

Jurisdiction	Project name	Project description	Total contribution	State contribution	Commonwealth contribution	Benefits of project	Is this project multi-tranche?
NSW	Snowy Mtns Highway/ Gocup Road - Tumut/Gocup Intersection	Flexible barriers and 1-lane roundabout, including traffic calming, line marking, lighting and signage	\$7,473,712.56	\$1,494,742.51	\$5,978,970.05	Safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs. Roundabouts reduce travel speed at their entry point, and avoid conflicts between vehicles, thereby eliminating the opportunity for right turn and head on crashes at intersections. Should a crash occur the angle of impact is greatly reduced, reducing the severity of injury.	Stage I commenced in Tranche 2, Stage II commencing in Tranche 3
NSW	Golden Highway, West of Oghives Hill - 1.7km	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$4,680,506.05	\$936,101.21	\$3,744,404.84	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Waterfall Way - Sandy Creek to Wakefield Road	Wide road shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$4,674,132.41	\$934,826.48	\$3,739,305.93	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Improve and Standardise the Maintenance of Road Markings and Minor Infrastructure in 200 Rural School Zones - Rural project	School Zone markings and minor infrastructure treatments such as raised crossings, pedestrian refuges and kerb blisters	\$4,590,047.34	\$918,009.47	\$3,672,037.87	School Zone road markings and other infrastructure treatments allow for safer and improved pedestrian and vehicle behaviour and compliance.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Falford Rd, Falford - Willow Point Rd to Pacific Highway	Audio tactile line marking (rumble strip), flexible barrier on roadside and wide painted profile centre line	\$4,511,231.59	\$902,246.32	\$3,608,985.27	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Pacific Highway - Ghinni Ghinni	Upgrade seal to high level non-skid surface in wet surface crash only zones	\$4,413,565.93	\$882,713.19	\$3,530,852.75	Improved surface condition reduces swerving and hard braking.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Gullivers - Shoulders and wide centre line - Rural Project	Audio Tactile Line Markings (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$4,345,178.55	\$869,035.71	\$3,476,142.84	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Mitchell Highway Bathurst to Orange	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$4,213,712.56	\$842,742.51	\$3,370,970.05	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Fullers - Shoulders and wide centre line - Tong St Finley to overtaking lane - Rural project	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$3,893,726.25	\$778,745.25	\$3,114,981.00	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Dustys Creek - Rural Project	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$3,857,958.05	\$771,591.61	\$3,086,366.44	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Pacific Highway Charmhaven	Left turn deceleration lane	\$3,687,712.56	\$737,542.51	\$2,950,170.05	Left turn lanes allow for separation of travel paths, including the provision of extra space for exiting traffic to slow down to safer speeds and improve traffic flow leading to the reduction in rear end major crashes and overtaking intersection crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Firetail Shoulders and wide centre line	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$3,218,379.76	\$643,675.95	\$2,574,703.81	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Tomago Rd, Tomago	Audio tactile line marking (rumble strip), wide painted profile centre line and flexible barriers on roadside	\$2,645,391.91	\$529,078.38	\$2,116,313.53	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Snowy River Way, Maffra Road to Springfield Road	Wide shoulder from 0.5m sealed to >1m sealed on straight road section	\$2,479,552.24	\$495,910.45	\$1,983,641.79	Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Macquarie Rd, Cardiff - Munibung Rd	Upgrade traffic signals and introduce a protected pedestrian phase	\$2,477,071.26	\$495,414.25	\$1,981,657.01	Protected pedestrian phases improve pedestrian and cyclist safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Tatalia-Milgate Intersection - Cobb Highway Murray Valley	Protected right turn lane, slip-lane and painted channelisation	\$2,426,117.91	\$485,223.58	\$1,940,894.33	Channelised right turn lanes allow for separation of travel paths, including the provision of extra space for turning heavy vehicles and refuges for pedestrians crossing major roads. They also improve traffic flow leading to the reduction in rear end major crashes and overtaking intersection crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Mitchell Highway Nyngan to Bourke	Wide road shoulder from 0.5m sealed to >1m on sealed straight road	\$2,364,093.20	\$472,818.64	\$1,891,274.56	Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Pacific Highway, Cundletown - Cundletown Interchange	Improve horizontal alignment from radius 200m-600m to 600m-1000m	\$2,351,190.09	\$470,238.02	\$1,880,952.07	Road re-alignment improves sight distance and a reduction in the potential for loss of control and head on type crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Golden Highway, Merriwa	Flexible barrier on roadside	\$2,002,135.97	\$400,427.19	\$1,601,708.78	Safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Waterfall Way - Pantons Gully to Ebor Rubbish Tip	Wide shoulder from 0.5m sealed to >1m sealed on straight and wide painted profile audio tactile line marking (rumble strip) centre line	\$1,916,725.10	\$383,345.02	\$1,533,380.08	