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# TIMBER TOWNS VICTORIA LOCAL ROADS FUNDING STRATEGY

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## REPORT FOR THE NORTH EAST REGION

Prepared by  
**Ratio Consultants Pty Ltd**

Prepared for  
**Timber Towns Victoria**

23 June 2005

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# TABLE OF CONTENTS

Chapter / Section Page No.

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<b>1</b>	<b>INTRODUCTION</b>	<b>1</b>
1.1	Background.....	1
1.2	Study Objectives.....	1
1.3	Study Approach.....	1
1.4	Study Process.....	2
1.5	The North East Region.....	2
1.6	Structure of Report.....	2
<b>2</b>	<b>LOCAL ROAD PLANNING AND ADMINISTRATION</b>	<b>3</b>
2.1	Key Organisations.....	3
2.2	Funding Sources and Opportunities.....	4
<b>3</b>	<b>INDUSTRY STRUCTURE AND WOODFLOWS</b>	<b>5</b>
3.1	Review of TIRES.....	5
3.2	Changes to Woodflows.....	5
3.3	Changes to Assessment Process.....	6
<b>4</b>	<b>STRATEGIC HIGH PRIORITY ROADS</b>	<b>7</b>

## APPENDICES

- Appendix A. Workshop Notes
- Appendix B. TIRES (2000) Priority Road Project List

# 1 INTRODUCTION

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## 1.1 BACKGROUND

The Victorian timber industry continues to evolve as it works toward the 2020 Vision to treble timber plantations and create a sustainable resource that meets the government's social, economic and environmental objectives.

Recognising the importance of transport infrastructure in meeting the industry's needs, Timber Towns Victoria (TTV) commissioned the benchmark Timber Industry Roads Evaluation Study (TIRES), released in 2000. The Study produced a separate report for each of Victoria's four timber producing regions; namely Gippsland Region, North East Region, Central West Region and South West Region.

For each Region, the Study provided strong economic justification for infrastructure improvements that would increase transport efficiencies and reduce industry costs. Specifically, the Study identified a set of strategically important local roads<sup>1</sup> and the associated improvement works that, if undertaken would yield positive economic benefits.

TIRES was effective in promoting the local road funding needs of many Councils throughout Victoria and TTV is now seeking to update and expand the process. In addition, TTV is seeking to respond to State and Federal Government guidelines for local road funding which increasingly requires project justification to demonstrate multi-sector and region-wide benefits. For example, funding priority to be given to timber road upgrading projects that assist tourism and other non-timber industry sectors, or which assist regional access across Council boundaries.

Accordingly in 2004 the TTV appointed Ratio Consultants to undertake a review of the priority local road projects identified under TIRES, and to prepare updated project lists for each of the four regions.

This report documents the research and findings for the **North East Region**.

## 1.2 STUDY OBJECTIVES

The key objective of the Local Roads Funding Strategy Study was to develop a list of priority projects that demonstrate benefits primarily to the timber industry, but also to non-timber industries within the North-East Region.

## 1.3 STUDY APPROACH

This Report presents a brief overview of industry, policy and funding developments that have impacted the timber industry in the North East Region since TIRES (i.e. 2000 to 2005).

The purpose of this Study is to review the previous TIRES list of priority projects and to assess the relevance of those projects in light of the above developments.

The primary output of this Report is a list of 26 priority projects, each with associated timber and (where applicable) non-timber related justifications for the identified works.

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<sup>1</sup> "Local" roads are public roads under the control of Councils. They generally provide a local traffic access and distribution function and act as feeders to "main" roads, the latter being under the control of VicRoads.

## 1.4 STUDY PROCESS

The basis of the Study process was workshop consultation with Council Officers from each of the nine local government areas that make up the North East Region. Also included in the consultation process were VicRoads Officers, the regional Plantation Committee and industry representatives.

The North East workshop was held on Monday 29 November 2004 in Wangaratta. Three Councils were represented out of the nine invited. Also in attendance were representatives from VicRoads and the Plantation Committee. The Workshop notes are attached as Appendix A.

