

Toowoomba Second Range Crossing

April 2018

A safer, faster link in the National Land Transport Network



Up and over... aerial view of viaduct construction (March 2018) on the eastern approach to Mount Kynoch, and (inset) the start of the cutting through the Toowoomba Range, leading from the western end of the viaduct to the arch bridges on the realignment of the New England Highway. The arch bridges are nearing completion and will be 30m above traffic on the completed TSRC.

Works update – April 2018:

As reported in January 2018, a geological issue under an embankment will delay completion of the project, but all other works are progressing and will be completed in line with the original time frame.

Earthworks – more than 90% complete.

Structures – complete at 14 of 24 bridge sites. Viaduct pier and headstock construction is progressing, with girders in place on 6 of 22 spans and 7 other spans expected to be completed by end-April 2018 (see bridge progress next page).

Pavements – the first foamed bitumen was laid on the toll road in February 2018. Asphalt surfacing began in the eastern section in March.

Interchanges – six are under construction. Work is complete on the Warrego Highway western interchange bridge at Charlton, 98% complete on the Gore Highway interchange bridge at Athol, and 52% complete on the eastern interchange bridge at Helidon Spa.

The other interchanges are Mort Street interchange, Cranley (bridge 97% complete), Boundary Street interchange, Cranley (bridge complete); Toowoomba-Cecil Plains Road interchange, Wellcamp (bridge complete).

Associated infrastructure – the first permanent traffic lights are in place at the new intersection of Gowrie Junction Road and the realigned Ganzer Road. Work is progressing on traffic lights on the Warrego Highway at Nass and Wirth roads, Charlton.

Key milestones reached by March 2018:

- completed the arches for Bridge 10 (New England Highway)
- installed girders/deck units on Bridge 10 (New England Highway), Bridge 12 (Gowrie Creek), Bridge 19 (Dry Creek) and Bridge 24 (FGG Couper Road)
- girders placed on the viaduct, spans 20 to 18
- water main placed in new services corridor on the New England Highway arch bridges and cutover successful



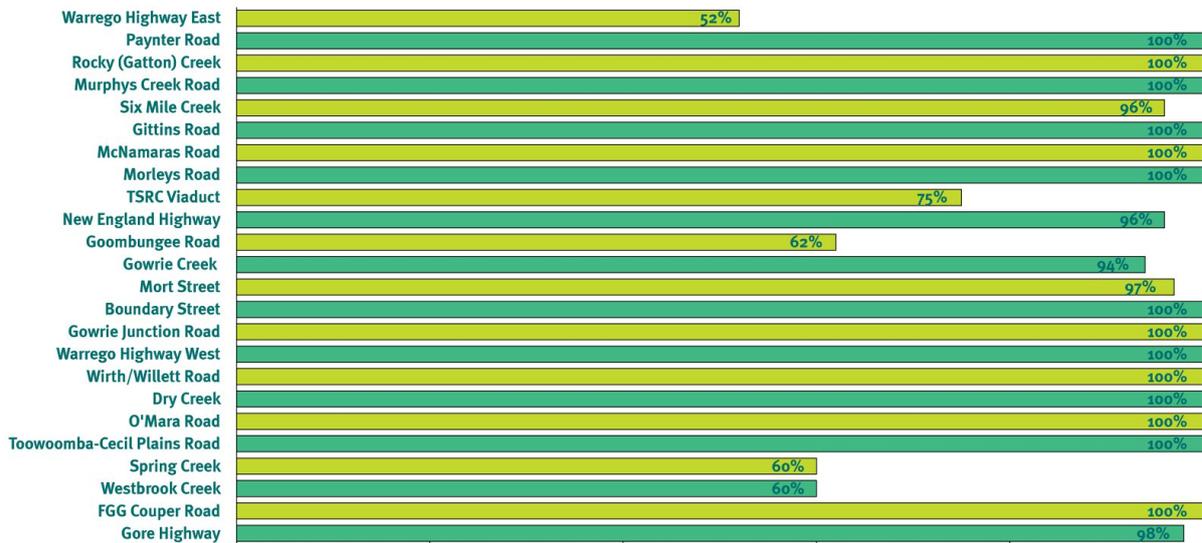
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TSRC bridge completion by %



- concrete decks on the viaduct, spans 21 to 18
- completed Bridge 18 (Willett Road)
- completed Bridge 21 (Toowoomba–Cecil Plains Road)
- completed Bridge 24 (FGG Couper Road).

Key milestones scheduled for completion by June 2018:

- complete Bridge 3 (Rocky Creek)
- pavement works on New England Highway realignment
- complete Bridge 25 (Gore Highway)
- install girders on Bridge 22 (Spring Creek)
- start girder installation on viaduct spans 17 to 10.

Project overview:

The Department of Transport and Main Roads is delivering the Toowoomba Second Range Crossing (TSRC), a 41km-long toll road that will pass Toowoomba on its northern side, linking the Warrego Highway at Helidon Spa in the east and the Gore Highway at Athol in the west (via Charlton).

It will provide commercial vehicles with an alternative crossing of the Toowoomba Range to improve freight efficiency and driver safety, relieve pressure on roads in the Toowoomba and the Lockyer Valley regions, and enhance liveability for the region's residents.

This project is being delivered under a Public Private Partnership (PPP) arrangement with Nexus Infrastructure, with an indicative total cost of \$1.606 billion. This includes an Australian Government contribution of \$1.137 billion, with the balance to be funded by the Queensland Government.

Benefits at a glance:

- avoids up to 18 sets of traffic lights in Toowoomba, reducing travel time
- 30m deep cutting through the Toowoomba Range removes the need for a tunnel and will allow over-dimension vehicles and all classes of dangerous goods vehicles to use the TSRC
- improved freight efficiency by redirecting up to 80% of heavy and super heavy commercial vehicles away from the existing Toowoomba central business district
- reduced vehicle operating costs by ensuring a maximum gradient of 6.5% across the Toowoomba Range, a significant decrease from the existing range crossing.

Project delay:

Nexus encountered the geotechnical issue in a 650m-long embankment on the escarpment in the Lockyer Valley. It worked with geotechnical and design specialists to develop a solution for the embankment.

The proposed remedial solution requires a large earthworks operation (2.85 million cubic metres) to remove the embankment built to date, undertake foundation treatment works and reconstruct the embankment.

In early 2018, Nexus officially informed the Queensland Government it estimated remediation of the embankment would delay completion of the TSRC by four to seven months.

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