

# Key Freight Routes

Road Expenditure and Investment Plans  
2017-18 to 2020-21

*Western Australia*



## Introduction

At the May 2014 meeting of the Transport and Infrastructure Council, state, territory and Commonwealth transport Ministers agreed to implement a series of measures to improve the heavy vehicle investment and charging framework. One of the initial measures agreed by transport Ministers was to publish road expenditure plans. The measure would allow the heavy vehicle industry to better understand and participate in new investment decisions and price setting processes.

Publishing road expenditure plans represents a critical step towards reform of heavy vehicle charging arrangements in Australia. This is because transparency around future road expenditure is a key precursor to implementing direct charging.

*The Road Expenditure and Investment Plans 2017-18 to 2020-21* is the third time the plans have been produced, following the publication of the first versions in early 2016. 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 is the culmination of a concerted and coordinated effort between state, territory and the Commonwealth Governments.

The plans are updated on an annual basis, with improvements and refinements being made as this work progresses. 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.

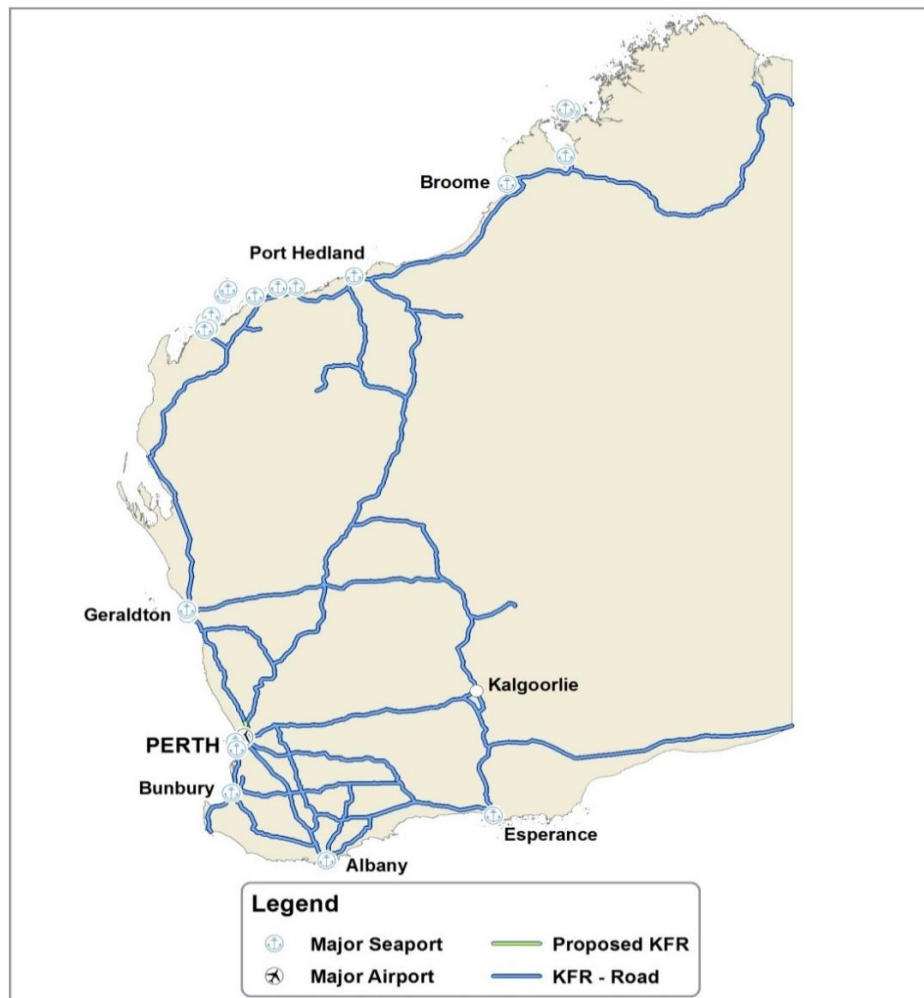
### Disclaimer

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.

## Contents

Western Australia: Key Freight Routes	3
Albany and Tonkin Highways	6
Brand Highway	9
Broomehill-Gnowangerup and Gnowangerup-Jerramungup Roads	11
Bunbury to Newdegate	12
Bussell Highway to Perth	14
Chester Pass and Pingrup-Lake Grace Roads	17
Coolgardie-Esperance Highway	18
Dampier Highway	20
Eyre Highway	22
Geraldton to Leinster	23
Goldfields Highway and Laverton-Leonora Road	25
Great Eastern Highway	27
Great Northern and Victoria Highways	30
Great Southern Highway	34
Leach Highway	36
North West Coastal Highway	38
NorthLink	40
Perth to Ravensthorpe	42
Princess Royal Drive and Hanrahan Road	44
Roe and Reid Highways	45
South Coast Highway	47
South Western and Muirs Highways	49
Wubin to Dongara	52

## 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.

The objectives of the Freight Transport Network Needs of Regional Western Australia:

- 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

2017–18 approved	(\$m)	1,182.39
2018 –19 indicative	(\$m)	903.56
2019 – 20 indicative	(\$m)	652.57
2020 – 21 indicative	(\$m)	226.77
<b>Total</b>	<b>(\$m)</b>	<b>2,965.29</b>

## Planned Expenditure and Investment

Route	2017-18 approved (\$m)	2018 -19 indicative (\$m)	2019 - 20 indicative (\$m)	2020 - 21 indicative (\$m)	Total 2017 - 18 to 2020 - 21 indicative (\$m)
Albany and Tonkin Highways	30.87	29.97	29.43	17.57	107.83
Brand Highway	14.45	20.36	14.54	5.87	55.21
Broomehill-Gnowangerup and Gnowangerup-Jerramungup Roads	4.60	4.33	3.61	0.94	13.48
Bunbury to Newdegate	20.21	26.18	19.67	3.52	69.58
Bussell Highway to Perth	103.03	25.86	22.44	8.15	159.47
Chester Pass and Pingrup-Lake Grace Roads	11.49	11.57	13.02	2.25	38.33
Coolgardie-Esperance Highway	15.10	16.74	17.22	2.33	51.38
Dampier Highway	0.86	0.39	0.35	0.16	1.75
Eyre Highway	19.48	14.26	14.08	5.13	52.95
Geraldton to Leinster	35.23	34.35	34.70	10.23	114.51
Goldfields Highway and Laverton-Leonora Road	23.75	19.97	18.75	1.76	64.23
Great Eastern Highway	81.18	87.08	25.80	7.36	201.42
Great Northern and Victoria Highways	173.55	154.57	156.54	26.83	511.48
Great Southern Highway	12.75	13.67	10.33	5.06	41.81
Leach Highway	0.17	4.16	22.24	21.61	48.18
North West Coastal Highway	186.65	60.78	27.78	2.75	277.96
NorthLink	355.95	254.33	13.68	11.65	635.62
Perth to Ravensthorpe	20.82	20.20	18.62	8.96	68.60
Princess Royal Drive / Hanraham Road	-	-	-	-	-
Roe and Reid Highways	6.93	29.20	120.36	54.86	211.35
South Coast Highway	10.46	19.65	12.59	7.57	50.28
<i>(continued)</i>					

Route	2017-18 approved (\$m)	2018 -19 indicative (\$m)	2019 - 20 indicative (\$m)	2020 - 21 indicative (\$m)	Total 2017 - 18 to 2020 - 21 indicative (\$m)
South Western and Muirs Highways	39.04	38.68	40.66	17.94	136.32
Wubin to Dongara	15.83	17.29	16.16	4.27	53.54
<b>Total</b>	<b>1,182.39</b>	<b>903.56</b>	<b>652.57</b>	<b>226.77</b>	<b>2,965.29</b>

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 Kojoonup.
- 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

2017–18 approved	(\$m)	30.87
2018 –19 indicative	(\$m)	29.97
2019 – 20 indicative	(\$m)	29.43
2020 – 21 indicative	(\$m)	17.57
<b>Total</b>	<b>(\$m)</b>	<b>107.83</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Albany Hwy - Kojonup	Bridge 53 Replacement	0.79	0.79	-	0.68	-	-	-
Albany Highway	Construction of Cranbrook Truck	0.48	0.24	0.24	0.29	-	-	-
Albany Highway - Harold Rd	Construct 2 passing lanes	1.25	1.25	-	0.77	-	-	-
Albany Highway - Shepperton Rd / Duncan Street	Intersection Improvements	3.85	3.85	-	2.88	-	-	-
Albany Highway / Burslem Dr (Gosnells)	Upgrade Intersection	0.08	0.08	-	0.07	-	-	-
Albany Highway / Welshpool Rd	Intersection Safety Improvements	0.15	0.15	-	0.15	-	-	-
Tonkin Highway - Gateway Project	Gateway - congestion management and freight efficiency upgrade	923.23	289.94	633.29	-	-	-	-
<i>Subtotal project expenditure</i>		<i>929.83</i>	<i>296.30</i>	<i>633.53</i>	<i>4.84</i>	<i>-</i>	<i>-</i>	<i>-</i>
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017-18 Approved all funding sources (\$m)	2018 -19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Other expenditure								
Maintenance					21.92	26.25	25.73	16.71
Minor works and other programs					4.10	3.71	3.70	0.87
<i>Subtotal other expenditure</i>					<i>26.03</i>	<i>29.97</i>	<i>29.43</i>	<i>17.57</i>
<b>Total</b>		<b>929.83</b>	<b>296.30</b>	<b>633.53</b>	<b>30.87</b>	<b>29.97</b>	<b>29.43</b>	<b>17.57</b>

## 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).

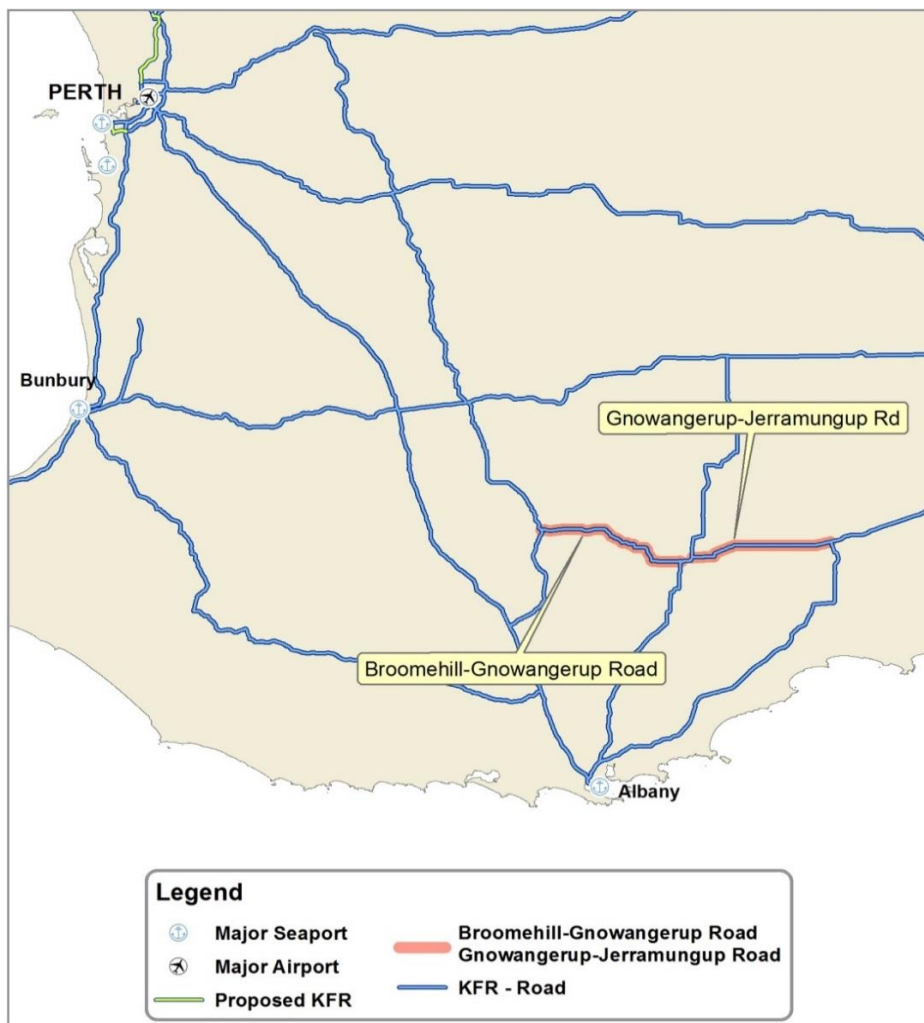
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	14.45
2018 –19 indicative	(\$m)	20.36
2019 – 20 indicative	(\$m)	14.54
2020 – 21 indicative	(\$m)	5.87
<b>Total</b>	<b>(\$m)</b>	<b>55.21</b>

