



CARPENTARIA SHIRE  
*Outback by the Sea®*

# Projects Identified as part of the MIPP2 funding for Normanton and Karumba

*September 2022*

*It's a great place to work,  
live and play*



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## STAGES OF THE PROJECT DECISION FRAMEWORK



## STAGE GATES AND DECISION-MAKING GROUPS



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Carpentaria Shire Council would like to respectfully acknowledge the Gkuthaarn, Kukatj and Kurtijar peoples as the traditional owners of the lands and waters that form the Region. Council pays its respect to elders' past, present and emerging and welcomes the ongoing role that indigenous people play within the Carpentaria community.



## Introduction

Council received funding through the Maturing the Infrastructure Pipeline Project funding in round two (2) – (MIPP2) offered by the State Government to undertake work for the “Expansion of Tourism within the Shire”, four separate areas were presented as part of the work undertaken with the funding, those being: -

- Karumba Town Plan – (street and landscaping – Palmer Street)
- Normanton Areas of Interest – (further attractions, street and land scaping)
- Carpentaria Road Network – (improvements to network to allow movement)
- Normanton Raw Water Irrigation – (town beautification)

These projects are supportive of the concept for the expansion of tourism in the Shire and the reports presented to Council have identified several further projects for consideration and are all listed in this report.

In deciding which projects to progress the Council will utilise the categorisation contained in the QTC Project Decision Framework to progress those identified.

Once the projects have been categorised, grant programs are to be identified for each of the projects selected, in priority, to ensure the officers are looking for the most appropriate grants for the projects identified.

Some projects may require further investigation and work before the final decision is made to progress; those projects requiring additional works are those identified as concept, pre-feasibility and those moved to feasibility. The further works would include the full design and full cost pricing before final decisions are made to progress further and identify, and apply for, grants to support the completion of the project.

## Feedback

Feedback has been provided by the Councillors in relation to the categorisation of the projects identified and the potential or appetite for pursuing funding avenues to progress the projects identified.

LRCIP and W4Q are funding sources provided to Council that are untied, BOR, BBRF and LGGSP are programs that may require a matching contribution from Council.



## 4.1 Project planning stages

**Stage 1 – Concept selection stage:** This is where consideration is given by the key decision-making group (as identified in the local government’s policy) to the concept or idea being put forward as a potential project. As highlighted earlier, these concepts or ideas can be generated from a number of different sources. The purpose of this stage, therefore, is to facilitate consideration of a response to an identified service need. Relevant information should be provided to the key decision-making group which enables it to make an informed decision about whether to progress a concept or idea and initiate it as a potential project for further consideration, or for the concept to be abandoned.

**Stage 2 – Pre-feasibility stage:** Building upon the outcomes of the concept selection phase, all available project options should be assessed to determine whether the local government should a) invest in the development of a full feasibility study; b) bypass full feasibility and move directly to the project planning phase, or c) not proceed at all. This decision should be based on a high-level assessment of ‘affordability’ and ‘priority’ (ie, alignment with strategic objectives) and key externalities such as policy, legislative and strategic priorities as appropriate.

**Stage 3 – Feasibility stage:** The purpose of this stage is to undertake a more detailed analysis of the most feasible options (selected at Stage 2) and recommend a specific solution or course of action (through completion of a business case). The business case should involve a detailed assessment of option complexity, risks and financial value. This stage results in two possible decision outcomes: a) proceed with the recommended project to stage 4 or b) abandon the project.

**Stage 4 – Planning stage:** The purpose of this stage is to ensure that the selected project at the conclusion of the feasibility phase is specified to a level of detail that positions the project in readiness for execution. Additional detail will include comprehensive risk assessment and required mitigation treatments, project schedule, budget and funding options, governance arrangements, targets/KPIs and processes for managing change. This phase results in a final investment decision (hence a formal approval requirement) and approved Project Plan ready for the project to progress to the ‘execution’ phase.

