

Key Freight Routes

Road Expenditure and Investment Plans
2015–16 to 2018–19

Western Australia

DRAFT - document to be finalised



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.

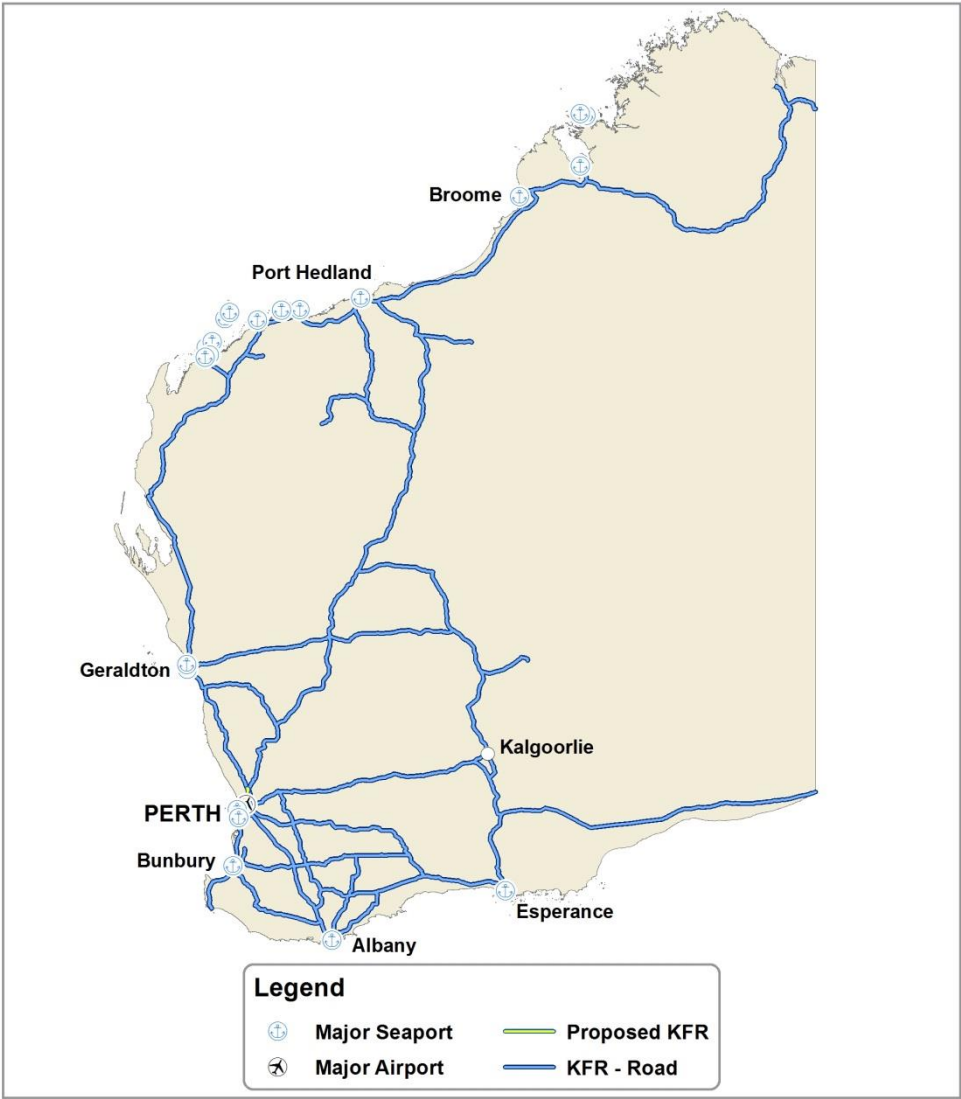
Disclaimer

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.

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Western Australia: Key Freight Route Roads



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.
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Overview of Expenditure and Investment

2015–16 approved	(\$m)	802.82
2016–17 indicative	(\$m)	1129.19
2017–18 indicative	(\$m)	1066.05
2018–19 indicative	(\$m)	786.48
Total	(\$m)	3784.55

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)
Albany and Tonkin Highways	20.83	20.74	4.23	6.52	52.32
Brand Highway	4.61	3.08	3.66	2.46	13.80
Broomehill-Gnowangerup and Gnowangerup-Jerramungup Roads	1.03	1.87	2.20	2.11	7.21
Bunbury to Newdegate	9.49	1.83	3.56	0.95	15.83
Bussell Highway to Perth	97.44	69.65	8.19	9.20	184.48
Chester Pass and Pingrup-Lake Grace Roads	1.49	4.43	0.59	2.89	9.40
Coolgardie-Esperance Highway	4.06	3.92	4.98	3.99	16.95
Dampier Highway	0.50	0.50	0.50	0.50	2.00
Eyre Highway	7.91	7.62	9.68	7.75	32.96
Geraldton to Leinster	5.12	4.52	4.45	4.90	18.99
Goldfields Highway and Laverton-Leonora Road	11.85	8.38	10.66	8.53	39.42
Great Eastern Highway	44.29	35.23	31.66	34.73	145.91
Great Northern and Victoria Highways	195.61	164.14	135.93	58.35	554.03
Great Southern Highway	3.06	3.35	30.46	1.41	38.28
Leach Highway	2.90	2.02	3.34	1.07	9.33
North West Coastal Highway	80.82	39.11	129.30	30.98	280.21
NorthLink	38.95	234.09	140.60	88.65	502.29
Perth Freight Link	145.56	444.28	513.15	471.43	1574.42
Perth to Ravensthorpe	8.23	4.25	7.34	2.96	22.78
Princess Royal Drive and Hanrahan Road	-	-	-	-	-
Roe and Reid Highways	79.21	63.42	2.12	3.14	147.89

(Continued)

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)
South Coast Highway	1.85	0.07	0.25	0.04	2.21
South Western and Muirs Highways	18.89	8.40	10.23	25.25	62.77
Wubin to Dongara	3.42	2.39	3.09	5.42	14.32
Total	787.12	1127.29	1060.17	773.23	3747.80

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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

2015–16 approved	(\$m)	20.83
2016–17 indicative	(\$m)	20.74
2017–18 indicative	(\$m)	4.23
2018–19 indicative	(\$m)	6.52
Total	(\$m)	52.32

Albany and Tonkin Highways: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Albany Highway Passing Lanes	240 to 356 SLK	Construct passing lanes	22.10	22.10	-	10.85	6.13	-	-
Albany Highway Passing Lanes	377.7 to 380.1 SLK	Construct passing lanes	0.25	0.25	-	0.25	-	-	-
Tonkin Highway - Gateway Project	0 to 16 SLK	Gateway - congestion management and freight efficiency upgrade	973.34	817.00	156.34	-	-	-	-
Tonkin Highway - Revegetation	26.52 to 44.03 SLK	Mills Road to Thomas Road revegetation	0.42	0.42	-	0.42	-	-	-
Tonkin Highway / Gosnells Road West (City of Gosnells)	24.47 SLK	Install traffic signals at intersection	1.41	1.41	-	1.41	-	-	-
Albany Highway - Norrish Road to Kojonup	242.5- 252.9 SLK	Isolated pavement reconstruction and geometric improvements; seal 2 x 3.5m lanes and 2 x 1.0m sealed, and 2 x 1.0m unsealed shoulders	2.40	2.40	-	2.40	-	-	-
Albany Highway / Collie-Lake King Road (Arthur River)	196.3-197.8 SLK	Improve road geometry; improve overtaking opportunity; upgrade intersection with Collie-Lake King Road	0.10	0.10	-	0.10	-	-	-

(Continued)

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Albany Highway / Kooyong Avenue (City of Albany)	401.27 SLK	Install passing bulge on Albany Highway and widen large multi barrel culvert to suit	0.45	0.45	-	0.45	-	-	-
<i>Subtotal project expenditure</i>			<i>1,000.47</i>	<i>844.13</i>	<i>156.34</i>	<i>15.88</i>	<i>6.13</i>	<i>-</i>	<i>-</i>
Construction			-	-	-	-	-	-	-
Maintenance			30.32	30.32	-	4.95	14.61	4.23	6.52
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>30.32</i>	<i>30.32</i>	<i>-</i>	<i>4.95</i>	<i>14.61</i>	<i>4.23</i>	<i>6.52</i>
Total			1,030.79	874.45	156.34	20.83	20.74	4.23	6.52

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).

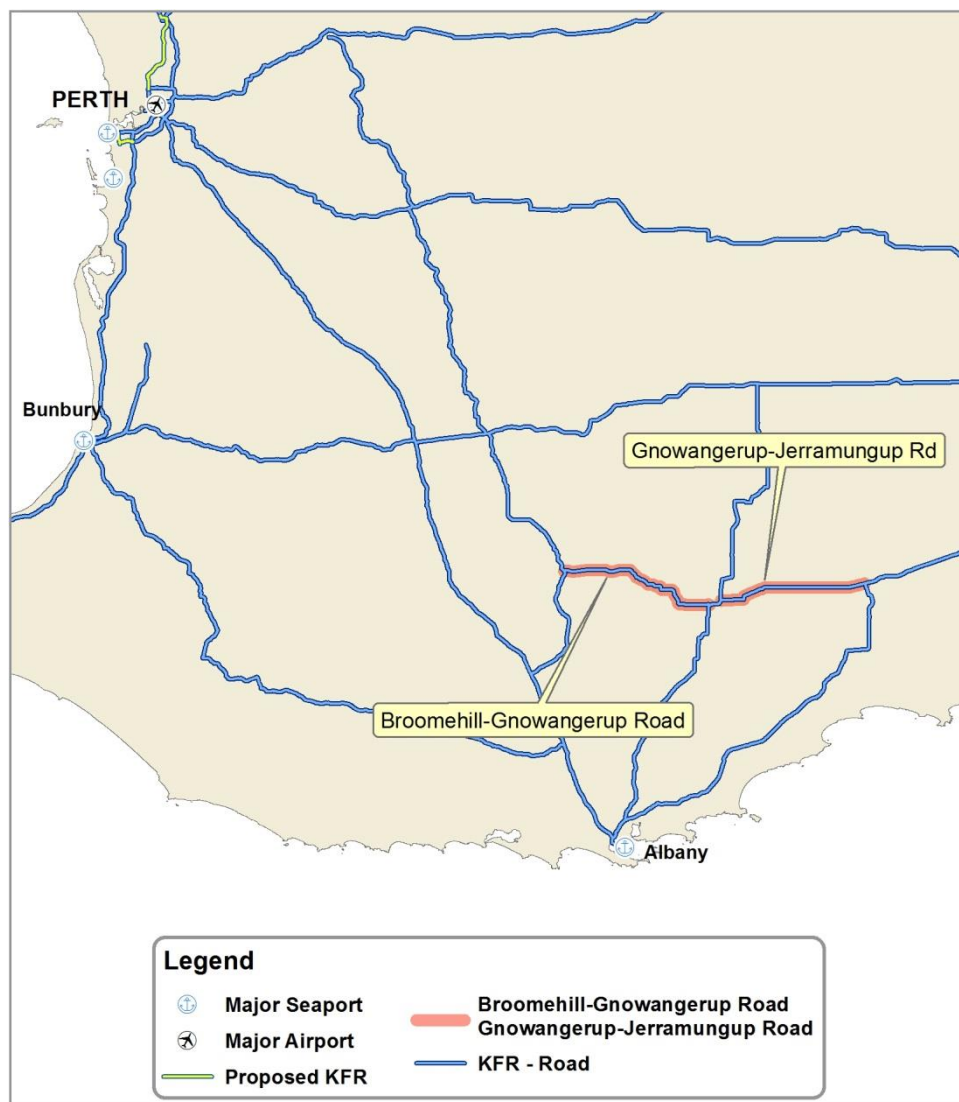
Overview of Expenditure and Investment

2015–16 approved	(\$m)	4.61
2016–17 indicative	(\$m)	3.08
2017–18 indicative	(\$m)	3.66
2018–19 indicative	(\$m)	2.46
Total	(\$m)	13.80

Brand Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Brand Highway	255.7-362 SLK	Seal two existing bays	1.10	1.10	-	0.26	0.27	0.28	0.29
<i>Subtotal project expenditure</i>			<i>1.10</i>	<i>1.10</i>	<i>-</i>	<i>0.26</i>	<i>0.27</i>	<i>0.28</i>	<i>0.29</i>
Construction			-	-	-	-	-	-	-
Maintenance			12.70	12.70	-	4.35	2.81	3.38	2.17
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>12.70</i>	<i>12.70</i>	<i>-</i>	<i>4.35</i>	<i>2.81</i>	<i>3.38</i>	<i>2.17</i>
Total			13.80	13.80	-	4.61	3.08	3.66	2.46

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% of all vehicles using Broomehill-Gnowangerup road are heavy vehicles (around 66 heavy vehicles per day).

