

Key Freight Routes

2018-19 to 2021-22 Expenditure Plan

Western Australia



Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, Ministers agreed to implement a series of measures to improve the heavy vehicle investment and charging framework.

The ultimate goal of the heavy vehicle road reforms is to turn the provision of heavy vehicle road infrastructure into an economic service where feasible. This would see a market established that links heavy vehicle user needs with the level of service they receive, the charges they pay and the investment of those charges back into heavy vehicle road services.

Fundamentally, properly functioning markets require informed users and road providers, and the publication of forward looking Expenditure Plans is part of a set of initial measures focused on increasing transparency and accountability around road spending, and road assets.

The ongoing delivery of the Expenditure Plans represents a substantial milestone achievement in implementing heavy vehicle road reform and is the culmination of a concerted and coordinated effort between State, Territory and Commonwealth Governments.

The Expenditure Plans are updated annually, with improvements and refinements planned as the work progresses, including extending the Expenditure Plans to cover more of the road network, and more accessible data formats including interactive mapping.

As future phases of reform are introduced, the annually updated 'open data' Expenditure Plans, (as well as the parallel process for Asset Registers and Infrastructure Ratings) will play a growing role in providing the levels of openness, transparency and accountability required for a credible and effective system.

Expenditure Plans also support reform goals of moving towards 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.

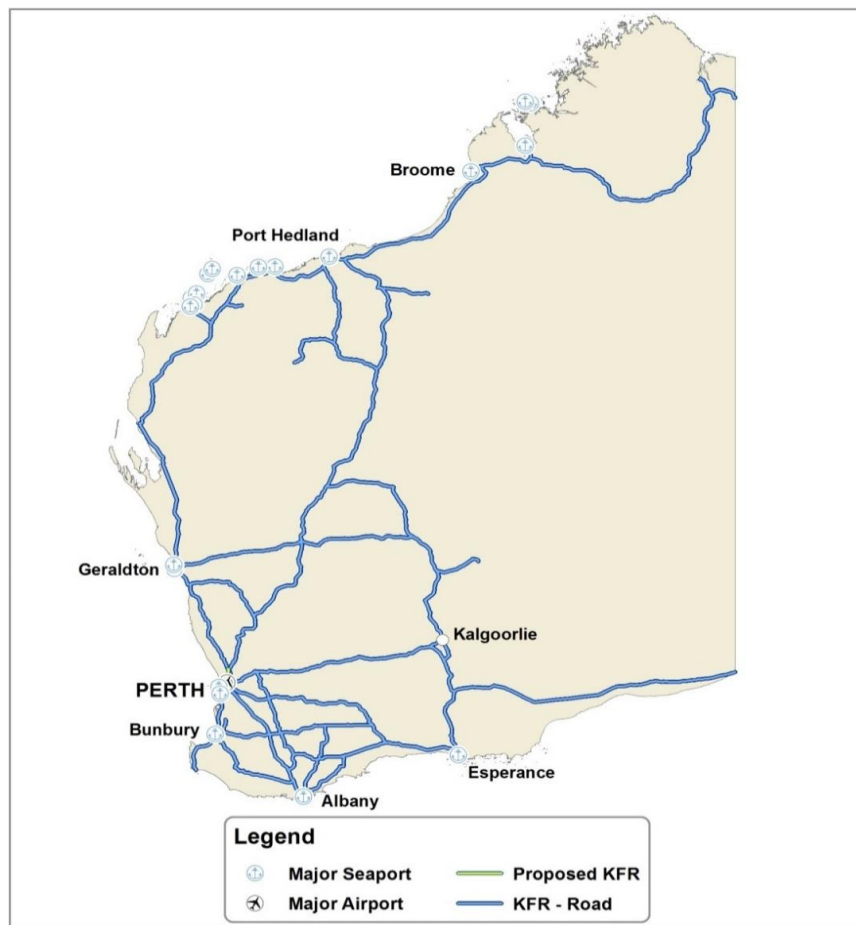
Disclaimer

Please note that while every attempt has been made to provide up to date and accurate data, the information presented in the Expenditure Plans is a snapshot in time. It should be considered indicative and subject to change.

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Western Australia: Key Freight Routes



Key statistics

Western Australia's road freight task was over 20 billion tonne kilometres per annum in 2012 and is expected to increase to 40 billion tonne kilometres per annum by 2030.

Western Australian Regional Freight Transport Network Plan has 5 key objectives:

- Efficiency – promoting the efficient movement of freight to facilitate economic development and productivity gains.
- Capacity – providing sufficient network capacity to support growth.
- Reliability – improving the reliability of the network servicing industries and communities.
- Safety – providing a safe network that maximises safety for all network users.
- Sustainability – minimising adverse environmental and social amenity impacts of freight operations on communities and the environment.

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	1,044.33
2019–20 indicative	(\$m)	707.72
2020–21 indicative	(\$m)	431.61
2021–22 indicative	(\$m)	323.82
Total	(\$m)	2,507.48

Planned Expenditure and Investment

Route	2018-19 budgeted (\$m)	2019-20 indicative (\$m)	2020-21 indicative (\$m)	2021-22 indicative (\$m)	Total 2018-19 to 2021-22 indicative (\$m)
Albany and Tonkin Highways	41.18	10.78	14.57	10.18	76.71
Brand Highway	9.11	11.73	5.06	7.33	33.23
Broomehill-Gnowangerup and Gnowangerup-Jerramungup Roads	1.78	1.93	1.12	1.42	6.25
Bunbury to Newdegate	12.15	5.73	7.90	5.51	31.29
Bussell Highway to Perth	131.73	49.13	48.91	38.94	268.71
Chester Pass and Pingrup-Lake Grace Roads	6.97	4.50	3.92	4.36	19.75
Coolgardie-Esperance Highway	10.14	14.51	14.59	14.07	53.31
Dampier Highway	0.25	0.58	0.26	0.60	1.69
Eyre Highway	1.14	10.62	9.57	9.58	30.91
Geraldton to Leinster	4.16	7.25	9.00	8.34	28.75
Goldfields Highway and Laverton-Leonora Road	10.58	14.40	16.87	22.22	64.06
Great Eastern Highway	43.58	16.73	7.08	5.56	72.95
Great Northern and Victoria Highways	268.20	89.25	52.00	34.06	443.50
Great Southern Highway	51.04	68.88	52.33	59.00	231.25
Leach Highway	12.87	65.90	63.35	6.42	148.54
North West Coastal Highway	32.28	28.94	9.48	12.27	82.96
NorthLink	282.64	134.11	16.40	30.45	463.61
Perth to Ravensthorpe	21.23	8.87	13.09	8.05	51.24
Princess Royal Drive / Hanraham Road	4.74	4.54	18.14	5.35	32.77
Roe and Reid Highways	56.19	95.43	36.65	12.05	200.32
South Coast Highway	22.42	45.45	19.76	18.02	105.65
<i>(continued)</i>					

Route	2018-19 budgeted (\$m)	2019-20 indicative (\$m)	2020-21 indicative (\$m)	2021-22 indicative (\$m)	Total 2018-19 to 2021-22 indicative (\$m)
South Western and Muirs Highways	17.08	10.36	5.36	5.78	38.57
Wubin to Dongara	2.85	8.11	6.22	4.28	21.46
Total	1,044.33	707.72	431.61	323.82	2,507.48

NB: Minor works and other programs include Road Safety programs, Intelligent Transport Systems, Grain Freight Network, Traffic Congestion Management projects.

Albany and Tonkin Highways



Key statistics

- The Albany Highway is used for long distance heavy haulage from Perth to Albany and to service the regional centres such as Mt. Barker and Kojonup.
- The Albany Highway carries large amounts of grain, timber and livestock and general freight to the Port of Albany.
- The Tonkin Highway provides heavy vehicle access in the Perth Metropolitan area for the airport and industrial precincts.
- Approximately 16% of all vehicles using Albany Highway and 11% of all vehicles using the Tonkin Highway are heavy vehicles (around 600 and 9,600 heavy vehicles respectively).

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	41.18
2019–20 indicative	(\$m)	10.78
2020–21 indicative	(\$m)	14.57
2021–22 indicative	(\$m)	10.18
Total	(\$m)	76.71

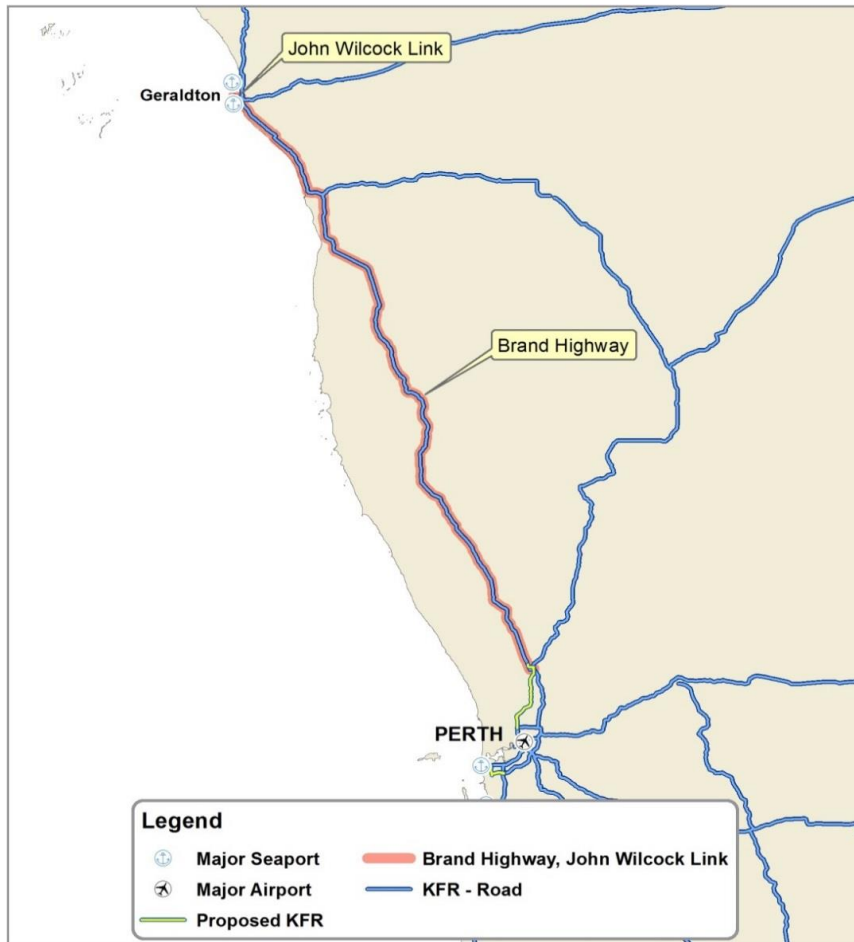
Albany and Tonkin Highways: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Albany Highway-Bridge 0001-Replace with box culverts	Albany Highway-Bridge 0001	2.48	2.48	-	0.02	-	-	-
Albany Highway-Arthur River-Improve road geometry	Albany Highway-Arthur River	4.00	4.00	-	0.05	-	-	-
Albany Highway-Nicholson Road-Intersection modifications	Albany Highway-Nicholson Road	0.09	0.09	-	0.05	-	-	-
Albany Highway-Wharf Street-Intersection modifications	Albany Highway-Wharf Street	0.07	0.07	-	0.05	-	-	-
Albany Highway-Overtaking Lane	Albany Highway	0.10	0.10	-	0.10	-	-	-
Albany Highway-Burslem Drive (Gosnells)-Upgrade intersection	Albany Highway-Burslem Drive (Gosnells)	0.24	0.24	-	0.22	-	-	-
Albany Highway-Fremantle-Intersection safety improvements	Albany Highway-Fremantle	0.50	0.50	-	0.41	-	-	-
Albany Highway Bridge 54 over Mandalup Brook-Bridge refurbishment	Albany Highway Bridge 54 over Mandalup Brook	0.52	0.52	-	0.52	-	-	-
Albany Highway-Arthur River - Improve road geometry & upgrade intersection	Albany Highway-Arthur River	1.80	1.80	-	0.53	-	-	-
Albany Highway-Shepperton Road and Duncan Street-Intersection improvements	Albany Highway-Shepperton Road and Duncan Street	3.35	3.35	-	0.58	-	-	-
Albany Highway-Welshpool Road-Intersection safety improvements	Albany Highway-Welshpool Road	0.65	0.65	-	0.59	-	-	-

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Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Albany Highway-SLK260 to 266-Widening	Albany Highway-SLK260 to 266	2.71	2.71	-	2.60	-	-	-
Albany Highway-Arthur River- Repair bridge No 0034	Albany Highway-Arthur River Bridge No 0034	4.54	4.54	-	3.40	-	-	-
Albany Highway-Williams Townsite-Reconstruct bridge No 24 and 25	Albany Highway-Williams Townsite	14.72	9.72	5.00	11.27	1.95	-	-
Tonkin Gap-Collier Road to Stanton Road	Tonkin Highway-Collier Road to Stanton Road	1.06	1.06	-	1.00	-	-	-
Gateway WA-Tonkin Highway upgrade	Gateway WA-Tonkin Highway upgrade	894.27	276.09	618.18	2.05	-	-	-
Hepburn Avenue-NoiseWall-Near Northlink	Hepburn Avenue-Near Northlink	5.00	5.00	-	5.00	-	-	-
Albany Port Road-Hanrahan Road-Parker Street-Extend median	Albany Port Road-Hanrahan Road-Parker Street	0.15	0.15	-	0.11	-	-	-
<i>Subtotal project expenditure</i>		<i>936.24</i>	<i>313.06</i>	<i>623.18</i>	<i>28.55</i>	<i>1.95</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					12.34	6.22	12.08	7.54
Minor works and other programs					0.29	2.61	2.49	2.64
<i>Subtotal other expenditure</i>					<i>12.63</i>	<i>8.83</i>	<i>14.57</i>	<i>10.18</i>
Total		936.24	313.06	623.18	41.18	10.78	14.57	10.18

Brand Highway



Key statistics

- The Brand Highway is an inter-regional freight route from Perth to Geraldton.
- The route mainly services agricultural industries and mining activities.
- Approximately 23% of all vehicles using the Brand Highway are heavy vehicles (around 500 heavy vehicles per day).

