

Toowoomba Second Range Crossing

A safer, faster link in the National Land Transport Network



Project overview:

The Department of Transport and Main Roads is delivering a second range crossing that takes heavy vehicle traffic around Toowoomba rather than through it.

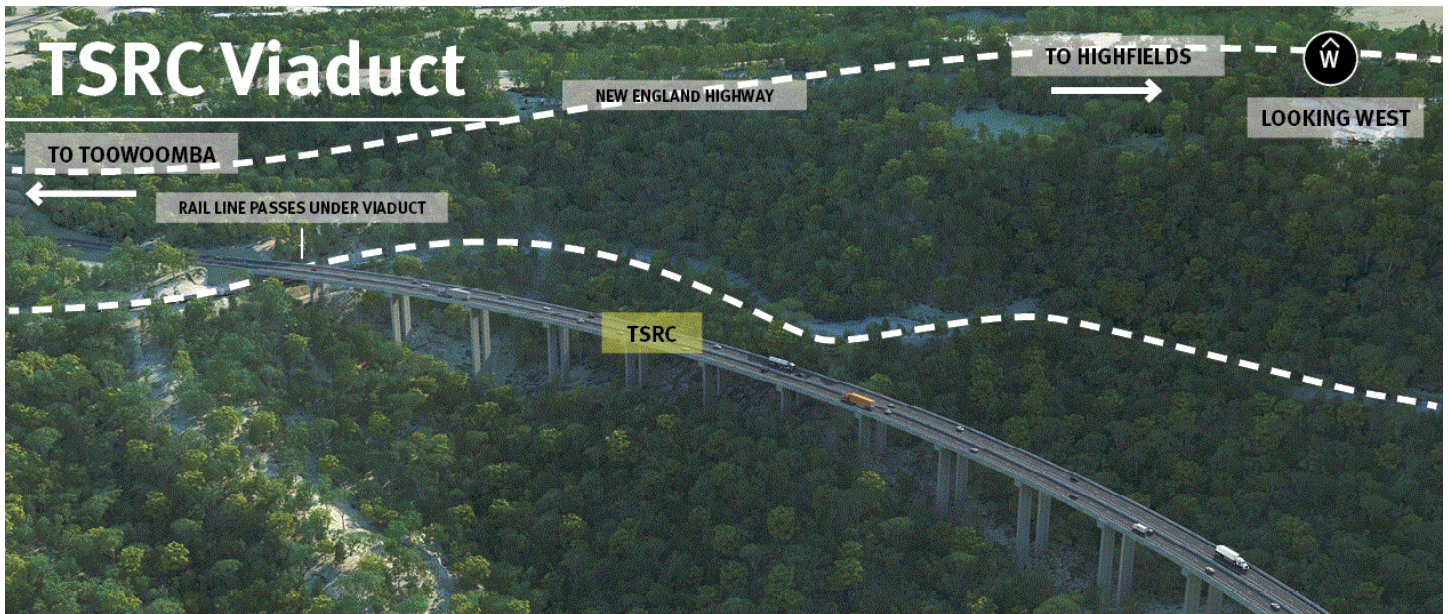
The Toowoomba Second Range Crossing (TSRC) is a 41km-long toll road that will pass Toowoomba on its northern side, linking the Warrego Highway at Helidon Spa in the east and the Gore Highway at Athol in the west (via Charlton).

The Australian and Queensland Governments are jointly funding the \$1.6 billion TSRC on an 80:20 basis. It is being delivered in a 25-year Public Private Partnership with the Nexus Infrastructure consortium. Nexus was awarded the contract to design, construct, operate and maintain the TSRC in August 2015.

The TSRC is due to be completed and be operational by late 2018.

Benefits at a glance:

- avoids up to 18 sets of traffic lights in Toowoomba
- reduces travel time (by up to 40 minutes) and greater travel time reliability
- 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 bypass
- 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%
- 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, *pictured above*, 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.

Supplier:

Nexus is a consortium of global leaders in road construction and public infrastructure, combined with Queensland-based resources with a successful track record of local project delivery.

Nexus consists of:

- Plenary Group, financial advisor and investor
- Cintra, investor
- Acciona Concessions, investor
- Acciona Infrastructure and Ferrovial Agroman, construction joint venture
- Broadspectrum, operations and maintenance provider.

Tolling:

The TSRC will be a toll road. Tolls for the TSRC will not be finalised until closer to the opening of the road, expected in late 2018. Further consultation with industry and the community will be undertaken before the finalisation of a toll structure and toll tariffs.

Community information:

Nexus is responsible for community consultation and engagement with key stakeholders, local communities and affected property owners. This obligation will continue throughout the delivery of the project. Impacts identified through this process will be monitored and actions taken by Nexus to minimise the impacts.

Direct contact can be made with Nexus at:

- Web: www.nexustsrc.com
- Phone: 1800 198 878
- Email: info@nexustsrc.com.au

Works update (as of June 2016):

Eastern section – Major construction started in late April 2016 with vegetation clearing commencing in the eastern section and construction of access roads to enable the start of work on the viaduct, near Mt Kynoch on the eastern slopes of the Toowoomba Range.

Central section – Preparatory works started around the New England Highway at Mt Kynoch to enable construction of the cutting through the range and the realignment of the New England Highway. These works involve access road construction, earthworks and blasting, and will be followed by the construction of the New England Highway bridges from September 2016.

Western section – Preparatory works began to enable the realignment of Ganzer Road where it intersects with the TSRC. This work involves service relocations, followed by initial earthworks to allow the new section of road to be built.