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Sturt Highway - 35km west of Euston	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$1,912,910.94	\$382,582.19	\$1,530,328.75	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Barry Way, Jilamatong Road to Bungarra Lane	Wide shoulder from 0.5m sealed to >1m sealed on straight and wide painted profile audio tactile line marking (rumble strip) centre line	\$1,879,552.24	\$375,910.45	\$1,503,641.79	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Donald St, Hamilton - Chatham Rd to Sandson St	Cyclist safety treatments	\$1,877,071.26	\$375,414.25	\$1,501,657.01	Construction of new off road shared path to remove cyclists from on road cycling to avoid conflict with vehicles, thus reducing the opportunity for crashes to occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	West Region Rehas Safety Cross Section Features Contribution (2020/21)	Improve sealed shoulder up to 2.5m on curve, wide painted profile audio tactile line marking (rumble strip) centre line and flexible barrier on roadside	\$1,726,815.60	\$345,363.12	\$1,381,452.48	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	West Region Rehas Safety Cross Section Features Contribution (2021/22)	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$1,726,815.60	\$345,363.12	\$1,381,452.48	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Oxley Highway - Goddards Lane Heavy Vehicle Intersection Upgrade (Tanworth)	Flexible barriers on roadside and median strips	\$1,705,199.05	\$341,039.81	\$1,364,159.24	Safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Waterfall Way - Pump Station to Ferridge Lane	Wide shoulder from 0.5m sealed to >1m sealed on straight road section and wide painted profile audio tactile line marking (rumble strip) centre line	\$1,678,688.15	\$335,737.63	\$1,342,950.52	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Cessnock Road, Abernain - Orange St to Charles St	Upgrade traffic signals and introduce protected pedestrian phase	\$1,622,661.38	\$324,532.28	\$1,298,129.11	Protected pedestrian phases improve pedestrian and cyclist safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Cessnock Road - Fanning St to New England Highway	Improve sealed shoulder up to 2.5m on road curves, wide shoulder from 0.5m sealed to >1m sealed on straight, wide painted profile audio tactile line marking (rumble strip) centre lines. Reduce speed limit by 10 km/h, road feature signs (crest / dip etc.) excluding curve warning signs, improve superelevation, side road name and directional guide signs and install curve alignment markers	\$1,604,223.74	\$320,844.75	\$1,283,378.99	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Riverina Highway - Lawson Siphon 50km west of Finley	Install profile audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$1,419,915.29	\$283,983.06	\$1,135,932.23	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	T1 and T2 approved
NSW	Numeralla Road east of Polo Flat Road	Wide shoulder from 0.5m sealed to >1m sealed on straight road section	\$1,179,552.24	\$235,910.45	\$943,641.79	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Katoomba Town Centre	High Pedestrian Activity Area with traffic calming, protected right turn lane, slip-lane, raised channelisation and upgrade intersection from give way to stop	\$1,151,594.75	\$575,797.38	\$575,797.38	High pedestrian activity areas establish the priority of people and place versus movement. Where high pedestrian activity areas include infrastructure treatments, such as protected right turn lane and channelisation, greater driver compliance is achieved resulting in a calmer environment for pedestrians lowering the risk of a crash, and reducing the severity of injury should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Castlereagh Highway 0.34km - 6.85km south of Springfield Lane (north), Gulugong	Audio tactile line marking (rumble strip) centre line, profile edge line and flexible barrier on roadside	\$1,113,216.37	\$222,643.27	\$890,573.10	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Mendooran Road 18km - 20km north of Mollyan	Full width traversable clear zone and curve alignment markers	\$1,094,924.39	\$218,984.88	\$875,939.51	Clear zones provide the opportunity to correct driver error allowing space to regain control and return to the road thus reducing crashes.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Riverina Highway - Balldale 40 km west of Finley	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, installation of flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$1,086,016.86	\$217,203.37	\$868,813.49	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Scenic Highway and Picketts Valley Road	Upgrade T-junction from no right turn treatment/basic right turn/auxiliary right turn to channelised right turn short, improve sealed shoulder up to 2.5m on curve, installation of painted median and road feature signs	\$1,015,707.40	\$203,141.48	\$812,565.92	Channelised right turn lanes allow for separation of travel paths, including the provision of extra space for turning heavy vehicles and refuges for pedestrians crossing major roads. They also improve traffic flow leading to the reduction in rear end major crashes and overtaking intersection crashes.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Pacific Highway - Southbound carriageway Ewingsdale Interchange	Flexible barrier on roadside, median and wide shoulder from 0.5m sealed to >1m sealed on straight road section	\$1,011,231.59	\$202,246.32	\$808,985.27	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	RMD Hunter - bushfire resilience	Wide shoulder from 0.5m sealed to >1m sealed on straight road section and improve superelevation	\$990,528.13	\$198,105.63	\$792,422.51	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Barrier Highway 125.25km - 126.7km west of Cobarr (near Seventy Eight Mile Road, Noonan)	Full width traversable clear zone	\$981,632.40	\$196,326.48	\$785,305.92	Clear zones provide the opportunity to correct driver error allowing space to regain control and return to the road thus reducing crashes.