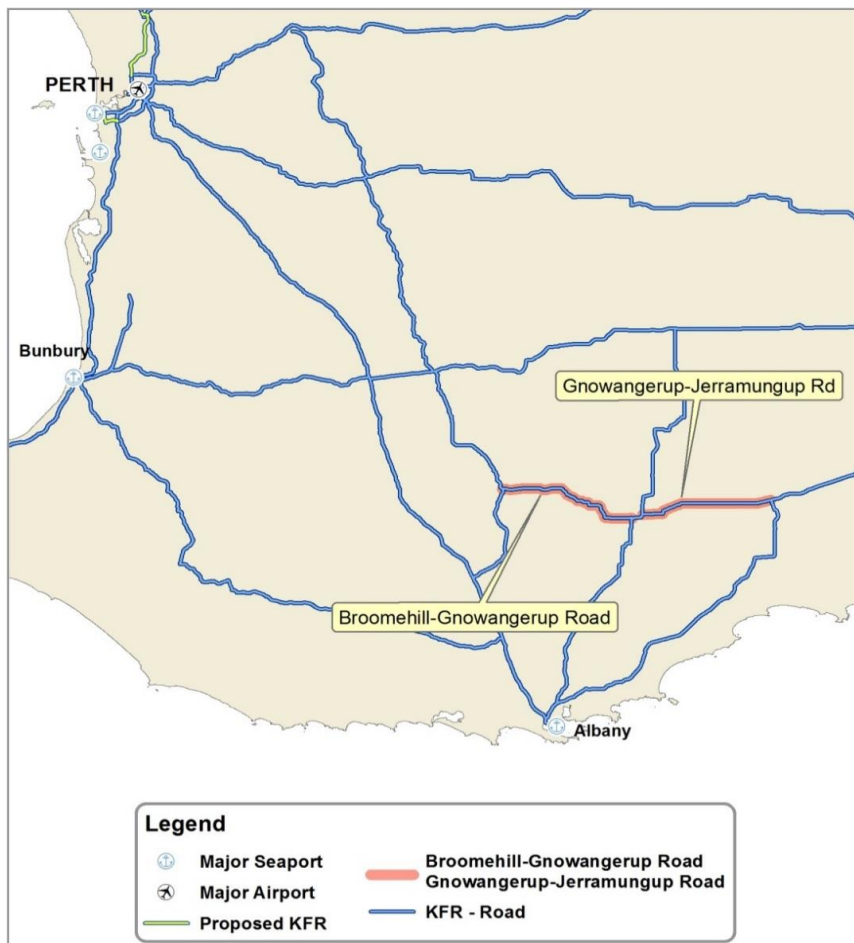
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	9.11
2019–20 indicative	(\$m)	11.73
2020–21 indicative	(\$m)	5.06
2021–22 indicative	(\$m)	7.33
Total	(\$m)	33.23

Brand Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Brand Highway-Bridge 0966-Hill River-New reinforced concrete overlay and rail	Brand Highway-Bridge 0966-Hill River	0.10	0.10	-	0.10	-	-	-
Brand Highway-Bridge 0835-Chittering-Ellenbrook-Special maintenance works	Brand Highway-Bridge 0835-Chittering-Ellenbrook	0.26	0.26	-	0.18	-	-	-
Brand Highway-Bridge 0883-Arrowsmith River-Bridge works	Brand Highway-Bridge 0883-Arrowsmith River	0.20	0.20	-	0.20	-	-	-
Brand Highway-Cockram Road-Construct Right turn lane	Brand Highway-Cockram Road	0.61	0.61	-	0.61	-	-	-
Brand Highway-Bridge 0667-Minyulo Brook (Dandaragan)-Bridge works	Brand Highway-Bridge 0667-Minyulo Brook (Dandaragan)	2.15	2.15	-	2.06	-	-	-
Brand Highway-SLK 68.6 to 81.7-Construct two passing lanes	Brand Highway-SLK 68.6 to 81.7	5.00	1.00	4.00	-	5.00	-	-
Brand Highway-Dandaragan-Clear vegetation	Brand Highway-Dandaragan	0.30	0.30	-	0.30	-	-	-
<i>Subtotal project expenditure</i>		<i>8.62</i>	<i>4.62</i>	<i>4.00</i>	<i>3.45</i>	<i>5.00</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					5.42	4.59	3.02	5.16
Minor works and other programs					0.24	2.14	2.04	2.17
<i>Subtotal other expenditure</i>					<i>5.66</i>	<i>6.73</i>	<i>5.06</i>	<i>7.33</i>
Total		8.62	4.62	4.00	9.11	11.73	5.06	7.33

Broomehill-Gnowangerup and Gnowangerup-Jerramungup Roads



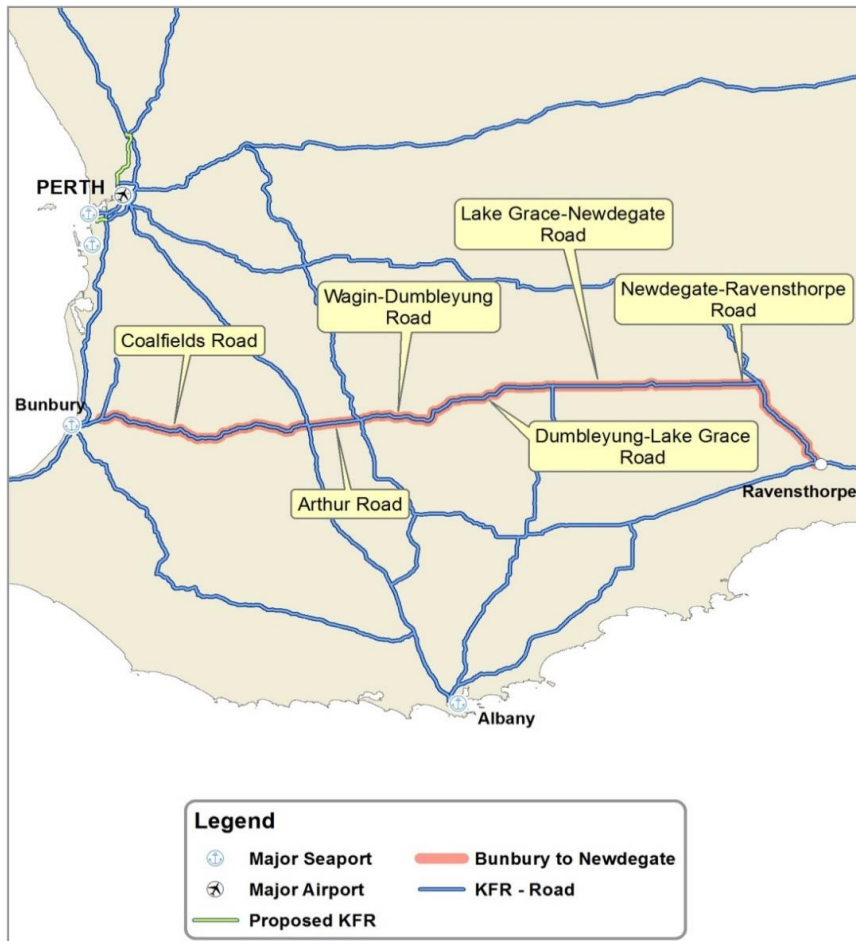
Key statistics

- Broomehill-Gnowangerup road services the towns of Broomehill and Gnowangerup.
- Freight transported on road from these towns is largely made up of wheat and other cereal grain, with both towns being cooperative bulk handling receival sites.
- Approximately 19% or all vehicles using Broomehill-Gnowangerup road are heavy vehicles (around 66 heavy vehicles per day).

Overview of Expenditure and Investment

	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Maintenance	1.70	1.17	0.40	0.65
Minor works and other programs	0.08	0.76	0.72	0.77
Total	1.78	1.93	1.12	1.42

Bunbury to Newdegate



Key statistics

- Bunbury to Newdegate is a freight route servicing the wheat and agriculture industries.
- The route provides access for large amounts of grain, mineral sands, livestock and general freight to and from the Bunbury Port.
- In 2014/15 there were 10.7 million tonnes of alumina, 1.6 million tonnes of wood chips, and 0.5 million tonnes of mineral sands that passed through the Bunbury Port.

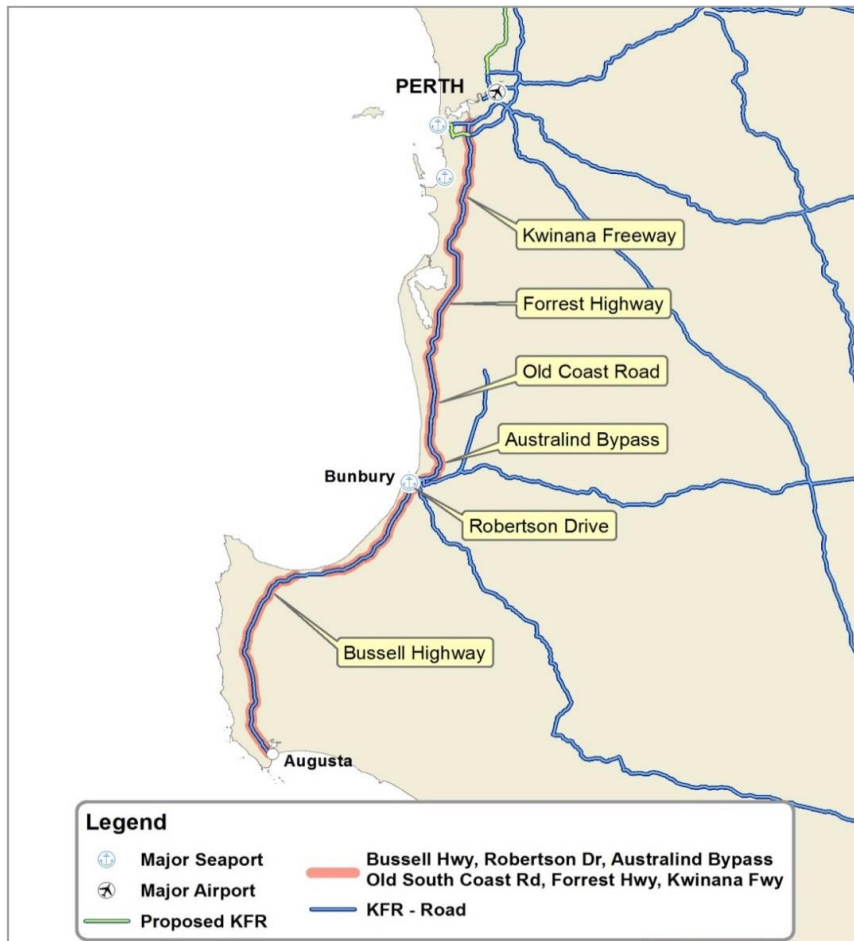
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	12.15
2019–20 indicative	(\$m)	5.73
2020–21 indicative	(\$m)	7.90
2021–22 indicative	(\$m)	5.51
Total	(\$m)	31.29

Bunbury to Newdegate: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Coalfields Highway-Improve Intersection-Princep-35.63 to 35.73 SLK	Coalfields Highway-Princep-35.63 to 35.73 SLK	0.05	0.05	-	0.05	-	-	-
Coalfields Highway-Collie Scenic Dr-SLK 31-20 to 31-40-Upgrade intersection	Coalfields Highway-Collie Scenic Dr-SLK 31-20 to 31-40	0.70	0.70	-	0.10	0.60	-	-
Coalfields Highway-Roelands-Allanson-Realign and reconstruct	Coalfields Highway-Roelands-Allanson	27.69	27.69	-	0.20	-	-	-
Coalfields Highway-Roelands-Allanson-Realign, reconstruct and climbing lane	Coalfields Highway-Roelands-Allanson	20.79	20.79	-	0.45	-	-	-
Collie Lake King Road-Provide two truck rest areas at SLK 220.1	Collie Lake King Road-SLK 220.1	0.85	0.43	0.42	0.83	-	-	-
Collie-Lake King Road-Bowelling Section-Realign and remove curves	Collie-Lake King Road-Bowelling Section	7.11	7.11	-	5.76	-	-	-
<i>Subtotal project expenditure</i>		<i>57.18</i>	<i>56.76</i>	<i>0.42</i>	<i>7.40</i>	<i>0.60</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					4.50	2.85	5.72	3.20
Minor works and other programs					0.25	2.28	2.18	2.31
<i>Subtotal other expenditure</i>					<i>4.75</i>	<i>5.13</i>	<i>7.90</i>	<i>5.51</i>
Total		57.18	56.76	0.42	12.15	5.73	7.90	5.51

Bussell Highway to Perth



Key statistics

- The Bussell Highway links the city of Bunbury with the town of Augusta.
- The road services small dairy and crop farms, orchards and wineries.
- Approximately 11% of all vehicles using the Bussell Highway are heavy vehicles (around 1,200 heavy vehicles per day).
- Approximately 12% of all vehicles using the Forrest Highway are heavy vehicles (around 860 heavy vehicles per day).
- Approximately 6% of all vehicles using the Kwinana Freeway are heavy vehicles (around 3,800 heavy vehicles per day).

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	131.73
2019–20 indicative	(\$m)	49.13
2020–21 indicative	(\$m)	48.91
2021–22 indicative	(\$m)	38.94
Total	(\$m)	268.71

