

Design Team Meeting Minutes

Toowoomba – Oakey (Stage 1)
Job No. 265/18B/4
Region Darling Downs **Local Authority** Toowoomba Regional Council

Road Name Warrego Highway (Toowoomba – Dalby)

Location 8.10-14.1km (Nugent Pinch to West of Charlton)

Program National Network Ineligible (State funded preconstruction)

Work Description MEETING NO. 13

Date 14th February 2012 **Time** 9.00am – 10.00am

Place Meeting Room (Green)

Chair Janelle Haughey

Minute taker Loraine Fielder

Attendees
Presence

| | | |
|---------------------|-----|-----------|
| Janelle Haughey | JNH | Present |
| Loraine Fielder | LMF | Present |
| Jo Waters | JEW | Apologies |
| Neisje Hannam | NJH | Present |
| Karl Zeller | KJZ | Present |
| David Prout | DJP | Present |
| Paul Weis | PRW | Apologies |
| Anita Sullivan | AMS | Present |
| John Litster | JLL | Present |
| Paul Drummond | PJD | Apologies |
| Gilbert Eastwell | GCE | Apologies |
| Ian Wuersching | IJW | Present |
| Tim Murphy | TJM | Present |
| Troy Smith | TAS | Present |
| Deepthi Epaarachchi | DCE | Present |

Purpose of using this document exclusively

The purpose of these comprehensive minutes is to provide a record of the project's performance and outcomes, identify successes and failures of the project and identify learnings for the future reference by others undertaking projects within the department. At completion of the project, the compilation of all such minutes will provide an excellent basis for preparing a finalisation report; so aim to capture within these minutes (at least references to) how all issues were dealt with. Subsequent Project Team Minutes shall be attached to these minutes as Appendices to form a complete record of decisions affecting the project

Department of Transport and Main Roads

| Action item | Date due | Action Owner |
|-------------|----------|--------------|
|-------------|----------|--------------|

Outstanding Actions from last meeting

| |
|--|
| <p>Not relevant</p> <p style="text-align: center; opacity: 0.5; font-size: 2em;">Released under RTI - DTMR</p> |
|--|

O'MARA ROAD AND CHURCH (TROYS ROAD) PRIVATE ENTRANCES

There are conflicts with the accesses to these properties, due to the vicinity to the intersection.

| |
|--|
| <p>Not relevant</p> <p style="text-align: center; opacity: 0.5; font-size: 2em;">Released under RTI - DTMR</p> |
|--|

- Conflicts at accesses to the church at Troys Road intersection – KJZ to investigate. Discuss with PRW.

KJZ/JNH

| |
|---------------------|
| <p>Not relevant</p> |
|---------------------|

Released under RTI - DTMR

3.0

Status Update by Team Members

| KJZ | Private entrances at Troys Road | In the next 2 weeks |
|--|---------------------------------|---------------------|
| <p>Not relevant</p> <p>Released under RTI - DTMR</p> | | |

Not relevant

Released under RTI - DTMR

Date of next meeting

The next meeting – **TUESDAY FEBRUARY 28th** **9.00 AM** **GREEN ROOM**

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Released under RTI - DTPMR

Design Team Meeting Minutes

Toowoomba – Oakey (Stage 1)
Job No. 265/18B/4
Region Darling Downs **Local Authority** Toowoomba Regional Council

Road Name Warrego Highway (Toowoomba – Dalby)

Location 8.10-14.1km (Nugent Pinch to West of Charlton)

Program National Network Ineligible (State funded preconstruction)

Work Description MEETING NO. 14

Date 28th February 2012 **Time** 9.00am – 10.30am

Place Meeting Room (Green)

Chair Janelle Haughey

Minute taker Loraine Fielder

Attendees
Presence

| | | |
|---------------------|-----|-----------|
| Janelle Haughey | JNH | Present |
| Loraine Fielder | LMF | Present |
| Jo Waters | JEW | Present |
| Neisje Hannam | NJH | Present |
| Karl Zeller | KJZ | Present |
| David Prout | DJP | Present |
| Paul Weis | PRW | Present |
| Anita Sullivan | AMS | Present |
| John Litster | JLL | Present |
| Paul Drummond | PJD | Apologies |
| Gilbert Eastwell | GCE | Apologies |
| Ian Wuersching | IJW | Apologies |
| Tim Murphy | TJM | Present |
| Troy Smith | TAS | Present |
| Deepthi Epaarachchi | DCE | Apologies |

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Department of Transport and Main Roads

| Action item | Date due | Action Owner |
|-------------|----------|--------------|
|-------------|----------|--------------|

Outstanding Actions from last meeting

Not relevant



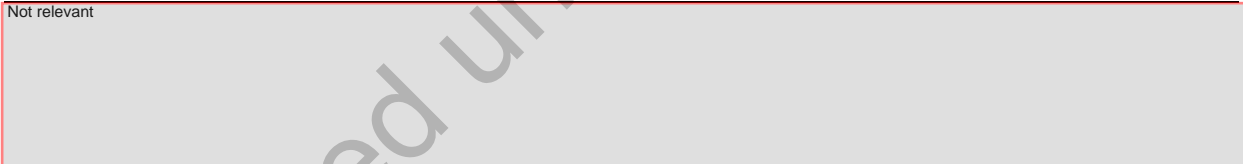
TROYS ROAD PRIVATE ENTRANCES

There are conflicts with the accesses to these properties, due to the vicinity to the intersection. The church entrance is to be left in/left out only. PRW to discuss with property owners.

MEETING

Next progress meeting is on 20th March 2012

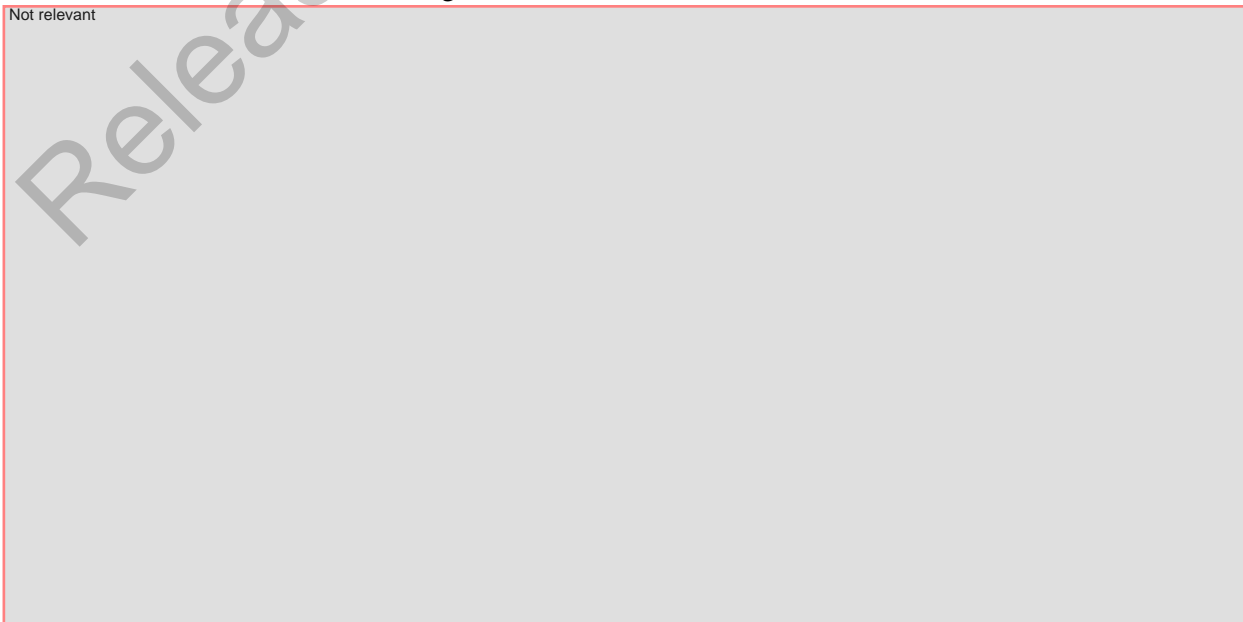
Not relevant



- Conflicts at accesses to the church at Troys Road intersection – KJZ to investigate. Discuss with PRW.

KJZ/JNH

Not relevant



Released under RTI - DTMR

Not relevant

A second update for [Not relevant] and Troys Roads will be sent when available.