The main aim was to determine which TIRES projects had been completed, which of the others were still relevant, and which (if any) new projects had acquired priority status.

The consultation process was also used as a forum for identifying changes to industry, policy and funding arrangements that have impacted the region.

In most cases, there was a need for follow-up discussions and provision of additional information by each of the represented groups.

## 1.5 THE NORTH EAST REGION

The North East Region incorporates the following municipalities:

- Alpine Shire
- Benalla Shire
- Indigo Shire
- Mansfield Shire
- Mitchell Shire
- Murrindindi Shire
- Strathbogie Shire
- Towong Shire
- Wangaratta Shire

## 1.6 STRUCTURE OF REPORT

Section 2 of this Report provides an overview of the current organisational structure of the timber industry.

Section 3 summarises progress that has been made in the region since the completion of TIRES.

Section 4 presents the Ratio Consultants strategic priority projects for the North East Region.

## 2 LOCAL ROAD PLANNING AND ADMINISTRATION

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### 2.1 KEY ORGANISATIONS

#### 2.1.1 Councils

Local Councils control and manage all local roads, and have funds available mainly through government grants, which are supplemented by rate revenues.

The Council Officers that undertake the day-to-day management task of the local road network are in the Asset and/or Engineering divisions of Councils.

With regard to timber impacted roads, Council Officers are routinely provided with information on future haulage routes from either government or private operators (e.g. 'plantation development notices'). The Officers use this information, along with any region-wide information (e.g. TIRES) to assign both Council funds and other available funds to priority projects.

#### 2.1.2 VicRoads

Along with controlling and managing main roads, VicRoads administers funding for "timber impacted roads" including local roads, and therefore plays a key role in the North East region.

The VicRoads North East Region is represented on the on-going TIRES Committee (see below) and maintains a close relationship with the regional Councils that submit applications for timber impacted road funding.

The VicRoads North East Region undertook a study in 2003<sup>2</sup>, which outlines some of the changes that have occurred since TIRES. The Study was undertaken *to reflect the current and projected timber movements in the region and set directions for municipalities over the next five years.*

#### 2.1.3 On-Going TIRES Committee

Subsequent to the TIRES North East Region study, local and state government plus industry representatives have formed a Regional Committee aimed at progressing the TIRES work and securing continuing funding for road projects.

The Committee comprises representatives from Plantations North East (Secretary), VicRoads North East Region, regional Councillors and Council Engineers.

The Committee has progressed the original TIRES list of priority projects, which represents a 5-year plan for the industry.

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<sup>2</sup> 'Timber Industry Roads Review Discussion Paper – The Next Five Years'

### 2.1.4 Regional Plantation Committee

Australia's Regional Plantation Committees were established in 1996 to promote farm forestry and plantations in regions of Australia with the best growing prospects.

Plantations North East Incorporated (PNE Inc.) is the Regional Private Forestry Development Committee for North East Victoria. It is jointly funded by the Australian Federal and Victorian State Governments.

The Executive Officer of the Committee is Bernard Young.

## 2.2 FUNDING SOURCES AND OPPORTUNITIES

### 2.2.1 Roads to Recovery

The Federal Roads to Recovery Programme was extended in January 2004 and will continue until 2009 using the existing formula based allocation method. Part of the new Programme is the specific allocation of funding to Councils for local land transport infrastructure projects of **strategic regional importance**. The intention of this funding is to encourage and reward strategic and collaborative planning approaches among Councils, with states in some instances and between local industries and communities.

The broad guidelines of the strategic component of the Roads to Recovery Programme recommends that Councils take into account the following:

- whether the project enhances the ability of regional industry and communities to compete in the national and global market;
- whether it performs a connecting function to a larger road network, within the shire or through a neighbouring shire to railhead, freight depot or higher order regional roads connecting to ports and airports;
- whether it has been generated through a regional planning process and is consistent with State/Territory regional planning.

At the time of this Report, specific programme guidelines were yet to be determined.