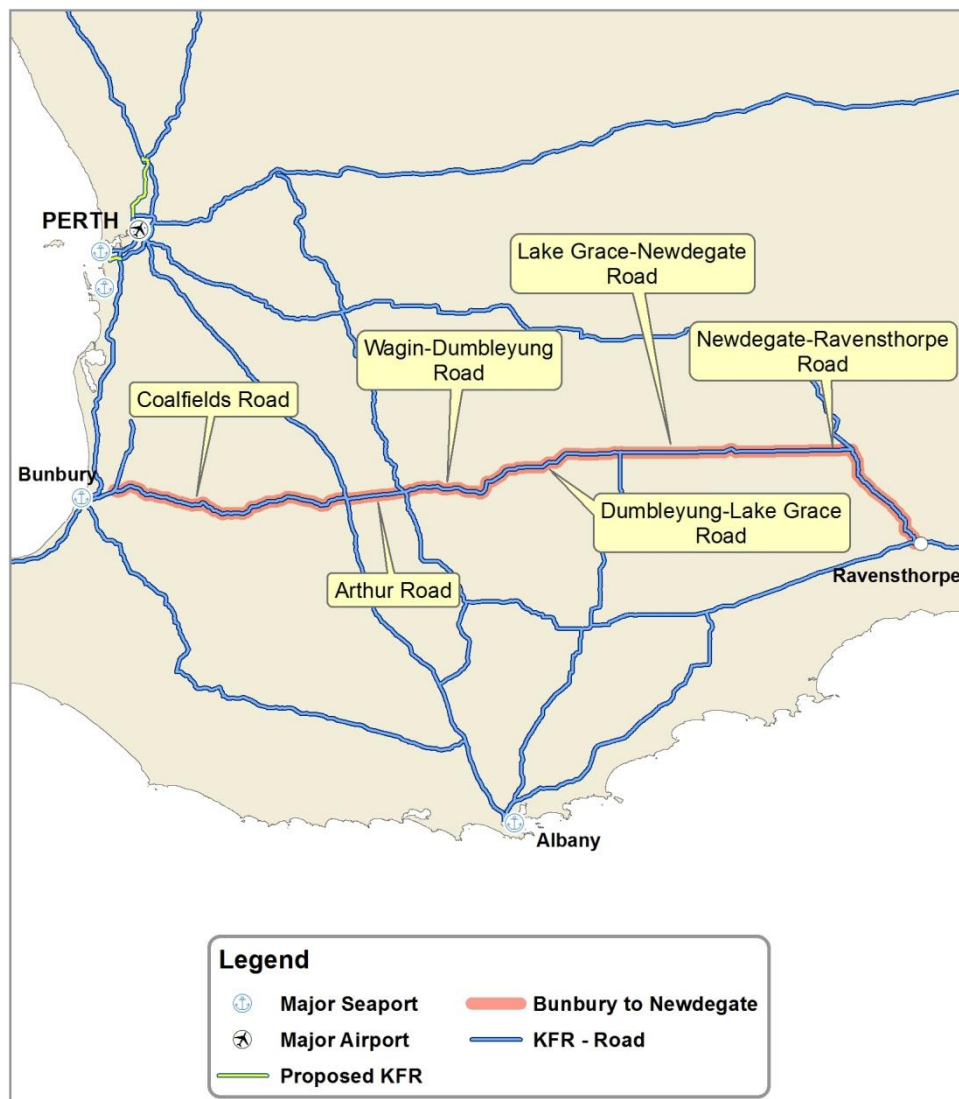
Overview of Expenditure and Investment

2015–16 approved	(\$m)	1.03
2016–17 indicative	(\$m)	1.87
2017–18 indicative	(\$m)	2.20
2018–19 indicative	(\$m)	2.11
Total	(\$m)	7.21

Broomehill-Gnowangerup and Gnowangerup- Jerramungup Roads: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Gnowangerup Tambellup Rd	6.4-9.9 SLK	Stabilise patches, surface correction and reseal to 7.0m wide	0.12	0.12	-	0.12	-	-	-
<i>Subtotal project expenditure</i>			<i>0.12</i>	<i>0.12</i>	<i>-</i>	<i>0.12</i>	<i>-</i>	<i>-</i>	<i>-</i>
Construction			-	-	-	-	-	-	-
Maintenance			7.09	7.09	-	0.92	1.87	2.20	2.11
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>7.09</i>	<i>7.09</i>	<i>-</i>	<i>0.92</i>	<i>1.87</i>	<i>2.20</i>	<i>2.11</i>
Total			7.21	7.21	-	1.03	1.87	2.20	2.11

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 2013-14 there were 14.4 million tonnes of iron ore, 2.1 million tonnes of grain, and 1 million tonnes of mineral sands that passed through the Bunbury Port.

Overview of Expenditure and Investment

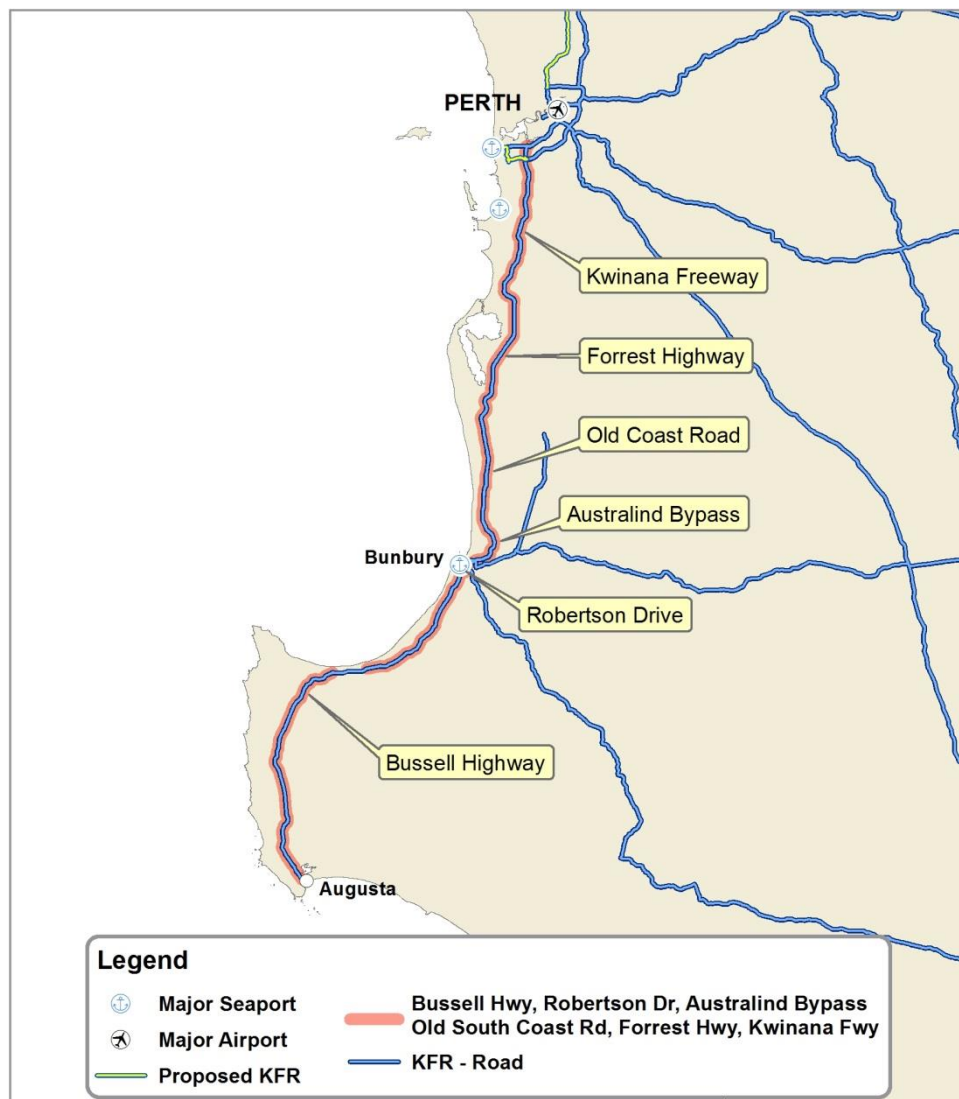
2015–16 approved	(\$m)	9.49
2016–17 indicative	(\$m)	1.83
2017–18 indicative	(\$m)	3.56
2018–19 indicative	(\$m)	0.95
Total	(\$m)	15.83

Bunbury to Newdegate: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Newdegate Road	1.7-4.7 SLK	Newdegate Road North	0.07	0.07	-	0.07	-	-	-
Newdegate Pingrup Rd	6.5-7.3 SLK	Reconstruct the road at cross-driveway to create uniform road shape. Widen seal on crest.	0.02	0.02	-	0.02	-	-	-
Newdegate Pingrup Road	31.37-32.01 SLK	Reconstruct curve and widen seal to 7m and 2 x 0.5m sealed shoulders; widen to 7m formation left from centreline; opposite intersections install warning signs relocate stay pole	0.08	0.08	-	0.08	-	-	-
Coalfields Highway - Roelands to Allanson	3.9-27.92 SLK	Realign and reconstruct 8.0 km and construct 3.9km climbing lane	3.64	3.64	-	3.64	-	-	-
Coalfields Highway - Roeland Hill	0-8.4 SLK	Widen and primer seal; construct climbing lane and descending lane	0.07	0.07	-	0.07	-	-	-

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Coalfields Highway - Wellington Dam Turnoff to Collie	18.09-36 SLK	Reconstruction and realignment of approximately 7.7km of road, include a right turn acceleration lane. Upgrading the Wellington Dam Road intersection	25.62	25.62	-	3.64	-	-	-
Boyup Brook Arthur Road	8.25-9.36 SLK	Widen primer seal and seal from 5.6m to 7.0m	0.32	0.32	-	0.32	-	-	-
<i>Subtotal project expenditure</i>			29.83	29.83	-	7.85	-	-	-
Construction			-	-	-	-	-	-	-
Maintenance			7.98	7.98	-	1.64	1.83	3.56	0.95
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			7.98	7.98	-	1.64	1.83	3.56	0.95
Total			37.81	37.81	-	9.49	1.83	3.56	0.95

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

2015–16 approved	(\$m)	97.44
2016–17 indicative	(\$m)	69.65
2017–18 indicative	(\$m)	8.19
2018–19 indicative	(\$m)	9.20
Total	(\$m)	184.48

Bussell Highway to Perth: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Bussell Highway - Vasse to Newtown	59.86-61.1 SLK	Construct bypass at Vasse town site	25.20	25.20	-	9.26	15.60	-	-
Kwinana Freeway third lane	14.39-19.62 SLK	Construct additional lanes Northbound and Southbound - Roe Highway to Beeliar Drive / Armadale Road	71.40	32.70	38.70	32.96	-	-	-
Manning Road	6.14-6.61 SLK	Construct on-ramp southbound	0.12	0.12	-	0.12	-	-	-
Russell Road Interchange	0.0-0.0 SLK	Kwinana Freeway / Russell Road interchange upgrade (associated with the proposed train station at Aubin Grove)	25.00	-	-	22.00	3.00	-	-
Bussell Highway - Margaret River Perimeter Road	95.47-99.7 SLK	Construct and seal 10.0m wide, including 1.5m wide sealed shoulders	2.70	2.70	-	2.70	-	-	-
Bussell Highway - Capel to Ludlow Deviation Dual Carriageway	26.73-43.67 SLK	Construct second carriageway 7.0m wide, with 1.5m and 1.0m sealed shoulders	0.32	0.32	-	0.32	-	-	-

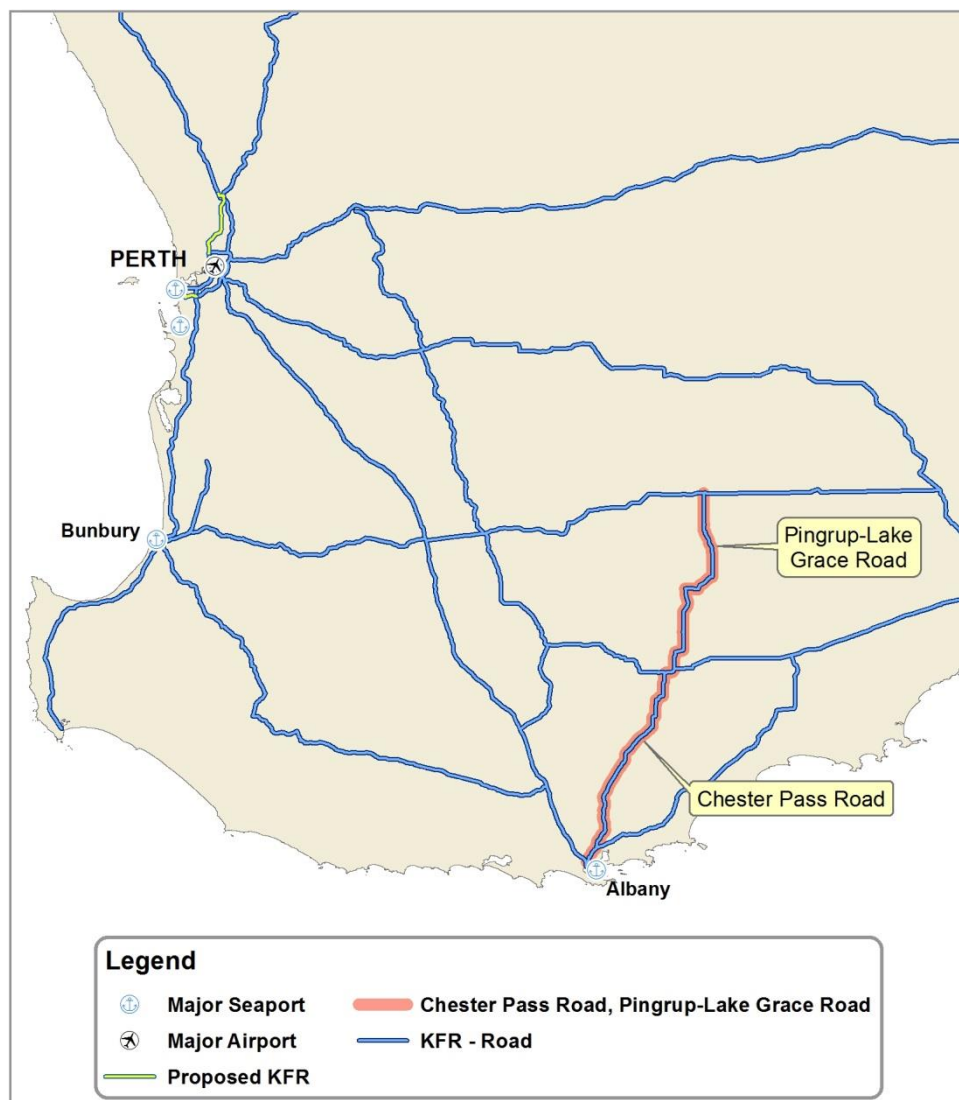
Project name/ Location	Location description	Work description	Project total cost (\$m)	WA Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
Bussell Highway - Capel River Bridge	25.08 SLK	Structural investigation for Bridge 1370 over Capel River (duplication)	0.10	0.10	-	0.10	-	-	-
Bussell Highway - Carbanup River Bridge	66.73 SLK	Widen superstructure, repairs and guard rail upgrade for Bridge 0530A	0.30	0.30	-	0.30	-	-	-
Bussell Highway - median and verge maintenance	48.0-48.5 SLK	Median and verge maintenance	0.09	0.09	-	0.02	0.02	0.02	0.02
Forrest Highway - Millars Creek Bridge	87.03 SLK	Structural investigation for Bridges 1382 and 1265	0.15	0.15	-	0.15	-	-	-
Forrest Highway - Bridge repairs	91.71 SLK	Superstructure repairs to Bridges 1344 and 1274 over railway line	0.15	0.15	-	0.15	-	-	-
Old Coast Road - reconstruct and seal	0.01-9.63 SLK	Reconstruct and seal various sections	0.07	0.07	-	0.07	-	-	-
Old Coast Road - replace bridge	0.11 SLK	Replace Bridge 0230	38.00	38.00	-	10.00	-	-	-