## Brand Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Brand Highway - Comm Black Spot	Widen & Seal Shoulders & Install Audible edge Lines	1.29	1.29	0.01	-	-	-	-
Brand Highway	Seal two existing bays	1.10	1.10	-	0.28	0.29	-	-
<i>Subtotal project expenditure</i>		<i>2.39</i>	<i>2.39</i>	<i>0.01</i>	<i>0.28</i>	<i>0.29</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					10.74	16.99	11.51	5.16
Minor works and other programs					3.43	3.08	3.03	0.71
<i>Subtotal other expenditure</i>					<i>14.17</i>	<i>20.07</i>	<i>14.54</i>	<i>5.87</i>
<b>Total</b>		<b>2.39</b>	<b>2.39</b>	<b>0.01</b>	<b>14.45</b>	<b>20.36</b>	<b>14.54</b>	<b>5.87</b>

## Broomehill-Gnowangerup and Gnowangerup-Jerramungup Roads



### Key statistics

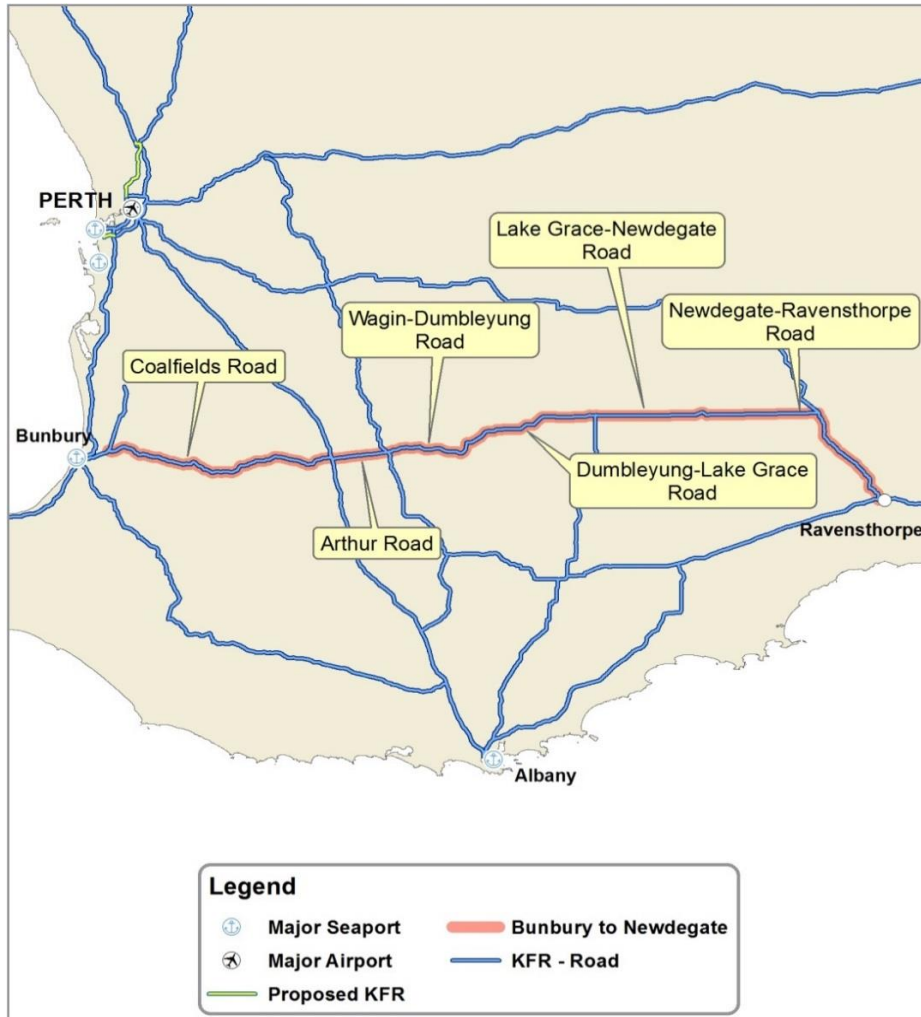
- Broomehill-Gnowangerup road services the towns of Broomehill and Gnowangerup.
- Freight transported on road from these towns is largely made up of wheat and other cereal grain, with both towns being cooperative bulk handling receival sites.
- Approximately 19% or all vehicles using Broomehill-Gnowangerup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

### Overview of Expenditure and Investment\*

	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Maintenance	3.40	3.23	2.52	0.69
Minor works and other programs	1.20	1.09	1.09	0.25
<b>Total</b>	<b>4.60</b>	<b>4.33</b>	<b>3.61</b>	<b>0.94</b>

\* There is no project expenditure planned for this route.

## 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.

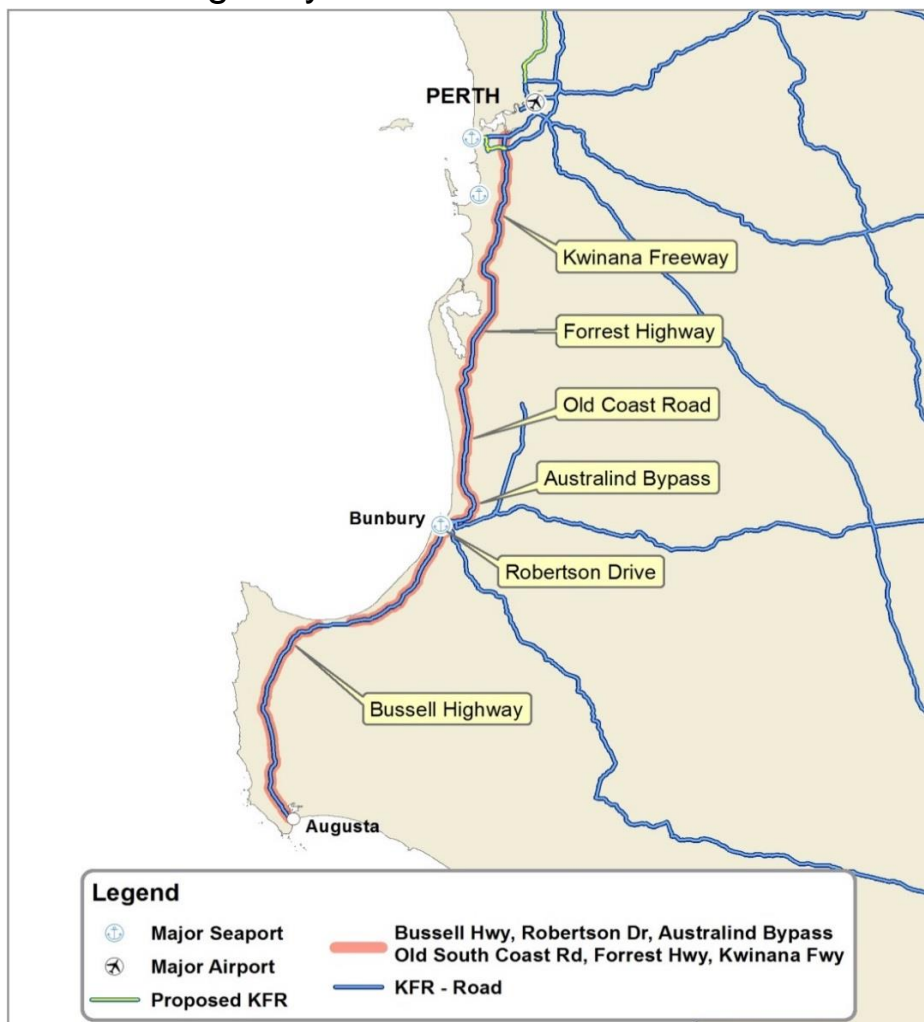
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	20.21
2018 –19 indicative	(\$m)	26.18
2019 – 20 indicative	(\$m)	19.67
2020 – 21 indicative	(\$m)	3.52
<b>Total</b>	<b>(\$m)</b>	<b>69.58</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Coalfields Highway - Roelands - Allanson	Realign; Reconstrt & Climbing Lane	17.17	17.17	-	2.00	-	-	-
<i>Subtotal project expenditure</i>		<i>17.17</i>	<i>17.17</i>	<i>-</i>	<i>2.00</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					14.61	22.89	16.43	2.77
Minor works and other programs					3.61	3.28	3.24	0.76
<i>Subtotal other expenditure</i>					<i>18.21</i>	<i>26.18</i>	<i>19.67</i>	<i>3.52</i>
<b>Total</b>		<b>17.17</b>	<b>17.17</b>	<b>-</b>	<b>20.21</b>	<b>26.18</b>	<b>19.67</b>	<b>3.52</b>

## 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

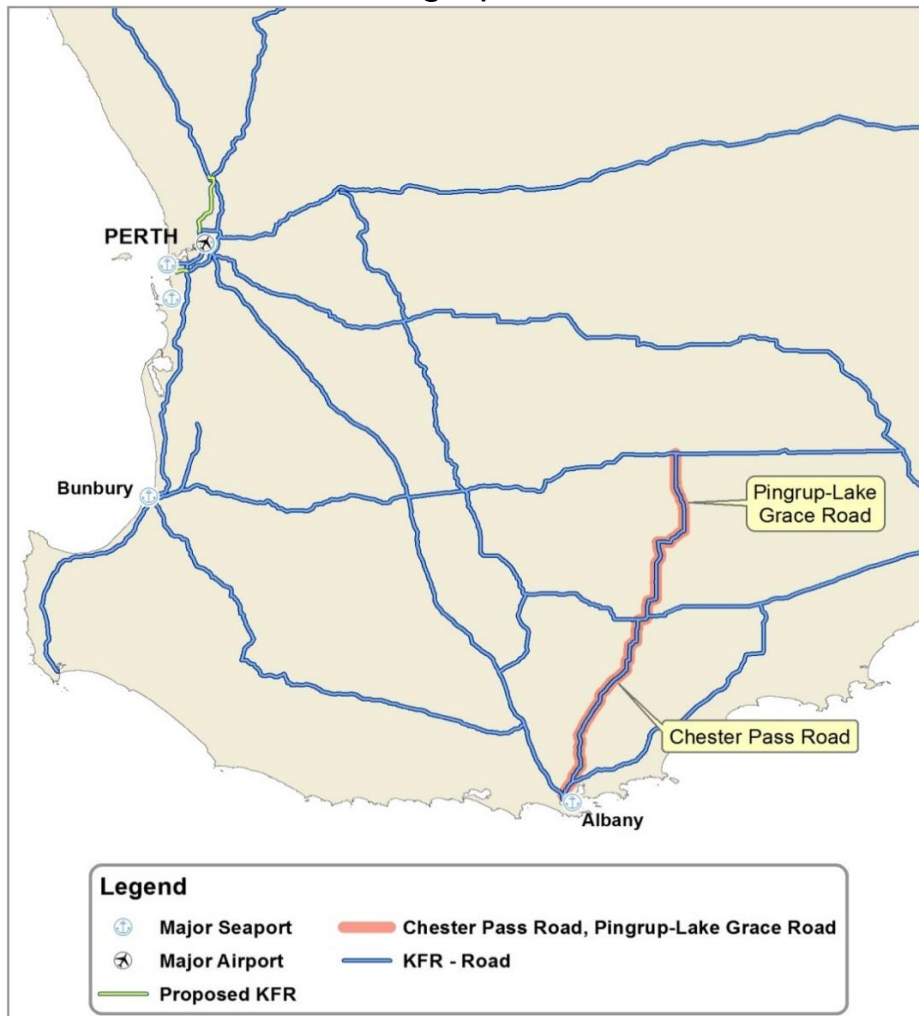
2017–18 approved	(\$m)	103.03
2018 –19 indicative	(\$m)	25.86
2019 – 20 indicative	(\$m)	22.44
2020 – 21 indicative	(\$m)	8.15
<b>Total</b>	<b>(\$m)</b>	<b>159.47</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Kwinana Freeway - North & South Lanes - Roe Highway to Beeliar	Add Lanes	57.13	10.14	46.99	-	1.02	4.08	-
Bussell Highway - Vasse Bypass	Construct Vasse Bypass sealed shoulders	10.46	10.46	-	0.95	-	-	-
Bussell Highway - Margaret River Perimeter Road	Construct & s/shoulders	17.26	17.26	-	30.88	-	-	-
Bussell Highway - Treeton Road Cowaramup	Future Land-upgrade intersection	0.05	0.05	-	0.00	-	-	-
Forrest Highway	Upgrade intersection with Johnston Road-DMP contribution	0.07	0.07	-	0.03	-	-	-
Forrest Highway	Service Centre Access-Murray	0.01	0.01	-	0.66	-	-	-
Forrest Highway	WA Police - Instal Barriers - Old Coast Road & Noble Road	0.09	0.09	-	0.25	-	-	-
Bussell Hwy NSP	Left Turn Lane	0.35	0.35	-	-	-	-	-
Bussell Highway - Vasse to Newtown	Construct bypass at Vasse town site	21.21	21.21	-	-	-	-	-
Manning Road	Construct on-ramp southbound	0.12	0.12	-	-	-	-	-
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Russell Road Interchange	Kwinana Freeway / Russell Road interchange upgrade (associated with proposed train station at Aubin Grove)	25.00	-	-	-	-	-	-
Bussell Highway - Margaret River Perimeter Road	Construct and seal 10.0m wide, including 1.5m wide sealed shoulders	58.26	58.26	-	50.26	-	-	-
<i>Subtotal project expenditure</i>		<i>190.00</i>	<i>118.01</i>	<i>46.99</i>	<i>82.01</i>	<i>4.08</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					18.13	19.18	19.85	7.54
Minor works and other programs					2.89	2.60	2.59	0.61
<i>Subtotal other expenditure</i>					<i>21.01</i>	<i>21.78</i>	<i>22.44</i>	<i>8.15</i>
<b>Total</b>		<b>190.00</b>	<b>118.01</b>	<b>46.99</b>	<b>103.03</b>	<b>25.86</b>	<b>22.44</b>	<b>8.15</b>