Not relevant

[Redacted content]

NJH

- Private Entrances

Not relevant

[Redacted content]

[Redacted content]

Released under RTI - DTMR

Date of next meeting

The next meeting – **TUESDAY MARCH 13th 9.00 AM GREEN ROOM**

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Released under RTI - DPMR

Design Team Meeting Minutes

Toowoomba – Oakey (Stage 1)
Job No. 265/18B/4
Region Darling Downs **Local Authority** Toowoomba Regional Council

Road Name Warrego Highway (Toowoomba – Dalby)

Location 8.10-14.1km (Nugent Pinch to West of Charlton)

Program National Network Ineligible (State funded preconstruction)

Work Description MEETING NO. 16

Date 26th March 2012

Time 11.00am – 12.30am

Place Meeting Room (Green)

Chair Janelle Haughey

Minute taker Loraine Fielder

Attendees
Presence

| | | |
|---------------------|-----|-----------|
| Janelle Haughey | JNH | Present |
| Loraine Fielder | LMF | Present |
| Jo Waters | JEW | Present |
| Neisje Hannam | NJH | Present |
| Karl Zeller | KJZ | Present |
| David Prout | DJP | Present |
| Paul Weis | PRW | Present |
| Anita Sullivan | AMS | Apologies |
| John Litster | JLL | Present |
| Deepthi Epaarachchi | DCE | Present |
| Ian Wuersching | IJW | Apologies |
| Tim Murphy | TJM | Present |
| Troy Smith | TAS | Present |

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|-------------|----------|--------------|
|-------------|----------|--------------|

Outstanding Actions from last meeting

MEETING WITH PROPERTY OWNERS

JNH and PRW consulted with property owners at Church on Troys Road, Not relevant

Not relevant regarding the proposed changes to their access to the Warrego Highway.

Not relevant



1.0 Overall Project Update

SERVICES

The TRC have a sewer main proposal that crosses the Warrego Highway at Troys Road.

Not relevant

CONSULTATION

Paul and Janelle met with property owners at the church on Troys Road, and

Not relevant

- The church is satisfied with their access being restricted to left in left out.

Not relevant

Arrange a meeting with TRC to discuss Services including Water Services and Sewer Main crossing at Troys Road

PRW

Not relevant

Not relevant

Not relevant

SERVICES – ERGON

TRC - Need to meet again with TRC to discuss Water, Sewer.

Not relevant

Released under RTI - DTMR

Not relevant

Released under RTI - DTMR

Date of next meeting

The next meeting – **TUESDAY APRIL 10th 9.00 AM GREEN ROOM**

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Design Team Meeting Minutes

Toowoomba – Oakey (Stage 1) Job No. 265/18B/4

Region Darling Downs **Local Authority** Toowoomba Regional Council

Road Name Warrego Highway (Toowoomba – Dalby)

Location 8.10-14.1km (Nugent Pinch to West of Charlton)

Program National Network Ineligible (State funded preconstruction)

Work Description MEETING NO. 17

Date 10th April 2012 **Time** 9.00am – 10.15am

Place Meeting Room (Green)

Chair Janelle Haughey

Minute taker Loraine Fielder

Attendees

Presence

| | | |
|---------------------|-----|-----------|
| Janelle Haughey | JNH | Present |
| Loraine Fielder | LMF | Present |
| Jo Waters | JEW | Present |
| Neisje Hannam | NJH | Present |
| Karl Zeller | KJZ | Present |
| David Prout | DJP | Present |
| Paul Weis | PRW | Present |
| Anita Sullivan | AMS | Present |
| John Litster | JLL | Apologies |
| Deepthi Epaarachchi | DCE | Present |
| Ian Wuersching | IJW | Present |
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| Action item | Date due | Action Owner |
|-------------|----------|--------------|
|-------------|----------|--------------|

Outstanding Actions from last meeting

MEETING WITH TRC - SERVICES

Arrange a meeting with TRC to discuss Services including Water Services and Sewer Main crossing at Troys Road

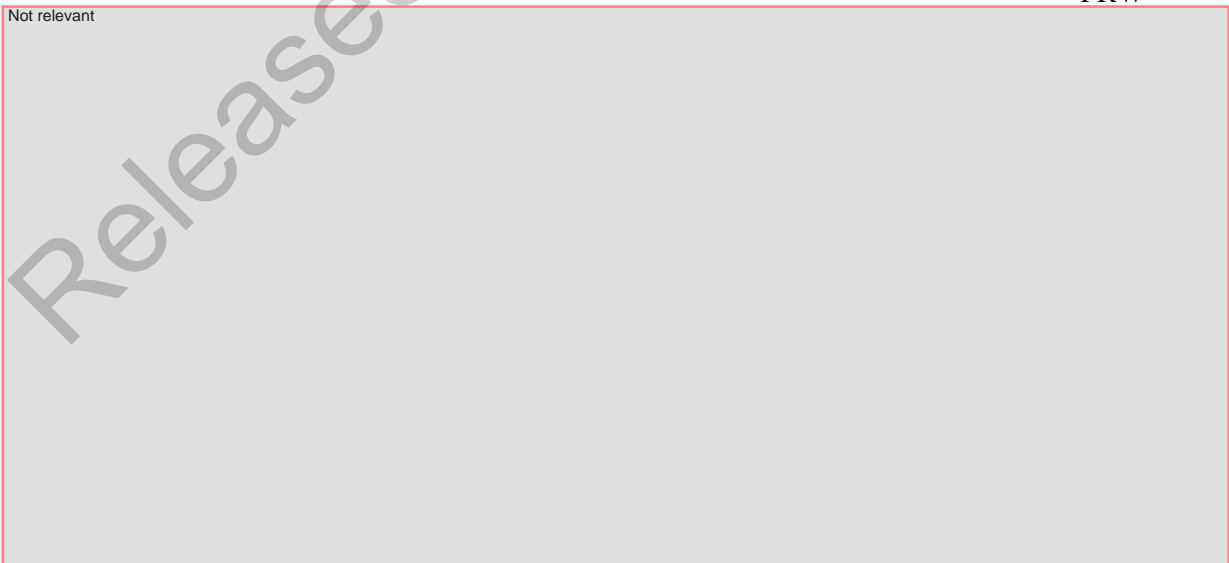
Not relevant



- Arrange TRC Meeting re Services

PRW

Not relevant



CONSULTATION

Not relevant

Church

- PRW showed the layouts that detailed the proposed access movements to the Church, no track back to Charlton Pinch Road is to be provided. The current access location left in/left out to be provided.