### 2.2.2 Better Roads Victoria

The Victorian Better Roads fund was established in 1993 and provides funds for road projects that contribute to the state's economic development.

Under the category of Rural Local Roads, funds are available for reconstruction and upgrading of local roads in rural areas where the nature and volume of traffic has been affected by State Government initiatives. Priority is given to projects of regional importance and specifically, funds are available to repair and upgrade rural local roads affected by the cartage of timber from crown lands.

The VicRoads North East Region administers the applications for Better Roads funding in the region.

The administration Officer at the time of this report is Andy Nellist.

## 3 INDUSTRY STRUCTURE AND WOODFLOWS

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### 3.1 REVIEW OF TIRES

Key outputs of the TIRES North East Report were the 'strategic regional road network' and a list of 73 priority projects (refer Appendix B).

The strategic regional road network was selected considering a broad range of factors, including timber tonnages along each route and other factors such as *"interaction with other traffic (eg tourism, school bus route)"*, however these factors were not quantified or specifically documented in the TIRES report.

The TIRES list of priority projects includes information relating to timber tonnages (in five year periods) and cost/benefit ratios were calculated for each. Notably, the list of priority projects did not indicate any specific prioritisation, with the TIRES report stating, *"the investment program will need to take into account the results of the economic evaluation, timber industry needs, regional goals and objectives, and the available budget"*.

### 3.2 CHANGES TO WOODFLOWS

Our consultation process with government and industry representatives has highlighted the dynamic nature of the timber industry, and the challenges involved in keeping up to date accounts of the many forces that drive the sector. These include frequent changes to the production, sales and distribution of wood products, and periodic changes to federal, state and local government policies and strategies that affect the timber industry.

From our consultations with VicRoads and the Plantation Committee, the **key changes** to the timber industry in the North East region since the release of the original TIRES report are:

- In 2003 (refer VicRoads North East Region Discussion Paper) it was estimated that Hancock Victoria plantations would generate significant increases in softwood timber movements. At that time it was forecast that an additional 40% volume of softwood products would be transported north to Tumbarumba in NSW. We are advised that this has occurred, however the rate of increase is slower than originally anticipated.
- State Forests in the region were greatly impacted by bush fires in 2003. Significant increases in hardwood flows will result from the salvage logging of hardwood native forest destroyed in the bushfires. We are advised that specific priority is allocated to funding major access routes to fire killed Alpine Ash.

The many other (smaller) developments that have affected the timber industry since TIRES are not documented (to our knowledge), but we assume that they are generally reflected in the list of priority projects compiled by the on-going TIRES Committee.

### 3.3 CHANGES TO ASSESSMENT PROCESS

The original TIRES report focused strongly on the economic aspects of the timber industry, including the costs and benefits of individual road projects.

Since that time, accumulated experience has revealed that economic indicators such as cost/benefit ratios are not the most useful tools in the evaluation of road projects, and that in fact other more direct indicators, such as timber haulage are more suitable.

The VicRoads Discussion Paper acknowledged the need for an assessment process based on a range of quantified factors, and accordingly the report outlines a set of evaluation indicators that provide additional information on the merits/benefits of proposed projects. These include factors such as 'industry route priority' and 'proportion of five year period in which flow occurs', as well as 'volume of timber carried'. A simple formula multiplies the factors to generate a 'timber index', which is intended to *"represent the strength of the submission"* in the VicRoads assessment process for Better Road Victoria funding.

The on-going TIRES Committee list is based on the methodology set out in the VicRoads Discussion Paper, but even so, our investigations indicate that woodflows are the dominant factor in the assessment of road projects, at least by VicRoads, at this time.

Although the broader benefits to the non-timber sector are generally acknowledged as being relevant, there has yet to be any specific documentation of these factors in any of the assessment processes reviewed during the course of our investigations.

## 4 STRATEGIC HIGH PRIORITY ROADS

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In overview, the on-going TIRES Committee has continued the work commenced by TIRES and established a process of reviewing, monitoring and refining the TIRES priority local road projects for the North East Region.