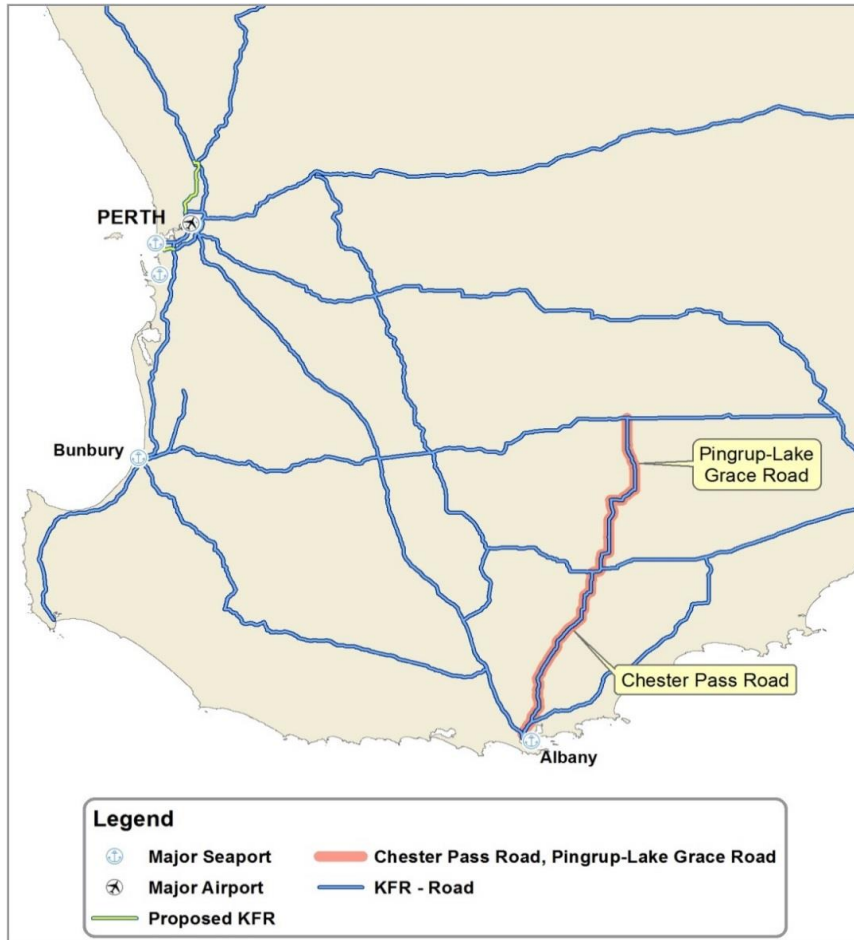
Bussell Highway to Perth: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Kwinana Freeway-Safety Bay Road to Mill Point Road-Northbound-Co-ordinated ramp signalling	Kwinana Freeway-Safety Bay Road to Mill Point Road	0.30	0.30	-	0.12	-	-	-
Kwinana Freeway-Judd Street to Canning Highway-Southbound widening	Kwinana Freeway-Judd Street to Canning Highway	0.93	0.83	0.10	0.16	-	-	-
Kwinana Freeway-Roe Highway to Berrigan Drive-Southbound widening	Kwinana Freeway-Roe Highway to Berrigan Drive	0.25	0.25	-	0.25	-	-	-
Kwinana Freeway-Canning Highway to Narrows Bridge-Northbound upgrade	Kwinana Freeway-Canning Highway to Narrows Bridge	1.95	1.95	-	0.62	0.25	0.25	-
Kwinana Freeway-Roe Highway to Beeliar Drive-Add north and south lanes	Kwinana Freeway-Roe Highway to Beeliar Drive	60.19	7.69	52.50	2.70	-	-	-
Kwinana Freeway-Manning Road-Construct on-ramp	Kwinana Freeway-Manning Road	35.00	7.00	28.00	10.13	9.05	-	-
Smart Freeways-Kwinana Freeway-Northbound	Kwinana Freeway-Northbound	47.00	9.40	37.60	23.34	12.62	9.65	-
Kwinana Freeway-Russell Road to Roe Highway-Widening northbound	Kwinana Freeway-Russell Road to Roe Highway	49.08	9.88	39.20	46.43	-	-	-
Bussell Highway-Capel River-Bridge 1370-Repair	Bussell Highway-Capel River-Bridge 1370	0.08	0.08	-	0.08	-	-	-
Bussell Highway-Construct Vasse Bypass-Sealed shoulders	Bussell Highway-Vasse Bypass	10.95	10.95	-	0.11	-	-	-
Bussell Highway-Harewoods Road-Construct roundabout	Bussell Highway-Harewoods Road	0.15	0.15	-	0.15	-	-	-
Bussell Highway-Treeton Road-Intersection upgrade	Bussell Highway-Treeton Road	0.72	0.72	-	0.72	-	-	-
(continued)								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Bussell Highway-Margaret River Perimeter Road-Construct and seal shoulders	Bussell Highway-Margaret River Perimeter Road	47.58	47.58	-	1.89	0.13	-	-
Bussell Highway-Fairway Drive-Improve left turn lane	Bussell Highway-Fairway Drive	6.41	6.41	-	5.78	-	-	-
Forrest Highway-Old Coast Road-Construct northbound acceleration lane at intersection	Forrest Highway-Old Coast Road	1.04	1.04	-	0.02	-	-	-
Forrest Highway-Paris Road-Construct southbound acceleration lane at intersection	Forrest Highway-Paris Road	1.36	1.36	-	0.03	-	-	-
Forrest Highway-Murray River-Bridge 1612-Repairs	Forrest Highway-Murray River-Bridge 1612	0.05	0.05	-	0.05	-	-	-
Forrest Highway-Murray River-Bridge 1611-Repairs	Forrest Highway-Murray River-Bridge 1611	0.05	0.05	-	0.05	-	-	-
Forrest Highway-Bridge 1225 and 1229-Corrosion protect and end terminal	Forrest Highway-Bridge 1225 and 1229	0.32	0.32	-	0.32	-	-	-
Forrest Highway-Hynes Road-Dardanup-Upgrade intersection	Forrest Highway-Hynes Road-Dardanup	1.25	1.25	-	0.58	-	-	-
Forrest Highway-Millars Creek-Bridge 1382-Repairs	Forrest Highway-Millars Creek-Bridge 1382	1.08	1.08	-	0.84	-	-	-
Forrest Highway-Millars Creek-Bridge 1265-Repairs	Forrest Highway-Millars Creek-Bridge 1265	0.86	0.86	-	0.86	-	-	-
Bunbury Outer Ring Road-Forrest Highway (Eaton) to BORR Stg 1	Bunbury Outer Ring Road-Forrest Highway (Eaton) to BORR Stg 1	132.25	27.25	105.00	24.32	18.75	27.50	32.50
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Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Raymond Rd-Roelands Australind Link-Reconstruct and widen	Roelands Australind Link (Raymond Rd)	5.49	5.49	-	0.30	-	-	-
<i>Subtotal project expenditure</i>		<i>404.35</i>	<i>141.95</i>	<i>262.40</i>	<i>119.86</i>	<i>40.80</i>	<i>37.40</i>	<i>32.50</i>
Other expenditure								
Maintenance					11.67	6.51	9.77	4.59
Minor works and other programs					0.20	1.82	1.74	1.85
<i>Subtotal other expenditure</i>					<i>11.87</i>	<i>8.33</i>	<i>11.51</i>	<i>6.44</i>
Total		404.35	141.95	262.40	131.73	49.13	48.91	38.94

Chester Pass and Pingrup-Lake Grace Roads



Key statistics

- Chester Pass is a grain freight route used for grain cartage to Albany Port.
- Approximately 9.6% of vehicles using Chester Pass road are heavy vehicles (around 1,200 heavy vehicles per day).
- Chester Pass annual tonnage 2014:
- Between South Coast Highway and Broomehill Jerramungup Road: 1.02 mT
- Between Broomehill Jerramungup Road to Kojonup Pingrup Road: 0.5 mT
- Pingrup-Lake Grace Road annual tonnage 2014
- Between Newedegate-Pingrup Road and South Road: 0.14 mT

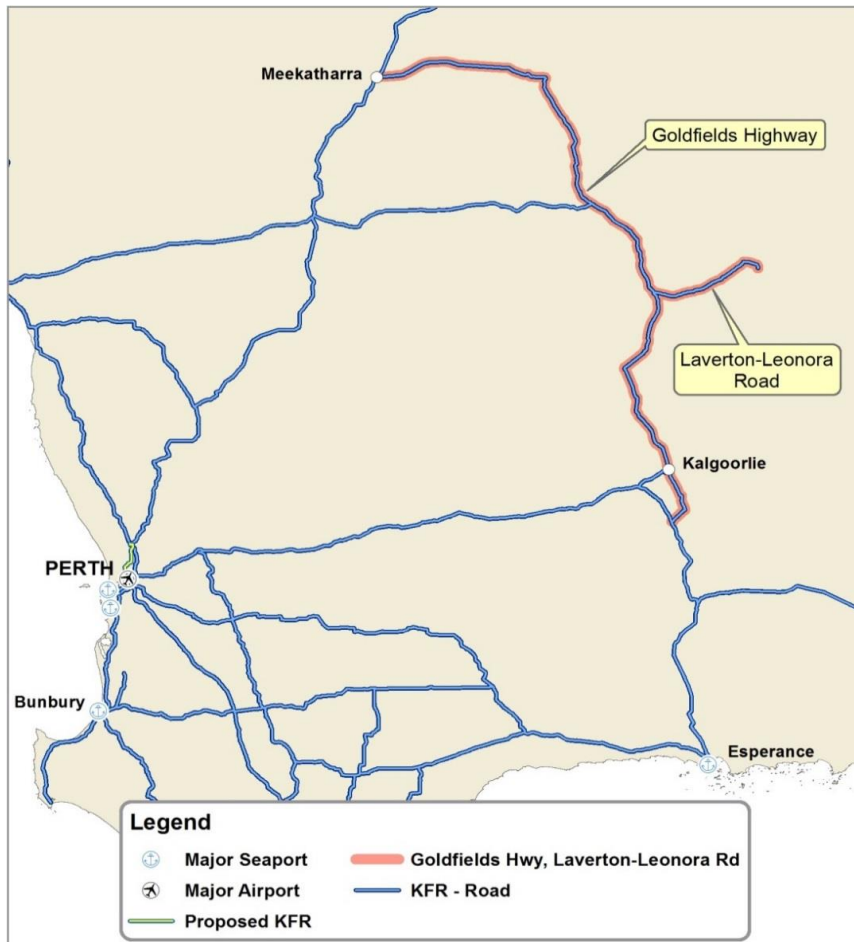
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	6.97
2019–20 indicative	(\$m)	4.50
2020–21 indicative	(\$m)	3.92
2021–22 indicative	(\$m)	4.36
Total	(\$m)	19.75

Chester Pass and Pingrip-Lake Grace Roads: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Albany Lake Grace Rd- Amelup section-Reconstruct and widen	Albany Lake Grace Rd-Amelup section	11.50	2.70	8.80	1.71	-	-	-
<i>Subtotal project expenditure</i>		<i>11.50</i>	<i>2.70</i>	<i>8.80</i>	<i>1.71</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					5.05	2.57	2.08	2.41
Minor works and other programs					0.21	1.93	1.84	1.95
<i>Subtotal other expenditure</i>					<i>5.26</i>	<i>4.50</i>	<i>3.92</i>	<i>4.36</i>
Total		11.50	2.70	8.80	6.97	4.50	3.92	4.36

Coolgardie-Esperance Highway



Key statistics

- The Coolgardie-Esperance Highway links Western Australia's eastern goldfields to the southern coast.
- The route services the mining industries and is one of the major freight routes in the region.
- Approximately 35% of all vehicles using Coolgardie-Esperance Highway are heavy vehicles (around 200 heavy vehicles per day)
- Coolgardie-Esperance Highway annual tonnage 2014:
- Between Great Eastern Highway and Eyre Highway: 1.74 mT
- Between Eyre Highway and South Coast Highway: 0.5 mT
- Between South Coast Highway and Upper Port Access Road: 3.35 mT

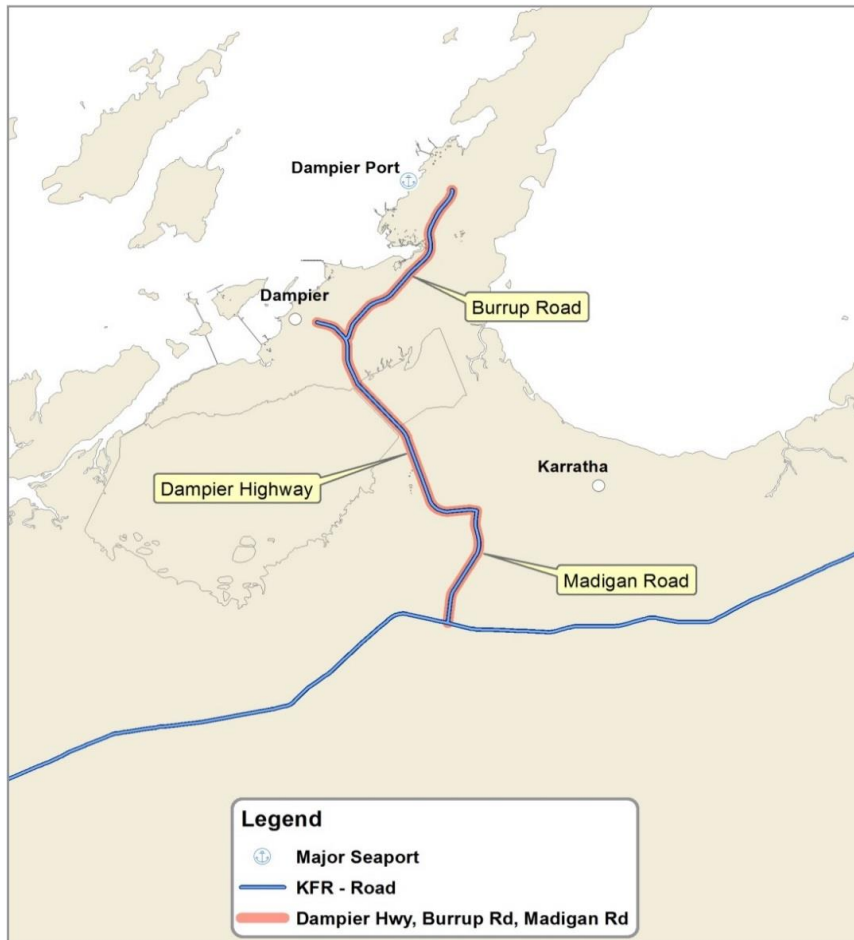
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	10.14
2019–20 indicative	(\$m)	14.51
2020–21 indicative	(\$m)	14.59
2021–22 indicative	(\$m)	14.07
Total	(\$m)	53.31

Coolgardie-Esperance Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Coolgardie-Esperance Highway-Esperance Port Access	Coolgardie-Esperance Highway-Esperance Port Access	117.33	57.33	60.00	0.86	0.50	0.05	-
Coolgardie-Esperance Highway-Coolgardie-Norseman-Install 3 Passing Opportunities	Coolgardie-Esperance Highway-Coolgardie-Norseman	3.58	1.58	2.00	3.50	-	-	-
Coolgardie Esperance Highway-Emu Rocks South-Widen, overlay, reconstruct, realign and install overtaking lanes	Coolgardie Esperance Highway-Emu Rocks South	8.23	8.23	-	4.92	3.00	-	-
Coolgardie-Esperance Highway-Construct Passing Lane SLK35-SLK38	Coolgardie-Esperance Highway-Construct Passing Lane SLK35-SLK38	2.50	0.50	2.00	-	2.50	-	-
<i>Subtotal project expenditure</i>		<i>131.64</i>	<i>67.64</i>	<i>64.00</i>	<i>9.28</i>	<i>6.00</i>	<i>0.05</i>	<i>-</i>
Other expenditure								
Maintenance					0.62	6.35	12.48	11.88
Minor works and other programs					0.24	2.16	2.06	2.19
<i>Subtotal other expenditure</i>					<i>0.86</i>	<i>8.51</i>	<i>14.54</i>	<i>14.07</i>
Total		131.64	67.64	64.00	10.14	14.51	14.59	14.07

Dampier Highway



Key statistics

- The Dampier Highway provides access to the Dampier Port.
- In 2013-14 there were 177.5 million tonnes of cargo that passed through the Dampier Port of which 82% was iron ore.
- Approximately 17% of all vehicles using Dampier Highway are heavy vehicles (around 1,500 heavy vehicles per day).
- Approximately 36% of all vehicles using Madigan Road are heavy vehicles (around 645 heavy vehicles per day).
- Dampier Highway annual tonnage 2014: 1.94 mT
- Madigan Road annual tonnage 2014: 4.45 mT
- Burrup Peninsula annual tonnage 2014: 2.45 mT

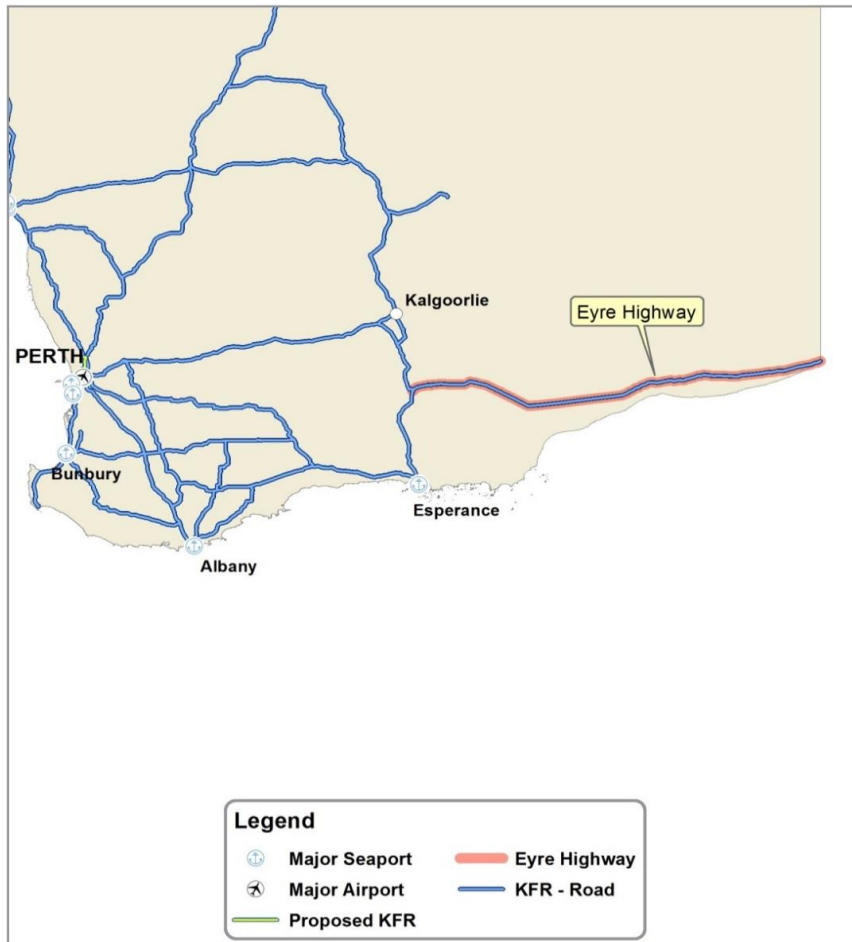
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	0.25
2019–20 indicative	(\$m)	0.58
2020–21 indicative	(\$m)	0.26
2021–22 indicative	(\$m)	0.60
Total	(\$m)	1.69