Not relevant

Released under RTI - DTMR

Not relevant

Released under RTI - DTMR

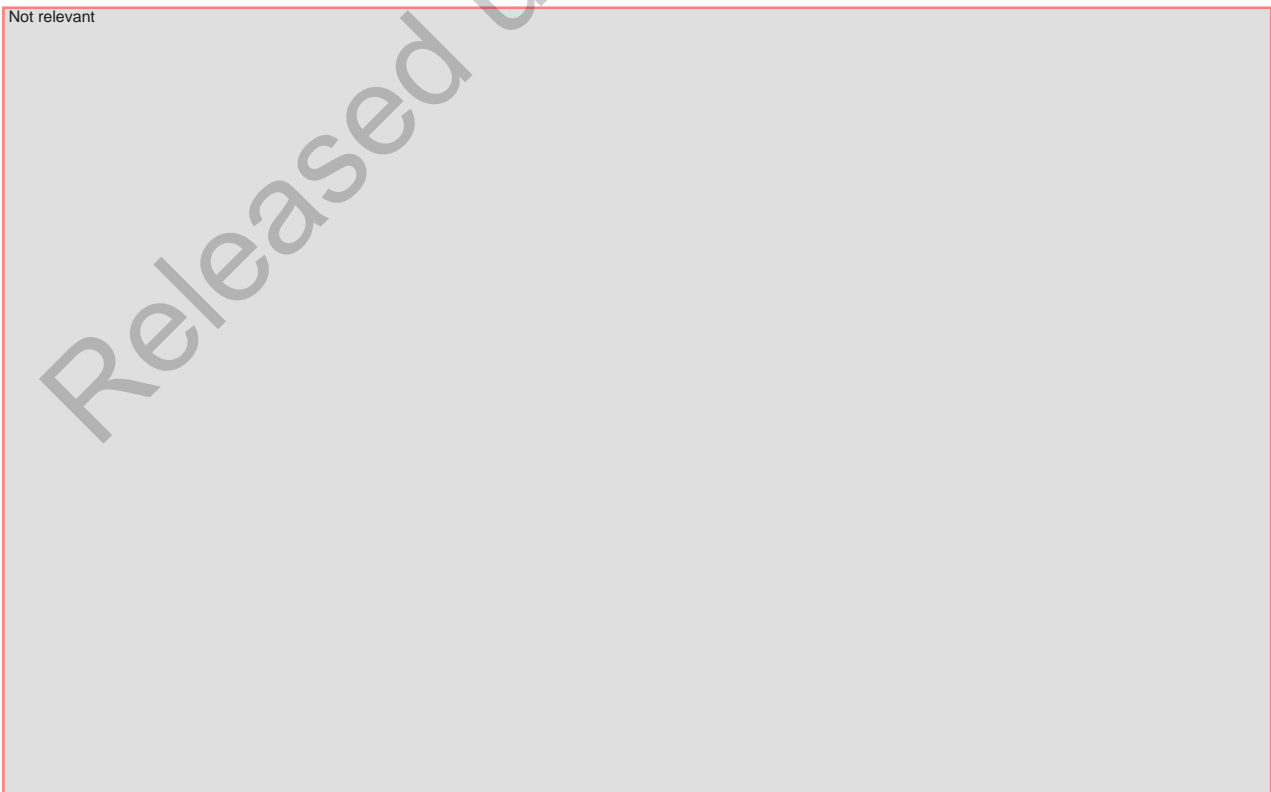
4.0 General

CHECKING

IJW is available for checking.

CHECKING TO BE DONE

- **Horizontal**
 - **Troys Rd access**



Not relevant

Date of next meeting

The next meeting – **MONDAY APRIL 24th 9.00 AM GREEN ROOM**

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Last Modified: 12-Sep-04 2012 09:50am XREFS: Design Master.dwg; Design Master Chariton In.dwg; Design Master Gowrie Junction In.dwg; Survey_1000.dwg; Alignments Interchange 1000.dwg; Alignments Willett In.dwg; Private Entrances Banyula.dwg; Private Entrances Charlton.dwg; Alignments 1000.dwg; Alignments Gowrie Junction In.dwg
 CAD FILES: I:\Projects\265-18B-4 (Nugent Pinch to Charlton)\Autocad\611782.dwg

CONTROL LINE MC50

| | CHAINAGE | CO-ORDINATES | |
|---------|----------|--------------|-------------|
| | | EASTING | NORTHING |
| START | 0.000 | 388203.740 | 6954757.408 |
| IP R50 | | 388205.236 | 6954756.678 |
| CT | 3.328 | 388206.778 | 6954756.050 |
| TC | 81.664 | 388279.318 | 6954726.480 |
| IP R260 | | 388354.784 | 6954695.726 |
| CT | 239.571 | 388234.270 | 6954713.527 |
| TC | 335.884 | 388528.255 | 6954734.571 |
| IP R90 | | 388633.054 | 6954758.036 |
| CT | 493.076 | 388637.830 | 6954650.748 |
| TC | 544.874 | 388640.134 | 6954598.991 |
| IP R700 | | 388640.608 | 6954588.353 |
| CT | 566.170 | 388641.405 | 6954577.734 |
| TC | 799.918 | 388658.897 | 6954344.651 |
| IP R500 | | 388663.059 | 6954289.206 |
| CT | 910.665 | 388654.938 | 6954234.202 |
| END | 1065.000 | 388632.396 | 6954081.522 |

CONTROL LINE MC51

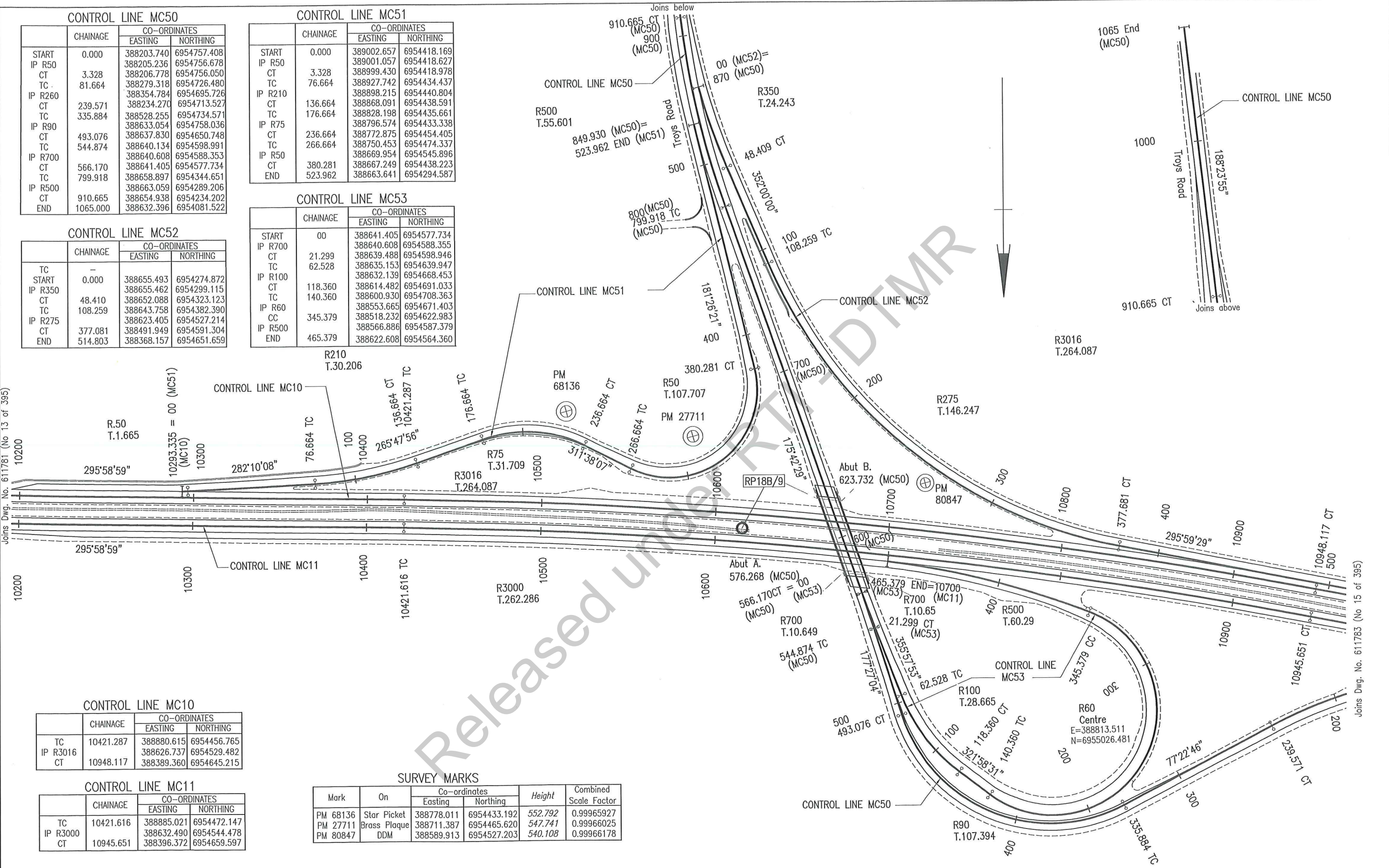
| | CHAINAGE | CO-ORDINATES | |
|---------|----------|--------------|-------------|
| | | EASTING | NORTHING |
| START | 0.000 | 389002.657 | 6954418.169 |
| IP R50 | | 389001.057 | 6954418.627 |
| CT | 3.328 | 388999.430 | 6954418.978 |
| TC | 76.664 | 388927.742 | 6954434.437 |
| IP R210 | | 388898.215 | 6954440.804 |
| CT | 136.664 | 388868.091 | 6954438.591 |
| TC | 176.664 | 388828.198 | 6954435.661 |
| IP R75 | | 388796.574 | 6954433.338 |
| CT | 236.664 | 388772.875 | 6954454.405 |
| TC | 266.664 | 388750.453 | 6954474.337 |
| IP R50 | | 388669.954 | 6954455.896 |
| CT | 380.281 | 388667.249 | 6954438.223 |
| END | 523.962 | 388663.641 | 6954294.587 |

CONTROL LINE MC52

| | CHAINAGE | CO-ORDINATES | |
|---------|----------|--------------|-------------|
| | | EASTING | NORTHING |
| TC | - | | |
| START | 0.000 | 388655.493 | 6954274.872 |
| IP R350 | | 388655.462 | 6954299.115 |
| CT | 48.410 | 388652.088 | 6954323.123 |
| TC | 108.259 | 388643.758 | 6954382.390 |
| IP R275 | | 388623.405 | 6954527.214 |
| CT | 377.081 | 388491.949 | 6954591.304 |
| END | 514.803 | 388368.157 | 6954651.659 |

