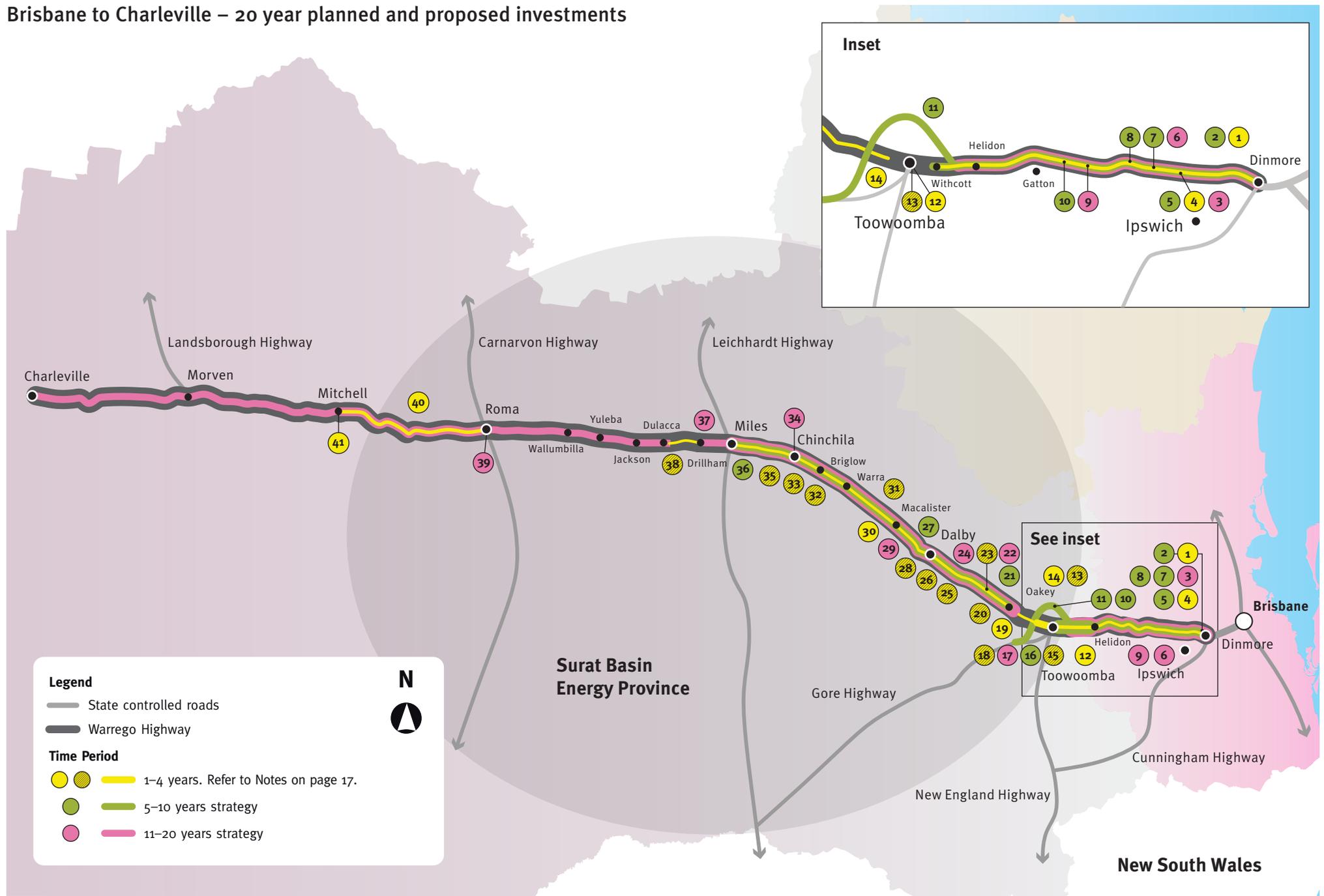


# Brisbane to Charleville – 20 year planned and proposed investments



This Strategy identifies short, medium and long-term project priorities:

- **YELLOW** – short-term projects with committed funding, which have either commenced or are currently in the detailed project planning phase, and are scheduled to commence between 2012 and 2015