This revised list is currently used as the base list for the Better Roads Victoria funding applications administered by VicRoads. The list includes a range of evaluation factors to represent the status of each project, but woodflows are seemingly the dominant criteria in the assessment process.

Through our process of research and consultations, Ratio Consultants have further updated this list and expanded its scope to include (where available) non-timber industry criteria.

**The resultant list of priority projects for the North East Region is attached as Table 1, and shown graphically as Figure 1.**

**Table 1 shows that the total investment requirement is \$4,103,029.**

The Ratio list includes some key factors from the on-going TIRES Committee / VicRoads list, including:

- 'industry priority factor': as nominated by the timber industry;
- 'timber index': the product of the individual factors, and representing the 'strength' of the project.

Notably, the Table 1 list comprises twenty six (26) individual projects. Although our TTV brief specified the inclusion of only ten (10) projects, we currently have no specific basis for selecting any ten projects above others, therefore we have included the list in its entirety. The list is in the alphabetical order of the North East region Shires.

Shire	Road	Upgrade Requirements	Indicative Cost	Council Comments	Timber Related Justification			Non-Timber Related Justification			
					Timber Tonnage over 5 years (2005/6-2009/10)	Industry Priority Factor <sup>[1]</sup> (High, Medium, Low)	VicRoads Timber Index <sup>[1]</sup>	Tourism Road	Other Industry Road (grain, dairy, quarry, etc)	Other Regional Function	Road Safety Issue
Alpine	McLees Lane (0-1.52)	Stabilisation of existing pavement	\$184,109	High priority as volumes of timber to increase over the following four to five years.	71,311	M	2.3				
Alpine	Buckland Valley Road (12.9 - 13.3)	Construct and seal section of road	\$32,000	High priority with hard wood timber harvesting already commenced.	157,037	L	3.1				
Benalla	Ethel (0-1.9)	10mm reseal over existing seal	\$74,789	This is high priority Timber road with haulage of up to 145,457 tonnes varying over 5 years	401,540	M	16.1	N/A	N/A	N/A	the existing seal is in poor condition
Benalla	Lima 1(3.84-5.96)	Partial reconstruction widening seal from 3.9 to 6.0	\$264,472	This project is a high priority project and forms part of a larger project to widen and improve the exiting road being Lima Road / Police track	284,578	H	17.1	N/A	N/A	N/A	three crests require attention and the exiting narrow seal require widening.
Benalla	Lima Road /Police Track 5.96km to 7.83km	Construct 300m of guardrail outside curve to protect road users from drop	\$35,580	This project is a high priority project and forms part of a larger project to widen and improve the exiting road being Lima Road / Police track	284,578	H	17.1	N/A	N/A	N/A	The road require widening and may require the removal of one trees for delineations
Benalla	Jones 1	To be confirmed	\$428,410	A plantation is located at the end of Jones Road.	58,632	M	0.2	N/A	N/A	N/A	Jones Road require major vertical realignment to suite loaded vehicles entering and exiting the road to Spring Creek Road