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Princes Highway RSR - Stephens Creek to Cockwhy Creek	Flexible barrier on median and roadside, improve sealed shoulder up to 2.5m on curve and audio tactile line marking (rumble strip) edge line and profile on centre line	\$950,341.03	\$190,068.21	\$760,272.83	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Countegary Road east of Peak View Road	Wide shoulder from 0.5m sealed to >1m sealed on straight road section	\$883,088.17	\$176,617.63	\$706,470.53	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Griffiths Road, Broadmeadow Road, Broadmeadow	Signal display elevation, additional larger lanterns, advanced intersection warnings and road feature signs	\$879,552.30	\$175,910.46	\$703,641.84	Improving traffic signal visibility and operations delivers increased safety benefits to all road users.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Oxley Highway, 9.7km - 11.3km northeast of Warren	Wide shoulder from 0.5m sealed to >1m sealed on straight road section, full width traversable clear zone and curve alignment markers	\$821,632.40	\$164,326.48	\$657,305.92	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Putty Road, Milbrodale - south of Milbrodale to Singleton/Hawkesbury body	Audio tactile line marking (rumble strip) edge lines and profile centre lines, wide shoulder from 0.5m sealed to >1m sealed on straight road section, flexible barrier on roadside and improve horizontal alignment from radius 200m-600m to 600m-1000m	\$816,193.29	\$163,238.66	\$652,954.63	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Hawkesbury Road, 4.5km - 6.7km east of White Cross Road, Wimalalee	Vehicle activated signs, new curve and advisory speed signs and curve alignment markers	\$808,712.56	\$161,725.10	\$647,000.00	Vehicle activated signs increase awareness of drivers about changes in the road environment and the need to adjust their driving behaviour to reduce the potential for losing control on curves and in wet or adverse weather conditions.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Budgewoi Rd, Budgewoi	Raised reflective pavement markers on centre or edge lines for night time crashes only, wide painted profile audio tactile line marking (rumble strip) centre lines and profile edge lines	\$781,632.40	\$156,326.48	\$625,305.92	Raised reflective pavement markers increase effectiveness in alerting drivers of unintentional departure from the travel lane, especially in night and adverse weather (wet or foggy) conditions. Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Pacific Highway at Myall Way, Tea Gardens	Remove sight distance restrictions at intersections and flexible barriers on the roadside	\$752,018.56	\$150,403.71	\$601,614.85	Sight distance enables approaching drivers to recognise the presence of an intersection in time to slow down or stop in a controlled and comfortable manner, and when combined with safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Mid-Western Highway - Kingston Park 170km west of West Wyalong	Audio tactile line marking (rumble strip), wide shoulder from 0.5m to >1m sealed on straight road sections, flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) centre lines	\$741,246.48	\$148,249.30	\$592,997.18	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	RMD Southern - Pavement Rehab Program (Southern)	Upgrade seal to high level non-skid surface for wet surface crash locations only	\$725,636.92	\$145,127.38	\$580,509.53	Improved surface condition and skid resistance reduces swerving, hard braking and sliding.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Old Pacific Highway, Mooney Mooney Creek	Motorcycle under-run on existing semi-rigid barrier, replace semi-rigid barrier with flexible barrier and curve alignment markers	\$716,632.40	\$143,326.48	\$573,305.92	Safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs. Crash barrier under-runs provide additional protection for riders should a crash occur mitigating the safety barrier itself from causing injury.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Lismore Bangalow Road / Rifle Range Road	Upgrade T-junction from no right turn treatment/basic right turn/auxiliary right turn to channelised right turn/channelised right turn short	\$710,727.49	\$142,145.50	\$568,581.99	Channelised right turn lanes allow for separation of travel paths, including the provision of extra space for turning heavy vehicles and refuges for pedestrians crossing major roads. They also improve traffic flow leading to the reduction in rear end major crashes and overtaking intersection crashes.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Waterfall Way - RSR (Dorrigo to Armidale)	Audio tactile line marking (rumble strip) edge lines and profile centre lines and wide painted profile centre line. Install shoulder from no shoulder/unsealed to 0.5-1m sealed on straight road section and flexible barrier on roadside, improve sealed shoulder up to 2.5m on curve and upgrade T-junction from no right turn treatment/basic right turn/auxiliary right turn to channelised right turn/channelised right turn short	\$704,781.27	\$140,956.25	\$563,825.02	Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts), severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Princes Highway intersection to Hergernans Ln	Wide shoulder from 0.5m sealed to >1m sealed on straight, install flexible barrier on roadside and wide painted profile audio tactile line marking (rumble strip) on centre lines.	