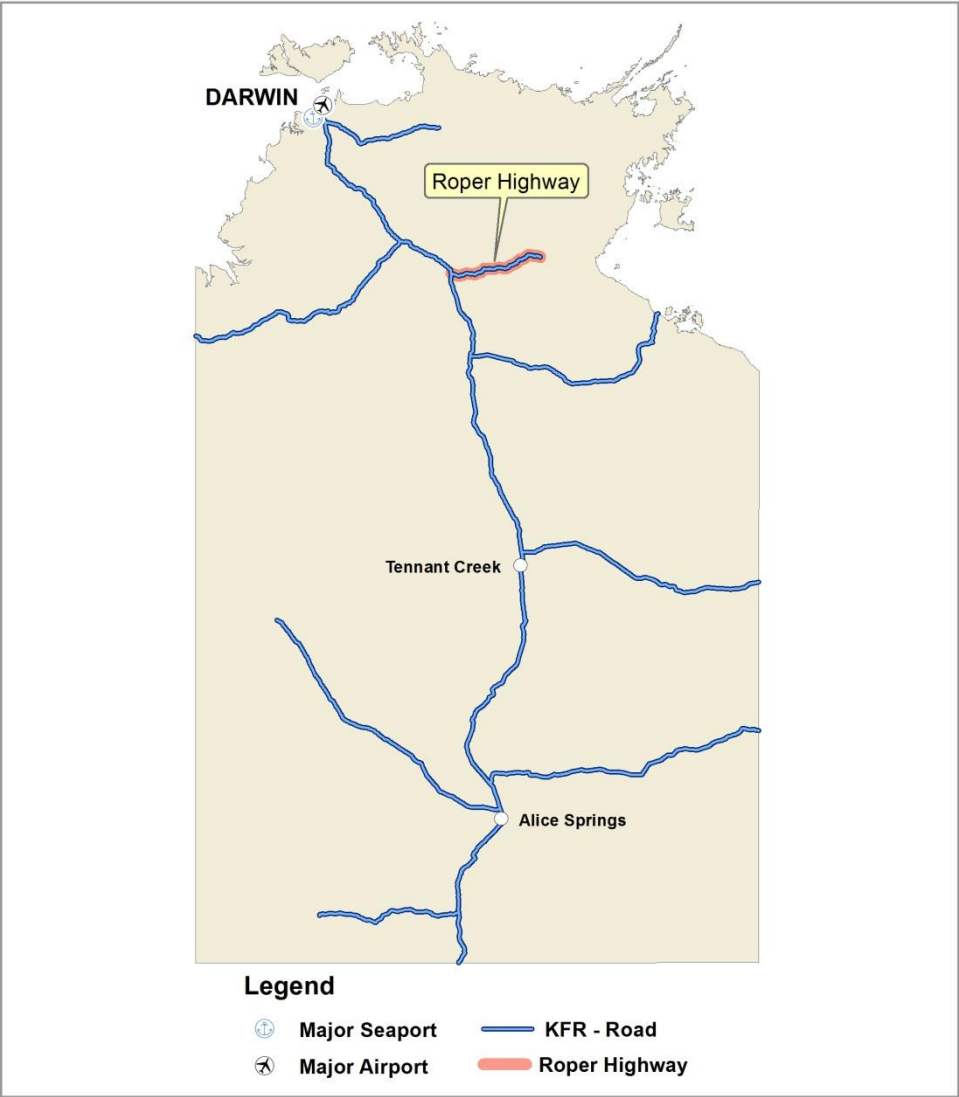
Overview of Expenditure and Investment

2015–16 approved	(\$m)	19.13
2016–17 indicative	(\$m)	12.41
2017–18 indicative	(\$m)	1.91
2018–19 indicative	(\$m)	3.97
Total	(\$m)	37.42