Indigo	Mellish (0-0.65)	Widen pavement to 10 m, vertical alignment improvements at old rail crossing	\$262,154	This is a Beechworth bypass road and is needed to shift timber traffic away from tourist traffic.	77,911	L	0.8				Diverts heavy vehicles from busy tourism precinct
Indigo	Osbourne's Flat Road Stages 2.1 to 2.3	Road deviation by constructing new road from Dedrang Road - Ben Valley Road Intersection.	Stage 2.1 \$200000, Stage 2.2 \$200000, Stage 2.3 \$400000	This is the only viable 'Yackandandah Bypass' to avoid the township and an old stone one lane bridge.	103,680	L	0.8			General freight & commuter link	Directs traffic from busy tourist town and one lane bridge and upgrades school bus route
Indigo	Osbourne's Flat Road Stage1	Widen existing bridge & approaches to better cater for safe use by heavy vehicles.	\$133,000		103,680	L	0.8				
Mansfield	Piries-Goughs Bay	Strengthen Pavement	\$10,000	This is repair to very rough section of sealed pavement on curved section of road	259,743	H	12.5	Yes		Collector Road (sole access) to small community and Recreational Area	Rough road on curvilinear alignment
Mansfield	Walshes Road	Strengthen pavement in two sections	\$18,535	This is gravel overlay on two nearby sections of Walshes Road which require frequent maintenance when timber hauling	259,743	H	12.5	Yes		Access to 'The Pines' recreational Area and Lake Eildon	Very rough on flat section. Cars have bogged.
Mitchell	Broadford - Wandong Road at Stotts Rd (0.0 - 0.3)	Additional Left Turn	\$97,500		30,000	L	0.1				
Murrindindi	Andersons Lane (0.86-0.99)	Addition of pavement, drainage and pavement seal	\$32,400		357,875	H	21.5				
Murrindindi	Old Melbourne Road (0-0.2)	Intersection reconstruction formation and pavement widening and sealing 100m	\$51,000		56,000	M	2.2				
Murrindindi	Spraggs Road (1.9-2.7)	Sealing full width of road for a further 800m	\$180,000		103,875	M	4.2				
Murrindindi	Dyes Lane (12.2-12.5)	Resheet to a width of 5.5 m with 150 mm of class 3 rock form 1.0 m shoulder	\$40,080		104,625	H	6.3				
Murrindindi	Watsons Road (2.09-3.42)	Formation widening, associated drainage and pavement sealing	\$266,400		50,000	H	1.8				
Murrindindi	Lyell Street (M/ville)(0.53-0.63)	Seal 100 metres of the road pavement	\$30,600		56,000	M	2.2				
Murrindindi	Snobs Creek Road (0.37 - 3.6)	To be confirmed	\$420,000		220,000	M	8.8				
Murrindindi	Blue Rubicon/Range) Road (0.06 - 1.265)	To be confirmed	\$168,000		250,000	H	7.5				
Strathbogie	Tames Road (9.6-11.6)	Reconstruction and culvert widening	\$143,000		82,000	L	1.3				
Strathbogie	Harrys Creek Road (0-22.5)	Realignment, curve widening Stage 1at the most dangerous curves	\$157,000		82,000	L	1.3				
Strathbogie	Harrys Creek Road (0-22.5)	Realignment, curve widening Stage 2 at dangerous curves	\$157,000		82,000	L	1.3				
Towong	GuysForest (0-3.2)	Widen resheet gravel pavement realign intersection with Mt Alfred Road. Widen and resheet 1.5km Mt Alfred Rd	\$290,000		33,241	H	1.2				
Towong	Avondale Road	Resheet 7.4 - 8.9 Km	\$40,000		361,157	H	21.7	Yes			
Towong	French-Wrights Road (0-3.5)	Widen and resheet gravel pavement with minor realignments	\$187,000		35,080	L	0.1				
<b>TOTAL COST</b>			<b>\$4,103,029</b>								
<b>[1]</b>	<b>VicRoads evaluation factors</b>										