CONTROL LINE MC53

| | CHAINAGE | CO-ORDINATES | |
|---------|----------|--------------|-------------|
| | | EASTING | NORTHING |
| START | 00 | 388641.405 | 6954577.734 |
| IP R700 | | 388640.608 | 6954588.355 |
| CT | 21.299 | 388639.488 | 6954598.946 |
| TC | 62.528 | 388635.153 | 6954639.947 |
| IP R100 | | 388632.139 | 6954668.453 |
| CT | 118.360 | 388614.482 | 6954691.033 |
| TC | 140.360 | 388600.930 | 6954708.363 |
| IP R60 | | 388553.665 | 6954671.403 |
| CC | 345.379 | 388518.232 | 6954622.983 |
| IP R500 | | 388566.886 | 6954587.379 |
| END | 465.379 | 388622.608 | 6954564.360 |



CONTROL LINE MC10

| | CHAINAGE | CO-ORDINATES | |
|----------|-----------|--------------|-------------|
| | | EASTING | NORTHING |
| TC | 10421.287 | 388880.615 | 6954456.765 |
| IP R3016 | | 388626.737 | 6954529.482 |
| CT | 10948.117 | 388389.360 | 6954645.215 |

CONTROL LINE MC11

| | CHAINAGE | CO-ORDINATES | |
|----------|-----------|--------------|-------------|
| | | EASTING | NORTHING |
| TC | 10421.616 | 388885.021 | 6954472.147 |
| IP R3000 | | 388632.490 | 6954544.478 |
| CT | 10945.651 | 388396.372 | 6954659.597 |

SURVEY MARKS

| Mark | On | Co-ordinates | | Height | Combined Scale Factor |
|----------|--------------|--------------|-------------|---------|-----------------------|
| | | Easting | Northing | | |
| PM 68136 | Star Picket | 388778.011 | 6954433.192 | 552.792 | 0.99965927 |
| PM 27711 | Brass Plaque | 388711.387 | 6954465.620 | 547.741 | 0.99966025 |
| PM 80847 | DDM | 388589.913 | 6954527.203 | 540.108 | 0.99966178 |

| | | |
|------------------------|---------------|---------------|
| Associated Job Nos | SURVEY DATA | GDA |
| Auxiliary Drg Nos | Horiz. Grid | MGA94 ZONE 56 |
| 611769-612163 | Height Origin | AHDD |
| | Survey Books | MR91082 |
| Revisions/Descriptions | Ref | Certification |
| | | Date |
| | | Microfilmed |

Scales

0 10 20 30 40m

1:2000 (A3)

Dimensions shown in metres except where shown otherwise

TOOWOOMBA REGIONAL COUNCIL

WARREGO HIGHWAY (TOOWOOMBA-DALBY)

CTL CHGE 8140 - 13878

| Preceding RP | Dist. to start of job (km) | From start to end of job | From end to Following RP | Following RP |
|--------------|----------------------------|---------------------------|--------------------------|--------------|
| 188/8 | 0.8 | RTI-1704 - Page 28 of 108 | 4.16 | 188/10 |

Through Chainage from 8.14km - 13.88km

| | |
|-----------------------|------------------------|
| Drawn | L. Fielder |
| Checked | J. Haughey |
| Designed | K. Zeller |
| Verified | I. Wuersching |
| Design Reviews (RPEQ) | |
| Not relevant | |
| Anita Sullivan | No. 10717 Date: 7/9/12 |

CONTROL LINES AND SURVEY SETTING OUT

SHEET 3 OF 6

| ENGINEERING CERTIFICATION (RPEQ) | | | | |
|----------------------------------|----------------|--------------|------|--------|
| ENG. AREA | NAME | SIGNATURE | NO. | DATE |
| Civil | Anita Sullivan | Not relevant | 0717 | 7.9.12 |

For scheme approval status refer Drg. No. 611769 (1 of 395)

Queensland Government

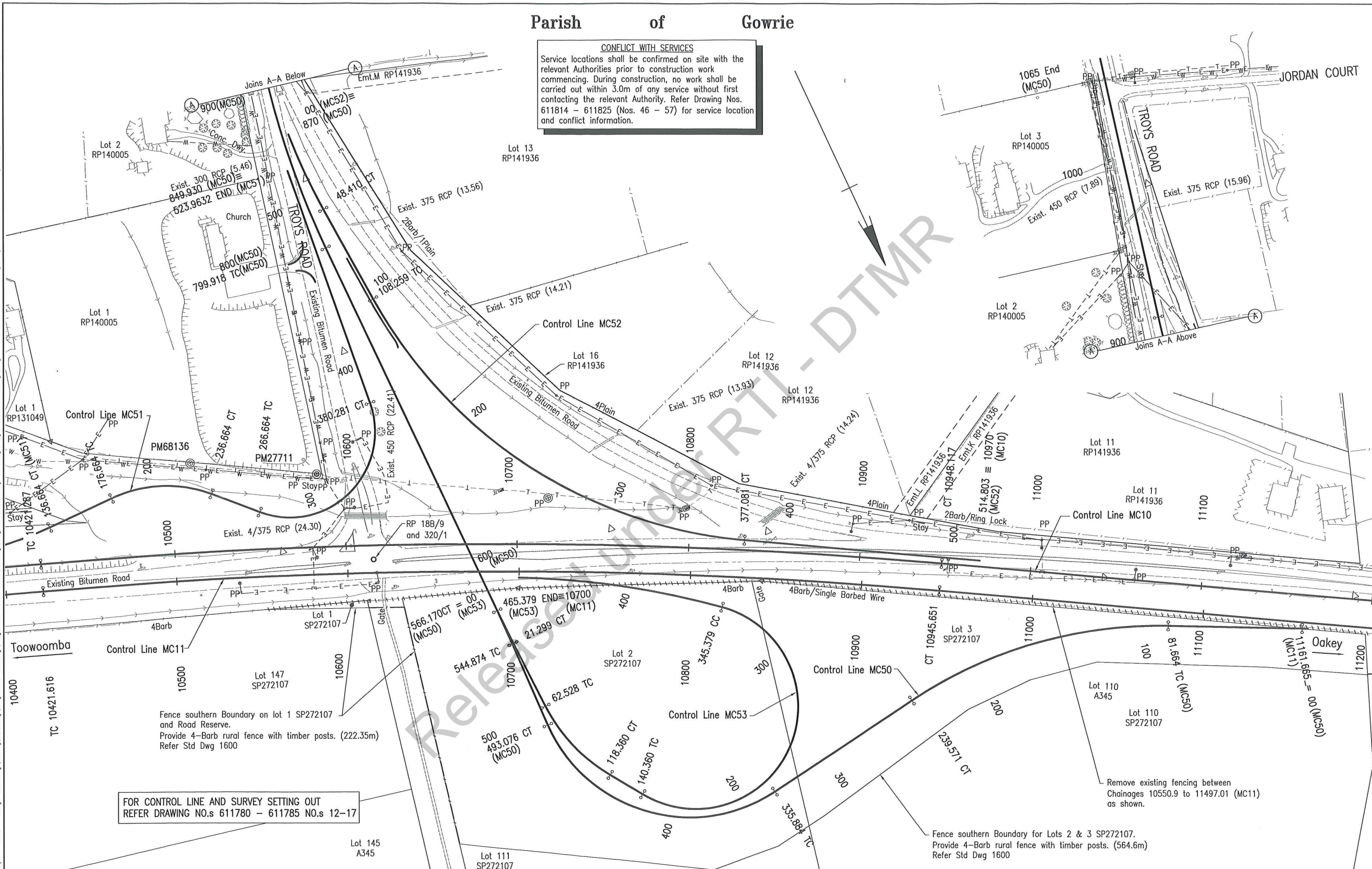
Transport and Main Roads

| | |
|--------------------|-----------|
| Job No. | 265/18B/4 |
| Contract No. | STHD-1390 |
| Drawing No. | 611782 A |
| Series Number | 14 of 395 |
| MRR_Detail (01/10) | |

Parish of Gowrie

CONFLICT WITH SERVICES

Service locations shall be confirmed on site with the relevant Authorities prior to construction work commencing. During construction, no work shall be carried out within 3.0m of any service without first contacting the relevant Authority. Refer Drawing Nos. 611814 - 611825 (Nos. 46 - 57) for service location and conflict information.