Number	Project
1 <sup>(1)</sup>	Warrego Highway Safety Improvement Program – Stage 1
2	Warrego Highway Safety Improvement Program – Stage 2
3	Dinmore to Blacksoil 6-laning
4 <sup>(2)</sup>	Blacksoil interchange
5	Blacksoil to Helidon Spa motorway upgrade
6	Blacksoil to Helidon Spa motorway upgrade (continued)
7	Haigslea overpass
8	Minden interchange
9	Hatton Vale interchange
10	Glenore Grove interchange
11	Toowoomba Second Range Crossing
12 <sup>(4)</sup>	Toowoomba intersection safety upgrades

Also identified are unfunded projects subject to federal funding approval, with construction proposed over a four-year period to meet current demand

- **GREEN** – medium-term investment proposals which have a longer horizon of 5–10 years

Number	Project
13 <sup>(3)</sup>	Toowoomba pavement rehabilitation
14 <sup>(1)</sup>	Toowoomba to Oakey duplication – Stage 1
15 <sup>(3)</sup>	Toowoomba to Oakey duplication – Stage 2
16	Charlton future corridor investigation
17	Toowoomba to Oakey duplication – Stage 3
18 <sup>(3)</sup>	Oakey to Jondaryan upgrade
19 <sup>(4)</sup>	Oakey to Dalby capacity upgrade – Stage 1
20 <sup>(3)</sup>	Oakey to Dalby capacity upgrade – Stage 2
21	Oakey to Dalby safety upgrade
22	Oakey to Dalby duplication
23 <sup>(3)</sup>	Malu to Victory Downs upgrade
24	Dalby bypass
25 <sup>(3)</sup>	Dalby eastern access upgrade
26 <sup>(3)</sup>	Dalby western access upgrade – Stages 1 & 2

- **PINK** – long-term proposals which are planned over an 11–20 year timeframe.

Medium and long-term projects are dependent on federal and state funding availability. As such, the state will work closely with the Australian Government to deliver this Strategy.

Number	Project
27	Dalby to Miles safety upgrade
28 <sup>(3)</sup>	Dalby to Miles capacity upgrade
29	Dalby to Miles capacity upgrade (continued)
30 <sup>(1)</sup>	Macalister to Warra upgrade
31 <sup>(3)</sup>	Jingi Jingi Creek upgrade
32 <sup>(3)</sup>	Brigalow to Chinchilla upgrade
33 <sup>(3)</sup>	Chinchilla rail crossing upgrade
34	Chinchilla bypass
35 <sup>(3)</sup>	Miles western access upgrade
36	Miles to Charleville upgrade
37	Miles to Charleville upgrade (continued)
38 <sup>(3)</sup>	Drillham to Palardo upgrade
39	Roma alternative heavy vehicle route
40 <sup>(2)</sup>	Roma to Mitchell upgrade
41 <sup>(2)</sup>	Maranoa River bridge replacement

NOTES:

(1) Queensland Government commitment in 2011-12 State Budget to address urgent capacity and safety needs.

(2) Jointly funded by Australian and Queensland Governments.

(3) Currently unfunded; subject to Australian Government funding approval, with construction proposed over a four year period to meet current demand.

(4) Federally funded.



## South East Queensland

The Warrego Highway in South East Queensland is currently a four-lane divided highway with some grade-separated interchanges. The eastern-most 13km section between Dinmore and Brassall carries the greatest volume of traffic and is already a declared motorway (M2).

Over the next 20 years, this Strategy will seek to progressively upgrade the highway to full motorway standard along its full length in South East Queensland.

This will include upgrading the highway to six lanes between Dinmore and Blacksoil, removal of at-grade intersections and property accesses and the construction of interchanges.

Safety upgrades, including intersection improvements, shoulder widening and safety barriers, are proposed to address existing and developing safety issues prior to upgrading to full motorway standard.