Table 1  
Priority Projects



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## Appendix A. Workshop Notes

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*North East Region - Workshop Notes*

## Key Points:

- The North East is considered to be stable region.
- The region has a strong tourism industry and there is a general push to separate timber traffic from tourist traffic.
- State Forests in the region were greatly impacted by recent bush fires. That along with general forest policy has greatly reduced Forest harvesting in the region.
- Most processing in the region will occur in Tumbarrumba, and not Myrtleford as previously mooted.
- Funding is generally sought for existing plantations (mainly softwoods).
- The TIRES forecasts are considered to be correct from a strategic perspective, but the region is around 5 years behind on its bluegum (hardwood) plantations.
- Projects recommended by the Regional Committee and high timber tonnage routes are primarily eligible for funding under the current Better Roads Programme.
- The Better Roads funding has decreased by around 50% in the North East region due to competition from the other regions.

Present		Key Comments
Tina Webb	Ratio Consultants (Associate Director)	
Scott Anderson	Ratio Consultants (Traffic Engineer)	
Bernard Young	Plantations North East (Executive Officer)	<p>Bernard is Secretary of the North Eastern Region TIRES Committee. The Committee comprises Bernard, VicRoads, 4 Councillors and several Council Engineers.</p> <p>It is a stable region. Funding is generally sought for existing plantations (mainly softwoods).</p> <p>Most processing in the region will occur in Tumbarrumba, and not Myrtleford as previously mooted.</p> <p>Bernard notes that because tonnage is the main consideration for funding, roads are not upgraded through the "thinning" phase, between major harvests.</p> <p>There is a general push to separate timber traffic from tourist traffic in the region.</p> <p>State Forests in the region were greatly impacted by recent bush fires. That along with general forest policy has greatly reduced Forest harvesting in the region.</p> <p>Bernard considers the TIRES forecasts to be correct from a strategic perspective, but the region is around 5 years behind on its bluegum plantations.</p> <p>Bernard suggested reviewing the region's Economic Plan.</p>

APPENDIX A

Andy Nellist	VicRoads (Strategic Planning Engineer)	<p>Andy Started with VicRoads recently and is in charge of processing applications for VicRoads's Better Roads funding. His assessment generally focuses on the high timber tonnage routes.</p> <p>The NE VicRoads region prepared the "Timber Industry Roads Review Discussion Paper for The Next Five Years" in September 2003.</p> <p>The TIRES report is seen as a "strategic" document, while the NE Review Report is seen as "tactical".</p> <p>Andy's current understanding is that in their selection of funding projects, VicRoads considers (1) is it recommended by the Committee; and (2) is it a high tonnage route?</p> <p>Andy is not sure that the 2003 Report reflects all of VicRoads' selection criteria for funding (i.e. do they consider the Timber Index, or only timber tonnages?)</p> <p>VicRoads funding has dropped by around 50% in the North East region due to competition from the other regions.</p>
Barry King	Murrindindi (Asset & Development Coordinator)	
Peter Waite	Rural City of Wangaratta (Manager Engineering & Design)	
Phil Prior	Indigo Shire (Manager Assets)	
<b>Not Present</b>		
Greg Scott	Mitchell Shire	
Bassim Girgis	Benalla Shire	Provided emailed information.
Graeme Pollard	Strathbogie Shire	
Kevan Delaney	Mansfield Shire	
Adrian Gasperoni	Alpine Shire	
Bruce Brains	Towong Shire	

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**Appendix B. TIRES (2000) Priority Road  
Project List**

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Table 4.3: Proposed Local Road Upgrading Period 1 (1999 – 2003)