Plenty Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Improve Outback Way Roads	Central Australia	Upgrade and seal various sections between end of seal and Harts Range	22.37	11.19	11.19	13.32	9.05	-	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening (chainage 0 - 5.6 km)	4.50	4.50	-	4.50	-	-	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening of various sections	4.00	4.00	-	-	2.00	-	2.00
Minor New Works	Central Australia	Various minor upgrades, safety and traffic management improvements	1.00	1.00	-	-	-	0.50	0.50
<i>Subtotal project expenditure</i>			<i>31.87</i>	<i>20.69</i>	<i>11.19</i>	<i>17.82</i>	<i>11.05</i>	<i>0.50</i>	<i>2.50</i>
Maintenance						1.31	1.36	1.41	1.47
<i>Subtotal other expenditure</i>						<i>1.31</i>	<i>1.36</i>	<i>1.41</i>	<i>1.47</i>
Total			31.87	20.69	11.19	19.13	12.41	1.91	3.97

Roper Highway



Key Statistics

- The Roper Highway is a 206 kilometre long rural secondary road that links the Stuart Highway (at Mataranka) to Roper Mineral region and the community of Ngukurr.
- The road is sealed (predominantly single lane) for the first 134 kilometres from the Stuart Highway, with the remaining 72 kilometres being unsealed.
- Key drivers are community access, cattle and mining.

Overview of Expenditure and Investment

2015–16 approved	(\$m)	31.78
2016–17 indicative	(\$m)	34.34
2017–18 indicative	(\$m)	7.65
2018–19 indicative	(\$m)	5.72
Total	(\$m)	79.49

