



Fixing Country Roads

Recommended Projects – Round 2

Version 02

Date: Wednesday 8 May 2019



Contents

Alpine Shire Council	3	Latrobe City Council	70
Ararat Rural City Council	8	Loddon Shire Council	71
Bass Coast Shire Council	9	Macedon Ranges Shire Council	75
Baw Baw Shire Council	11	Mansfield Shire Council	76
Benalla Rural City Council	13	Mildura Rural City Council	77
Borough of Queenscliffe	15	Mitchell Shire Council	78
Buloke Shire Council	16	Moirira Shire Council	79
Campaspe Shire Council	19	Moorabool Shire Council	83
Central Goldfields Shire Council	20	Mount Alexander Shire Council	85
City of Ballarat	24	Moyne Shire Council	88
City of Greater Bendigo	26	Murrindindi Shire Council	90
City of Greater Geelong	31	Northern Grampians Shire Council	94
City of Wodonga	33	Pyrenees Shire Council	102
Colac Otway Shire Council	36	South Gippsland Shire Council	106
Corangamite Shire	38	Southern Grampians Shire Council	108
East Gippsland Shire Council	41	Strathbogie Shire Council	113
Gannawarra Shire Council	43	Surf Coast Shire Council	116
Glenelg Shire Council	45	Swan Hill Rural City Council	119
Golden Plains Shire Council	47	Towong Shire Council	123
Greater Shepparton City Council	50	Warrnambool City Council	124
Hepburn Shire Council	51	Wellington Shire Council	125
Hindmarsh Shire Council	57	West Wimmera Shire Council	126
Horsham Rural City Council	63	Yarriambiack Shire Council	130
Indigo Shire Council	66		

Local Road Sealing

Alpine Shire Council

Council has a number of local unsealed roads that are experiencing increasing levels of traffic and generate high levels of dust. Residents in these locations and users of the roads are subjected to large amounts of dust during the summer months. Sections of Grange Road (Porepunkah), Merriang South Road (Merriang South) and Egglestons Road (Buckland) are proposed to be sealed.

The projects at the 3 locations would involve shoulder widening, table drain formation, pavement construction and sealing of 1780m of unsealed road pavements. The improved road width and sealed pavements will increase the safety, amenity and reliability of the routes for all road users.

State Government Contribution	\$210,000.00
Council Contribution	\$105,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$315,000.00

Guardrail Upgrades

Alpine Shire Council

Councils substantial bridge network has had progressive upgrades over the last 10 years, with deck and structural upgrades being the primary focus of the works. The majority of the remaining bridges in the network have sufficient structural capacity to suit current needs but have ageing non-compliant guardrail installations. Council proposes to address this by upgrading guardrail on 17 bridges across the shire.

The project will upgrade and/or replace non-compliant guardrail installations on 17 bridges across the Shire. (Selzers Bridge #1, Selzers Bridge #2, Buffalo Creek Bridge, Mongans Bridge, Merriang Bridge, Merriang Culvert #2, Merriang Culvert #3, Merriang Homestead Bridge, Webbs Bridge, Boyds Lane Culvert, Devils Creek Bridge, Damms Road Bridge, Briggs Lane Bridge, Marasco's Lane Bridge, Stoney Creek Bridge, Whalleys Lane Bridge, Dougherty's Lane Bridge, Stanley Road). This will greatly improve the safety of these bridges and increase the reliability of the road network, due to the increased service life of the new installations.

State Government Contribution	\$200,000.00
Council Contribution	\$100,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$300,000.00

Gavan St Pedestrian Crossing Points

Alpine Shire Council

The need for safer pedestrian crossing points in Gavan Street (Bright) was identified as a priority by the community through the Alpine Better Places project, as well as during the development of the Bright Car Parking Plan. It is proposed to clearly identify crossing points by constructing kerb outstands and centre median refuges in five locations between Star Road and Camp Street.

The Great Alpine Road becomes Gavan Street through the main commercial centre of Bright. With shops and businesses lining both sides of the road, there is a high number of pedestrians crossing the road between Star Rd and Camp St. This combined with the high traffic numbers along the Great Alpine Road, create a challenging and potentially high-risk environment for those crossing the road. As there are currently only 2 defined crossing points in this length of road, much of the crossing activity is at ad hoc locations along the road. By increasing the prominence and number of crossing points, the project aims to provide a safer environment for pedestrians and other road users.

State Government Contribution	\$170,000.00
Council Contribution	\$85,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$255,000.00

Buckland Bridge Replacement

Alpine Shire Council

The existing Buckland Bridge is at the end of its useful life and has had a 15-tonne load limit applied. This has recently been downgraded again to a GVM limit of 8 tonnes as a result of the most recent level 3 inspection report. This load limit restricts heavy vehicle movements up the Buckland Valley, including the transport of heavy machinery to enable DELWP to access 320,000 Ha of state forest to undertake fire management activities. A new bridge with no load limit is proposed to be constructed on a new alignment downstream of the existing bridge.

The existing bridge constructed early last century consists of wrought iron dredge arms of varying dimensions and has reached the end of its service life. The bridge has a restrictive load limit which excludes GVM loads in excess of 8 tonnes, with a maximum axle load of 4 tonne.

The current alignment (and deck width) presents clearance issues to longer vehicles such as earthmoving floats and standard semi-trailers notwithstanding the load limit restriction.

The proposed new alignment is just downstream from the existing bridge on a more favourable approach from the north with an approximate overall span of 30m. The new bridge design loading will be SM1600 compliant and will cater for a quad axle float used to transport a D7E dozer or harvester. The new bridge will also cater for school buses, emergency vehicles, construction equipment and primary producers, which currently cannot use the bridge.

State Government Contribution	\$1,500,000.00
Council Contribution	\$750,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$2,250,000.00

Standish Street Upgrade

Alpine Shire Council

The pavement in the Standish Street Service Lane and through traffic lanes, between Clyde and Duke Streets, has deteriorated and is in need of rehabilitation. It is proposed that the pavement in the Service Lane be removed and reconstructed, while the significant failures in the traffic lanes are rehabilitated by in-situ stabilisation. The reconstructed and stabilised pavements shall then be finished with an asphalt wearing course. Median island brick paving is to be removed and replaced with concrete.

The project will reconstruct and rehabilitate failed road pavements in Standish St and the Standish Street Service Lane. Standish St is a major collector road and carries a significant amount of traffic through Myrtleford. The work will upgrade the pavement and wearing course between Clyde and Duke Streets to better service the increasing traffic along this route.

State Government Contribution	\$240,000.00
Council Contribution	\$120,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$360,000.00

Helendoite & Tatyoon North Road Reconstruction & Widening

Ararat Rural City Council

Reconstruction of 8.0km of road including pavement strengthening and widening. The works are located on Helendoite and Tatyoon North Roads, Tatyoon. Guard rail will be installed to two bridges and minor culverts will be replaced where required. These roads provide heavy vehicle access to bulk grain storage at Lakaput, Stoneleigh, completing a strategic transport linkage via Mt William Road through to the Eurambeen-Streatham Road. Connectivity through to Ararat and Maroona is also enhanced.

The project involves reconstructing 8.0km of narrow seal road including widening to 6.2m overall width. Both Helendoite and Tatyoon North Roads have significant areas of weak pavement. The roads also have poor shoulders with significant cross-fall. ARCC has recently completed work to widen and improve heavy transport capacity of Tatyoon Road. Helendoite and Tatyoon North Roads provide linkage from Tatyoon Road across to Mt William Road through to the Eurambeen Streatham Road. These roads provide direct transport access to and from farm for 16 properties supporting the agricultural industry with cropping, fodder production, sheep and cattle production. These are also school bus routes. The road widening will provide significant safety improvements associated with vehicle passing and overtaking.

State Government Contribution	\$1,500,000.00
Council Contribution	\$900,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$2,400,000.00

Loch Wonthaggi Rd Safety Upgrade and Flood Mitigation

Bass Coast Shire Council

This is an upgrade project to install new culverts as well as rehabilitate and widen 500m of Loch-Wonthaggi Road's pavement to reduce road closures and safety issues associated with regular flooding and pavement defects. This is Council's top priority road project.

These objectives will be achieved with guardrail, line marking, raising and rehabilitation of the road pavement, installation of box culverts and geometry improvements. The road is a strategic freight route as outlined in the Gippsland Regional Freight Strategy and is the highest classification Council road. This project aims to resolve critical access issues with emergency services as well as industry including; dairy, agricultural, tourism and extractive industries.

The section of Loch Wonthaggi Road (starting approximately 600m north of Heslop Rd and continuing north for 500m) has been identified on Council's Capital Works program as the road currently does not meet the required levels of service for Council's top priority road classification. Key items to be addressed through this project include:

- Partial or full road closures due to flooding occurs most years during high rainfall periods. These closures usually extend for a number of days. The impact of this is on emergency services access to the Bass Hills Region, property access to members of the broader community, industry access for dairy and agricultural transport. This project proposes raising the pavement 300mm to reduce the annual exceedance probability of storm events resulting in the road flooding. As a result of the pavement raising, Council has completed flood modelling work to determine the need to install culverts to cater for an additional 30 square metres of water way. This is required so as to minimise the impact on the upstream land and infrastructure.
- Road Geometry improvements will improve ride comfort and smooth the transition onto the existing bridges. The existing seal is 6.5m and a new lane width of 7m is intended to continue on from a previously upgraded section of road. The increase in seal width and improved geometry will aid in promoting Higher Productivity Vehicle (HPV) access and safety along this strategic link. Once the remaining impediments have been improved along Loch Wonthaggi Road, Council aims to include it on the gazetted B-Double Network.

Regular maintenance undertaken including patching, drainage and other maintenance works have been required in order to maintain the trafficable lane. Maintenance on drainage, pavement and associated infrastructure through this section of road. These recent maintenance works have cost approximately \$40,000 in maintenance including \$25,000 for previous culvert works.

State Government Contribution	\$1,000,000.00
Council Contribution	\$500,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,500,000.00

Grantville Glen Alvie Rd Stage 1 Heavy Vehicle Access Improvements

Bass Coast Shire Council

Heavy vehicle access upgrades and road pavement rehabilitation along a portion of Grantville Glen Alvie Road (East from Loch Kernot Road). This is Council's second highest priority project. These upgrades will be achieved through pavement widening and rehabilitation of the existing pavement which has reached the end of useful life. The road is a strategic freight route as outlined in the Gippsland Regional Freight Strategy and is the highest classification Council road. This project ensures ongoing access to industry including dairy, agricultural, tourism and extractive industries. Other segments of this road already partially gazetted as a B-double Route.

This section of Grantville Glen Alvie Road (Starting at Loch Kernot Road heading East toward Loch Wonthaggi Road) has been identified on Council's Capital Works program as it has reached intervention levels set out in the adopted Road Services Asset Management Plan. Council plans to undertake pavement rehabilitation and safety upgrade works in order to increase access, efficiency and safety for heavy vehicles.

Regular and increasing maintenance undertaken includes significant block patching on the western section in the order of \$25,000. Landslip rehabilitation works were recently undertaken on the eastern section of Grantville Glen Alvie Road and these works were in the order of \$30,000. This is in addition to other maintenance works such as edge breaks, pothole patching and drainage maintenance over the last 5 years to maintain the trafficable lane.

The current condition of the road pavement and seal is poor and has reached end of useful life and requires works to renew the road. The intervention levels are set out in Council's Road Asset Management Plan. This provides Council with an opportunity to perform widening and geometry improvements to meet the strategic needs of the extractive, dairy and agricultural industries.

The existing seal width is 5.8m with a number of tight corners (approximately 60m radius) with limited shoulders. Pavement and seal width needs increasing to provide a minimum seal width of 7.0m. The increased seal width will provide greater safety for heavy vehicles and other road users by increasing the vehicle separation and reducing the possibility of head on accidents. Line marking, reflectors guideposts and signage will improve the delineation of the road giving drivers more advanced warning of curves.

State Government Contribution	\$804,314.00
Council Contribution	\$402,157.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,206,471.00

Yarragon Shady Creek Road Upgrade

Baw Baw Shire Council

This project will widen, stabilise and seal sections of Yarragon Shady Creek Road, a busy strategic route servicing agriculture, quarry and service industries that is unable to adequately cope with traffic loads in its current state.

Yarragon Shady Creek Road services a large number of sizable agricultural industries including farms and a large quarry.

Some sections of the existing sealed pavement are reaching end of its useful life and will not meet future traffic needs. The seal is subject to shoulder drop offs and edge breaks as trucks are tracking beyond the sealed width and a portion of roadway is heavily vegetated.

This project will widen, stabilise and seal approximately 2 kms of Yarragon Shady Creek Road between Reserve Road and North Canal Road, to provide additional traffic width and to minimize shoulder maintenance.

It is proposed to repair existing sections of the road, seal shoulders on corners and to undertake tree trimming/removal to improve clearance and sight distance.

By upgrading Yarragon Shady Creek Road through sealing and widening this section of the road, the road will become accessible and able to be safely used by all users, including large B-double cattle trucks, milk tankers and produce carriers.

Along with providing access to the road for all vehicles, the upgraded road will dramatically remove travel time and costs for the farmers on the road and increase efficiency for industry transporters.

The upgraded road will provide a link to the main arterial road of the region, Princes Highway, providing local producers a fast route to market for their produce, enhancing their economic performance.

State Government Contribution	\$1,032,350.00
Council Contribution	\$516,175.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,548,525.00

Neerim North Road Upgrade

Baw Baw Shire Council

This project will widen, stabilise and seal approximately 2.2 kms over various lengths of Neerim North Road to provide additional traffic width and minimize shoulder maintenance and improve the safety of the road. This will also increase productivity for industry users of the road. The project has been identified as a priority project for Council through its Capital Works planning process, Long Term Infrastructure planning and through community consultation.

Neerim North Road acts as a link for a large quarry, farms and agriculture businesses to the broader VicRoads road network. Traffic counts undertaken in 2018 indicated a volume of 330 vehicles per day, 30% of these are commercial vehicles.

Some sections of the existing sealed pavement are reaching end of its useful life and will not meet future traffic needs. The sealed pavement is subject to increased frequency of pavement failures as loaded quarry trucks are tracking beyond the sealed width.

This project will widen, stabilise and seal approximately 2.2 kms over various lengths to provide additional traffic width and minimize shoulder maintenance. It will also include repairing existing sections and seal shoulders on corners, tree trimming/ removal to improve clearance and sight distance. Proposed minimum sealed roadway width of 6.4m plus 1.2m shoulders is proposed.

Sections of Neerim North Road are in only fair condition. The seal width varies between 5.7m and 7.0m, and the pavement in some sections is approaching the end of its useful life. Some portions of the road are heavily vegetated and in need of clearing and works are required in sections to improve cross road subsoil drainage.

The project will address four sections of Neerim North Road totalling 3kms in total, through increasing the pavement strength and width. At present, the road is prone to structural failure under heavy traffic. Planned works include:

- Install additional cross road culverts and subsoil drainage as necessary.
- Increase strength of pavement through in-situ stabilisation and importation of
- new road base material.
- Recut table drains, box out widening slots to achieve sealed pavement width to a minimum of 6.4m on straight sections of the road and greater on curves and tight bends.

State Government Contribution	\$512,750.00
Council Contribution	\$256,375.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$769,125.00

Winton Lurg Road Shoulder Widening and Seal - Stage 2

Benalla Rural City Council

With recent increases in Infrastructure activities due to the establishment of the Concrete Batching Plant in Benalla, heavy vehicle traffic has increased significantly along Winton Lurg Road from the Hume Highway to the Lurg Quarries. To Increase the safety, economic benefit and Winton community amenity it is proposed to continue to upgrade, widen and seal the shoulders of Winton Lurg Road from Winton to Old Lurg Road.

The project will involve the removal and replacement of the existing 1.5m wide gravel shoulders on Winton Lurg road for a distance of 3000m to a depth of 300mm. The project will be a continuation from Stage 1 of the project which was funded by round one of the Fixing Country Roads Program. The new road shoulders will be sealed with a 10mm primer seal, a final seal to the full road width will be applied to stabilize the road. Line-marking and remodelling of roadside table drains will also be completed as part of the project.

The widening of Winton Lurg Road will improve the safety of motorists by ensuring passing of oncoming traffic will not have to merge onto the loose gravel shoulders. As identified in the towards zero project the sealing of road shoulders combined with improvements to line marking and new rumble strips can reduce the risk of serious crashes by 20-30%.

A number of local residents using Winton Lurg Road have complained that the current gravel shoulders are unsafe and have reported near misses with heavy vehicles along the road. The local community have requested that the road shoulders be upgraded as a priority.

Winton Lurg Road is used as a heavy vehicle route by three quarries and the agriculture industry with recent traffic counts identifying 50% of the vehicles as heavy vehicles. The widening of the road will improve the access for heavy vehicles and reduce the risk of head on collisions.

State Government Contribution	\$400,000.00
Council Contribution	\$200,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$600,000.00

Williams Road, Lima South Redevelopment Project

Benalla Rural City Council

The project seeks to widen and seal Williams Road, Lima South. The road has been adequate to service the quarry since it commenced operating the site in 1998. In 2018 LSQ became a key supplier for a major construction project of state significance. From a risk management perspective, the road now presents as an unacceptable hazard to project delivery which should be mitigated prior to its failure.

The project seeks to widen and seal Williams Road, Lima South, which is approximately 25 km south of Benalla Township. Williams Road commences at the Midland Highway and terminates at the Lima South Quarry (LSQ) a distance of 2.8km. The road is partly sealed and partly gravel. It has a narrow pavement width and gravel shoulders and a single lane bridge. Re-modelling of drains as well as line marking will also be included as part of the proposal.

As identified in the towards zero project the sealing of road shoulders combined with improvements to line marking and new rumble strips can reduce the risk of serious crashes by 20-30%.

A number of local residents have complained that the road is currently unsafe with a number of near misses between residential and heavy vehicles being reported due to the narrow seal.

In 2017 there were 120 truck movements per day (~60 loaded trucks). As a result of the West Gate Tunnel project the number of truck movements in to the quarry is likely to grow by 50 to 170 per day (~85 loaded truck movements) or 14 – 20 per hour. The widening of the road will improve the access for heavy vehicles and reduce the risk of head on collisions.

State Government Contribution	\$700,000.00
Council Contribution	\$
Other Contribution	\$350,000.00
Other contribution source	Lima South Quarry
Total Project Cost	\$1,050,000.00

Widening and access improvements to the south end of Hesse Street, Queenscliff

Borough of Queenscliffe

This project involves the widening of the south end of Hesse Street to provide additional parking for tourists and sporting club users in this precinct. The widening also incorporates wombat crossings to improve access, landscaped areas, stormwater improvements to address current flooding of King Street and undergrounding of power to remove the hazard of power poles. Shared pathway connections are also proposed to connect this tourist/sporting precinct to the nearby shared pathway which connects to the ferry.

The project provides greatly improved access and attraction to this tourist/sporting precinct through:

- Creating two new links to the existing township shared path network which leads to the town and also a direct connection to the tourist ferry and popular park areas;
- Improving capacity for parking in this precinct (creates 59 parking spaces) which serves the bowling club, the croquet club, the cricket, netball and football clubs as well as serving the Queenscliff Tourist Park;
- Providing an important gateway to this tourist precinct which is named "Destination Queenscliff" and includes the Ocean Viewing area, popular beach access, access to the historic Queenscliff Fort and access to the caravan and camping tourist park;
- Public lighting improvements will improve safety for all road and shared path users; and
- A new stormwater outfall to remove the flooding that occurs on the adjacent declared road network (King Street) as this low point only has an under capacity pumped outfall.

The project also significantly improves the stormwater outfall for this area and has been designed to replace a pumped system which is currently problematic and causes regular flooding of King and inundation of two residential properties.

State Government Contribution	\$904,558.00
Council Contribution	\$452,279.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,356,837.00

Culgoa-Ultima Road Upgrade

Buloke Shire Council

The project aims to upgrade Culgoa-Ultima Road so that it is a safe and reliable transport route. The project involves reconstructing and widening 7km of road. It will be widened from a 3.8m seal width to a 6m seal width. The existing road pavement is only 100mm to 150mm thick of local sandstone, which is very rough and expected to fail in the near future, the new pavement design will salvage the existing seal and pavement and add 230mm depth of new pavement material. This new pavement will accommodate Higher Mass Limit vehicles.

The project involves upgrading Culgoa-Ultima Road from a 3.8m seal width to 6m. This road was chosen due to its importance as a key freight route and also a key transport route in general.

The sections of road chosen were the narrow and failing sections. Increasing the seal width will increase safety by allowing vehicles to pass without leaving the seal and also reduce maintenance of road shoulders.

Heavy vehicle traffic on Culgoa-Ultima Road is increasing dramatically with new developments nearby that utilise Culgoa-Ultima Road. The existing pavement is only 100mm to 150mm thick local sandstone. The new pavement design will be able to accommodate HML vehicles and the increase in heavy vehicle traffic.

State Government Contribution	\$1,500,000.00
Council Contribution	\$750,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$2,250,000.00

Watchem-Warracknabeal Road Upgrade

Buloke Shire Council

Reconstruct and widen 1.3km of Watchem-Warracknabeal Rd. The existing pavement is narrow and is failing. Project involves widening from a 3.8m seal width to 6m. The new pavement will be able to accommodate HML vehicles and increase safety of passing vehicles.