\$686,947.16	\$137,389.43	\$549,557.73	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Hume Highway Safety Barrier Improvements	Flexible barrier on roadside	\$674,036.19	\$134,807.24	\$539,228.95	Safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Princes Highway between Dalmeny turn and Duesbury Rd Nth Narvoona	Flexible barrier on roadside and median strip, wide painted profile audio tactile line marking (rumble strip) centre lines, upgrade seal to high level non-skid surface for wet surface crashes only, wide shoulder from 0.5m sealed to >1m sealed on straight, and profile audio tactile line marking (rumble strip) on edge lines	\$635,468.01	\$127,093.60	\$508,374.41	Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/haazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Manns Road, Narara	Semi-rigid barrier on roadside	\$626,632.40	\$125,326.48	\$501,305.92	Safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Freemans Drive, Freemans Waterhole	Road feature signs and pedestrian refuge to mitigate site access risks	\$620,632.40	\$124,126.48	\$496,505.92	Improved signage and increased opportunities for pedestrians to safely cross the road lessen crash opportunities and provide greater visibility for drivers and riders.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Great Western Highway 0.6km - 0.9km east of George St Intersection, Springwood	Vehicle activated signs	\$543,712.56	\$108,742.51	\$434,970.05	Vehicle activated signs increase awareness of drivers about changes in the road environment and the need to adjust their driving behaviour to reduce the potential for losing control on curves and in wet or adverse weather conditions.	Stage I commenced in Tranche 2, Stage II commenced in Tranche 3
NSW	Pacific Highway - Nth of Colongolook	Install flexible barrier on median	\$530,506.05	\$106,101.21	\$424,404.84	Safety barriers prevent run off road crashes, collisions with fixed objects/haazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
NSW	Great Western Highway, 0.8 - 1.14km west of Mount York Road, Mount Victoria	Vehicle activated signs	\$520,712.56	\$104,142.51	\$416,570.05	Vehicle activated signs increase awareness of drivers about changes in the road environment and the need to adjust their driving behaviour to reduce the potential for losing control on curves and in wet or adverse weather conditions.	Stage I commenced in Tranche 2, Stage II commenced in Tr

NSW	Pictou Road, MacArthur Drive to 980m east, Wilton	Flexible barrier on median
NSW	King Georges Road and Punchbowl Road	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	Great Western Highway & O'Connell St	Upgrade traffic signals and introduce pedestrian signal phase
NSW	Bernera Road, Prestons	Flexible barrier on median
NSW	Hume Highway and Narellan Road exit southbound	Side road name and directional guide signs
NSW	Intersection of Georges River Road and Croydon Avenue, Croydon Park	Signal display elevation, additional larger lanterns and advanced intersection warning and introduce protected pedestrian phase
NSW	Newbridge Road and Nuwarrara Road	Traffic signals and introduce pedestrian signal phase
NSW	Harold Street and Oxford Road	Traffic signals and introduce pedestrian signal phase
NSW	Hume Highway at Cutler Road, Lansvale	Traffic signals and introduce pedestrian signal phase
NSW	Intersection of Sydney Road & Belgrave St, Manly	Traffic signals and introduce pedestrian signal phase
NSW	Intersection of Epping Road and Wicks Road, North Ryde	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	Intersection of Lane Cove Rd & Bridge Rd	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	Hume Hwy at The Horsley Dr, Villawood	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	Cabramatta Rd at Turlington Pde, Bonnyrigg	Traffic signals, introduce pedestrian signal phase and pedestrian fencing on kerb
NSW	Lane Cove Road and Quarry Road, Ryde	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	Bells Line of Road, Kurrajong Heights, at approximately 400-500m west of Stone Terrace	Vehicle activated signs
NSW	Bells Line of Road North Richmond	Sealed shoulder up to 2.5m on curve, audio tactile line marking (rumble strip) wide painted profile centre line and curve alignment markers
NSW	Lane Cove Road at Buffalo Road	Traffic signals and introduce fully controlled right turn phase with arrow's
NSW	Palmer Street, Cathedral Street, Woolloomooloo	Signal display elevation, additional larger lanterns and advanced intersection warning and remove sight distance restrictions at intersection
NSW	Intersection of Bondi Road and Wellington Street	Install no right turn signs
NSW	Anzac Pde, at Boyce Rd & at Maroubra Rd, Maroubra	Traffic signals and introduce protected pedestrian phase
NSW	Elizabeth Street & Phillip Street, Waterloo	Traffic signals and introduce protected pedestrian phase
NSW	Elizabeth Street and Hunter Street and Phillip Street, AND, Castlereagh Street and Hunter Street and Bligh Street, Sydney	Traffic signals and introduce protected pedestrian phase
NSW	Intersection signal improvements at Cleveland Street at Chalmers Street	Traffic signals and introduce fully controlled right turn phase with arrows
NSW	Queens Rd & The Avenue, Hurstville	Traffic signals, introduce fully controlled right turn phase with arrows, signal display elevation, additional large lanterns and advanced intersection warning
NSW	Pennant Hills Road and Adderton Road	Signal display elevation, additional larger lanterns and advanced intersection warning.