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Kwinana Freeway - Canning Highway to Mt Henry Bridge	5.55-8.05 SLK	Install safety barriers	1.30	1.30	-	1.30	-	-	-
Bussell Highway - Marbellup Road to North Jindong Road	62.7-65 SLK	Reconstruct and realign curve; widen to 7.0m, with 1.5m sealed shoulders with southbound passing lane (length actually 2.45km)	3.20	3.20	-	3.20	-	-	-
Bussell Highway - North Jindong Road to Carbanup	64.9-66.66 SLK	Reconstruct and widen to 7.0m, with 1.5m sealed shoulders with northbound passing lane	0.18	0.18	-	0.18	-	-	-
Bussell Highway - Carbanup - Wildwood Road	66.5-66.8 SLK	Widen to 7.0m, with 1.5m sealed shoulders and construct a right turn treatment at Wildwood Road	2.00	2.00	-	2.00	-	-	-
Bussell Highway - Bramley Forest Stage 3	90.5-92.76 SLK	Widen to 7.0m, with 1.5m sealed shoulders with northbound passing lane and improve the Osmington Road intersection	0.18	0.18	-	0.18	-	-	-
<i>Subtotal project expenditure</i>			<i>170.47</i>	<i>106.77</i>	<i>38.70</i>	<i>85.02</i>	<i>46.62</i>	<i>0.02</i>	<i>0.02</i>
Construction			-	-	-	-	-	-	-
Maintenance			52.79	52.79	-	12.42	23.03	8.16	9.18
Planning			-	-	-	-	-	-	-

Rehabilitation	-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>	52.79	52.79	-	12.42	23.03	8.16	9.18
Total	223.25	159.56	-	97.44	69.65	8.19	9.20

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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

Planned Expenditure and Investment*

	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	1.49	4.43	0.59	2.89
Rehabilitation	-	-	-	-
Total	1.49	4.43	0.59	2.89

* There is no project expenditure planned for this route from 2015-16 to 2018-19.

Coolgardie-Esperance Highway



Key Statistics

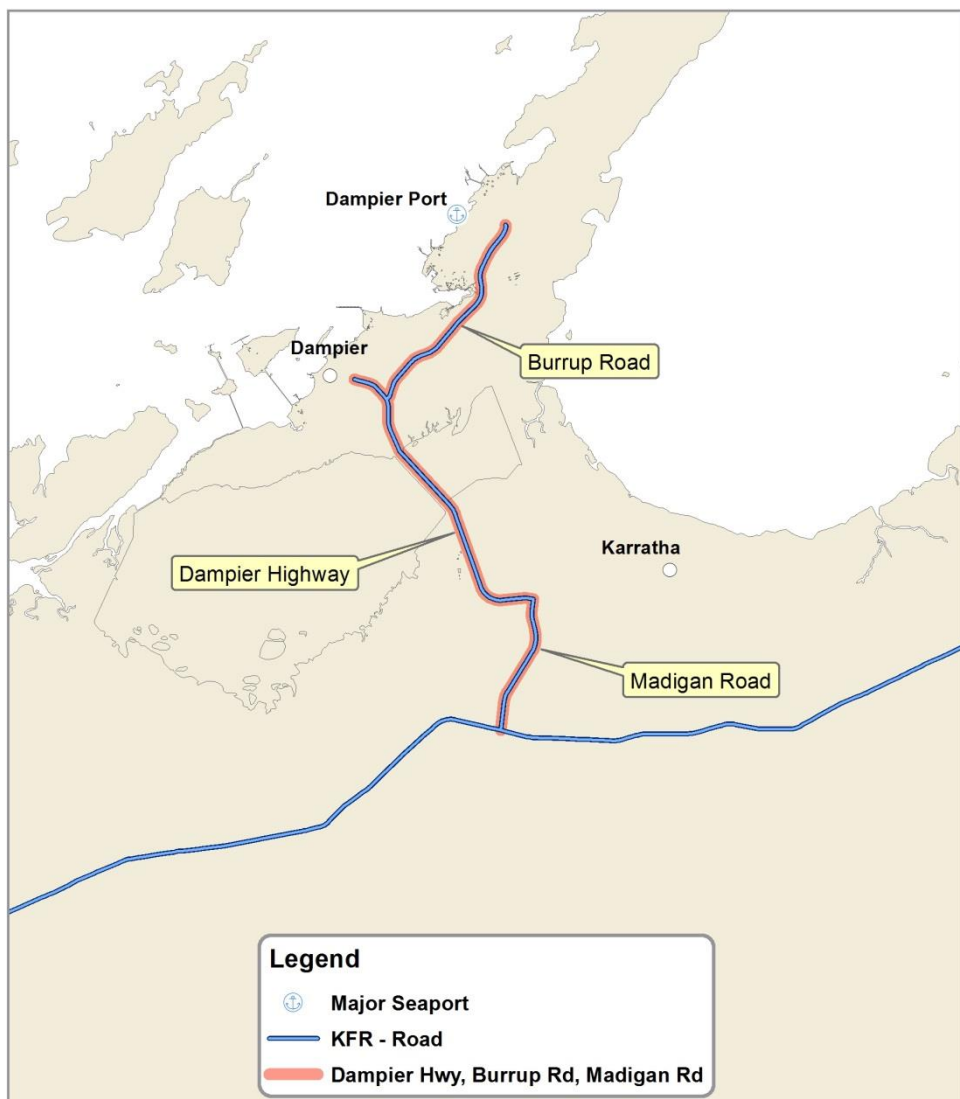
- The Coolgardie-Esperance Highway links Western Australia's eastern goldfields to the southern coast.
- The route services the mining industries and is one of the major freight routes in the region.
- Approximately 35% of all vehicles using Coolgardie-Esperance Highway are heavy vehicles (around 200 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

Planned Expenditure and Investment*

	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	4.06	3.92	4.98	3.99
Rehabilitation	-	-	-	-
Total	4.06	3.92	4.98	3.99

* There is no project expenditure planned for this route from 2015-16-2018-19.

Dampier Highway



Key Statistics

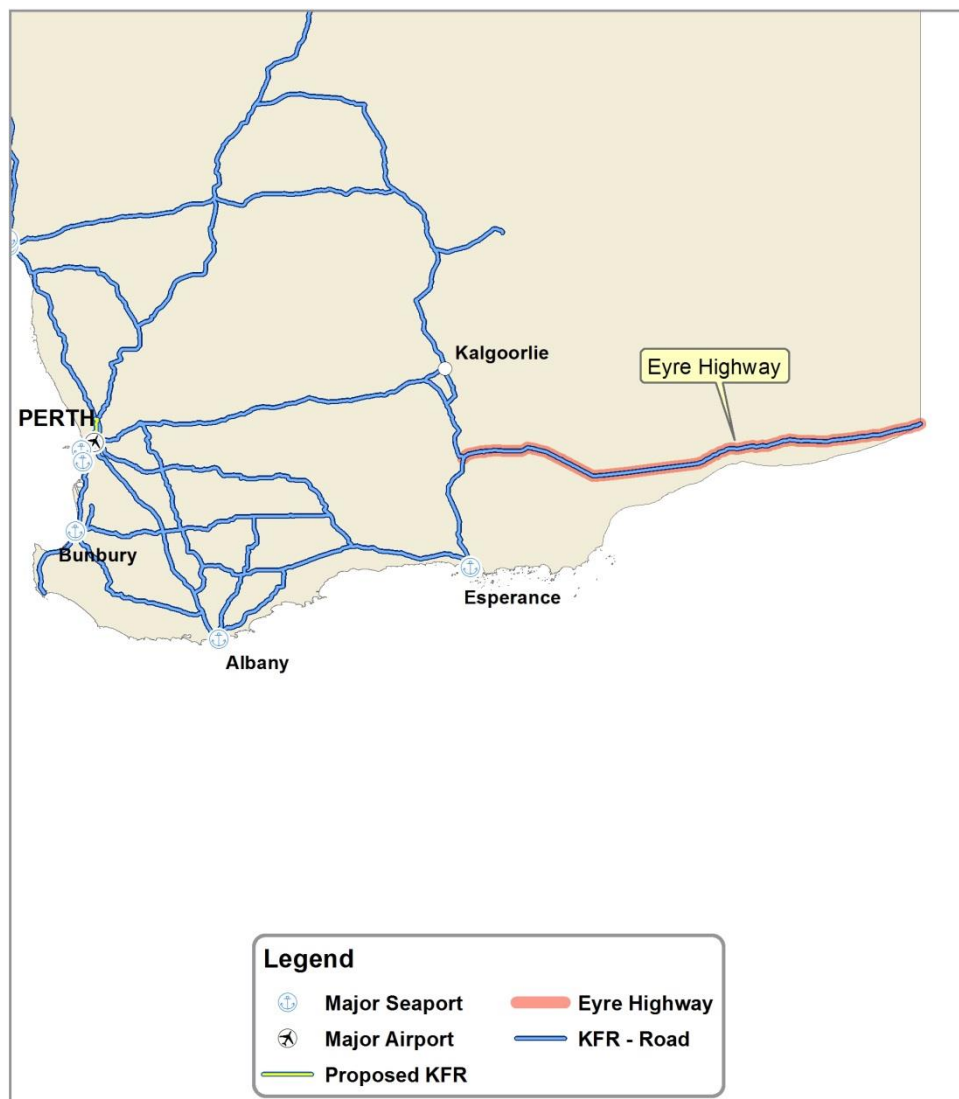
- The Dampier Highway provides access to the Dampier Port.
- In 2013-14 there were 177.5 million tonnes of cargo that passed through the Dampier Port of which 82% was iron ore.
- Approximately 17% of all vehicles using Dampier Highway are heavy vehicles (around 1,500 heavy vehicles per day).
- Approximately 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

Planned Expenditure and Investment*

	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	0.50	0.50	0.50	0.50
Rehabilitation	-	-	-	-
Total	0.50	0.50	0.50	0.50

* There is no project expenditure planned for this route from 2015-16 to 2018-19.

Eyre Highway



Key Statistics

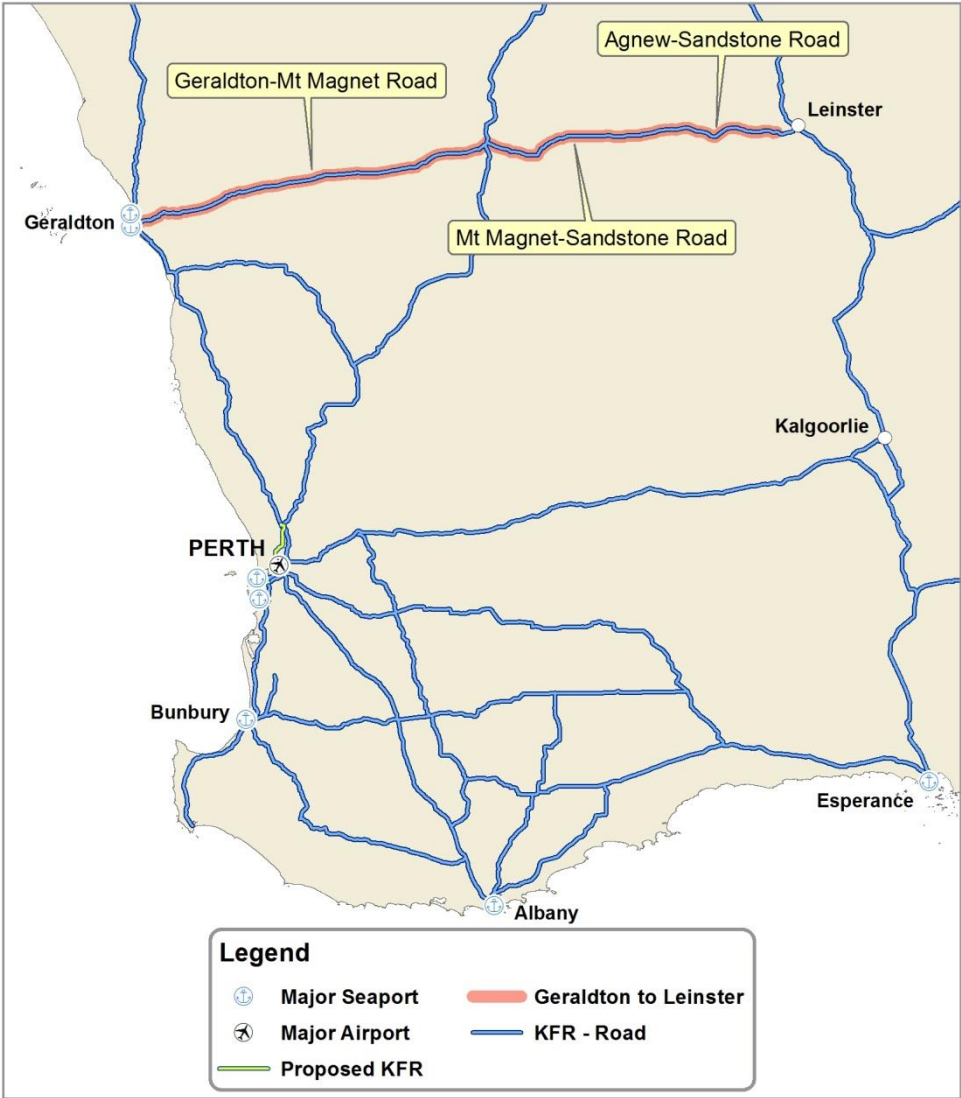
- The Eyre Highway is the key freight route linking Western Australia and South Australia via the Nullabor Plain.
- Approximately 45% of all vehicles using the Eyre Highway are heavy vehicles (around 170 heavy vehicles per day).
- In 2014 the Eyre Highway had an annual tonnage of 1.88 million tonnes.