Watchem-Warracknabeal Road Upgrade involves widening and re-constructing 1.3km of road. The existing road is in poor condition and in need of reconstructing. This road is an important freight route and the new pavement will be able to accommodate HML vehicles and the increasing traffic volumes.

Buloke categorise Watchem-Warracknabeal Road as a Link road, which is our highest ranking.

State Government Contribution	\$300,000.00
Council Contribution	\$150,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$450,000.00

Safer Birchip town centre project

Buloke Shire Council

This project aims to improve the safety and efficiency of the Birchip town centre, by reducing two lanes of the main street to one lane, improving drainage, creating turning lanes, improving parking and creating a bike lane, creating pedestrian refuges, extending median strips, reducing turning movements in the CBD and enhancing the visual amenity of the Birchip town centre.

This project has a range of benefits for the Birchip community and is a project that has been high on the community priority list for many years. The community is extremely excited about the opportunities associated with the project, in terms of safety, traffic access and flow, drainage enhancement, visual amenity of the town and extending asset life. The current state of Cumming Avenue in Birchip is extremely confusing for motorists, does not allow for Disability Discrimination Act compliant access, has poor drainage and is unsafe for pedestrians, cyclists, passenger vehicles and heavy vehicles.

This project will:

- Extend the asset life by improving the seal condition and line marking.
- Improve the drainage of the road by installing new kerbing at grade and lowering the road in a section.
- Improve safety for all users of the road, by creating a dedicated long vehicle parking area (rather than the current process of parking across pedestrian bays).
- Improve safety to on-street parking, by providing a dedicated reversing lane and moving from 60 degree to 45-degree parking angles.
- Create dedicated turning lanes for right hand turns, removing the need to stop to wait for oncoming traffic. This in turn will allow for increased flow and efficiency of travel, with no stopping in the trafficable lane.
- Improve safety by naturally slowing traffic by design (kerb outstands, landscaping) and by reducing the through lanes from two to one.
- Encourage additional active transport, through the provision of a cycling lane. This will improve safety for cyclists. This will remove a vehicle turning break in the median strip directly outside the busiest area of Cumming Avenue (supermarket and bakery), and therefore eliminate the confusion from turning traffic, through traffic, parking/reversing traffic and pedestrians. This has been the cause of many slow speed accidents and near misses over many years.
- Create access for all pedestrian movement by installing pedestrian refuges and cross-overs.
- Create a disabled park near the pharmacist.
- Enable the community to enhance the visual amenity of the township, by providing space for additional green space and alfresco eating.

State Government Contribution	\$320,000.00
Council Contribution	\$160,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$480,000.00

Corop-Wanalta Road Rehabilitation

Campaspe Shire Council

Corop-Wanalta Rd is a sealed collector road with a seal width of 4.0m with gravel shoulders. The length of Corop-Wanalta Rd to be rehabilitated is approximately 6km, from Burramboot East School Rd to Two Tree Rd, Burramboot.

Large commercial vehicles use this road to transit the shire and the road requires rehabilitation to return it to a reasonable level of condition and lower the cost of maintenance on it. Major users include the "BioMix Ltd" facility on Two Tree road which takes degradable compostable material from across Victoria to create fertiliser and other products lowering the refuse going to landfill not just for the Shire but Bendigo, Shepparton and some Metro Melbourne Councils.

The road is at its intervention level according to condition assessments carried out by Council. The traffic count indicate it is a well-used road for our district and the people and businesses that use it. The pavement asset is in very poor condition with serviceability now being heavily impacted upon by this poor condition. An inspection revealed that sections of the pavement have lost shape, is rutted (especially in vehicle wheel paths), is in need of resealing, has surface cracking, and has had numerous bitumen patches indicating pavement weakness. Maintenance costs are very high and the various road segments are at a point where they need to be rehabilitated.

It is important that pavements that are at intervention level are rehabilitated to prevent water infiltration into the pavement and further rapid pavement deterioration. This work will ensure the road remains fit for the purpose of providing the community with a road system that allows good access to properties, services and facilities.

Widening the road improves safety especially for trucks and other HGV that use the road for passing traffic, or trucks going in opposite directions that won't need to push on to the gravel. This road is a long section of an important link and will absolutely improve the safety and connectivity of the road network.

State Government Contribution	\$1,500,000.00
Council Contribution	\$1,020,500.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$2,520,500.00

Burke Street Renewal and Upgrade, Maryborough

Central Goldfields Shire Council

Renew and upgrade the section of Burke Street between Kars Street and Inkerman Street to bring it up to the standard required by Council's Road Management Plan.

The project involves the renewal of Burke Street road pavement and provision of asphalt seal, renewal of kerb and channel and footpaths, and school crossing to current disability access standards and parking areas.

Burke Street, between Kars Street and Inkerman Street provides access to the frontage of the St Augustine's Primary School which accommodates school buses, children's crossing and parent drop off and pick up on street parking areas.

Burkes Street is an Urban Access¹ road immediately adjacent to Inkerman /Street (Link Road) which provides through access to the adjacent High View College secondary school for bus and school traffic.

The education precinct experiences high traffic use at school start and end times and condition of road and footpath linkages are required to be of good quality to ensure the efficiency and safety of traffic and pedestrian movements.

Up to 47 students use the crossing in the 30-minute peak times with up to 87 vehicles.

State Government Contribution	\$284,000.00
Council Contribution	\$142,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$426,000.00

Rodborough Road Stabilisation

Central Goldfields Shire Council

Stabilise and reseal approximately 2 km of Rodborough Road from Bridge B197 to end of seal. This section of road is in a poor state due to increasing road transport traffic going to and from the neighbouring chicken farms in Clarkes Road and Rodborough Road.

The project involves the renewal of the Rodborough Road pavement and seal (2km).

Rodborough Road provides link road access from the Pyrenees Highway to the Grandview Chicken Farm and is used daily by B doubles and semi-trailer heavy traffic transporting feed, bedding, waste products and chickens.

The road experiences an annual average daily traffic flow of 69 with 33.3% heavy vehicles. (2015 figures), however the chicken farm has expanded recently with increased heavy vehicle traffic.

The route provides vital connection from the farm gate to markets and suppliers to the chicken industry.

State Government Contribution	\$300,000.00
Council Contribution	\$150,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$450,000.00

Talbot - Avoca Road Renewal and Upgrade - Stage 2.

Central Goldfields Shire Council

This project allows for the renewal and upgrade of a section of Avoca Road, at the intersection with McIntyres Road, Amherst. It also involves the removal of trees (and off-sets) to provide the minimum safety clearance for the entire road.

The upgrading of Avoca Road is in accordance with the Central Highlands Regional Transport Strategy - Freight.

This project involves the removal of trees, reshaping of curved sections, some culvert and shoulder widening and widening of the seal at the McIntyre's Road intersection in preparation for future widening of the entire road.

Avoca Road provides a shortcut for traffic from Talbot to Avoca and beyond. It links Ballarat/Maryborough Road to Pyrenees Highway and saves a 33 km detour via Maryborough.

State Government Contribution	\$462,000.00
Council Contribution	\$231,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$693,000.00

Majorca Road Renewal & Upgrade - Stage 3

Central Goldfields Shire Council

Renewal & Upgrade of a section of Majorca Road from CH 2.0 to CH 2.9 up to the standard required by Council's Road Management Plan (RMP) for a Rural Link road and major truck route.

The project involves the renewal and widening of Majorca Road pavement and seal, widening of road verges and table drains, provision of kerb and channel and sealed shoulder through the cutting to improve road drainage.

Majorca Road provides link road access to Maryborough from the south (Ballarat and Melbourne) and is used by heavy transport accessing the A G Leech Industrial estate in Maryborough south. The road experiences an annual average daily traffic flow of 1165 with 17.3% heavy vehicle. The route into Maryborough connects with the Maryborough outer southern by pass route (Landrigan Road from Ballarat Maryborough Road to the Pyrenees Highway at Carisbrook) which has been experiencing increasing heavy vehicle numbers over recent years.

The road is used as an alternative heavy vehicles access avoiding the need to travel through urban precincts in the Maryborough township.

State Government Contribution	\$350,000.00
Council Contribution	\$175,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$525,000.00

Gillies Road upgrade between Jubilee Road and Millers Road, Bald Hills

City of Ballarat

This project includes the reconstruction and widening of a 1.6km section of Gillies Road between Jubilee Road and Millers Road, Bald Hills. The works include widening the road, full reconstruction and culvert bridge widening at Slattery Creek. The road will provide for 3.5 metre lane widths and constructed and sealed road shoulders. This project will compliment proposed safety upgrade works for the Midland Highway and the Gillies Road and Kennedy's road intersection upgrade.

The proposed road reconstruction will see the road widened and strengthened to meet the demands of the future. Gillies Road is classified as a link road, it is relatively narrow in this location and has an existing sealed width of 6.0 - 6.5 metres. It has current traffic volumes exceeding 4000 vehicle per day and has a default speed limit of 100km/hr.

A staged upgrade is proposed to include wider traffic lanes and sealed and constructed road shoulders. The bridge culvert at Slattery Creek is also proposed to be widened to accommodate the new road profile. The upgrade is needed to provide a stronger and more durable road including improvements to road quality and safety. It is being designed to cater for the future needs of cyclist and motorised traffic.

State Government Contribution	\$800,000.00
Council Contribution	\$800,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,600,000.00

Ring Road Freight Improvements – Stage 3

City of Ballarat

The reconstruction of 480 metres of Ring Road/McKenzie Drive between Learmonth Road and Gillies Street North, Mitchell Park. This represents the final stage of a three-stage construction program.

Ring Road/McKenzie Drive, Mitchell Park is a significant freight route servicing industry along Ring Road and the Ballarat West Employment Zone (BWEZ). It is strategically connected to the Western Highway via Gillies Street North to the east and Learmonth Road to the west.

Ring Road/McKenzie Drive is classified as a Link Road and carries over 5,000 vehicles per day with 12% of traffic representing commercial vehicles (Traffic Count Data 2014). The existing road has proven to be problematic for truck movements due to a significant corner in the road at the transition from Ring Road to McKenzie Drive. Numerous roll overs have occurred at this corner. A new design will see the radius of this corner widened out and an increase in superelevation.

The ultimate design will match two prior stages of work in that Ring Road/McKenzie Drive will be constructed to industrial standard to improve both safety and functionality of the road.

State Government Contribution	\$600,000.00
Council Contribution	\$600,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$1,200,000.00

Costerfield Road dust suppression, Heathcote North

City of Greater Bendigo

The project involves the preparation of the road and application of a Graded Aggregate Total Treatment (GATT) seal. The road in the small hamlet of Costerfield in an area of Victoria with high levels of naturally occurring heavy metal antimony. Long term exposure to antimony has adverse health effects. Eliminating dust from the road which settles on roofs which in turn get washed into rain water tanks will have positive long-term health benefits for nearby residents

The Heathcote - North Costerfield Road forms a key link between Heathcote and Costerfield and in particular to the mining operations in the Costerfield area. Within and surrounding Heathcote the road is sealed. Within Costerfield the road is gravel with a traffic volume of approximately 75 vehicles per day with 17% commercial vehicles. The preparation of the road pavement and GATT sealing of the road will eliminate the dust that contains antimony and is deposited on roofs and is then carried into drinking water of residents via rainwater tanks. The safety of the road will also be improved by providing a sealed surface improving road handling and vehicle stopping performance.

The GATT sealing will also eliminate the City requirement for grading of this section of road.

State Government Contribution	\$55,000.00
Council Contribution	\$55,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$110,000.00

Obriens Lane, Axedale road construction

City of Greater Bendigo

O'Brien's Lane runs off McIvor Highway and services a significant area of low-density residential development. The first 1.2km off the McIvor Highway is constructed and sealed with the remainder of the road being gravel. Due to the ongoing housing development in the area the traffic volume has steadily increased to the stage where road safety and road condition now warrant the construction and sealing of a further 2.2km of the road.

The project involves the construction and sealing 2.2km of O'Brien's Lane. This section is currently a gravel road with a substandard design for the current traffic volume. A traffic count undertaken in 2017 identified traffic of 168 vehicles per day. The design is for a two-lane two-way sealed road. The project will include the removal of significant vegetation currently close to the traffic lane to improve safety. By sealing the road, it will provide a safer by improving the road surface (from gravel to sealed), increasing the width of traffic lanes and increasing the stopping ability of cars. Efficiencies in the road network will be achieved for this community reducing maintenance costs for the city and vehicle running costs for residents.

State Government Contribution	\$541,000.00
Council Contribution	\$541,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,082,000.00

Ellis Street, Bendigo Separated Bike Path

City of Greater Bendigo

Ellis Street forms a key part of the Bendigo CBD / Bendigo Railway Station to La Trobe University active transport route. An on road two-way separated bike path has been designed to provide a safe and separated bike path for cyclists to access not only Latrobe University but also Bendigo South East College. This builds on recent works to provide a continuous off-road shared path along Back Creek and cyclist friendly infrastructure and signals at the Ellis Street / Somerville Street intersection.

The City of Greater Bendigo in close consultation with VicRoads and other stakeholders developed and adopted the Integrated Transport and Land Use Strategy in August 2015. This document recognised the importance of active transport including an implementation action to "Develop and Progressively implement a high quality, fully separated from other vehicles, cycling and walking link between La Trobe University, Bendigo Railway Station and the City Centre". This route has also been adopted as a Strategic Cycling Corridor. The project also demonstrates the goals the Victoria Cycling Strategy of 1 - Invest in safer, lower-stress, better -connected networks and 2 - Make cycling a more inclusive experience.

The project involves the construction of a separated two-way cycle path along the south side of Ellis Street from Somerville Street to Sharon Street. The project has been designed in accordance with VicRoads Design Guidance for Strategically Important Cycling Corridors. Consultation has been undertaken with Bike Bendigo being the peak cycling body in Bendigo, Bendigo South East College and Latrobe University. Broader community consultation is underway.

Recent works on the Back Creek off road shared path to eliminate a number of conflict points by providing the path under roads rather than requiring path users to cross roads at grade has shown a major increase in path use. A dedicated permanent bike counter has been installed in Back Creek showing significant growth in cyclists numbers. Pre and post works counts are proposed for this project to demonstrate the use and benefits of the investment.

State Government Contribution	\$150,000.00
Council Contribution	\$150,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$300,000.00

Averys Road/ Jobs Gully Road roundabout construction, Eaglehawk

City of Greater Bendigo

The existing intersection of Avery's Road and Jobs Gully Road is cross road intersection with a slight stagger in the Jobs Gully Road alignment. Due to increasing residential development in adjoining areas the volume of traffic has increased significantly particularly on the Jobs Gully Road which is the minor road. The construction of a roundabout will improve the flow of traffic through the intersection and improve safety

The current intersection is a cross road with a slight stagger in the Jobs Gully Road legs. With the increasing residential development particularly in the Jackass Flat area, traffic moving through this intersection has increased significantly. This includes movements from the residential areas adjoining Jobs Gully Road onto Avery's Road for access to both Bendigo and Eaglehawk. Eaglehawk provides the closest schooling both primary and secondary for the Jackass Flat area. The roundabout has been designed to better accommodate the flow of vehicle through the intersection given the increasing traffic on Jobs Gully Road which has more than doubled in volume in recent years to nearly 4000 vehicles per day. The roundabout will also improve safety by reducing the speed of vehicles approaching the intersection and reducing the number of conflict points within the intersection.

State Government Contribution	\$312,500.00
Council Contribution	\$312,500.00
Other Contribution	\$150,000.00
Other contribution source	Developer contribution
Total Project Cost	\$775,000.00

Lockington Road, Elmore pavement reconstruction

City of Greater Bendigo

Reconstruction of existing road pavement and widening of road to accommodate safe use of B-Doubles and other local traffic including school bus in rural area. The existing pavement has reached the end of its life and the current single lane sealed road creates significant risks for farm and local traffic.

Lockington Road is a single lane sealed road. This local road services a number of major farm enterprises in the north of the municipality and links to the arterial road, Elmore - Raywood Road. Due to the requirement for efficient movement of farm produce, Lockington Road is an approved B- Double route. The road is also a school bus route. The use of the road as a B-Double and school bus route is in consistent with its current standard and 3m wide seal. The 2.6km section from Elmore Raywood Road heading north requires reconstruction due to the existing poor condition. The road will be widened as part of this project to provide a two-way two-lane sealed road to meet the current standards for the traffic use, improve safety for the local community and provide a more efficient freight route.

State Government Contribution	\$518,000.00
Council Contribution	\$518,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,036,000.00

Anakie Road - Pavement rehabilitation, widening and associated works

City of Greater Geelong

Anakie Road, Lovely Banks will be reconstructed, widened and sealed to minimise further damage and to cater for increased traffic loading including heavy vehicles. The subject section of road is from Evans Road in the west to Asher Road in the east, a distance of approximately 3.4km. The proposed pavement widening, and reconstruction works along with drainage improvements will significantly increase the durability of this section of road whilst reducing the maintenance burden on Council. Road safety will be increased for all road users, particularly local residents and cyclists

It is considered that the road pavement of Anakie Road is damaged and undesirably narrow. It is unsuitable for increased traffic loading, particularly for heavy vehicles. The existing section of road pavement is generally in poor condition and requires significant maintenance particularly after wet periods. The proposed widening and sealing of Anakie Road will significantly increase the durability of the carriageway and will improve safety for all road users

State Government Contribution	\$1,500,000.00
Council Contribution	\$1,500,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$3,000,000.00

McClelland Avenue, Lara – intersection improvement works at three intersections

City of Greater Geelong

Right Turn Lanes will be added to three key intersections along McClelland Avenue in order to improve safety and efficiency on the narrow-sealed carriageway. The works will include pavement widening to accommodate the auxiliary lanes, the installation of guard fence and improved delineation. The intersections on McClelland Avenue are Clover Street, Gum Drive and Austin Street / Abbey Drive. The proposed works will significantly increase safety, efficiency and durability of this section of road whilst reducing the maintenance burden on Council. Road safety will be increased for all road users, particularly local residents and cyclists

It is considered that the carriageway of McClelland Avenue is undesirable narrow and the gravel shoulders unsafe for optimum intersection operation. The current arrangements are unsuitable for increased traffic loading. The proposed installation of right turn lanes, guard fence and improved delineation will significantly improve safety for all road users.

State Government Contribution	\$278,500.00
Council Contribution	\$278,500.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$557,000.00

Pollards Road Improvement Works and Sealing of Road Surface

City of Wodonga

Pollards Road is a rural road servicing a quarry and farming areas on the outskirts of Wodonga. The section of road that forms this application has gravel surface. The road is need of drainage improvements and sealing to meet the needs of the quarry trucks, cattle and sheep producers, cyclists and motorists who drive along this section of road.

The project is 1650 metres long, involving pavement strengthen works, sealing and drainage improvement works. This section of Pollards road will follow the existing road alignment.

As previously stated the project will provide a vastly improved and safer road network between the Murray Valley Highway and Begleys Quarry.

State Government Contribution	\$162,125.00
Council Contribution	\$162,125.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$324,250.00

Island Road reconstruction and sealing

City of Wodonga

Island Road is unique whilst within the City of Wodonga the only access is through Albury in NSW. This gravel road crosses over the Murray River providing access to recreational areas along the river bank and to a small rural community. Maintenance of the road is an issue for council as the RMS have a load limit on the bridge and council's grader is required to obtain permits to drive within NSW to grade the road. The area has been subject to hoon driving with the gravel surface.

The project is 1200 metres long, involving pavement strengthen works, sealing works and minor alignment and drainage improvement works. The roadworks will follow the existing road alignment to avoid removal of native vegetation.

As previously stated the project will provide a vastly improved and safer road network for motorist and cyclists who visit this recreational area and also for the local rural community.

State Government Contribution	\$112,300.00
Council Contribution	\$112,300.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$224,600.00

Felltimber Creek Road reconstruction and sealing

City of Wodonga

Felltimber Creek Road is a rural road servicing farming area on the outskirts of West Wodonga.

The section of road that forms this application has a gravel surface, it crosses over a range connecting the Indigo Creek Valley and the West Wodonga residential area. The road is in need of minor alignment improvements and sealing to meet the needs of local cattle and sheep producers, small businesses, cyclists and motorists who drive along this section of road.

The project is in two sections for a total length of 2500 metres, involving pavement strengthen works, sealing works and drainage improvement works. This section of Felltimber Creek Road is heavily treed, the roadworks will follow the existing road alignment to avoid removal of native vegetation.

As previously stated the project will provide a vastly improved and safer road network between Indigo Creek Valley and West Wodonga.

State Government Contribution	\$217,750.00
Council Contribution	\$217,750.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$435,500.00

Forest Street widening and bridge replacement

Colac Otway Shire Council

This project seeks to implement the design that has been carried out under Round 1 of Fixing Country Roads. Works include replacement of the Forest Street over Barongarook Creek Bridge which is of inadequate width to service current and future transport needs in terms of heavy vehicles. The project will also include widening and strengthen pavement between the bridge to the entrance to the Bulla factory

Forest Street is the backbone to the major industrial area hub of Colac, which services our key employers across a wide variety of industries including freight hubs, Bulla, AKD Softwoods.

This project provides for major upgrades along Forest Street to help future-proof this key industrial precinct for the next fifty years of economic and industrial development in Colac.