NSW	Victoria Road and Spurway Street, Ermington	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	James Ruse Drive & Prospect Street	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	Westbound Great Western Highway from Minchin Drive to Rupertswood Road, Minchinbury	Semi-rigid barrier on roadside
NSW	George Street, Essex Street, Sydney	Signal display elevation, additional larger lanterns and advanced intersection warning and upgrade traffic signals and introduce protected pedestrian phase
NSW	Intersection Upgrades at Roberts Road and Juno Parade	Signal display elevation, additional larger lanterns and advanced intersection warning
NSW	Liverpool - Parramatta Transit way - Southbound	Traffic signals and introduce protected pedestrian phase
NSW	Pacific HWY and Miller Street, North Sydney	Slow point, raised threshold / horizontal deviation at mid-block location and conflict points (intersections and pedestrian crossings)
NSW	Miller Street and Palmer Street intersection, Cammeray	Traffic signals and introduce pedestrian signal phase
NSW	Bernera Road and Yarrowa Street/Jedda Road/Westlink M7 intersections, Prestons	Retro reflective pavement markers on centre or edge lines for night time crashes only, road feature signs
NSW	Macquarie Street, Ross Street and Kable Street intersection, Windsor	Traffic signals, introduce fully controlled right turn phase with arrows and introduce pedestrian signal phase
NSW	Carlisle Avenue and Luxford Road, Mount Druitt	Mid-block pedestrian traffic signals
NSW	Raw Square at Churchill Avenue	Signal display elevation, additional larger lanterns and advanced intersection warning. Installation of street lighting at intersection and night time crashes only
NSW	Hume Highway and Cooper Road, Yagoona	Traffic signals, introduce protected pedestrian phase and remove sight distance restrictions at intersection
NSW	Forest Road and Firth Street, Arncliffe	Traffic signals and introduce protected pedestrian phase
NSW	Park Street and Pitt Street, Sydney	Install no right turn signs
NSW	Victoria Road at Pennant Street	Traffic signals and introduce protected pedestrian phase
NSW	Alford's Point Road, Menai	Flexible barrier on median
NSW	Great Western Highway at Pendleway, Pendle Hill	Protected right turn lane, slip lane and painted channelisation
NSW	Windsor Rd / Ventura Rd Northmead	Traffic signals and introduce protected pedestrian phase
NSW	James Ruse Dr / Hammers Rd	Traffic signals and introduce protected pedestrian phase
NSW	Holy Cross Primary School & Reddam House - Woolahra Campus (Edgecliff Rd)	Traffic signals, introduce protected pedestrian phase and install kerb blisters
NSW	Bondi Rd / Council St / Waverley St	Marked pedestrian crossing (zebra crossing) and pedestrian refuge
NSW	New South Head Road at Manning Road and Kiara/Cross	Upgrade traffic signals and introduce fully controlled right turn phase with arrows
NSW	Waterloo Road at Darling Street, Rozelle	Traffic signals and introduce protected pedestrian phase
NSW	Darley Road at Allen Street, Leichhardt	Seal to high level non-skid surface for wet surface crashes only and install pedestrian refuge
NSW	Regent Street and Fisher Road, Dee Why	Traffic signals and introduce protected pedestrian phase
NSW	Tamarama Marine Drive between Tamarama Gully and Tamarama Beach	Raised threshold and pedestrian crossing (wombat crossing)
NSW	York Rd at the corner of Darley Rd	Cyclist treatments, upgrade traffic signals and introduce protected pedestrian phase
NSW	Oxford Street Mall	Traffic signals and introduce protected pedestrian phase
NSW	Forest Road pedestrian safety - intersection of Somerville, Firth and Forest Road	Pedestrian refuge and associated cyclist treatments
NSW	Canterbury Road at Victoria Road, Punchbowl	Mid-block pedestrian traffic signals
NSW	Double Bay Centre 40km High Pedestrian Activity Area	High Pedestrian Activity Area with traffic calming
NSW	Blaxcell Street Granville	Raised median and threshold and pedestrian crossing (wombat crossing)
NSW	Improve and Standardise the Maintenance of Road Markings and Minor Infrastructure in 200 Urban School Zones - Urban project	School Zone markings and minor infrastructure treatments such as raised crossings, pedestrian refuges and kerb blisters
NSW	Newington Retail Precinct	High Pedestrian Activity Area with traffic calming measures
NSW	Woolli Creek 40km/h precinct	Reduce speed limit by 10 km/h
NSW	Margate Street- Pedestrian and cyclist treatments- Urban Project	Cyclist treatments and install pedestrian refuge
NSW	King St, Sydney Clarence to College St	Cyclist treatments
NSW	New England Highway	Audio tactile line marking (rumble strip) edge and wide painted profile centrelines and widen shoulder from 0.5m sealed to >1m sealed on straight road section
NSW	Bushfire Resilience - Albury City Council	Widen shoulder from 0.5m sealed to >1m sealed on straight road section and improve superelevation
NSW	Allena - Shoulders and wide centre line - Rural project	Audio tactile line marking (rumble strip) edge and wide painted profile centrelines and widen shoulder from 0.5m sealed to >1m sealed on straight road section
NSW	Burley Griffin Way - Ariah Park	Upgrade T-junction from no right-turn treatment to basic right hand turn, channelised right turn, auxiliary right turn, channelised right turn short, and basic right turn
NSW	Gwydir Highway (State Road) in Inverell	Cyclist treatments
NSW	Station Street pedestrian safety, Kootingal	Pedestrian refuge
NSW	Bingleburra Road	Marked barrier lines
NSW	Newcastle Road and Longworth Av, Wallsend	Signal display elevation, additional larger lanterns and advanced intersection warning, street lighting at intersection and night time crashes only
NSW	Oxley Highway	4-6m incremental traversable clear zone
NSW	Kempsey & South West Rocks CBDs	Installation of raised threshold and pedestrian crossing (wombat crossing)
NSW	Intersection of Main Road and Northville Drive, Edgeworth	Vehicle activated signs
NSW	Tamworth Sports Dome	Pedestrian refuge