Planned Expenditure and Investment*

	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	7.91	7.62	9.68	7.75
Rehabilitation	-	-	-	-
Total	7.91	7.62	9.68	7.75

* There is no project expenditure planned for this route from 2015-16 to 2018-19.

Geraldton to Leinster



Key Statistics

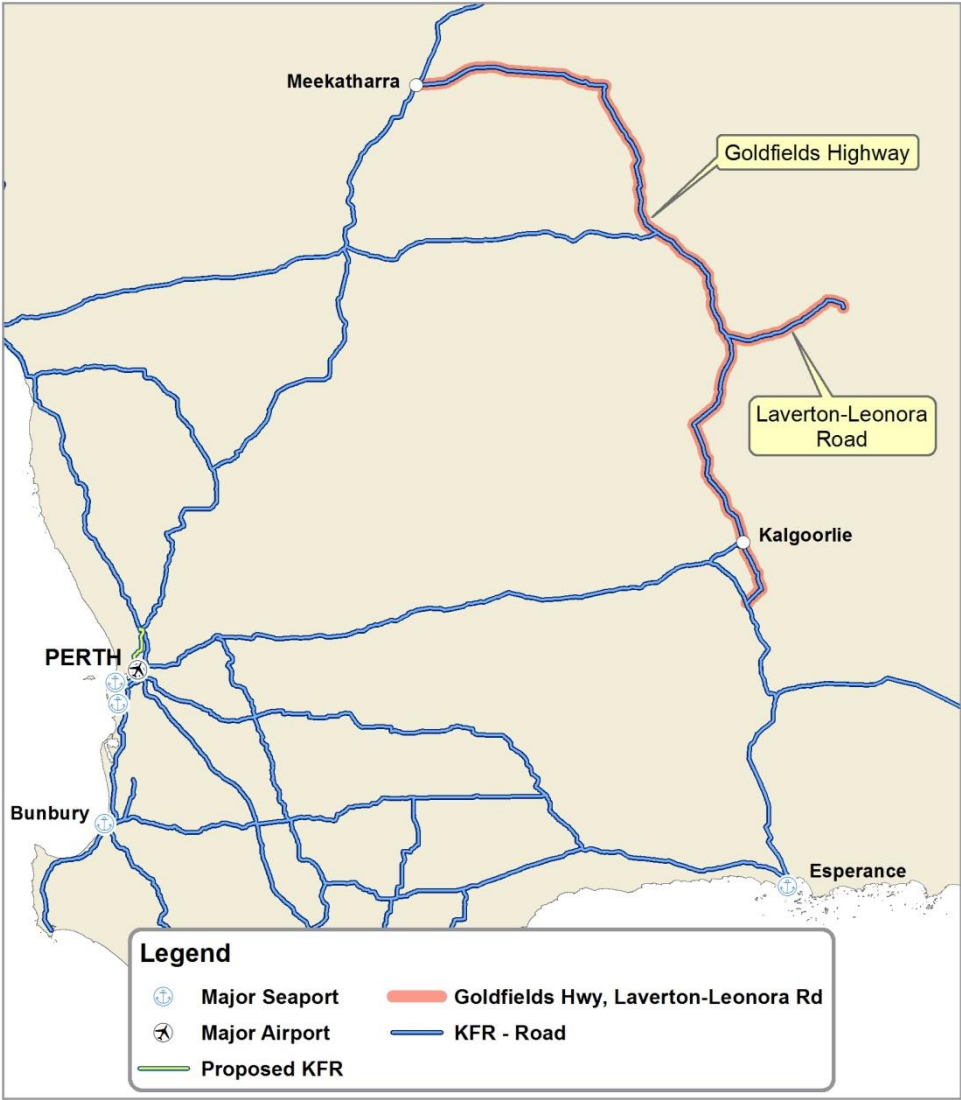
- Geraldton to Leinster is used by road trains for both mining and agricultural industries, including grain.
- Approximately 15-40% of all vehicles using Geraldton-Mt Magnet Road are heavy vehicles (around 100-300 heavy vehicles per day).
-

Planned Expenditure and Investment*

	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	5.12	4.52	4.45	4.90
Rehabilitation	-	-	-	-
Total	5.12	4.52	4.45	4.90

* There is no project expenditure planned for this route from 2015-16 to 2018-19.

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

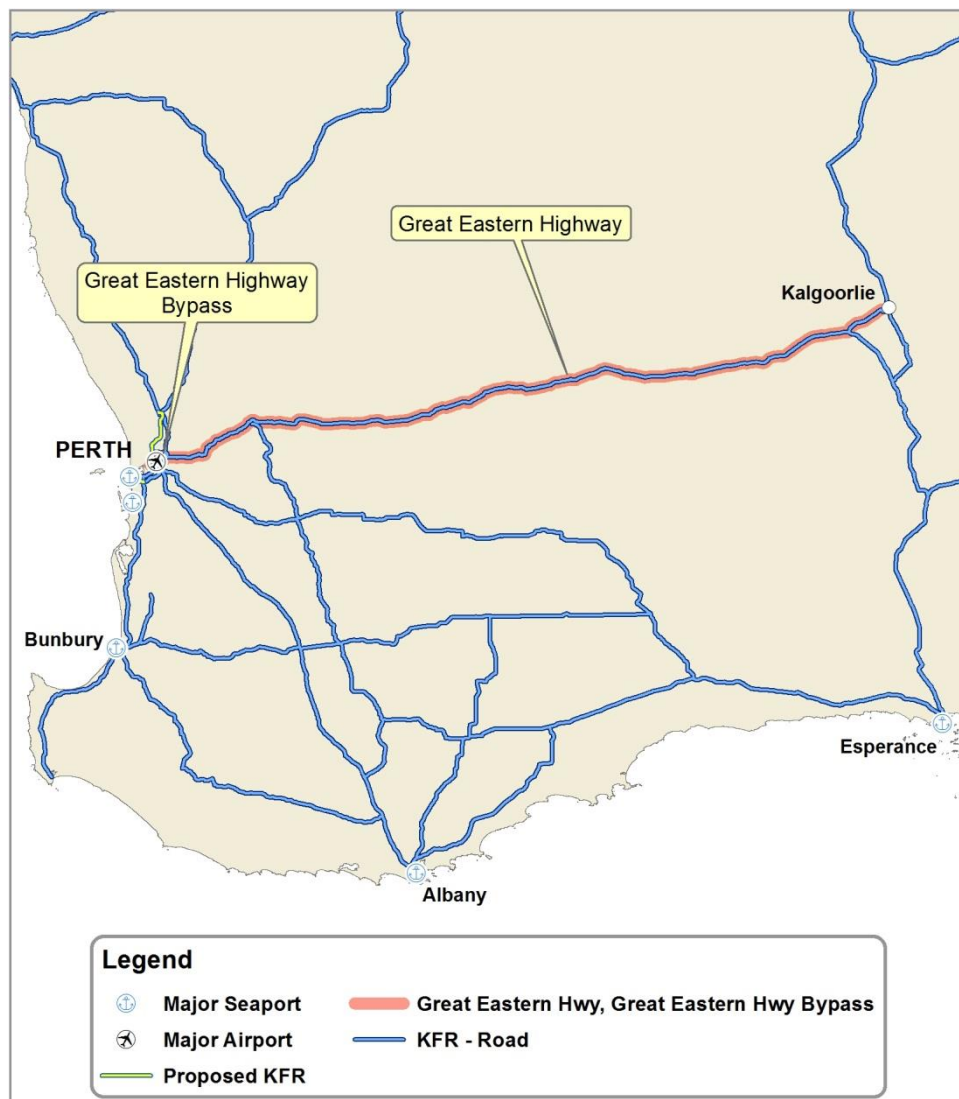
Overview of Expenditure and Investment

2015–16 approved	(\$m)	11.85
2016–17 indicative	(\$m)	8.38
2017–18 indicative	(\$m)	10.66
2018–19 indicative	(\$m)	8.53
Total	(\$m)	39.42

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

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Goldfields Highway- Heavy Vehicle Parking Bay	142 SLK	Upgrade existing Heavy Vehicle Parking Bay	0.53	0.53	-	0.53	-	-	-
Goldfields Highway - Heavy Vehicle Parking Bay	79 SLK	Upgrade two existing Heavy Vehicle Parking Bays. One bay on LHS and one bay on RHS of road.	0.81	0.81	-	0.81	-	-	-
Goldfields Highway (North of Kambalda)	19.56-21.35 SLK	Construct an overtaking lane.	1.80	1.80	-	1.80	-	-	-
<i>Subtotal project expenditure</i>			3.14	3.14	-	3.14	-	-	-
Construction			-	-	-	-	-	-	-
Maintenance			36.27	36.27	-	8.70	8.38	10.66	8.53
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			36.27	36.27	-	8.70	8.38	10.66	8.53
Total			39.41	39.41	-	11.85	8.38	10.66	8.53

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

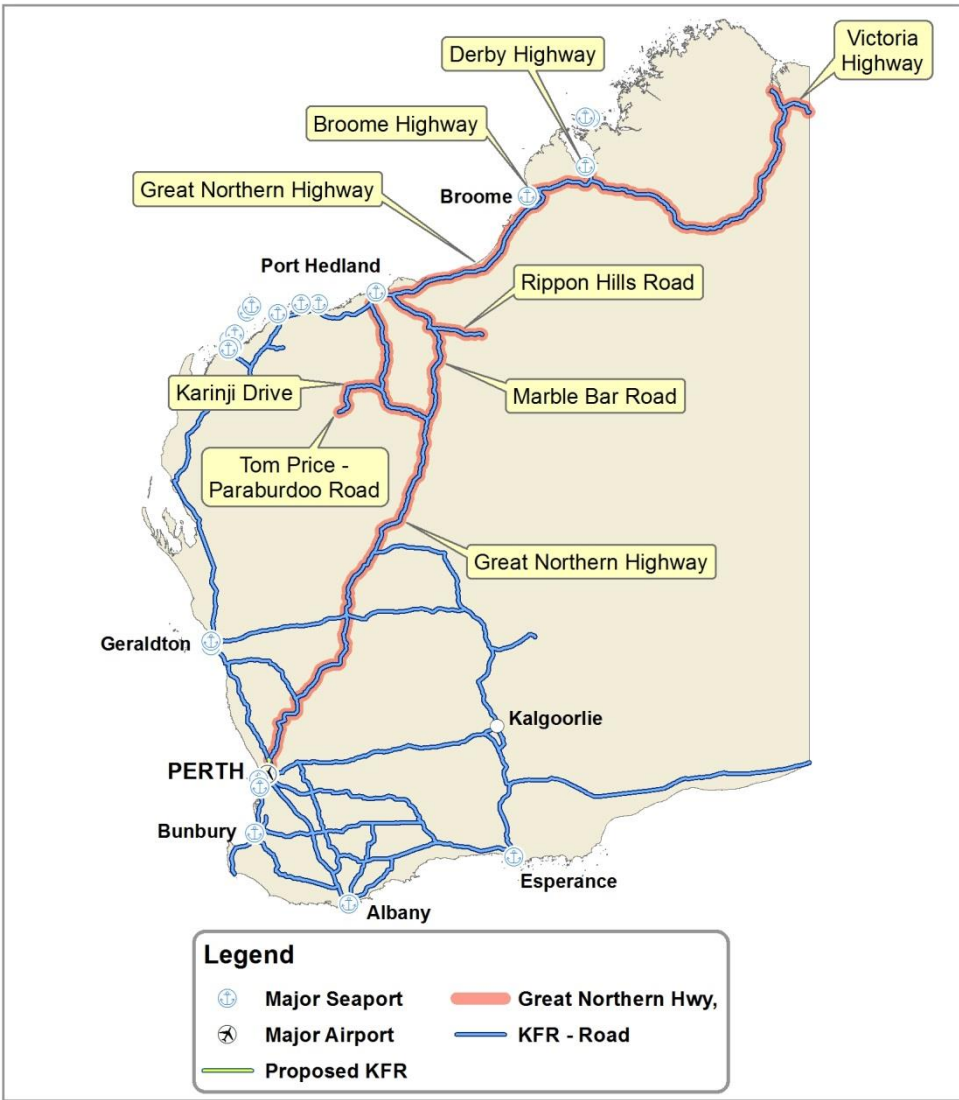
2015–16 approved	(\$m)	44.29
2016–17 indicative	(\$m)	35.23
2017–18 indicative	(\$m)	31.66
2018–19 indicative	(\$m)	34.73
Total	(\$m)	145.91

Great Eastern Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Great Eastern Highway Verge Maintenance	586.17-590.22 SLK	Verge maintenance	0.08	0.08	-	0.02	0.02	0.02	0.02
Great Eastern Highway and Roe Highway Interchange	17.23 SLK	Construct interchange Great Eastern Highway and Roe Highway	1.11	1.11	-	0.32	0.01	0.01	0.01
Great Eastern Highway - Bilgoman Road - Mundaring	23.54-31.2 SLK	Widen and seal shoulders	12.00	12.00	-	8.60	3.40	-	-
Great Eastern Highway - Lloyd St Midland Underpass	15.97 SLK	Lloyd St Southern Extension - Midland - construction of underpass freight railway - PTA (Refer project 21108047)	83.73	83.73	-	12.53	-	-	-
Great Eastern Highway Lloyd St Midland (SDR)	15.97 SLK	Lloyd St Midland Southern Extension - Midland - construction of underpass freight railway SDR (City of Swan) related to the Lloyd Street project 21108048.	38.00	38.00	-	2.00	12.00	12.00	12.00
Great Eastern Highway Passing Lanes	377-589 SLK	Construct Passing Lanes Between Kalgoorlie and Southern Cross	48.00	48.00	-	2.00	12.00	12.00	12.00