Recent investigations of the current Council bridge and other road assets on Forest Street have revealed they are not suitable for the future use of the area in terms of road geometry or strength of pavement resulting in excessive maintenance burden and increased traffic safety risk.

State Government Contribution	\$504,000.00
Council Contribution	\$394,600.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$898,600.00

Binns Road Widening and Sealing

Colac Otway Shire Council

Project to widen and seal 3.8km section of Binns Road from Chainage 2.0km to Chainage 5.8km south of the Beech Forest-Mt Sabine Road (bridge over Aire River). Binns Road is constantly used by heavy vehicles accessing logging coupes which will continue to bear harvest for years to come. The current unsealed state of the road presents an unacceptable hazard due to the interaction of heaving vehicles and tourist traffic.

This project will:

- Upgrade the road surface from unsealed to sealed for 3.8km
- Widen to road from current 4.5m - 5.5m unsealed pavement to a constant 6m sealed pavement width
- Widen all culverts and provide drivable endwalls
- Provide guard rail approved terminals to mitigate off-road hazards
- Enhance reliability for logging industry accessing plantations from Binns Road
- Enhance efficiency of logging vehicles and reduce wear and tear
- Provide potential for larger vehicles to access logging coupes
- Provide safety improvements for tourists using Binns Road caused to interact with logging transportation when accessing tourist sites

The project is a continuation of widening and sealing of Binns Road, with 2kms completed under Round 1 of Fixing Country Roads.

State Government Contribution	\$996,000.00
Council Contribution	\$498,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,494,000.00

Rehabilitation of Lismore-Pittong Road, Bradvale

Corangamite Shire Council

Pavement rehabilitation of 1.9km length of Lismore-Pittong Road, south of Crawfords Road, Bradvale. The road is regularly used by logging trucks and requires pavement strengthening as it has significant shape loss.

The project is the proposed rehabilitation and pavement strengthening of Lismore-Pittong Road which currently has significant shape loss. The rehabilitation will provide a smoother and safer ride for the logging trucks, school buses and other heavy vehicles as well as the local community that regularly use this road.

State Government Contribution	\$212,000.00
Council Contribution	\$107,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$319,000.00

Upgrade of Depot Road, Camperdown

Corangamite Shire Council

The project is the proposed upgrade of Depot Road including its intersection with Old Geelong Road in Camperdown to accommodate heavy vehicles travelling to and from the soon to be established dairy processing facility in Depot Road.

A new dairy processing facility is proposed to be established by company Camperdown Dairy on the north-east corner of the Depot Road and Old Geelong Road intersection in Camperdown. To accommodate the anticipated increase in heavy vehicles to and from the facility it is proposed that the intersection be upgraded with exclusive left and right turn lanes introduced and Depot Road be widened to the facility entrance/exit.

State Government Contribution	\$243,000.00
Council Contribution	\$122,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$365,000.00

Rehabilitation and Widening of Foxhow-Berrybank Road, Berrybank

Corangamite Shire Council

The project is the rehabilitation and widening of a 6km length of Foxhow-Berrybank Road from Foxhow Road to the railway line located south of the Hamilton Highway, Berrybank. The existing 3.3m sealed road width would be widened to 6.2m to provide a smoother and safer ride for the grain trucks and other heavy vehicles as well as the local community that regularly travel on this road.

The project is the widening and pavement strengthening of a 6km section of Foxhow-Berrybank Road from Foxhow Road to the railway line located south of Hamilton Highway, Berrybank. The existing seal width of 3.3m would be widened to 6.2m to accommodate 2-way traffic. A smoother and safer ride will be provided for the heavy vehicles and local traffic that travel on the road.

State Government Contribution	\$1,104,000.00
Council Contribution	\$552,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,656,000.00

Safe Alternative Access to Lakes Entrance

East Gippsland Shire

Scriveners Road provides the only alternate access to the growing tourist and residential township of Lakes Entrance when emergencies such as bushfire, flood, landslip, or motor vehicle accidents close the Princes Highway. This project will ensure alternate access to Lakes Entrance, increase the capacity of this important road, and improve the safety of road users by sealing, widening, improving lines of sight, and installing additional warning signage and guide posts.

Scriveners Road is an existing 100 km/h two-way gravel collector road of major importance to the community of East Gippsland, as it provides the only alternate access to Lakes Entrance when emergencies such as bushfire, flood, or landslip close the Princes Highway.

Scriveners Road is increasingly being called upon during emergency situations as an alternate bypass for high two-way traffic volumes and large heavy vehicle traffic, including B-double vehicles. While Council has no plans to make this road suitable as a regular thoroughfare for heavy vehicles, access is required for such vehicles during emergencies.

The proposed works are to:

- Widen the eastern 1.8km section from approximately chainage 3.6km (measure from Prince Hwy end) to chainage 5.4km (the intersection with Colquhoun Road), including lengthening existing road culverts (refer to the Scriveners Road Design document).
- The first 3.6km section, which has already been widened and had the geometry corrected, will be resheeted to ensure the road surface is suitable for sealing.
- The entire 5.4km length will be prepared for sealing and a 10mm primer seal will be applied to the prepared surface.
- After sealing, the entire 5.4km section of road will be line-marked with centre and edge lines and raised reflective pavement markers will be installed along the centre-line.
- Signage along the 5.4km route will be upgraded including advanced warning signs (i.e. curve signs with advisory speed plates and curve-alignment markers).
- New guideposts and guardrails will be installed at appropriate places along the 5.4km length.

This project will have the effect of increasing road capacity, reducing accidents, ensuring access to Lakes Entrance during times of emergency or road closure, and encouraging drivers to drive at speeds appropriate to the conditions. These effects will substantially support the economy of Lakes Entrance, as well as ensuring continued access to Lakes Entrance for residents, visitors and local businesses.

State Government Contribution	\$1,113,730.00
Council Contribution	\$573,740.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,687,470.00

Pearson Street Improvements - upgrading precinct linkages in a sub-regional centre

East Gippsland Shire

Pearson Street Bairnsdale is a vital connector road with an ageing road surface, single-sided footpath, and unstable and unsafe open drainage. This project will improve the safety of this important thoroughfare through resurfacing, installing kerb and channel, and the construction of footpaths.

This road is heavily used by East Gippsland residents, students, sportspeople and commuters to travel between the Bairnsdale CBD and major educational, sporting, and employment destinations.

This project will improve the environment for road and active transport users through the resheeting and reconstruction of road pavements and the installation of kerb and channel. This project also includes the provision of footpaths, driveway crossovers (up to residential laybacks), storm water drainage, extra stormwater pits, and a dedicated bicycle lane.

Pearson Street currently consists of a combination of road surfaces of varying ages and construction, as well as having sections of open drainage and no footpath on one side of the road, the safety and useability of the street is severely compromised. A number of serious traffic incidents led to federal Black Spot funding in 2017 to construct a roundabout at the corner of Pearson and Grant streets, however serious safety issues continue to exist for motorists, cyclists, and pedestrians.

State Government Contribution	\$1,320,000.00
Council Contribution	\$680,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$2,000,000.00

Replacement of Quambatook-Boort Road Bridge

Gannawarra Shire Council

The project will replace the current Quambatook Bridge, which is degrading quickly, with a two-lane concrete structure able to withstand higher mass limits with a load capacity of SM1600.

The replacement bridge will provide an efficient, safe and effective first and last mile transport route for producers, including reducing the number of required heavy vehicle movements and travel times, thereby meeting required freight demands to processing facilities.

The bridge currently has a load limit of MS18 – which does not fall under Higher Mass Vehicle rating. Furthermore, the bridge is degrading quickly – including rust and concrete failure on its underside and is not expected to reach its full design life. The project will result in a two-lane concrete structure able to withstand higher mass limits with a load capacity of SM1600.

This bridge is a priority route within the Grampians Wimmera Mallee Irrigation District. Additionally, it provides a major route south of the town to the GrainCorp bunker – the only grain receival facility in the Gannawarra Shire.

An improved heavy transport route to the Quambatook grain receival site will help meet the required freight demands and provide a crucial connection in the agricultural ‘paddock to plate’ supply chain.

State Government Contribution	\$423,333.00
Council Contribution	\$211,667.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$635,000.00

Appin South Road Bridge Replacement

Gannawarra Shire Council

The project will replace the current Appin South Road Bridge, which, due to carrying additional heavy loads, is degrading quickly. The project will result in a two-lane concrete structure to withstand higher mass limits with a load capacity of SM1600. This will ensure the road remains an important supply chain link, providing an efficient, safe and effective first and last mile transport route for producers in the area.

The Appin South Road Bridge is a priority for the Goulburn Murray Irrigation District and is a critical supply chain link in servicing Victoria's food bowl. It is currently not rated for higher mass limits, despite it being classified as a Collector Road.

At six metres width, it is effectively a single lane bridge. Furthermore, the bridge is degrading quickly, and is estimated to have only nine years left of life before it becomes unusable.

With the bridge carrying additional heavy loads – mainly generated from agriculture in the area, the current bridge is sustaining damage and, despite remedial works, will continue to do so into the future.

Not only has the current life of the asset been significantly reduced, without substantial works, it is expected that reduced speed and load limits will need to be introduced. This contradicts the current load limit of the Appin South Road and will result in a 40-kilometre detour if the bridge is unable to be used.

This will have a significant effect on the ability of this road to remain an important intrastate and interstate link.

The project will result in a two-lane concrete structure to withstand higher mass limits with a load capacity of SM1600.

State Government Contribution	\$393,000.00
Council Contribution	\$196,500.00
Other Contribution	\$589,500.00
Other contribution source	Bridges Renewal Program Round 4
Total Project Cost	\$1,179,000.00

Bridgewater Lakes Road Bridgewater Rehabilitation

Glenelg Shire Council

Bridgewater Lakes Road is a significant tourist and community route used for many community activities such as the annual 3 Bays Marathon and local cycling events.

This regionally significant tourist loop road starts near Bridgewater Bay/Petrified forest (tourist stop 1), passes Bridgewater Lakes (tourist stop 2) and has views / access to the three Bays of Bridgewater (tourist stop 3) and has a constant mix of tourist vehicles, cyclists and runners. The tourist loop road feeds into Heath Road a road already funded by this program that links the Portland Airport. Due to a limited road width, steepness and winding terrain this proposed works will fix the already failed road pavement and a create safer environment for all road users.

This project involves:

- Fixing approximately 2km of failed road shoulders (winding sections)
- Fixing approximately an 800m section of existing failed pavement
- Fixing road side Drainage along a 2.8km section of the road
- Fixing a narrow, steep, winding single 3.7m lane road with widening and improvements to shoulders to allow safe use by tourists

State Government Contribution	\$999,832.00
Council Contribution	\$500,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,499,832.00

Heath Road Rehabilitation - Stage 2

Glenelg Shire Council

Heath Road is the Portland to Airport link which supports our community, business, industry fly in fly out workforce and tourism. A recent fatality occurred near Dougherties Road and Heath Road due to a car running off the edge of the road. This death and another recent tourist death in our area highlights the need for safety improvements to this busy, winding tourist road.

This project involves:

- Fixing approximately 4km of failed road shoulders (winding sections)
- Fixing a 400m section of existing failed pavement
- Replacing and fixing six failed drainage culverts (approximately 65m of pipes)
- Installing safety measures and 10 headwalls at culverts
- Widening and improving shoulders to allow safer cycling (winding sections)
- Improved signage and road markings to improve safety for locals and international tourists

Heath Road is seen by the Community as a major link in the districts industrial, Commercial and tourism network. The following organisations have an interest in the works that will improve the safety and accessibility to the district.

- Alcoa
- Health professionals / Hospital
- Fly in Fly out workers
- Committee of Portland
- CFA
- Regional Cycling Groups
- 3 Bays Marathon Committee

State Government Contribution	\$999,720.00
Council Contribution	\$500,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,499,720.00

Linton-Mannibadar Road Widening

Golden Plains Shire Council

The Linton - Mannibadar Road widening project will extend 4.78km North of the Rokewood-Skipton Road and be sealed to a width of 6.4m to cater for increased traffic loading including heavy vehicles. The subject section of road has an existing 3.5m wide narrow seal and is in poor condition with ineffective road side drainage. The proposed widened seal will significantly increase the durability of the carriageway and will improve safety for all road users. The completed works will also provide an unrestricted 2 lane road through to the Glenelg Highway.

It is considered that the subject section of the Linton-Mannibadar Road is undesirably narrow and unsuitable for increased traffic loading, particularly for heavy vehicles. The existing section of road pavement is generally in poor condition and requires significant maintenance particularly after wet periods. The proposed widening and sealing of Linton-Mannibadar Road will significantly increase the durability of the carriageway and will improve safety for all road users.

State Government Contribution	\$933,000.00
Council Contribution	\$467,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$1,400,000.00

Pitfield-Cressy Road Widening

Golden Plains Shire Council

The Pitfield-Cressy Road widening project will extend 3.8km west of the Colac-Ballarat Road and be sealed to a width of 6.4m to cater for increased traffic loading including heavy vehicles. The subject section of road has an existing 3.5m wide narrow seal and is in poor condition with ineffective road side drainage. Council was successful in receiving Bridges Renewal Funding to upgrade to a 20 tonne load limited structure on this route which has now allowed important freight transport access to a grain receival facility at Werneth.

It is considered that the subject section of the Pitfield - Cressy Road is undesirably narrow and unsuitable for increased traffic loading, particularly for heavy vehicles. The existing section of road pavement is generally in poor condition and requires significant maintenance particularly after wet periods. The proposed widening and sealing of Pitfield - Cressy Road will significantly increase the durability of the carriageway and will improve safety for all road users.

State Government Contribution	\$800,000.00
Council Contribution	\$400,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$1,200,000.00

Coopers Bridge Replacement

Golden Plains Shire Council

Replacement of 20 tonne load limited bridge with an unrestricted load limited bridge and improved road geometry making it better for road users. The existing bridge is a 3 span, 30m long structure spanning the Moorabool River. A recent bridge condition report prepared for Council concluded there is an immediate concern in relation to the load capacity of the bridge and it's nearing the end of its serviceable life and should be closed. The proposed replacement of this structure is with a single span, 30m long concrete reinforced bridge with no support piers.

The new structure will have an unrestricted load limit creating access for large agricultural equipment and heavy vehicles. The proposed structure is a two-lane bridge and will provide an uninterrupted two-way access to all users including emergency vehicles. The Meredith-Steiglitz Road is home to a number of large and small businesses which including quarry operations. In addition to these, there are a significant number of other farms and businesses occupying abutting roads which would also benefit from the removal of the load limit. With the current limitations, these businesses are often required to take time-consuming and costly detours to reach their destinations.

State Government Contribution	\$300,000.00
Council Contribution	\$1,300,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$1,600,000.00

Balaclava Road/ Verney Road Intersection Upgrade

Greater Shepparton City Council

This project involves the upgrade of an existing single lane roundabout and its associated approach/departure legs, at the intersection of Balaclava Road / Verney Road, Shepparton. A traffic study has determined that this roundabout has reached capacity and will not cope with future projected traffic growth. This roundabout is to be replaced by a signalised intersection with two approach and two departure lanes on all four legs.

The new intersection layout will include the following improvements;

- Additional traffic lanes to the intersection and to all approaches and departures
- An additional slip lane (from Verney Road to New Dookie Road)
- Traffic signals phased to optimise traffic movements through the intersection

State Government Contribution	\$1,078,000.00
Council Contribution	\$1,078,000.00
Other Contribution	\$1,250,000.00
Other contribution source	Commonwealth Government
Total Project Cost	\$3,406,000.00

Telegraph Road Reconstruction and Widening

Hepburn Shire Council

Pavement reconstruct and widening 1,374m of Telegraph Road, Newlyn North. The project will also include widening of 650m to 6.2m wide seal and include drainage and shoulder works.

Hepburn Shire Council proposes the reconstruction widening and seal of 650m of Telegraph Road as it is currently in a sealed end of life condition. Upgrading and sealing, as well as drainage works for the 1,374m length, will greatly improve the state of the road immediately, making the environment safe and protecting the asset for long term reliability.

State Government Contribution	\$268,790.67
Council Contribution	\$134,395.33
Other Contribution	\$
Other contribution source	
Total Project Cost	\$403,186.00

School Road Community Liveability

Hepburn Shire Council

School Road (also known as Canterbury Street) Community Liveability project will reconstruct School Road pavement, construct a kerb and channel and build a footpath to improve the amenity for the Clunes Primary School and local residents. The project will link the local Primary School with the existing footpath network and future growth areas in the town. New strategic footpaths promote family fitness, independence and community connections.

Hepburn Shire Council proposes the reconstruction and bituminous seal of School Road as it is currently in a dilapidated condition. The drainage will be formalised and upgraded in the form of kerb and channel. Current drainage problems have likely contributed to the poor pavement condition. A new footpath will connect the Primary School to Angus St.

State Government Contribution	\$135,000.00
Council Contribution	\$281,375.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$416,375.00

Trentham Urban Road Upgrades

Hepburn Shire Council

Trentham Urban Road Upgrades project will upgrade, widen and bituminous seal on 5 unsealed urban roads. The upgrades will improve community amenity, road safety, roadside drainage and reduce long term maintenance costs. The planned roads are Bowen Street, Church Lane, Gamble Street, Forrest Street and Cranneys Lane.

Hepburn Shire Council proposes the upgrade, widening and bituminous sealing of 5 roads in Trentham, including;

- Bowen Street, Church Lane and Gamble Street (between Camp St and South St).
- Forrest Street (between Camp St and High St).
- The remaining 120m of Cranneys Lane (North of High St).

The project will greatly improve the state of the currently unsealed roads, reduce maintenance costs long term and protect other urban roads in Trentham with close proximity to the project roads.

State Government Contribution	\$290,343.33
Council Contribution	\$145,171.67
Other Contribution	\$
Other contribution source	
Total Project Cost	\$435,515.00

Back Glenlyon Road Reconstruction and Widening

Hepburn Shire Council

Pavement reconstruct and widening 1,393m of Back Glenlyon Road. The project will also include widening of the pavement from single lane to 6.2m width and include drainage and vegetation works to ensure longevity of the asset.

Hepburn Shire Council proposes the reconstruction widening and seal of 1,393m of Back Glenlyon Road as it is currently in a sealed end of life condition. Upgrading and sealing, as well as drainage works for the 1,393m length, will greatly improve the state of the road immediately, making the environment safe and protecting the asset for long term reliability.

State Government Contribution	\$431,830.00
Council Contribution	\$215,915.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$647,745.00

Dairy Flat Road Heavy Vehicle Upgrade and Seal

Hepburn Shire Council

Hepburn Shire Council plans to upgrade and seal an approximately 1,000m length of Dairy Flat Road (currently unsealed) starting at Daylesford-Trentham Road, Musk. The road will be upgraded, widened and sealed to a standard suitable to handle heavy vehicle traffic.

Hepburn Shire Council proposes the reconstruction widening, upgrade including stabilisation, and seal of Dairy Flat Road as it is currently in poor unsealed condition, handles a significant amount of heavy vehicle traffic and requires frequent repair. Dairy Flat Road is not currently an approved heavy vehicle route and local businesses are operating at a reduced capacity because of access.

State Government Contribution	\$372,000.00
Council Contribution	\$136,000.00
Other Contribution	\$50,000.00
Other contribution source	Business contribution
Total Project Cost	\$558,000.00

Rainbow-Nhill Road Widening near Netting Fence

Hindmarsh Shire Council

This section of road is currently a 3.7-4.1m seal with high heavy vehicle percentages, with the route being a heavily used agricultural transport link. It is proposed to widen the road to 8m sealed width creating a safer and more efficient link for users.

This project is to upgrade an 8.98-kilometre section of Rainbow-Nhill Road located immediately north of the Rainbow-Nhill Rd 'Feedlot' project completed under the Local Roads to Market grant. This project will finalise the widening of the 4m approx. wide sealed sections throughout the length of Rainbow-Nhill Rd.

This proposed section of road to be upgraded has a pavement of 5.1-5.6m in width (although the shoulders have now been graded out to approx. 7m width) and has a narrow seal of 3.7-4.1 metres. With increasing maintenance requirements, the pavement at this section of Rainbow-Nhill Road is also inadequate in strength and showing signs of distress. Upgrading this section of road is critical in ensuring that the road can safely and adequately accommodate heavy vehicle movements associated with agricultural and mining pursuits.

The proposed project will deliver:

- Reconstructed pavement to 9m;
- Improved pavement strength through placement of granular materials
- Sealing of carriageway to 8m;
- Improved sight clearance distances;
- Delineation improvement through the installation of pavement markings;
- Provide a shorter alternative transport route for trucks, B-double and future 96 tonne High Productivity Transport Vehicles transporting freight between Rainbow and Yaapeet (and surrounding areas) to Nhill and the adjoining national and state arterial road transport network;
- Improved regional access to the rail network at Rainbow and Dimboola;
- Improved access to high quality gypsum pits used by customers throughout Victoria, South Australia and New South Wales;
- Increase productivity and reduced transport costs through the road's ability to cater for B-double and future 96 tonne High Productivity Transport Vehicles servicing Hindmarsh Shire's local agricultural industry; and
- Road safety benefits for all road users – particularly bus operators and community members accessing Rainbow P-12 College.

