

Queensland Completed Projects

| State | Programme | Project Name | Project Start Date | Project Finish Date | Project Status | Australian Government | Project Total Cost | Project Description |
|-------|----------------------------------|---|--------------------|---------------------|----------------|-----------------------|--------------------|---|
| QLD | National Network Programme | Accelerated Bruce Highway Upgrade Package - Townsville - Cairns Upgrade | Mid 2006 | 1 December 2010 | Completed | \$220,000,000 | \$220,000,000 | The \$220 million Townsville-Cairns upgrade package comprises a range of smaller works and the planning and delivery of several major initiatives. The package includes pavement rehabilitation, provision of additional overtaking lanes, bridge rehabilitation and intersection improvements as well as significant improvements to flood immunity and safety along the corridor. Major initiatives include: Flood mitigation works from Tokalon to Lannercost Street (Pound Creek), with work along this section to include installation of traffic signals at McIlwraith and Lannercost Streets; Mulgrave River (Stage 1) flood improvements; and Woodlands to Veales Road upgrade. |
| QLD | National Network Programme | Brisbane Urban - Beatty and Balham Intersections | 1 May 2011 | 1 September 2011 | Completed | \$8,423,111 | \$8,423,111 | The project involved the upgrade of the Beatty and Balham Road intersections on Granard Road, which forms a section of the Brisbane Urban Corridor, east of the Ipswich Motorway at Rocklea.; As part of this upgrade the project included major pavement reconstruction and safety improvement works on the Beatty Rd and Granard Road intersection and the Balham Road and Granard Road intersection. |
| QLD | National Network Programme | Brisbane Urban - Interchange at Mains and Kessels Road | 1 November 2011 | 1 June 2014 | Completed | \$280,000,000 | \$280,000,000 | The upgrade of the Mains Road and Kessels Road intersection on the Brisbane Urban Corridor included: Grade separation of; Kessels Road by construction of; a 45 meter underpass; widening of Mains Road at the intersection to six lanes; and wider lanes, shoulders and verge treatments. |
| QLD | Innovation and Research Projects | Brisbane Urban - Number Plate Recognition Trial | 2005 | 2009 | Completed | \$4,461,678 | \$4,461,678 | The Automatic Number Plate Recognition (ANPR) trial was a pilot of surveillance technology designed to gather data on heavy vehicles travelling through the Brisbane Urban Corridor (BUC). The project has involved planning, construction, publicity and public consultation, as well as the installation of ANPR technology and the subsequent collection of data. The technology is designed to collect data concerning driver behaviour and the number and type of vehicles that enter the ANPR zone, which can then be used to analyse traffic movements through Brisbane's southern arterial network. The ANPR system comprises five sites along the Ipswich Motorway, BUC and Gateway Motorway. The system will continuously monitor truck movements across the corridor and generate infringement notices to drivers illegally using the corridor. |
| QLD | National Network Programme | Bruce Highway - Black Mountain Safety Works | 1 July 2005 | 1 December 2007 | Completed | \$4,130,000 | \$4,130,000 | The Black Mountain Safety Works project was located on the Bruce Highway, 230km north of Brisbane. The project included upgrades to the intersection of the Pioneer Road and Bruce Highway and rehabilitation works along the Bruce Highway between Pioneer Road and Black Mountain Range Road.; The works involved recutting and stabilising embankments, extending deceleration lanes, repainting line markings and removing roadside vegetation. Works to reconfigure overtaking lanes and facilitate safer merges with high-speed traffic from local roads were also undertaken. |