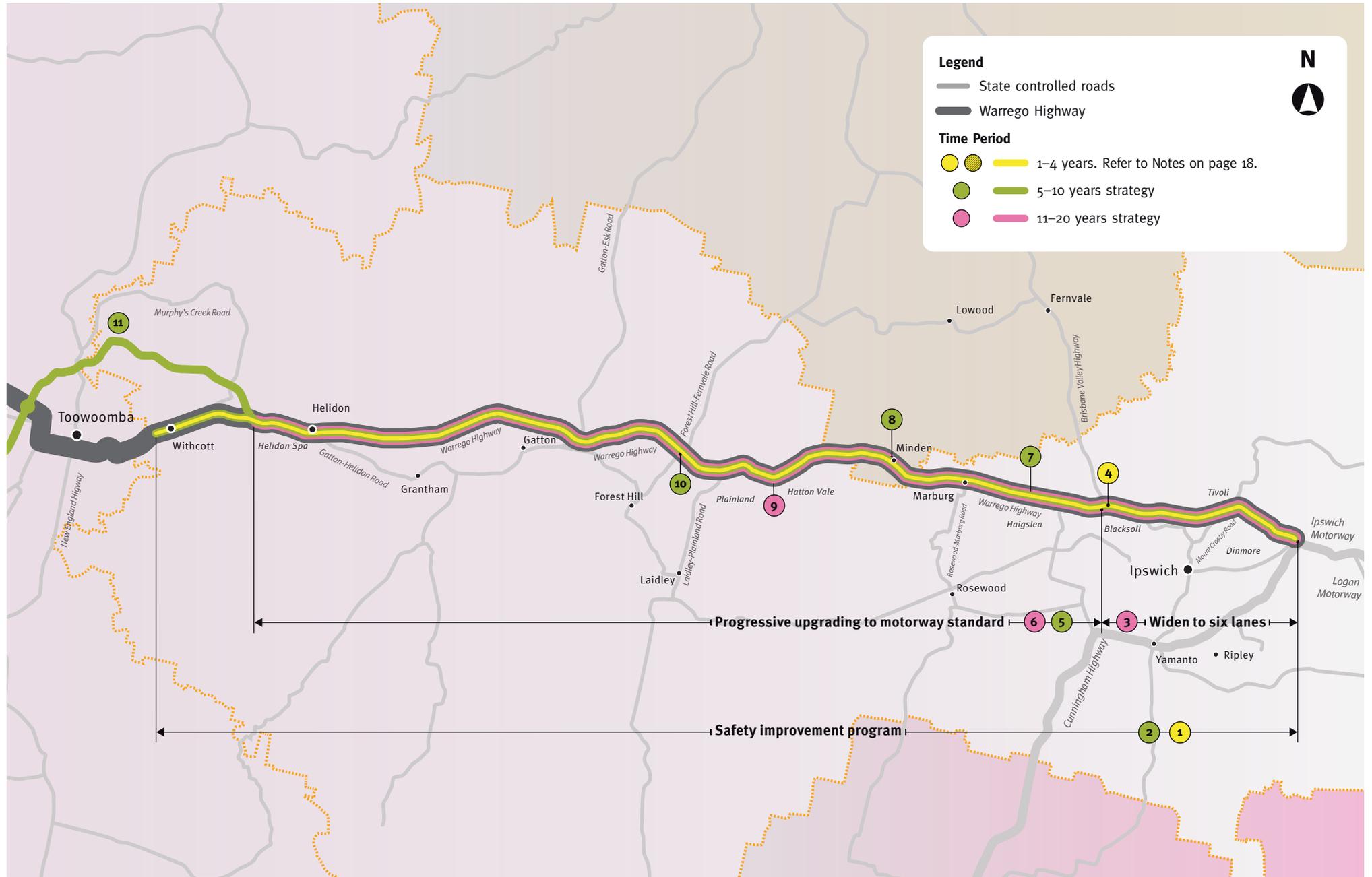
A major issue on this section is the management of highway access to improve road safety. Developing and implementing effective access management plans are essential to ensure the function of the highway is maintained and, over time, allows progressive upgrading to motorway standard whilst minimising impacts on adjoining land uses.