FOR CONTROL LINE AND SURVEY SETTING OUT
REFER DRAWING NO.s 611780 - 611785 NO.s 12-17

Fence southern Boundary on lot 1 SP272107 and Road Reserve.
Provide 4-Barb rural fence with timber posts. (222.35m)
Refer Std Dwg 1600

Remove existing fencing between Chainages 10550.9 to 11497.01 (MC11) as shown.

Fence southern Boundary for Lots 2 & 3 SP272107.
Provide 4-Barb rural fence with timber posts. (564.6m)
Refer Std Dwg 1600

| | | | | |
|------------------------------------|------------------------------|---------------|---------|------------|
| Associated Job Nos | SURVEY DATA | GDA | | |
| Auxiliary Drg Nos 611769-612163 | Horiz. Grid MGA94 ZONE 56 | | | |
| Issued for Construction | Height Origin AHDD | MR91082 | | |
| Original Issue A3 | Survey Books | | | |
| Revisions/Descriptions | Ref | Certification | Date | Microfilid |
| | | | 22/9/14 | |

| | |
|---|-------------|
| Scales | |
| 0 10 20 30 40m | 1:2000 (A3) |
| Dimensions shown in metres except where shown otherwise | |

| | | | | |
|--|----------------------------|--------------------------|--------------------------|--------------|
| TOOWOOMBA REGIONAL COUNCIL | | | | |
| WARREGO HIGHWAY (TOOWOOMBA-DALBY) | | | | |
| CTL CHGE 8140 - 13878 | | | | |
| Reference Points | | | | |
| Preceding RP | Dist. to start of job (km) | From start to end of job | From end to Following RP | Following RP |
| 18B/8 | 11-1704 | Page 29 of 108 | 4.16 | 18B/10 |
| Through Chainage from 8.14km - 13.88km | | | | |

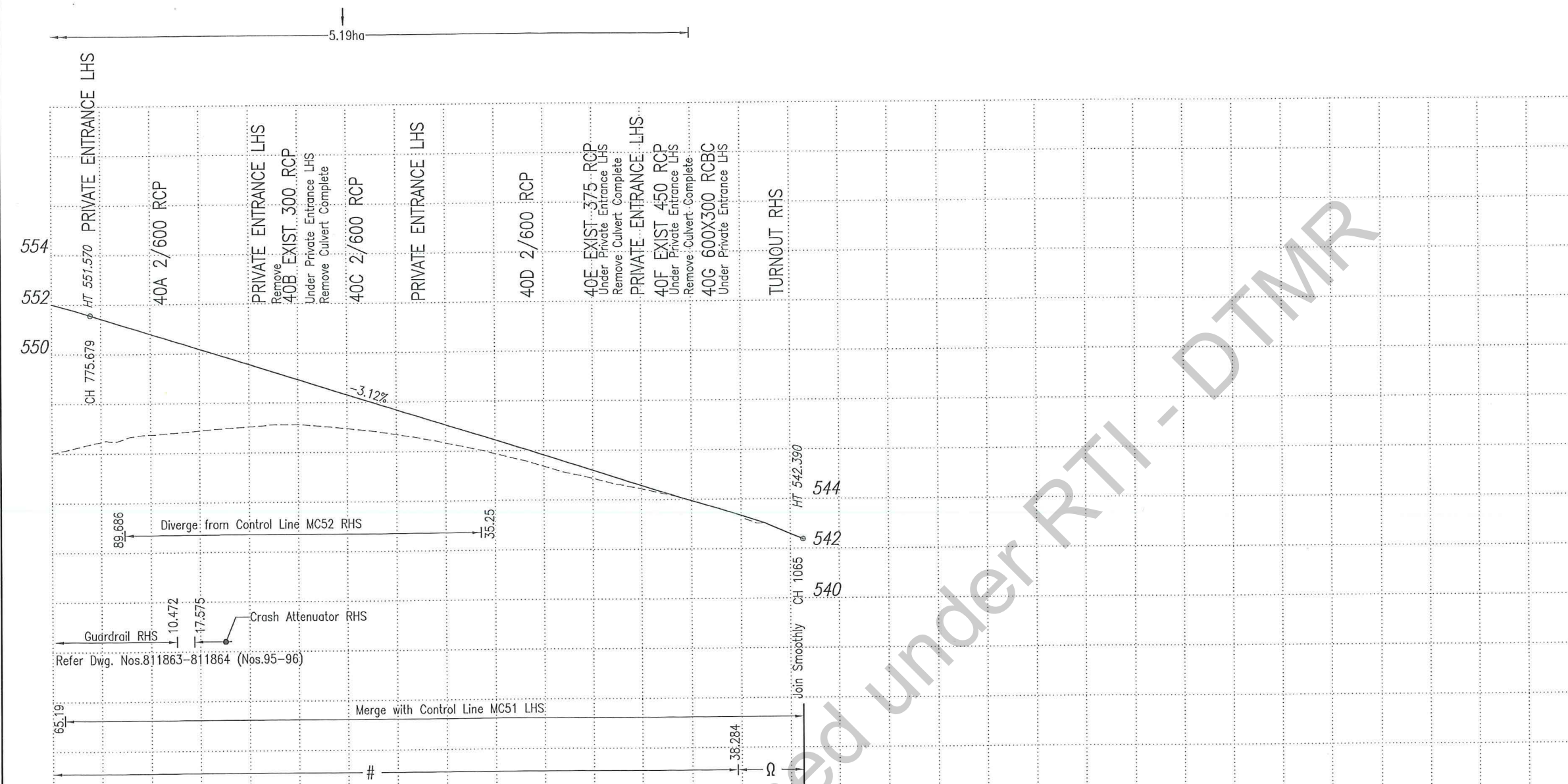
| | |
|--|--------------------------|
| Drawn | K. Wickramasekera |
| Checked | J. Haughey |
| Designed | K. Zeller |
| Verified | I. Wuerschling |
| Design Reviews (RPEQ) Originally reviewed by Anita Sullivan | |
| Anita Sullivan | No. 10717 Date: 07/09/12 |

| | | | | |
|---|-------------------------|----------------|-------|-----------|
| EXISTING FEATURES TROYS ROAD INTERSECTION | | | | |
| ENGINEERING CERTIFICATION (RPEQ) | | | | |
| ENG. AREA | NAME | SIGNATURE | NO. | DATE |
| Civil | Originally certified by | Anita Sullivan | 10717 | 7/09/2012 |
| For scheme approval status refer Drg. No. 611769 (1 of 395) | | | | |

| | |
|--------------------------|------------|
| Queensland Government | |
| Transport and Main Roads | |
| Job No. | 265/18B/4 |
| Contract No. | STHD-1390 |
| Drawing No. | 611806 B |
| Series Number | 38 of 395 |
| MRR_Detail (01/10) | |

Last Modified: . . . 22 Sep 2014 . . . 3:55pm XREFS: 1- Design Master.dwg ; Survey_1000.dwg ; Alignments Willowt Int.dwg ; Alignments Chariton School 1000.dwg ; Alignments Chariton Int.dwg ; Design Master Gowrie June

CONFLICT WITH SERVICES
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- # ASPHALT SURFACING :
 50mm DG14 HS(A5S) - FULL WIDTH
 (2/3.5m nom. TRAFFIC LANES, 2/2.0m nom. SHOULDERS)
 ASPHALT PAVEMENT-FULL WIDTH:
 BITUMEN SEAL (PMB)
 BINDER LAYER - 50mm DG14 HS(A5S)
 BASE LAYER - 140mm DG20 HM(C600)
 BITUMEN SEAL (PRIME & SEAL)
 WORKING PLATFORM - FULL WIDTH :
 150mm MODIFIED GRANULAR MATERIAL
- Ω ASPHALT SURFACING :
 50mm DG14 HS(A5S) - WIDENING LHS
 (2/3.5m nom. TRAFFIC LANES, 1.0m SHOULDER RHS, 2.0m nom. SHOULDER LHS)
 ASPHALT PAVEMENT-WIDENING LHS:
 BITUMEN SEAL (PMB)
 BINDER LAYER - 50mm DG14 HS(A5S)
 BASE LAYER - 140mm DG20 HM(C600)
 BITUMEN SEAL (PRIME & SEAL)
 WORKING PLATFORM - FULL WIDTH :
 150mm MODIFIED GRANULAR MATERIAL