Great Eastern Highway Bulla Bulling	516-541.74 SLK	Great Eastern Highway Bulla Bulling Reconstruction	2.00	2.00	-	2.00	-	-	-
Great Eastern Highway Safety	482.88-485.42 SLK	Widen and seal shoulders to 1.0m and install audible edge lines	0.68	0.68	-	0.68	-	-	-
Great Eastern Highway Walgoolan to Coolgardie	288- 551 SLK	Upgrade and widening	47.10	47.10	-	7.93	-	-	-
<i>Subtotal project expenditure</i>			<i>232.70</i>	<i>232.70</i>	-	<i>36.08</i>	<i>27.43</i>	<i>24.03</i>	<i>24.03</i>
Construction			-	-	-	-	-	-	-
Maintenance			34.34	34.34	-	36.08	27.43	24.03	24.02
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>34.34</i>	<i>34.34</i>	-	<i>36.08</i>	<i>27.43</i>	<i>24.03</i>	<i>24.02</i>
Total			267.04	267.04	-	44.29	35.23	31.66	34.73

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

2015–16 approved	(\$m)	195.61
2016–17 indicative	(\$m)	164.14
2017–18 indicative	(\$m)	135.93
2018–19 indicative	(\$m)	58.35
Total	(\$m)	554.03

Great Northern and Victoria Highways: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
New Norcia Bypass	111.2-116.6 SLK	Great Northern Highway Stage 2 Muchea - Wubin New Norcia Bypass	29.85	6.05	23.80	8.00	7.60	14.25	-
Great Northern Highway - signs and lines	311.2-1153.3 SLK	Install signs and lines; various locations	0.18	0.18	-	0.04	0.04	0.05	0.05
Great Northern Highway - lighting	1162.63-1876 SLK	Lighting	0.23	0.23	-	0.03	0.06	0.07	0.07
Great Northern Highway - signs and lines	1162.63-1894.33 SLK	Install signs and lines; various locations	0.09	0.09	-	0.02	0.02	0.02	0.02
Bow River Bridge	3008-3010.5 SLK	Construct new bridge B817 to replace existing single lane bridge	0.30	0.30	-	0.30	-	-	-
Batty Bog-Walebing	126.4-145.8 SLK	Widening	25.00	3.00	22.00	25.00	-	-	-
Stage 2 Muchea to Wubin upgrade	37-255 SLK	Construct overtaking lane	387.24	77.45 ¹	309.79 ¹	116.50	112.75	87.00	25.30
Great Northern Highway and Marble Bar road intersection	1649.21 SLK	Intersection Improvements	5.30	5.30	-	1.25	1.30	1.35	1.41
Great Northern Highway - floodways	Various	Upgrade various floodways	10.40	2.00	8.40	5.00	5.40	-	-

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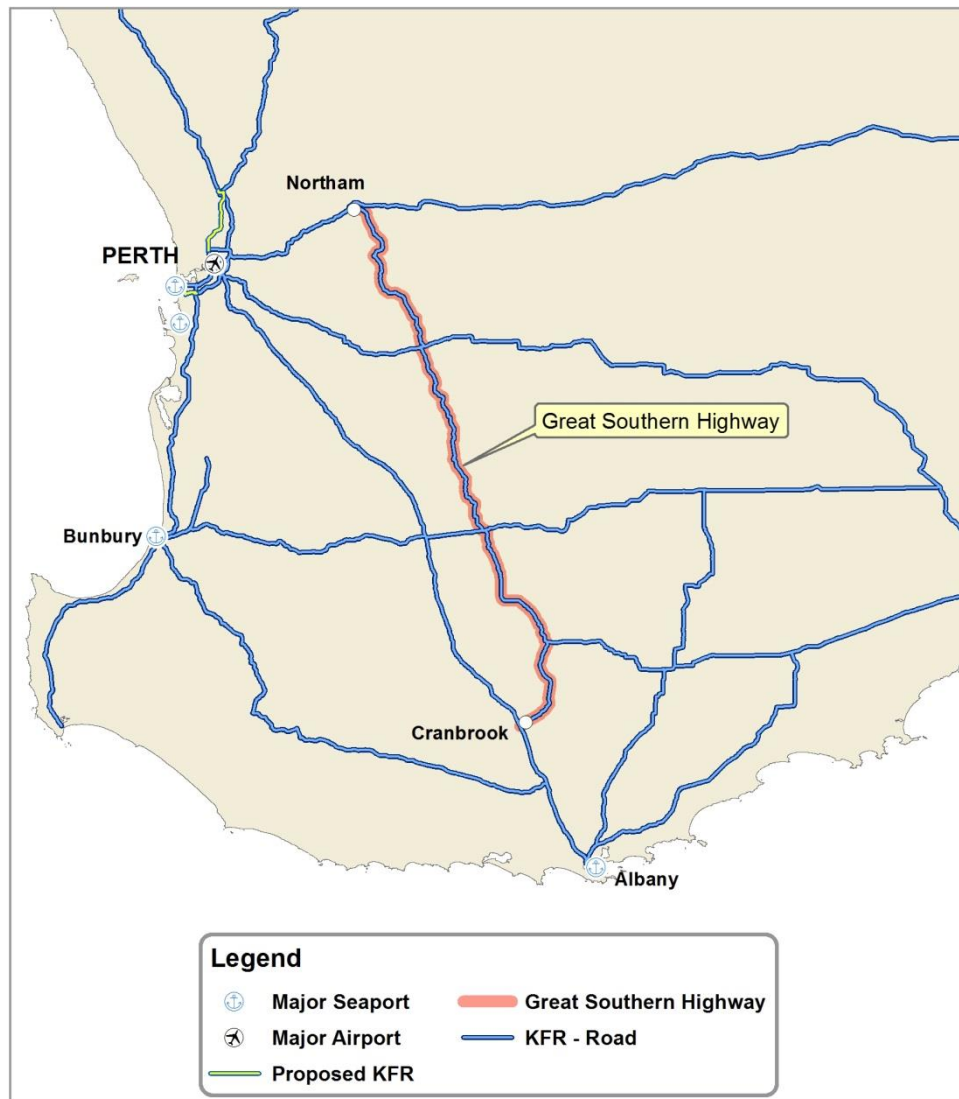
¹ Based on 20/80 funding split

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Great Northern Highway - longitudinal road markings	253.45-1152.28 SLK	Longitudinal road markings in Midwest Gascoyne	0.78	0.78	-	-	0.26	0.26	0.26
Great Northern Highway - 24 hour rest area	10.38-1165.47 SLK	Install rest area between Auski Roadhouse and Port Hedland	0.60	0.60	-	0.60	-	-	-
Great Northern Highway - off-road revegetation	311-1013.1 SLK	Revegetation	0.23	0.23	-	0.06	0.05	0.06	0.06
Great Northern Highway - strategic gravel and aggregate sources	0 SLK	Establish Strategic Gravel and Aggregate Sources on Great Northern Highway Between Wubin and Kumarina	0.20	0.20	-	0.20	-	-	-
Great Northern Highway - Heavy Vehicle Safety and Productivity Programme	1577, 1649 SLK	Great Northern Highway and North West Coastal Highway Intersection Improvements	6.45	2.15	4.30	6.45	-	-	-
Karjini Drive Land Dedication	0-108.66 SLK	Land dedication	0.18	0.18	-	0.02	0.05	0.06	0.06
Derby Highway	35.98 SLK	Derby Highway- Upgrade Derby Highway / Gibb River Road Intersection	2.21	2.21	-	0.52	0.54	0.56	0.59

(Continued)

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Great Northern Highway / Rutland Road (City of Swan)	28.2 SLK	Provide right turn pocket on Great Northern Highway and extend left turn pocket on Rutland Road	0.03	0.03	-	0.03			
Great Northern Highway	864.9-889.97 SLK	Widen and seal shoulders to 1.0m. Install audible edge lines	1.90	1.90	-	1.90			
Victoria Highway	25.32-36 SLK	Widen and seal shoulders (total seal width of 9.0m) including culvert extension and install audible edge line	2.00	2.00	-	2.00			
Great Northern Highway	1611.4-1612.34 SLK	Channelised right turn intersection treatment	0.56	0.56	-	0.56			
<i>Subtotal project expenditure</i>			473.72	105.44	368.29	1,415.22	1,424.79	1,453.32	1,431.40
Construction			-	-	-	-	-	-	-
Maintenance			125.98	125.98	-	27.14	36.05	32.25	30.54
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			125.98	125.98	-	27.14	36.05	32.25	30.54
Total			599.70	231.42	368.29	195.61	164.14	135.93	58.35

Great Southern Highway



Key Statistics

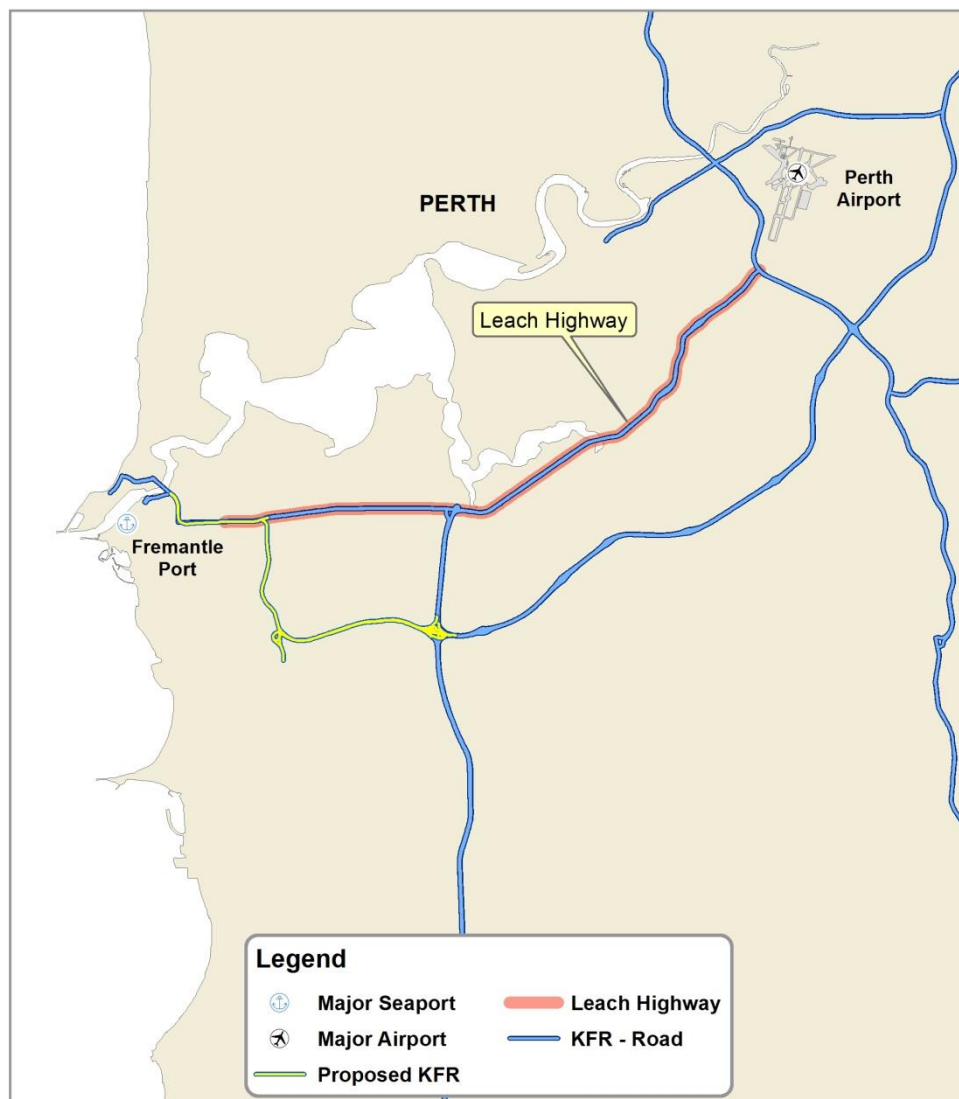
- The Great Southern Highway runs parallel with the Perth-Albany railway for its entire length.
- Many of the towns along this highway have prominent grain silos, and Narrogin, Wagin and Katanning have remained important population centres sustained by agriculture and its supporting industries.
- Approximately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

Planned Expenditure and Investment*

	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	3.06	3.35	30.46	1.41
Rehabilitation	-	-	-	-
Total	3.06	3.35	30.46	1.41

* There is no project expenditure planned for this route from 2015-16 to 2018-19.

Leach Highway



Key Statistics

- the Leach Highway links the Airport and industrial precinct of Kewdale in Perth to Fremantle.
- In 2013-14 there were 33.4 million tonnes of cargo that passed through the Fremantle Port.
- Fremantle Port imports and exports consist of mining equipment and commodities, oil and gas, consumables, agricultural products and chemical products.