Number	Name	What	Why	When
1 <sup>(4)</sup>	Warrego Highway Safety Improvement Program – Stage 1	Upgrade intersections, removal of roadside hazards and installation of guardrail between Dinmore and Withcott	Improve road safety through cost-effective treatments	1-4 years
4 <sup>(2)</sup>	Blacksoil interchange	Construct interchange at junction with Brisbane Valley Highway and Wulkuraka Connection Road and provision of service roads	Improve road safety, reduce congestion and improve freight efficiency by removing all at-grade crossings of the Warrego Highway	1-4 years
2	Warrego Highway Safety Improvement Program – Stage 2	Upgrade intersections, removal of roadside hazards and installation of guardrail between Dinmore and Withcott	Improve road safety on high crash-risk sections of highway	5-10 years
5	Blacksoil to Helidon Spa motorway upgrade	Commence construction of service roads and rationalise highway access to bring highway up to motorway standard	Improve road safety, traffic efficiency and capacity by removing at-grade cross traffic and turning conflicts	5-10 years
7	Haigslea overpass	Construct overpass at the location of the future Western Ipswich Bypass interchange and construction of connection to Haigslea-Amberley Road	Improve road safety, traffic efficiency and capacity by replacing existing at-grade intersection	5-10 years
8	Minden interchange	Construct new interchange at Lowood-Minden Road and Tallegalla Road at Minden	Improve road safety, traffic efficiency and capacity by replacing existing at-grade intersection	5-10 years
10	Glenore Grove interchange	Construct new interchange at Forest Hill-Fernvale Road at Glenore Grove	Improve road safety, traffic efficiency and capacity by removing at-grade cross-traffic turning conflicts	5-10 years
11	Toowoomba Second Range Crossing	Construct a new crossing of the Toowoomba Range and a bypass of Toowoomba City	Improve road safety, freight efficiency, traffic capacity and reliability by providing a high-standard crossing of the Toowoomba Range, and improve local amenity in Toowoomba	5-10 years
3	Dinmore to Blacksoil 6-laning	Widen section to six lanes	Improve road safety, traffic capacity and freight efficiency on heavily-trafficked section of highway	11-20 years
6	Blacksoil to Helidon Spa motorway upgrade (continued)	Complete construction of service roads and rationalise highway access to bring highway up to motorway standard	Improve road safety, traffic efficiency and capacity by removing at-grade cross traffic and turning conflicts	11-20 years
9	Hatton Vale interchange	Construct new interchange at Summerholm Road at Hatton Vale	Improve road safety, traffic efficiency and capacity by replacing existing at-grade intersection	11-20 years

### NOTES:

- (1) Queensland Government commitment in 2011-12 State Budget to address urgent capacity and safety needs.
- (2) Jointly funded by Australian and Queensland Governments.
- (3) Currently unfunded; subject to Australian Government funding approval, with construction proposed over a four year period to meet current demand.
- (4) Federally funded.

# Brisbane to Toowoomba





## Darling Downs South West

The Warrego Highway in the Darling Downs South West region varies from a four-lane divided highway crossing the Toowoomba Range, a four-lane urban arterial through Toowoomba City and Dalby, to a two-lane rural highway between Toowoomba and Charleville with a limited number of overtaking lanes between Toowoomba and Bowenville.

### Toowoomba to Dalby

Over the next 20 years, this Strategy proposes a major transformation of the highway in this region to facilitate development of the rapidly growing Surat Basin energy province and growth in Toowoomba. Key projects include the Toowoomba Second Range Crossing which incorporates a bypass of Toowoomba, pavement strengthening and widening at selected locations and upgrades to improve capacity between Toowoomba and Dalby.

New overtaking lanes will initially provide much needed capacity improvements on the highway, west of Oakey. However, if development of the Surat Basin reaches projected levels of growth, it is predicted that, within the next 20 years, traffic volumes on the highway between Oakey and Dalby will reach levels that will warrant duplication.

Between Bowenville and Dalby, the existing corridor has low flood immunity and utility services that warrant consideration of upgrading the highway on a new alignment. To reduce traffic congestion and conflicts between local and through traffic, either a bypass or alternative heavy vehicle route will be developed for Dalby.