| QLD | National Network Programme | Bruce Highway - Caboolture Motorway | 2006 | 2009 | Completed | \$299,080,000 | \$299,080,000 | The project will complete widening of the Bruce Highway (Caboolture Motorway) to six lanes from Brisbane to Caboolture and is progressing in stages northwards from Boundary Road. The Bruce Highway north of Brisbane is the only freeway standard road connecting the Sunshine Coast, Caboolture, Pine Rivers and Brisbane. This is a major growth corridor, expected to accommodate new settlers to South-East Queensland over the next 20 years. Even with augmented public transport networks in the corridor, or the opening up of alternative arterial roads parallel to the Bruce Highway, it will continue to facilitate most longer-haul trips in the region north of Brisbane. Widening of the Caboolture Motorway to six lanes between Boundary Road and Uhlmann Road, at a cost of \$108 million, was completed in March 2007. The \$40 million interchange connection at north Caboolture was opened to traffic in November 2007. The Boundary Road to Uhlmann Road section has involved upgrading of approaches and a new bridge over Burpengary Creek and upgrading of the Uhlmann Road interchange, the connection to Morayfield. Sub-standard access and exits along the eastern service road have been closed. The interchanges at Deception Bay Road and Boundary Road have also been upgraded. |
| QLD | National Network Programme | Bruce Highway - Cooroy to Curra Section B (Qld) | 1 September 2009 | 1 December 2012 | Completed | \$363,000,000 | \$488,000,000 | The Cooroy to Curra Section B project provided a 12 kilometre realignment of the Bruce Highway, between Sankey's Road and Traveston Road,; improving the horizontal and vertical geometry of the highway. The upgrade features duplication to four lanes, flood immunity enhancements, a divided carriageway with a wide median and the separation of local and through traffic with limited access. |

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| QLD | National Network Programme | Bruce Highway - Curra to Sarina Calliope Crossroads | 1 August 2012 | 31 May 2014 | Completed | \$105,000,000 | \$105,000,000 | This project involves a major upgrade of the Calliope Crossroads intersection; to: grade separate; the Bruce Highway over the; Dawson Highway, near Gladstone. |
| QLD | National Network Programme | Bruce Highway - Curra to Sarina New Isis River Bridge | 1 November 2010 | 1 December 2011 | Completed | \$15,000,000 | \$18,750,000 | The project involved planning, design and construction of a new bridge over the Isis River to replace the existing narrow bridge crossing. |
| QLD | National Network Programme | Bruce Highway - Curra to Sarina Upgrading of Southern Approach to Gin Gin | 1 October 2012 | 1 January 2014 | Completed | \$20,000,000 | \$20,000,000 | The project included the realignment of approximately two kilometres of the Bruce Highway on the southern approach to Gin Gin to reduce the gradient and the redesign of the Bundaberg - Gin Gin Road and Bruce Highway intersection. |
| QLD | National Network Programme | Bruce Highway - Curra to Sarina - Yeppen Flood Plain Study | | | Completed | \$5,000,000 | \$5,000,000 | A planning study of alternative road routes for a higher level crossing of the Fitzroy River flood plain. The study; included a flood plain investigation; that determined; alternate flood free routes to bypass to the west of Rockhampton. This project is also known as the Fitzroy River Flood Plain study. |
| QLD | National Network Programme | Bruce Highway - Gympie Four-Laning and Upgrading | 1 February 2007 | 1 February 2010 | Completed | \$58,573,407 | \$58,573,407 | The Australian Government provided \$58.6 million to widen two-lane sections of the Bruce Highway through Gympie to four lanes including upgrading of key intersections. The Gympie four-laning project widened existing two-lane sections of the Bruce Highway through Gympie to four lanes and upgraded key intersections such as Monkland Street and the Excelsior Road junction. These works addressed the immediate safety and congestion issues at Gympie until a longer-term bypass solution is settled. |
| QLD | National Network Programme | Bruce Highway - Nambour Bypass Pavement Rehabilitation | 1 August 2009 | 1 August 2011 | Completed | \$35,000,000 | \$35,000,000 | This project involved the reconstruction of damaged; pavement on the Nambour Bypass section of the Bruce Highway on approximately five and a half kilometres of the northbound carriageway and nearly nine kilometres of the southbound carriageway. |