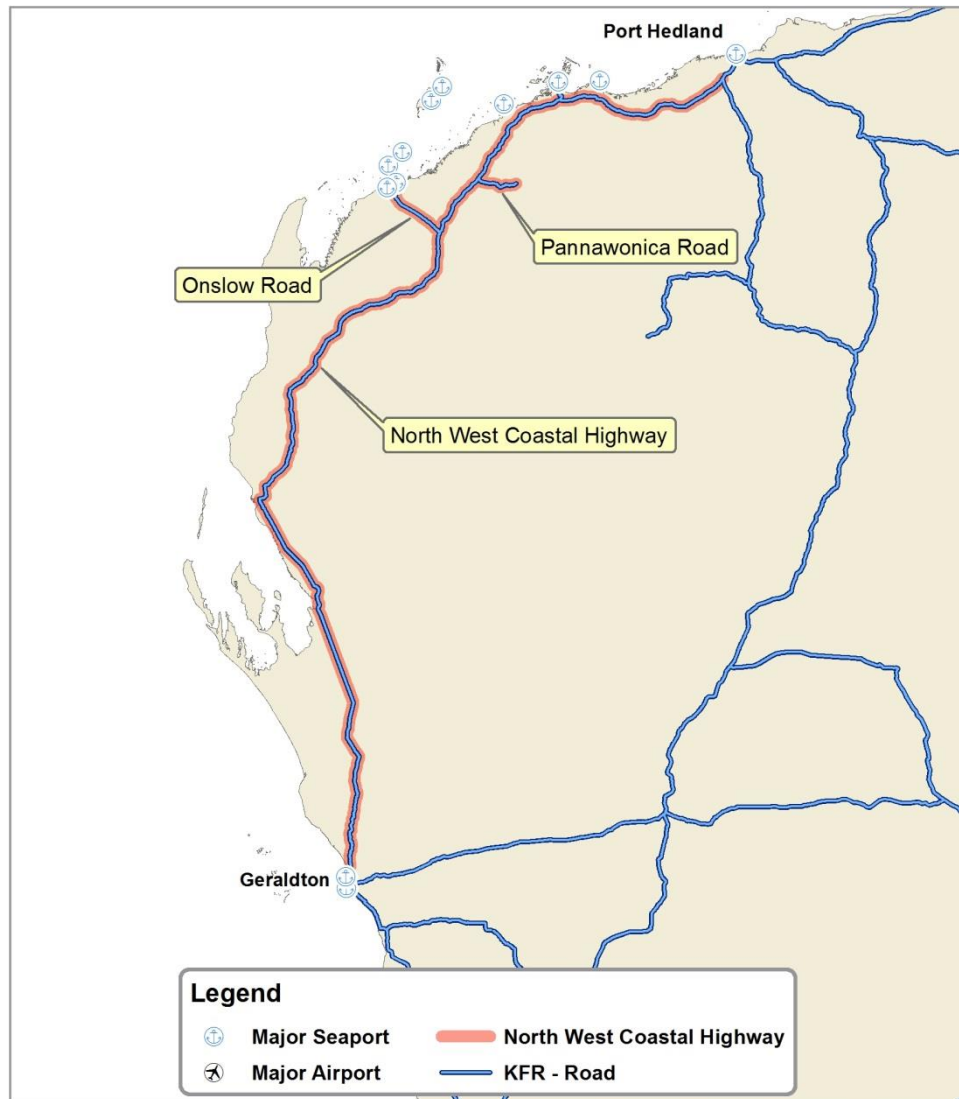
Overview of Expenditure and Investment

2015–16 approved	(\$m)	2.90
2016–17 indicative	(\$m)	2.02
2017–18 indicative	(\$m)	3.34
2018–19 indicative	(\$m)	1.07
Total	(\$m)	9.33

Leach Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Widen Shelly Bridge	13.97-14.02	Widen to 6 lanes and provide footpath	1.50	1.50	-	1.00	0.50	-	-
<i>Subtotal project expenditure</i>			1.50	1.50	-	1.00	0.50	-	-
Construction			-	-	-	-	-	-	-
Maintenance			7.83	7.83	-	1.90	1.52	3.34	1.07
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			7.83	7.83	-	1.90	1.52	3.34	1.07
Total			9.33	9.33	-	2.90	2.02	3.34	1.07

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 and mining industries.
- The amount of Heavy Vehicles varies along the North West Coastal Highway, ranging from 10% to 45% of traffic.

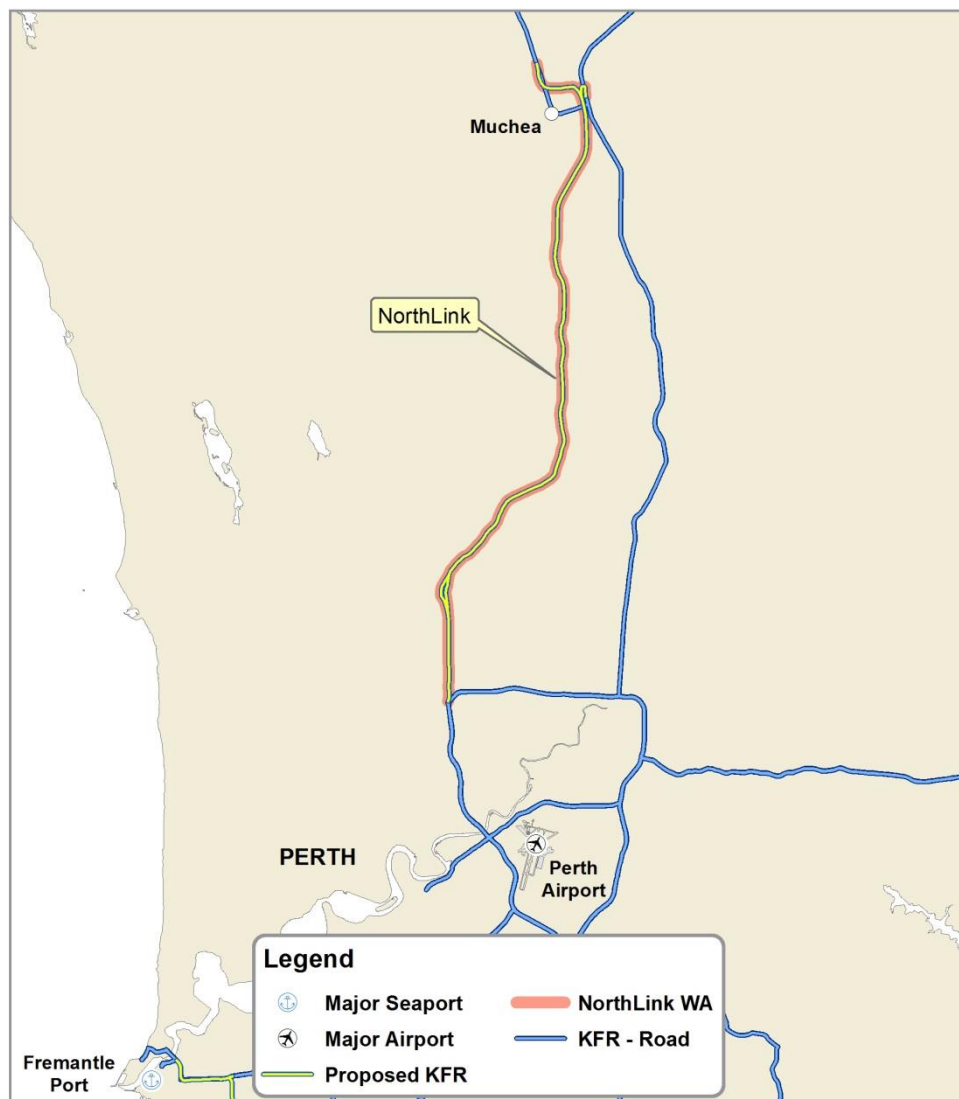
Overview of Expenditure and Investment

2015–16 approved	(\$m)	80.82
2016–17 indicative	(\$m)	39.11
2017–18 indicative	(\$m)	129.30
2018–19 indicative	(\$m)	30.98
Total	(\$m)	280.21

North West Coastal Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
North West Coastal Highway (North of Northampton)	92-103.5 SLK	Widen and seal shoulders to 1.0m. Install audible edge lines.	1.80	1.80	-	1.80	-	-	-
North West Coastal Highway (Karratha to Roebourne)	112.87-1130.87 SLK	Construct passing lane (south).	1.50	1.50	-	1.50	-	-	-
North West Coastal Highway Minilya to Barradale	620.5-824.9 SLK	Widen seal and seal shoulders; strengthen pavement where required.	217.97	217.97	-	57.70	30.52	88.76	-
Onslow Road upgrade project	0-79.4 SLK	Widen formation, seal width and strengthen pavement where required.	67.00	67.00	-	11.00	0.50	32.50	22.36
<i>Subtotal project expenditure</i>			<i>288.27</i>	<i>288.27</i>	-	<i>72.00</i>	<i>31.02</i>	<i>121.26</i>	<i>22.36</i>
Construction			-	-	-	-	-	-	-
Maintenance			33.57	33.57	-	8.82	8.09	8.03	8.62
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>33.57</i>	<i>33.57</i>	-	<i>8.82</i>	<i>8.09</i>	<i>8.03</i>	<i>8.62</i>
Total			321.83	321.83	-	80.82	39.11	129.30	30.98

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
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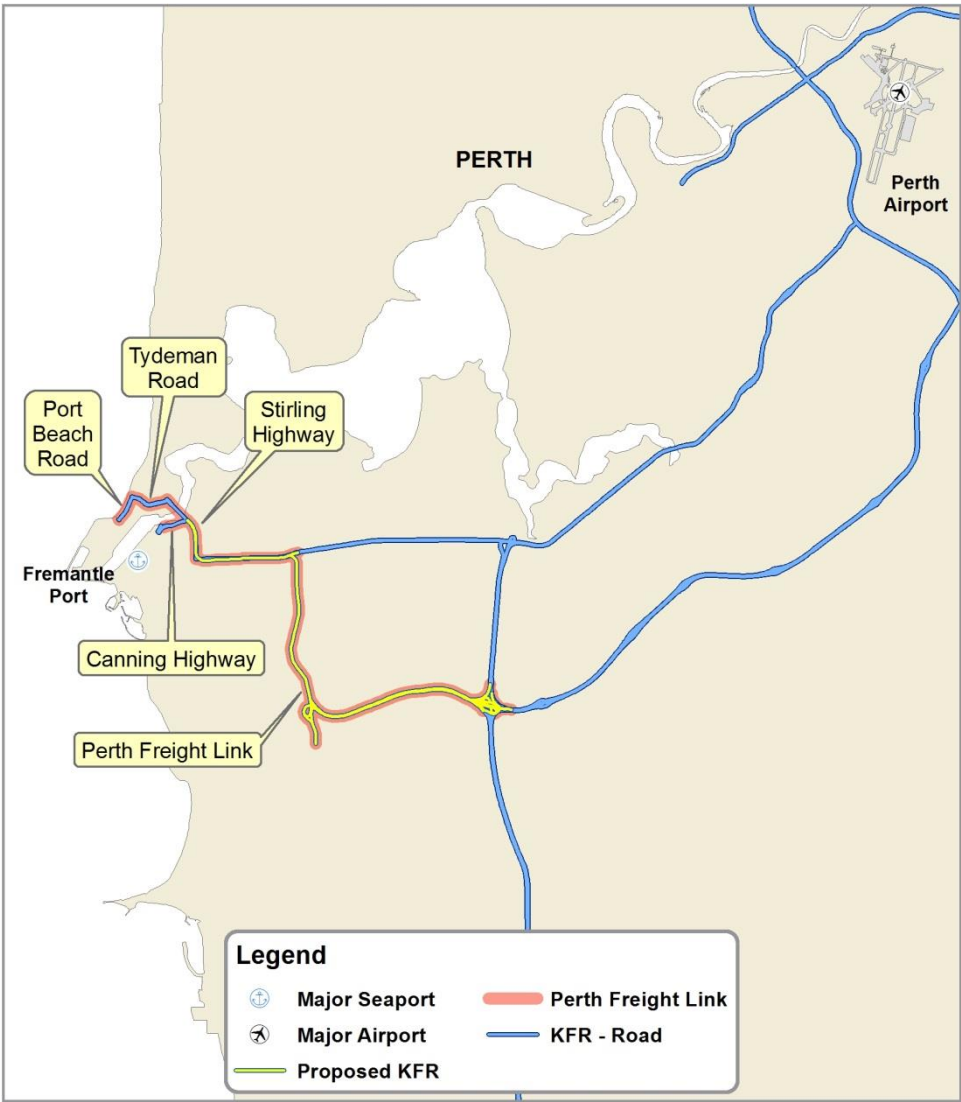
Overview of Expenditure and Investment

2015–16 approved	(\$m)	38.95
2016–17 indicative	(\$m)	234.09
2017–18 indicative	(\$m)	140.60
2018–19 indicative	(\$m)	88.65
Total	(\$m)	502.29

NorthLink: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Swan Valley Section	3.17-33.52 SLK	Construct 37km highway link between Reid Highway / Tonkin Highway and Great Northern Highway / Brand Highway at Muchea	836.60	167.32	669.28	38.58	190.28	-	-
Tonkin Highway Grade Separations	0-5.53 SLK	Grade separation of intersections at Morley Drive, Collier Road and Benara Road at Tonkin Highway	281.20	56.24	224.96	0.37	43.81	140.60	88.65
<i>Subtotal project expenditure</i>			<i>1,117.80</i>	<i>223.56</i>	<i>894.24</i>	<i>38.95</i>	<i>234.09</i>	<i>140.60</i>	<i>88.65</i>
Construction			-	-	-	-	-	-	-
Maintenance			-	-	-	-	-	-	-
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>						-	-	-	-
Total			1,117.80	223.56	894.24	38.95	234.09	140.60	88.65

Perth Freight Link



Key Statistics

- The Perth Freight Link will provide a direct free flowing connection between the Roe Highway and the Port of Fremantle enabling improved capacity for heavy vehicle freight movements to and from the Fremantle Port.
- In 2013-14 there were 33.4 million tonnes of cargo that passed through the Fremantle Port.
- Currently, freight from the Fremantle Port is transported on the below roads (proposed as part of the Perth Freight Link network) with indicative tonnages:
 - Stirling Highway annual tonnage 2014: 15.3 mT
 - Tydeman Road annual tonnage 2014: 7.3 mT
 - Port Beach Road annual tonnage 2014: 2.2 mT
 - Canning Highway annual tonnage 2014: 0.27 mT
-