## 4.2 Project delivery stages

**Stage 5 – Delivery stage:** This stage is where project implementation and execution is undertaken in accordance with the Project Plan. Necessary work is authorised, project progress and costs are monitored and reviewed, reports are issued and corrective actions taken if and when necessary. At the completion of this stage, it is also recommended that a post implementation review is undertaken, an End of Project Report is prepared, council is notified of the completion and lessons learnt captured. The purpose of these project completion activities is to determine whether the business benefit/value has been realised.

**Stage 6 – Operate and maintain stage:** Regardless of the type or nature of the completed project, there will almost always be operational and maintenance requirements over the life of that project. For example, local government projects often result in the creation of infrastructure assets, that once completed will require effective management of these assets to ensure the service level provision specified is maintained. This will require decisions to be made regarding the operational, maintenance, and renewal expenditure requirements as part of the local government’s asset management regime.



**Stage 7 – Abandon stage:** For the majority of the projects that have been completed (and assets delivered) the projects are ‘closed-out’ and for infrastructure projects, they will require decommissioning or abandonment of the service provision. Depending on the type of the project, key activities during this stage may include the conclusion of supplier contracts and agreements, releasing resources back into the business, reporting on project objectives, documenting lessons learnt for future projects and in some cases, actual disposal of the decommissioned assets via an agreed approach with council. Where service levels are intended to be maintained via a different project solution, the ‘abandon’ stage will often feed back into the start of the project lifecycle (i.e., concept selection) to commence the process of selecting the right project for the council and its strategic and business needs going forward.

## **GRANT PROGRAMS**

### **Works 4 Queensland (W4Q) State**

The Works for Queensland (W4Q) program supports regional councils to undertake job-creating maintenance and minor infrastructure projects.

Each council will receive a funding allocation, which is to be spent on job-creating maintenance and minor infrastructure projects relating to assets owned or controlled by the council. Eligible councils are requested to place emphasis on providing jobs for young people (15 to 24 years) in the ‘not in employment, education or training’ (NEET) category.

Endorsed projects are to be delivered by 30 June 2024.

### **Local Roads and Community Infrastructure Program (LRCIP) Commonwealth**

Following continuing strong community and local government support, the Australian Government has committed to extend the \$1 billion Phase 3 of the Local Roads and Community Infrastructure (LRCI) Program to \$1.5 billion. The additional \$500 million announced in the 2022-23 budget will continue to boost Australia’s economic recovery. This brings the total Australian Government commitment to the LRCI Program to \$3 billion.

This program supports local councils to deliver priority local road and community infrastructure projects across Australia, supporting jobs and the resilience of local economies to help communities bounce back from the COVID-19 pandemic. The extended LRCI Program Phase 3 will continue to support local jobs and businesses at the time it is needed most.

On 22 May 2020, the Australian Government announced a new \$500 million Local Roads and Community Infrastructure Program (LRCI) Program. Through the 2020–21 Budget, the Australian Government announced a \$1 billion extension of the LRCI Program, now referred to as the LRCI Program Phase 2. Through the 21-22 Budget, the Australian Government announced a \$1 billion extension of the LRCI Program, now referred to as the LRCI Program Phase 3.

From 1 January 2022, councils have been able to access funding through LRCI Program Phase 3, with projects under the Program to be delivered by 30 June 2023. This increased funding available under LRCI Program Phase 3 Extension, as well as the longer delivery window, will allow local governments to plan larger, more complex projects that may be a higher priority and have a bigger impact in their community.



## **Building Our Regions (BOR) State**

The Building our Regions program has a long and successful history of supporting Queensland's local governments to invest in essential regional infrastructure and creating flow-on economic development opportunities and jobs.

Round 6 of Building our Regions will offer \$70 million over 3 years for local governments to improve their water supply and sewerage systems.

## **Building Better Regions Fund (BBRF) Commonwealth**

The \$1.38 billion Building Better Regions Fund (BBRF) supports the Australian Government's commitment to create jobs, drive economic growth and build stronger regional communities into the future.