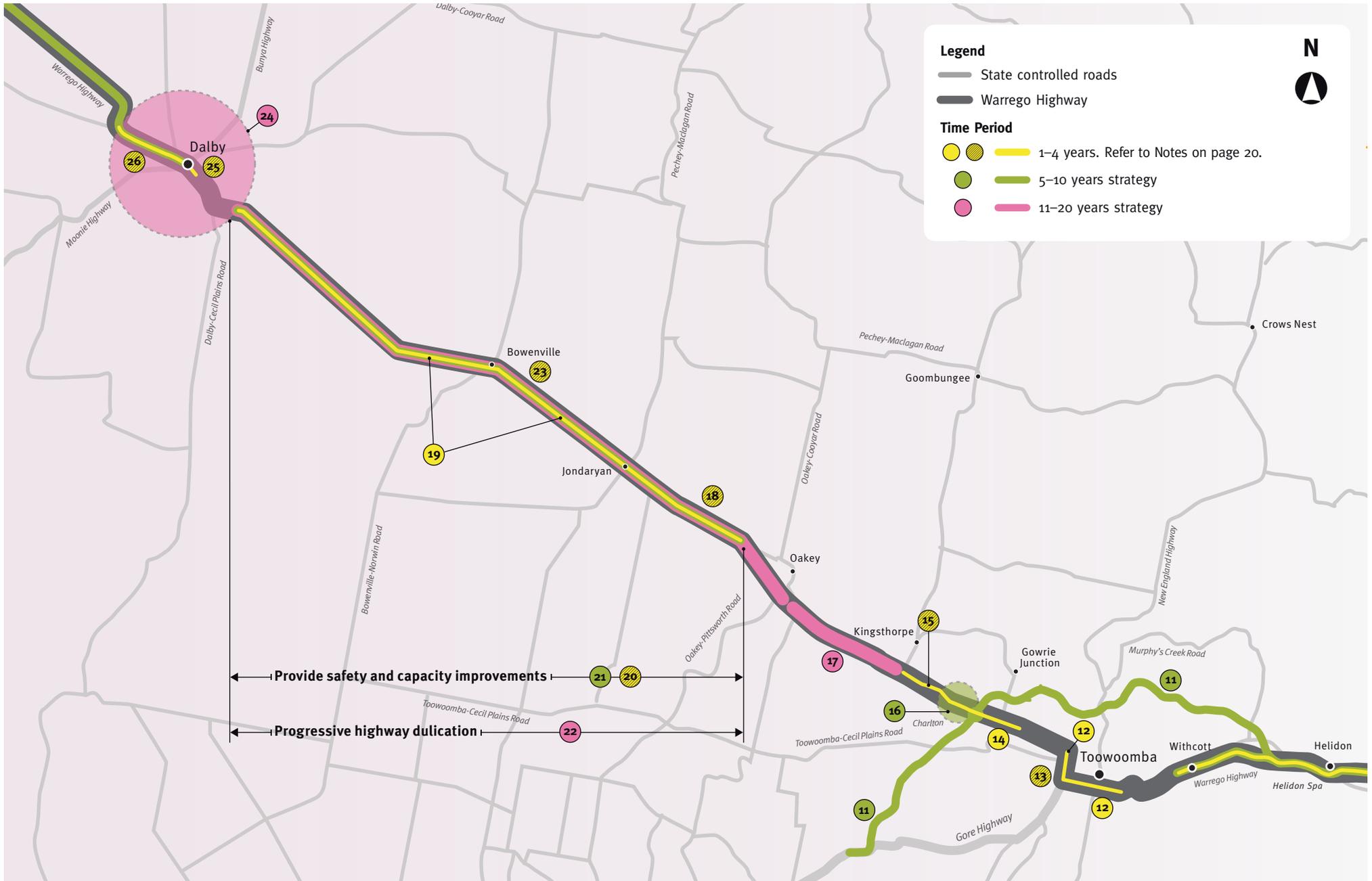
These improvements are expected to significantly improve road safety and transport/freight efficiency on the highway and provide the Surat Basin energy province with the necessary transport infrastructure to support the basin's development to its full potential.