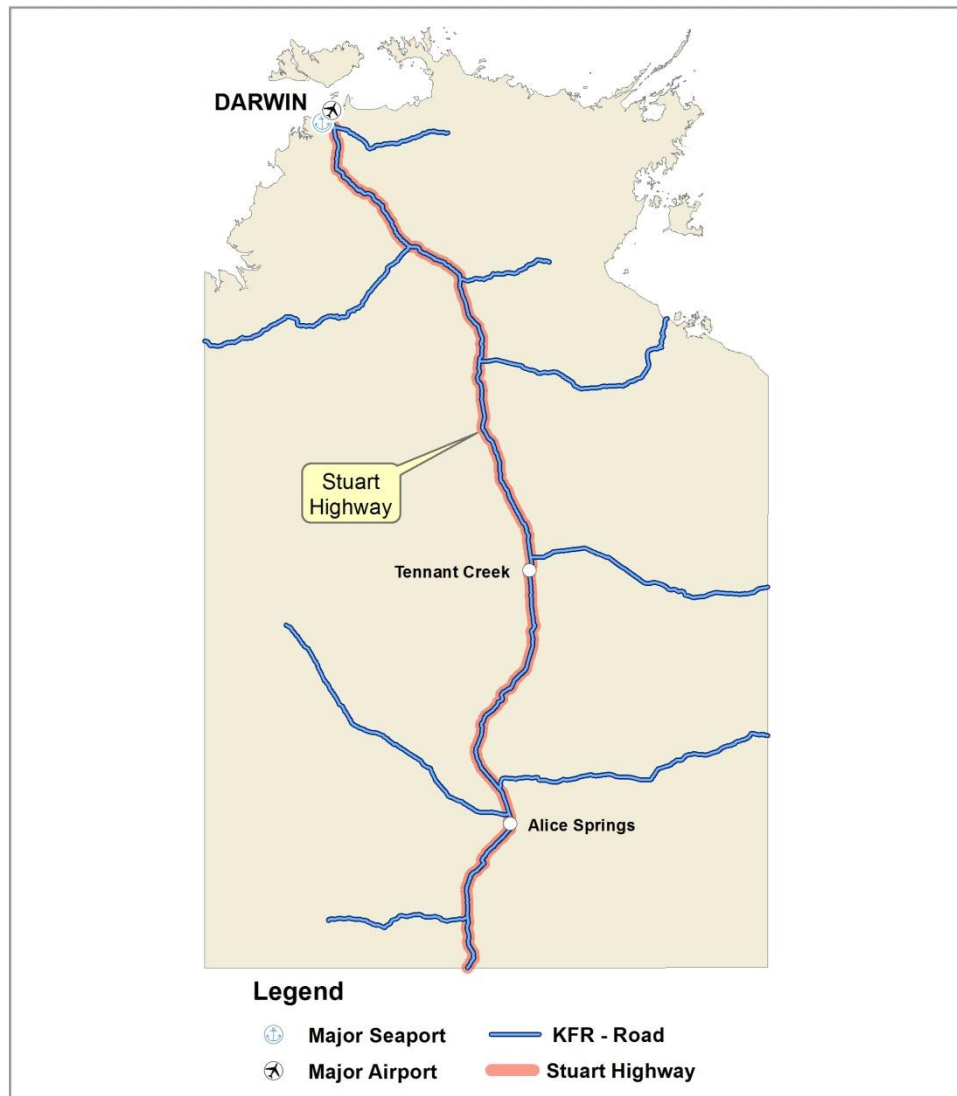
Roper Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Heavy Vehicle Safety and Productivity Programme - Round 4 - Roper Highway - Upgrade Truck Parking Bays	Katherine	Upgrading of three truck parking bays (at chainages 37.7km, 56 km and 86 km) from unsealed to sealed standard	1.50	0.75	0.75	0.75	0.75	-	-
Heavy Vehicle Safety and Productivity Programme - Round 4 - Roper Highway - Pavement and Seal Widening at Various Locations	Katherine	Pavement strengthening and widening at various locations along the Roper Highway (chainages 0 - 134 km)	6.20	3.10	3.10	3.10	3.10	-	-
Secondary and Local Roads Pavement Strengthening and Widening	Katherine	Pavement strengthening and widening at various locations along the Roper Highway (chainages 0 - 134 km)	2.20	2.20	-	1.10	1.10	-	-
Regional Roads Productivity Package - Roper Highway	Katherine	Construct high level bridges over the Roper and Wilton Rivers	40.00	8.00	32.00	20.00	20.00	-	-
Secondary and Local Roads Pavement Strengthening and Widening	Katherine	Pavement and Seal widening (chainage 60.4 - 64.0 km)	2.60	2.60	-	1.30	1.30	-	-
Building Our Territory - Progressive upgrade and seal from Fizzer Creek to Ngukurr	Katherine	Upgrade and seal selected sections between Fizzer Creek and Ngukurr	13.50	13.50	-	4.00	4.00	4.00	1.50

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Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015-16 approved all funding sources (\$m)	2016-17 indicative all funding sources (\$m)	2017-18 indicative all funding sources (\$m)	2018-19 indicative all funding sources (\$m)
Secondary and Local Roads Pavement Strengthening and Widening	Katherine	Pavement strengthening and widening of various sections	6.00	6.00	-	-	2.00	2.00	2.00
Minor New Works	Katherine	Various minor upgrades, safety and traffic management improvements	1.00	1.00	-	-	0.50	-	0.50
<i>Subtotal project expenditure</i>			<i>73.00</i>	<i>37.15</i>	<i>35.85</i>	<i>30.25</i>	<i>32.75</i>	<i>6.00</i>	<i>4.00</i>
Maintenance						1.53	1.59	1.65	1.72
<i>Subtotal other expenditure</i>						<i>1.53</i>	<i>1.59</i>	<i>1.65</i>	<i>1.72</i>
Total			73.00	37.15	35.85	31.78	34.34	7.65	5.72

Stuart Highway



Key Statistics

- The Stuart Highway is a 1786 kilometre long sealed Rural National Highway that extends from Darwin to the South Australian border.
- The road is part of the National Land Transport Network and is the major Northern Territory transport corridor.
- The Stuart Highway provides a major link through the territory for both freight and tourism.