Damoi Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Dampier Highway-Stages 2 to 6-Second carriageway SLK 23.1 - 24.5	Dampier Highway-SLK 23.1 - 24.5	107.54	22.47	85.06	0.16	0.10	0.10	0.09
<i>Subtotal project expenditure</i>		<i>107.54</i>	<i>22.47</i>	<i>85.06</i>	<i>0.16</i>	<i>0.10</i>	<i>0.10</i>	<i>0.09</i>
Other expenditure								
Maintenance					0.08	0.37	0.06	0.40
Minor works and other programs					0.01	0.11	0.10	0.11
<i>Subtotal other expenditure</i>					<i>0.09</i>	<i>0.48</i>	<i>0.16</i>	<i>0.51</i>
Total		107.54	22.47	85.06	0.25	0.58	0.26	0.60

Eyre Highway



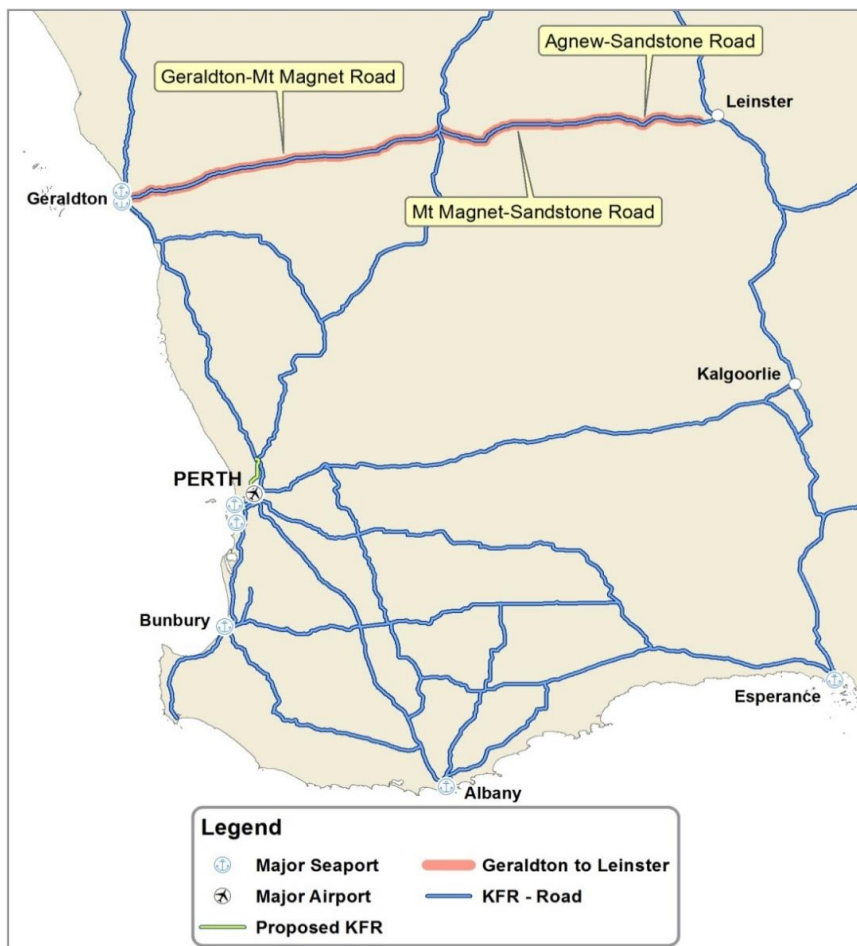
Key statistics

- The Eyre Highway is the key freight route linking Western Australia and South Australia via the Nullabor Plain.
- Approximately 45% of all vehicles using the Eyre Highway are heavy vehicles (around 170 heavy vehicles per day).
- In 2014 the Eyre Highway had an annual tonnage of 1.88 million tonnes.

Overview of Expenditure and Investment

	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Maintenance	0.67	6.43	5.57	5.33
Minor works and other programs	0.47	4.19	4.00	4.25
Total	1.14	10.62	9.57	9.58

Geraldton to Leinster



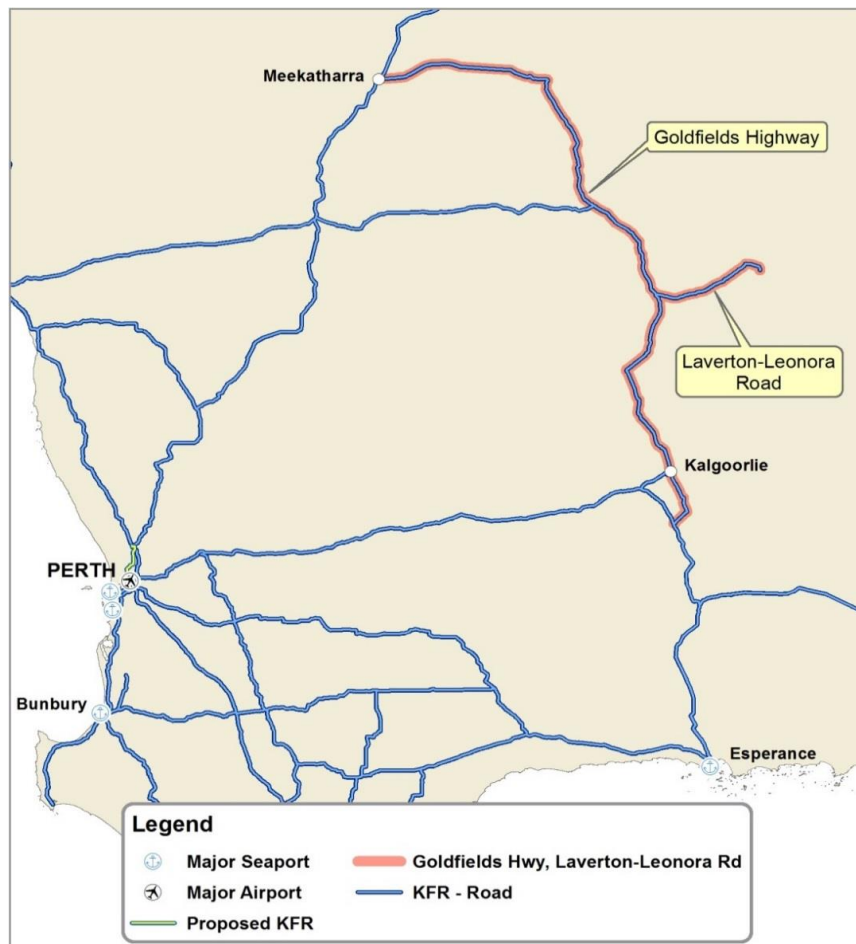
Key statistics

- Geraldton to Leinster is used by road trains for both mining and agricultural industries, including grain.
- Approximately 15-40% of all vehicles using Geraldton-Mt Magnet Road are heavy vehicles (around 100-300 heavy vehicles per day).

Overview of Expenditure and Investment

	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Maintenance	3.75	3.55	5.47	4.59
Minor works and other programs	0.41	3.70	3.53	3.75
Total	4.16	7.25	9.00	8.34

Goldfields Highway and Laverton-Leonora Road



Key statistics

- This route provides an important east-west transport link between the Northern Goldfields and the Mid-West, Gascoyne and Pilbara regions.
- The Goldfields Highway helps in facilitating the development of mines in the Wiluna area.
- Approximately 15% of all vehicles using the Goldfields Highway are heavy vehicles (around 100-200 heavy vehicles per day).
- Goldfields annual tonnage 2014: 1.75 mT
- Laverton Leonora annual tonnage 2014: 1.08 mT

Overview of Expenditure and Investment

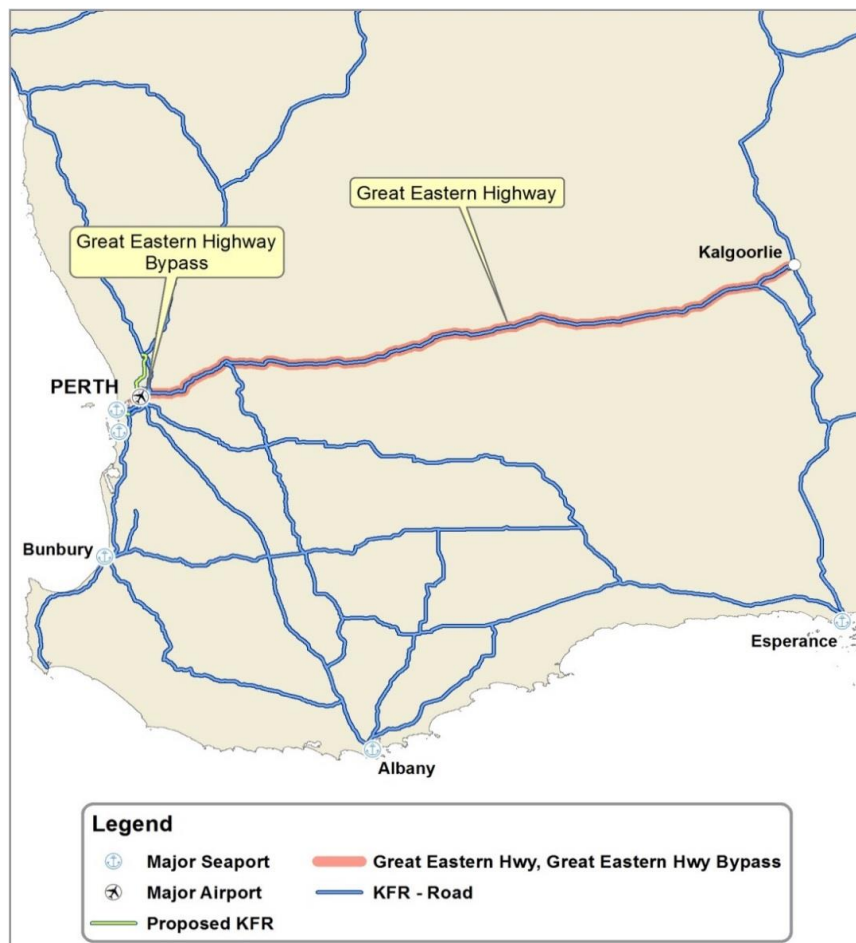
2018–19 budgeted	(\$m)	10.58
2019–20 indicative	(\$m)	14.40
2020–21 indicative	(\$m)	16.87
2021–22 indicative	(\$m)	22.22
Total	(\$m)	64.06

Goldfields Highway and Laverton-Leonora Road: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Goldfields Highway-Pavement widen and overlay SLK 16.3 - 19.77	Goldfields Highway-SLK 16.3 - 19.77	5.95	5.95	-	-	1.02	1.03	1.05
Goldfields Highway-Heavy Vehicle Parking Bay-SLK 544.3	Goldfields Highway-SLK 544.3	0.55	0.33	0.23	0.04	-	-	-
Goldfields Highway-Mt Vettters Station-Fencing	Goldfields Highway-Mt Vettters Station	0.16	0.16	-	0.09	-	-	-
Goldfields Highway-Wiluna-Meekatharra-Sealing	Goldfields Highway-Wiluna-Meekatharra	0.53	0.53	-	0.25	-	-	-
Goldfields Highway-Coolgardie-Intersection improvement	Goldfields Highway-Coolgardie	0.30	0.30	-	0.30	-	-	-
Goldfields Highway-Woolibah Station-Fencing	Goldfields Highway-Woolibah Station	0.33	0.33	-	0.33	-	-	-
Goldfields Highway-Kalgoorlie-Boulder-Seal shoulders	Goldfields Highway-Kalgoorlie-Boulder	0.59	0.59	-	0.59	-	-	-
Goldfields Highway-Installation of street lighting SLK 71 to 74.1	Goldfields Highway-SLK 71 to 74.1	0.85	-	0.85	0.67	-	-	-
Goldfields Highway-Kambalda West-Shoulder widening and sealing SLK 3.8 to 9.8	Goldfields Highway-Kambalda West-SLK 3.8 to 9.8	1.50	0.30	1.20	1.50	-	-	-
Goldfields Highway-Gwalia Section-Reconstruction	Goldfields Highway-Gwalia Section	4.66	0.98	3.68	4.50	-	-	-
Leonora-Laverton Road-SLK 73.9-Heavy Vehicle Parking Bay	Leonora-Laverton Road-SLK 73.9	0.60	0.30	0.30	0.15	-	-	-
<i>Subtotal project expenditure</i>		16.03	9.78	6.26	8.43	1.02	1.03	1.05
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Other expenditure								
Maintenance					1.56	8.07	10.77	15.79
Minor works and other programs					0.59	5.31	5.07	5.38
<i>Subtotal other expenditure</i>					<i>2.15</i>	<i>13.38</i>	<i>15.84</i>	<i>21.17</i>
Total		16.03	9.78	6.26	10.58	14.40	16.87	22.22

Great Eastern Highway



Key statistics

- The Great Eastern Highway links Perth with the city of Kalgoorlie, servicing the airport and industrial precinct of Perth and providing a key route for the eastern wheatbelt and the Goldfields.
- The amount of Heavy Vehicles varies along the Great Eastern Highway, ranging from 10% to 40% of traffic.
- Great Eastern Highway annual tonnage 2014:
- Between Roe Highway and Sawyers Road: 15.6 mT
- Between Sawyers Road and Great Southern Road: 10.4 mT
- Between Mitchell Avenue and Yiligarn Avenue: 2.12 mT
- Between Polaris Street and Coolgardie-Esperance Highway: 3.5 mT
- Great Eastern Bypass annual tonnage 2014: 5.23 mT