Local Gov't Area	Project Number	Upgrading Road Section			Cost of Upgrading & Bridgeworks (\$'000)	Council Priority *	Regional Priority *
		Road	From	To			
Alpine	NE1	Trappers Gap Road	00 Mt Ck Bridge	2400 Mt Emu Tk	144.0	M	L
Alpine	NE2	Trappers Gap Road	2400 Mt Emu Tk	6545 Trappers	246.0	M	L
Alpine	NE3	Mountain Creek Road	8836 Coopers Br	10738 Trappers	171	H	L
Alpine	BNE4	Mountain Creek Road (Bridge)	8836 Coopers Br	10738 Trappers	113	H	L
Alpine	NE5	Mountain Creek Road	8554 End Seal	8836 Coopers Br	27.0	H	L
Alpine	NE6	Mountain Creek Road	1343 Ryders Br	8554 End Seal	900.0	H	L
Alpine	NE7	Damms Road	00 Valley Avenue	4070 Mt Crk Rd	587.5	M	L
Alpine	NE8	Wandiligong Road	00 Delaney	2003 Morses Creek Road	80.0	L	L
Alpine	NE9	Morses Creek Road	1802 Doughty	9875 End Seal	553.8	L	L
Alpine	NE10	Taylor's Gully Road	00 Morses Creek	1401 End Freehold	20.0	L	M
Alpine	NE12	Kancoona Road	3560 End Seal	10622 End F/hold	355	M	L
Alpine	BNE13	Kancoona Road (Bridge)	3560 End Seal	10622 End F/hold	9	M	L
Alpine	NE14	Kancoona Road	2150 Start Seal	3560 End Seal	70.0	M	L
Alpine	NE15	Carrolls Road	5766 End Seal	7825 Start Seal	189.0	M	L
Alpine	NE16	Carrolls Road	7825 Start Seal	8230	36.0	M	L
Alpine	NE17	Buckland Valley Road	00 Alpine Road	3943 Egglestons Lane	500.0	M	L
Alpine	NE18	Merriang South Road	3963 End Seal	4750 Start Seal	40.0	H	M
Alpine	NE19	Merriang South Road	4928 End Seal	5670 Grid 2	35.0	H	M
Alpine	NE20	Merriang South Road	00 Buffalo River Road	3963 End Seal	360	M	M
Alpine	NE21	Merriang South Road	4750 Start Seal	4928 End Seal	10.0	H	M
Alpine	NE22	McLees Road	00 Buffalo River Road	1525 End Seal	75.0	M	L
Alpine	NE23	Lake Buffalo – Carboor Road	00 Buffalo Road	7000 Shire Bdry	350.0	L	H
Alpine	NE24	Marasco Lane	00 Happy Valley	630 Westacotts	150	H	M
<b>SUB TOTAL</b>					<b>5,021</b>		
Delatite	NE30	Old Tolmie Road	NA	NA	720.0	L	L
Delatite	NE31	Piries Gough Road	0 km	1.6km north of Walshes Rd	204.0	H	H
Delatite	NE32	Walshes Road	NA	NA	190.0	M	L
Delatite	NE33	Lima Road	Ethell Road	End Seal	200	H	H
Delatite	BNE34	Lima Road (Bridge)	Ethell Road	End Seal	105	H	H
Delatite	NE35	Ethell Road	NA	NA	684.0	M	L
Delatite	NE36	Police Track	Forest Road	End Seal	560.0	H	H
Delatite	NE37	Dobson Road	NA	NA	100.0	M	L
Delatite	NE38	Wilkinson Road	NA	NA	60.0	L	L
Delatite	NE39	Dry Creek Road	North of Hell Hole Creek Rd intersection		19.0	L	L
Delatite	NE40	Hell Hole Creek Road	Dry Creek Road	Private Plantation	16.0	L	L
<b>SUB TOTAL</b>					<b>2,858.0</b>		