## Chester Pass and Pingrup-Lake Grace Roads



### Key statistics

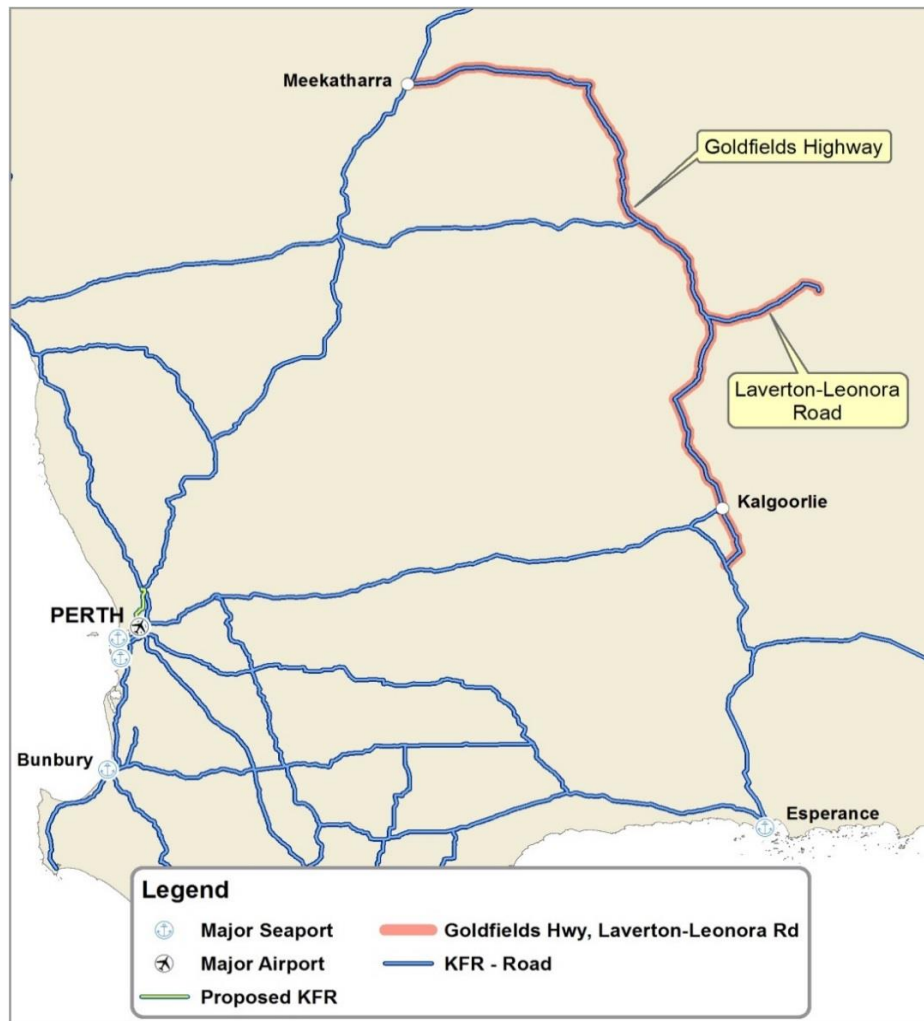
- Chester Pass is a grain freight route used for grain cartage to Albany Port.
- Approximately 9.6% of vehicles using Chester Pass road are heavy vehicles (around 1,200 heavy vehicles per day).
- Chester Pass annual tonnage 2014:
- Between South Coast Highway and Broomehill Jerramungup Road: 1.02 mT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

	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Maintenance	8.45	8.80	10.29	1.61
Minor works and other programs	3.04	2.77	2.73	0.64
<b>Total</b>	<b>11.49</b>	<b>11.57</b>	<b>13.02</b>	<b>2.25</b>

\* There is no project expenditure planned for this route.

## 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

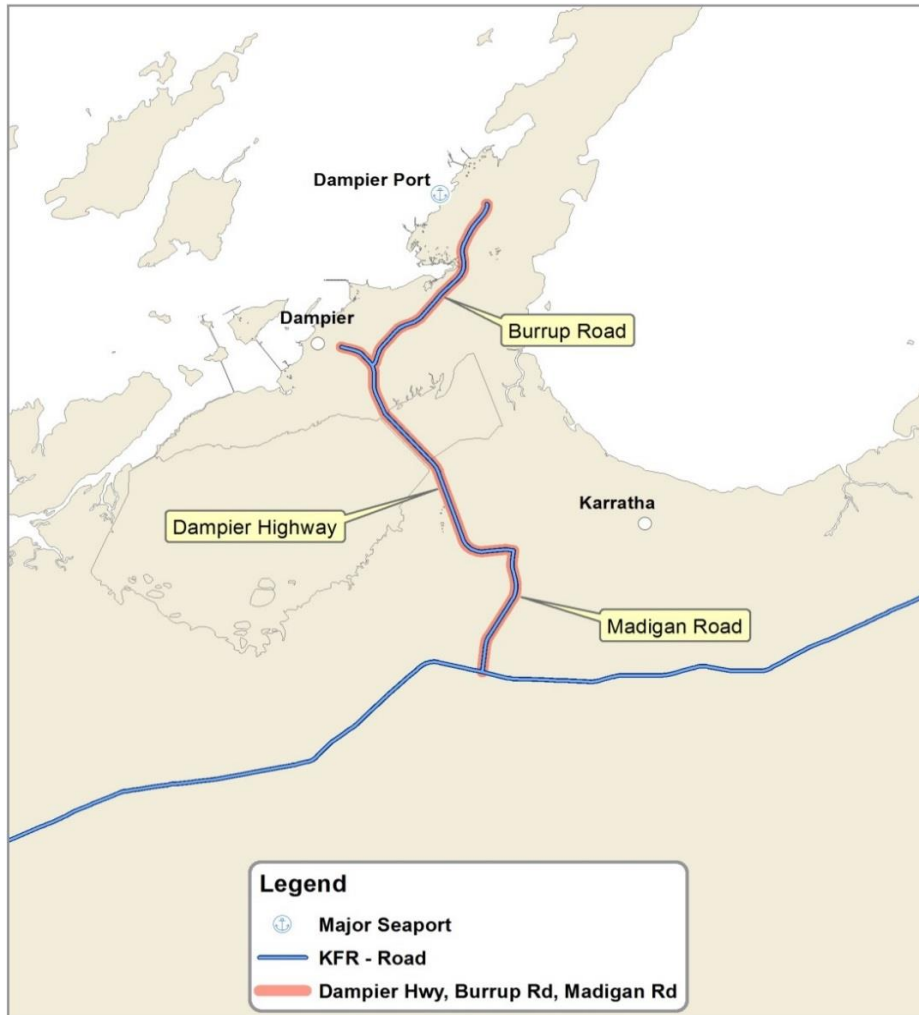
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	15.10
2018 –19 indicative	(\$m)	16.74
2019 – 20 indicative	(\$m)	17.22
2020 – 21 indicative	(\$m)	2.33
<b>Total</b>	<b>(\$m)</b>	<b>51.38</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Esperance Port Access	Construction of Esperance Port Access Corridor	115.88	55.88	60.00	1.47	-	-	-
Coolgardie Esperance Highway	Overlay to Esperance Entry	0.05	0.05	-	0.95	4.00	3.00	-
<i>Subtotal project expenditure</i>		<i>115.93</i>	<i>55.93</i>	<i>60.00</i>	<i>2.42</i>	<i>4.00</i>	<i>3.00</i>	<i>-</i>
Other expenditure								
Maintenance					9.27	9.64	11.16	1.61
Minor works and other programs					3.41	3.10	3.06	0.72
<i>Subtotal other expenditure</i>					<i>12.68</i>	<i>12.74</i>	<i>14.22</i>	<i>2.33</i>
<b>Total</b>		<b>115.93</b>	<b>55.93</b>	<b>60.00</b>	<b>15.10</b>	<b>16.74</b>	<b>17.22</b>	<b>2.33</b>

## 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

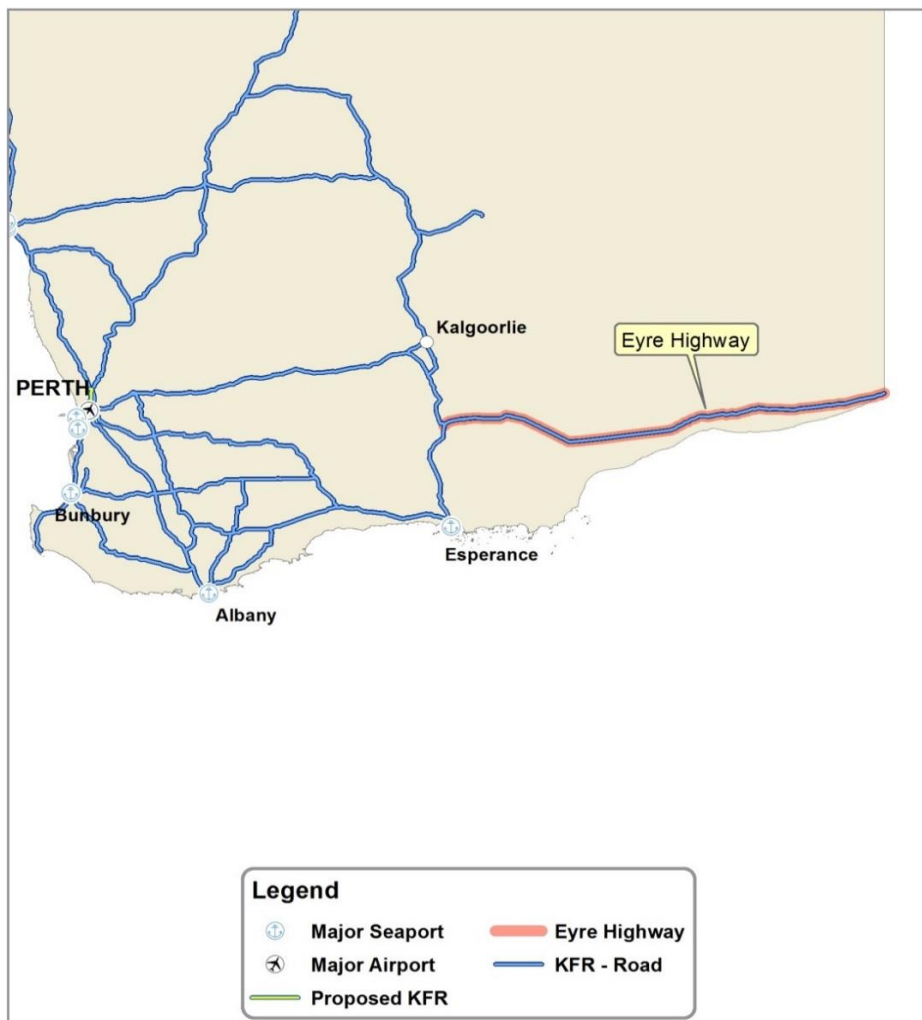
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	0.86
2018 –19 indicative	(\$m)	0.39
2019 – 20 indicative	(\$m)	0.35
2020 – 21 indicative	(\$m)	0.16
<b>Total</b>	<b>(\$m)</b>	<b>1.75</b>