Overview of Expenditure and Investment

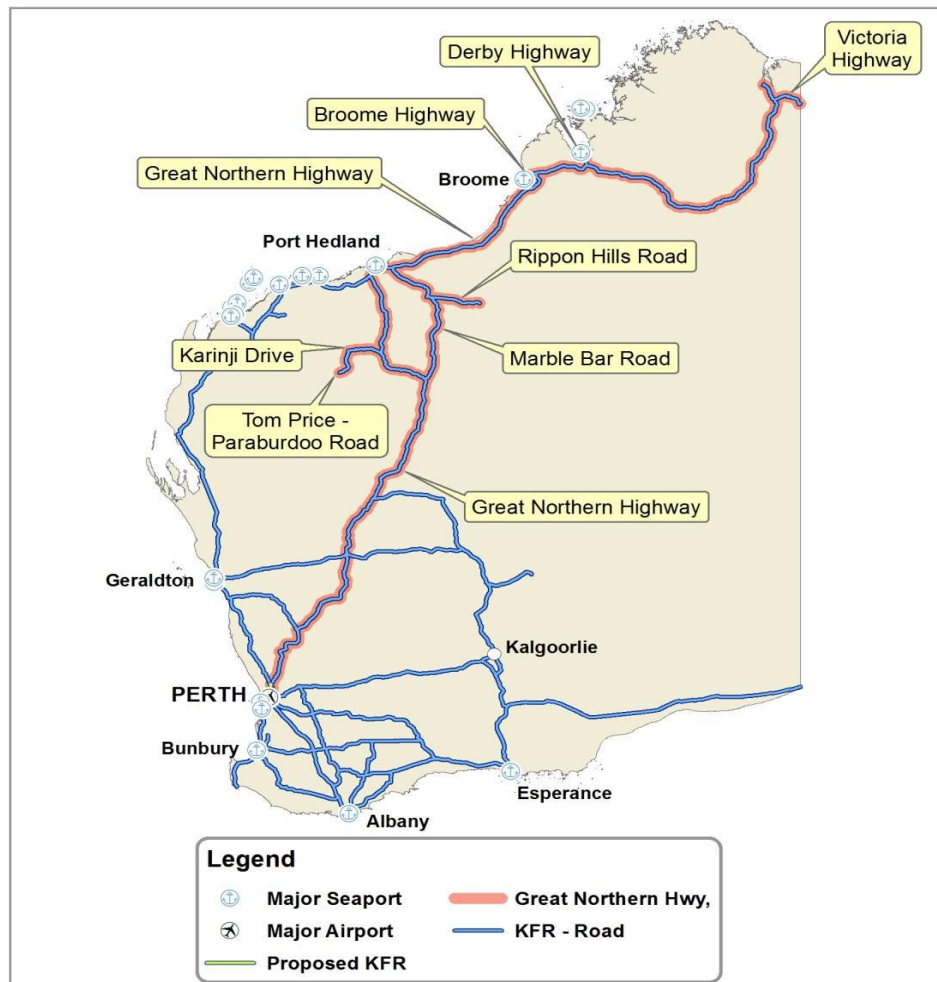
2018–19 budgeted	(\$m)	43.58
2019–20 indicative	(\$m)	16.73
2020–21 indicative	(\$m)	7.08
2021–22 indicative	(\$m)	5.56
Total	(\$m)	72.95

Great Eastern Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Great Eastern Highway-Kalgoorlie and Southern Cross-Passing lanes	Great Eastern Highway-Kalgoorlie and Southern Cross	29.98	29.98	-	0.13	0.07	0.07	-
Great Eastern Highway-Ferguson Street SLK 16.51 - 16.70-Intersection upgrade	Great Eastern Highway-Ferguson Street SLK 16.51 - 16.70	0.17	0.17	-	0.15	-	-	-
Great Eastern Highway-Orrong Road South-Intersection upgrade	Great Eastern Highway-Orrong Road South	3.82	3.82	-	0.25	-	3.50	-
Great Eastern Highway-Bulla Bulling-Reconstruction	Great Eastern Highway-Bulla Bulling	32.48	10.98	21.50	0.36	0.17	-	-
Great Eastern Highway-Bakers Hill-Townsite improvements-Stage 1	Great Eastern Highway-Bakers Hill-Townsite	3.22	3.22	-	0.90	-	-	-
Great Eastern Highway-Throssell Steet-Widen intersection and approaches	Great Eastern Highway-Throssell Steet	1.26	1.26	-	0.93	-	-	-
Great Eastern Highway-SLK 290 to 365-Widen and seal	Great Eastern Highway-SLK 290 to 365	3.50	3.50	-	3.50	-	-	-
Great Eastern Highway-SLK 569.1 to 588.6-Widen Seal	Great Eastern Highway-SLK 569.1 to 588.6	3.80	3.80	-	3.80	-	-	-
Great Eastern Highway-SLK 89 to 366-Lines, barriers and signs	Great Eastern Highway-SLK 89 to 366	22.09	22.09	-	6.79	10.42	-	-
Great Eastern Highway-Anzac Drive to Gatacre Street-Construct dual carriageway	Great Eastern Highway-Anzac Drive to Gatacre Street	14.00	14.00	-	11.44	2.00	-	-
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Great Eastern Highway-Bilgoman Road to Mundaring-Widen and seal shoulders	Great Eastern Highway-Bilgoman Road to Mundaring	34.60	19.94	14.66	14.42	-	-	-
Great Eastern Highway-Benruea Road-Remove vegetation and road side hazards	Great Eastern Highway-Benruea Road	0.13	-	0.13	0.13	-	-	-
<i>Subtotal project expenditure</i>		<i>149.05</i>	<i>112.77</i>	<i>36.28</i>	<i>42.79</i>	<i>12.66</i>	<i>3.58</i>	<i>-</i>
Other expenditure								
Maintenance					0.41	0.62	0.21	2.07
Minor works and other programs					0.38	3.45	3.29	3.49
<i>Subtotal other expenditure</i>					<i>0.79</i>	<i>4.07</i>	<i>3.50</i>	<i>5.56</i>
Total		149.05	112.77	36.28	43.58	16.73	7.08	5.56

Great Northern and Victoria Highways



Key statistics

- The Great Northern Highway links Perth to the State's northern Wyndham Port.
- In 2013-14 there were 2.1 million tonnes of cargo that passed through the Wyndham Port, mainly comprising of iron ore with smaller amounts of nickel concentrate, diesel, live cattle and crude oil.
- The Great Northern Highway provides vital access for the key industries of mining, agriculture and pastoral stations throughout the wheatbelt, mid-west, Pilbara and Kimberley.

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	268.20
2019–20 indicative	(\$m)	89.25
2020–21 indicative	(\$m)	52.00
2021–22 indicative	(\$m)	34.06
Total	(\$m)	443.50

Great Northern and Victoria Highways: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Great Northern Highway-Mulga Downs Station-Fencing	Great Northern Highway-Mulga Downs Station	0.02	0.02	-	0.02	-	-	-
Great Northern Highway-Mandora Station-Fencing	Great Northern Highway-Mandora Station	0.21	0.21	-	0.05	-	-	-
Great Northern Highway-Muchea to Wubin-Stage 2-Moore River	Great Northern Highway-Muchea to Wubin-Stage 2-Moore River	0.70	0.70	-	0.05	-	-	-
Great Northern Highway-East Pilbara-Extend parking bay	Great Northern Highway-East Pilbara	0.20	0.20	-	0.20	-	-	-
Great Northern Highway- SLK 254-67 to 296-61-Widen and seal	Great Northern Highway- SLK 254-67 to 296-61	0.20	0.20	-	0.20	-	-	-
Great Northern Highway-Rutland Road right turn pocket to Great Northern Highway left turn pocket to Rutland	Great Northern Highway-Rutland Road	0.48	0.48	-	0.32	-	-	-
Great Northern Highway-Batty Bog-Walebing-Upgrade	Great Northern Highway-Batty Bog-Walebing	65.64	13.95	51.68	0.41	-	-	-
Great Northern Highway-SLK 253.50 to 1152.30-Longitudinal road marking	Great Northern Highway-SLK 253.50 to 1152.30	4.72	0.97	3.75	0.48	0.49	0.50	0.51
Great Northern Highway-Cue Townsite-SLK 630.7-Rehabilitate pavement on dual carriageway	Great Northern Highway-Cue Townsite-SLK 630.7	0.81	0.81	-	0.81	-	-	-
Great Northern Highway-Pavement Rehabilitation-Concessional loading	Great Northern Highway-Ridges Mine Acc-Port Wyndham KMG P/L Ridges Iron Ore	2.00	2.00	-	0.85	-	-	-
<i>(continued)</i>								

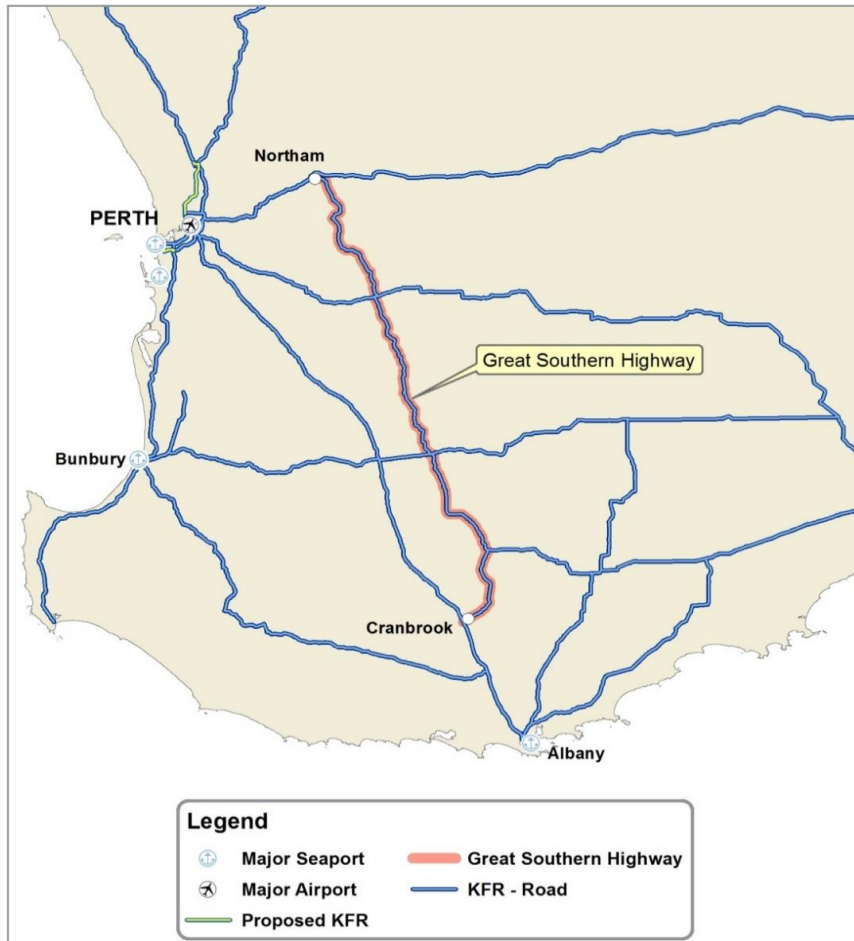
Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Great Northern Highway-Bridge 672 over Swan River-Substructure repairs	Great Northern Highway-Bridge 672 over Swan River	0.90	0.90	-	0.90	-	-	-
Great Northern Highway-Bindi Bindi to Lyons East Road-Upgrade	Great Northern Highway-Bindi Bindi to Lyons East Road	40.01	12.01	28.00	0.99	-	-	-
Great Northern Highway-SLK 2837 to 2846-Widen seal	Great Northern Highway-SLK 2837 to 2846	1.00	1.00	-	1.00	-	-	-
Great Northern Highway-SLK 669 to 675-Widen seal	Great Northern Highway-SLK 669 to 675	1.60	0.40	1.20	1.53	-	-	-
Great Northern Highway-SLK 675 to 688.6-Widen seal	Great Northern Highway-SLK 675 to 688.6	1.60	1.60	-	1.60	-	-	-
Great Northern Highway-Muchea to Wubin-Stage 2-Upgrade	Great Northern Highway-Muchea to Wubin-Stage 2	44.81 -	6.25	44.81	2.00	1.50	-	-
Great Northern Highway-Auski Road House to Quartz Quarry Road-SLK 1360 to 1600	Great Northern Highway-Auski Road House to Quartz Quarry Road-SLK 1360 to 1600	4.00	0.80	3.20	2.00	2.00	-	-
Great Northern Highway-Muchea Wubin-Stage 2-Bindoon Bypass North	Great Northern Highway-Muchea Wubin-Stage 2-Bindoon Bypass North	3.60	1.11	2.49	2.71	-	-	-
Great Northern Highway-Muchea Wubin-Stage 2-Wubin Milling Straight	Great Northern Highway-Muchea Wubin-Stage 2-Wubin Milling Straight	46.26	20.62	25.64	3.32	-	-	-
Great Northern Highway-Ord River to Turkey Creek-Section 1-Reconstruct and seal SLK 2922 to 2930	Great Northern Highway-Ord River to Turkey Creek-Section 1	15.64	3.10	12.54	6.77	8.57	-	-
(continued)								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Great Northern Highway-Muchea to Wubin-Stage 2-New Norcia Bypass	Great Northern Highway-Muchea to Wubin-Stage 2-New Norcia Bypass	29.40	7.43	21.97	8.16	-	-	-
Great Northern Highway-Muchea to Wubin-Stage 2-Walebing	Great Northern Highway-Muchea to Wubin-Stage 2-Walebing	18.50	2.19	16.31	10.23	4.33	-	-
Great Northern Highway-Muchea to Wubin-Stage 2-Bindoon	Great Northern Highway-Muchea to Wubin-Stage 2-Bindoon	19.00	2.76	16.24	15.56	-	-	-
Great Northern Highway-Muchea to Wubin-Stage 2-Dalwallinu to Wubin	Great Northern Highway-Muchea to Wubin-Stage 2-Dalwallinu to Wubin	28.12	12.11	16.01	16.14	7.70	-	-
Great Northern Highway-Bow River Bridge 817-Construct new bridge and approaches	Great Northern Highway-Bow River Bridge 817	38.50	7.71	30.79	17.84	7.00	6.47	-
Great Northern Highway-Muchea to Wubin-Stage 2-Pithara section	Great Northern Highway-Muchea to Wubin-Stage 2-Pithara section	35.43	-	35.43	20.28	2.35	-	-
Great Northern Highway-Muchea to Wubin-Stage 2-Miling Bypass section	Great Northern Highway-Muchea to Wubin-Stage 2-Miling Bypass section	36.69	2.79	33.90	22.90	2.19	-	-
Great Northern Highway-Muchea to Wubin-Stage 2-Muchea North section	Great Northern Highway-Muchea to Wubin-Stage 2-Muchea North section	55.95	22.66	33.29	26.43	8.44	4.50	-
Great Northern Highway-Upgrade-Wyndham Spur and Maggies Jump Up-Widen primerseal and seal	Great Northern Highway-Wyndham Spur and Maggies Jump Up	56.14	11.23	44.91	41.15	0.41	-	-
Great Northern Highway-SLK 311.20 to 1153.30-Install signs and lines	Great Northern Highway-SLK 311.20 to 1153.30	0.38	0.18	0.20	0.02	-	-	-
(continued)								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Great Northern Highway-SLK 1162.6 to 1894.30-Install new signs and lines	Great Northern Highway-SLK 1162.6 to 1894.30	0.32	0.10	0.22	0.05	-	-	-
Victoria Highway-SLK 36.1 to 52.3-Widen and seal shoulder	Victoria Highway-SLK 36.1 to 52.3	2.38	2.38	-	0.08	-	-	-
Victoria Highway-SLK 0 to 15-Widen and seal shoulder	Victoria Highway-SLK 0 to 15	3.20	3.20	-	3.20	-	-	-
Derby Highway-RAFF Curtin-Install new fence	Derby Highway-RAFF Curtin	0.29	0.29	-	0.03	-	-	-
Marble Bar Road-Coongan Gorge-Realignment	Marble Bar Road-Coongan Gorge-Realignment	55.35	11.77	43.58	31.95	13.84	5.23	0.60
Paraburdoo-Tom Price Road-SLK 127.6 to 129.9-Install barrier	Paraburdoo-Tom Price Road-SLK 127.6 to 129.9	0.28	0.28	-	0.28	-	-	-
Paraburdoo-Tom Price Road-SLK 98.1 to 103.6-Widening	Paraburdoo-Tom Price Road-SLK 98.1 to 103.6	1.23	1.23	-	1.23	-	-	-
Paraburdoo-Tom Price Road-West of Tom Price-SLK 0.0 to 130.8-Widen and seal shoulders	Paraburdoo-Tom Price Road-West of Tom Price-SLK 0.0 to 130.8	2.60	2.60	-	1.64	-	-	-
Paraburdoo-Tom Price Road-SLK 85 to 98.1-Widening	Paraburdoo-Tom Price Road-SLK 85 to 98.1	2.62	2.62	-	2.62	-	-	-
Paraburdoo-Tom Price Road-SLK 70.2 to 85-Widening	Paraburdoo-Tom Price Road-SLK 70.2 to 85	2.70	2.70	-	2.70	-	-	-
<i>Subtotal project expenditure</i>		<i>623.46</i>	<i>151.04</i>	<i>466.16</i>	<i>248.71</i>	<i>58.81</i>	<i>16.69</i>	<i>1.11</i>
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Other expenditure								
Maintenance					16.79	6.15	12.12	8.34
Minor works and other programs					2.70	24.29	23.19	24.61
<i>Subtotal other expenditure</i>					<i>19.49</i>	<i>30.44</i>	<i>35.31</i>	<i>32.95</i>
Total		623.46	151.04	466.16	268.20	89.25	52.00	34.06

Great Southern Highway



Key statistics

- The Great Southern Highway runs parallel with the Perth-Albany railway for its entire length.
- Many of the towns along this highway have prominent grain silos, and Narrogin, Wagin and Katanning have remained important population centres sustained by agriculture and its supporting industries.
- Approximately 17% of all vehicles using the Great Southern Highway are heavy vehicles.

