

Toowoomba Second Range Crossing

A safer, faster link in the National Land Transport Network



Excavation underway near Morleys Road underpass at Ballard, north-east of Toowoomba.

Works update (from September 2016):

Eastern section – Start of bulk earthworks. Start of foundations, formwork and concreting in preparation for construction of piers for the viaduct, near Mount Kynoch on the eastern slopes of the Toowoomba Range. Commencing piling work on the Gatton Creek (Rocky Creek) bridge. Start of construction of underpasses at Morleys, Gittens, McNamaras and Paynter roads.

Central section – Bulk earthworks between New England Highway and Goombungee Road at Mount Kynoch with the excavation of large quantities of soil and rock, followed by the start of construction of the New England Highway realignment and twin arch bridges on the highway over the TSRC where it cuts through the Toowoomba Range.

Gas, communications, electrical, and water services relocations or protection works, until December 2016, requiring changed traffic conditions on Goombungee Road, Boundary Street, Hermitage Road, Mort Street, Baillie Henderson Hospital access road, off Mort Street, and Tor Street in Toowoomba.

Western section – Establishing storage facilities within the project corridor, removing existing structures near Ganzer Road, Warrego Highway and Gore Highway, vegetation clearing, installing site access gates and access roads, relocating utility services at Ganzer Road, Gowrie Junction Road and Toowoomba-Cecil Plains Road.



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).

The TSRC will be a safer and faster link in the National Land Transport Network, providing commercial vehicles with an alternative crossing of the Toowoomba Range to improve freight efficiency and driver safety, relieve pressure on roads in Toowoomba and the Lockyer Valley, and enhance liveability for the region's residents.

The TSRC is due to be completed and be operational by late 2018. It is being delivered in a 25-year Public Private Partnership with Nexus Infrastructure.

Benefits at a glance:

- avoids up to 18 sets of traffic lights in Toowoomba
- reduces travel time (by up to 40 minutes)
- 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
- reduction in vehicle operating costs by ensuring a maximum slope gradient of 6.5% across the

Toowoomba Range, a significant decrease from the existing range crossing, which is up to 10% in parts

- accommodate regional growth and increase productivity on the Darling Downs
- safer and less congested route than the existing range crossing.

Features at a glance:

- four lanes (two lanes each way) from Warrego Highway East Interchange at Helidon Spa to Warrego Highway West (Charlton)
- grade-separated interchanges at Warrego Highway East, Warrego Highway West, Toowoomba-Cecil Plains Road and Gore Highway
- grade-separated connections to Mort Street and Boundary Street in Toowoomba City
- an 800m-long viaduct built over the existing Queensland Rail line at Mount Kynoch
- a 30-metre deep cutting at the top of the Toowoomba Range
- continuity of New England Highway through bridges (two lanes each) over the cutting.

Community information:

For more information about the project, contact Nexus at:

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