| QLD | National Network Programme | Bruce Highway - Sarina to Cairns - Burdekin Road Safety Audit Projects | 1 October 2011 | 1 January 2014 | Completed | \$16,800,000 | \$25,000,000 | The project involved; safety works identified by the Burdekin Road Safety Audit, including upgrading intersections along Edward Street in Ayr; and in Brandon and the construction of two new overtaking lanes on the Bruce Highway in the Burdekin area. |
| QLD | National Network Programme | Bruce Highway - Sarina to Cairns - Cardwell Range Realignment | 1 July 2010 | 1 November 2013 | Completed | \$124,500,000 | \$198,000,000 | In total 4.15 kilometres of the Bruce Highway was realigned with an existing overtaking lane extended through the crest of the range and a southbound overtaking lane built. This section of the Bruce Highway is located approximately 15 to 19 kilometres north of Ingham, crosses the Great Northern Railway and provides access to the Hinchinbrook Channel lookout. Traversing the Cardwell Range is one of the driving highlights between Townsville and Cairns with views down and across Hinchinbrook Island and Hinchinbrook Channel. |
| QLD | National Network Programme | Bruce Highway - Sarina to Cairns - Douglas Arterial Duplication | 1 April 2010 | 1 June 2012 | Completed | \$41,191,505 | \$92,429,116 | The project duplicated the existing two lane Douglas Arterial Road to a four lane motorway standard. The total road length is 5.3 kilometres with the improvements; including duplicated bridges over University Creek and the Ross River together with upgraded interchanges at Discovery Drive and Angus Smith Drive and construction of a second carriage way. The Douglas Arterial forms part of the route for the recently opened Townsville Ring Road, a high speed bypass of Townsville constructed with funding jointly provided by the Australian and Queensland governments. |
| QLD | National Network Programme | Bruce Highway - Sarina to Cairns - Southern Approach to Sarina | 1 May 2011 | 1 August 2012 | Completed | \$10,000,000 | \$10,000,000 | This project involved the upgrade and realignment of two kilometres of the Bruce Highway at the southern access point to Sarina. |
| QLD | National Network Programme | Bruce Highway - Sarina to Cairns - Upgrade Southern Approach to Cairns | 1 October 2011 | 1 May 2014 | Completed | \$150,000,000 | \$150,000,000 | The project involves the construction of an additional in bound lane and road overpasses, elimination of rail crossings, provision of service roads and installation of a traffic management system. |
| QLD | National Network Programme | Bruce Highway - Sarina to Cairns - Upgrade the Southern Approach to Mackay | 1 February 2009 | 1 September 2013 | Completed | \$49,000,000 | \$49,000,000 | This project involved the; duplication of the Bruce Highway to four lanes from Temples Lane to the existing four lanes at Boundary Road and the upgrade of six intersections and was constructed in three stages: Stage 1 - intersection upgrade at Farrelly's Lane/Schmidtkes Road and duplication of the Bruce Highway from Farrelly's Lane to Boundary Road; Stage 2 - upgrade of the Boundary Road and City Gates intersections; and Stage 3 - duplication of the Bruce Highway from Temples Lane to Farrelly's Lane. |
| QLD | Off-Network Programme | Bundaberg Port Road | 1 August 2009 | 1 May 2010 | Completed | \$1,000,000 | \$7,350,000 | Construction of an access road to the Bundaberg Port environs providing; more efficient access supporting the development of the Port facility, local business and tourism. Bundaberg is the closest access point from Brisbane to the Southern Barrier Reef and Lady Musgrave and Lady Elliott islands. |