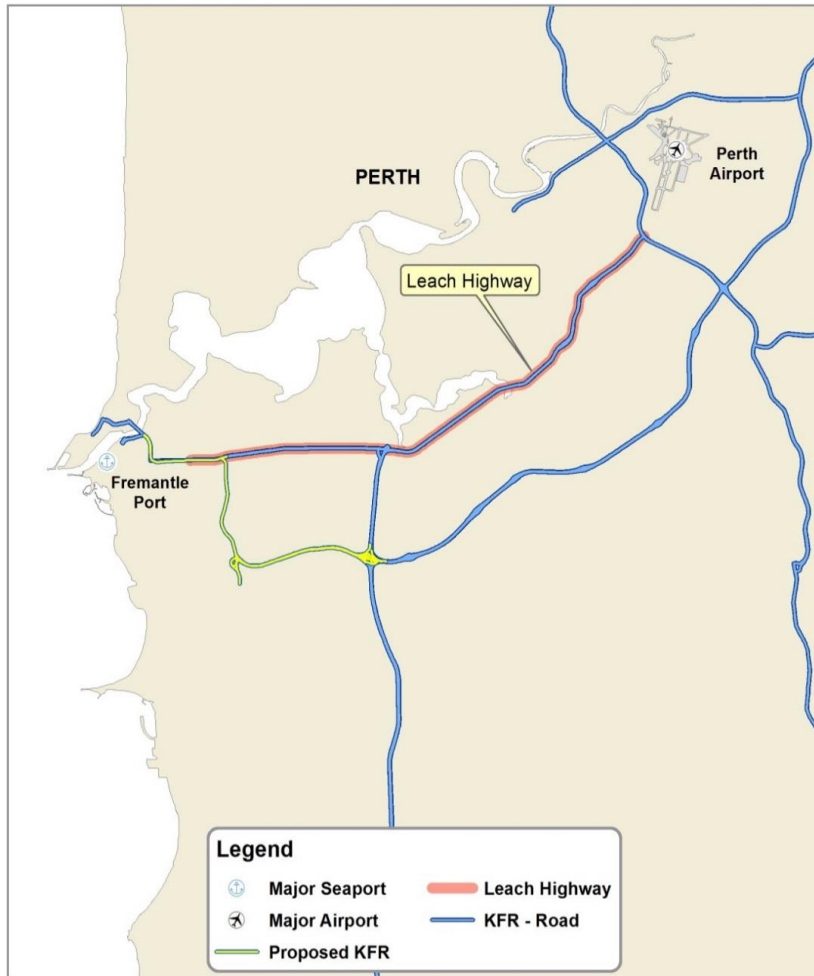
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	51.04
2019–20 indicative	(\$m)	68.88
2020–21 indicative	(\$m)	52.33
2021–22 indicative	(\$m)	59.00
Total	(\$m)	231.25

Great Southern Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Northam-Cranbrook Road-South Section-Construct Narrogin Link Rd	Northam-Cranbrook Road-South Section-Narrogin Link Rd	7.75	7.75	-	0.12	-	-	-
Northam-Cranbrook Road-North Section-Construct Narrogin Link Rd	Northam-Cranbrook Road-North Section-Construct Narrogin Link Rd	5.26	5.26	-	0.18	-	-	-
Northam Cranbrook Road-SLK 272.3 to 278-Widen and seal	Northam Cranbrook Road-SLK 272.3 to 278	2.50	0.50	2.00	2.50	-	-	-
<i>Subtotal project expenditure</i>		<i>15.51</i>	<i>13.51</i>	<i>2.00</i>	<i>2.79</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					48.02	66.82	50.36	56.91
Minor works and other programs					0.23	2.06	1.97	2.09
<i>Subtotal other expenditure</i>					<i>48.25</i>	<i>68.88</i>	<i>52.33</i>	<i>59.00</i>
Total		15.51	13.51	2.00	51.04	68.88	52.33	59.00

Leach Highway



Key statistics

- The Leach Highway links the Airport and industrial precinct of Kewdale in Perth to Fremantle.
- In 2015-16 there were 34.9 million tonnes of cargo that passed through the Fremantle Port.
- Fremantle Port imports and exports consist of mining equipment and commodities, oil and gas, motor vehicles, steel, machinery, consumables, agricultural products and chemical products.

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	12.87
2019–20 indicative	(\$m)	65.90
2020–21 indicative	(\$m)	63.35
2021–22 indicative	(\$m)	6.42
Total	(\$m)	148.54

Leach Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Leach Highway-Norma Road-Upgrade Intersection	Leach Highway-Norma Road	0.82	0.82	-	0.13	-	-	-
Leach Highway-Shelley Bridge 931 over Canning River-Substructure repairs	Leach Highway-Shelley Bridge 931 over Canning River-Substructure repairs	0.50	0.50	-	0.50	-	-	-
Leach Highway-Manning Road-Intersection upgrade	Leach Highway-Manning Road-Intersection upgrade	10.10	10.10	-	1.00	4.25	4.75	-
Leach Highway Upgrade-High Street to Carrington Street-Stirling Hwy	Leach Highway Upgrade-High Street to Carrington Street-Stirling Hwy	120.29	46.66	73.63	7.76	55.00	55.00	-
<i>Subtotal project expenditure</i>		<i>131.71</i>	<i>58.08</i>	<i>73.63</i>	<i>9.39</i>	<i>59.25</i>	<i>59.75</i>	<i>-</i>
Other expenditure								
Maintenance					3.47	6.52	3.47	6.29
Minor works and other programs					0.01	0.13	0.13	0.13
<i>Subtotal other expenditure</i>					<i>3.48</i>	<i>6.65</i>	<i>3.60</i>	<i>6.42</i>
Total		131.71	58.08	73.63	12.87	65.90	63.35	6.42

North West Coastal Highway



Key statistics

- The North West Coastal Highway links the City of Geraldton to the town of Port Hedland.
- The Highway supports the agricultural, pastoral, fishing, tourism industries as well as mining and offshore oil and gas production.
- The amount of Heavy Vehicles varies along the North West Coastal Highway, ranging from 10% to 45% of traffic.

Overview of Expenditure and Investment

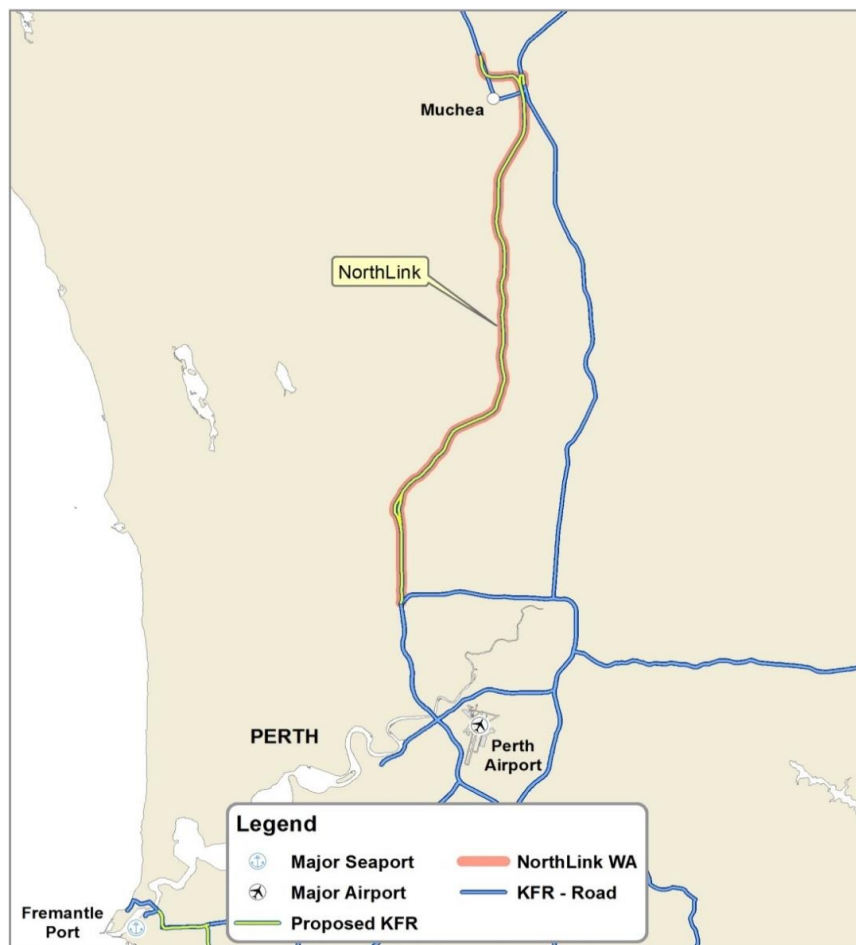
2018–19 budgeted	(\$m)	32.28
2019–20 indicative	(\$m)	28.94
2020–21 indicative	(\$m)	9.48
2021–22 indicative	(\$m)	12.27
Total	(\$m)	82.96

North West Coastal Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
North West Coastal Highway- Minilya to Barradale Stage 2- Mia Mia to Barradale-Widen seal	North West Coastal Highway-Minilya to Barradale Stage 2-Mia Mia to Barradale	75.05	20.00	55.05	0.01	0.06	0.03	2.18
North West Coastal Highway-Eastward Road Intersection-Upgrade	North West Coastal Highway-Eastward Road Intersection	0.71	0.71	-	0.03	-	-	-
North West Coastal Highway-SLK 612-62 - 620-Carnarvon audio tactile edge lining	North West Coastal Highway-SLK 612-62 - 620	0.04	0.04	-	0.04	-	-	-
North West Coastal Highway-Bowes River-Bridge 0799-Bridge works	21114749 Bridge Works-Bridge 0799-Bowes River on NWCH-Upgrade approach slabs;	0.05	0.05	-	0.05	-	-	-
North West Coastal Highway-SLK 316 to 322-Overtaking lanes	North West Coastal Highway-SLK 316 to 322-Overtaking lanes	0.59	0.59	-	0.13	-	-	-
North West Coastal Highway-Karratha to Roebourne-Construct two passing lanes	North West Coastal Highway-Karratha to Roebourne	2.15	0.43	1.72	0.15	2.00	-	-
North West Coastal Highway-Yule River Bridge 856 - Bridge Bearing Replacement	21114991 NWCH (H007) - Yule River Bridge 856 - Bridge Bearing Replacement	0.16	0.16	-	0.16	-	-	-
North West Coastal Highway; Blowholes and Burkett Road Intersections-Install solar lights	North West Coastal Highway; Blowholes and Burkett Road Intersections	0.26	0.26	-	0.20	-	-	-
North West Coastal Highway-SLK 473.4-Carnarvon ablution block at Road train assembly area	North West Coastal Highway-SLK 473.4	0.20	0.20	-	0.20	-	-	-
(continued)								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
North West Coastal Highway-SLK 122.00 to 127.00-Widening	North West Coastal Highway-SLK 122.00 to 127.00	3.20	3.20	-	1.05	-	-	-
North West Coastal Highway-Hosken Street-Intersection upgrade works	North West Coastal Highway-Hosken Street	3.72	3.72	-	1.27	-	-	-
North West Coastal Highway-SLK 0.2 to 728.8-Fencing and signage-various locations	North West Coastal Highway-SLK 0.2 to 728.8	0.68	0.68	-	0.10	-	-	-
Onslow Road-SLK 0 to 75-Upgrade	Onslow Road-SLK 0 to 75	48.76	48.20	-	25.34	16.87	-	-
<i>Subtotal project expenditure</i>		<i>135.57</i>	<i>78.23</i>	<i>56.77</i>	<i>28.73</i>	<i>18.94</i>	<i>0.03</i>	<i>2.18</i>
Other expenditure								
Maintenance					2.63	1.73	1.56	1.72
Minor works and other programs					0.92	8.27	7.89	8.37
<i>Subtotal other expenditure</i>					<i>3.55</i>	<i>10.00</i>	<i>9.45</i>	<i>10.09</i>
Total		135.57	78.23	56.77	32.28	28.94	9.48	12.27

NorthLink



Key statistics

- Northlink will provide access for freight vehicles currently using the Reid and Great Northern Highways between Tonkin Highway and Muchea.
- Northlink is a vital component of a wider series of improvements to the Perth-Darwin National Highway.
- Current Reid Highway annual tonnage 2014: 4.5 mT
- Current Great Northern Highway annual tonnage 2014 (between Reid Highway and Muchea): 1.29 mT