State Government Contribution	\$1,500,000.00
Council Contribution	\$750,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$2,250,000.00

Emmersons Road upgrade

Horsham Rural City Council

Create an all-weather road by providing a gravel surface to this road over a length of approximately 2.4 km

A major development of a high-value cut flower industry will see significant increases in freight movements from Emmersons Rd through to the Australian Wildflowers main facility at Laharum.

At present, the western end of Emmersons Rd is an unformed road, around the perimeter of an ephemeral lake. The existing road comprises variable surfaces. Sections are clayey, which become impassable when wet, while others are sandy rises, which turn to deep bogholes unsuitable for trucks or light vehicles most of the year.

It is planned to provide a gravel surface to this road over a length of approximately 2.5 km.

This will enable the regular transport of cut flowers to market, via the Laharum facility.

State Government Contribution	\$77,340.00
Council Contribution	\$42,340.00
Other Contribution	\$35,000.00
Other contribution source	Local Business
Total Project Cost	\$154,680.00

Wail Kalkee Road upgrade - Section 2

Horsham Rural City Council

To widen the overall road formation, inclusive of shoulders, increase the seal width and extend culverts as required.

This project involves the widening of the Wail-Kalkee Road from 3.8m to 6.2m wide plus 2m wide shoulders for a 1.08km section leading into the Wail-Dooen Road intersection. This section of road combined with Section 1 (Application No: 000088) form a key link for heavy vehicle traffic from the Western Highway (west) through to the Wimmera Intermodal Freight Terminal. This route also provides a key connection for many grain farmers in the area to the grain terminal immediately west of Dimboola, adjacent to the western highway.

The section of this road immediately west of the Katyl/Wail-Dooen Rd intersection is especially risky, as there is a slight rise and crest, and a gentle curve, approaching a problematic five-way intersection. Upgrading this section of road was identified at a community meeting with Council in March 2018, due to safety issues as outlined here.

Due to the current road width there is no centreline or delineation of traffic on this section of the road. This will be rectified with through the road widening project.

In about 2016, VicRoads undertook a (much needed) strengthening of the Western Highway bridge over the railway line at Wail. During this period of time, a much greater proportion of truck traffic accessed the Wail Dooen Road to connect to WIFT and other locations, and anecdotally, this has remained the route of preference for much of this traffic. As a result, the Wail Kalkee Rd experiences a greater proportion of heavy vehicle traffic than would be expected.

State Government Contribution	\$152,262.00
Council Contribution	\$152,262.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$304,524.00

Wail - Kalkee Road upgrade - Section 1

Horsham Rural City Council

To widen the overall formation inclusive of shoulders, increase the seal width, and extend culverts as required.

This project involves the widening of the Wail-Kalkee Road from 3.7m to 6.2m wide plus 2m wide shoulders for a 1.18km section to the Wail East School Road (Refer Road Safety Audit pg. 6). This section of road combined with section 2 (Application No: 000089) form a key link for heavy vehicle traffic from the Western Highway (west) through to the Wimmera Intermodal Freight Terminal. This route also provides a key connection for many grain farmers in the area to the grain terminal immediately west of Dimboola, adjacent to the western highway.

Due to the current width of the road there is no centreline or delineation on this section of the road. This will be rectified with the road widening project.

In about 2016, VicRoads undertook a (much needed) strengthening of the Western Highway bridge over the railway line at Wail. During this period of time, however, a much greater proportion of truck traffic accessed the Wail Dooen Road to connect to WIFT and other locations, and anecdotally, this has remained the route of preference for much of this traffic.

As a result, the Wail Kalkee Rd experiences a greater proportion of heavy vehicle traffic than would normally be expected for a rural road of this type.

State Government Contribution	\$164,994.00
Council Contribution	\$164,994.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$329,988.00

Green Lake Road upgrade

Horsham Rural City Council

Pavement Rehabilitation - Reconstruct to 4m wide seal and 2m shoulders both sides.

This project involves the widening and rehabilitation of 2.02km of Green Lake Road at Bungalally. This section of road has a very high level of unevenness and has been raised by local road users as a safety issue. In particular, the road is identified as being very rough for truck/heavy vehicle traffic and combined with the narrow seal (3.7m) in this area, supports the assertions of the low safety rating identified in the Road Safety Audit.

The widening of the road to 4m with 2m road shoulders on either side will ensure the road maintains a consistent width and has sufficient shoulders to support safe vehicle movement and passing on this section of the road. This will enhance connectivity, reliability and efficiency for all road users.

State Government Contribution	\$208,416.00
Council Contribution	\$208,416.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$416,832.00

Longerenong Road/ Field Days Road intersection upgrade

Horsham Rural City Council

Widen 1.75km of Longerenong road and create turning lane and right-angle T-intersection with Field Days Road to replace the current V-intersection. This road improvement project was identified in the Wimmera Mallee Regional Transport Strategy as a key freight link.

The project involves widening the road pavement from one sealed traffic lane to two sealed traffic lanes. Longerenong Road is situated between Murtoa Glenorchy Road and Yarriambiack Creek. Longerenong Road is an east-west freight route through the municipality providing better access to markets for local producers of grain. There are major grain receival centres located near each end of the road.

Longerenong Road has Average Daily Traffic (ADT) of 838 during the annual Field Days with 4.26 % of heavy vehicles while on normal days ADT is 277 with 5.88% of heavy vehicles. The existing narrow seal does not provide sufficient carriageway for vehicles to operate without a heavy vehicle imposing a risk to other road users by impinging on adjacent lanes or encroaching on areas with limited or no shoulders. There are no centre line markings delineating two-way traffic.

This project has three important components that will significantly improve connectivity, safety and efficiency for all users:

1. Widening of 1.750km section of Longerenong road that is the final section of Longerenong Road that requires widening to complete this link within Horsham municipality. The neighbouring municipality, Yarriambiack Shire Council has also advanced its work on widening this important link road as well.
2. Creation of a turning lane for traffic turning left onto Field Days Road
3. Creation of a T intersection for Longerenong and Field Days Road, to replace the existing V-intersection.

State Government Contribution	\$272,634.00
Council Contribution	\$272,634.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$545,268.00

Drung Jung Road upgrade

Horsham Rural City Council

Widen the road to 6.2m wide seal to allow for the safe passage of two vehicles on the road which has a high volume of heavy traffic.

This section of road is a key link between the Western Highway and the significant commercial sites in the Dooen-Longerenong area.

After leaving the Western Highway, vehicles travel north along the Horsham-Lubeck Rd, also an arterial road, until that road turns west towards Horsham. At this point, the Drung Jung Road takes off. This road is a local, Council road, but services some key sites via Longerenong Road including:

- The Wimmera Events Centre, home of the Wimmera Machinery Field Days and many other significant events.
- The Bayer Crop Science research and development facility.
- Longerenong Agricultural College.

Drung-Jung road continues for 2kms until it meets Longerenong Road, this route then provides convenient access to the Wimmera Intermodal Freight Terminal (WIFT), which showed during 2017-18 that it is already achieving throughput in excess of initial Business Case expectations. Hence, significant levels of truck / container traffic are accessing that site.

The Road Safety Audit provides evidence of the deterioration of road shoulders, indicating that heavy vehicles are frequently leaving the sealed road and using the unsealed shoulders to pass other vehicles. This project aims to widen the sealed road to 6.2metres and significantly improve connectivity, safety and efficiency for road users.

State Government Contribution	\$300,432.00
Council Contribution	\$300,432.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$600,864.00

Bells Flat Road Seal Extension Project

Indigo Shire Council

Bells Flat Road is a collector road in Yackandandah linking the township with Rural Residential, Agricultural, Forestry and State Park areas. In addition to this, Yackandandah has seen a boom in Mountain Bike tourism and this road links to the new Mountain Bike Park within the State Forest.

This project is to extend the existing bitumen seal through to the Mountain Bike Park, while also including design considerations to improve the usability of the road for pedestrians, cyclists, horse riders along what's a relatively narrow stretch of rural road.

Indigo Shire Council has an ongoing program to seal existing gravel roads within our road network. Bells Flat Road has been assessed as the highest priority rural road for sealing, based on an assessment with all other gravel rural roads, with weightings on Traffic, Maintenance Burden, Tourism Benefit and Economic/Freight Benefit.

In addition to being a key collector road to rural living and state park area, there is also local freight operators and timber routes via this road through to HPV plantation land. There have been many requests from residents and community members along this road to improve the roadway for pedestrians, cyclists and horse riders, as well as improving safety for vehicles, which an ongoing growth of traffic for this road.

State Government Contribution	\$300,000.00
Council Contribution	\$150,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$450,000.00

Indigo Creek Road Reconstruction

Indigo Shire Council

Pavement Rehabilitation for Indigo Creek Road has been a major priority for Indigo Shire Council. This road is a key freight route and link road between Beechworth/Yackandandah area and the Hume Highway. This road is a freight route, identified by Indigo Shire in the Hume Region Planning for Freight Pilot and more recently for the draft Regional Road Investment Plan, the Pavement Rehabilitation and Bridge Improvement project was proposed.

Indigo Creek Road is a key freight route within Indigo Shire, linking the eastern towns with the Hume Highway, it is also a very popular route for road cyclists, as it meanders through the picturesque Indigo Valley. As a result, it is one of Indigo's most important roads.

The southern end of this road, joining to the Beechworth Wodonga Road, has been identified through Council's Road Condition Inspections as a very poor section of pavement. There are also deep drains and waterways adjacent to the roadway, so safety improvements are important components of the project.

It is proposed to carry out a road reconstruction for approximately 2km of this end of the road. Ancillary works will include guard rail and drainage installation.

State Government Contribution	\$358,000.00
Council Contribution	\$179,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$537,000.00

Chiltern-Rutherglen Road/ Chiltern Valley Road Intersection Upgrade

Indigo Shire Council

The project involves the realignment of the Chiltern Valley Road entry onto the Chiltern-Rutherglen Road south of Rutherglen. The intersection is a very narrow Y-Type intersection which provides no control to slow vehicles heading northbound along Chiltern Valley Road on approach to the intersection, and poor angle of visibility of traffic approaching from Chiltern on the Main Road. The proposal would bring Chiltern Valley Road into the main road at 90 degrees, as well as constructing BAR and BAL treatments on the main road for turning movement safety.

The project will improve a poorly designed, high speed intersection on the critical link between Rutherglen and Chiltern. The intersection design at present creates a risk of high speed, side on collision, particularly for vehicles approaching the intersection from the south along Chiltern Valley Road. There are also two branches onto the minor road, which creates confusion for turning vehicles, and poor visibility.

The project will create a BAR and BAL turning treatments, as well as realigning the intersection to the safest layout, in accordance with Austroads and Safe Systems Principles.

State Government Contribution	\$164,000.00
Council Contribution	\$82,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$246,000.00

Flynns Creek Road Upgrade - Stage 2

Latrobe City Council

Shoulder sealing of Flynns Creek Road – Currently there is a 4-metre-wide seal with formed shoulders that are unsealed, this requires oncoming motorists to place two wheels off the seal to pass each other. Stage 1 of these works is due to commence shortly (aim to seal up to 6.4km), with the aim to complete the 9.4km of shoulder sealing if successful under Round 2 of FCRP.

This project will be completed over a number of stages dependent upon funding. Stage 1 of this project was funded by RRV in Round 1 of the Fixing Country Roads Program and is currently out for tender. The aim of this application is to cover any additional funds required to complete the construction and sealing of the shoulders of Flynns Creek Road, it is anticipated that Stage 1 of this project will allow completion of up to 6.4km of shoulder construction and sealing works, however this is unknown until tenders closed. If successful, the remaining 3km of shoulder sealing and associated works would be funded under Round 2 of FCRP.

The existing road has a narrow seal of approximately 4 metre width that requires oncoming motorists to place two wheels off the seal to pass each other. Due to the high-speed environment (100 km/hr sealed rural road classification) it is recommended to construct and seal the shoulders. The proposed project will enhance the safety of all vehicles including heavy vehicles taking this route from the Hyland Highway to the Princes Highway. It will include shoulder strengthening and sealing to bring it up to the Rural Access standard from Latrobe City Council Design Guidelines (V3.23 7 April 2014) which specifies a 5.5 metre width seal and 0.5 metre width unsealed shoulders. It will also include the installation of guideposts.

This will enhance connectivity by improving the safety of this road by enabling vehicles to pass without leaving the road. Although the probability of a crash of this nature is low, the consequences are high, so it is something that Council would want to address. It is a B-Double and Over-Dimensional truck route that would benefit from the proposed works. It links with the Gippsland Freight Strategy as it would improve key local roads to meet the needs of the mining industry.

State Government Contribution	\$150,000.00
Council Contribution	\$150,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$300,000.00

Sealing of Black Tank Road & Railway Avenue, Glengarry

Latrobe City Council

Black Tank Road (east of Traralgon-Maffra Road) & Railway Avenue (south of Bassetts Lane) at Glengarry are gravel roads, which are causing considerable concern amongst the residents due to dust and perceived safety issues.

Black Tank Road (east of Traralgon-Maffra Road) & Railway Avenue (south of Bassetts Lane) Glengarry have been identified by Council as requiring sealing to reduce the angst and perceived risk of the residents abutting the roads, regarding the amount of dust generated due to the high-speed environment and the current usage of the road.

The sealing of both Black Tank Road (east of Traralgon-Maffra Road) & Railway Avenue (south of Bassetts Lane) in this instance require reworking the existing gravel pavement to form a sub base, with a new base layer applied, application of a primer seal, followed by a final seal 12 months later. There will also be guideposts and signage installed to help improve safety of road users and those crossing the roads along the Gippsland Plains Rail Trail.

The aim will be to provide as a minimum, a Rural Access standard pavement from the Latrobe City Council Design Guidelines (V3.23 7 April 2014) which specifies a 5.5 metre width seal and 0.5 metre width unsealed shoulders.

The proposed project will offer various benefits including enhance safety of motorists, reduced maintenance and mitigation of dust. These roads are also routes for surrounding cattle and dairy farms along Bassetts Lane.

State Government Contribution	\$175,000.00
Council Contribution	\$175,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$350,000.00

Sealing of MacPherson Road, Newborough

Latrobe City Council

This application is for the sealing of MacPherson Road at Newborough. MacPherson Road is an unsealed local rural road which is approximately 500 metres in length, the unsealed section of this road is approximately 400 metres in length. The unsealed section of the road is causing issues with dust for the residents and users of the road which would be reduced by applying a seal to the existing pavement.

MacPherson Road is an unsealed local rural road which is approximately 500 metres in length, the unsealed section of this road is approximately 400 metres in length. Due to the high-speed environment (100 km/hr unsealed rural road classification) it is recommended to seal the road to reduce dust. The aim is to provide a Rural Access profile as per the Latrobe City Council Design Guidelines (V3.23 7 April 2014) which specifies a 5.5 metre width seal and 0.5 metre width unsealed shoulders.

The proposed project would reduce the dust affecting the residents and will also help improve the safety of vehicles travelling along MacPherson Road by improving the surface (texture, grade, crossfall). Works under this project will include minor rehabilitation of drainage culverts and table drains, as well as importing pavement materials and sealing of the road - which will incorporate a primer seal and final seal (final seal to be applied in 2020). The project will also include the installation of guideposts and other signage to help improve delineation and safety for drivers.

This project is aligned to the Council Strategy to “Provide services, infrastructure and advocacy to support the health, wellbeing and safety of our community”, which is outlined in Latrobe City Council’s Council Plan for 2017-2021.

This project is also aligned to the following Council Objectives identified in the Council Plan 2017-2021:

OBJECTIVE 3: Improve the liveability and connectedness of Latrobe City

OBJECTIVE 5: Provide a connected, engaged and safe community environment which is improving the well-being of all Latrobe City citizens

State Government Contribution	\$50,000.00
Council Contribution	\$50,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$100,000.00

Sealing of Buckleys Road, Hazelwood North

Latrobe City Council

This application is for the sealing of Buckleys Road at Hazelwood North. Buckleys Road is an unsealed rural road which is approximately 800 metres in length. The project proposal is to strengthen the existing pavement from the existing seal to the first property access, and to then seal the remainder of Buckleys Road as funds and existing pavement conditions permit.

Buckleys Road is an unsealed rural road which is approximately 800 metres in length. There is currently a site on Buckleys Road being developed which may directly employ a large number of staff. The developer is not required to upgrade the road.

This application is being made for funds to improve drainage, strengthen and widen the existing pavement, seal and apply a hot mix asphalt wearing course (for the first section of Buckleys Road) to further promote this area of Hazelwood North for future development. The application of a hot mix asphalt wearing course would be aimed to be completed between the existing sealed intersection at Firmans Lane and the first property access point. The intention of this project is to improve access and reduce stress on the existing pavement, whilst the seal would extend as far as funds and existing pavement conditions permit and would reduce dust generated along the road.

State Government Contribution	\$200,000.00
Council Contribution	\$200,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$400,000.00

Loddon Shire Narrow Seals and Safety Package

Loddon Shire Council

The project involves the reconstruction and upgrade of several sections of road. This includes a section of Echuca Serpentine Rd between the intersection with Prairie Rd and the bridge over Bullock Creek. The intention is to improve the safety of this section of road through improving the intersection, installing road safety barriers, and improving the condition of the road. An additional 1.5 km of Echuca-Serpentine Rd and 1.0 km of Bridgewater-Raywood Rd will also be upgraded from a 3.7 m to 6.2 width sealed road to improve the safety of these road sections.

The first part of the project involves rehabilitating a section of Echuca Serpentine Rd that is in poor condition, realigning an intersection between Echuca Serpentine Rd and Praire Rd, and improving signage and road safety barriers around the intersection and the adjacent bridge crossing a GMW channel on Praire Rd. The second part of the project involves rehabilitating and widening sections of Echuca-Serpentine Rd and Bridgewater-Raywood Rd. All of these roads are important north east/south west links in the Shire, particularly for passenger and freight traffic from the southern part of the Shire heading to Echuca, Raywood and beyond. Improving these links and accessibility has benefits for the southern regions of the Shire.

The works for the first part of the project on Echuca-Serpentine Rd are required as the existing road and pavement has degraded in condition with a June 2017 condition inspection noting longitudinal cracking, pavement sinking and pavement movement. In addition, the bridge crossing and intersection are noted as dangerous which is supported by a history of accidents including a known fatality. This is due to the inadequate protection barriers around the bridge and intersection, and also because of the current intersection design which is noted as unsafe. The proposed works include the realignment of the intersection to increase its safety.

The second part of the project involves the rehabilitating and widening sections of Echuca-Serpentine Rd and Bridgewater-Raywood Rd. These roads will be increased in width from 3.7 m to 6.2 m. The increase in width is required due to the increasing traffic volume and importance of these roads. The increase in seal width will also reduce the high costs associated with maintenance of the road. The large volume of freight traffic leads to the faster degradation of the road shoulder leading to high maintenance costs for these roads.

State Government Contribution	\$1,000,000.00
Council Contribution	\$500,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,500,000.00

Kyneton-Metcalf Road Rehabilitation

Macedon Ranges Shire Council

Pavement reconstruction, widening and resealing for 800m of Kyneton-Metcalf Road.

The existing surface width is being upgraded from 6.2m wide to a 6.6m wide sealed full depth stabilised pavement with 0.5m unsealed shoulders providing a formation width of 7.6m.

The project aims to:

- Increase the existing traversable road width from 6.2m to 7.6m.
- Improve the level of service of the road by increasing the width, surface and pavement condition for road users.
- Provides access for rural farming areas north of Kyneton to access Hardwicks Meatworks and Kyneton Industrial Estate.
- Provides heavy vehicle access to and from the Calder Freeway full diamond Interchanges at Edgecombe Road, Kyneton and Malmsbury East Road, Malmsbury.
- Provides access to the Kyneton Airfield.
- Services equestrian centres in the area

Kyneton-Metcalf Road is a designated strategic route and is classed as a category 1 sealed link road carrying higher volumes of traffic and/or servicing strategic connections as listed above.

State Government Contribution	\$233,333.00
Council Contribution	\$116,667.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$350,000.00

Station Street Rehabilitation, Clarkefield

Macedon Ranges Shire Council

Pavement reconstruction, widening and resealing for the full length of Station Street (537m) in Clarkefield. The existing surface width is being upgraded from 6.0m wide to a 6.6m wide sealed full depth stabilised pavement with 0.3m concrete edge strip providing a formation width of 7.2m.

The project aims to:

- Increase the existing traversable road width from 6.0m to 7.2m and the sealed surface width from 3.6m to 6.6m.
- Improve the level of service of the road by increasing the width, surface and pavement condition for road users.
- Provides strategic road access to Clarkefield Vline Railway Station with passenger services to Melbourne and Bendigo.
- Provides the only access to the residents of Clarkefield
- Services local business in Clarkefield (freight services and mechanic)
- Provides access for Vline bus services to Clarkefield Railway Station.

Station Street is a designated strategic route and is classed as a category 1 sealed link road carrying higher volumes of traffic and/or servicing strategic connections as listed above.

State Government Contribution	\$293,333.00
Council Contribution	\$146,667.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$440,000.00

Lauriston-Reservoir Road Rehabilitation

Macedon Ranges Shire Council

Pavement reconstruction, widening and resealing for 1.1km of Lauriston-Reservoir Road.

The existing road is to be upgraded to Council's standard rural cross section of 7.6m where applicable.