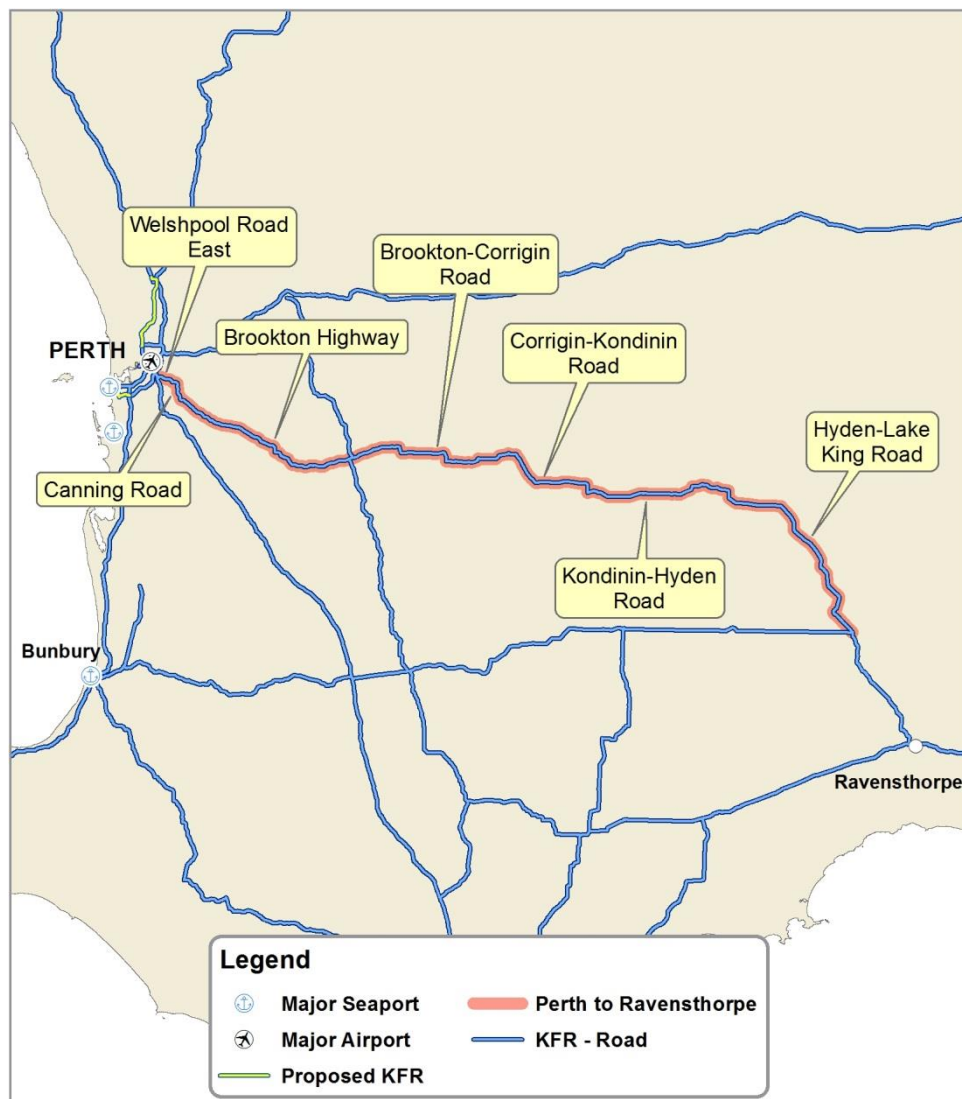
Overview of Expenditure and Investment

2015–16 approved	(\$m)	145.56
2016–17 indicative	(\$m)	444.28
2017–18 indicative	(\$m)	513.15
2018–19 indicative	(\$m)	471.43
Total	(\$m)	1574.42

Perth Freight Link: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Perth Freight Link	Various	Extension of Roe Highway, west of the Kwinana Freeway to Stock Road in Coolbellup, upgrade Stock Road through O'Connor and Willagee, grade separated interchanges at Winterfold Road, South Street and Leach Highway; Upgrading Leach Highway and High Street with grade separated interchanges at Carrington Street, High Street and Marmion Street; Improvements to High Street in Fremantle; Duplication of Roe Hwy (to three lanes in each direction) between Tonkin Hwy and Orrong Rd, including a new bridge over the freight railway.	1.58	0.65	0.93	143.90	443.30	508.10	467.00
<i>Subtotal project expenditure</i>			1.58	0.65	0.93	143.90	443.30	508.10	467.00
Construction			-	-	-	-	-	-	-
Maintenance			12.12	12.12	-	1.66	0.98	5.05	4.43
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			12.12	12.12	-	1.66	0.98	5.05	4.43
Total			13.69	12.77	0.93	145.56	444.28	513.15	471.43

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

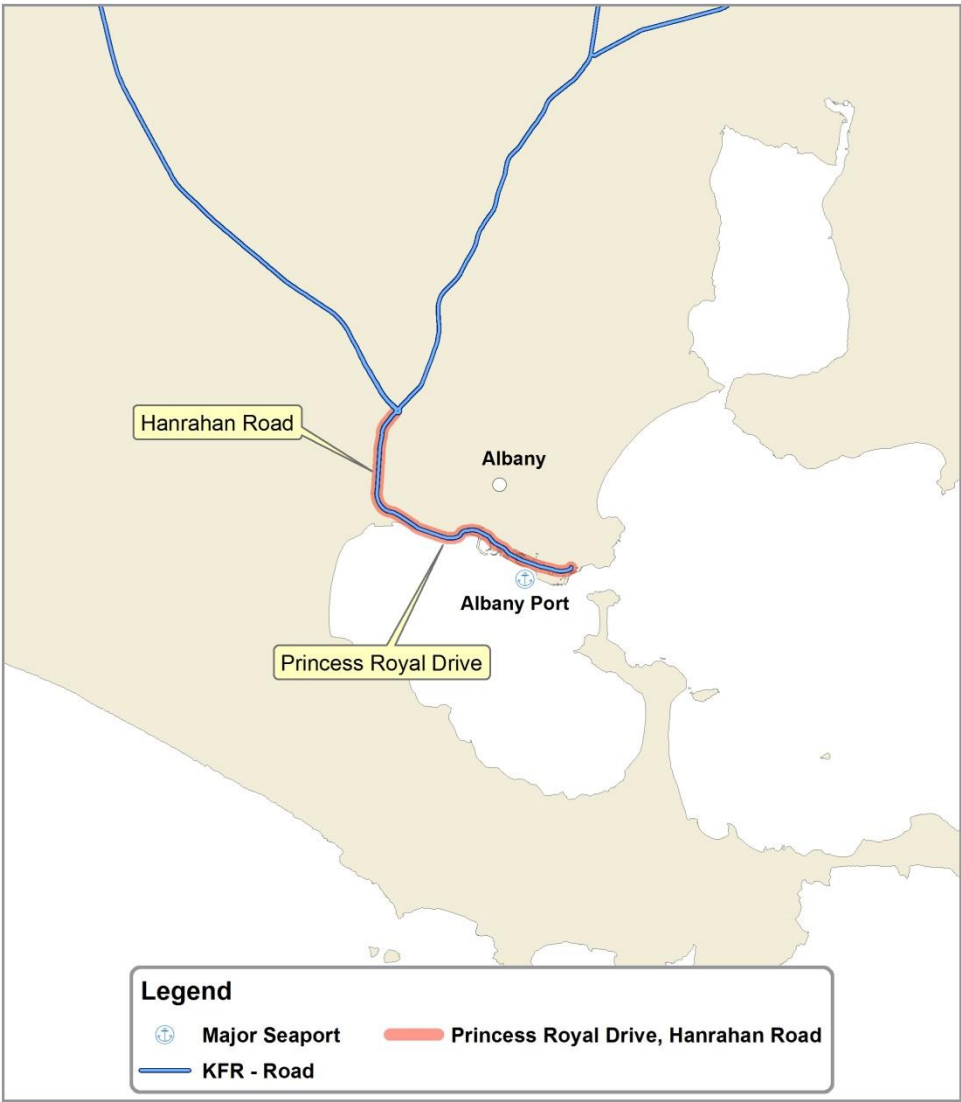
2015–16 approved	(\$m)	8.23
2016–17 indicative	(\$m)	4.25
2017–18 indicative	(\$m)	7.34
2018–19 indicative	(\$m)	2.96
Total	(\$m)	22.78

Perth to Ravensthorpe: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Welshpool Road East / Lewis Road	1.35 SLK	Provision of an acceleration lane from Lewis Rd lane definition between left slip and through lane	0.16	0.16	-	0.16	-	-	-
Welshpool Road East / Crystal Brook Road	3.97 SLK	Welshpool Rd East/Crystal Brook Rd (x2)-Install wire rope TL4 barrier between two Crystal Brook Rd intersections on the median and left hand verge	0.44	0.44	-	0.44	-	-	-
Brookton Highway Intersection	312 SLK	Brookton High way / McPherson St Intersection Upgrade	2.21	2.21	-	0.52	0.54	0.56	0.59
Brookton Highway - Bridger Road Section	500- 505 SLK	Widen existing seal and reconstruct shoulders to 1.0m sealed and 0.5m unsealed, install audible edge lines.	2.00	2.00	-	2.00	-	-	-
Brookton Highway / Lovering Road	314 SLK	Upgrade intersection to accommodate heavy vehicles. Provide street lighting and improve line markings and signs.	0.75	0.75	-	0.75	-	-	-

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
<i>Subtotal project expenditure</i>			5.56	5.56	-	3.87	0.54	0.56	0.59
Construction			-	-	-	-	-	-	-
Maintenance			17.13	17.13	-	4.36	3.71	6.77	2.38
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			17.13	17.13	-	4.36	3.71	6.77	2.38
Total			22.78	22.78	-	8.23	4.25	7.34	2.96

Princess Royal Drive and Hanrahan Road



Key Statistics

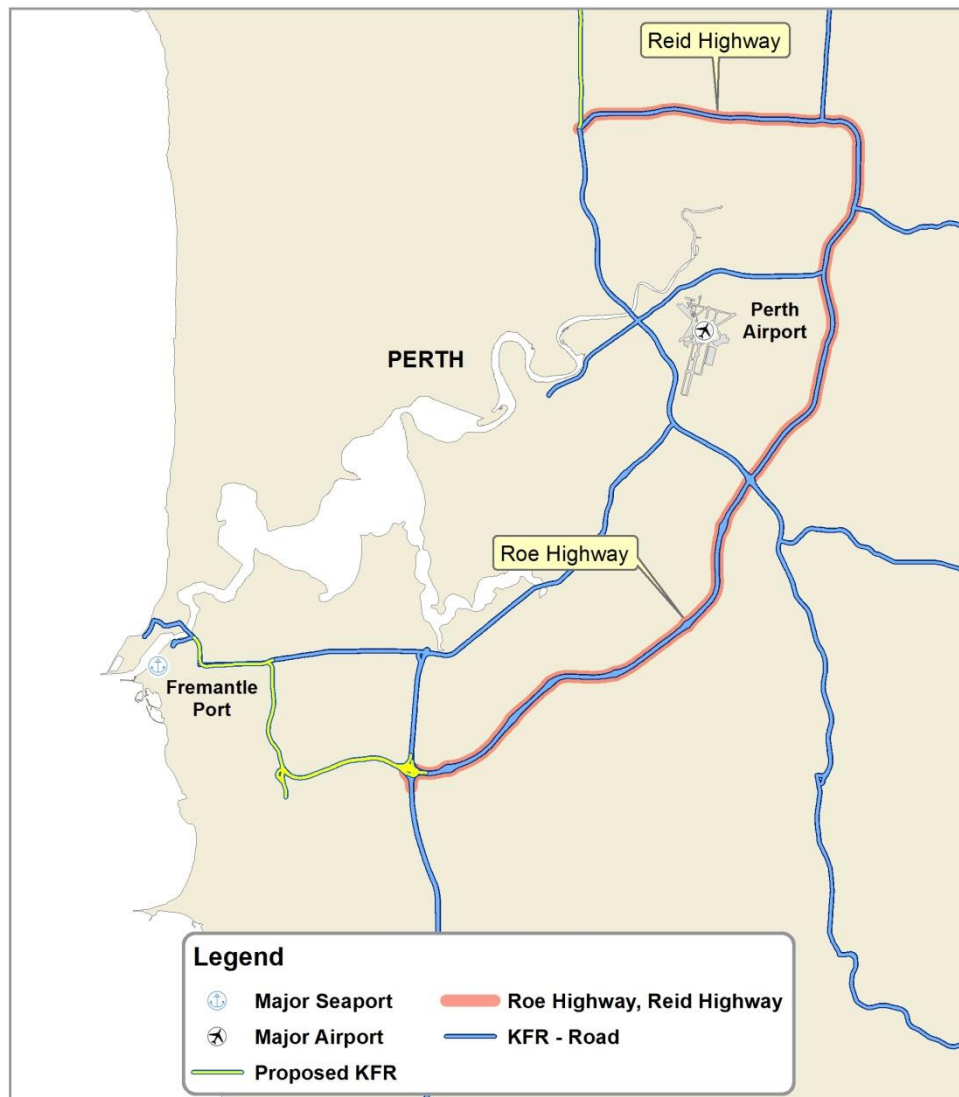
- Albany Port Road is a local road beginning from Chester Pass Rotary to the Albany Port.
- Albany Port road annual tonnage 2014: 2.3 mT
-

Overview of Expenditure and Investment*

2015–16 approved	(\$m)	-
2016–17 indicative	(\$m)	-
2017–18 indicative	(\$m)	-
2018–19 indicative	(\$m)	-
Total	(\$m)	-

* There is no planned maintenance or project expenditure on this route from 2015-16 to 2018-19.