Overview of Expenditure and Investment

2015–16 approved	(\$m)	40.44
2016–17 indicative	(\$m)	44.07
2017–18 indicative	(\$m)	18.04
2018–19 indicative	(\$m)	18.68
Total	(\$m)	121.23

Stuart Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Stuart Highway - Rail Overpass South of Alice Springs	Alice Springs	Construction a grade-separated overpass over the railway approximately 12 km south of Alice Springs	20.00	-	20.00	1.41	-	-	-
Road safety and traffic management improvements on urban arterials	Darwin	Upgrade intersection of the Stuart Highway and Bagot Road.	0.60	0.60	-	0.60	-	-	-
Road safety and traffic management improvements on urban arterials	Darwin	Install Traffic Signals on the Stuart Highway Berrimah Business Park intersection.	0.30	0.30	-	0.30	-	-	-
Road safety and traffic management improvements on urban arterials	Palmerston & Litchfield	Upgrade intersection of the Stuart Highway and Livingstone Road	0.30	0.30	-	0.30	-	-	-
Northern Territory Road Package - Safety and Fatigue Management	Various	Upgrade of intersections, installation of guard rail at creek crossings, upgrading of rest areas and installation of audio tactile edge marking at various locations.	16.75	-	16.75	4.90	11.85	-	-

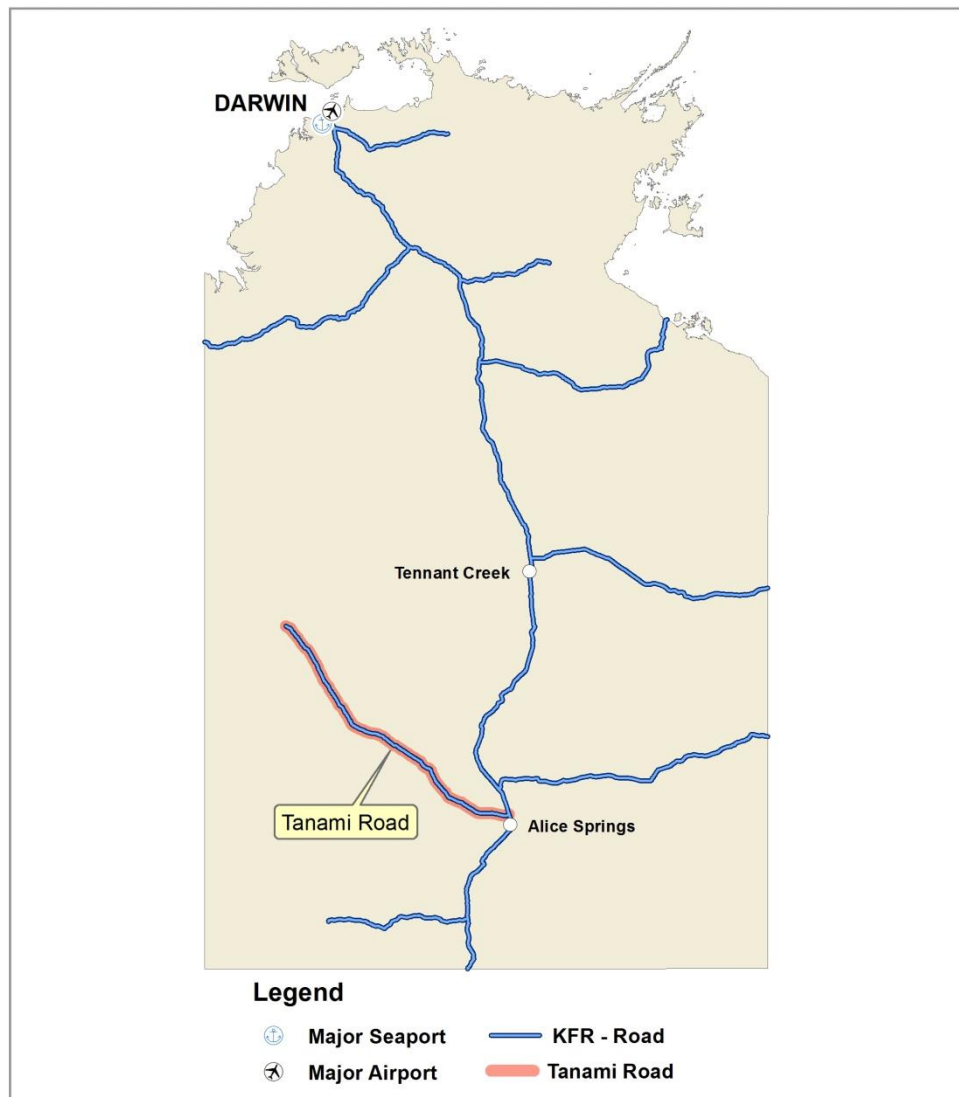
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Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
National Network Strengthening and Widening	Various	Pavement strengthening and widening and bituminous resurfacing of various sections of the Northern Territory National Network	23.39	-	23.39	9.09	14.30	-	-
Stuart Highway - upgrades to improve safety near Willowra and Barrow Creek	Barkly / Central Australia	Various road safety improvements including seal widening, installation of guardrail, delineation and signage	2.50	2.50	-	2.50	-	-	-
Road safety and traffic management improvements on urban arterials	Palmerston & Litchfield	Upgrade intersection Stuart Highway / Virginia Road	0.43	0.43	-	0.43	-	-	-
Strengthen and resurface ageing pavements on the urban arterial road network	Darwin	Strengthen pavement and asphalt resurface various sections of the Stuart Highway - McMinn Street to Geranium Street and Stuart Highway/Vanderlin Drive/Berrimah Road intersection	2.80	2.80	-	2.80	-	-	-