This consists of a 6.6m wide sealed full depth stabilised pavement with 0.5m unsealed shoulders.

The project aims to:

- Increase the existing traversable road width from 5.8m to 7.6m.
- Improve the level of service of the road by increasing the width, surface and pavement condition for road users.
- Provides access for rural farming zones in the area.
- Provides a strategic east-west road link to Lauriston Reservoir and an alternate route to the Township of Lauriston and surrounds.
- Lauriston-Reservoir Road provides an alternate access to the township of Lauriston and tourism opportunities at the nearby Lauriston Reservoir that provides recreational areas with picnic tables, open spaces, walking tracks toilets and ample bird watching and fishing prospects.
- Services equestrian centres in the area

Lauriston-Reservoir Road is a designated strategic route and is classed as a category 1 sealed link road carrying higher volumes of traffic and/or servicing strategic connections as listed above.

State Government Contribution	\$320,000.00
Council Contribution	\$160,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$480,000.00

Lauriston Road Rehabilitation

Macedon Ranges Shire Council

Pavement reconstruction, widening and resealing for 800m of Lauriston Road.

The existing road is to be upgraded to Council's standard rural cross section of 7.6m where applicable. This consists of a 6.6m wide sealed full depth stabilised pavement with 0.5m unsealed shoulders.

The project aims to:

- Increase the existing traversable road width from 6.3m to 7.6m.
- Improve the level of service of the road by increasing the width, surface and pavement condition for road users.
- Provides access for rural farming zones in the area.
- Provides a strategic east-west road link within and external to the municipality.
- Provides access between two arterial roads, C793 and C316 and to and from the Calder Freeway Burton Avenue interchange.
- Lauriston Road provides access to the township of Lauriston and tourism opportunities at the nearby Malmsbury Reservoir that provides recreational areas with picnic tables, open spaces, walking tracks toilets and ample bird watching and fishing prospects.

Lauriston Road is a designated strategic route and is classed as a category 1 sealed link road carrying higher volumes of traffic and/or servicing strategic connections as listed above.

State Government Contribution	\$233,333.00
Council Contribution	\$116,667.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$350,000.00

Mansfield Stadium precinct improvements

Mansfield Shire Council

Local roads servicing the soon-to-be upgraded Mansfield Stadium at Mansfield Secondary College will be improved to compliment the stadium development.

Works will include

- Pavement and seal reconstruction;
- New underground drainage;
- New kerb and channel and footpath construction; and
- A new roundabout to improve safety.

The road pavement and seal are in poor condition and require renewal. In addition, with underground drainage non-existent, swale drains cater for the removal of stormwater and the drainage infrastructure also requires an upgrade.

Mansfield Shire Council were recently successful in obtaining funding for the construction of a dual court stadium within the secondary school grounds. Council will work in partnership with the school to deliver the stadium, hardcourts and a car park.

Within this vicinity exists a playing field (construction recently completed) and with the construction of the stadium this area will become a recreational precinct. Local road upgrades in the precinct will enhance connectivity in the area. Intersection improvements will also improve safety given highly trafficked area for residents and recreation users.

State Government Contribution	\$600,000.00
Council Contribution	\$300,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$900,000.00

Meridian South Road Widening and Sealing - Stage 3

Mildura Rural City Council

The project intends to seal part of the Meridian Road up to the intersection of Millewa Road, Merbein South. The development of this section of gravel road will complete the road construction works from Sturt highway to Millewa Road and act as a vital transport link for local producers thus reducing the adverse impact of dust and damage to their produce. Widening and paving the road will increase the capacity of the road for heavy vehicle access and improve safety. This project will significantly benefit productivity, as well as improving access for both the community and emergency services.

The main objective of the project is to improve the current state of the gravel road between Sturt Highway and Millewa road in order to enhance transport link to local producers.

The Stage 1 works on Meridian Road from the Sturt Highway has been completed (first 2.5 km) and Stage 2 works between Chainage 2500 to 7050 m (approximately 5 km) is scheduled for later this financial year. The funds for the first two stages were obtained via successful grant applications to Local Roads to Market Program. This application intends to obtain the grant from Fixing Country Roads Programme for the third and final stage of the construction works to connect Millewa Road.

The scope includes pavement upgrades to create a sealed pavement including shoulder reshaping, signage, line marking, and drainage works. The approximate extent of works is 7.5 km in length. The road width will be increased to 8 m to facilitate safe and continuous two-way, two-lane traffic. Appropriate upgrades to the drainage at intersections also is considered within the scope of the project

This project will also enable Council to fulfil a key initiative in the Central Murray Regional Transport Strategy - to ensure appropriate regional freight links within the region, connection to external markets, as well as improving truck bypass routes.

Transport companies will use this route to transport A-Double's to bypass the town which will in turn improve productivity of freight transport in the region and have less impact on local and arterial roads in town improving efficiency over time.

State Government Contribution	\$1,500,000.00
Council Contribution	\$1,603,306.00
Other Contribution	
Other contribution source	
Total Project Cost	\$3,103,306.00

O'Gradys Road and Kilmore East Road intersection improvements

Mitchell Shire Council

Kilmore East Road & O'Gradys Road intersection in current state offers very poor sight distances. The intersection poses risk of collision between heavy vehicles carrying quarry material from Dry Creek Road and northbound traffic on Kilmore East Road.

Kilmore East Road & O'Grady's intersection design project was successful candidate for Fixing Country Roads - Round 1.

A traffic assessment study recommends re-alignment of the intersection. It is proposed to upgrade the intersection to a single T-intersection with the west to southeast leg having priority. Vehicles from O'Grady's Road approaching to the intersection will require to give to Give Way.

Kilmore East road is a collector road highly used by heavy vehicles coming from local quarry located on Dry Creek Road. O'Grady's road is a link road providing connection to Kilmore East railway station and a link to Wandong town centre.

West bound vehicles on Kilmore East road are required to stop at the intersection at an angle. Because of the lack of sight distance and steep grade, the current intersection poses significant risk of collision.

Re-construction of Kilmore East Road & O'Grady's intersection is necessary to improve sight distance and reduce risk collision.

State Government Contribution	\$975,000.00
Council Contribution	\$268,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,243,000.00

White Street, Kilmore - Formalisation of Road Carriageway

Mitchell Shire Council

The project will formalise the White Street carriageway between Allen Street and Green Street. Works include standardisation of carriageway widths, intersection treatments and footpath improvements.

White Street, Kilmore - The scope of works includes reconstruction of the pavement, road widening, kerb & channel, footpath, drainage, and associated works.

White Street is a parallel Road to Northern Highway and connects southern part of Kilmore with the Kilmore International School as well as northern part of Kilmore. It is also a bus route.

State Government Contribution	\$415,000.00
Council Contribution	\$457,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$872,000.00

Cotton's Road Widening Project, Cobram East

Moira Shire Council

Cotton's Road is currently a single lane road, the project proposal is to widen the seal to 7.2 metres and 8.0 metre pavement.

The Cotton's Road project will address a number of issues being experienced due to it currently being a single lane road, such as:

- Improved road safety – vehicles having to leave sealed section of road to overtake or pass
- Improved accessibility for heavy vehicles
- Economic benefit to local producers as there are orchards either side of the road, and vehicles are constantly having to leave the sealed section of road, causing a significant amount of dust onto the fruit trees, rendering them worthless.

State Government Contribution	\$160,000.00
Council Contribution	\$80,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$240,000.00

Boomahnoomoonah Road, Crests Upgrade, Wilby

Moira Shire Council

Several sections of Boomahnoomoonah Road between Tungamah – Peechelba Road and the Murray Valley highway are 4 and 5-metre-wide seals, with two crests along a 1600m section of road, causing safety issues as there is limited opportunity for two vehicles to safely pass. This project will address safety concerns, with works 400m either side of the crests to increase road safety

The project aims to widen, seal, and line mark Boomahnoomoonah Road between crests to increase safety by allowing vehicles to make safe travel on the road, particularly as they travel over the crests.

The project will:

- Provide a safe and accessible road for vehicles travelling on Boomahnoomoonah Road
- Improve safety of vehicles travelling over the crests on Boomahnoomoonah Road

State Government Contribution	\$266,000.00
Council Contribution	\$134,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$400,000.00

Gilmore St Upgrade, Yarrawonga

Moira Shire Council

This project will:

Improve road safety for motorists and school bus traffic commuting to the Yarrawonga P12 College on Gilmore Street which has a school speed zone of 40km/hr.

This will be achieved by:

- Upgrading existing narrow width rural standard sealed road pavement to a full width sealed urban construction standard that provides provision for on street school bus parking
- Improved on street car parking for parents dropping of / collecting children and allowing for 2 lane, 2-way directional traffic flow

Works include widening of road pavement between Dunlop Street and Woods Road intersection to full urban standard width that provides on street parking on both sides of the road, traffic calming treatments to reinforce the existing school speed zone limit of 40km/hr, new kerb & channel works, and drainage works

Gilmore Street is a busy community and education precinct with the following all located:

- Yarrawonga P-12 College
- Yarrawonga cemetery
- Yarrawonga Showgrounds (which has 11 user groups)
- Monthly Rotary market
- Yarrawonga Community Garden
- Yarrawonga Neighbourhood House

The re-location of Yarrawonga P-6 School from Tom Street, Yarrawonga to the P-12 Campus has placed further strain on the infrastructure and traffic management on the local road.

The purpose of the works is to improve road safety for motorists and school bus traffic commuting to the Yarrawonga P12 College located in Gilmore Street which has a school speed zone limit of 40km/hr. It will also improve pedestrian movement between the school campuses / school crossing located on both sides of Gilmore Street.

This project is part of a larger project in improving safety and traffic flow along Gilmore St, from South Rd to Dunlop St.

State Government Contribution	\$733,000.00
Council Contribution	\$367,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,100,000.00

Walsh's Bridge Road, Reconstruction Project, Kaarimba

Moira Shire Council

Reconstruction of Walsh's Bridge Road between Thomson's Rd and Prentices Rd, which is a distance of 2552m. The road pavement has reached the end of its design life and requires a full reconstruction.

The road also receives a large percentage of heavy vehicles for the area, including milk tanker access and cartage trucks. Traffic counts conducted in April 2018 showed that an average of 470 vehicles travel on this road per day.

The project aims to:

- Reconstruct, seal, line mark Walsh's Bridge Road between increase safety and allowing vehicles to make safe travel on the road.

The project will:

- Provide a safe and accessible road for vehicles travelling on
- Improve heavy vehicle access by way of increasing safety

State Government Contribution	\$236,000.00
Council Contribution	\$118,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$354,000.00

Old Melbourne Road / Dunnstown-Yendon Road Safety Improvements and Pavement Strengthening

Moorabool Shire Council

Old Melbourne Road and Dunnstown-Yendon Road are Trunk Collector Roads in accordance with Moorabool’s Road Management Plan. The existing road has a 6.2m seal with 1.2m unsealed shoulders. The geometry contains tight horizontal curves and winds around Mount Warrenheip with relatively steep grades. The project will widen and reconstruct the pavement and seal providing a 6.8m carriageway with sealed shoulders including structural, safety and delineation improvements.

Old Melbourne Road and Dunnstown-Yendon Road are freight routes, currently included as a National Heavy Vehicle route and form part of a key strategic route providing the only access to two significant regional quarries (Walsh and Boral Quarries) which are important for the supply of aggregates and construction materials across the region. It also services farms for the transportation of agricultural goods (i.e. Fruit, vegetables and livestock) and provides access to local towns, properties and general public.

The existing poor pavement condition, variable surface and inadequate capacity proves difficult and increases the risk of road accidents, not only for freight operators but also the other road users that share the network. The reconstruction and stabilisation of the pavement, and installation of drainage, along with safety improvements to better delineate the road will provide a safer, more efficient route of travel and allow the roads to better support increased heavy vehicle movements.

The project will increase productivity by providing a road surface to an acceptable profile and standard for the efficient movement of heavy vehicles. The pavement has been designed for current and projected traffic loadings and the road has been designed to current geometric standards providing the correct cross fall and superelevation around horizontal curves. The completed road will also mean less ongoing maintenance thus allowing uninterrupted traffic flows.

In terms of safety, widening the road and sealing the shoulders will provide a sufficient road width for two heavy vehicles to pass in opposing directions. There are also numerous roadside hazards that will be treated with barrier fencing as part of the project.

State Government Contribution	\$1,106,094.00
Council Contribution	\$640,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,746,094.00

Ballan-Meredith Road Bridge Rehabilitation

Moorabool Shire Council

The project consists of the installation of a new reinforced concrete deck overlay, upgrade of bridge barriers and approach guard rail, rehabilitation of the existing bridge approaches and repair to shear keys and bolts which will enable the structure to meet T44 capacity.

Investment in adequate infrastructure to support local industries is a key theme outlined in Council's Economic Development Strategy (2015), which identifies the need to have a strong local economy with a variety of jobs, healthy businesses and inward investment, reinforcing the liveability of the Shire. Ballan-Meredith Road is a key township connection for Moorabool's local residents, commercial and agricultural vehicles.

With a large area spanning more than 2,110 square kilometres and a fast-growing population (Plan Melbourne 2017-50), Moorabool Shire faces the difficult challenge of managing and maintaining its transport network in order to support a growing community, with limited resources. Council undertakes proactive inspections on its bridges to help inform future maintenance works and renewal projects in order to adequately manage the infrastructure to meet the needs of the growing community. Issues such as poor pavement condition, variable surface and inadequate capacity on bridges provide challenges for road users and increases the risk of road accidents on the local road network.

The most recent bridge inspection (engineering assessment) on the five span Ballan-Meredith Road bridge, identifies a range of defects including flexural and longitudinal cracking of the surface and u-slab legs, joint seal damage and water leakage. The construction of a new deck overlay, safety upgrades including protective barrier and road approach upgrades and ancillary works, will provide a safer route of travel and increase the useful life of the asset whilst allowing the bridge to continue to support increased vehicle and heavy vehicle movements by enabling the structure to meet T44 capacity.

State Government Contribution	\$426,034.90
Council Contribution	\$240,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$666,034.90

Bendigo-Sutton Grange Road rehabilitation and safety works

Mount Alexander Shire Council

Road rehabilitation and safety works to the following three areas of the Bendigo-Sutton Grange Road:

- Faraday-Sutton Grange Road intersection including 770m North of intersection to Ontario Lodge Road
- Grays Road to shire boundary
- Jennings Hill Road, 1.5km to seal change

The project will deliver road rehabilitation to three key areas of the Bendigo-Sutton Grange Road as follows:

- Bendigo-Sutton Grange Road / Faraday-Sutton Grange Road intersection. Works will include improvements to intersection geometry; construction of safety features including divider islands and signage to be implemented on the East and West approaches to the intersection; rehabilitation works to include pavement (sub-base, base and wearing surface), road width and drainage to Bendigo-Sutton Grange road, North of the intersection up to Ontario Lodge Road (770m).
- Bendigo-Sutton Grange Road: Grays Road to shire boundary with City of Greater Bendigo. Works include improving road geometry, renew of sub-base, base and wearing surface, removal of overgrown or hazardous vegetation and improvement of drainage.
- Bendigo-Sutton Grange Road: Jennings Hill Road to seal change. Works will complement previous works undertaken in 2016 along this stretch of road. Works will be conducted on a 1.5km section of the road South from Jennings Hill Road to the section completed in 2016. The works will include renewal of road's sub-base, base and wearing surface, drainage improvements and improved road geometry.

The Bendigo-Sutton Grange Road is a sealed, single carriageway, rural road that stretches 18km from the Calder Highway's Elphinstone off-ramp (South-bound) to Grays Road Sutton Grange. The speed limit along this road is 100km/h. The road is located entirely within the Mount Alexander Shire Council's boundary and adjoins Sutton Grange Road which is located in the City of Greater Bendigo.

The Bendigo-Sutton Grange Road is a popular route for commuters travelling between Bendigo and Melbourne. This road is an alternative to the Calder Hwy for commuters travelling to Bendigo's South East growth corridor, which encompasses Strathfieldsaye, Spring Gully, Flora Hill and Kennington with a total population of 17,924.

State Government Contribution	\$1,286,666.00
Council Contribution	\$643,334.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,930,000.00

North Harcourt Road - rehabilitation

Mount Alexander Shire Council

Rehabilitation and widening of a 1.1km section of the North Harcourt Road, south of the boundary with City of Greater Bendigo. The project includes roadside drainage, barriers and vegetation removal.

The North Harcourt Road is a sealed, single carriageway, rural road that winds its way 9.2km from the intersection of the Sutton Grange Road and Sedgwick Road, Sedgwick to the intersection of McIvor Road and Harcourt-Sutton Grange Road, Harcourt. The road straddles both City of Greater Bendigo and Mount Alexander Shire boundaries and it is considered a strategic link to Bendigo's South East growth corridor.

The road's speed limit is 100km/h, though advisory signage is frequently used to reduce speeds at crests and tight curves along the route.

It is also a designated School Bus route and a popular cycling route.

A recent assessment of all main collector and feeder roads within the shire has identified this road as requiring road rehabilitation works due to its high-speed environment, poor road geometry, narrow seal, close proximity of trees to the road, number of traffic entry points (residential/rural) and relatively high percentage of heavy vehicle traffic.

The current road width is 2.95m along most of this interval, which falls below the recommended 3.5m lane width for rural roads (refer to Section 4.2.6 – Austroads, Guide to Road Design Part 3: Geometric Design).

The proposed works include widening and renewal of sections of the road's sub-base, base and wearing surface, removal of roadside hazards, improving road geometry, drainage, safety signage and safety features and reinstatement of property road crossings.

These works will compliment rehabilitation works recently conducted by the City of Greater Bendigo on the adjoining section of the road, ensuring uniformity across the entire road interval and will ensure that the road is capable of handling increased traffic numbers. With reference to Austroads, Guide to Road Design, Part 6: Roadside Design, Safety and Barriers), the planned activities will significantly mitigate the inherent hazards that exist and affect local residents and road users along this stretch of road.

State Government Contribution	\$400,000.00
Council Contribution	\$200,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$600,000.00

Specimen Gully Road upgrade

Mount Alexander Shire Council

Reconstruction and sealing of the high use section of Specimen Gully Road - 1.2km from the Midland Hwy to the intersection with Blakely Road.

Specimen Gully Road in Barkers Creek is a high use minor road that is currently unsealed and has long standing issues with maintenance and drainage. This project will reconstruct and seal the high use section of Specimen Gully Road which is 1.2km from the Midland Highway to the intersection with Blakeley Road.

Specimen Gully Road is currently graded 2 - 3 times per year. This high frequency is attributed to the poor material quality, deteriorating road profile and insufficient drainage as well as the high vehicle numbers.

The road is also becoming increasingly difficult to maintain due to the need for the grader to operate up to and turn around at the intersection of the very busy live arterial road that is the Midland Highway. This is a high-risk activity and requires significant approvals and traffic control to do safely, and this is becoming increasingly costly and time consuming when grading is required 2 - 3 times a year.

Corresponding to the maintenance and drainage issues, there is a history of service requests from the community for this road be reconstructed and sealed. 76 separate requests have been received for this section of road since February 2015.

The current Austroads guidelines indicate that roads with a traffic volume of over 150 VPD should be considered for sealing. Results from traffic counts conducted in September 2016 indicate a daily traffic count of 240 vehicles with 10% being heavy vehicles. Given the proximity to the Castlemaine Secondary College Campus and other traffic generators like businesses in Blakeley Road and the Moonlight Flat timber plantation, it is expected that the traffic on Specimen Gully Road will only continue to increase.

With increasing maintenance costs, high vehicle numbers and associated challenges, Specimen Gully Road was prioritised for design in 2017. Consulting firm Regional Management Group were engaged by Mount Alexander Shire Council to produce a design addressing the maintenance and safety issues on this road.

It is expected that the project will deliver a road that is safe and capable of handling the growth in traffic requirements. This will consequently result in a substantial reduction in maintenance costs (and high risk works) and a significant increase in community satisfaction.

State Government Contribution	\$300,000.00
Council Contribution	\$150,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$450,000.00

Fixing Wiggs Lane

Moyne Shire Council

Fixing Wiggs Lane would widen and seal the full 2.5km length of this rural-access road. This would be of benefit to residents, the agricultural and transport industries and other road users.

Wiggs Lane is a boundary road between Moyne Shire and Warrnambool City Councils and serves as an increasingly busy access connection on the rural outskirts of Warrnambool, running from Wangoom Road (classified as a Link Road by both Moyne Shire and Warrnambool City) at its southern end, and Spring Flat Road at its northern end (classified by Moyne as a Collector Road).

The road currently has a 2.5km long, 3.7m wide unsealed carriageway. Traffic counts on the road indicate that it has an AADT of at least 150 vehicles, of which 18 are heavy vehicles. This is an unusually high number of vehicles for an unsealed rural road, and naturally there are a number of ongoing maintenance issues resulting from this in terms of dust suppression, rutting and stabilisation. There also appears to be a small but growing percentage of speeding vehicles as well, despite the condition of the road.

The condition of the road has been raised in the local press on a number of occasions over the last ten years. Council is aware that currently some road users are avoiding using the road due to its deteriorating condition, including sections of the transport industry. The traffic volumes and the repeated maintenance issues leaves Council to believe that the road needs to be upgraded and sealed.