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| QLD | National Network Programme | Cunningham Highway - Eight Mile Intersection | 1 March 2008 | 1 February 2009 | Completed | \$4,250,000 | \$4,250,000 | Warwick, the 'capital' of the southern Darling Downs, sits at the junction of the New England and Cunningham highways, about an hour's drive south of Toowoomba. Interstate traffic from Sydney and South-West Queensland converges before heading to Ipswich and Brisbane via the Cunningham Highway. At Eight Mile Intersection (the distribution point for traffic heading to and from Warwick, Toowoomba and Ipswich), safety deficiencies were identified in a Road Safety Audit Report. The resulting Eight Mile Intersection project addressed the identified safety deficiencies and included improvements to sight lines, signage and line marking arrangements. |
| QLD | National Network Programme | Goodna Bypass Land Acquisition | Mid 2007 | Mid 2012 | Completed | \$70,000,000 | \$70,000,000 | This project reserved land along the corridor between Dinmore and Gables for the possible future construction of the Goodna Bypass. |
| QLD | National Network Programme | Higher Mass Limits - Flinders Highway | 1 March 2010 | 1 December 2010 | Completed | \$10,000,000 | \$10,000,000 | This project upgraded three sections of the Flinders Highway to facilitate higher mass limit vehicles. The works allowed heavy vehicles with road friendly suspensions (such as air suspensions) to carry a heavier load, about 10 per cent higher depending on the type or combination of vehicle. |
| QLD | Innovation and Research Projects | Intelligent Transport Systems - Heavy Vehicle Initiatives | | | Completed | \$1,500,000 | \$3,010,000 | The project piloted a range of heavy vehicle initiatives to maximise efficiency of heavy vehicle transport consisting of traffic signal progression (prioritising heavy vehicles), management of range crossings, flood prediction and signage. This project involves trials to determine the effectiveness of technology. |
| QLD | Innovation and Research Projects | Intelligent Transport Systems - Variable Message Signs - Cooroy to Gympie | | | Completed | \$1,500,000 | \$2,800,000 | The project involved the installation of Variable Message Signs and sensors to recognise road conditions, speeding and tailgating vehicles. The system will be able to choose and display an appropriate message without human intervention, aimed at influencing driver behaviour. This is an innovative combination of automatic detection and signal technology. |
| QLD | Building Australia Fund | Ipswich Motorway - Additional Works (Qld) | 2008 | 2012 | Completed | \$884,000,000 | \$884,000,000 | The investment of \$884 million completed additional works on the Ipswich Motorway, Brisbane's south-west industrial and transport hub including works between Dinmore and Goodna, Wacol to Darra Stage 2 and initial planning for an upgrade from Darra to Rocklea. |
| QLD | Building Australia Fund | Ipswich Motorway - Darra to Rocklea Planning (QLD) | 1 July 2008 | 1 June 2012 | Completed | \$10,000,000 | \$10,000,000 | This planning study considered the upgrade needs of 7 km of the Ipswich Motorway between Darra and Rocklea. It addressed capacity constraints that result in poor levels of service for motorists, inconsistent travel times and an increasing risk of accidents. |
| QLD | National Network Programme | Ipswich Motorway - Dinmore to Goodna | 1 June 2009 | 1 May 2012 | Completed | \$1,572,600,000 | \$1,572,600,000 | This project widened the Ipswich Motorway to six lanes between Dinmore and the Ipswich/Logan Motorway interchange at Goodna - a length of approximately 8 km. The upgrade has improved access to rail stations, provided improved facilities for pedestrians and cyclists, and provided service roads to remove local trips from the motorway. |
| QLD | National Network Programme | Ipswich Motorway - Logan Motorway Interchange | 1 February 2007 | 1 November 2009 | Completed | \$255,000,000 | \$255,000,000 | This project involved the major reconstruction of the Ipswich Motorway/Logan Motorway interchange at Gables and widening of a two kilometre stretch of the Ipswich Motorway between Goodna and Gables. |