The fund invests in projects located in or benefiting eligible areas outside the major capital cities of Sydney, Melbourne, Brisbane, Perth, Adelaide, and Canberra.

Grant funding is available through two funding streams:

- The Infrastructure Projects Stream: Supports projects that involve construction of new infrastructure, or the upgrade or extension of existing infrastructure
- The Community Investments Stream: Funds community development activities including, but not limited to, new or expanded local events, strategic regional plans, leadership and capability building activities

## **Local Government Grants and Subsidies Program (LGGSP) State**

The 2022-24 Local Government Grants and Subsidies Program (LGGSP) is a competitive, application-based grant program available to all Queensland councils.

The 2022–24 LGGSP budget totals almost \$86 million, delivered over two financial years.

The aim of this program is to provide funding assistance to support councils to deliver priority infrastructure and essential services that meet the identified needs of their communities.

The objectives of the 2022-24 LGGSP are to support eligible projects that:

- deliver priority infrastructure projects
- align with State, regional and local priorities
- contribute to building safe, connected and liveable communities
- contribute to economic growth and employment
- maintain and extend the functional life of existing infrastructure assets
- encourage collaboration and resource sharing between local governments.
- All projects must be completed by 30 June 2024.



## Normanton Raw Water Irrigation – Magiq Doc Ref #519523

This project has been funded by the Federal Government and has been delivered. There is still some work to complete to allow the raw water to be distributed and utilised within the community.

Awaiting sprinkler commissioning but for most purpose this project is complete, may need some further work to increase the areas serviced by the raw water.

## Normanton Areas of Interest – Magiq Doc Ref #519522

### School Dam Concept

The School Dam has been a focus of Council recently with the Dam extents increased and a preliminary unsealed track around the Dam created. It is located on the outskirts of town with ample space for caravan parking and is a short walk into the town centre. The parking at the School Dam is proposed to tie in with the Normanton Historic Walk as the starting point.

The vision for the School Dam is to become a landmark of Normanton which provides a feeling of being very remote while being walking distance to town



Seek funding through the Works 4 Queensland (W4Q) Program

Project identified as Planning



## Town Dam Concept

No concept was proposed for the Town Dam as part of the MIPP 2 work. Land around the two dams is part of work being done by the Department of Resources in relation to the State Government ILUA. Some land is USL, and the proposal was to create a reserve in the trusteeship of the Carpentaria Shire Council.

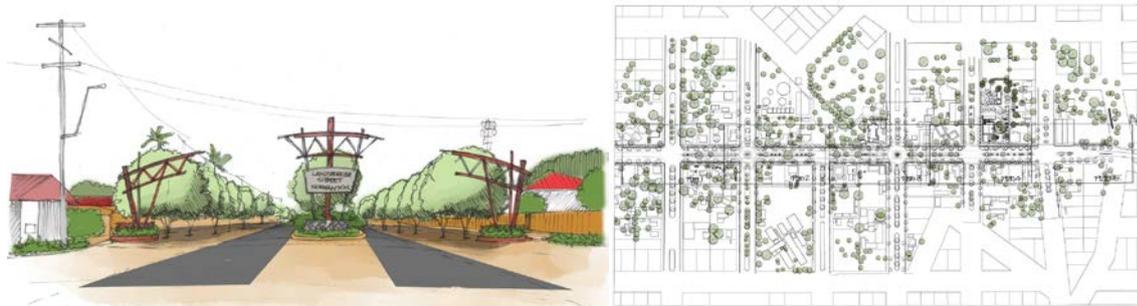
Some recreational areas could be provided like those proposed for the School Dam

Seek funding through the Councils own source revenue to progress the concept

Project identified as Concept

## Landsborough Street Concept

This has been identified as part of the overall street and landscaping for Landsborough Street as the main street of Normanton. There has been some initial discussion with the Department of Transport and Main Roads to have this street (part of the DTMR road network) included for funding under the Main Streets program.