Up until the February 2019 Council Meeting, Councils policy was not to contribute any money to the sealing of unsealed roads, but rather that the cost would be borne by adjoining landholders. The traffic volumes on this road clearly indicate that a wider section of the community than just the adjoining rural properties are using the road, and therefore it is appropriate that Council supports and contributes to the upgrade of this road.

The Fixing Wiggs Lane project will result in an upgraded road with a 6.5m wide, two lane seal. This will be capable of handling the public and commercial traffic that utilises the road on a daily basis.

State Government Contribution	\$500,000.00
Council Contribution	\$240,000.00
Other Contribution	\$110,000.00
Other contribution source	Land owner contribution
Total Project Cost	\$850,000.00

Fixing Portland Road

Moyne Shire Council

Fixing Portland Road would see the rehabilitation and widening of 6km of Portland Road, supporting the existing beef-cattle and sheep livestock based agricultural industry in the area, as well as improving road safety in preparation for the 250,000-500,000 tonnes of timber projected to be harvested from timber plantations only accessible via Portland Road in the 2020-2024 period.

Portland Road serves as a link between Princes Highway at Tyrendarra East and Woolsthorpe-Heywood Road at Bessiebelle. The overall length of the road is 13.2km, and it is solely managed by Moyne Shire Council. This project focusses on various sections of the road, amounting to some 6km in length.

The southern half of the road runs predominantly North-South direction, changing to a North-Easterly direction just south of the Old Mill Road intersection. A recent inspection of Councils sealed road network by Peter Moloney has revealed that the central section of this road is in very poor condition, with a large number of faults spread over various sections totalling 6km. These faults include severe push-outs, crocodile cracking, longitudinal cracking, water pooling on the road and general loss of shape. There are also visibility issues along parts of the northern two kilometres, due to curves in the vicinity of the Sharrocks Road/Bourkes Road intersection, and dense native vegetation in the road reserve.

The project will rehabilitate these sections of Portland Road, as well as widening these sections from the existing 3.7m seal width to a full 6.5m seal width. This will in turn provide a safer, and smoother ride for all vehicle types, in addition to continuing to provide access to heavy vehicles already operating in support of agricultural production, and the predicted upswing in timber cartage expected over the next four-five years.

State Government Contribution	\$1,300,000.00
Council Contribution	\$650,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,950,000.00

Yea High St Road Safety Improvements

Murrindindi Shire Council

This Project is to address parking impacts on traffic circulation, and pedestrian safety on High Street Yea. It is a busy strip shopping commercial district that caters for high volume tourist traffic both winter and summer seasons.

The project aims to improve safe parking arrangement and pedestrian crossing points in a small rural town highly impacted by external factors.

Yea High Street has two (2) lanes east and west bound through traffic on High Street separated by a number of wide traffic island/car parking areas. There are conflicts with reversing traffic from the angle parking not having a clear view of the traffic in the inner lane. Near misses with both pedestrians and vehicles occurred on a regular basis.

Another issue is the lengths that pedestrians have to cross to enter the centre island. There is a two lane road plus two parking bays that a pedestrian needs to cross to enter it and this is in total approximately 16 meters. There is a high volume of tourist buses that stop in the west bound parking area so that passengers can use the comfort station who then cross to the north side for access to shops.

State Government Contribution	\$341,800.00
Council Contribution	\$170,900.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$512,700.00

King Parrot Creek Road Improvement

Murrindindi Shire Council

The main objective of this project is to reduce the likelihood of run-off crashes at curves along King Parrot Creek Road, by improving curve delineation. The scope includes the construction of sealed shoulders and edge lines along both sides of 3.4km road length, widening the pavement at a particular curve to provide 7m wide sealed pavement and sealed shoulders and the installation of additional guideposts along the subject road length.

The current seal width of the subject section of King Parrot Creek Rd is 5.9m with no sealed shoulder. It has a sharp curve which has contributed to a few incidents in this area. There are 6 run-off road crashes including 3 serious injury crashes on the subject road section between 2013 and 2017.

The main objective of this project is to reduce the likelihood of crashes at curves along King Parrot Creek Road, by eliminating the surprise elements of curves and assisting motorists in negotiating the curves. It is intended to achieve this by providing warning signs and visual cues that are appropriate for each curve.

Shoulder sealing along the section is intended to provide motorists with a stable surface should they track onto the shoulder, consequently reducing the likelihood of vehicles losing control.

State Government Contribution	\$404,000.00
Council Contribution	\$202,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$606,000.00

Rubicon Road Route Improvement

Murrindindi Shire Council

Rubicon Road services the native forest logging industry and is subject to significant tourist visitation due to a number of outdoor education facilities and camping areas with the crown land. There is an isolated residential area also situated along the road the aim of this project is to improve efficiency, amenity and safety of Rubicon Road usage. Work scope includes widening of a 3.5km section of Rubicon Road to 10m Pavement Width to allow 7m seal width and 1.5m shoulder width each side.

Rubicon road is a collector road providing important access to Taggerty Thornton Road then South to Maroondah Highway or North to Goulburn Valley Highway to Destinations outside of Murrindindi Shire.

The current seal width of Rubicon Rd varies from 5.8 to 6.2m. The narrow pavement width has reduced the travel efficiency. The logging trucks from the native forest areas has been ongoing for a number of years with utilisation oversized and higher mass configurations increasing run off edge likelihood and also making it difficult for cars to overtake.

The project scope includes widening 3.5km of Rubicon Road between Taggerty-Thornton Road and Blue Range Rd to allow 7m seal width and 1.5m shoulder width. This will reduce difficulty and risk for passing or overtaking cars on sections of narrow seal with poor sight lines. Traffic calming treatment at Rubicon Village will be used to slow down passing traffic. This will improve local amenity for residents.

State Government Contribution	\$380,000.00
Council Contribution	\$190,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$570,000.00

Back Eildon Road Route Improvements

Murrindindi Shire Council

This project is to address the traffic hazard caused by the increased usage of Back Eildon Road especially by vehicles and trailers transporting oversized (wave) boats. The scope includes road widening of pavement and shoulder width to each side of the pavement and providing particular traffic treatment at the Point Hill bend section.

The project is to widen the sections with seal width less than 7m to 7m (segment 31 &32) and provide 1.5m wide sealed shoulder each side; Widen segment 34 at Point Hill by providing additional shoulder width each side, current seal width is 7.5m.

Widening of the road pavement and sealing shoulder will reduce difficulty and risk for passing or overtaking cars on sections of narrow seal. It also provides a space for driver to avoid collision and regain control.

The sealed shoulder also provides cyclist a safer environment by avoiding sharing the same lane with cars/trucks.

State Government Contribution	\$386,000.00
Council Contribution	\$193,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$579,000.00

St George Road and Cobey's Creek Road Seal Upgrade

Northern Grampians Shire Council

This project will upgrade 700m of St George Road and all of Cobey's Creek Road (1.6kms) from the existing 3.5-4.5m wide gravel road to a 6.2m wide sealed, two lane road. These roads are used frequently by local rural residents but the gravel roads corrugates quickly, becoming a safety risks for motorists and resulting in a very high annual maintenance cost for Council.

St George Road and Cobey's Creek Road are two gravel roads that are connected by an intersection. They are used primarily by local rural residents and regularly have road related safety and maintenance issues. In the 2 years from February 2017 to February 2019, there were 18 requests from local residents for these roads and the intersection to be graded to remove corrugations and rectify drainage issues. An example of the comments Council has received from local residents include "The bad condition of the road is such that it is almost impossible to drive on it. Hoping that this can be rectified as soon as possible as at present it is ruining our vehicles & very unpleasant to drive on even at low speed".

People are four times more likely to die or be injured on rural roads and while there are no reported incidents on this road in recent years (as per VicRoads CrashStats), over the past five years (to 2018) 41 people were seriously injured on rural gravel roads in the Northern Grampians Shire. The regular issues on this road could compound the safety risks and there will be many benefits to upgrading and sealing this road.

The width of St George Road is currently 6m (traffic width 4.5m) and Cobey's Creek Road is only 5m wide (traffic width 3.5m), making two-way traffic difficult. This project will widen and seal a total of 2.3kms of gravel road in Great Western. Works include road pavement widening works, sealing of the Cobey's Creek -St George Road intersection, widening of drainage infrastructure to cater for the new pavement width and the upgrade of the court bowl at the end of Cobey's Creek Road. Road pavement width will be 8.2m with a 6.2m seal throughout this new section, enabling safe two-way traffic.

State Government Contribution	\$326,000.00
Council Contribution	\$164,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$490,000.00

Landsborough Road Bridges Upgrades

Northern Grampians Shire Council

Landsborough Road is an approved B-Double and strategic transport route for many industries and farms in the shire, including the new Bulgana Green Power Hub development. This project will strengthen and improve two bridges on Landsborough Road to meet the growing transport demands expected on this route. This includes a large, 123m long, nine span bridge over the Wimmera River, and a smaller 14m, twin span bridge.

This route links through to the VicRoads declared State arterial freight network, being the Western Highway at the west end, and the Ararat-St Arnaud Rd at the east end. Produce then travels either north or south on the arterial network, depending on its destination, but most would go south east to the main Victorian port terminals. Landsborough Road is therefore a key strategic route for the Northern Grampians Shire.

The Landsborough Road Bridge (BRG008902) over the Wimmera River is the longest bridge along this route, being a large 9 span bridge with total length of 123.5m and traffic width of 7.4m (9.8m overall width). The superstructure consists of a reinforced concrete deck with steel Universal Beams at 32ft and 60ft spans. The available drawings indicate the structure was designed for H20-S16-44 loading (MS18 metric equivalent) and document a design date of 1959. Like a majority of the shire's 140 bridges which were constructed in the 1950-1970 period, this bridge was not built to cater for the current day vehicle loads. Council recently engaged a bridge consultant to undertake a Level 3 bridge Inspection Report which recommends posting a load limit of 40t gross vehicle mass to reduce the risk of overloading the bridge. This load limit is not acceptable to Council due to the strategic nature of this route, therefore bridge strengthening works will be undertaken in this project to ensure all legally loaded heavy vehicles can use this bridge.

This project will strengthen and improve two Landsborough Road bridges to ensure the safety of higher mass trucks and other vehicles passing over these bridges. This will increase the capacity and useful life of the bridges and reduce future maintenance costs.

State Government Contribution	\$416,000.00
Council Contribution	\$208,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$624,000.00

Woolpack Road Upgrade - Stage 2

Northern Grampians Shire Council

This project will seal a further 1.4kms of Woolpack Road from the existing gravel road to a sealed, two lane road, on top of the 1.2kms that was sealed in Round 1 of the Fixing Country Roads program. A final seal will be applied to the first 1.2kms of road to secure the investment made on this road for approx. 15 years.

Woolpack Road was a gravel road that is used primarily by local rural residents and regularly had issues. In the 3 years from April 2015 to April 2018, there were 17 requests from local residents for the road to be graded to remove corrugations or for large potholes to be filled. Some sections were only around 4 metres wide, making two-way traffic difficult in sections. People are four times more likely to die or be injured on rural roads and while there are no reported incidents on this road in recent years (as per VicRoads CrashStats), over the past five years 41 people were seriously injured on rural gravel roads in the Northern Grampians Shire. The regular issues on this road could compound the safety risks and there will be many benefits to upgrading and sealing this road.

Stage 1 of this Woolpack Road Upgrade project was funded through Round 1 of the Fixing Country Roads Program, which included widening and sealing 1.2kms of this road to a consistent 6.2m, enabling safe two-way traffic, drainage works, two small intersection upgrades and the first seal.

This Stage 2 project will seal a further 1.4kms of gravel road, as well as complete the final seal on the first 1.2kms of sealed Woolpack Road from the Sunraysia Highway to Kew Ming Lane.

Woolpack Road was a gravel road with recurring corrugation, large potholes and safety issues for the rural residents who use this road. These Stage 1 and 2 projects will significantly improve this road by eliminating corrugations and large pot holes, which will improve motorist safety and their driving experience overall. The final seal will ensure this investment and the sealed road standard is maintained for an estimated 15 years.

State Government Contribution	\$140,000.00
Council Contribution	\$70,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$210,000.00

Banyena Road Upgrade - Stage 2

Northern Grampians Shire Council

Banyena Road is a main alternate interstate transport route and extensively used by heavy vehicles and local farm producers. This project will complete the final seal on 4.2kms of Banyena Road that was rehabilitated and widened in Round 1 of this Program. This will secure the investment made on this road for approx. 15 years and bring the entire length of road up to a good condition.

Banyena Road serves as a main alternate interstate transport route. It is now extensively used by heavy vehicles and local farmers and grain producers, but it is currently not gazetted for Higher Mass Limits (HML) vehicles or B-Double use.

The Banyena Road Upgrade project funded in Round 1 of the Fixing Country Roads Program has widened the gravel pavement on the shoulders and inside of curves of the 700m section of road between Banyena Silo Road and Richardson River. The 3.5kms between Donald-Avon Plains Road and Hunter Road was also widened from a single lane road to a two-lane sealed road. This project will complete Stage 2 of the Upgrade project by applying the final seal to the 4.2kms of road as per best practice to bring the entire road up to a good standard and secure the investment made in Round 1.

Completion of the final seal in this project would allow this section of road to be gazetted for Higher Mass Limits (HML) vehicles or B-Double use. This will improve access to local primary producers and link this route through to existing arterial networks at each end.

The works will improve safety for all road users and allow increased speed through the two sections, especially the 700m section which is currently constrained by several lower speed curves. Load limits for the road pavement sections will also be improved to heavy vehicle standards.

State Government Contribution	\$120,000.00
Council Contribution	\$60,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$180,000.00

Dunolly Road Major Widening and Safety Upgrade

Northern Grampians Shire Council

This project will widen 16.5km of Dunolly Road that has a narrow seal (5.2-5.7m) out to a seal width of 6.2m. Bridges and culverts will also receive upgrades to cater for current traffic loads and guardrail replacement will also be undertaken on some structures. A final seal over the full width will bring the entire road up to a good standard. This will significantly improve road safety and capacity on this strategic route.

Dunolly Road is the main link from St Arnaud and the Sunraysia Highway through to the east of the state and regional towns such as Dunolly, Bealiba, Eddington and Maldon. It is an approved Regional & School Bus Route and is also extensively used by local farmers, grain producers and heavy vehicles (22% of AADT as at 2012), but it is currently not gazetted for Higher Mass Limits (HML) vehicles or B-Double use. Dunolly Road regularly has potholes, some of these are quite large and pose safety risks for motorists. The existing width of many road sections is 5.2-5.7m, which does not meet current standards. This forces vehicles to drive off the seal when a vehicle is approaching, which is a serious road safety issue. A lot of maintenance is also currently required due to edge breaking and shoulder grading.

This project will widen and seal the gravel pavement for a length of 16.5kms. A final seal will then be applied to the 6.2m width for a length of 18km to bring the entire road up to a good standard and secure this major road investment for approx. 15 years.

Two bridges and three major culverts on Dunolly Road will also receive safety and capacity upgrades.

Completion of this project would enable this road to be gazetted for B-Double access and bring this entire 18.6kms section of road up to a good standard. This will improve access to local primary producers and link this route through to existing arterial networks.

The works will improve safety for all road users and allow increased driving speeds, which will shorten journey duration. Load limits for the road pavement, bridges and culverts will be improved to heavy vehicle standards, plus the number of lanes will be increased from a single lane in many sections to consistently two lanes. Line Marking will also delineate the lanes. Safety when crossing bridges and culverts will also be improved with the installation of new guardrails.

State Government Contribution	\$1,033,500.00
Council Contribution	\$519,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,552,500.00

Rural Road Intersection Safety Upgrades

Northern Grampians Shire Council

This project will implement safety treatments on four of the shire's highest risk rural road intersections that are fully controlled by Council. This will reduce the risk of injury and/or death from vehicle crashes at dangerous intersections in the Northern Grampians Shire.

The road environment is one of the few direct intervention opportunities available for local councils to reduce road trauma. Over the last 10 years, the Northern Grampians Shire Council has undertaken a program of roads and roadside safety upgrades where grant funding and other opportunities allow, including removing out-of-standard and unsafe "Y" intersections and realigning them to the safer standard "T". During this time, the number of people killed or injured on local roads in all age groups reduced from 36 in 2011 to 19 in 2017 (CrashStats). This program has improved the safety and functionality of the Shire's entire road network and has potentially saved lives, but fatal and serious injury crashes are still occurring on our roads and primarily in rural settings.

This project will implement safety treatments on four of the shire's highest risk rural road intersections. It is aimed at reducing the risk and potential for accidents before the accident occurs, adopting a proactive rather than reactive approach.

The highest risk intersections are:

- Bulgana and Salt Creek Roads in Concongella
- Stuart Mill Low and Murray Roads in Carapooee
- Church, McRae and Banyena Roads in Gre Gre North
- Bolangum Inn and Wallace Roads in Kanya

This project will improve the safety and functionality of these high-risk intersections and will contribute to improving the Shire's entire road network. These upgrades will also contribute to the Towards Zero Road Safety Strategy and are designed to save lives.

State Government Contribution	\$236,000.00
Council Contribution	\$118,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$354,000.00

Pipetrack Road Upgrade - Stage 2

Northern Grampians Shire Council

This project will complete the final seal on 3.6kms of new road on Pipetrack Road and two intersections that were upgraded in Round 1 of this Program. This will secure the investment made on this road in Round 1 for approx. 15 years and bring the entire length of road up to a good condition for its heavy vehicle, CFA, rural residents, Stawell Airport users and other road users.

Pipetrack Road is an existing gazetted B-Double route that needs to be upgraded and sealed. It supports the transport of fire retardants and water to the regional fire base located at the adjacent Stawell Airport on Aerodrome Road. It is also used by local residents, farmers and businesses operating out of Stawell Airport, one of those business specialises in repairing crashed or damaged aircraft. They regularly require road transport of aircraft fuselage or wing parts and use this route. It connects directly to the arterial network (Pomonal Road) and is part of the Heavy Vehicle-Special Vehicle (i.e. heavy cranes) detour route to Grampians Road.

This project will complete the upgrade of the narrow, unsealed road along 3.6kms of Pipetrack Road to a new two-lane seal by completing the final seal on this section of new road. The final seal will include the intersections at Aerodrome Road, which has been upgraded for heavy vehicle use, and at Pomonal Road, which has been upgraded to allow B-Doubles to turn in all directions. These intersections were upgraded as part of the project funded in Round 1 of this Program.

The project delivered as part of Round 1 of this Program gave direct B-Double access to the airport fire base and designated detour route. It upgraded the road from the previous single lane unsealed road to a two-lane sealed road that removed unsafe passing on the unsealed road. The removal of the crest adjacent the Aerodrome Road intersection improved sight distance and safety for all users. Load limits for the road pavement sections was also improved to heavy vehicle standards.

State Government Contribution	\$100,000.00
Council Contribution	\$50,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$150,000.00

Great Western - Moyston Road Upgrade - Stage 2

Northern Grampians Shire Council

Great Western - Moyston Road was widened to a consistent width of 6.2kms in Round 1 of this Program. This project will complete the final seal on 3.8kms from the Great Western Racecourse to the Shire boundary. This will secure the investment made on this road in Round 1 for approx. 15 years and bring the entire length of road up to a good condition.

Great Western - Moyston Road is the quickest route between the rural country towns of Great Western and Moyston, population: 399 and 348, respectively (2016 Census data), and many tourists and caravaners pass through these town to access coastal towns to the South.

The length of road between the Great Western Racecourse and the Shire boundary is 3.8kms, and multiple narrow sections (2.2kms total) were widened to a consistent minimum of 6.2m as part of the Great Western - Moyston Road Upgrade project funded in Round 1 of the Fixing Country Road Program. This project will complete the Upgrade project by applying the final seal to the entire 3.8kms of road as per best practice to bring the entire road up to a good standard and secure the investment made in Round 1.

The Upgrade project funded in Round 1 widened this road to a consistent width of 6.2m and made this road safer for all users. Without the final seal from this project, the first seal is likely to begin degrading in 2 years, leading to road safety issues. However, a final seal will secure the Round 1 investment and sealed road standard for an estimated 15 years.

State Government Contribution	\$112,000.00
Council Contribution	\$56,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$168,000.00

Eurambreen-Streatham Road Bridge Replacement

Pyrenees Shire Council

It is proposed to replace the existing bridge over Sheepwash Creek. The current bridge was constructed in 1955 has been assessed as having a safe load capacity of only 30 tonnes. As it is Council's intention for Eurambreen-Streatham Road to become a gazetted heavy vehicle route, it is critical that this bridge be upgraded.

Eurambreen-Streatham Road is a local road under Council management and has a strategic importance as a connector for passenger and heavy vehicles. East-bound traffic travelling from the south-west of Victoria to Melbourne will choose the Eurambreen-Streatham Road to the duplicated Western Highway as a preferred route to bypass Ballarat. Similarly, west-bound traffic travelling from Melbourne to Hamilton and beyond are choosing this route rather than negotiating a way through Ballarat to access the Glenelg Highway.

Council also receives numerous NHVR applications for over-dimensional and heavy vehicle permits to use this road. The bridge replacement works associated with this project will bring this section of the road up to the required standard.