## Dampier Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Dampier Highway - Stages 2 to 6	Second Carriageway SLK 23.1 - 24.5	107.04	34.13	72.91	0.50	-	-	-
<i>Subtotal project expenditure</i>		<i>107.04</i>	<i>34.13</i>	<i>72.91</i>	<i>0.50</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					0.19	0.18	0.20	0.12
Minor works and other programs					0.17	0.21	0.16	0.04
<i>Subtotal other expenditure</i>					<i>0.36</i>	<i>0.39</i>	<i>0.35</i>	<i>0.16</i>
<b>Total</b>		<b>107.04</b>	<b>34.13</b>	<b>72.91</b>	<b>0.86</b>	<b>0.39</b>	<b>0.35</b>	<b>0.16</b>

## Eyre Highway



### Key statistics

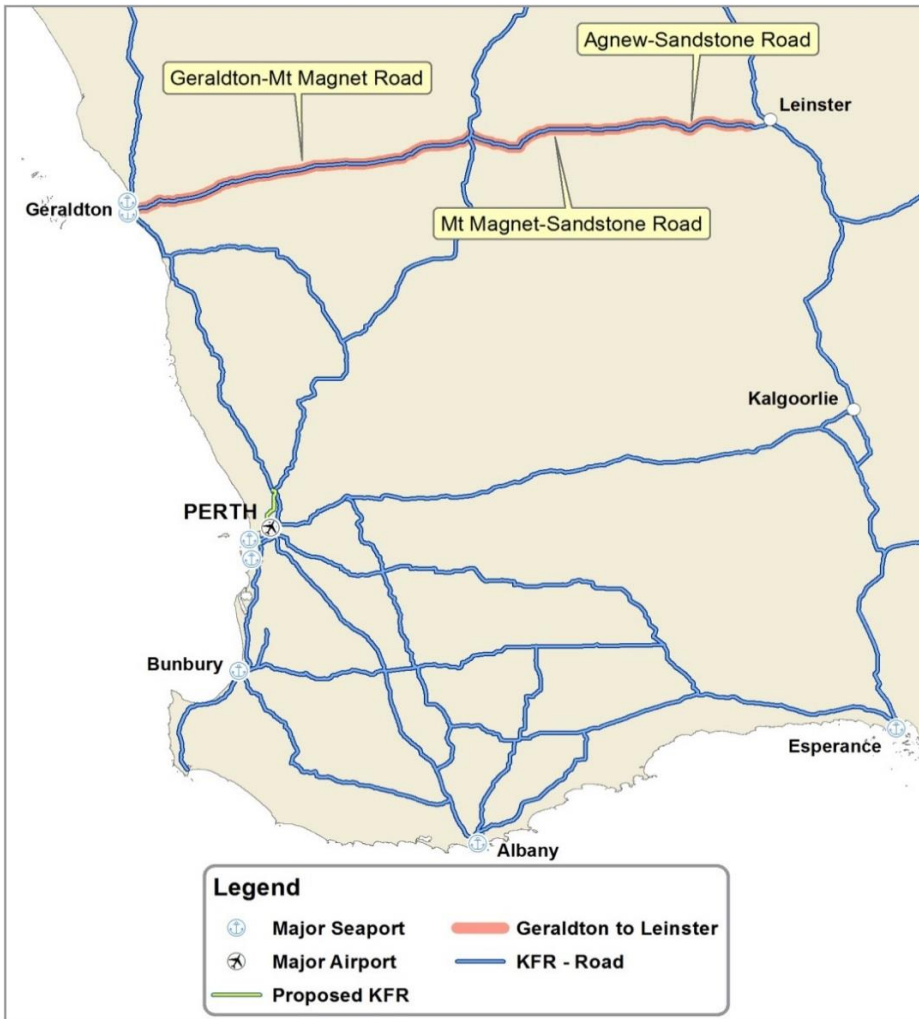
- The Eyre Highway is the key freight route linking Western Australia and South Australia via the Nullabor Plain.
- Approximately 45% of all vehicles using the Eyre Highway are heavy vehicles (around 170 heavy vehicles per day).
- In 2014 the Eyre Highway had an annual tonnage of 1.88 million tonnes.

### Overview of Expenditure and Investment\*

	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Maintenance	12.86	8.02	8.14	3.74
Minor works and other programs	6.62	6.24	5.94	1.39
<b>Total</b>	<b>19.48</b>	<b>14.26</b>	<b>14.08</b>	<b>5.13</b>

\* There is no project expenditure planned for this route.

## 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).

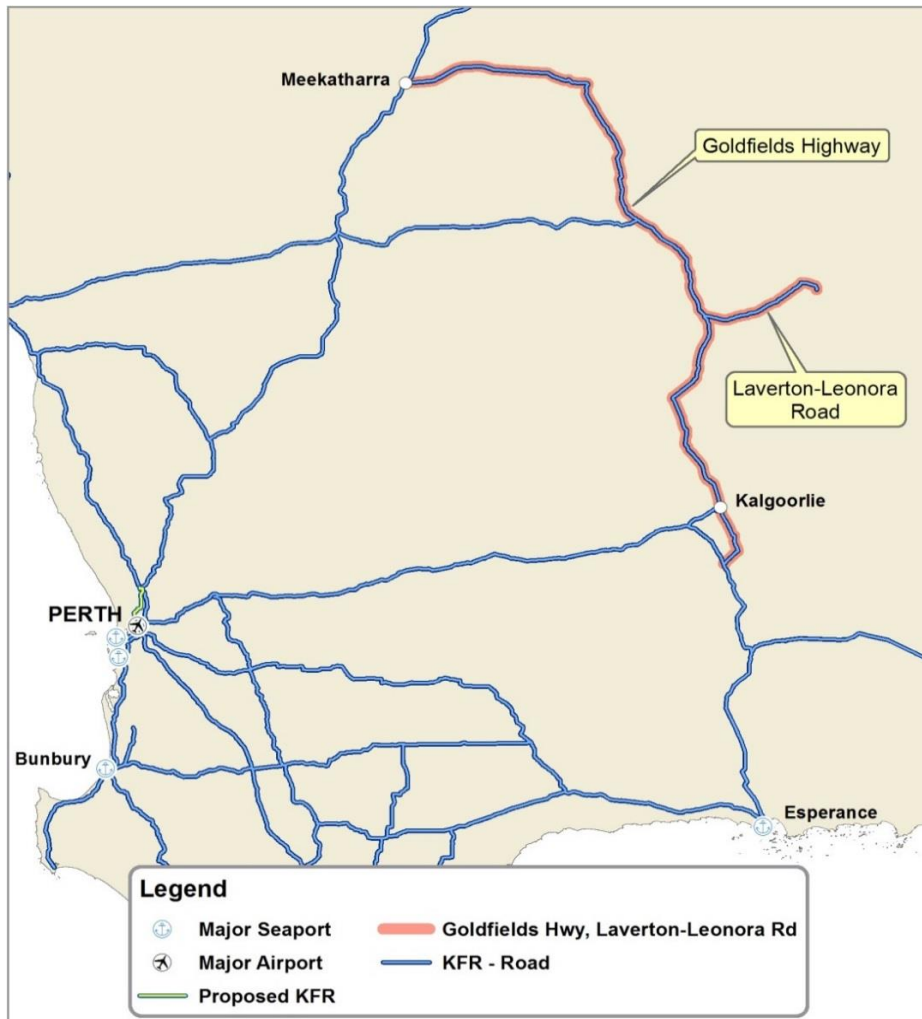
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	35.23
2018 –19 indicative	(\$m)	34.35
2019 – 20 indicative	(\$m)	34.70
2020 – 21 indicative	(\$m)	10.23
<b>Total</b>	<b>(\$m)</b>	<b>114.51</b>

## Geraldton to Leinster: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Mount Magnet - Leinster Road	Heavy Vehicle Parking Bay- SLK:220	-	-	-	0.30	-	-	-
Mount Magnet - Leinster Road	Heavy Vehicle Parking Bay- SLK:220	-	-	-	0.20	-	-	-
<i>Subtotal project expenditure</i>		-	-	-	0.50	-	-	-
Other expenditure								
Maintenance					28.89	29.02	29.45	9.00
Minor works and other programs					5.84	5.33	5.25	1.23
<i>Subtotal other expenditure</i>					34.73	34.35	34.70	10.23
<b>Total</b>		-	-	-	<b>35.23</b>	<b>34.35</b>	<b>34.70</b>	<b>10.23</b>

## 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

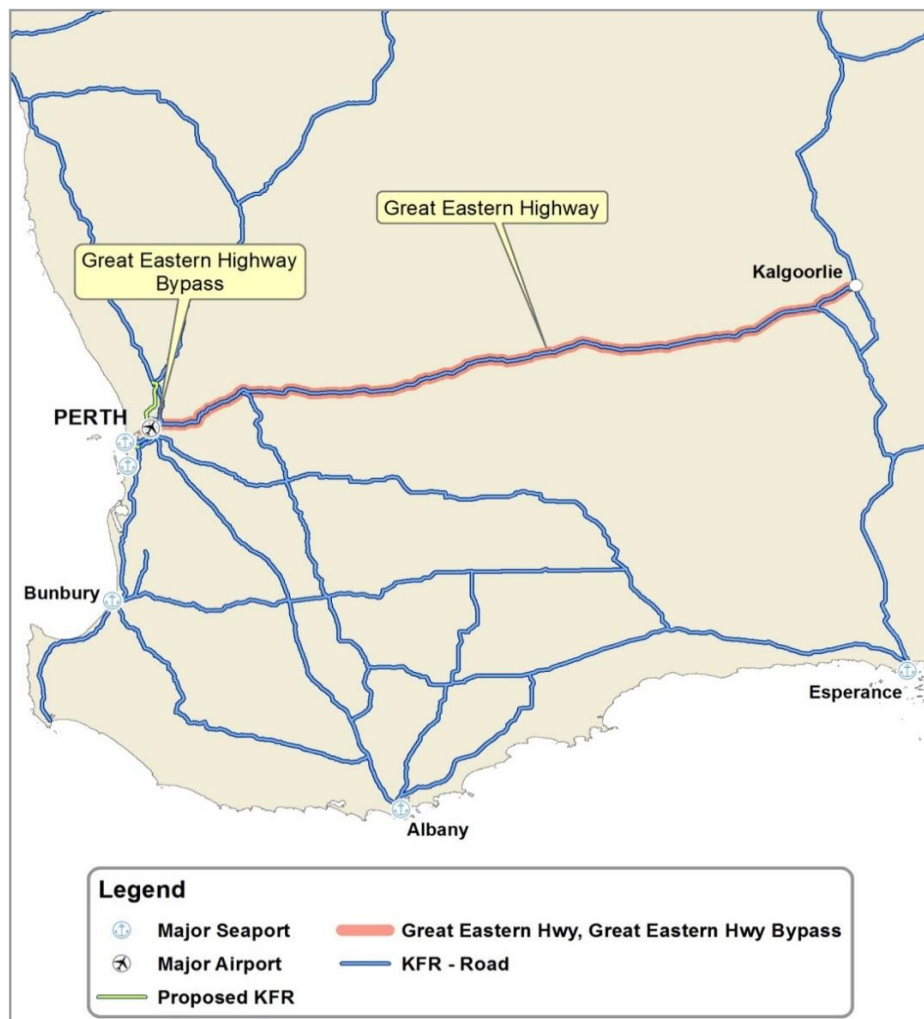
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	23.75
2018 –19 indicative	(\$m)	19.97
2019 – 20 indicative	(\$m)	18.75
2020 – 21 indicative	(\$m)	1.76
<b>Total</b>	<b>(\$m)</b>	<b>64.23</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Goldfields Highway-Wiluna-Meekatharra	DoT-Port Link Project	0.17	0.17	-	0.36	-	-	-
Goldfields Highway	Pavement widen and overlay SLK: 16.3-19.77	-	-	-	1.82	-	-	-
Goldfields Highway	Heavy Vehicle Parking Bay - SLK 544.3 - HVS	-	-	-	0.30	-	-	-
Goldfields Highway - Regional Road Safety	Goldfields Highway Widen and Seal Should	-	-	-	-	1.50	-	-
Leonora Laverton Road	Upgrade Parking Heavy Vehicle-RHS Develop Acts	0.05	0.05	-	0.05	-	-	-
Leonora- Laverton Road ( East of Leonora) - Safer Roads	Widen and seal	-	-	-	1.85	-	-	-
Leonora - Laverton Road	Heavy Vehicle Parking Bay - SLK 73.9	-	-	-	0.50	-	-	-
<i>Subtotal project expenditure</i>		<i>0.22</i>	<i>0.22</i>	<i>-</i>	<i>4.88</i>	<i>1.50</i>	<i>-</i>	<i>-</i>
<i>Other expenditure</i>								
Maintenance					10.49	10.85	11.23	-
Minor works and other programs					8.38	7.62	7.52	1.76
<i>Subtotal other expenditure</i>					<i>18.87</i>	<i>18.47</i>	<i>18.75</i>	<i>1.76</i>
<b>Total</b>		<b>0.22</b>	<b>0.22</b>	<b>-</b>	<b>23.75</b>	<b>19.97</b>	<b>18.75</b>	<b>1.76</b>