| QLD | National Network Programme | Ipswich Motorway - Wacol to Darra | 1 March 2008 | 1 April 2010 | Completed | \$809,000,000 | \$809,000,000 | The upgrade to the Wacol to Darra section of the Ipswich Motorway constructed a major new interchange at the junction of the Ipswich Motorway and the Centenary Highway and widened the Ipswich Motorway to six lanes over five km from the Logan Motorway. Interchange at Gables to Jervis Street, Darra. |
| QLD | National Network Programme | Ipswich Motorway Overview | | | Completed | NULL | NULL | The Ipswich Motorway is the principal arterial road from Brisbane's west, connecting to the Logan Motorway at Gables, the Centenary Highway at Darra and what is known as the 'Brisbane Urban Corridor' through Brisbane's southern suburbs to the Gateway Motorway in the east. This, in turn, links to the Port of Brisbane and the Brisbane International Airport. The motorway serves Brisbane's south west industrial and transport hub. The mainly four-lane motorway carries more than 80,000 vehicles a day. Traffic is congested in peak periods, while vehicle numbers are expected to grow as the Ipswich region becomes home to 800,000 people under the Queensland Government strategy for the development of South East Queensland. The Australian Government is providing \$2.868 billion to upgrading the Ipswich Motorway, to improve safety and efficiency of the road and relieve traffic congestion. Works include: the Dinmore to Goodna upgrade; the Ipswich Motorway/Logan Motorway Interchange Upgrade the Wacol to Darra Upgrade Interim safety works including the upgrade of the Granard Road interchange; and Goodna Bypass Land Acquisition |

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| QLD | National Network Programme | Ipswich Motorway Safety Works | Mid 2004 | 2010 | Completed | \$28,667,817 | \$28,667,817 | This project comprised a package of works designed to tackle safety and capacity issues along the Ipswich Motorway as well as further planning to determine the best long term solution for upgrading the Motorway. The package of works included minor upgrades to the Granard Road, Progress Road and Centenary Road interchanges, the Warrego Highway Rail Bridges and Bullock Creek Culvert, and traffic management improvements along the Logan Motorway. Upgrade works at the Granard Road Interchange, a pivotal link along the Ipswich Motorway, included a new overpass for Ipswich Motorway traffic Brisbane bound, improvements to the Ipswich Motorway and Granard Road intersection and an additional eastbound lane to the Ipswich Motorway approaching the Granard Road intersection. |
| QLD | Off-Network Programme | Kirkwood Road Stage 3 | 1 January 2010 | 1 May 2012 | Completed | \$25,300,000 | \$25,300,000 | The project involved; a 2.3 kilometre; extension of the existing Kirkwood Road; to provide a connection between Port Curtis Way and the Dawson Highway in Gladstone. |
| QLD | National Network Programme | Pacific Motorway Upgrade - Gateway to Logan - Springwood South to Daisy Hill | 1 November 2009 | 1 November 2012 | Completed | \$177,500,000 | \$355,000,000 | The Australian and Queensland governments jointly funded the \$355 million Pacific Motorway Upgrade, Springwood South to Daisy Hill project. As part of this upgrade the project will: Rehabilitate the motorway, providing for future lane upgrades to preserve and maintain the road network for the next 20 years; Include heavy-duty asphaltting, construction of wider road shoulders, safety barriers and installation of improved signage; Replace the Loganlea Road bridge with a new five-lane overpass with provision for cyclists and pedestrians; Upgrade the Loganlea Road Interchange with signalised intersections; and; Improve the Paradise Road roundabout. |
| QLD | National Network Programme | Pacific Motorway Upgrade - Nerang to Tugun - Coomera Interchange | 1 August 2009 | 1 September 2010 | Completed | \$15,000,000 | \$30,000,000 | The Australian and Queensland governments are jointly funding the \$30;million Pacific Motorway Upgrade, Coomera Interchange project. As part of this upgrade the project will: Construct a link road between the northbound exit ramp (Exit 54) and Abraham Road; Provide; traffic signals at the Link Road / Abraham Road intersection; and Construct a left turn slip lane from Abraham Road to Days Road. |