NSW	Minor patching on Hume and Barton Highways (South West)	Seal to high level non-skid surface for wet surface crashes only
NSW	Shoulder widening and sealing	Widen shoulder from 0.5m sealed to >1m sealed on straight road section
NSW	Harbour Drive Coffs Harbour install	Traffic signals and introduce pedestrian signal phase
NSW	University Dr, Callaghan - Stannett St	Traffic signals and introduce pedestrian signal phase

Multi tranche projects where completion of the works are being met through funding originally provisioned in earlier tranches and unspent due to project savings.

Safety barriers prevent run off road crashes, collisions with fixed objects/hazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage 1 commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Signal display elevation improves visibility for road users, thus increases conspicuity and improves safety at intersections to reduce crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Safety barriers prevent run off road crashes, collisions with fixed objects/hazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage 1 commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Guide signs provide early warning to drivers on upcoming streets etc. assisting with decision making and wayfinding, reducing erratic behaviour such as sudden lane changes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
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Vehicle activated signs increase the awareness of drivers about changes in the road environment and the need to adjust their driving behaviour to reduce the potential for losing control on curves and in wet or adverse weather conditions.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/hazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Improving traffic signal operations delivers increased safety benefits to all road users.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Signal display elevation improves visibility for road users, thus increases conspicuity and improves safety at intersections to reduce crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
No right turn signage assists in the prevention of right turn against crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
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Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Fully controlled right turn phase with arrows reduces through-right turn crashes at intersections and removes conflict between right turn traffic and pedestrians crossing the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Signal display elevation combined with fully controlled right turn phase with arrows reduces through-right turn crashes at intersections and removes conflict between right turn traffic and pedestrians crossing the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
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Signal display elevation improves visibility for road users, thus increases conspicuity and improves safety at intersections to reduce crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Safety barriers prevent run off road crashes, collisions with fixed objects/hazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage 1 commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Signal display elevation combined with fully controlled right turn phase with arrows reduces through-right turn crashes at intersections and removes conflict between right turn traffic and pedestrians crossing the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Signal display elevation improves visibility for road users, thus increases conspicuity and improves safety at intersections to reduce crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Localised road width changes at mid-blocks and intersections reduces the crossing width for pedestrians, lower vehicle speeds and have traffic calming benefits.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Raised reflective pavement markers increase effectiveness in alerting drivers of unintentional departure from the travel lane, especially in night and adverse weather (wet or foggy) conditions. Audio tactile line marking (rumble strips) send a signal to the driver to make a correction when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Fully controlled right turn phase with arrows reduces through-right turn crashes at intersections and removes conflict between right turn traffic and pedestrians crossing the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Pedestrian signals improve pedestrian movement across a road. Traffic signals are activated when there is pedestrian demand and stop through traffic to allow pedestrians opportunity to safely cross the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Signal display elevation improves visibility for road users, thus increases conspicuity and improves safety at intersections to reduce crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Improving traffic signal visibility and operations delivers increased safety benefits to all road users.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
No right turn signage assists in the prevention of right turn against crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Safety barriers prevent run off road crashes, collisions with fixed objects/hazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage 1 commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected right turn, slip land a painted channelisation allows for the separation of travel paths and a reduction in rear end crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Improved surface condition reduces swerving and hard braking, and when combined with increased opportunities for pedestrians to safely cross the road, lessen crash opportunities and provide greater visibility for drivers and riders.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Raised safety platforms provide greater visibility of pedestrians and combined with pedestrian operated signals improve pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Separation of cyclists and pedestrians from on road travel lanes eliminates the potential for conflict between vehicles and riders - removing the risk of on road travel where cyclists have little to no protection.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