## 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

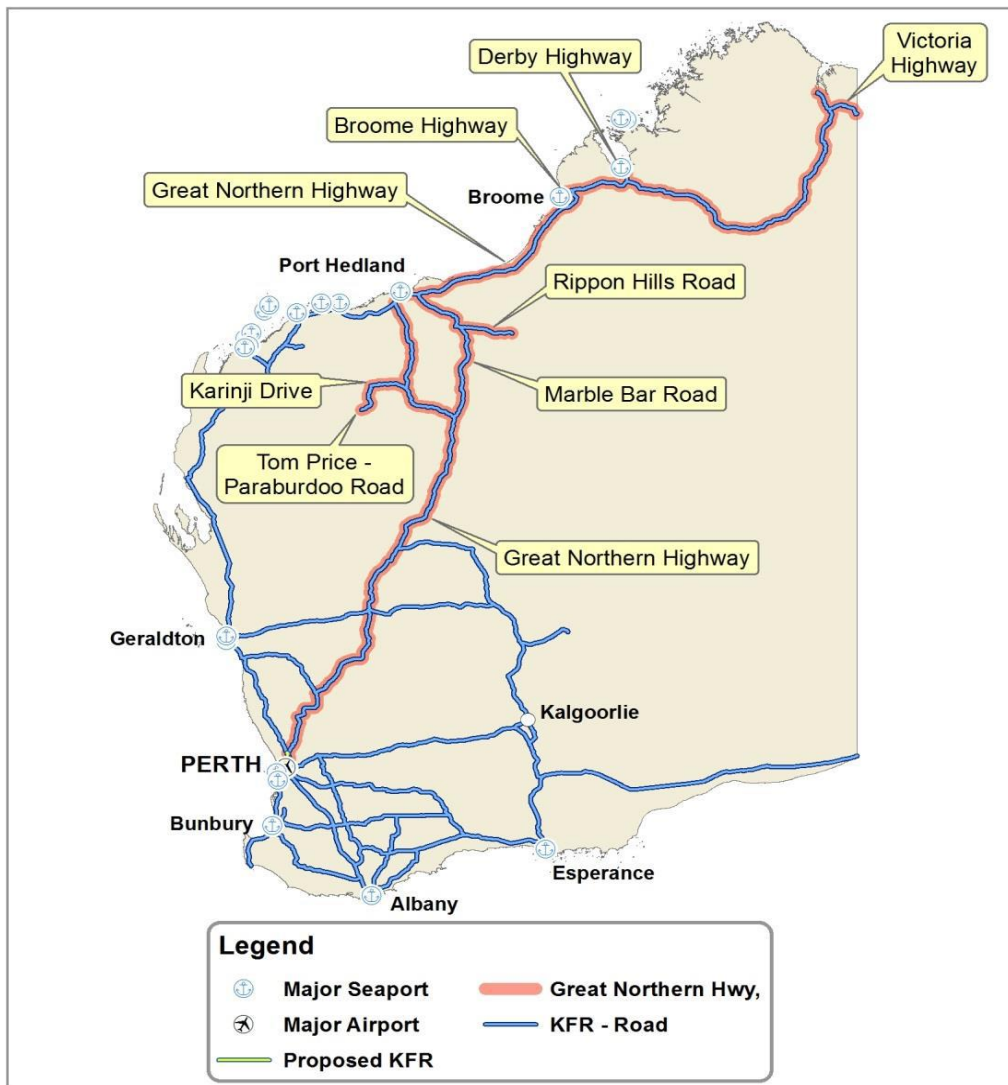
2017–18 approved	(\$m)	81.18
2018 –19 indicative	(\$m)	87.08
2019 – 20 indicative	(\$m)	25.80
2020 – 21 indicative	(\$m)	7.36
<b>Total</b>	<b>(\$m)</b>	<b>201.42</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Lloyd Street Southern Ext - Midland	Construct Freight Rail underpass - PTA	59.95	49.95	10.00	0.19	-	-	-
Great Eastern Highway - Passing Lanes between Kalgoorlie & Southern Cross	Great Eastern Highway -Passing Lanes between Kalgoorlie & Southern Cross	30.80	30.80	-	0.53	0.50	0.25	0.25
Great Eastern Highway	Bulla Bulling Reconstruction	31.95	4.41	27.54	0.21	-	-	-
Great Eastern Highway - Anzac Drive-Gatacre Street	Construct dual carriageway	14.00	14.00	-	2.00	12.00	-	-
Great Eastern Highway - Regional Run Off Road crashes	Edgelines Centreline g/posts CV advisory speed signs barriers	3.81	3.81	-	1.24	-	-	-
Great Eastern Highway Bilgoman Road to Mundaring - Widen & Seal Shoulders - Capital Works	Widen & Seal Shoulders - Capital Works	34.60	19.94	14.66	9.87	16.68	-	-
Great Eastern Highway - Commonwealth Black Spot	Benura Road Remove Verge & Roadside Hazards	-	-	-	0.13	-	-	-
Great Eastern Highway	Burswood Intersection Improvements - PTA	7.21	7.21	-	0.23	-	-	-
Great Eastern Highway Verge Maintenance	Verge maintenance	0.08	0.08	-	0.02	0.02	-	-
Great Eastern Highway and Roe Highway Interchange	Construct interchange Great Eastern Highway and Roe Highway	1.11	1.11	-	0.01	0.01	-	-
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Great Eastern Highway - Bilgoman Road - Mundaring	Widen and seal shoulders	24.00	14.40	9.60	-	-	-	-
Great Eastern Highway - Lloyd St Midland Underpass	Lloyd St Southern Extension - Midland - construction of underpass freight railway - PTA (Refer project 21108047)	83.73	83.73	-	-	-	-	-
Great Eastern Highway Lloyd St Midland (SDR)	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	-	12.00	12.00	-	-
Great Eastern Highway Passing Lanes	Construct Passing Lanes Between Kalgoorlie and Southern Cross	48.00	48.00	-	26.00	22.00	-	-
Great Eastern Highway Bulla Bulling	Great Eastern Highway Bulla Bulling Reconstruction	47.10	17.50	29.60	-	-	-	-
<i>Subtotal project expenditure</i>		<i>424.34</i>	<i>332.94</i>	<i>91.40</i>	<i>51.97</i>	<i>63.21</i>	<i>0.25</i>	<i>0.25</i>
Other expenditure								
Maintenance					23.77	18.90	20.67	5.96
Minor works and other programs					5.44	4.96	4.89	1.15
<i>Subtotal other expenditure</i>					<i>29.21</i>	<i>23.86</i>	<i>25.55</i>	<i>7.11</i>
<b>Total</b>		<b>424.34</b>	<b>332.94</b>	<b>91.40</b>	<b>81.18</b>	<b>87.08</b>	<b>25.80</b>	<b>7.36</b>

## 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

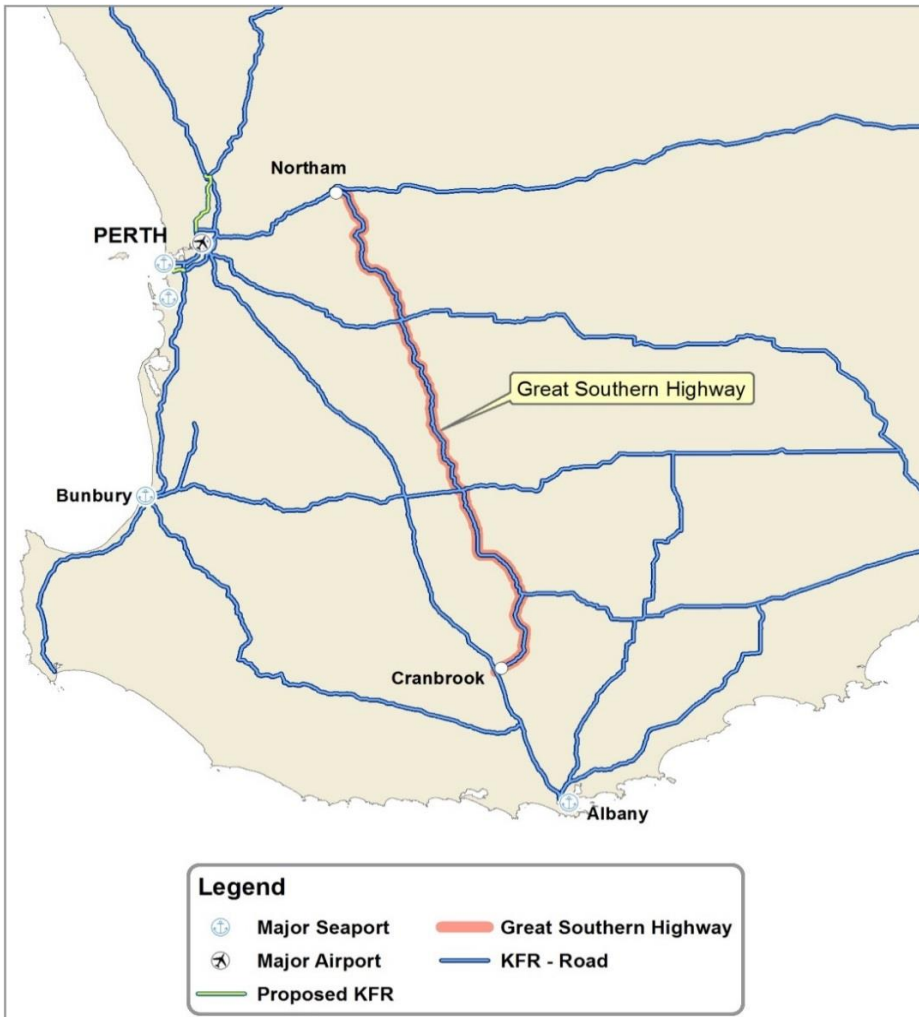
2017-18 approved	(\$m)	173.55
2018 -19 indicative	(\$m)	154.57
2019 - 20 indicative	(\$m)	156.54
2020 - 21 indicative	(\$m)	26.83
<b>Total</b>	<b>(\$m)</b>	<b>511.48</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
New Norcia Bypass	Great Northern Highway Stage 2 Muchea - Wubin New Norcia Bypass	29.80	5.96	23.84	14.25	-	-	-
Great Northern Highway - signs and lines	Install signs and lines; various locations	0.18	0.18	-	0.05	0.05	-	-
Great Northern Highway - lighting	Lighting	0.23	0.23	-	0.07	0.07	-	-
Great Northern Highway - signs and lines	Install signs and lines; various locations	0.09	0.09	-	0.02	0.02	-	-
Stage 2 Muchea to Wubin upgrade	Stage 2 of upgrades between Muchea and Wubin	384.75	76.95	307.80	166.90	24.96	-	-
Great Northern Highway and Marble Bar road intersection	Intersection Improvements	5.30	5.30	-	1.35	1.41	-	-
Great Northern Highway - longitudinal road markings	Longitudinal road markings in Midwest Gascoyne	0.78	0.78	-	0.26	0.26	-	-
Great Northern Highway - off-road revegetation	Revegetation	0.23	0.23	-	0.06	0.06	-	-
Karijini Drive Land Dedication	Land dedication	0.18	0.18	-	0.06	0.06	-	-
Derby Highway	Derby Highway-Upgrade Derby Highway / Gibb River Road Intersection	2.21	2.21	-	0.56	0.59	-	-
Coongan Gorge	Realign road	22.87	22.87	-	1.21	10.29	-	-
Marble Bar Road - Royalties for Regions	Fortescue River	9.98	9.98	-	0.05	-	-	-
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Marble Bar Road Roy Hill Overlay Project	Marble Bar Road Roy Hill Overlay Project - Pilbara Region	0.17	0.17	-	3.33	-	-	-
Marble Bar Road (Roy Hill - Airport Access)	Stabilisation & Reseal	0.07	0.07	-	-	-	-	-
Marble Bar Road (M030) - Stage 2 Temporary Diversion -	Stage 2 Temporary Diversion -	2.45	2.45	-	0.04	-	-	-
State Network - Land Dedication	State Network - Land Dedication	0.17	0.17	-	0.03	0.03	0.03	0.03
Bow River Bridge	Construct new bridge B817 to replace existing single lane bridge	0.30	0.30	-	-	-	-	-
Great Northern Highway - floodways	Upgrade various floodways	10.45	2.09	8.36	-	-	-	-
<i>Subtotal project expenditure</i>		<i>13.61</i>	<i>5.25</i>	<i>8.36</i>	<i>3.39</i>	<i>0.03</i>	<i>0.03</i>	<i>0.03</i>
Other expenditure								
Maintenance					131.81	119.59	122.08	18.74
Minor works and other programs					38.35	34.95	34.43	8.07
<i>Subtotal other expenditure</i>					<i>170.16</i>	<i>154.54</i>	<i>156.51</i>	<i>26.80</i>
<b>Total</b>		<b>13.61</b>	<b>5.25</b>	<b>8.36</b>	<b>173.55</b>	<b>154.57</b>	<b>156.54</b>	<b>26.83</b>