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

2015–16 approved	(\$m)	79.21
2016–17 indicative	(\$m)	63.42
2017–18 indicative	(\$m)	2.12
2018–19 indicative	(\$m)	3.14
Total	(\$m)	147.89

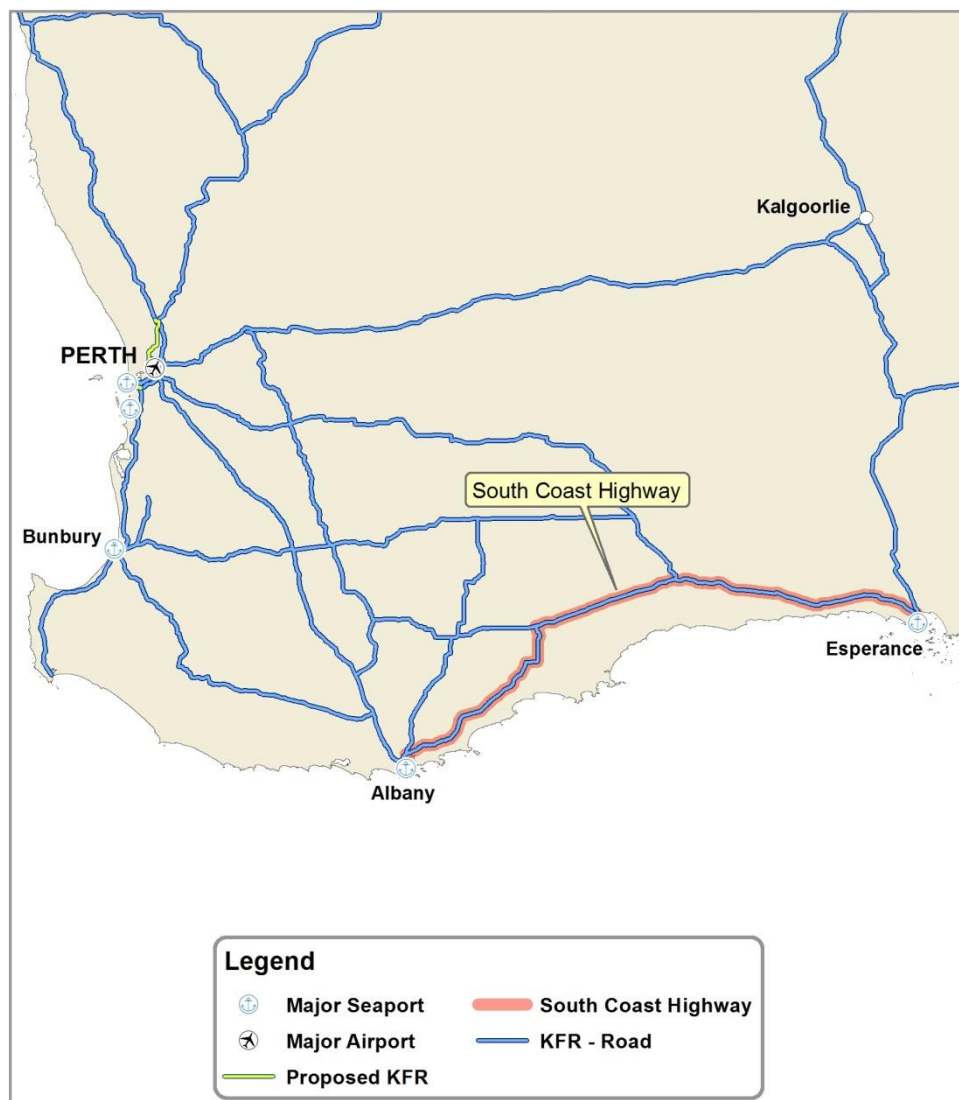
Roe and Reid Highways: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Reid Highway - Beechboro Rd North to West Swan Rd	0-4.18 SLK	Construct second carriageway	0.08	0.08	-	0.08	-	-	-
Reid Highway -Marmion Avenue to Erindale Road Stage 2	0-4.18 SLK	Construct second carriageway	26.23	26.23	-	26.12	0.12	-	-
Reid Highway/Malaga Drive	11.08-12.4 SLK	Construct interchange	84.00	84.00	-	24.00	59.50	-	-
Roe Highway Helena river bridge	38.75 SLK	Investigate activities; environmental assessment & controls; heritage survey; concrete durability testing; service relocation; design and documentation	2.75	2.75	-	2.75	-	-	-
Roe Highway/Great Eastern Highway Bypass and Roe Highway/Kalamunda Road	34.7-37.54 SLK	Development work for grade separated interchanges	0.40	0.40	-	0.40	-	-	-
Reid Highway/Erindale Road	4.18 SLK	Development work for grade separated interchanges	0.32	0.32	-	0.32	-	-	-
Roe/Berkshire Grade Separation	13.06 SLK	Construct grade separated interchange	45.00	18.00	27.00	16.00	-	-	-

(Continued)

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Reid Highway/West Swan Road/Middle Swan Road (City of Swan)	21.23-22.0 SLK	Extend right and left turn pockets on West Swan Road south approach; extend left turn pockets on Reid Highway west approach and West Swan Road north approach.	0.03	0.03	-	0.03	-	-	-
Reid Highway/Beechboro Road North (City of Swan)	15.31 SLK	Remove filter movement on Beechboro Road, extend right turn pockets on Reid Highway and Beechboro Road approaches, extend left turn pocket on Reid Highway west approach.	0.03	0.03	-	0.03	-	-	-
Reid Highway Duffy Road to Erindale Rd	2.21-4.18 SLK	Duplication of highway for 2.2km and construct bridge over Mitchell Freeway	24.00	24.00	-	2.00	-	-	-
<i>Subtotal project expenditure</i>			<i>182.83</i>	<i>155.84</i>	<i>27.00</i>	<i>71.72</i>	<i>59.62</i>	<i>-</i>	<i>-</i>
Construction			-	-	-	-	-	-	-
Maintenance			16.56	16.56	-	7.50	3.80	2.12	3.14
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>16.65</i>	<i>16.65</i>	<i>-</i>	<i>7.50</i>	<i>3.80</i>	<i>2.12</i>	<i>3.14</i>
Total			199.39	172.49	27.00	79.21	63.42	2.12	3.14

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

2015–16 approved	(\$m)	1.85
2016–17 indicative	(\$m)	0.07
2017–18 indicative	(\$m)	0.25
2018–19 indicative	(\$m)	0.04
Total	(\$m)	2.21

South Coast Highway: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
South Coast Highway (Albany to Willyung Section and Henry Street and Willyung Road)	2.55-7.6 SLK	Widen existing seal and reconstruct shoulders to 1.0m sealed and 0.5m unsealed, install audible edge lines.	1.80	1.80	-	1.80	-	-	-
<i>Subtotal project expenditure</i>			<i>1.80</i>	<i>1.80</i>	<i>-</i>	<i>1.80</i>	<i>-</i>	<i>-</i>	<i>-</i>
Construction			-	-	-	-	-	-	-
Maintenance			0.42	0.42	-	0.05	0.07	0.25	0.04
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>0.42</i>	<i>0.42</i>	<i>-</i>	<i>0.05</i>	<i>0.07</i>	<i>0.25</i>	<i>0.04</i>
Total			2.22	2.22	-	1.85	0.07	0.25	0.04

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
- Muir Highway annual tonnage 2014: 0.27 mT

Overview of Expenditure and Investment

2015–16 approved	(\$m)	18.89
2016–17 indicative	(\$m)	8.40
2017–18 indicative	(\$m)	10.23
2018–19 indicative	(\$m)	25.25
Total	(\$m)	62.77

South Western and Muirs Highways: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
South Western Highway Beenyup Brook (West)	8.49 SLK	Investigate activities; environmental assessment & controls; heritage survey; concrete durability testing; service relocation; design and documentation for bridge 0120	1.75	1.75	-	-	0.68	1.07	-
South Western Highway Beenyup Brook (East)	8.49 SLK	Investigate activities; environmental assessment & controls; heritage survey; concrete durability testing; service relocation; design and documentation bridge 0124	1.75	1.75	-	-	-	1.75	-
South Western Highway - Donnybrook to Greenbushes	187.34-232.3 SLK	Highest priority sections widening and geometric improvements	25.78	25.78	-	-	-	0.62	16.37
South Western Highway - Waroona to Harvey	89.9-110.16 SLK	Widen to 7m with 1m sealed shoulders and construct passing lanes	0.06	0.06	-	0.06	-	-	-

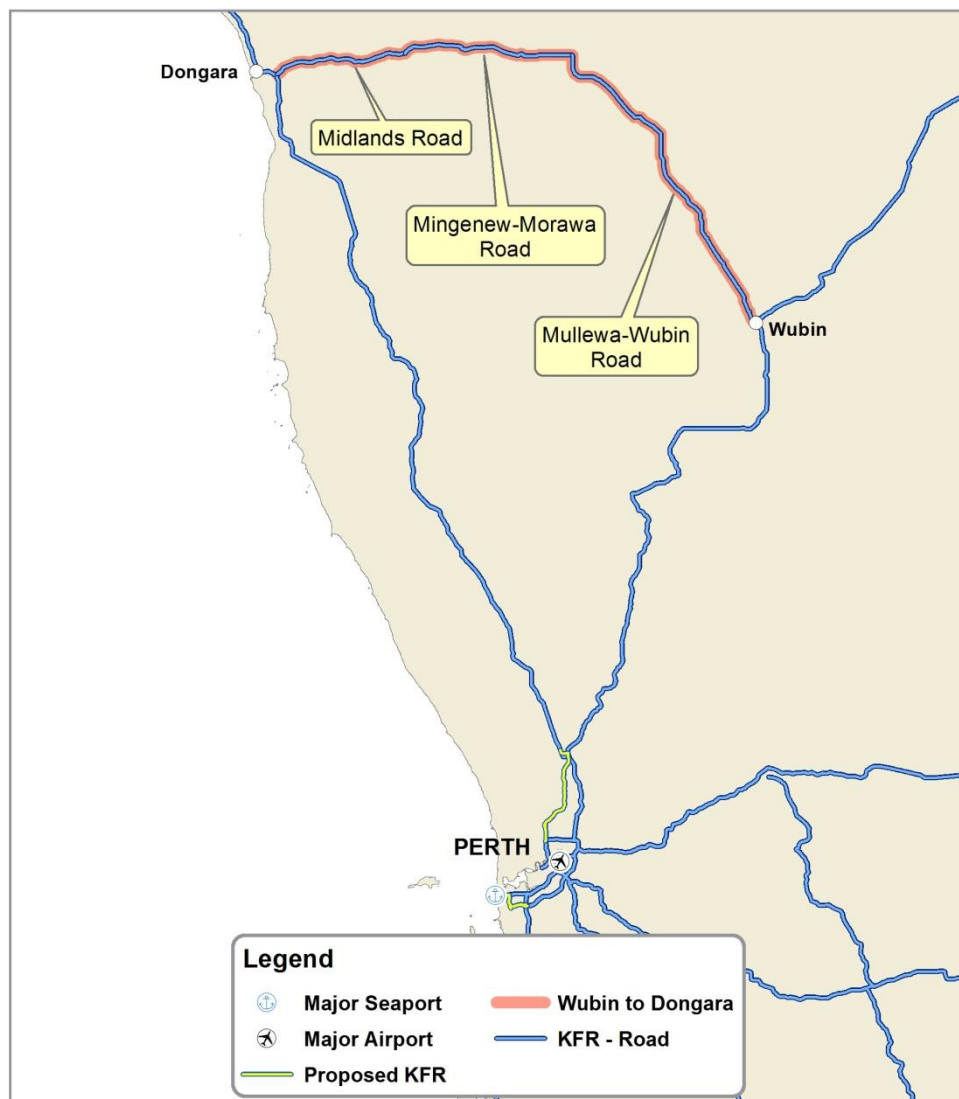
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Project name/ Location	Location description	Work description	Project total cost (\$m)	WA Government/ other contribution to total project cost (\$m)	Australian Government contribution to total project cost (\$m)	2015–16 approved all funding sources (\$m)	2016–17 indicative all funding sources (\$m)	2017–18 indicative all funding sources (\$m)	2018–19 indicative all funding sources (\$m)
South Western Highway - Vasse Turnoff to Walpole	294.2-397 SLK	Reconstruct widen to 7m with 1m wide shoulders and improve clear zones	0.10	0.10	-	0.10	-	-	-
South Western Highway Blackwood River bridge	243.9 SLK	Superstructure and substructure repairs Bridge 0220A over Blackwood River	0.64	0.64	-	0.64	-	-	-
South Western Highway Walpole River bridge	395.9 SLK	Superstructure and substructure repairs Bridge 0099 over Walpole River	0.58	0.58	-	0.58	-	-	-
South Western Highway - Balingup Greenbushes	219.45-220.9 SLK	Realign and extend climbing lane and construct truck bay	0.15	0.15	-	0.15	-	-	-
South Western Highway	363.5 SLK	Replace culverts at Bridge 0095	0.68	0.68	-	0.68	-	-	-
South Western Highway (Greenbushes section)	224-234.8 SLK	Install wire rope or w-beam barrier at selected higher risk locations (tree and embankment risks)	0.50	0.50	-	0.50	-	-	-
South Western Highway (Broke Inlet to Deep River section)	368.4- 389.3 SLK	Improve clear zone and widen from 6.3m to 9.0m (incl 2 x 1.0m sealed shoulders) and provide painted edge line.	1.70	1.70	-	1.70	-	-	-

(Continued)

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
South Western Highway (Greenbushes North Stage 2)	220.9-222.34 SLK	Widen to 7.0m with 1.0m sealed shoulders.	0.14	0.14	-	0.14	-	-	-
South Western Highway (Shire of Donnybrook Balingup)	187.00 - 196.00 SLK	Installation of road safety barriers.	1.19	1.19	-	1.19	-	-	-
<i>Subtotal project expenditure</i>			<i>37.21</i>	<i>37.21</i>	<i>-</i>	<i>7.93</i>	<i>0.68</i>	<i>3.44</i>	<i>16.37</i>
Construction			-	-	-	-	-	-	-
Maintenance			34.35	34.35	-	10.96	7.72	6.78	8.88
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>34.35</i>	<i>34.35</i>	<i>-</i>	<i>10.96</i>	<i>7.72</i>	<i>6.78</i>	<i>8.88</i>
Total			71.56	71.56	-	18.89	8.40	10.23	25.25

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

2015–16 approved	(\$m)	3.42
2016–17 indicative	(\$m)	2.39
2017–18 indicative	(\$m)	3.09
2018–19 indicative	(\$m)	5.42
Total	(\$m)	14.32

Wubin to Dongara: Planned Expenditure and Investment

Project name/ Location	Location description	Work description	Project total cost (\$m)	WA 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)
Wubin-Mullewa Road Development	1126.8-157 SLK	Complete development activities on Wubin Mullewa Road	0.25	0.25	-	0.25	-	-	-
<i>Subtotal project expenditure</i>			<i>0.25</i>	<i>0.25</i>	<i>-</i>	<i>0.25</i>	<i>-</i>	<i>-</i>	<i>-</i>
Construction			-	-	-	-	-	-	-
Maintenance			14.07	14.07	-	3.16	2.39	3.09	5.42
Planning			-	-	-	-	-	-	-
Rehabilitation			-	-	-	-	-	-	-
<i>Subtotal other expenditure</i>			<i>14.07</i>	<i>14.07</i>	<i>-</i>	<i>3.16</i>	<i>2.39</i>	<i>3.09</i>	<i>5.42</i>
Total			14.32	14.32	-	3.42	2.39	3.09	5.42