(Continued)

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Minor New Works	Various	Various minor upgrades, safety and traffic management improvements	8.78	8.78	-	2.78	2.00	2.00	2.00
<i>Subtotal project expenditure</i>			<i>75.85</i>	<i>15.71</i>	<i>60.14</i>	<i>25.11</i>	<i>28.15</i>	<i>2.00</i>	<i>2.00</i>
Maintenance						14.83	15.42	16.04	16.68
Planning						0.50	0.50	-	-
<i>Subtotal other expenditure</i>						<i>15.33</i>	<i>15.92</i>	<i>16.04</i>	<i>16.68</i>
Total			75.85	15.71	60.14	40.44	44.07	18.04	18.68

Tanami Road



Key Statistics

- The Tanami Highway is a 703 kilometre long rural arterial road that links the Stuart Highway (north of Alice Springs) to the Tanami Mineral region and the Western Australia border.
- The road is part sealed (220 kilometres), with the remaining 483 kilometres being unsealed.
- Key drivers are community access, cattle, mining and tourism.

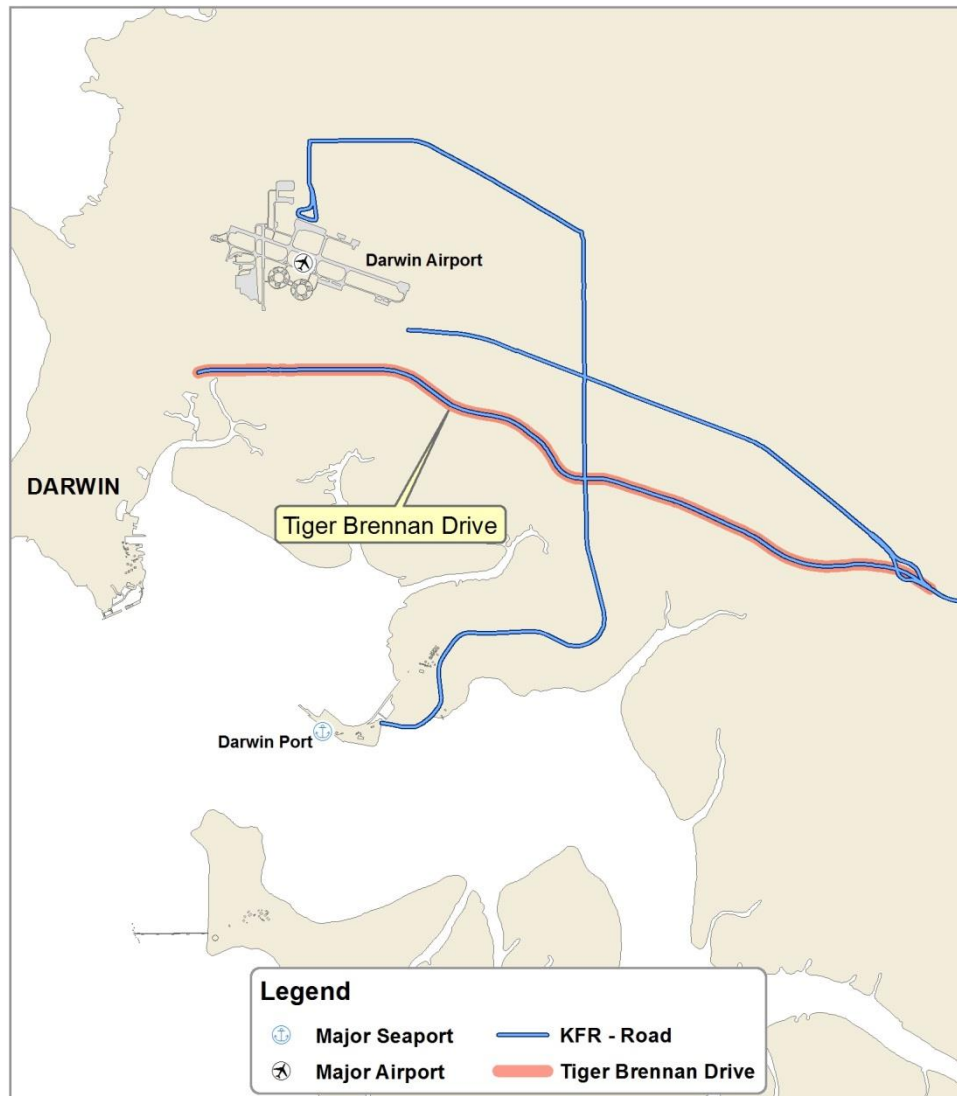
Overview of Expenditure and Investment

2015–16 approved	(\$m)	19.56
2016–17 indicative	(\$m)	6.10
2017–18 indicative	(\$m)	4.70
2018–19 indicative	(\$m)	5.31
Total	(\$m)	35.67

Tanami Road: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening (chainage 0 - 4 km)	2.00	2.00	-	2.00	-	-	-