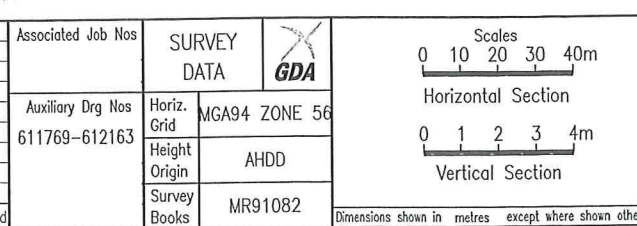
Datum Refer Drawing Nos. 611905-611915 (Nos.137-145)
 Type XS Q R

| | | | | | | | | | | | | | | | | | |
|----------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| Cut | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | 79 | 77 | 17 | |
| Fill | 1363 | 830 | 490 | 377 | 462 | 677 | 574 | 303 | 184 | 91 | 66 | 46 | 25 | 17 | 0 | 0 | |
| Chainage | 760 | 780 | 800 | 820 | 840 | 860 | 880 | 900 | 920 | 940 | 960 | 980 | 1000 | 1020 | 1040 | 1060 | 1065 |
| Design Height | 552.013 | 551.435 | 550.811 | 550.187 | 549.563 | 548.939 | 548.315 | 547.691 | 547.067 | 546.443 | 545.820 | 545.196 | 544.572 | 543.948 | 543.324 | 542.700 | 542.076 |
| Surface Height | 546.015 | 546.473 | 546.751 | 546.901 | 547.042 | 547.130 | 547.192 | 547.200 | 547.167 | 547.099 | 546.987 | 546.833 | 546.639 | 546.409 | 546.142 | 545.833 | 545.480 |

Horiz. Data R500 CW 0.25m
 Operating Speed 68km/hr to 70km/hr
 Superelev LHS 3% RHS -3% LHS & LHS -3%

Total Asphalt Surfacing Area 3425m²
 (Incl. Traffic Lanes, Shoulders, Painted Medians & Entrances)

| | | |
|------------------------|---------------|---------------|
| Associated Job Nos | SURVEY DATA | GDA |
| Auxiliary Drg Nos | Horiz. Grid | Height Origin |
| 611769-612163 | MGA94 ZONE 56 | AHDD |
| | Survey Books | MR91082 |
| Revisions/Descriptions | Ref | Certification |
| | | Date |
| | | Microfiled |



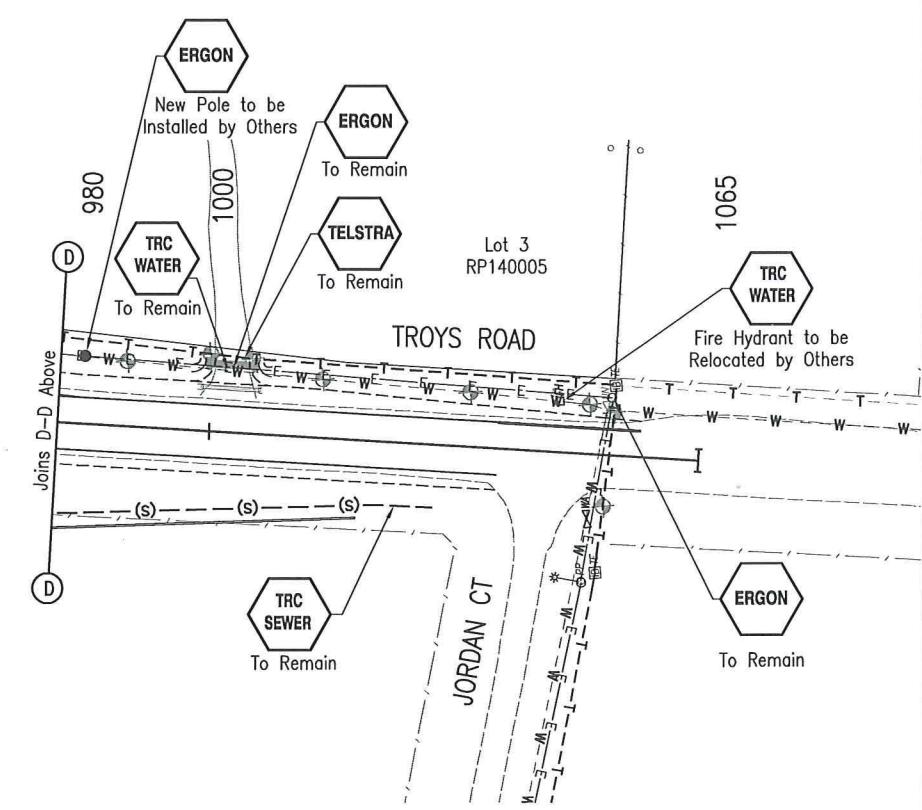
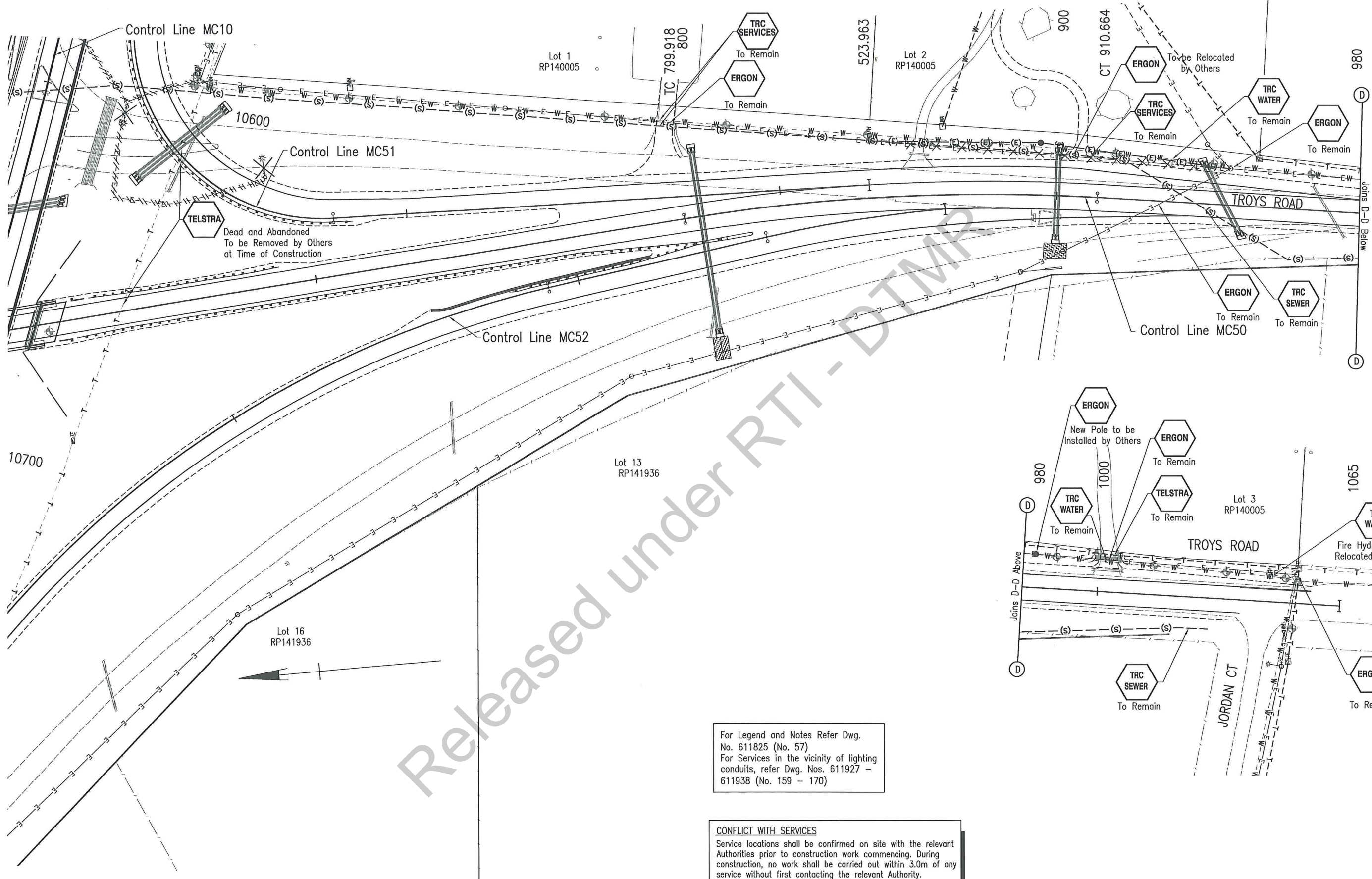
| | | | | |
|-----------------------------------|----------------------------|--------------------------|--------------------------|--------------|
| TOOWOOMBA REGIONAL COUNCIL | | | | |
| WARREGO HIGHWAY (TOOWOOMBA-DALBY) | | | | |
| CTL CHGE 8140 - 13878 | | | | |
| Reference Points | | | | |
| Preceding RP | Dist. to start of job (km) | From start to end of job | From end to Following RP | Following RP |
| 18B/8 | 0.86 | 5.74 | 4.16 | 18B/10 |