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Increased opportunities for pedestrians to safely cross the road and lessen crash opportunities and provide greater visibility for drivers and riders.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Reduced speeds and provision of greater visibility of pedestrians and cyclists reduce the likelihood of a crash and the severity of injury should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Raised safety platforms provide greater visibility of pedestrians and combined with pedestrian operated signals improve pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
School Zone road markings and other infrastructure treatments allow for safer and improved pedestrian and vehicle behaviour and compliance.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Reduced speeds and provision of greater visibility of pedestrians and cyclists reduce the likelihood of a crash and the severity of injury should a crash occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
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Separation of cyclists from on road travel lanes eliminates the potential for conflict between vehicles and riders - removing the risk of on road travel where cyclists have little to no protection.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/hazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Shoulder sealing and audio tactile line marking (rumble strips) allow for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/hazards (such as trees or culverts) severity of injury is reduced when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Channelised right turn lanes allow for separation of travel paths, including the provision of extra space for turning heavy vehicles and refuges for pedestrians crossing major roads. They also improve traffic flow leading to the reduction in rear end major crashes and overtaking intersections crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Construction of new off road shared path to remove cyclists from on road cycling to avoid conflict with vehicles, thus reducing the opportunity for crashes to occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Increased opportunities for pedestrians to safely cross the road and lessen crash opportunities and provide greater visibility for drivers and riders.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Centreline or barrier line markings send a visual signal to the driver to make a correction when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Signal display elevation improves visibility for road users, thus increases conspicuity and improves safety at intersections to reduce crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Clear zones provide the opportunity to correct driver error allowing space to regain control and return to the road thus reducing crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Raised safety platforms provide greater visibility of pedestrians and combined with pedestrian operated signals improve pedestrian behaviour and compliance resulting in a calmer environment to safely cross the road.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Vehicle activated signs increase the awareness of drivers about changes in the road environment and the need to adjust their driving behaviour to reduce the potential for losing control on curves and in wet or adverse weather conditions.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Increased opportunities for pedestrians to safely cross the road and lessen crash opportunities and provide greater visibility for drivers and riders.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Improved surface condition reduces swerving and hard braking.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
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NSW	Pacific Highway safety upgrade - 2 Star Ausrap sections mass action upgrade to 4 stars - Chinderah	Flexible barrier on roadside and on median strip
NSW	Solitary Islands Way Emerald Beach to Moonee Beach	Flexible barrier on median strip
NSW	Hannell Street, Wickham - Downie Street	Traffic signals and introduce protected pedestrian phase
NSW	Garden Street, South Tamworth	Pedestrian refuge
NSW	Main Rd, Edgeworth - Neilson St	Traffic signals and introduce protected pedestrian phase
NSW	Pacific Highway - Woolgoolga to Ballina - Serpentine Channel Rd realignment works	Horizontal alignment
NSW	Industrial Drive, Mayfield - Vine Street	Traffic signals and introduce protected pedestrian phase
NSW	Bunnan Rd, Gundy Rd and Willow Tree Road	Flexible barrier on roadside
NSW	Intersection of Allen River Rd and Bingleburra Rd upgrade	Left turn deceleration lane
NSW	Tennynson Street shared path (school safety) in Byron Bay	Widen shoulder from 0.5m sealed to >1m sealed on straight road section and cyclist safety treatments
NSW	M1 - Pacific Motorway, Mt White	Audio tactile line marking (rumble strip) profile edge line and upgrade seal to high level non-skid surface for wet surface crashes only
NSW	Pedestrian Safety Around Schools, McCauley Catholic College (South Grafton)	Cyclist treatments
NSW	Alpine Way, 1.5km East of Ski Tube, Crackenback	Flexible barrier on roadside and deliver improved sealed shoulder up to 2.5m on roadside curve
NSW	M1 waterborne/thermo/CAP line marking	Audio tactile line marking (rumble strip) profile centreline
NSW	Thunderbolts Way and Bucketts Way	Widen shoulder from 0.5m sealed to >1m sealed on straight road section
NSW	Stroud Hill and Bingleburra Road	Widen shoulder from 0.5m sealed to >1m sealed on straight road section and flexible barrier on roadside
NSW	M1 north Mt White	Upgrade seal to high level non-skid surface for wet surface crashes only