| QLD | National Network Programme | Pacific Motorway Upgrade - Nerang to Tugun - Mudgeeraba Interchange | 1 February 2009 | 1 August 2010 | Completed | \$21,250,000 | \$42,500,000 | The Australian and Queensland governments are jointly funding the \$42.5;million Pacific Motorway Upgrade, Mudgeeraba Interchange project. As part of this;upgrade the project will: Include enhancements to both the interchange and the Pacific Motorway; Construct a four lane duplicated overpass bridge and install traffic signals on the western side of the motorway; to cater for increased traffic volumes; and Provide additional improvements for pedestrians and cyclists, including an underpass at Highfield Drive. |
| QLD | National Network Programme | Pacific Motorway Upgrade - Nerang to Tugun - Nerang South Interchange | 1 January 2008 | 1 August 2009 | Completed | \$19,000,000 | \$38,000,000 | The Australian and Queensland governments jointly funded the \$38;million Pacific Motorway Upgrade, Nerang South;Interchange project. As part of this upgrade the project: Replaced the eastern roundabout with a four way, signalised intersection; Replaced the;western roundabout;with two signalised intersections. The existing overpass was widened for two westbound and two right turn lanes; A second overpass was built for two eastbound and two right turn lanes; and; The northbound on ramp;was moved 200m north to intersect with Hinkler Drive. |
| QLD | National Network Programme | Pacific Motorway Upgrade - Nerang to Tugun - Varsity Lakes and Robina Interchanges | 1 July 2009 | 1 October 2012 | Completed | \$43,000,000 | \$86,000,000 | The Australian and Queensland governments jointly funded the \$86 million Pacific Motorway Upgrade, Robina and Varsity Lakes Interchanges project. This project combines both the Robina and Varsity Lakes interchange upgrade works. As part of this upgrade, the Robina Interchange project;will: Replace existing roundabouts at the eastern and western ends of the overpass bridge with traffic signal controlled intersections. The Varsity Lakes Interchange project;will: Allow vehicle and pedestrian access to the Varsity Lakes Railway Station; and Replace the existing roundabouts with synchronised traffic signal controlled intersections. |
| QLD | Off-Network Programme | Peak Downs Highway Study | 1 June 2009 | 1 November 2013 | Completed | \$1,000,000 | \$2,000,000 | The Peak Downs Highway Study;provided planning for a future Eton Range crossing realignment project on the Peak Downs Highway;to improve the efficiency and safety for vehicles travelling between Mackay and the Northern Bowen Basin mining area, particularly freight and vehicles transporting heavy and dangerous goods. The current Eton Range crossing provides constraints to the safe and efficient operation of the Peak Downs Highway which forms part of the only designated B-double route west from Mackay to the mines in the Northern Bowen Basin. |
| QLD | Innovation and Research Projects | Port of Brisbane Motorway Study | 2007 | 2008 | Completed | \$1,200,000 | \$1,200,000 | This project involved planning for future upgrading of the Port of Brisbane Motorway. |
| QLD | Off-Network Programme | Port of Townsville - Berth 10 | 1 October 2011 | 1 June 2013 | Completed | \$4,000,000 | \$85,000,000 | The project involved the upgrade of the existing Berth 10 facility at the Port of Townsville to provide a new general cargo berth to accommodate larger freight and defence vessels. |

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| QLD | ARTC – Economic Stimulus Package | Queensland Border to Acacia Ridge Track Upgrade | 1 February 2009 | 1 May 2010 | Completed | NULL | \$55,800,000 | This project upgraded the line between Acacia Ridge and the NSW - Queensland Border. Upgrades included completing the concrete sleepering on the Sydney – Brisbane corridor;and providing;narrow gauge access between Acacia Ridge and Bromelton in Queensland. |