## 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.

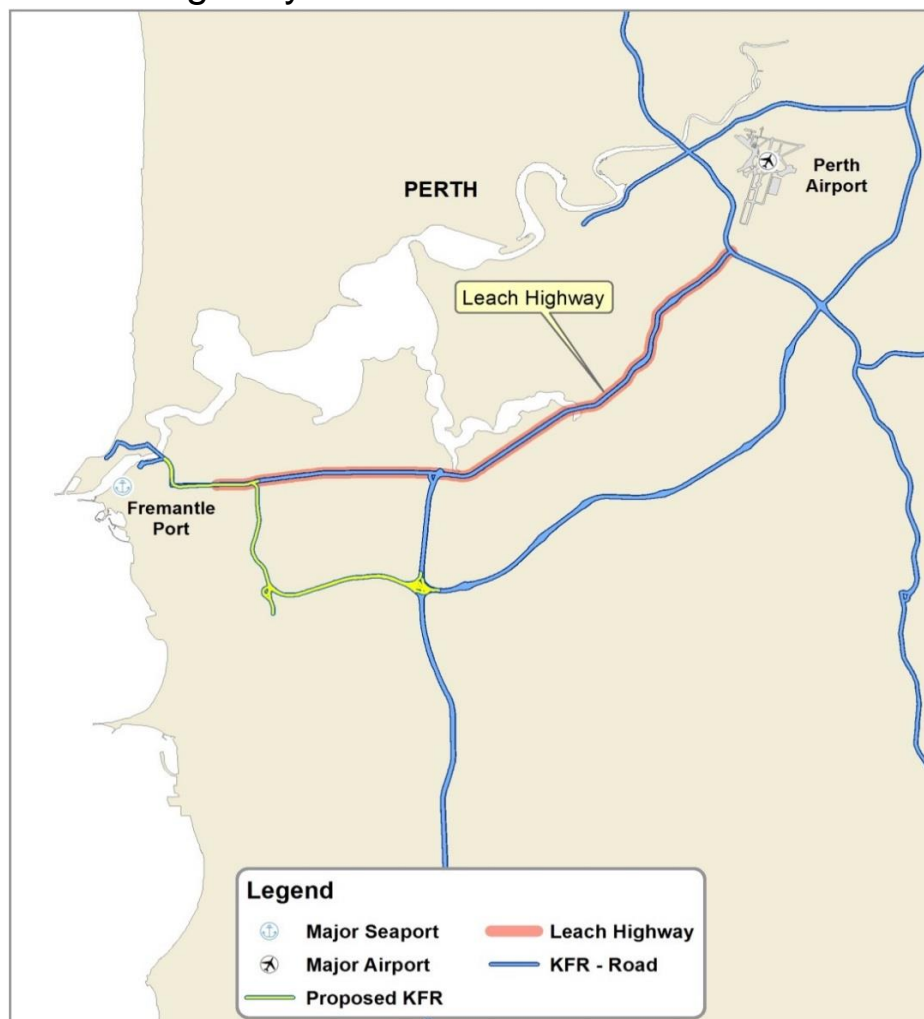
### Overview of Expenditure and Investment\*

2017–18 approved	(\$m)	12.75
2018 –19 indicative	(\$m)	13.67
2019 – 20 indicative	(\$m)	10.33
2020 – 21 indicative	(\$m)	5.06
<b>Total</b>	<b>(\$m)</b>	<b>41.81</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Northam Cranbrook Road - Katanning	Construction of roundabout	1.53	1.53	-	1.00	-	-	-
Narrogin Link Road - Northam	Construct Narrogin Link Road - Northam - Cranbrook Road - South Section	7.63	7.63	-	0.12	-	-	-
Narrogin Link Road - Northam	Develop Narrogin Link Road - M031 - Northam - Cranbrook Road - North Section	4.47	4.47	-	0.79	-	-	-
York Bypass Planning	York Bypass Planning-WB Develop Commission-Concept Phase	0.10	0.10	-	0.20	-	-	-
<i>Subtotal project expenditure</i>		<i>13.73</i>	<i>13.73</i>	<i>-</i>	<i>2.11</i>	<i>-</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					7.38	10.71	7.41	4.37
Minor works and other programs					3.26	2.96	2.92	0.68
<i>Subtotal other expenditure</i>					<i>10.64</i>	<i>13.67</i>	<i>10.33</i>	<i>5.06</i>
<b>Total</b>		<b>13.73</b>	<b>13.73</b>	<b>-</b>	<b>12.75</b>	<b>13.67</b>	<b>10.33</b>	<b>5.06</b>

## 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.

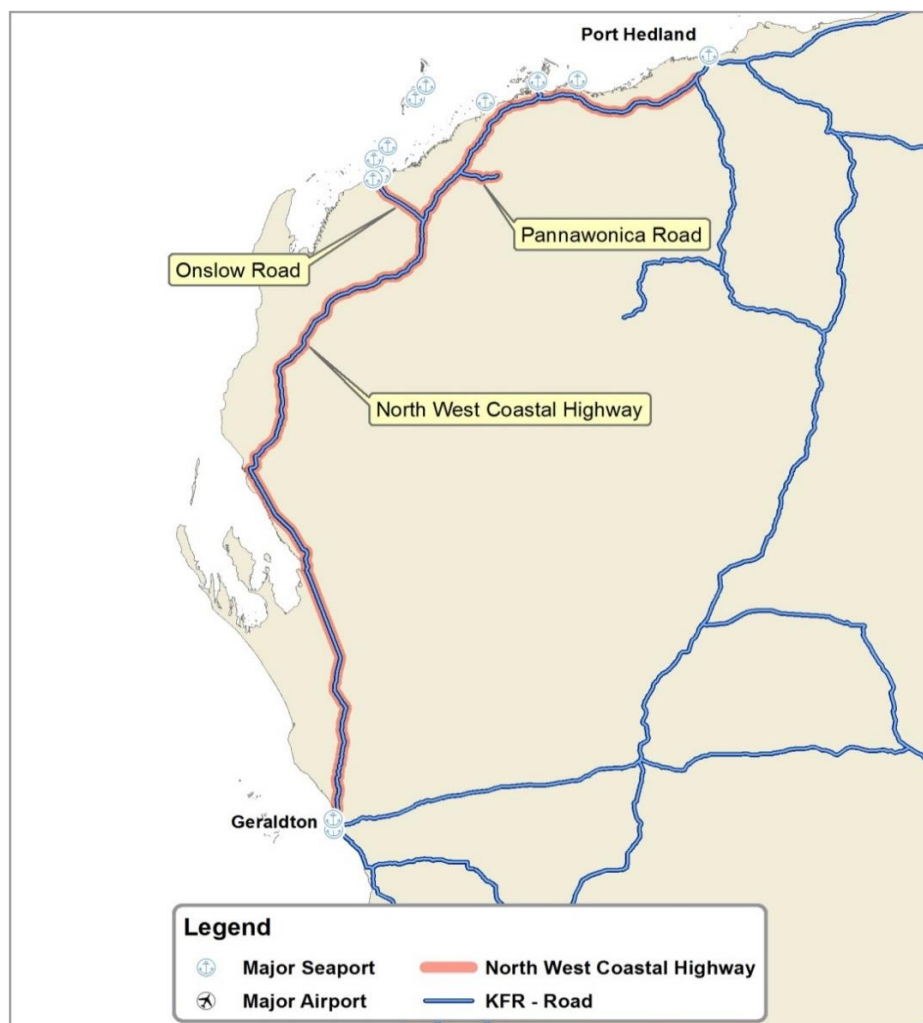
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	0.17
2018 –19 indicative	(\$m)	4.16
2019 – 20 indicative	(\$m)	22.24
2020 – 21 indicative	(\$m)	21.61
<b>Total</b>	<b>(\$m)</b>	<b>48.18</b>

## Leach Highway: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Leach Highway Upgrade (High St to Carrington St - Stirling Hwy)	Leach Highway Upgrade (High St to Carrington St - Stirling Hwy)	2.29	2.29	-	-	1.91	2.63	20.68
<i>Subtotal project expenditure</i>		2.29	2.29	-	-	1.91	2.63	20.68
Other expenditure								
Maintenance					1.87	1.34	1.37	0.88
Minor works and other programs					0.21	0.19	0.19	0.04
<i>Subtotal other expenditure</i>					2.08	1.53	1.56	0.93
<b>Total</b>		<b>2.29</b>	<b>2.29</b>	<b>-</b>	<b>0.17</b>	<b>4.16</b>	<b>22.24</b>	<b>21.61</b>