NSW	Great Western Highway Faulconbridge	Widen shoulder from 0.5m sealed to >1m sealed on straight road section and install flexible barrier on roadside
NSW	Monaro Highway Old Bombala Rd to Newline Rd	Widen shoulder from 0.5m sealed to >1m sealed on straight, install flexible barrier on roadside and audio tactile line marking (rumble strip) wide painted profile centreline
NSW	Matron Porter Dr-Bishop Dr Missing Links	Cyclist treatments
NSW	Clunes Stage 2 (Lismore and Byron Shire) (Northern)	Widen shoulder from 0.5m sealed to >1m sealed on straight road section and improvements to superelevation
NSW	Redbank - Shoulders and wide centre line- Rural Project	Audio tactile line marking (rumble strip) profile edge wide painted profile centrelines, widen shoulder from 0.5m sealed to >1m sealed on straight road section
NSW	Project intergation to add safety through adopting the safer roads cross section including sealed shoulder widening/barrier installation, audio tactile line marking (rumble strip) to planned Works.	Audio tactile line marking (rumble strip) profile edge wide painted profile centre lines, widen shoulder from 0.5m sealed to >1m sealed on straight road section and install flexible barrier on roadside
NSW	Bruxner Highway - Rodgers Road pavement and safety upgrade	Upgrade seal to high level non-skid surface for wet surface crashes only
NSW	Pacific Highway - Woolgoolga to Ballina - flexible barrier	Flexible barrier on median strip
NSW	Bushfire Corridor Resilience - Northern	Widen shoulder from 0.5m sealed to >1m sealed on straight road section and improvements to superelevation
NSW	Re-seal program contribution to WCL & audio tactile line marking (rumble strip)	Audio tactile line marking (rumble strip) wide painted profile centre and edge lines
NSW	The Springs Road SUP bridge project	Cyclist treatments
NSW	Pacific Highway safety upgrade - 2 Star Ausrap sections mass action upgrade to 4 stars - Warrell Ck	Audio tactile line marking (rumble strip) profile edge lines, flexible road barrier on roadside and on median strip
NSW	Pacific Highway safety upgrade - 2 Star Ausrap sections mass action upgrade to 4 stars - Herons Creek	Audio tactile line marking (rumble strip) profile edge lines, flexible road barrier on roadside and on median strip
NSW	Sturt Hwy - Gateway Treatments, Safety Barrier Installation & Intersection Upgrades	Rural gateway treatment (high to low speed transition), parking lane, with painted line reinforced with kerb blisters and flexible barrier on roadside

Total contribution (\$m)	State contribution (\$m)	Commonwealth contribution (\$m)
\$119.77	\$25.46	\$94.31
\$41.18	\$8.59	\$32.60
<b>\$78.59</b>	<b>\$16.87</b>	<b>\$61.71</b>

Safety barriers prevent run off road crashes, collisions with fixed objects/hazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
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Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Increased opportunities for pedestrians to safely cross the road and lessen crash opportunities and provide greater visibility for drivers and riders.	Stage I commenced in Tranche 1, Stage II commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Road re-alignment improves sight distance and a reduction in the potential for loss of control and head on type crashes.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Protected pedestrian phases improve pedestrian and cyclists safety at intersections by separating road user movements, thus reducing conflict.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Safety barriers prevent run off road crashes, collisions with fixed objects/hazards (such as trees or culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 1, Stage II commencing in Tranche 3
Left turn lanes allow for separation of travel paths, including the provision of extra space for exiting traffic to slow down to safer speeds and improve traffic flow leading to the reduction in rear end major crashes and overtaking intersection crashes.	Stage I commenced in Tranche 1, Stage II commencing in Tranche 3
Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with cyclist safety treatments minimises the conflict with vehicles, thus reducing the opportunity for crashes to occur.	Stage I commenced in Tranche 1, Stage II commencing in Tranche 3
Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with surface improvements, lane widening there is a greater reduction in the risk of run off road crashes and severity of injury is reduced should a crash occur.	Stage I commenced in Tranche 1, Stage II commencing in Tranche 3
Construction of new off road shared path to remove cyclists from on road cycling to avoid conflict with vehicles, thus reducing the opportunity for crashes to occur.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3
Shoulder sealing allows for a safe correction to driver error when there is an unintentional departure from the travel lane. Combined with safety barriers which prevent run off road crashes, and collisions with fixed objects/hazards (such as trees or culverts) severity of injury is reduced when crash occurs.	Stage I commenced in Tranche 1, Stage II commencing in Tranche 3
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Improved surface condition and skid resistance reduces swerving, hard braking and sliding.	Stage I commenced in Tranche 1, Stage II commencing in Tranche 3
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Rural gateway treatments improve a driver's awareness to changes in road conditions ahead to match changes in speed limit and when combined with safety barriers prevent run off road crashes, collisions with fixed objects (such as trees and culverts) and reduce the severity of injury when a crash occurs.	Stage I commenced in Tranche 1, Stage II commenced in Tranche 2, Stage III commencing in Tranche 3

Value of new works approved  
Less provisioned and unspent funding from tranches 1 and 2  
**Total approved Tranche 3 funding**