

Toowoomba Second Range Crossing

April 2019

A safer, faster link in the National Land Transport Network



Works update – April 2019:

The 'western half' of the TSRC was opened to traffic between Cranley on Toowoomba's northern edge and the Gore Highway, at Athol, 25km west of the city, on 8 December 2018.

This 24km section provides road users with a host of new connections between key destinations such as the Toowoomba CBD and Wellcamp Airport, which is serviced by a grade-separated interchange at Toowoomba-Cecil Plains Road, Wellcamp.

No tolls will be charged until the whole road is open and the name of the road and toll levels will be finalised closer to the opening of the TSRC.

A geotechnical issue under an embankment at Ballard on the range escarpment north of Toowoomba and subsequent remediation works delayed the opening of the full length of the whole TSRC in 2018.

Construction will be completed and the whole road fully opened to traffic later in 2019.

Crossing over... the arch bridges on the realignment of the New England Highway will be 30m above traffic on the completed TSRC. Drivers will pass through the cutting to cross the Great Dividing Range at an elevation of approximately 600m at Mount Kynoch, 6km north of Toowoomba's City Hall.

The New England Highway was realigned to enable construction of the bridges (70m long with 55m arch spans) to carry highway traffic over the TSRC and minimise the impacts on traffic during construction.

The bridges were built using a top-down approach, which meant the structures were completed before the ground below was excavated.

U-turn construction works at Helidon Spa:

An eastern u-turn facility is under construction at Helidon Spa as part of TSRC-related works to maintain local access to the Warrego Highway travelling east.

Construction of the **eastern u-turn** facility commenced in December 2018 between Twidales Road and Helendale Drive, approximately 750m east of the existing intersection.



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When complete, motorists will use the eastern u-turn when travelling from:

- Warrego Highway to Twidales Road eastbound
- Postmans Ridge Road to the Warrego Highway westbound
- Postmans Ridge Road to Twidales Road.

As the eastern u-turn facility was outside Nexus' scope of TSRC project works, the Department of Transport and Main Roads (TMR) sourced RoadTek to construct it.

The **western u-turn** facility called Paynters Loop Road was completed and opened to traffic in December 2018. It is situated between the TSRC entry and Richards Road, approximately 1.8km west of the existing intersection and is open to motorists travelling from:

- Twidales Road to the Warrego Highway eastbound
- Warrego Highway to Postmans Ridge Road westbound and
- Twidales Road to Postmans Ridge Road.

The geotechnical issue affecting the embankment at Ballard relates to a 650m-long section of the project alignment, but the scale of the remediation works affected a 4km section of the alignment.

The central location of the embankment, due east of the viaduct at Ballard, also meant the 13km-long completed section of road to the east could not be opened until the embankment is repaired.

Substandard material below the embankment has all been removed and reconstruction of the embankment from foundation level is well underway.

There is significant work ahead – to place the remainder of the material, construct the road over it, and install the signs and line marking and other road infrastructure.

Road names:

When opened the TSRC will officially become the Warrego Highway (route A2) from the Warrego east interchange (Helidon Spa) to the Warrego west interchange (Charlton). It is gazetted and operating as the Gore Highway (Route A39) from the Warrego west interchange (Charlton) to the Gore Highway interchange (Athol).

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.

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