State Government Contribution	\$431,942.00
Council Contribution	\$
Other Contribution	\$222,516.00
Other contribution source	Roads to Recovery
Total Project Cost	\$654,458.00

Eurambeen-Streatham Road Reconstruction

Pyrenees Shire Council

The project comprises reconstruction and pavement strengthening of the above road that is currently substandard immediately south of the Western Highway interchange. Once this project and bridge replacement/strengthening works further west are completed, Eurambeen-Streatham Road will become a strategically important designated heavy vehicle route.

Eurambeen-Streatham Road is a local road under Council management and has a strategic importance as a connector for passenger and heavy vehicles. East-bound traffic travelling from the south-west of Victoria to Melbourne will choose the Eurambeen-Streatham Road to the duplicated Western Highway as a preferred route to bypass Ballarat. Similarly, west-bound traffic travelling from Melbourne to Hamilton and beyond are choosing this route rather than negotiating a way through Ballarat to access the Glenelg Highway.

Council also receives numerous NHVR applications for over-dimensional and heavy vehicle permits to use this road. The pavement strengthening works associated with this project will bring this section of the road up to the required standard.

State Government Contribution	\$215,520.00
Council Contribution	\$
Other Contribution	\$111,025.00
Other contribution source	Roads to Recovery
Total Project Cost	\$326,545.00

Raglan-Elmhurst Road Reconstruction

Pyrenees Shire Council

It is proposed to reconstruct and widen 1,680 lineal metres of the Raglan-Elmhurst Road. The current pavement will be strengthened and widened, and the seal width will be increased from 4.2m to 6.7m. Guard fence will be installed to protect drivers from adjacent trees and steep batter slopes. Approximately 6km of this road immediately south of this section has been similarly treated over the last 4 years.

Raglan-Elmhurst Road is a key link between the Western Highway and Pyrenees Highway. Major users of the road include logging contractors (from coupes in the Pyrenees Ranges), grain cartage contractors from the north of the Shire accessing the Lakaput bulk storage facility at Tatyoon North, agricultural freight (primary produce/livestock), and tourist traffic to wineries and the nationally recognized Cave Hill Creek resort.

The completion of the proposed works will be the latest stage in upgrading this road to a much safer road by providing a wider seal width, and reducing risks by the elimination of, or protection from, hazards.

State Government Contribution	\$394,993.00
Council Contribution	\$
Other Contribution	\$203,481.00
Other contribution source	Roads to Recovery
Total Project Cost	\$598,474.00

Langi Kal Kal Road Reconstruction

Pyrenees Shire Council

The road, which was probably constructed c1950, is in very poor condition due to a shallow pavement and lack of drainage. It is proposed that the existing pavement will be cement-stabilised, and then overlain by a 150mm base course followed by a 2-coat seal. The existing 6.2m seal width will be retained.

Langi Kal Kal Road is the busiest rural road on Council's network. The primary traffic generator is HM Prison Langi Kal Kal, a minimum-security prison farm that accommodates in excess of 450 inmates. There are 3 shifts per day, 7 days/week for staff, all of whom live off-site. It is also the only direct road access to the prison, as well as providing road access to a major chicken broiler farm.

It is proposed that the existing road will be reconstructed and strengthened to provide an upgraded and safer road surface that is commensurate with its function and can adequately cater for current and future traffic volumes.

State Government Contribution	\$457,462.00
Council Contribution	\$
Other Contribution	\$235,662.00
Other contribution source	Roads to Recovery
Total Project Cost	\$693,124.00

Mason Street & Greta Rd - Intersection Freight Improvements

Rural City of Wangaratta

This project will reconfigure the layout of the Roundabout, to better facilitate heavy vehicle movements.

The intersection does not support the efficient operation of commercial vehicles, with a small central radius, and tight kerb alignments. This results in heavy vehicles avoiding the intersection.

We will widen the central annulus, pull back the kerb lines, relocate the central lighting, and install new pedestrian paths.

This project will reconfigure the layout of the Greta Road and Mason Street Roundabout, to better facilitate heavy vehicle movements, improving their efficiency and supporting the competitiveness of the industry and transport operators.

The roundabout is located on a key freight route on an arterial road, linking the Wangaratta southern industrial precinct with the full diamond Greta Road interchange of the Hume Freeway.

The current layout of the roundabout does not support the efficient operation of commercial vehicles. Turning movements in particular are difficult to complete, requiring very slow and precise movements. This has resulted in many heavy vehicles avoiding the intersection and electing to travel through the centre of town.

The project will widen the central annulus, pull back the kerb line of the north west and south west corners, relocate the central lighting, and install new pedestrian paths. This will ensure that more efficient heavy vehicles are easily able to negotiate the turn, freeing up access into the industrial precinct and better connecting with the Hume Freeway.

Greta Road caters for a significant volume of heavy vehicles, with RRV traffic count data indicating AADT of 2500 vehicles, with 210 (8.5%) commercial vehicles.

State Government Contribution	\$383,297.00
Council Contribution	\$383,297.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$766,594.00

Sisely Avenue - Pavement Rehabilitation

Rural City of Wangaratta

The project will reconstruct a section of pavement on Sisely Avenue, at the intersection of Swan Street in Wangaratta.

A significant volume of traffic uses this road to access the west-end, and the southern industrial precinct, with an Average Daily Traffic (ADT) volume of 8172 vehicles, with 1053 (12%) commercial vehicles.

The pavement has deteriorated to the point where it is requiring continual repair and maintenance. Isolated pavement defects, along with extensive shoving and rutting, are evidence of pavement failure. Poor subgrade conditions, combined with an increase in vehicle loading, have contributed to the pavement failure. Pavement Rehabilitation will correct these issues.

This project is for the rehabilitation of a sizable section of failed pavement on Sisely Avenue. The works consist of excavation of the pavement, removal of the kerb and channel, before reinstating new kerb and channel, and reconstructing a crushed rock pavement, asphalt surfacing, and adjacent concrete footpaths.

These works will significantly lift the quality of this important road, which has received numerous complaints, from the public regarding its poor condition, including from cyclists who frequently travel this road and find the conditions to be hazardous to their safety.

Council have been repairing and maintaining the pavement for several years now, responding to complaints and identified hazards and defects. This continual maintenance effort consumes large amounts of an already limited maintenance budget. More significantly the continual maintenance activities cause disruption to travel times and journey reliability and disrupts heavy vehicle operations and efficiencies.

Fixing the underlying problems, rather than simply repairing the symptoms, will reset the condition of this road for many years to come.

State Government Contribution	\$290,000.00
Council Contribution	\$290,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$580,000.00

Timms Road Bridge Poowong, Widening & Strengthening

South Gippsland Shire Council

This project involves the widening and strengthening of this existing 1960's U-slab bridge over Pheasant Creek on Timms Road north of Poowong. This bridge was designed for H20-S16-44 loading which is equivalent to an 18-tonne truck and is therefore not able to cater for all General Mass Limits (GML) and Higher Mass Limits (HML) vehicles with appropriate factors of safety. There is cracking in the legs of the U-slabs particularly in the mid-span region which is consistent with overloading of the structure.

It is proposed to remove the bridge barriers and U-slabs, widen the abutment cross-heads and construct a new and wider super-structure with prestressed concrete slabs, a concrete deck overlay and new AS5100 code compliant bridge barriers.

As noted above, this project involves the widening and strengthening of the Timms Road bridge over Pheasant Creek. This 1960's bridge was designed for H20-S16-44 loading which is equivalent to an 18-tonne truck and is therefore not able to cater for all General Mass Limits (GML) and Higher Mass Limits (HML) vehicles with appropriate factors of safety. The bridge is also substandard in width being 6.7m between barriers. The required width for a two-lane bridge under AS 5100 is 7.4m so minor widening on both sides is required to achieve this standard.

State Government Contribution	\$400,000.00
Council Contribution	\$200,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$600,000.00

Leongatha Business Precinct Redevelopment (Bair Street)

South Gippsland Shire Council

The Leongatha Business Precinct (Bair Street) Redevelopment Project, prepared by the South Gippsland Shire Council for the Leongatha town centre, is designed to improve traffic flows and accessibility and reconfigure unused spaces for new uses, thereby attracting new commercial operators, improving the retail experience for residents and visitors alike, and stimulating social and cultural activity. Bair Street is the main street in the town centre.

The Project involves major capital works to one of the main streets (Bair Street) in the business precinct of Leongatha including:

- Complete pavement reconstruction and resurfacing of Bair, Lyon, Young & Goller
- Reconstruction of kerb & channel to suit parking and outstands in Church & Hyland Place
- Reduction of lanes to one lane each way in Bair Street
- Adjustment of lane widths to discourage heavy vehicle through movement in Bair Street
- Introduction of curvilinear alignment through Bair to reduce speeds
- Addition of raised pedestrian crossings through length of Bair Street
- Improved pedestrian facilities in Lyon, Goller & Lardner Place including shared zones
- Rearrangement of parking to a variety of angle/parallel bays
- Reconstruction/realignment of street drainage network, undergrounding of property outlets
- Elimination of overhead powerlines in Bair Street
- Improvement of public lighting in Bair Street to meet standards
- Landscaping and planting
- Street furniture at key locations, bins, seats, tables etc.

The project will include the reconfiguration of shared zones to smaller feeder streets and lane ways (Lyon Street, Gollers Lane, Lardner Place) which will encourage connectivity throughout the business precinct.

The Gippsland Regional Growth Plan (GRP) (2014) identifies Leongatha as an important regional centre. The project is strongly aligned to one of the four strategic themes being Economic Prosperity and assists in addressing the key objectives to grow the regional economy, develop greater economic prosperity and diversity and attract greater levels of investment.

State Government Contribution	\$1,500,000.00
Council Contribution	\$1,200,000.00
Other Contribution	\$2,700,000.00
Other contribution source	Federal Funding - Building Better Regions Fund
Total Project Cost	\$5,400,000.00

Bridge strengthening programme

Southern Grampians Shire Council

The Southern Grampians Shire Council has 75 bridges across its road network. The Shire conducts regular routine condition assessment of these bridges to maintain safety of road users and also to keep road network reliable and resilient.

The Shire has strengthened 17 bridges in the last three years and has identified three bridges which need strengthening.

The three identified bridges are in need of urgent rehabilitation as per the assessment done in the year 2017. The works involved corrosion prevention, wingwall strengthening & installation of safety barriers. Due to prioritization & budget constraints these projects have been delayed and are in need of urgent attention.

Should any of these bridges be required to be closed or load limits put in place, the alternate route for traffic involves a detour of over 10km. The strengthening of these bridges will ensure road network of the Shire is reliable and efficient.

State Government Contribution	\$211,888.00
Council Contribution	\$104,362.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$316,250.00

Major Culvert replacement programme

Southern Grampians Shire Council

The Southern Grampians Shire Council has One Hundred and Eighteen major culverts in its road network. The Shire conducts routine condition assessment of these culverts to maintain safety of road users and also to keep road network reliable and resilient.

The Shire has replaced Thirteen culverts in the last three years and has identified five culverts which need urgent replacement.

The five identified culverts are in need of urgent replacement as per the assessment done in the year 2017. The works involved complete replacement due to cracking, spalling, exposed reinforcement and some structures have past their useful life. Due to prioritization & budget constraints these projects have been delayed and are in need of urgent attention.

Replacement of these culverts will ensure road network of the Shire is reliable and efficient.

State Government Contribution	\$300,264.00
Council Contribution	\$147,891.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$448,155.00

Road rehabilitation program

Southern Grampians Shire Council

The Shire has about 1,650 Km of sealed road and 2636 Km of unsealed road network and with limited affordability of rate payers, Shire struggles to implement proactively renewal program for its ageing infrastructure.

Shire's engineers and works staff plan and execute works to the best of their ability keeping road users' requirements.

The Fixing Country Roads grant will help Shire engineers to proactively rehabilitate and reseal sections of roads which need urgent attention and make them more reliable and safer.

The stretches of roads mentioned and included in this program are in need of immediate rehabilitation. Mill Road connects Hamilton to Dunkeld and provides alternate to the existing highway B160 and at the same time gives resilience to the road network. Mill Road is a B-Double Route on the local network.

Other two sections of roads are in poor condition and provide access to farming, local community and emergency services.

State Government Contribution	\$836,397.00
Council Contribution	\$411,957.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,248,354.00

Longwood-Ruffy Road, Tarcombe, Upgrade

Strathbogie Shire Council

This project supports safety road widening works along a 1.8km section of Longwood-Ruffy Road, between chainage 9.8km and 11.6km, through the construction of a 7m sealed carriageway and 1.5m shoulder - with a sealed shoulder component of 0.5m.

This project will enhance the connectivity, reliability and efficiency of the regions local roads by upgrading the pavement quality, capacity and efficiency of Longwood-Ruffy Road. The Longwood-Ruffy Road is a narrow two-lane two-way traffic undivided road, in an environmentally sensitive area.

The Longwood-Ruffy Road is classified as a Class 2 Link Road, providing an important link between the population centres of Longwood East/Longwood and Ruffy. The full length of Longwood-Ruffys Road runs from Faithful Road in the north (Longwood East, connecting to the Hume Freeway), to Ruffy Terip Road in the south. The road provides an important connective link between population centres and for tourists, emergency services, school buses and heavy freight vehicles accessing the equine, agricultural and winery industries in the area. The road has a number of commercial attractions for tourists and residents; namely Ruffy Produce Store, The Old Jug and scenic drives/walks, and is frequently traversed by motorcyclists.

The implementation of this project will address a number of safety issues on this road which are impacting on the connectivity, reliability and efficiency of the local road network.

The proposed rehabilitation of this road through curve advisory signs, road delineation, removal of roadside hazards, widening and stabilisation of the existing sealed pavement sections and shoulder sheeting will provide a number of community and regional benefits (safety, social and economic). It will also maintain and improve efficient transport for heavy vehicles supporting the local wine, equine and agricultural industries and improve access with other arterial, regional and interstate access points.

State Government Contribution	\$1,000,000.00
Council Contribution	\$500,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,500,000.00

Upton Road, Avenel, Upgrade - Road Safety Works

Strathbogie Shire Council

This project supports safety road widening upgrade works along a 500m section of Upton Road, Avenel, between chainage 3.2km to 3.7km; through the construction of a 6.2m sealed carriageway and 1.5m shoulder - with a sealed shoulder component of 0.5m.

This project will enhance the connectivity, reliability and efficiency of Strathbogie Shire's local roads by reconstructing and rehabilitating a 500m section of Upton Road's pavement and improving its capacity to perform as a strategic alternative freight route within the region. Upton Road is a two-lane, two way-traffic undivided road, travelling in an approximate northeast/southwest direction. The current seal is narrow for the numerous tight horizontal curves along its length (5.5m at chainage 3.3km) and restricts the movement of all classes of vehicles – especially heavy vehicles. The project will reconstruct and widen a 500m section of this road (chainage 3.2km to 3.7km – intersecting with Baker Lane) by creating a seal width of 6.2m; a shoulder width of 1.5m; and a sealed shoulder component of 0.5m.

The proposed road reconstruction and widening will provide a number of community and regional benefits (safety, social and economic). It will facilitate increased use by articulated and B-double vehicles for the intensive agricultural industry and facilitate improved access to both the quarry and tourism infrastructure, by allowing larger vehicles to safely negotiate the horizontal curve without restriction to its and other oncoming vehicle movements within a high-speed environment. The reconstruction and upgrade of this road will deliver an integrated transport structure, capable of efficiently moving freight and tourists throughout the region with improved access to arterial, regional and interstate access points.

State Government Contribution	\$367,000.00
Council Contribution	\$183,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$550,000.00

Mullers Road, Nagambie, Construction (Nook Road to O'Neils Road)

Strathbogie Shire Council

This project supports a strategic alternative freight route, capacity upgrade and improved pavement quality at Mullers Road Nagambie. The project will upgrade a 4.2km unsealed gravel section of Mullers Road, between Nook Road to O'Neils Road, through the construction of a sealed 7.2m carriageway and 7.8m pavement with 1.2m shoulders.

This project will enhance the connectivity, reliability and efficiency of Nagambie's local roads by upgrading Mullers Road's pavement quality, capacity and ability to perform as a strategic alternative freight route within the region. Muller Road is classified as a Class 2 Collector Road, with the mixed function of supporting traffic mobility and property access. The full length of Mullers Road runs from Vickers Road (Heathcote Nagambie Main Road) in the north, to Michellstown Road in the south.

The construction and upgrade of this road will deliver an integrated transport structure. Capable of efficiently moving freight and tourists (including motorcyclists and cyclists) throughout the region by providing a key alternative route around the Nagambie township to the established vineyards and tourist locations. The project will improve safety, provide environmental and economic outcomes, increase social participation and enable the seamless access with other arterial, regional roads and interstate access points.

State Government Contribution	\$813,000.00
Council Contribution	\$407,000.00
Other Contribution	\$100,000.00
Other contribution source	Private contribution
Total Project Cost	\$1,320,000.00

Forest Road – pavement rehabilitation, widening, sealing and associated works.

Surf Coast Shire Council

Forest Road, Paraparap will be reconstructed, widened and sealed to minimise further damage and to cater for increased traffic loading including heavy vehicles. The subject section of road is from Grays Road to the north for 500m. The proposed pavement widening, reconstruction and sealing works along with drainage improvements will significantly increase the durability of this section of road whilst reducing the maintenance burden on Council.

It is considered that the unsealed road pavement of Forest Road is unsuitable for the continued use of heavy vehicles particularly quarry vehicles. The existing section of road pavement is generally in poor condition and requires significant maintenance particularly after wet periods. The proposed reconstruction and sealing of Forest Road will significantly increase the durability of the carriageway and will improve safety for all road user particularly heavy vehicles and cyclists.

State Government Contribution	\$290,000.00
Council Contribution	\$145,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$435,000.00

Coombes Road – pavement rehabilitation, widening, sealing and associated works.

Surf Coast Shire Council

Coombes Road, Torquay will be reconstructed, widened and sealed to minimise further damage and to cater for increased traffic loading including heavy vehicles. The subject section of road is from the Anglesea Road roundabout in the west to the Ghazeepore Road intersection in the east, a distance of approximately 1.5km. The proposed pavement widening, reconstruction and sealing works along with drainage improvements will significantly increase the durability of this section of road whilst reducing the maintenance burden on Council. Road safety will be increased for all road users, particularly local residents and cyclists.

It is considered that the road pavement of Coombes Road is too narrow, damaged and undesirable for heavy vehicles. The existing sealed road is approximately 6.2m wide with no constructed shoulders. It is unsuitable for increased traffic loading, particularly for heavy vehicles. The existing section of road pavement is generally in poor condition and requires significant maintenance particularly after wet periods. The proposed reconstruction and sealing of Coombes Road will significantly increase the durability of the carriageway and will improve safety for all road users.

State Government Contribution	\$830,000.00
Council Contribution	\$415,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,245,000.00

Horseshoe Bend Road – Bridge replacement and associated works.

Surf Coast Shire Council

The existing bridge / major culvert over the Thompson Creek on Horseshoe Bend Road is considered too narrow and structurally inefficient to cater for the increased traffic flows generated by the proximity of the Armstrong Creek (north) and the Torquay North development areas. The increased traffic demand results in high levels of conflict from opposing vehicles and cyclists on the bridge. It is proposed that the current 5.5m wide bridge will be removed and replaced with a 10.4m wide structure with 3.5m traffic lanes and 1.7m wide cycle lanes.

It is considered that the Bridge on the Thompson Creek is too narrow for two-way traffic flow from the ever-increasing traffic demand created by local urban development. Horseshoe Bend Road provides an alternative transport link to the Surf Coast Highway for the new communities of Armstrong Creek (City of Greater Geelong) and Torquay North (Surf Coast Shire). The proposed bridge replacement on Horseshoe Bend Road will significantly increase the safety and durability of the carriageway and will improve safety for all road users. The proposed new bridge and guard fence installation will significantly increase safety and durability on Horseshoe Bend Road whilst reducing the maintenance burden on Council. Road safety will be increased for all road users, particularly cyclists and motorcyclists.

State Government Contribution	\$600,000.00
Council Contribution	\$300,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$900,000.00

Lutziess Road Extension Resheet and Intersection Realignment

Swan Hill Rural City Council

Realign intersection and Resheet 1.2km on Lutziess Road Extension from Sea Lake Swan Hill Road to Burns Roads. These works will involve resheeting the unsealed surface to a width of 6m and realigning the intersection onto Sea Lake Swan Hill Road.

Lutziess Road Extension is a heavy vehicle route during harvest season and also access for several houses.

Exiting and entering the three-way junction is a major safety issue. When existing Lutziess Road Extension the sight distance is restricted due to the road entering parallel onto Sea Lake Swan Hill Road. Utilities and single cab trucks are unable to see traffic coming from the left side of the vehicle when entering onto the seal sometimes entering onto the wrong side of the road for a period of time.

State Government Contribution	\$100,000.00
Council Contribution	\$50,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$150,000.00

Dead Horse Lane Road Construction

Swan Hill Rural City Council

Construct 2.3km of Dead Horse Lane from Sea Lake Swan Hill Road to 2.3km southbound. These works will upgrade Dead Horse Lane from an unsealed road to a sealed road with a 6.2 metre seal and 2 metre unsealed shoulders.

Dead Horse Lane is an ideal location for a bypass around Swan Hill for traffic heading south to west direction and vice versa. At present the road is a 6-metre-wide unsealed road that is not suitable for the amount of traffic experienced.