Strategic Economic Development Roads - Additional Upgrades to Extend the Seal of the Tanami Road	Central Australia	Upgrading and sealing of selected sections of the Tanami Road (chainage 184.9 - 191 km and chainage 221 - 225.4 km)	6.50	6.50	-	5.06	-	-	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening (chainage 38 - 44 km)	3.00	3.00	-	3.00	-	-	-
Tanami Road upgrade	Central Australia	Extending the seal towards Yuendumu	10.00	10.00	-	7.00	3.00	-	-
Rural arterials - pavement strengthening and widening	Central Australia	Pavement strengthening and widening of various sections	4.00	4.00	-	-	-	2.00	2.00
Minor New Works	Central Australia	Various minor upgrades, safety and traffic management improvements	1.00	1.00	-	-	0.50	-	0.50
<i>Subtotal project expenditure</i>			<i>26.50</i>	<i>26.50</i>	<i>-</i>	<i>17.06</i>	<i>3.50</i>	<i>2.00</i>	<i>2.50</i>
Maintenance						2.50	2.60	2.70	2.81
<i>Subtotal other expenditure</i>						<i>2.50</i>	<i>2.60</i>	<i>2.70</i>	<i>2.81</i>
Total			26.50	26.50	-	19.56	6.10	4.70	5.31

Tiger Brennan Drive



Key Statistics

- The Tiger Brennan Drive is an 18.5 kilometre long sealed major urban arterial road linking Darwin and Palmerston and is a major freight route to port and rail facilities.
- The road is part of the National Land Transport network.
- Key drivers are urban use and freight distribution.