## 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.

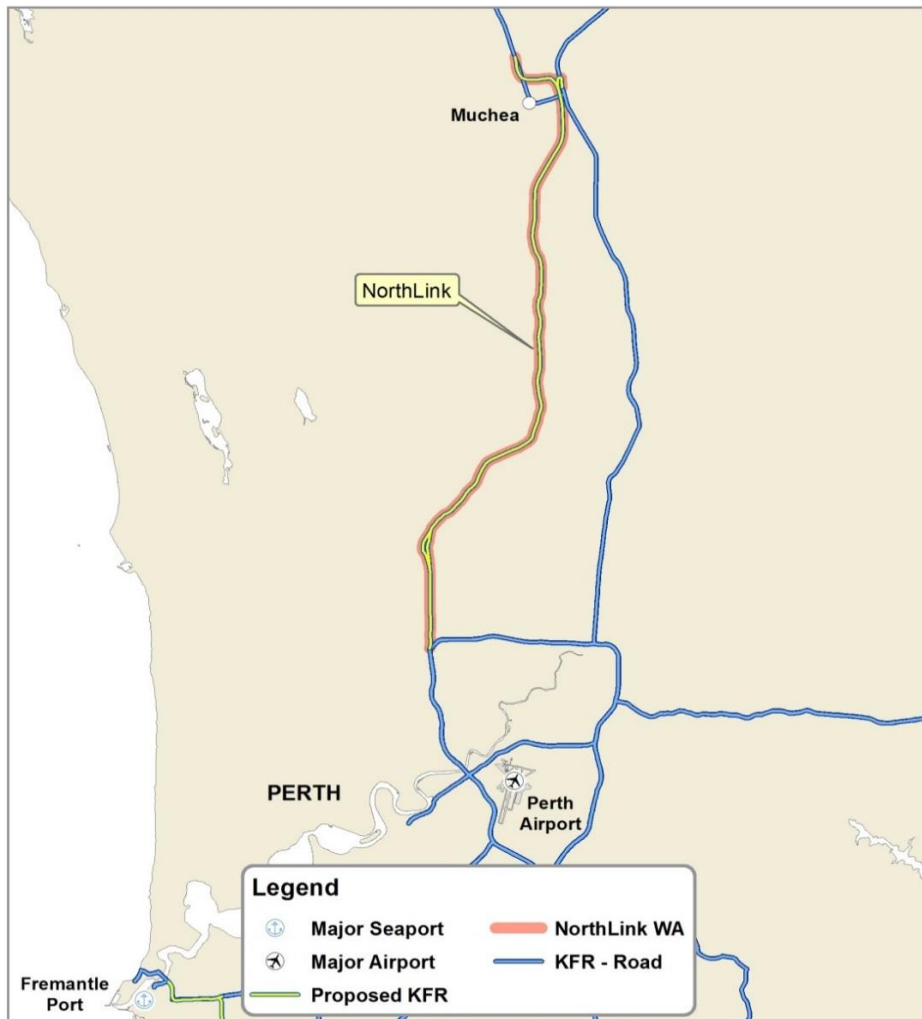
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	186.65
2018 –19 indicative	(\$m)	60.78
2019 – 20 indicative	(\$m)	27.78
2020 – 21 indicative	(\$m)	2.75
<b>Total</b>	<b>(\$m)</b>	<b>277.96</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Noth West Coastal Highway - Minilya to Barradale Stage 2	Mia Mia to Barradale-Widen Seal	71.83	12.54	59.29	0.15	-	-	-
Onslow Road	Develop Asset Management Plan	67.48	67.48	-	37.20	11.00	-	-
North West Coastal Highway Minilya to Barradale	Widen seal and seal shoulders; strengthen pavement where required.	217.97	217.97	-	88.76	-	-	-
Onslow Road upgrade project	Widen formation, seal width and strengthen pavement where required.	67.00	67.00	-	32.50	22.36	-	-
<i>Subtotal project expenditure</i>		<i>424.28</i>	<i>364.99</i>	<i>59.29</i>	<i>158.61</i>	<i>33.36</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					14.99	15.52	16.06	-
Minor works and other programs					13.05	11.90	11.72	2.75
<i>Subtotal other expenditure</i>					<i>28.04</i>	<i>27.42</i>	<i>27.78</i>	<i>2.75</i>
<b>Total</b>		<b>424.28</b>	<b>364.99</b>	<b>59.29</b>	<b>186.65</b>	<b>60.78</b>	<b>27.78</b>	<b>2.75</b>

## 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

2017–18 approved	(\$m)	355.95
2018 –19 indicative	(\$m)	254.33
2019 – 20 indicative	(\$m)	13.68
2020 – 21 indicative	(\$m)	11.65
<b>Total</b>	<b>(\$m)</b>	<b>635.62</b>

## NorthLink: Planned Expenditure and Investment

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Swan Valley Section	Construct 37km highway link between Reid Highway / Tonkin Highway and Great Northern Highway / Brand Highway at Muchea	836.60	167.22	669.38	-	-	-	-
Tonkin Hwy/Morley Dr - Northlink	Grade Separation Section 1	231.20	46.20	185.00	101.69	-	-	-
Tonkin Highway Northlink - Swan Valley Bypass - Marella Rd to Muchea - Section 3	Northlink - Swan Valley Bypass - Marella Rd to Muchea - Section 3	337.00	65.64	271.36	113.60	150.00	5.00	5.00
Tonkin Highway Grade Separations	Grade separation of intersections at Morley Drive, Collier Road and Benara Road at Tonkin Highway	281.20	56.24	224.96	140.60	88.65	-	-
<i>Subtotal project expenditure</i>		<i>1,686.00</i>	<i>335.30</i>	<i>1,350.70</i>	<i>355.89</i>	<i>238.65</i>	<i>5.00</i>	<i>5.00</i>
Other expenditure								
Minor works and other programs					0.06	15.68	8.68	6.65
<i>Subtotal other expenditure</i>					<i>0.06</i>	<i>15.68</i>	<i>8.68</i>	<i>6.65</i>
<b>Total</b>		<b>1,686.00</b>	<b>335.30</b>	<b>1,350.70</b>	<b>355.95</b>	<b>254.33</b>	<b>13.68</b>	<b>11.65</b>

## 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

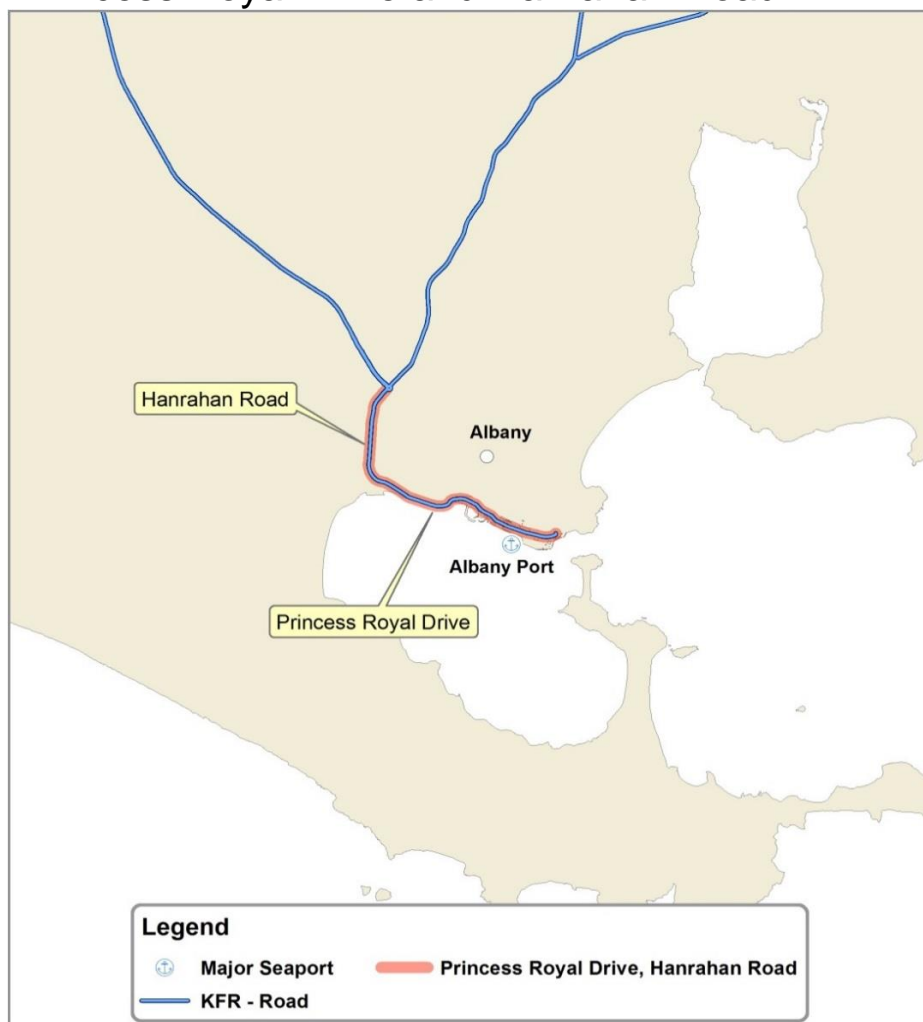
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	20.82
2018 –19 indicative	(\$m)	20.20
2019 – 20 indicative	(\$m)	18.62
2020 – 21 indicative	(\$m)	8.96
<b>Total</b>	<b>(\$m)</b>	<b>68.60</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Brookton Highway Intersection	Brookton High way / McPherson St Intersection Upgrade	2.21	2.21	-	0.56	0.59	-	-
<i>Subtotal project expenditure</i>		<i>2.21</i>	<i>2.21</i>	<i>-</i>	<i>0.56</i>	<i>0.59</i>	<i>-</i>	<i>-</i>
Other expenditure								
Maintenance					15.66	15.42	14.50	8.00
Minor works and other programs					4.60	4.18	4.12	0.97
<i>Subtotal other expenditure</i>					<i>20.26</i>	<i>19.61</i>	<i>18.62</i>	<i>8.96</i>
<b>Total</b>		<b>2.21</b>	<b>2.21</b>	<b>-</b>	<b>20.82</b>	<b>20.20</b>	<b>18.62</b>	<b>8.96</b>

## Princess Royal Drive and Hanrahan Road



### Key statistics

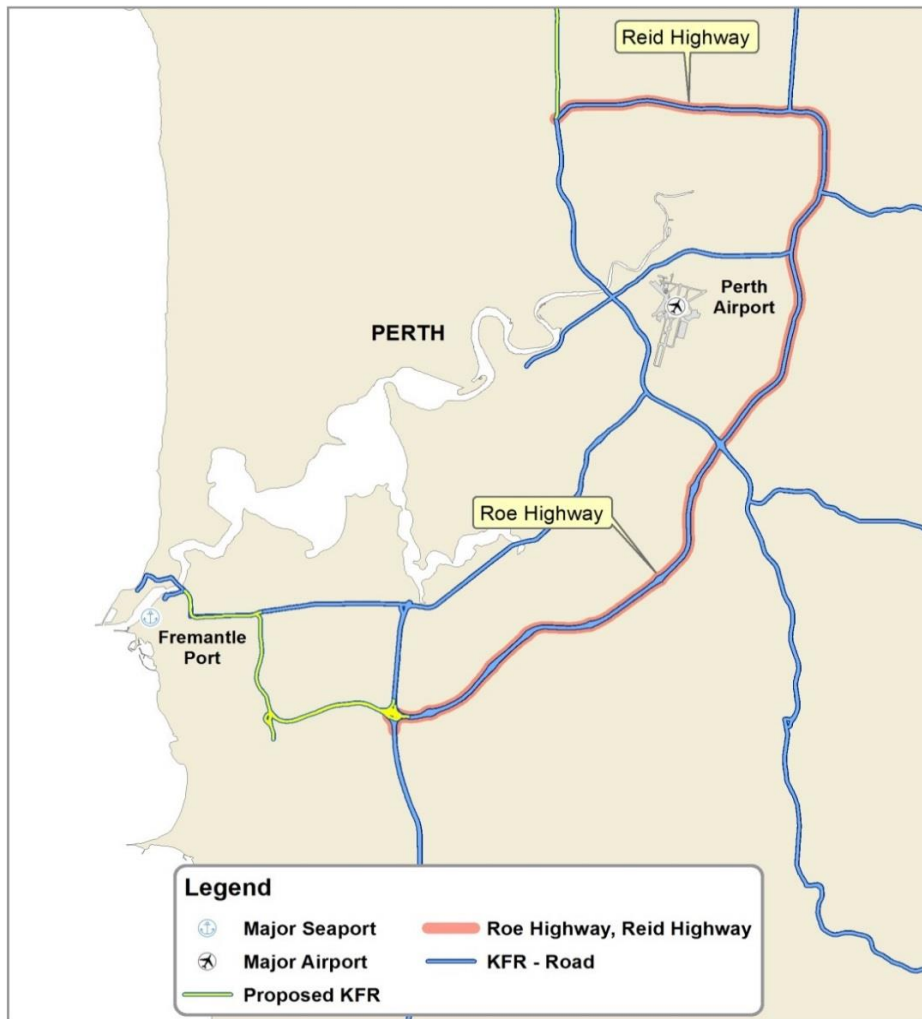
- Albany Port Road is a local road beginning from Chester Pass

### Overview of Expenditure and Investment\*

	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Maintenance	-	-	-	-
Minor works and other programs	-	-	-	-
<b>Total</b>	-	-	-	-

\* There is no project expenditure planned for this route.