| QLD | Off-Network Programme | Remote Community Access Road Upgrade in Cape York - Aurukun Access Road | 1 August 2009 | 1 December 2010 | Completed | \$1,500,000 | \$3,000,000 | The Aurukun Access Road provides the principal link between the Peninsula Developmental Road (principal land-based access to Cape York and south to Cairns) and Aurukun Aboriginal Community. The road has numerous creek and gully crossings. The road is approximately 110 kilometres long and is gravel for the majority of its length, except for two sections of bitumen 7.7 kilometres and 5.3 kilometres in length respectively. The road has numerous formed and unformed floodways. This project involves the installation of drainage structures and the reconstruction of the earthworks and gravel formation. Where upgrading occurs to be a final standard, bitumen sealing will be carried out. |
| QLD | Off-Network Programme | Remote Community Access Road Upgrade in Cape York - Kowanyama Access Road | 1 June 2010 | Mid 2012 | Completed | \$800,000 | \$1,600,000 | The project involved the reconstruction of a 7 km section of the Kowanyama Community Access Road, from approximately 5 kms south of the Kowanyama Township to approximately;0.5 kms south of Topsy Creek. The works will include the installation of drainage structures, including a concrete floodway at Topsy Creek, reconstruction of the earthworks and gravel formation and upgrading the road to bitumen seal standard. |
| QLD | Off-Network Programme | Remote Community Access Road Upgrade in Cape York - Pormpuraaw Access Road | 1 September 2009 | 1 December 2010 | Completed | \$1,900,000 | \$3,800,000 | The Pormpuraaw Community Access Road provides the primary link between the Peninsula Developmental Road (principal land-based access to Cape York and south to Cairns) and Pormpuraaw Aboriginal Community.; The road, which is gravel for the majority of its length, is approximately 211 kilometres long and has numerous creek and gully crossings. This project involves the installation of drainage structures and the reconstruction of the earthworks and gravel formation and upgrading the road to bitumen seal standard.; Works also include;a four kilometre long causeway crossing the salt pan at the junction of Moonkan Creek and Chapman River. |
| QLD | Off-Network Programme | Remote Community Road Upgrades in Cape York - Lockhart River Community Access Road Upgrade | 1 November 2008 | 1 December 2011 | Completed | \$2,000,000 | \$4,000,000 | The Lockhart River Community Access Road provides the primary link between the Peninsula Developmental Road (principal land-based access to Cape York and south to Cairns) and Lockhart River Aboriginal Community and the Portland Road Community. This project involved the reconstruction of a 5.5 kilometre section of the Lockhart River Community Access Road situated approximately 20 kilometres due west of the Lockhart community to the Iron Range National Park boundary. The finished works will upgrade road and creek crossings to reduce road closures and improve access to remote indigenou;communities in Cape York. |
| QLD | Off-Network Programme | Remote Community Road Upgrades In Cape York – Northern Peninsula Road Access | 1 October 2009 | Early 2013 | Completed | \$1,550,000 | \$3,100,000 | This project is designed to improve access on the Northern Peninsula Road, an important local link through the Iron Range National Park and to the far north of Cape York. The project will involve the construction of road formation and drainage on an improved horizontal and vertical alignment. |
| QLD | Off-Network Programme | Sealing Of Peninsula Developmental Road | 1 April 2010 | 1 November 2012 | Completed | \$15,000,000 | \$30,000,000 | This project sealed the final 15 kilometres of the Peninsula Developmental Road (PDR) between Lakeland and Laura. Planning identified five sections of the PDR that required sealing: Lakeland Dump to Lily Creek; Carols Crossing and Approaches; Ruth Creek and Approaches; Crocodile Gap to Hells Gate Creek; and Laura River and Approaches. These projects build upon previous work funded by the Australian Government on the PDR including: unsealed access road sections stretching along the spine of Cape York Peninsula in Far North Queensland; sealing of a flood-prone and rocky section between Split Rock and Laura, part of the Lakeland to Laura link, 300 km north-west of Cairns; the Laura River to Coalseam Creek project completed in mid December 2004; and a section south of Kennedy Creek completed in early 2007. In addition, five to ten creek crossings north of Laura will receive minor works. |