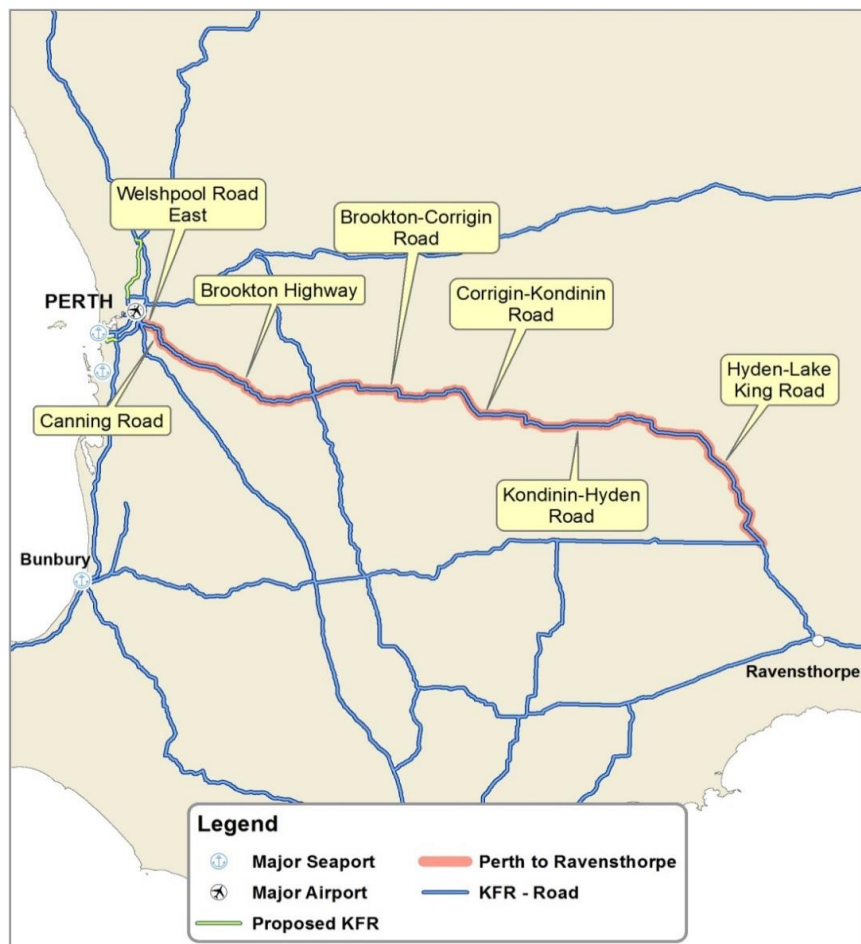
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	282.64
2019–20 indicative	(\$m)	134.11
2020–21 indicative	(\$m)	16.40
2021–22 indicative	(\$m)	30.45
Total	(\$m)	463.61

NorthLink: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Northlink-Swan Valley Bypass-Reid Highway to Marella Road-Section 2	Northlink-Swan Valley Bypass-Reid Highway to Marella Road-Section 2	514.83	83.04	431.79	147.28	60.81	0.89	-
Northlink-Tonkin Highway-Morley Drive-Grade separation-Section 1	Northlink-Tonkin Highway-Morley Drive	231.20	46.20	185.00	37.90	0.78	0.40	0.41
Northlink-Swan Valley Bypass-Marella Road to Muchea-Section 3	Northlink-Swan Valley Bypass-Marella Road to Muchea	272.87	94.06	178.81	79.82	53.52	3.12	1.00
<i>Subtotal project expenditure</i>		<i>1,018.90</i>	<i>223.30</i>	<i>795.60</i>	<i>265.00</i>	<i>115.11</i>	<i>4.41</i>	<i>1.41</i>
Other expenditure								
Maintenance					17.62	18.79	11.79	28.83
Minor works and other programs					0.02	0.21	0.20	0.21
<i>Subtotal other expenditure</i>					<i>17.64</i>	<i>19.00</i>	<i>11.99</i>	<i>29.04</i>
Total		1,018.90	223.30	795.60	282.64	134.11	16.40	30.45

Perth to Ravensthorpe



Key statistics

- Ravensthorpe is principally a cropping and livestock area, with some mining activity.
- Approximately 30% of all vehicles using Brookton Highway are heavy vehicles (around 350 heavy vehicles per day).
- Brookton Highway is the name of the Highway that runs from Perth to Ravensthorpe. However the common usage names below help to identify the relevant sections of the route and their tonnages:
- Newdegate-Ravensthorpe Road annual tonnage 2014: 0.47 mT
- Hyden-Lake King Road annual tonnage 2014: 0.3 mT
- Corrigin-Kondinin Road annual tonnage 2014: 0.87 mT
- Kondinin-Hyden Road annual tonnage 2014: 0.5 mT
- Brookton-Corrigin Road annual tonnage 2014: 1.4 mT

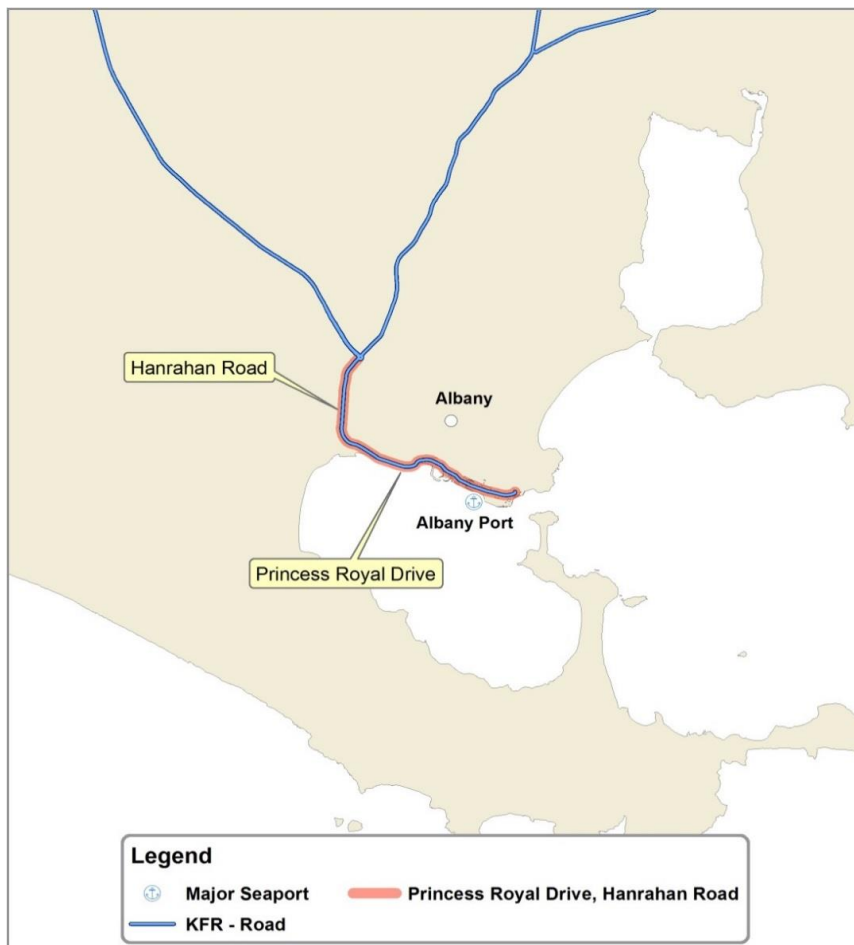
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	21.23
2019–20 indicative	(\$m)	8.87
2020–21 indicative	(\$m)	13.09
2021–22 indicative	(\$m)	8.05
Total	(\$m)	51.24

Perth to Ravensthorpe: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Welshpool Road-Oats Steet SLK 2.30-2.57-Intersection modifications	Welshpool Road-Oats Steet SLK 2.30-2.57	0.06	0.06	-	0.05	-	-	-
Welshpool Road-Francisco Street-Intersection upgrade	Welshpool Road-Francisco Street	0.10	0.10	-	0.10	-	-	-
Welshpool Road East-Bruce Road-Brook Road-Kalamunda-Upgrade Intersection	Welshpool Road East-Bruce Road-Brook Road-Kalamunda	0.21	0.21	-	0.21	-	-	-
Welshpool Road-McDowell Street-Intersection upgrade	Welshpool Road-McDowell Street	0.30	0.30	-	0.28	-	-	-
Welshpool Road-Francisco Street and Francisco Place-Remove right turn filter	Welshpool Road-Francisco Street and Francisco Place	3.00	3.00	-	2.84	-	-	-
<i>Subtotal project expenditure</i>		<i>3.68</i>	<i>3.68</i>	<i>-</i>	<i>3.47</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					17.44	5.96	10.31	5.10
Minor works and other programs					0.32	2.91	2.78	2.95
<i>Subtotal other expenditure</i>					<i>17.76</i>	<i>8.87</i>	<i>13.09</i>	<i>8.05</i>
Total		3.68	3.68	-	21.23	8.87	13.09	8.05

Princess Royal Drive and Hanrahan Road



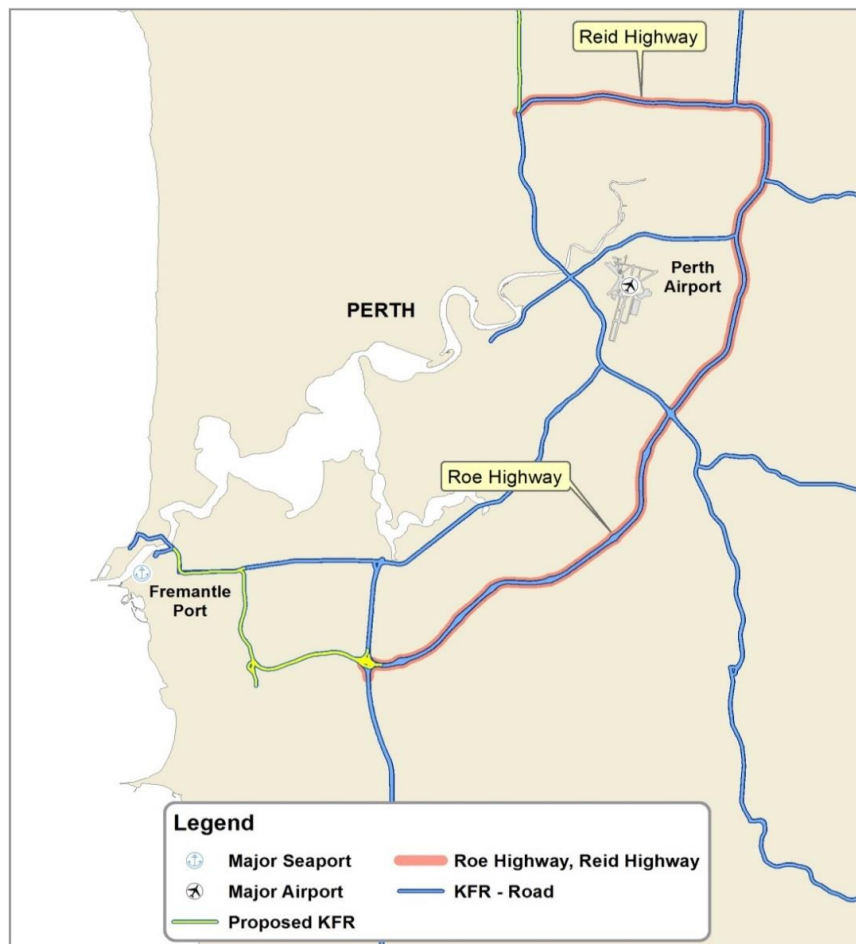
Key statistics

- Albany Port Road is a local road beginning from Chester Pass Rotary to the Albany Port.
- Albany Port road annual tonnage 2014: 2.3 mT

Overview of Expenditure and Investment

	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Maintenance	4.74	4.54	18.14	5.35
Minor works and other programs	-	-	-	-
Total	4.74	4.54	18.14	5.35

Roe and Reid Highways



Key statistics

- Reid Highway and Roe Highway form the Metropolitan Strategic Outer Ring Road that provides access to major north/south routes in the metropolitan region.
- Heavy vehicles use the Roe Highway to transport freight to and from Fremantle Port between the industrial area of Kewdale and Reid Highway provides heavy vehicle connection further north of Perth towards Middle Swan.
- The amount of heavy vehicles varies along Roe Highway, ranging from 13% to 17% of traffic (2,050-4,300 Heavy Vehicles per day).
- The amount of heavy vehicles varies along Reid Highway, ranging from 5% to 10% of traffic (570-2,500 heavy vehicles per day).

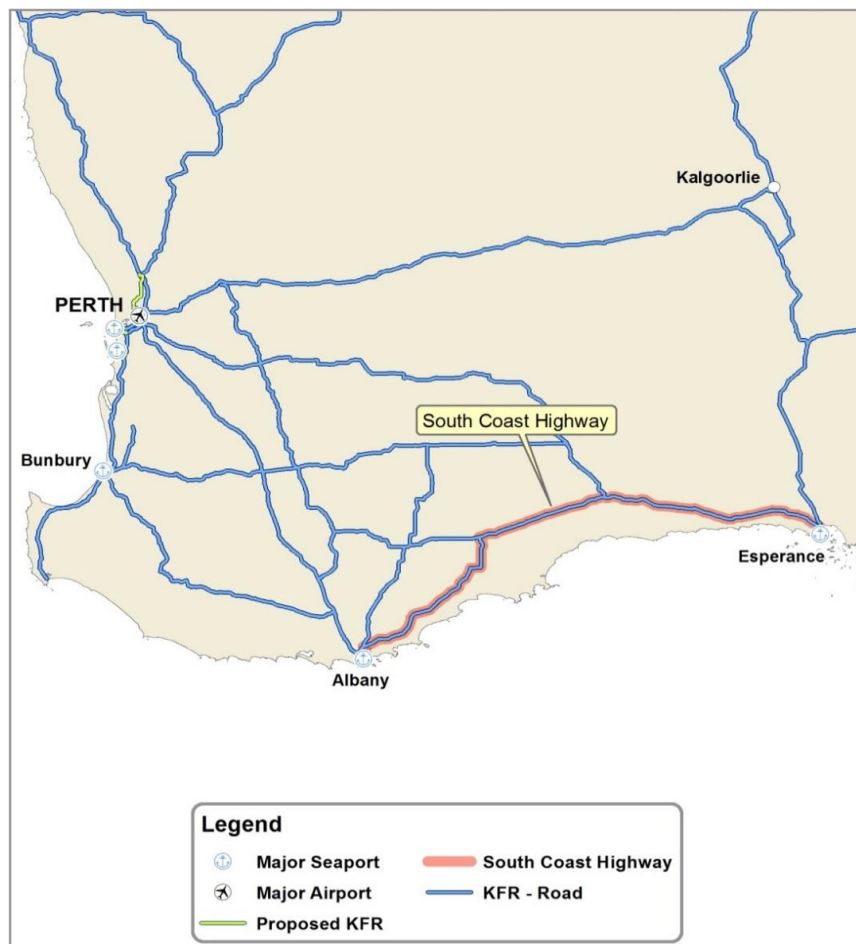
Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	56.19
2019–20 indicative	(\$m)	95.43
2020–21 indicative	(\$m)	36.65
2021–22 indicative	(\$m)	12.05
Total	(\$m)	200.32

Roe and Reid Highways: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Roe Highway-Bridge 1146 over rail-Deck drainage and expansion joint replacement	Roe Highway-Bridge 1146 over rail	0.40	0.40	-	0.40	-	-	-
Roe Highway-Berkshire Road-Grade separation	Roe Highway-Berkshire Road	53.07	17.11	35.96	1.22	-	-	-
Roe Highway-Kalamunda Road-Interchange	Roe Highway-Kalamunda Road	86.00	17.20	68.80	3.62	61.97	18.30	-
Northwood Drive Bridge 1339 over Reid Highway-Repair protective screen	Northwood Drive Bridge 1339 over Reid Highway	0.17	0.17	-	0.12	-	-	-
Reid Highway-Malaga Drive-Interchange	Reid Highway-Malaga Drive	32.70	3.34	29.35	0.49	-	-	-
Reid Highway-(Noranda) SLK 13.8-Investigate and works for access to Lightning Park	Reid Highway-(Noranda) SLK 13.8-Lightning Park	3.00	3.00	-	3.00	-	-	-
Reid Highway-Altone Road to West Swan Road-Duplication	Reid Highway-Altone Road to West Swan Road	70.00	14.00	56.00	37.30	22.50	7.50	-
Reid Highway-Dutton Crescent-SLK 3.2 to 3.3-Noise wall	Reid Highway-Dutton Crescent-SLK 3.2 to 3.3	0.40	0.40	-	0.40	-	-	-
<i>Subtotal project expenditure</i>		<i>245.74</i>	<i>55.63</i>	<i>190.11</i>	<i>46.55</i>	<i>84.47</i>	<i>25.80</i>	<i>-</i>
Other expenditure								
Maintenance					9.60	10.62	10.52	11.70
Minor works and other programs					0.04	0.34	0.33	0.35
<i>Subtotal other expenditure</i>					<i>9.64</i>	<i>10.96</i>	<i>10.85</i>	<i>12.05</i>
Total		245.74	55.63	190.11	56.19	95.43	36.65	12.05