Seek funding through the Department of Transport and Main Roads Main Street Program

Project identified as Planning

## Cenotaph Area Concept

As per above and funding of \$150,000 has been secured for the installation of further Anzac Statues through the Department of Veterans' Affairs, this is a great opportunity to provide an upgrade to the area in the vicinity of the Cenotaph.



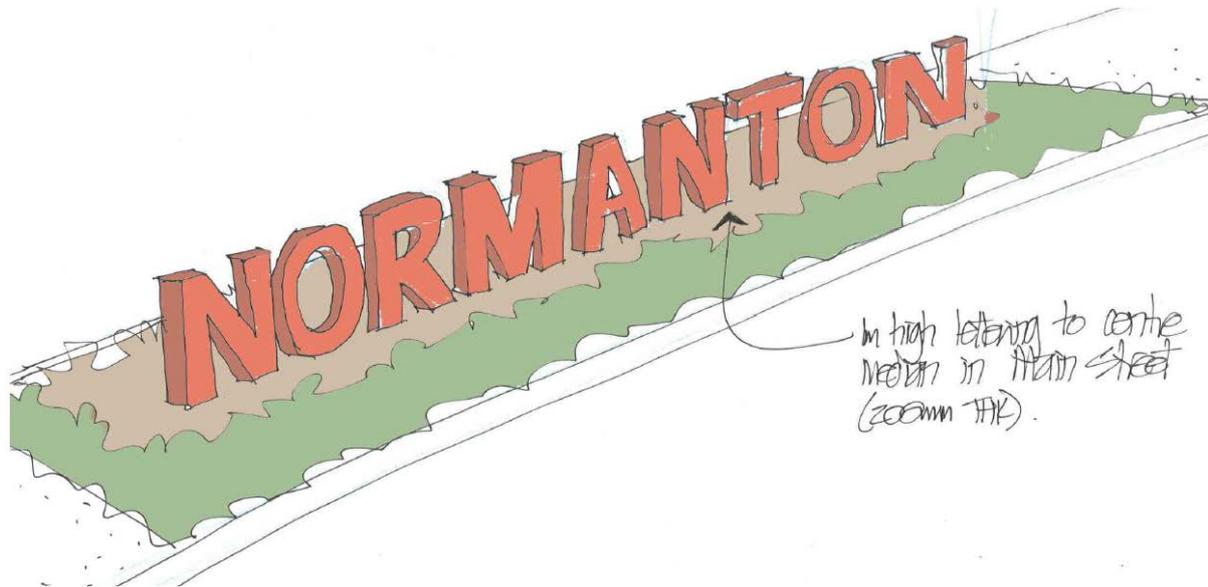
Seek further funding through the Department of Transport and Main Roads Main Street Program to carry out further improvements identified in the MIPP2 report.

Project identified as Planning and Delivery



## Street Signage Concept

Part of the street and landscaping for Landsborough Street, this may be a project that could be discontinued now that the Normanton Sign has been erected at the entrance to town similar to the Karumba Sign at the intersection of Town and the Point