| | |
|-----------------------|------------------------|
| Drawn | M. Hillocks |
| Checked | J. Haughey |
| Designed | K. Zeller |
| Verified | I. Wuersching |
| Design Reviews (RPEQ) | |
| Not relevant | |
| Anita Sullivan | No. 10717 Date: 7/9/12 |

| | | | | |
|---|----------------|--------------|-------|--------|
| LONG SECTIONS CONTROL LINE MC50 SHEET 2 OF 2 | | | | |
| ENGINEERING CERTIFICATION (RPEQ) | | | | |
| ENG. AREA | NAME | SIGNATURE | NO. | DATE |
| Civil | Anita Sullivan | Not relevant | 10717 | 7-9-12 |
| For scheme approval status refer Drg. No. 611769 (1 of 395) | | | | |

| | |
|--------------------------|-----------|
| Queensland Government | |
| Transport and Main Roads | |
| Job No. | 265/18B/4 |
| Contract No. | STHD-1390 |
| Drawing No. | 611808 A |
| Series Number | 40 of 395 |
| MRR Detail (01/10) | |

Last Modified: . . . Sep 07, 2012 . . . 7:58am . . . XREFS . . .



For Legend and Notes Refer Dwg. No. 611825 (No. 57)
 For Services in the vicinity of lighting conduits, refer Dwg. Nos. 611927 - 611938 (No. 159 - 170)

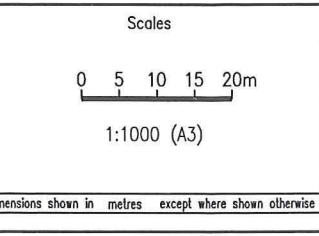
CONFLICT WITH SERVICES
 Service locations shall be confirmed on site with the relevant Authorities prior to construction work commencing. During construction, no work shall be carried out within 3.0m of any service without first contacting the relevant Authority. (Refer Supplementary Requirements MRTS01.1 Clause 2.2)

Last Modified: Sep 22, 2014, 10:07am XREFS :- Survey_500.dwg, Alignments Gowrie Junction Int.dwg, Alignments Millett Int.dwg, Design Master.dwg, Design Master Charlton Int.dwg, Design Master Charlton Int.dwg, Private Entrances_Banyula.dwg, Private Entrances_Charlton

Joins Dwg. No. 611818 (No. 50)

| | | | | |
|-------------------------|---------------|---------------|---------|------------|
| Associated Job Nos | SURVEY DATA | | | |
| Auxiliary Drg Nos | Horiz. Grid | MGA94 ZONE 56 | GDA | |
| 611769-612163 | Height Origin | AHDD | | |
| Revisions/Descriptions | Ref | Certification | Date | Microfiled |
| Issued for Construction | | Not relevant | 22/9/14 | |
| Original Issue A3 | | | | |

| | | |
|------------------------|---------------|---------------|
| Associated Job Nos | SURVEY DATA | |
| Auxiliary Drg Nos | Horiz. Grid | MGA94 ZONE 56 |
| 611769-612163 | Height Origin | AHDD |
| Revisions/Descriptions | Ref | Certification |
| MR91082 | | |

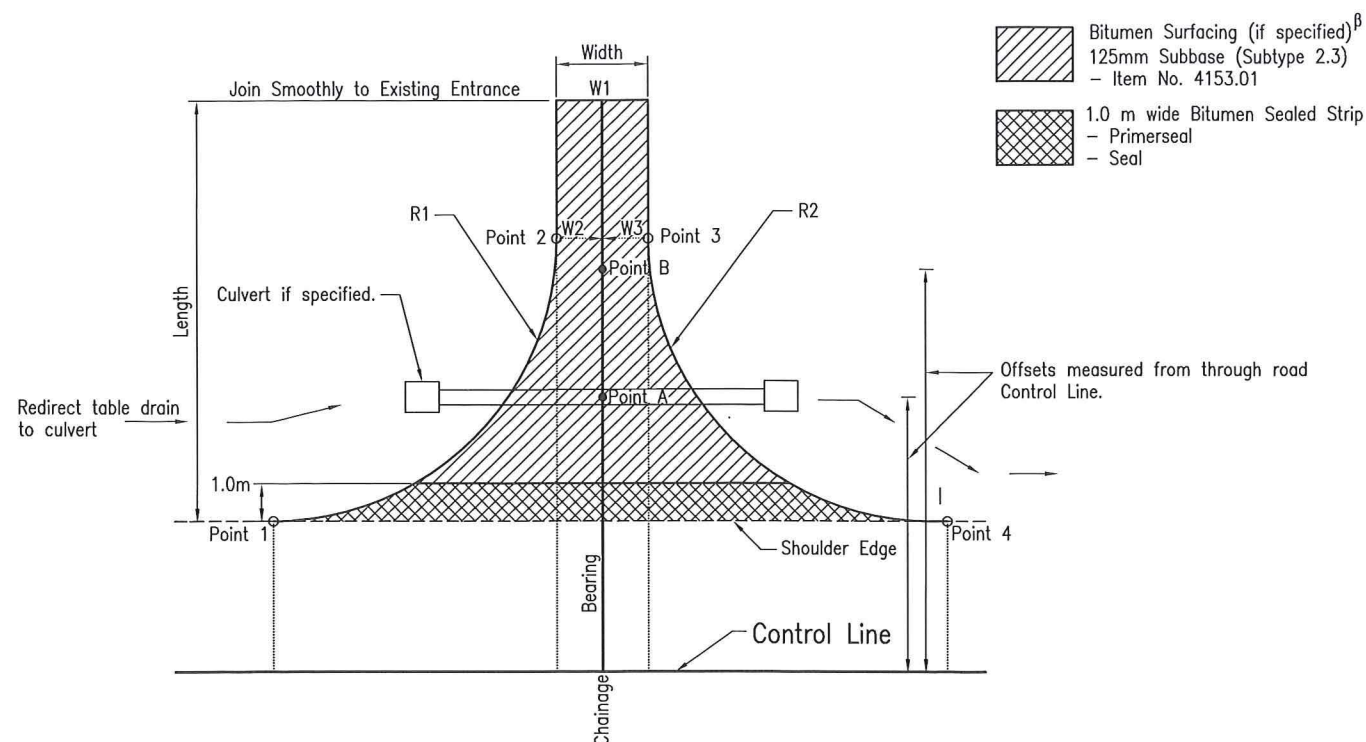


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|--|----------------------------|--------------------------|--------------------------|--------------|
| TOOWOOMBA REGIONAL COUNCIL | | | | |
| WARREGO HIGHWAY (TOOWOOMBA-DALBY) | | | | |
| CTL CHGE 8140 - 13878 | | | | |
| Reference Points | | | | |
| Preceding RP | Dist. to start of job (km) | From start to end of job | From end to Following RP | Following RP |
| 188/8 | 0.86 | 5.74 | 4.16 | 188/10 |
| Through Chainage from 8.14km - 13.88km | | | | |

| | |
|-----------------------|----------------|
| Drawn | B. Hanrahan |
| Checked | J. Reeve |
| Designed | J. Haughey |
| Verified | J. Reeve |
| Design Reviews (RPEQ) | |
| Originally Reviewed | Anita Sullivan |
| No. 10717 | Date: 07/09/12 |

| | | | | |
|---|----------------|----------------------|-------|----------|
| SERVICES SHEET 6 OF 12 | | | | |
| ENGINEERING CERTIFICATION (RPEQ) | | | | |
| ENG. AREA | NAME | SIGNATURE | NO. | DATE |
| Civil | Anita Sullivan | Originally Certified | 10717 | 07/09/12 |
| For scheme approval status refer Drg. No. 611769 (1 of 395) | | | | |