South Coast Highway



Key statistics

- The South Coast Highway runs between Albany and Esperance.
- The highway is used to transport freight including timber, grain, silica sands and nickel between Albany and Esperance and the respective Ports.
- In 2013-14 there were 2.9 million tonnes of grain and 1.4 million tonnes of wood that passed through the Albany Port.
- In 2013-14 there were 14 million tonnes of cargo that passed through the Esperance Port, consisting largely of Alumina (10 million tonnes) and woodchips (1.5 million tonnes).
- The amount of heavy vehicles varies along the South Coast Highway, ranging from 16% to 30% of traffic (110-530 heavy vehicles per day).
- South Coast Highway annual tonnage 2014:
- Between Albany Port road and Albany Lake Grace Road: 3.6 mT
- Between Albany Lake Grace Road and Ravensthorpe-Hopetoun Road: 0.6 mT
- Between Ravensthorpe-Hopetoun Road and Coolgardie-Esperance Highway: 1.5 mT

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	22.42
2019–20 indicative	(\$m)	45.45
2020–21 indicative	(\$m)	19.76
2021–22 indicative	(\$m)	18.02
Total	(\$m)	105.65

South Coast Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
South Coast Highway- SLK: 455-Maintenance-Gravel pavement overlay	South Coast Highway- SLK: 455	36.05	36.05	-	-	7.73	7.85	7.97
South Coast Highway-West of Esperance SLK 455.3 to 466.7-Widen, seal shoulders and audible edge lines	South Coast Highway-West of Esperance SLK 455.3 to 466.7	2.72	2.72	-	0.02	-	-	-
South Coast Highway-Dalyup River Bridge 997-Improvement	South Coast Highway-Dalyup River Bridge 997	0.29	0.29	-	0.12	-	-	-
South Coast Highway-Henry Steet to Willyung Road-Seal and widen formation	South Coast Highway-Henry Steet to Willyung Road	2.08	2.08	-	0.13	-	-	-
South Coast Highway-Napier Road-Realign and upgrade intersection	South Coast Highway-Napier Road	1.45	-	1.45	0.18	-	-	-
South Coast Highway-Bridge 0568 over Oldfield River-Repair	South Coast Highway-Bridge 0568 over Oldfield River	0.73	0.73	-	0.22	-	-	-
South Coast Highway-Esperance SLK 390.4 to 390.5-Intersection improvement	South Coast Highway-Esperance SLK 390.4 to 390.5	0.65	0.65	-	0.65	-	-	-
South Coast Highway-Cheynes to Kojaneerup	South Coast Highway-Cheynes to Kojaneerup	25.40	25.40	-	0.78	24.00	-	-
South Coast Highway-Bridge 569 over Munglinup River-Refurbishment	South Coast Highway-Bridge 569 over Munglinup River	0.80	0.80	-	0.80	-	-	-
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
South Coast Highway-Bridge 563 over Fitzgerald River-Replacement	South Coast Highway-Bridge 563 over Fitzgerald River	0.90	0.90	-	0.90	-	-	-
South Coast Highway-Mead Road to Kalgan townsit-Reconstruction and overlay	South Coast Highway-Mead Road to Kalgan townsit	5.20	5.20	-	5.00	-	-	-
<i>Subtotal project expenditure</i>		<i>76.28</i>	<i>74.83</i>	<i>1.45</i>	<i>8.80</i>	<i>31.73</i>	<i>7.85</i>	<i>7.97</i>
Other expenditure								
Maintenance					13.31	10.96	9.27	7.25
Minor works and other programs					0.31	2.76	2.64	2.80
<i>Subtotal other expenditure</i>					<i>13.62</i>	<i>13.72</i>	<i>11.91</i>	<i>10.05</i>
Total		76.28	74.83	1.45	22.42	45.45	19.76	18.02

South Western and Muirs Highways



Key statistics

- The South Western Highway and Muirs Highway connect Bunbury to Mount Barker.
- The route forms part of a major service route for alumina works at Pinjarra and further south at Wagerup and is also used to transport minerals, timber and agricultural produce in the area.
- Approximately 10-17% of all vehicles using the South Western Highway are heavy vehicles (500-1,000 heavy vehicles per day).
- Approximately 12-20% of all vehicles using Muirs Highway are heavy vehicles (around 30-140 heavy vehicles per day).
- South Western Highway annual tonnage 2014:
 - Between Tyler Road and Coalfields Highway: 1.5 mT
 - Between Coalfields Highway and Marmion Street: 4.0 mT
 - Between Marmion Street and Bridgetown Boyup Brook: 2.8 mT
 - Between Bridgetown Boyup Brook and Muir: 1.9 mT
- Muirs Highway annual tonnage 2014: 0.27 mT

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	17.08
2019–20 indicative	(\$m)	10.36
2020–21 indicative	(\$m)	5.36
2021–22 indicative	(\$m)	5.78
Total	(\$m)	38.57

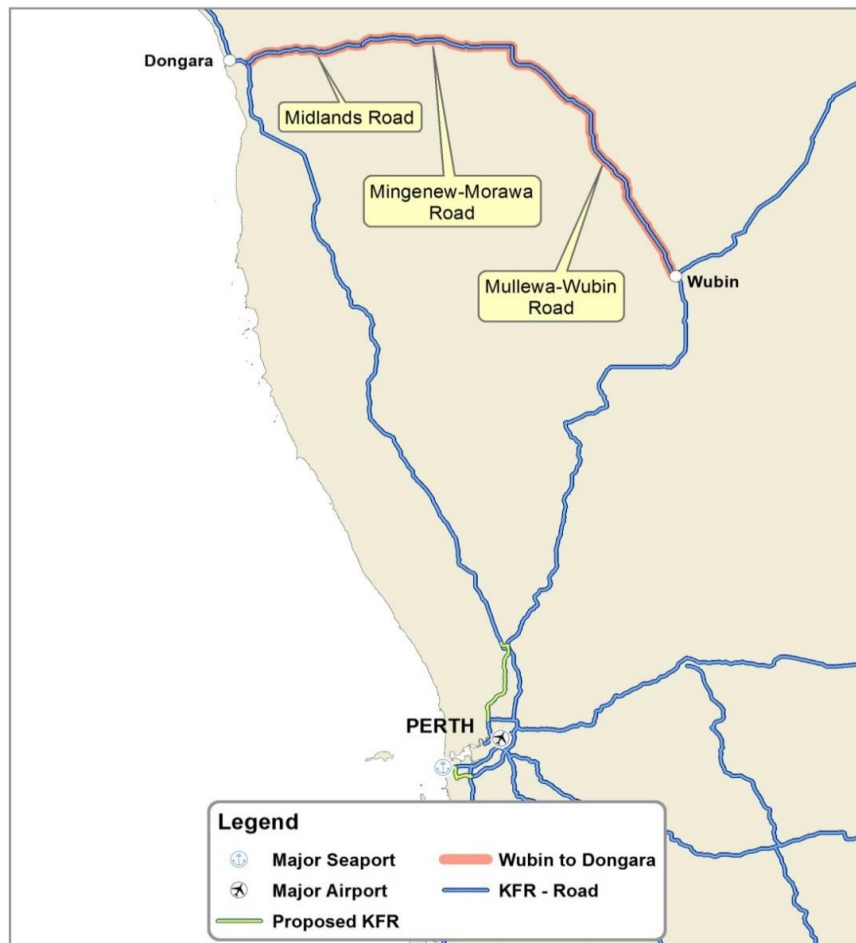
South Western and Muirs Highways: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
South Western Highway-Bridgetown Northern approach-Pavement rehabilitation	South Western Highway-Bridgetown Northern approach	1.38	1.38	-	-	0.33	0.33	0.34
South Western Highway-Balingup South Stage 2-Padbury-Intersection improvements	South Western Highway-Balingup South Stage 2-Padbury	2.94	2.94	-	0.04	-	-	-
South Western Highway-Yornup North SLK 253 to 255.03-Construct passing lane	South Western Highway-Yornup North SLK 253 to 255.03	0.05	0.05	-	0.05	-	-	-
South Western Highway-SLK 261.62 to 263.46-Construct passing lane	South Western Highway-SLK 261.62 to 263.46-Construct passing lane	0.05	0.05	-	0.05	-	-	-
South Western Highway-Greenbushes to Bunb Port-Concessional loading	South Western Highway-Greenbushes to Bunb Port	0.33	0.33	-	0.05	-	-	-
South Western Highway-Kirup Cundinup-Extend existing climbing lane	South Western Highway-Kirup Cundinup	1.63	1.63	-	0.10	-	-	-
South Western Highway-SLK 106.3 to 107.6-Construct southbound passing lane	South Western Highway-SLK 106.3 to 107.6	0.12	0.12	-	0.12	-	-	-
South Western Highway and Vittoria Road-Construct roundabout	South Western Highway and Vittoria Road	0.30	0.30	-	0.30	-	-	-
South Western Highway-SLK 463.6 to 464-Denmark-Standardise lane width and kerbing	South Western Highway-SLK 463.6 to 464-Denmark	0.30	0.30	-	0.30	-	-	-
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
South Western Highway-Newlands South Stage 2-Freds Hollow-Improve curve, sag and widen	South Western Highway-Newlands South Stage 2-Freds Hollow	2.00	2.00	-	0.37	-	-	-
South Western Highway-Denmark to Albany-Wirrell Way to Timewell Road	South Western Highway-Denmark to Albany-Wirrell Way to Timewell Road	0.42	0.42	-	0.42	-	-	-
South Western Highway-Newlands South-Widen and seal shoulders	South Western Highway-Newlands South-Widen and seal shoulders	1.50	1.50	-	0.45	-	-	-
South Western Highway-Lower Denmark Road Intersection SLK 480 to 482	South Western Highway-Lower Denmark Road Intersection SLK 480 to 482	0.45	0.45	-	0.45	-	-	-
South Western Highway-SLK 304.3 to 328.9 Middleton North-Widen	South Western Highway-SLK 304.3 to 328.9 Middleton North	0.45	0.45	-	0.45	-	-	-
South Western Highway-SLK 368.4 to 389.3-Widen and seal shoulders	South Western Highway-SLK 368.4 to 389.3	9.87	9.87	-	0.47	-	-	-
South Western Highway-SLK 100.2 to 101.6-Construct northbound passing lane	South Western Highway-SLK 100.2 to 101.6	0.48	0.48	-	0.48	-	-	-
South Western Highway-Harvey to Wokalup-Widening batters vegetation	South Western Highway-Harvey to Wokalup	0.52	0.52	-	0.52	-	-	-
South Western Highway-SLK 277.5 to 277.9 Perup-Graphite interscection-Upgrade	South Western Highway-SLK 277.5 to 277.9 Perup-Graphite interscection	0.70	0.70	-	0.70	-	-	-
South Western Highway-Thompson Hill-Construct, align seal shoulders and north bound climbing lane	South Western Highway-Thompson Hill	6.50	6.50	-	1.10	5.00	0.15	-
(continued)								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
South Western Highway-SLK 85 to 96-Widening	South Western Highway-SLK 85 to 96	2.05	2.05	-	1.56	-	-	-
South Western Highway-SLK 85 to 96-Widening	South Western Highway-SLK 85 to 96	2.00	0.40	1.60	2.00	-	-	-
South Western Highway-SLK 115.7 to 130.7-Widen	South Western Highway-SLK 115.7 to 130.7	2.40	2.40	-	2.40	-	-	-
South Western Highway-Balingup South Stage 3-Padbury-Reconstruct and widen	South Western Highway-Balingup South Stage 3-Padbury	3.05	3.05	-	2.47	0.15	-	-
Muir Highway-Wilgarup-SLK 27.5 to 28.1-Curve widening	Muir Highway-Wilgarup-SLK 27.5 to 28.1	0.05	0.05	-	0.05	-	-	-
Muir Highway-Bridge 0493 over Perup River (Deeside)-Repair	Muir Highway-Bridge 0493 over Perup River (Deeside)	0.20	0.20	-	0.20	-	-	-
Muir Highway-SLK 0.8 to 6.3-Widen	Muir Highway-SLK 0.8 to 6.3	2.19	2.19	-	0.23	-	-	-
Muir Highway-Bridge 503A over Hay River-Bridge repairs and maintenance	Muir Highway-Bridge 503A over Hay River	0.58	0.58	-	0.58	-	-	-
<i>Subtotal project expenditure</i>		<i>42.52</i>	<i>40.92</i>	<i>1.60</i>	<i>15.91</i>	<i>5.48</i>	<i>0.48</i>	<i>0.34</i>
Other expenditure								
Maintenance					0.73	0.95	1.13	1.46
Minor works and other programs					0.44	3.93	3.75	3.98
<i>Subtotal other expenditure</i>					<i>1.17</i>	<i>4.88</i>	<i>4.88</i>	<i>5.44</i>
Total		42.52	40.92	1.60	17.08	10.36	5.36	5.78

Wubin to Dongara



Key statistics

- The route from Wubin to Dongara links the Great Northern Highway at Wubin with the Brand Highway at Dongara.
- A number of small towns and grain bins are situated on the road, including the towns of Perenjori and Morawa.
- Approximately 29% of all vehicles using Mingenew-Morawa road are heavy vehicles (around 100 heavy vehicles per day).
- Mingenew-Morawa Road annual tonnage 2014: 3.4 mT
- Mullewa-Wubin Road annual tonnage 2014: 0.25 mT

Overview of Expenditure and Investment

2018–19 budgeted	(\$m)	2.85
2019–20 indicative	(\$m)	8.11
2020–21 indicative	(\$m)	6.22
2021–22 indicative	(\$m)	4.28
Total	(\$m)	21.46

Wubin to Dongara: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2018-19 Budgeted all funding sources (\$m)	2019-20 Indicative all funding sources (\$m)	2020-21 Indicative all funding sources (\$m)	2021-22 Indicative all funding sources (\$m)
Midlands Road-Bridge 792 SLK 165.41-Bridge replacement	Midlands Road-Bridge 792 SLK 165.41	2.45	2.45	-	0.02	-	-	-
Midlands RoadSLK 51.19- Provide Truck Rest Area	Midlands Road-SLK 51.19	0.42	0.21	0.21	0.05	-	-	-
Midlands Road-Mingenew-Bridges 0793 and 0794- Bridge works	Midlands Road-Mingenew-Bridges 0793 and 0794	0.30	0.30	-	0.30	-	-	-
<i>Subtotal project expenditure</i>		<i>3.18</i>	<i>2.97</i>	<i>0.21</i>	<i>0.37</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					2.13	4.95	3.21	1.08
Minor works and other programs					0.35	3.16	3.01	3.20
<i>Subtotal other expenditure</i>					<i>2.48</i>	<i>8.11</i>	<i>6.22</i>	<i>4.28</i>
Total		3.18	2.97	0.21	2.85	8.11	6.22	4.28