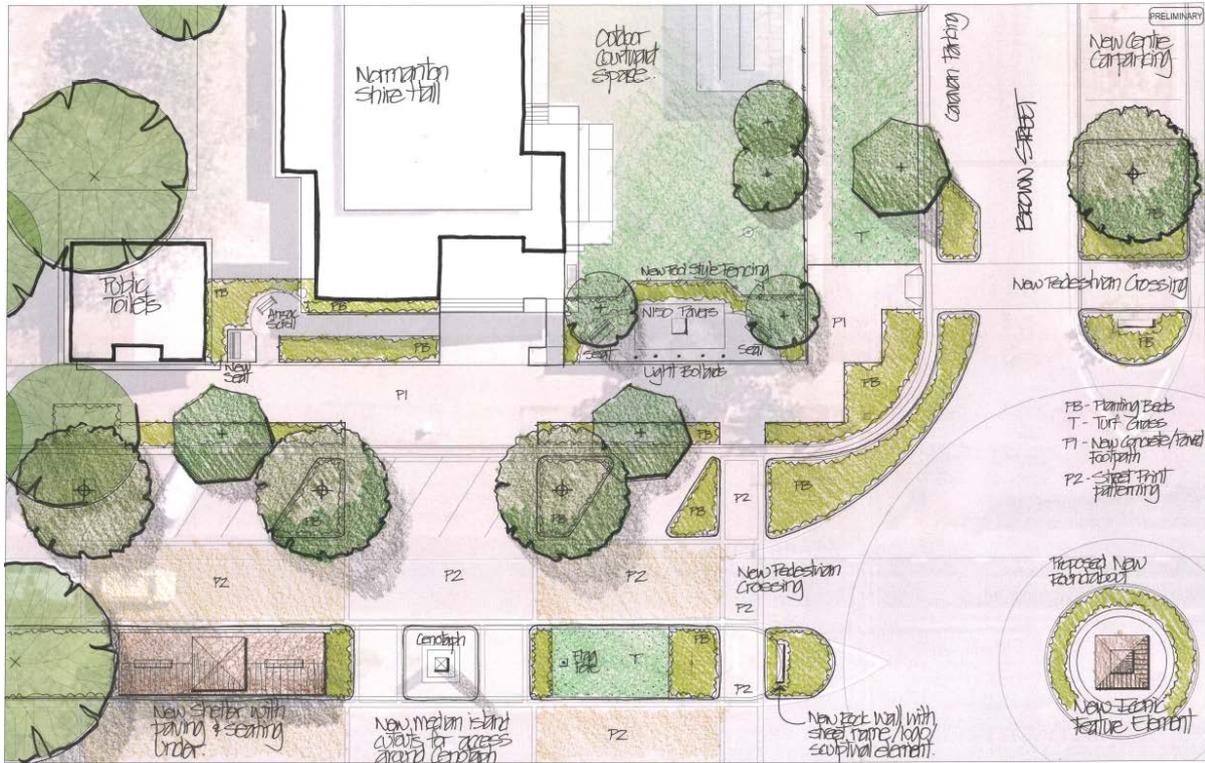
Seek funding through the

Project identified as Abandon the project, the new entrance signage was funded and replaces this project



## Normanton Town Hall Landscape Plan

This has been identified as part of the overall street and landscaping for Landsborough Street as the main street of Normanton.



Seek funding through the Local Government Grants and Subsidies Program (LGGSP)

Project identified as Feasibility

## L.E.W. Henry Park Landscape Plan

This has been identified as part of the overall street and landscaping for Landsborough Street as the main street of Normanton.



Seek funding through the Local Government Grants and Subsidies Program (LGGSP)

Project identified as Feasibility



## Historic Walk Plan

The Normanton Town Historic Walk aims to link the key historical and tourism sites within Normanton in a well-defined walking trail. The walk will link, the School Dam, the three Pubs, the Norman River including historical culvert sites, the Burns Philp building, old Goal and Krys the Croc, which can be seen in the pic below. The aim of the walking trail is to provide a parking area for visitors including ample space for caravans at the start of the track and lead visitors past all historical and monumental sites. The walk will also pass many key businesses including pubs, cafes, and shops to entice people to spend money locally.



Seek funding through the Works 4 Queensland Program

Project identified as Planning



# Karumba Town Plan – Magiq Doc Ref #519521

## Karumba Point Master Plan

Karumba point foreshore is the hub of Karumba fishing and sightseeing with direct access to the gulf. Karumba Point is primarily tourism based with many businesses operating tours or services for tourists. As the number of permanent and temporary residents in Karumba Point grows there is a requirement to complete some works around the foreshore to provide a less congested and more accessible area. There is limited parking with many dead-end roads that are difficult to manoeuvre especially for vehicles towing caravans and boats. Karumba Point is an extremely popular caravan destination which needs to be accessible.

An extension to the Karumba Esplanade is proposed to create a “ring road” connecting the Esplanade to the North end of Palmer Street. The Sunset Tavern is one of the busiest areas of Karumba Point however with limited parking and a dead-end street the road becomes congested, especially if vehicles towing caravans or boats are turning around.