## 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,

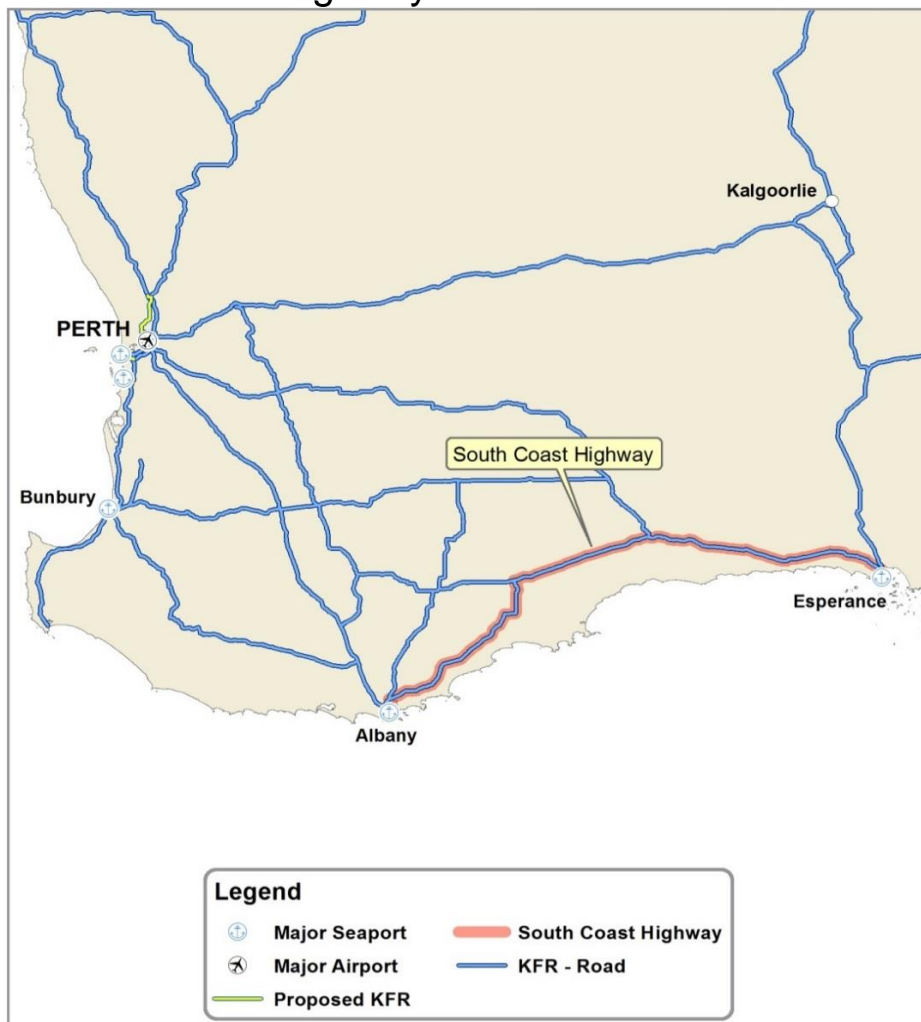
### Overview of Expenditure and Investment

2017–18 approved	(\$m)	6.93
2018 –19 indicative	(\$m)	29.20
2019 – 20 indicative	(\$m)	120.36
2020 – 21 indicative	(\$m)	54.86
<b>Total</b>	<b>(\$m)</b>	<b>211.35</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
Roe Highway - Berkshire Road	Grade Separation	58.09	22.13	35.96	-	-	-	-
Roe Highway - Kalamunda Road Interchange	Roe Highway - Kalamunda Road Interchange	86.00	17.20	68.80	0.50	4.00	63.00	18.50
Reid Highway - Marmion Avenue to Erindal Road Stage 2	Construct 2nd Carriageway	39.85	13.21	26.65	-	3.54	3.71	-
Reid Highway - Malaga Drive - Interchange	Reid Highway - Malaga Drive - Interchange	31.94	2.59	29.35	0.25	-	-	-
Reid Highway	Investigation and works to address issues	-	-	-	-	3.00	-	-
Reid Highway Duplication (Altone Road to West Swan Road)	Reid Highway Duplication (Altone Road to West Swan Road)	70.00	14.00	56.00	0.50	1.20	41.50	26.80
Roe/Berkshire Grade Separation	Construct grade separated interchange	46.20	10.18	36.02	-	-	-	-
<i>Subtotal project expenditure</i>		<i>332.08</i>	<i>79.31</i>	<i>252.78</i>	<i>-</i>	<i>2.29</i>	<i>11.91</i>	<i>104.50</i>
<b>Other expenditure</b>								
Maintenance					8.68	16.80	15.38	9.45
Minor works and other programs					0.54	0.49	0.48	0.11
<i>Subtotal other expenditure</i>					<i>9.22</i>	<i>17.29</i>	<i>15.86</i>	<i>9.56</i>
<b>Total</b>		<b>332.08</b>	<b>79.31</b>	<b>252.78</b>	<b>6.93</b>	<b>29.20</b>	<b>120.36</b>	<b>54.86</b>

## 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

### Overview of Expenditure and Investment

2017–18 approved	(\$m)	10.46
2018 –19 indicative	(\$m)	19.65
2019 – 20 indicative	(\$m)	12.59
2020 – 21 indicative	(\$m)	7.57
<b>Total</b>	<b>(\$m)</b>	<b>50.28</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
South Coast Highway-Jerramungup section-Reconstruction/overlay/Wid	South Coast Highway-Jerramungup section-Reconstruction/overlay/Wid	-	-	-	0.20	-	-	-
<i>Subtotal project expenditure</i>		-	-	-	0.20	-	-	-
Other expenditure								
Maintenance					5.90	15.68	8.68	6.65
Minor works and other programs					4.36	3.97	3.91	0.92
<i>Subtotal other expenditure</i>					10.26	19.65	12.59	7.57
<b>Total</b>		-	-	-	<b>10.46</b>	<b>19.65</b>	<b>12.59</b>	<b>7.57</b>

## 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

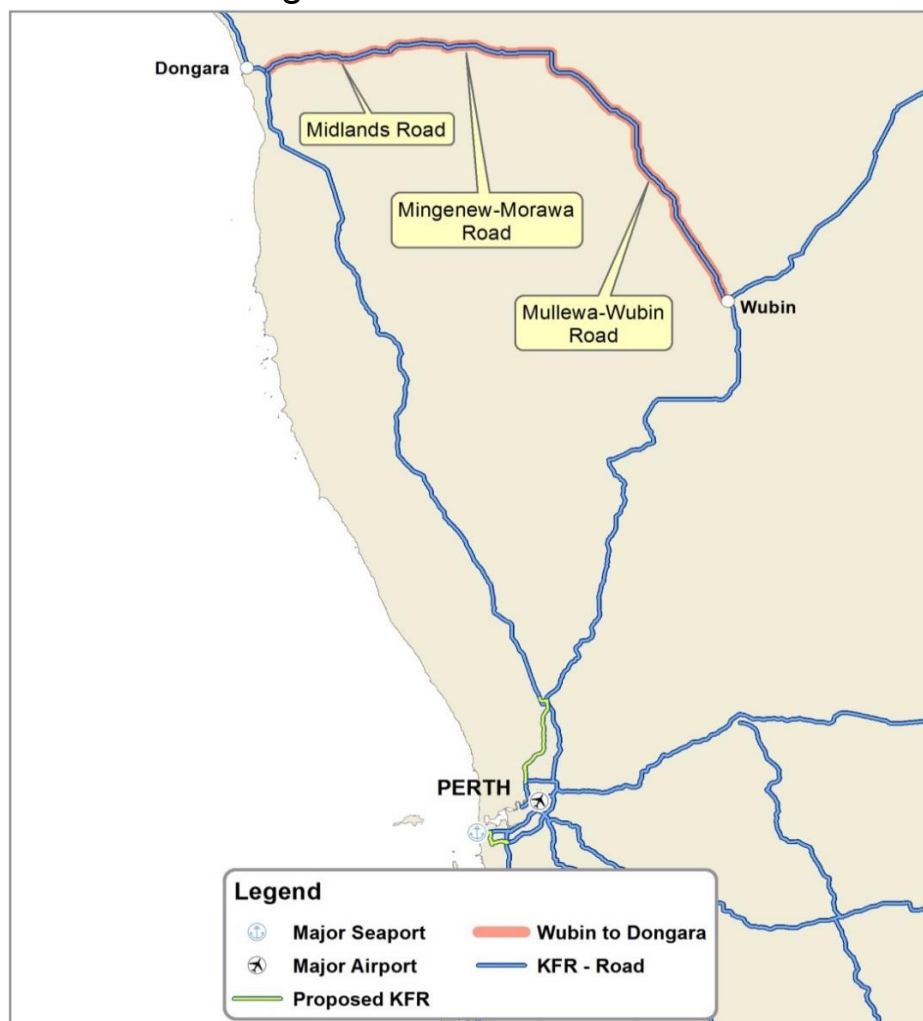
2017–18 approved	(\$m)	39.04
2018 –19 indicative	(\$m)	38.68
2019 – 20 indicative	(\$m)	40.66
2020 – 21 indicative	(\$m)	17.94
<b>Total</b>	<b>(\$m)</b>	<b>136.32</b>

## 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)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
South Western Highway-Kirup Town site	Widen sealed shoulders	0.81	0.81	-	0.10	-	-	-
South Western Highway-Mullalyup Town site	Widen sealed shoulders	1.47	1.47	-	0.14	-	-	-
South Western Highway-Construct Bridge 1736	Collie River-Replace Bridge0190	14.41	8.30	6.11	0.09	-	-	-
South Western Highway-Donnybrook	Reconstruct widen and overlay	5.46	5.46	-	-	0.00	-	-
South Western Highway-Balingup South Stage 2 (Padbury)	Intersection improvements	2.70	2.70	-	0.24	-	-	-
South Western Highway-Newlands South	Widen and seal shoulders	0.05	0.05	-	1.30	-	-	-
South West Highway-Newlands South Stage 2 (Fred's Hollow)	Improve curve; sag & widen	0.09	0.09	-	1.86	-	-	-
South Western Highway-Kirup Cundinup	Extend existing climbing lane	0.10	0.10	-	2.00	0.10	-	-
South Western Highway-Balingup South Stage 3 (Padbury)	Reconstruct & widen	0.13	0.13	-	0.22	-	-	-
<i>(continued)</i>								

Project	Work and location description	Indicative total cost (\$m)	WA Government / other contribution (\$m)	Australian Government contribution (\$m)	2017 - 18 Approved all funding sources (\$m)	2018 - 19 Indicative all funding sources (\$m)	2019 - 20 Indicative all funding sources (\$m)	2020 - 21 Indicative all funding sources (\$m)
South Western Highway-Thompson Hill	Construct align s/shoulders & NB climbing lane	0.10	0.10	-	0.25	-	-	-
South Western Highway - Donnybrook to Greenbushes	Highest priority sections widening and geometric improvements	25.78	25.78	-	-	-	2.61	-
<i>Subtotal project expenditure</i>		<i>51.10</i>	<i>44.99</i>	<i>6.11</i>	<i>6.19</i>	<i>0.10</i>	<i>2.61</i>	<i>-</i>
Other expenditure								
Maintenance					26.66	32.94	32.49	16.64
Minor works and other programs					6.19	5.64	5.57	1.30
<i>Subtotal other expenditure</i>					<i>32.84</i>	<i>38.58</i>	<i>38.05</i>	<i>17.94</i>
<b>Total</b>		<b>51.10</b>	<b>44.99</b>	<b>6.11</b>	<b>39.04</b>	<b>38.68</b>	<b>40.66</b>	<b>17.94</b>

## 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).

### Overview of Expenditure and Investment

	2017-18 Approved all	2018-19 Indicative all	2019-20 Indicative all	2020-21 Indicative all
Maintenance	10.85	12.74	11.68	3.22
Minor works and other programs	4.98	4.54	4.48	1.05
<b>Total</b>	<b>15.83</b>	<b>17.29</b>	<b>16.16</b>	<b>4.27</b>

\* There is no project expenditure planned for this route.