Number	Name	What	Why	When
12 <sup>(4)</sup>	Toowoomba intersection safety upgrades	Provide intersection upgrades and minor safety improvements through Toowoomba City	Improve road safety at high crash-risk intersections in Toowoomba	1-4 years
13 <sup>(3)</sup>	Toowoomba pavement rehabilitation	Rehabilitate and renew failed sections of pavements through Toowoomba City	Improve road safety and transport efficiency	1-4 years
14 <sup>(4)</sup>	Toowoomba to Oakey duplication – Stage 1	Duplicate 6 km section to four lanes between Nugent Pinch Road and Charlton	Improve road safety and reduce delays on the western approach to Toowoomba	1-4 years
15 <sup>(3)</sup>	Toowoomba to Oakey duplication – Stage 2	Duplicate 4 km section to four lanes between Charlton and Kingsthorpe	Improve road safety and reduce delays on the western approach to Toowoomba	1-4 years
18 <sup>(3)</sup>	Oakey to Jondaryan upgrade	Strengthen failing pavements between Oakey Power Station and Jondaryan and safety upgrade of Jondaryan-Sabine Road intersection	Improve road safety, freight efficiency and support development of the Surat Basin	1-4 years
19 <sup>(4)</sup>	Oakey to Dalby capacity upgrade – Stage 1	Construct additional overtaking lanes and rest areas between Oakey and Dalby	Improve road safety, freight efficiency and support development of the Surat Basin	1-4 years
20 <sup>(3)</sup>	Oakey to Dalby capacity upgrade – Stage 2	Construct additional overtaking lanes between Oakey and Dalby	Improve road safety, freight efficiency and support development of the Surat Basin	1-4 years
23 <sup>(3)</sup>	Malu to Victory Downs upgrade	Widen and strengthen narrow and failing pavements between Malu and Bowenville and at Victory Downs	Improve road safety, freight efficiency and support development of the Surat Basin	1-4 years
25 <sup>(3)</sup>	Dalby eastern access upgrade	Duplicate to four lanes between Winton Street and Condamine Street at Dalby	Improve road safety and freight efficiency on the eastern approach to Dalby	1-4 years
26 <sup>(3)</sup>	Dalby western access upgrade – Stages 1 & 2	Duplicate 3.5 km section to four lanes between Condamine Street and Watt Street and widen and strengthen 2 km of narrow and rough pavement between Watt Street and Dalby-Kogan Road at Dalby	Improve road safety and freight efficiency on the western approach to Dalby	1-4 years
11	Toowoomba Second Range Crossing	Construct a new crossing of the Toowoomba Range and a bypass of Toowoomba City	Improve road safety, freight efficiency, traffic capacity and reliability by providing high standard crossing of the Toowoomba Range and improve local amenity in Toowoomba	5-10 years
16	Charlton future corridor investigation	Investigate long-term corridor options to complement capacity of existing highway	Reduce traffic impacts on the highway associated with development of the Charlton-Wellcamp industrial precinct	5-10 years
21	Oakey to Dalby safety upgrade	Provide safety improvements including intersection upgrades, removal of roadside hazards and installation of safety barriers	Improve road safety through cost-effective treatments	5-10 years
17	Toowoomba to Oakey duplication – Stage 3	Duplicate 9 km section to four lanes between Kingsthorpe and Oakey	Improve road safety and reduce delays on the western approach to Toowoomba	11-20 years
22	Oakey to Dalby duplication	Duplicate section to four lanes from Oakey to Dalby	Improve road safety and traffic capacity to cater for future traffic growth	11-20 years
24	Dalby bypass	Construct bypass of town centre of Dalby	Improve road safety, freight efficiency and local amenity, as well as improve route reliability as section is subject to flooding	11-20 years

#### NOTES:

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# Toowoomba to Dalby





## Darling Downs South West

Continued.....