It is expected that the foreshore improvements will increase the number of vehicles coming to Karumba Point creating more congestion.

The ring road will allow for additional parking opportunities along the esplanade and provide better traffic flow which will also benefit nearby businesses. Added parking will also entice tourists and locals to utilise the facilities including the new rockpool and boardwalk.



Seek funding through the Local Roads and Community Infrastructure Program (LRCIP)

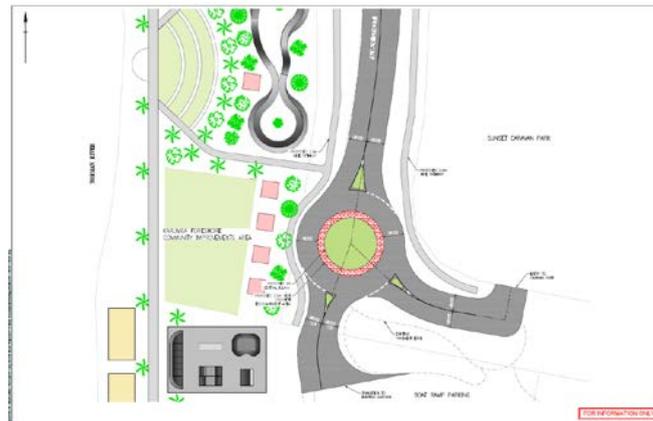
Project identified as Feasibility



## Palmer Street Roundabout

The Palmer and Ward Street intersection is the start of the “town centre” of Karumba Point. It is proposed to upgrade the current T intersection to a roundabout which will act as the “start” of Karumba Point town centre. The roundabout will also reduce vehicle speeds as they enter the high pedestrian volume area.

The intersection of Palmer Street and the boat ramp entry is proposed to be upgraded to a roundabout. The roundabout will provide improved delineation for accessing the boat ramp and the sunset caravan park. See Appendix B for proposed roundabout layout.



Seek funding through the Federal Government – Local Roads and Community Infrastructure Program (LRCIP)

Project identified as Feasibility

## Boardwalk

To improve connection between the areas of interest at Karumba Point it is proposed to construct a boardwalk along the foreshore. Stretching around the point, the boardwalk will provide the perfect setting for a walk or an uninterrupted view of the gulf. The boardwalk will also link the parking area at the point boat ramp with the sunset tavern and end of the road motel restaurant.

The boardwalk will link with the existing “Karumba Walk” which connects Karumba Town with Karumba Point as seen on right.



Seek funding through the Federal Government – Local Roads and Community Infrastructure Program (LRCIP). Funding allocated in 2022, project is currently being finalised for delivery.

Project identified as Delivery



## Carpentaria Road Network – Magiq Doc Ref #519520

Normanton – Burketown (Savannah Way) – 141kms – BC Ratio 1.65

Council has been investing funds into this road which is categorised as a LRRS Road under the NWQRRTG

Normanton to Burketown Road is 141km long and connects Normanton and Burketown up to the Normanton/Burke Shire border. The road has an 8m pavement width and is currently sealed for the first 38km of the road.

Normanton to Burketown Road is a Principal Road within Carpentaria Shire and has been a high priority for improvements with significant betterment funding expended in recent years.

Normanton to Burketown Road forms part of the Savannah Way (Cairns to Broome) and has been identified for the Roads of Strategic Importance Fund (ROSI) funded by the Australian Government. It is a key link in the Savannah Way and improvements are programmed progressively between now and 2030. Normanton to Burketown Road falls within the Cairns to Northern Territory Corridor.

Carpentaria Shire Council have set a target to seal Normanton to Burketown Road to the Carpentaria/Burke Shire border by 2030. Currently CSC has funding approved to seal up to chainage 61km of 141km by the end of 2021.