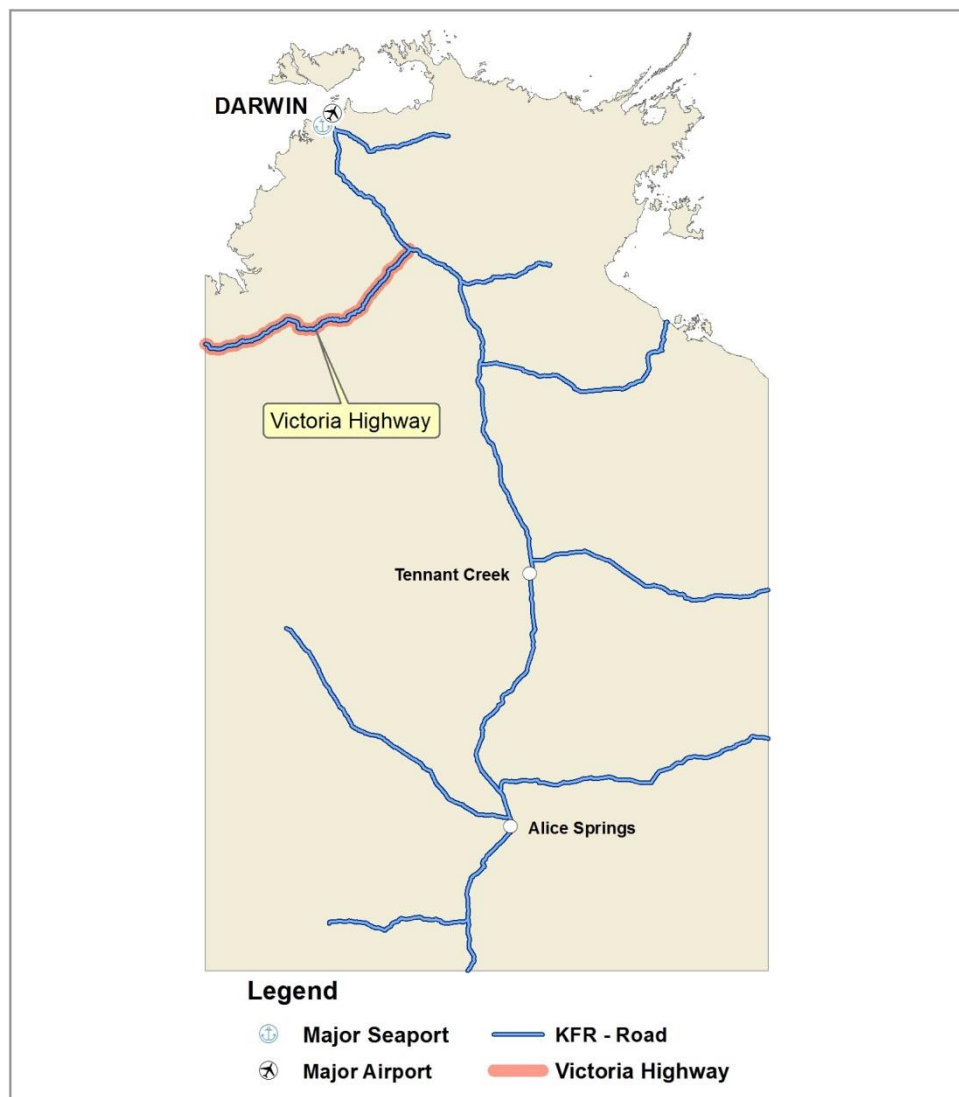
Overview of Expenditure and Investment

2015–16 approved	(\$m)	61.83
2016–17 indicative	(\$m)	0.79
2017–18 indicative	(\$m)	1.32
2018–19 indicative	(\$m)	3.35
Total	(\$m)	67.29