| QLD | Off-Network Programme | Sealing of Wills Developmental Road Project | 1 October 2009 | 1 July 2010 | Completed | \$4,500,000 | \$9,000,000 | The Sealing of Wills Developmental Road project involved bitumen;sealing of approximately 7.5 kilometres;of road between Gregory Downs and Burketown. This section of road is located 230 kilometres north of Mount Isa and is frequently closed to traffic during wet seasons. The road services surrounding mining and cattle industries and provides access to indigenous communities and community services such as health care, police and an all weather airstrip. |

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| QLD | National Network Programme | Townsville Port Access Road | 1 August 2008 | 1 November 2012 | Completed | \$95,000,000 | \$217,000,000 | The Townsville Port Access Road (TPAR) will provide a highway link (Bruce and Flinders Highways) to the Port of Townsville to support continuing economic growth, in particular, agricultural and mineral imports and exports through the port. The existing route to the port has operational constraints due to adjacent residential development. It has significant safety and amenity (noise and vibration) problems. The works included: A 2.5 kilometre section, bypassing a portion of the Flinders Highway that passes through residential areas by connecting to the Bruce Highway south of Townsville. The design provides for two lanes at 80 km/hr, Q50 flood immunity and crossing of the Great Northern Railway. A 7.5 kilometre section of greenfield alignment from the Bruce Highway to the Townsville Port road network. The design provides for two lanes at 80 km/hr, Q50 flood immunity and crossing of the Ross River. |
| QLD | Off-Network Programme | Townsville Ring Road (Shaw Road) | 1 April 2007 | 1 April 2009 | Completed | \$79,500,000 | \$119,000,000 | The Townsville Ring Road; extended Shaw Road from Dalrymple Road to Hervey's Range Road, and connected through Condon to the Douglas Arterial at the Ross River. The Douglas Arterial, which opened to the public in early 2005, was a precursor for the Townsville Ring Road. |
| QLD | Innovation and Research Projects | Truck Night Toll Waiver Trial | Early 2005 | Late 2007 | Completed | \$3,365,159 | \$3,365,159 | The Night Toll Waiver trial was a research project designed to determine the effect of diverting heavy vehicles onto the Logan Motorway rather than the Granard, Riawena and Kessels Road link (the Brisbane Urban Corridor or BUC) between Ipswich Motorway and the industrial area around Acacia Ridge in Brisbane. The concept arose from the recommendations of a Planning Study on the BUC in 2003 and utilized Automatic Number Plate Recognition (ANPR) technology to monitor the pre and post effects of the trial. The night time toll waiver for trucks with three or more axles along the Logan Motorway expired on 31 December 2007. |
| QLD | National Network Programme | Urban Congestion - Bruce Highway Accelerated Works Planning | 1 June 2008 | 1 December 2011 | Completed | \$13,000,000 | \$18,000,000 | The project involves urban congestion planning towards four separate;Infrastructure Investment;Programme projects on the Bruce Highway: Upgrade southern approach to Cairns; Douglas Arterial duplication; Upgrade the southern approach to Mackay; and Calliope Crossroads. |
| QLD | National Network Programme | Urban Congestion - Gateway Motorway Northern and Southern Section Planning | | | Completed | \$10,000,000 | \$20,000,000 | This project incorporates planning studies to investigate;upgrading requirements on two sections of the Gateway Motorway. The two sections are: Gateway Motorway North - between Nudgee Road and the Bruce Highway Gateway Motorway South - between Mount Gravatt-Capalaba Road and the Pacific Motorway Each study will consider needs for an initial widening to provide six lanes with capability for a future upgrade to eight lanes. |