Local Gov't Area	Project Number	Upgrading Road Section			Cost of Upgrading & Bridgeworks (\$'000)	Council Priority *	Regional Priority *
		Road	From	To			
Indigo	NE41	Stanley Myrtleford Road	Stanley Road	Shire Boundary	45.6	H	H
Indigo	NE42	Osbornes Flat Road	Yackandandah-Wodonga Rd	Myrtleford-Yackandandah Rd	318.0	H	L
Indigo	NE43	Rawes Road	Twist Creek Rd	Hurdle Flat Rd	50.0	H	M
Indigo	NE44	Hurdle Flat Road	Rawes Rd	Start Seal	20.0	H	M
<b>SUB TOTAL</b>					<b>433.6</b>		
Mitchell	NE46	North/Main Mountain Road	Main Mountain	South Mountain	249.5	M	M
Mitchell	NE47	North/Main Mountain Road	South Mountain	To existing seal	472.0	M	M
<b>SUB TOTAL</b>					<b>721.5</b>		
Murrindindi	NE48	Scrubby Creek Road	Whanregarwan Road		225.0	H	L
Murrindindi	NE49	Snobs Creek Road	Goulburn Valley Hwy		150.0	H	H
Murrindindi	NE50	Murrindindi Road/Wilhemina Road	Melba Hwy		1,050.0	H	M
Murrindindi	NE51	Wharnegarwan Road	Maroondah Hwy		450.0	H	L
Murrindindi	NE52	Crystal Creek Road	Wharnegarwan Hwy		378.0	H	L
Murrindindi	NE53	Rubicon Road	Taggerty Thornton Road		240	H	H
Murrindindi	BNE54	Rubicon Road (Bridge)	Taggerty Thornton Road	-	120	H	H
Murrindindi	NE55	Blue Range Road	Rubicon Road		120.0	H	H
Murrindindi	NE56	Mt Margaret Road	Burton Marysville Road		175.0	H	M
<b>SUB TOTAL</b>					<b>2,908.0</b>		
Strathbogie	NE57	Old Bonnie Doon Road	Harry's Creek Rd	Tames Road	2,750.0	H	H
Strathbogie	NE58	Harry's Creek Road	Hume Freeway	Bonnie Doon Rd	1,712.5	H	M
Strathbogie	BNE59	Harry's Creek Road (Bridge)	Hume Freeway	Bonnie Doon Rd	43	H	M
<b>SUB TOTAL</b>					<b>4,505.5</b>		
Towong	NE62	Tholwga Road	17.9	20	210.0	M	L
Towong	NE63	Avondale Road	0	1.3	104.0	M	L
Towong	NE64	Callaghan Creek Road	0	2.5	225.0	H	M
Towong	NE65	Stockyard Creek Road	0	2.1	175.0	H	L
<b>SUB TOTAL</b>					<b>714.0</b>		
Wangarrata	NE68	Carboor Everton Road	10.70 km	8.48 km	199.0	H	H
Wangarrata	NE69	Carboor Everton Road	8.48 km	1.71 km	640.0	H	H
Wangarrata	NE70	Carboor Everton Road	18.70 km	10.70 km	800.0	H	H
Wangarrata	BNE71	Lake Buffalo – Carboor Road	Scrubby Ck. Bridge	-	51	H	H
Wangarrata	BNE72	Lake Buffalo - Carboor Road	Gum Flat Ck. Culvert	-	24	H	H
Wangarrata	NE67	Lake Buffalo – Carboor Road	23.35	Carboor East Rd	285	M	H
<b>SUB TOTAL</b>					<b>1,999</b>		
<b>TOTAL</b>					<b>19,161</b>		

\* H High – M Medium – L Low

Table 4.4: Proposed Local Road Upgrading Period 2 (2004 – 2008)

Local Gov't Area	Project Number	Upgrading Section Cost			Cost of Upgrading & Bridgeworks (\$'000)	Council Priority *	Regional Priority *
		Road	From	To			
Alpine	NE25	Havilah Road	5506 End Seal	9468 Rizzato	200.0	H	M
Alpine	NE26	Havilah Road	2989 End Seal	4845 Start Seal	171.0	H	M
Alpine	NE27	Havilah Road	4845 Start Seal	5506 End Seal	54.0	M	M
Alpine	NE28	Buffalo River Road	21617 West Wall	32685	996.1	H	L
Alpine	BNE29	Buffalo River Road (Bridge)	21617 West Wall	32685	88	H	L
<b>SUB TOTAL</b>					<b>1,509</b>		
Indigo	NE45	Mt Stanley Road	Stanley Road	Plantation	200.0	H	M
<b>SUB TOTAL</b>					<b>200.0</b>		
Strathbogie	NE60	Harry's Creek Road	Bonnie Doon Rd	Kithbrook Road	1,100	M	L
Strathbogie	BNE61	Harry's Creek Road	Bonnie Doon Rd	Kithbrook Road	14	M	L
<b>SUB TOTAL</b>					<b>1,114</b>		
Towong	BNE66	Lucyvale Perkins Road	9.0	12.5	375.0	M	L
<b>SUB TOTAL</b>					<b>375.0</b>		
Wangaratta	NE74	Lake Buffalo – Carboor Rd	Carboor East Road	Boundary	270.0	M	H
Wangaratta	NE73	Everton Markwood Road	Snow Rd	Alpine Rd	100.0	L	L
<b>SUB TOTAL</b>					<b>370.0</b>		
<b>TOTAL</b>					<b>3,894</b>		

\* H High – M Medium – L Low