The priority for this road is to seal the currently unsealed sections to a two-lane width giving sealed access from Normanton to Burketown (226km) and to Doomadgee Aboriginal community a further 134km. Of relevance to the level of traffic on the Normanton Burketown section to be sealed in Carpentaria Shire, is the fact that there is sealed access south to the tourist attraction of Lawn Hill Gorge/Adels Grove area and to the Century mine.

Project funding through the ROSI Program – \$16 million from Federal Government, matched with \$4 million from Carpentaria Shire Council

Project identified as Planning and Delivery

## Burke Development Road (State 89B) 330kms – BC Ratio 0.72

The Burke Developmental Road 89B is 330km long and runs from Normanton to the Carpentaria/Mareeba Shire Boundary. 89B is a state-controlled road and forms part of the Savannah Way alternative route (Cairns to Broome). The road has an 8m pavement width and is sealed for 30km of the total 330km. River and creek crossings are treated with some bridging over major crossings, culverts and causeways. The road generally runs through flat savannah forest of varying, but not high, density.

89B is currently in poor condition with minimal maintenance completed given the length and criticality of the road.

The current condition of the road has been noted recently and has had two betterment projects approved for pavement improvements and sealing (\$10million, 30km). 89B is a high priority road for Carpentaria Shire as it the key link for the Northern half of the Shire and has some of the largest cattle stations in the Shire which depend on it for exporting.

Seek funding through the Department of Transport and Main Roads

Project identified as Planning and Delivery as State Government Department of Transport and Main Roads release projects for completion.



### Dunbar to Kowanyama 90kms – BC Ratio 2.37

Dunbar to Kowanyama Road is a high priority road for Carpentaria Shire and has had approximately \$30million expended on pavement improvements since 2016. It is key to seal the road in the short to medium term while there is quarry material on the road to ensure it is not lost during flooding.

The Carpentaria Shire Council has in the past undertaken works to restore this public asset under DRFA works in the vicinity of \$11 million every two years. It makes perfect sense to commence a program of sealing sections of this road to limit the level of expenditure needed every two years to restore the asset following natural events.

Seek funding through the Department of Transport and Main Roads ATSI TIDS to seal sections following re-sheeting works following natural disasters.

Project identified as Planning

### Koolatah – Dixie Road 89kms – BC Ratio 0.16

Koolatah to Dixie Road is approximately 89km long and provides connection between Carpentaria and Cook Shire. This road runs from Dunbar Station to a causeway crossing of the Mitchell River, then to Koolatah Station, north over the Alice River, through Olkola National Park, past the old Dixie Station, to join the Peninsula Developmental Road at Artenus Station south of the Musgrave Roadhouse. The road has a 6m pavement width and currently has no seal. The road runs through savannah forest country that in parts, becomes quite dense in the Olkola National Park area.

Towards the PDR in the hilly country is savannah forest but at some altitude and with larger Eucalypts. Generally, creek crossings are wet and in the hilly section subject to washouts. The road is obviously not heavily used, especially in the central section.

Total length of the road from Dunbar to the Peninsula Developmental Road is 204km, 110km up to the Cook Shire boundary and 94km to the Peninsula Developmental Road.

Council recently applied to convert the road to a Local Road of Regional Significance (LRRS) to allow additional funding sources to become available.

Koolatah to Dixie Road is a medium priority road for Carpentaria Shire as it provides a critical connection to Cape York however due to the distance from Normanton and limited capital funding it is not prioritised over other roads listed above. There would be a benefit to Council to widen the pavement width to 8m and improve to a good gravel standard.

Identified as part of the proposed *Dixie Way*, council has also commissioned an Economic Impact Analysis for the sealing of this road and promotion of the road as the new *Dixie Way* a new Tourist Route allowing tourists to travel towards the Cape without needing to travel east before continuing North.

The new proposed *Dixie Way* would provide tourists travelling from the Matilda Way to continue via *Dixie Way* to the Peninsula Developmental Road (PDR) and to the Cape.