### Dalby to Charleville

Over the next 20 years, the Warrego Highway will be progressively upgraded to provide a minimum sealed highway width of:

- 11-metres between Dalby and Miles
- 10-metres between Miles and Morven
- 8-metres between Morven and Charleville.

New overtaking opportunities will be provided between Dalby and Roma to provide additional capacity to cater for the expected traffic growth associated with continued development of the Surat Basin energy province.

To improve safety, local amenity and flood immunity, a bypass will be developed at Chinchilla, when warranted. At Roma, an alternative heavy vehicle route will be developed to improve freight access to the east of Roma and to reduce conflicts between local traffic and through heavy vehicles.

These improvements are expected to improve road safety and transport efficiency on the highway supporting tourism, primary industry and resource sectors.

Number	Name	What	Why	When
28 <sup>(3)</sup>	Dalby to Miles capacity upgrade	Construct up to seven overtaking lanes between Dalby and Miles	Improve road safety, freight efficiency and traffic capacity to cater for future traffic growth from development of the Surat Basin	1-4 years
30 <sup>(4)</sup>	Macalister to Warra upgrade	Widen and strengthen 13 km of narrow and failing pavements and improve flood immunity between Macalister and Warra	Improve road safety, freight efficiency and support development of the Surat Basin	1-4 years
31 <sup>(3)</sup>	Jingi Jingi Creek upgrade	Construct new culvert at Jingi Jingi Creek	Improve freight efficiency by replacing load restricted culvert	1-4 years
32 <sup>(3)</sup>	Brigalow to Chinchilla upgrade	Widen and strengthen 10 km of narrow and failing pavements between Brigalow and Chinchilla	Improve road safety, freight efficiency and support development of the Surat Basin	1-4 years
33 <sup>(3)</sup>	Chinchilla rail crossing upgrade	Upgrade safety at the open level rail crossing at Chinchilla	Improve road safety. (Increased coal mining will generate a greater number of freight movements)	1-4 years
35 <sup>(3)</sup>	Miles western access upgrade	Upgrade the Leichhardt Highway western intersection and strengthen failing pavements between the intersection and Miles	Improve road safety and freight efficiency at Miles	1-4 years
38 <sup>(3)</sup>	Drillham to Palardo upgrade	Rehabilitate and strengthen failing pavements between Drillham and Palardo	Improve road safety, freight efficiency and support development of the Surat Basin	1-4 years
40 <sup>(2)</sup>	Roma to Mitchell upgrade	Widen and strengthen narrow and failing pavements between Roma to Mitchell	Improve road safety and extend Type 2 road train access from Mitchell to the west of Roma	1-4 years
41 <sup>(2)</sup>	Maranoa River bridge replacement	Construct a new wider bridge across the Maranoa River at Mitchell	Improve road safety and freight efficiency by replacing extremely narrow bridge	1-4 years
27	Dalby to Miles safety upgrade	Provide safety improvements between Dalby and Miles	Improve road safety and freight efficiency	5-10 years
36	Miles to Charleville upgrade	Provide general highway improvements, including safety initiatives, intersection upgrades, overtaking lanes; widen and strengthen pavements and structures; and provide vehicle stopping and rest areas	Improve road safety and freight efficiency	5-10 years
29	Dalby to Miles capacity upgrade (continued)	Construct additional overtaking lanes between Dalby and Miles	Improve road safety, freight efficiency and traffic capacity to cater for future traffic growth from development of the Surat Basin	11-20 years
34	Chinchilla bypass	Construct bypass of town centre of Chinchilla	Improve road safety and freight efficiency by reducing conflicts between local and through traffic at Chinchilla	11-20 years
37	Miles to Charleville upgrade (continued)	Continue general highway improvements, including safety initiatives, intersection upgrades, overtaking lanes; widen and strengthen pavements and structures; and provide vehicle stopping and rest areas	Improve road safety and freight efficiency	11-20 years
39	Roma alternative heavy vehicle route	Construct an alternative route for heavy vehicles at Roma	Improve road safety and freight efficiency by reducing heavy vehicle through traffic in Roma	11-20 years

#### NOTES:

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# Dalby to Charleville