Tiger Brennan Drive: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Tiger Brennan Drive Duplication - Darwin CBD to Berrimah Road	Darwin	Duplication of the Tiger Brennan Drive between Berrimah Road to Dinah Beach Road	103.00	33.00	70.00	58.17	-	-	-
Road safety and traffic management improvements on urban arterials	Darwin	Tiger Brennan Drive (Roystonea Avenue) Off-ramp extension	1.90	1.90		1.90	-	-	-
Strengthen and resurface ageing pavements on the urban arterial road network	Darwin	Strengthen pavement and asphalt resurface various sections	3.00	3.00	-	1.00	-	-	2.00
Minor New Works	Darwin	Various minor upgrades, safety and traffic management improvements	1.00	1.00	-	-	-	0.50	0.50
<i>Subtotal project expenditure</i>			<i>108.90</i>	<i>38.90</i>	<i>70.00</i>	<i>61.07</i>	<i>-</i>	<i>0.50</i>	<i>2.50</i>
Maintenance						0.76	0.79	0.82	0.85
<i>Subtotal other expenditure</i>						<i>0.76</i>	<i>0.79</i>	<i>0.82</i>	<i>0.85</i>
Total			108.90	38.90	70.00	61.83	0.79	1.32	3.35

Victoria Highway



Key Statistics

- The Victoria Highway is a 469 kilometre long sealed Rural National Highway that extends from the Stuart Highway at Katherine to the Western Australian border.
- The road is part of the National Land Transport Network and is the key transport and freight link to Western Australia.
- Key drivers include mining, cattle, tourism and community access.

Overview of Expenditure and Investment

2015–16 approved	(\$m)	21.01
2016–17 indicative	(\$m)	21.77
2017–18 indicative	(\$m)	28.11
2018–19 indicative	(\$m)	3.71
Total	(\$m)	74.60

Victoria Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Victoria Highway - New Bridges over Little Horse and Big Horse Creeks	Katherine	Construct new high level bridges at Little Horse and Big Horse Crossings	35.50	15.49	20.01	1.00	10.00	24.50	-
Northern Territory Road Package - Safety and Fatigue Management	Katherine	Guard rail installation at creek crossings and upgrade rest areas	1.25	-	1.25	1.25	-	-	-
National Network Strengthening and Widening	Katherine	Pavement strengthening and widening and bituminous resurfacing of various sections of the Northern Territory National Network	12.95	-	12.95	5.85	7.10	-	-
Northern Territory Road Package - Flood Immunity - Victoria Highway	Katherine	Upgrading Saddle Creek crossing on the Victoria Highway to improve flood immunity	9.16	-	9.16	8.00	1.16	-	-
Heavy vehicle alternative route around Katherine CBD	Katherine	Upgrade the intersection of the Victoria Highway and Bicentennial Road	2.17	-	2.17	1.50	-	-	-

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Project name/ Location	Location description	Work description	Project total cost (\$m)	NT Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Minor New Works	Katherine	Various minor upgrades, safety and traffic management improvements.	4.00	4.00	-	1.00	1.00	1.00	1.00
<i>Subtotal project expenditure</i>			<i>65.03</i>	<i>19.49</i>	<i>45.54</i>	<i>18.60</i>	<i>19.26</i>	<i>25.50</i>	<i>1.00</i>
Maintenance						2.41	2.51	2.61	2.71
<i>Subtotal other expenditure</i>						<i>2.41</i>	<i>2.51</i>	<i>2.61</i>	<i>2.71</i>
Total			65.03	19.49	45.54	21.01	21.77	28.11	3.71