Seek funding through the Council own source revenue to continue planning

Project identified as Planning



## Iffley Road 131kms – BC Ratio 0.16

Iffley Road is approximately 131km long and is predominately used to service cattle stations through the area. Iffley Road is part of a connection road to Julia Creek however the distance saved compared to the state route sealed alternative is minimal and not commonly used. Under various names, it connects south/south-east to Julia Creek in McKinlay Shire, 324km. The pavement width is 8m and currently has no seal along the road. Approximately half of Iffley Road is black soil and becomes difficult to pass after any rainfall.

The Iffley Road branches off the Cloncurry Road (BDR 89A), 58km south of Normanton and passes through flat country, mostly open Flinders/ Mitchell grass plains, to the border with McKinlay Shire at 131km. Apart from a short section at the beginning, the road is generally unsealed and passes through red gravel up to 41km and then 90km of mainly black soil country that becomes boggy and difficult to pass through after only minor amounts of rain. In McKinlay Shire, there are some sections sealed through to the junction with the sealed Wills Developmental Road close to Julia Creek.

Iffley Road is a medium priority road for Carpentaria Shire Council and with current regional development is not a primary target for funding opportunities.

Seek funding through the Rural Road Upgrade Program (awaiting formal advice)

Project identified as Delivery

## Mitchell River Crossing

The Mitchell River crossing was constructed in 2014 to provide a more robust crossing linking the far North with the rest of Carpentaria Shire.

The crossing is slightly raised above bed level and has been designed as a dry season crossing only.

Significant maintenance and rectification were completed in 2017 with track mats replaced and build-up of sand underneath crossing removed.

Due to remoteness and span of the Mitchell River it has been deemed uneconomical to construct a bridge crossing for all weather access.

There needs to be further investigation into how to strengthen the current crossing to reduce flood related damage and ensure it is open to traffic once flood waters recede.

Additional rectification works are approved for construction in 2020.

Seek funding through the Queensland Reconstruction Authority

Project identified as Planning



Other Shire Roads identified

### Doners Hill to Augustus Downs Road

Doners Hill to Augustus Downs Road is approximately 78km long and is a Principal Road within Carpentaria Shire.

Doners to Augustus provides access between local stations and the Burke Developmental Road 89A.

As it does not provide connection between major centres there is a possibility to reduce it down the hierarchy to a secondary road and allocate the additional funding to adjacent Nardoo to Leichardt Road, which provides direct access between Cloncurry and Burketown.

Project identified as On hold

### Glenore Access Connection

Provide an East-west connection through the South of the Shire to reduce travel times and improve connection between stations.

There are currently limited opportunities for access through the centre of Carpentaria Shire.

Stations located in the South are required to travel North to Normanton or South to the Four Ways to travel across which can be up to an hour in each direction.

There is only a small section required to be constructed to link Croydon with the Burke Developmental Road 89A.

Project identified as On hold

### Delta Downs Triangle

The “Delta Triangle” consists of the following roads – Delta Downs Road, Lotusvale to Stirling Road, Stirling to Miranda Downs Road and Glencoe to Miranda Downs Road.

The four (4) roads form a loop which requires significant maintenance following each wet season.

There is an opportunity to allocate funding from Lotusvale to Stirling and Glencoe to Miranda to the other two roads for significant improvements including raised pavement height, floodways and improved pavement strength. This will reduce ongoing maintenance costs and still provide a similar level of accessibility to stations within the area.

### Delta Downs Road

Project identified as Pre-Feasibility

### Lotusvale to Stirling Road

Project identified as Pre-Feasibility

### Stirling to Miranda Downs Road

Project identified as Pre-Feasibility

### Miranda Downs to Glencoe Road

Project identified as Pre-Feasibility



## State Roads

The roads listed below are roads that fall under the jurisdiction of the Department of Transport and Main Roads and Council's role will be continuing to advocate for further funding to undertake works on behalf of the Department as required. Further works are required on the narrow sections of the Burke Development Road (89A) to widen to create a safer running surface for the travelling public and local road users alike.

Gulf Development Road (92A) 450kms

Burke Development Road (89A) 381kms

Karumba Development Road 40kms