Dead Horse Lane forms part of the new Swan Hill South West Precinct residential development and is also located near the Swan Hill industrial area. A bypass suitable for heavy vehicles has been requested numerous times by the community and the manufacturing industry in Swan Hill.

Council received \$15,000 funding through Round 1. These funds have been utilised to establish the best location for the proposed road, taking into account native vegetation with the aim to minimise removal and establish required offsets.

State Government Contribution	\$672,500.00
Council Contribution	\$336,250.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,008,750.00

Breen Street Intersection Realignment

Swan Hill Rural City Council

Realign Breen Street and Sea Lake Swan Hill Road intersection. These works will involve squaring up the intersection onto Sea Lake Swan Hill Road as it has been recognised by Council's technical staff that the intersection is difficult to negotiate and therefore can pose danger. Members of the public have complained to Council to this effect.

The intersection will be realigned as it is not square with Sea Lake Swan Hill Road. Entering and exiting the township of Ultima from this intersection is awkward and vehicles have to drive on the unsealed shoulder to turn left. Works will consist of squaring up, reconstructing the intersection as per detailed designs in consultation with Regional Roads Victoria. The intersection will be fully bitumised, further improving safety.

State Government Contribution	\$60,000.00
Council Contribution	\$30,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$90,000.00

Kenley Road Reconstruction

Swan Hill Rural City Council

Reconstruct 3km on Kenley Road from Murray Valley Highway to 3km eastbound. These works will widen Kenley Road from a width of 3.9 metre seal to a 6.2 metre seal with 2 metre unsealed shoulders.

Kenley Road is the main heavy vehicle route during almond and grape harvest season for produce around Kenley. Kenley Road totals 11.3km in length with 7.8km sealed at 3.9m wide and the remainder is an unsealed surface.

There is also a large citrus farm and nursery located at the end of the sealed section.

The road is narrow, with irregular and uneven edges and for cars and trucks passing can be hazardous, especially in wet or dusty conditions when one or both vehicles are forced onto the dirt/gravelled shoulders.

Overtaking is also very dangerous due to the narrowness of the road and as many of the vehicles and farm machinery travelling on the road are slower, many vehicles attempt overtaking in risky conditions.

In 2011 there was a motor vehicle accident on Kenley Road resulting in a fatality. The reports indicated the accident was the driver's error however there were recommendations for Swan Hill Rural City Council, VicRoads and the local horticultural industry to review the need for road infrastructure upgrades in areas adjoining large horticultural developments. i.e. widening of sealed roads from 4.1m to 6.2m.

State Government Contribution	\$420,000.00
Council Contribution	\$210,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$630,000.00

Hanson Street Development-Corryong

Towong Shire Council

The project consists of improvements to Hanson Street in Corryong from Waller Street to Kiell Street. The upgrade includes re-formalising Hanson Street (each carriageway) to one lane, introducing a cycle lane, safety offset lane and parking lane, and providing turning lanes at road intersections to meet current standard guidelines. The works will also include construction of kerb outstands, installation of stormwater drainage, reseal of Hanson Street and seal of Wheeler Street (existing gravel road) adjacent to Galleon Park.

Hanson Street is the main street connecting west to east Corryong and connecting to Cudgewa (North) through Parish Lane. It is the heavy vehicle route that provides significant traffic past local schools and through the main street of Corryong.

The street currently consists of two traffic lanes with no formalised parking lane. The current kerbs along the residential side are damaged due to growing of tree roots and the kerb along the median is too low (50-70mm height) to protect the existing electrical poles. No turn lanes have been provided at intersections along Hanson Street and there is damage to the existing seal in many locations along the street. In addition, there has been flooding issues at the intersection with Lebner Street that need to be rectified.

Formalising Hanson Street to one lane, as a continuation to Murray Valley Hwy, would enable safety improvements to be introduced such as a cycle lane, a safety lane, formalised parking lane away from the existing trees and inclusions of turn lanes at intersections. It would also allow the construction of a new kerb at the median to protect existing electrical poles / street lighting. A non-standard existing U-turn (3 Nos.) along the street would be closed.

In addition, sealing the gravel local road will improve the safety of traffic movements to Galleon Park, limit slippery conditions and gravel washing onto the existing sealed network during/after a rainfall event. It will reduce dust within dry /hot weather and decrease short term asset maintenance costs throughout the year.

State Government Contribution	\$1,493,860.00
Council Contribution	\$746,930.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$2,240,790.00

Wangoom Road Upgrade, Aberline road to Horne road

Warrnambool City Council

The purpose of this project is to improve safety for all road users on Wangoom road, particularly for cyclists as this section of road forms part of a training circuit. Using the safe systems approach to reduce trauma this project will improve road and roadside infrastructure by:

- Widening the pavement and sealing shoulders, including bicycle lanes
- Realignment and inclusion of turning lanes at Aberline and Wiggs Ln (2 crashes identified)
- Street Lighting for the intersection

In 2014 VicRoads, Warrnambool City Council, Moyne Shire, State Government and local cyclists worked together to improve the safety of cyclist on the Wangoom circuit by improving shoulders, educational signage and promotion in the media around Sharing the Road. The infrastructure works were completed to Horne Road, we aim to continue this work and provide the final link through to Mortlake and Wangoom Road intersection.

Moving forwards 2019 and future developments Wangoom road from Horne road through to Mortlake road will form part of a connector system which will provide connectivity for the movement of goods to and from the new East Warrnambool Industrial Estate, Princess Highway to the South and Hopkins Highway to the north.

Expected increase in heavy vehicle and passenger vehicle movements (currently around 2,220 veh/day) to be over 3000 veh/day, this figure will increase exponentially as future housing developments come online in the near future (some already under construction).

This project aims to provide a safe systems approach to this section of road including the intersection of Aberline road and the section of Wangoom road through to Horne road by updating to current design standards and providing safe access to all road users by widening Wangoom road.

State Government Contribution	\$455,000.00
Council Contribution	\$375,000.00
Other Contribution	\$80,000.00
Other contribution source	Moyne Shire Council
Total Project Cost	\$910,000.00

Balloong Road Widening Project

Wellington Shire Council

This project involves widening works of a 3.95km section of Balloong Road, Hunterston. The existing road consists of a narrow 4.5 metre seal with gravel shoulders. Balloong Road is the middle connection for Victoria's Over Dimensional Route 6, which is a key transport route for both regional and interstate freight networks. The upgrade will increase road user safety and efficiency for commercial freight movements, tourism, and local farm access.

Designated as an Over Size Over Mass (OSOM) and Over Dimensional (OD) vehicle bypass for the major coastal hub of Yarram, Victoria's Over Dimensional Route 6 (OD6) is comprised of five roads. These are:

- Woodside Beach Road
- Cherry Tree Road
- Balloong Road
- Old Sale Road
- Pound Road

The through lanes on this section of road comprise of a narrow 4.5 metre seal with unsealed gravel shoulders. Given the narrow seal width, vehicles are required to merge onto the gravel shoulder to allow for two-way traffic. Over-dimensional loads require vehicles to move further off the seal in order to safely pass, meaning vehicles are most likely traveling on the grass verges beyond the gravel shoulders.

Over time the action of vehicles traveling on the unsealed shoulders creates pavement drop-offs, potholes in the gravel shoulders and edge breaks in the pavement and seal. This results in increased maintenance costs for Wellington Shire Council, and an unreliable road pavement which is heavily utilised.

This widening project aims to effectively increase the capacity of the road to address safety, reliability, connectivity and efficiency issues for industrial, commercial and residential traffic utilising this section of road.

State Government Contribution	\$760,000.00
Council Contribution	\$380,000.00
Other Contribution	\$
Other contribution source	
Total Project Cost	\$1,140,000.00

Ozenkadnook Mortat Road - Reconstruction and widening

West Wimmera Shire Council

Ozenkadnook - Mortat Road is at Rural Link road that serves both light and heavy vehicles. This section of road has an existing narrow seal (3.7m width), with a dangerous curve and rough pavement on the approach to the curve. This project involves improving safety by widening the pavement around a dangerous curve and reconstructing the rough out of shape pavement on either side of the bend. In addition, tree trimming / removal and vegetation management is proposed to improve sight distance. A funding application was successful in Round 1 CRV and this project would be a further stage on the same road.

The project involves the reconstruction and widening of Ozenkadnook - Mortat Road between chainage 15570m and 17370m (Chainage 00m at Kaniva Edenhope Road). This section of road has a narrow seal, dangerous curve and the pavement is rough on the approaches to the curve, all of which contribute to safety concerns for road users. The seal width is currently only 3.7m and the road has a 100km/hour speed zone. The horizontal alignment of the road around the sweeping curve is poor and a road safety issue when combined with the narrow seal, restricted sight distance and the widespread use by B-doubles. In addition, tree trimming, and vegetation management is required to improve sight distance.

There is a high potential for 'head on' collisions on this section of road due to the narrow seal and poor horizontal alignment. Although there have been no reported crashes in the past five years, there have been a number of near misses on this section of road that is now widely used by B-doubles.

The Ozenkadnook - Mortat Road is classified as a rural link road which is West Wimmera Shire's highest hierarchy and carries both heavy and light vehicular traffic on this important NE/SW link through the municipality.

Widening of this road would significantly reduce the risk of 'head on' collisions. In addition to the narrow seal, the road pavement is old, out of shape and rough, resulting in poor ride ability and poor amenity. Widening and reconstruction of the pavement will address the roughness and narrow seal width, providing a much-improved travel surface and provide for more efficient and safe travel.

State Government Contribution	\$312,480.00
Council Contribution	\$15,624.00
Other Contribution	\$140,616.00
Other contribution source	Roads 2 Recovery
Total Project Cost	\$468,720.00

Leeor Road Pavement Reconstruction

West Wimmera Shire Council

Leeor Road is not only a Rural Link road that serves both light and heavy vehicles, it is a truck route for the delivery of grain and hay to interstate and local facilities. These sections of Leeor Road have developed pavement failures and rutting and require reconstruction for the road to provide adequate amenity for road users. The proposed project will improve safety by providing a wider shoulder pavement and reconstructing the pavement to address pavement failures.

The project involves the reconstruction and shoulder widening of Leeor Road between Chainage 2240m to 4725m and 5790m to 7500m (Chainage 00m at the Western Highway). These sections of the road are out of shape, have pavement failures and a relatively narrow seal, all of which contributes to safety concerns for road users. The seal width is currently between 5.4 and 5.6m with narrow shoulders and the road has a 100km/hour speed zone. The road is widely used by heavy vehicles to transport grain and hay to local and interstate locations.

The proposed project involves pulverising and stabilising the existing pavement to a width of 5.6m, then constructing an 8.8m width base layer to provide 1.6m shoulders on each side.

Although there have been no reported crashes in the past five years, there have been a number of near misses on this section of road that is now widely used by trucks transporting grain and hay products.

Leeor Road is classified as a rural link road which is West Wimmera Shire's highest hierarchy and carries both heavy and light vehicular traffic on this important north/south link through the municipality.

Widening of the shoulders on this road will reduce the risk of 'head on' collisions and improve safety for passing vehicles. In addition to the relatively narrow cross section, the road pavement is old and out of shape with some pavement failures, resulting in poor ride ability and poor amenity. Shoulder widening, and reconstruction of the pavement will address the pavement deterioration and narrow cross section, providing a much-improved travel surface and provide for more efficient and safe travel.

State Government Contribution	\$626,453.00
Council Contribution	\$31,323.00
Other Contribution	\$281,904.00
Other contribution source	Roads 2 Recovery
Total Project Cost	\$939,680.00

Kadnook Connewirricoo Road - Bridge over Kadnook Creek

West Wimmera Shire Council

Bridge Widening and Strengthening: The project involves the construction a reinforced concrete deck overlay with wrap around edge beams to gain about 300mm per side, increasing the bridge width to 7.56m. Crack and spalling treatments on abutments and U slabs shall be undertaken and a concrete floor shall be poured in the invert to tie into abutments to eliminate undermining of the abutments. The project also involves the installation of new safety barrier across the bridge and on the bridge approaches, to meet current safety standards. The aim of the project is to prevent the need for a proposed 15 tonne load limit, to widen this narrow bridge to 7.56m and to install safety barrier that meets current safety standards.

The project involves bridge widening and strengthening, including safety barrier installation, of the bridge over Kadnook Creek on the Kadnook Connewirricoo Road. The bridge strengthening works will eliminate the need for a proposed load limit of 15 tonne, thereby allowing quarry trucks and other heaving vehicles to continue to use the Kadnook Connewirricoo Road and reducing the need for detours. The bridge widening works will increase the bridge width from 6.96m to 7.56m, allowing for two 3m lanes and 0.7m shoulder across the bridge, improving safety for users when passing vehicles on the bridge. The bridge railing upgrade and safety barrier installation will improve safety for all road users.

Specifically, the project involves the construction a reinforced concrete deck overlay with wrap around edge beams to gain about 300mm per side, increasing the bridge width to 7.56m. Crack and spalling treatments on abutments and U slabs shall be undertaken and a concrete floor shall be poured in the invert to tie into abutments to eliminate undermining of the abutments. The project also involves the installation of new safety barrier across the bridge and on the bridge approaches, to meet current safety standards.

There is currently no safety barrier on the approach and substandard (height and terminals) barrier across the bridge. Further, the barrier steel posts hang below the structure, creating a 'snag' point for debris. The bridge inspection report recommends providing safety barrier and terminals to the current standard across the structure and on approaches. These works will improve safety for road users on Kadnook Connewirricoo Road.

The bridge inspection report notes that the scuppers are completely blocked and not functioning. Road pavement material across the structure is too high to allow water runoff through scuppers. The project also involves clearing the scuppers and undertaking maintenance on the shoulder to allow drainage via the scuppers.

State Government Contribution	\$162,640.00
Council Contribution	\$0.00
Other Contribution	\$162,640.00
Other contribution source	Bridge Renewal Program
Total Project Cost	\$325,280.00

Kadnook Connewirricoo Road - Reconstruction and Widening

West Wimmera Shire Council

Kadnook Connewirricoo Road is a Rural Link road that serves both light and heavy vehicles. These sections of road have an existing narrow seal (3.6m width), with dangerous crests and curves and pavement deterioration. This project will improve safety by widening the pavement around dangerous curves and over crests and reconstructing the pavement to improve cross fall and address pavement failures. In addition, tree trimming / removal and vegetation management is proposed to improve site distance and safety.

The project involves the reconstruction and widening of Kadnook Connewirricoo Road between Chainage 4700m to 5300m and 9600m to 11000m (Chainage 00m at Casterton Edenhope Road). This section of road has a narrow seal, dangerous curves and crests and the pavement is out of shape with some pavement failures, all of which contribute to safety concerns for road users. The seal width is currently only 3.6m and the road has a 100km/hour speed zone. The horizontal alignment of the road around the curves, is poor and a road safety issue when combined with the narrow seal, crests and dips, restricted sight distance and the widespread use by quarry traffic. In addition, tree trimming / removal and vegetation management is required to improve the sight distance and clear zone.

There is a high potential for 'head on' collisions on this section of road due to the narrow seal and poor horizontal and vertical alignment. Although there have been no reported crashes in the past five years, there have been a number of near misses on this section of road that is now widely used by trucks transporting quarry products.

The Kadnook Connewirricoo Road is classified as a rural link road which is West Wimmera Shire's highest hierarchy and carries both heavy and light vehicular traffic on this important SE/NW link through the municipality.

Widening of this road would significantly reduce the risk of 'head on' collisions. In addition to the narrow seal, the road pavement is old and out of shape with some pavement failures, resulting in poor ride ability and poor amenity. Widening and reconstruction of the pavement will address the pavement deterioration and narrow seal width, providing a much-improved travel surface and provide for more efficient and safe travel.

State Government Contribution	\$336,000.00
Council Contribution	\$16,800.00
Other Contribution	\$151,200.00
Other contribution source	Roads 2 Recovery
Total Project Cost	\$504,000.00

Banyena-Pimpinio Road Rehab

Yarriambiack Shire Council

A poor section of Banyena-Pimpinio road beginning at Koshman's Road running 1km to the west located north of Rupanyup needs to be rehabilitated. Currently the road is 4m wide with poor conditioned shoulders, the running sealed surface has also reached a poor condition rating. The solution will be to rip the road and increase pavement thickness to 300mm, stabilise the subbase and seal at 4m wide and ensure pavement width of 8m, producing 2m shoulders.

The project will increase the capacity of the road and upgrade it to councils' current standards of pavement depth and road width as specified in the IDM manual. Upgrades of this nature are required to keep up with the increasing capacity of freight vehicles and farming machinery which frequent our local roads. The heavy vehicle percentage of the Banyena-Pimpinio road is 21%, with an upgrade in bearing capacity and width this number will most likely increase as local farmers will no longer need to avoid it in its current condition.

State Government Contribution	\$322,499.00
Council Contribution	\$161,249.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$483,748.00

Beyal Road Rehab

Yarriambiack Shire Council

Beyal road is requiring extensive repair to a 1km section 3.3kms north of the Warracknabeal-Birchip road, rehabilitation is required. Currently the seal is 3.8m wide. The seal is very rough to travel, deteriorating due to age and traffic. The shoulders need to be widened to assure safety when sharing the road with other vehicles. The solution will be to rip the road and increase pavement thickness to 300mm, stabilise the subbase and seal at 4m wide and ensure pavement width of 8m, producing 2m shoulders.

Beyal road is a school bus route that also connects many farmers to main roads and grain receival sites within Warracknabeal. The road itself is very narrow and the shoulders need to be improved to bring the road up to council standards as stated in the IDM Manual. The project to seal and improve the shoulders will dramatically improve the roads safety and increase its use. The rough nature of the road seal makes safety an important issue and needs to be rectified, widening the road shoulders will help relieve the issue of vehicles passing.

State Government Contribution	\$228,659.00
Council Contribution	\$114,329.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$342,988.00

Burrum North Road Rehab

Yarriambiack Shire Council

The section of the Burrum North road requiring extensive repair is 1km north of the Wimmera Hwy which needs to be rehabilitated. Currently the road is 3.8m wide, the seal deteriorating, and edge breaking is occurring, the shoulders have also reached a poor condition. The solution will be to rip the road and increase pavement thickness to 300mm, stabilise the subbase and seal at 4m wide and ensure pavement width of 8m, producing 2m shoulders.

The project will improve the safety of the road dramatically, reducing seal edge issues and poor gravel shoulders. An improvement in the sealed surface will increase driver comfort and the ability of the road to drain correctly. Improving the drainage of the road surface increases the life of the road exponentially. The state of the road needs to be upgraded to councils' current standards of pavement depth and road width as specified in the IDM manual. Upgrades to the pavements bearing capacity are required to keep up with the increasing capacity of freight vehicles and farming machinery which frequent all of our local roads.

State Government Contribution	\$282,287.00
Council Contribution	\$141,143.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$423,430.00

Hopetoun Yaapeet Road Rehab and Widening

Yarriambiack Shire Council

1 km of Hopetoun Yaapeet road west of Hopetoun will be upgraded from a 4m seal to a 6.6m. The job will consist of adding 150mm local limestone material to the existing surface, ripping and working creating a 300mm base. The road will be 10m wide. The surface will be sealed with 14/7mm chip seal 6.6m wide.

Hopetoun Yaapeet road is a school bus route that also receives higher amounts of agricultural traffic due to the large farms located out the west of Hopetoun. The road also is heavily used by Gypsum and gravel trucks as there are several pits located in this region. Tourists also use this road as it is a direct path to the Wyperfeld National Park through Yaapeet and the Albacutya Lake. The road itself is too narrow for the volume of traffic that use it and needs to be widened when funding permits. Council has been endeavouring to complete this upgrade over the years.

The project to seal and widen the road will greatly improve the roads safety and possibly increase its use. The undulating nature of the road makes safety a larger issue as the crest along the road make it difficult to see oncoming traffic, widening the road will help relieve this issue.

State Government Contribution	\$256,987.00
Council Contribution	\$128,493.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$385,480.00

Lah West Road Rehab

Yarriambiack Shire Council

Reconstruction of a 1200m section to provide a 4m wide seal on an 8m pavement

The section of road currently has a failing seal and poor narrow shoulders. The pavement will be reconstructed and widened providing a suitable surface for movement of freight. The road will then provide an important link between two VicRoads roads being the Henty Highway and the Jeparit Warracknabeal Road.

The road improvement will lessen travel times and make transport of freight more efficient.

State Government Contribution	\$220,000.00
Council Contribution	\$110,000.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$330,000.00

Yaapeet Kenmare Road Rehab

Yarriambiack Shire Council

1km of Yaapeet Kenmare road including the Rosebery Rainbow intersection west of Beulah will be upgraded to wider shoulders and a 4m seal from the current 3.8m seal and poor conditioned shoulders. The job will consist of adding 150mm-200mm local limestone material to the existing surface, ripping and working with slag/lime stabilising to create a solid 300mm base. The road will be 8m wide. The surface will be sealed with 14/7mm chip seal 4.0m wide.

The improved shoulder width will enable safe passage for buses, trucks and general traffic and improve the travel times and efficiency of freight transport. This road provides a link between VicRoads controlled arterial roads in the region and improvement in the condition of this road promotes greater efficiency and connectivity of the road system.

State Government Contribution	\$232,492.00
Council Contribution	\$116,246.00
Other Contribution	\$0.00
Other contribution source	
Total Project Cost	\$348,738.00