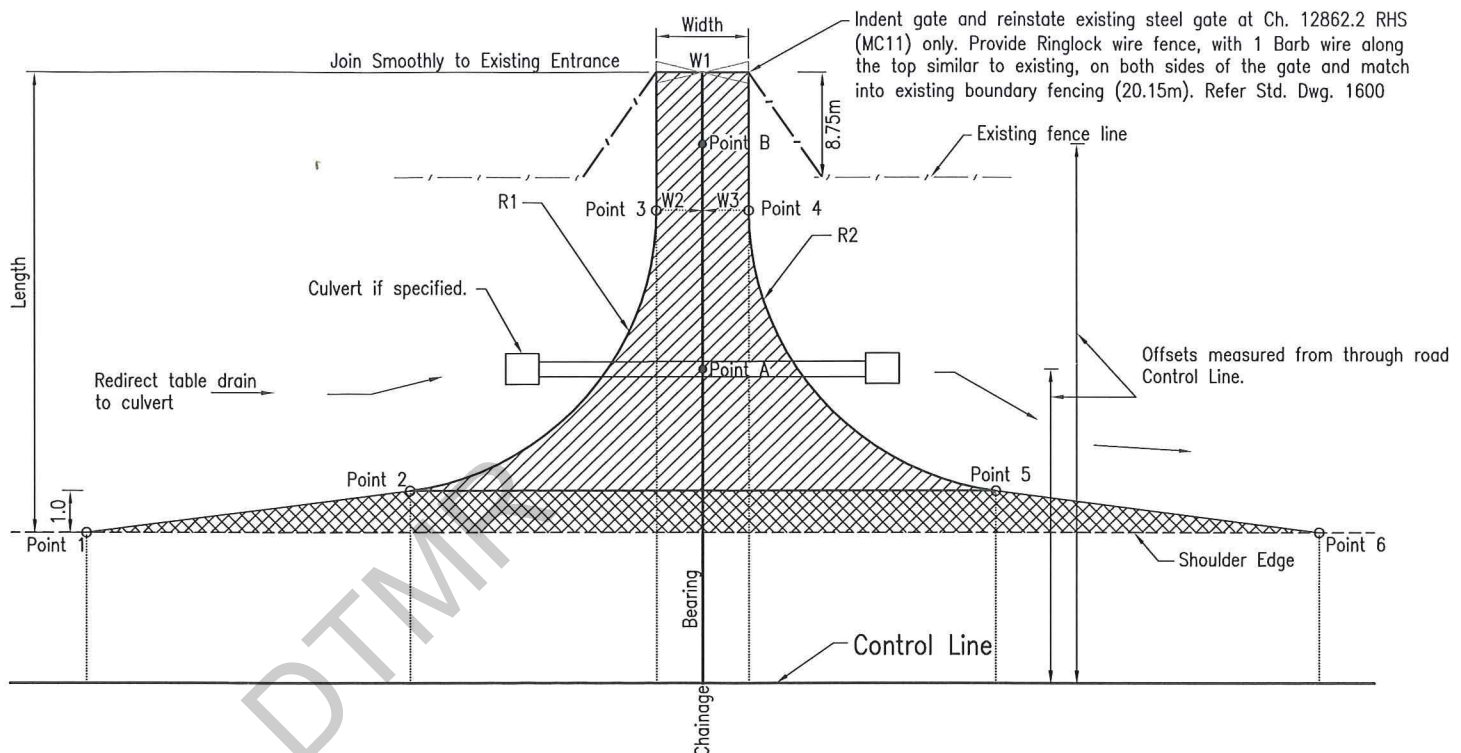
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|--------------------------|-----------|
| Queensland Government | |
| Transport and Main Roads | |
| Job No. | 265/18B/4 |
| Contract No. | STHD-1390 |
| Drawing No. | 611819 B |
| Series Number | 51 of 395 |
| MRR_Detail (01/10) | |



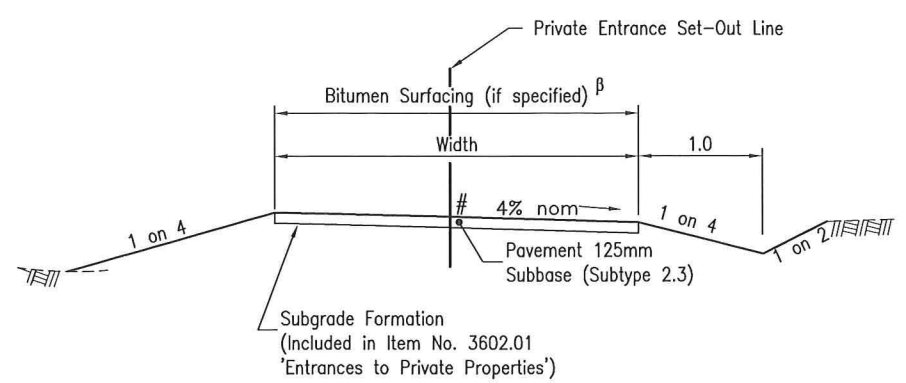
**PRIVATE ENTRANCE SET OUT
METHOD A**

β Bitumen Surfacing
Primerseal & Seal Full Width
Grade from road shoulder to existing private
entrance as per methods A or B this Drawing

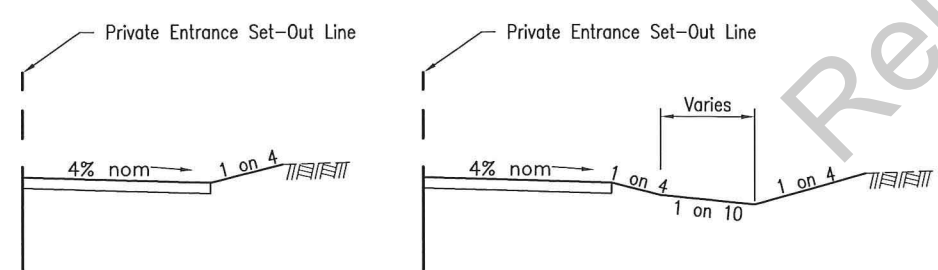
For Private Entrance Setting Out details,
refer Dwg. No. 611887 (No. 119).
For Culvert details refer Dwg. Nos.
611826-611843 (Nos. 58-75)



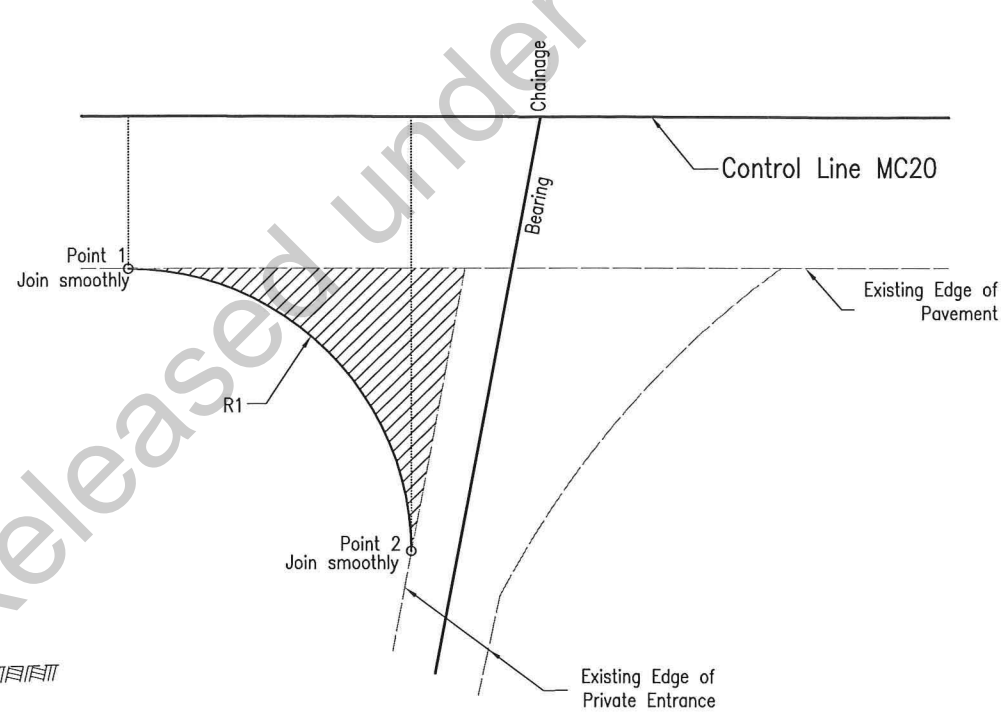
**PRIVATE ENTRANCE SET OUT
METHOD B**



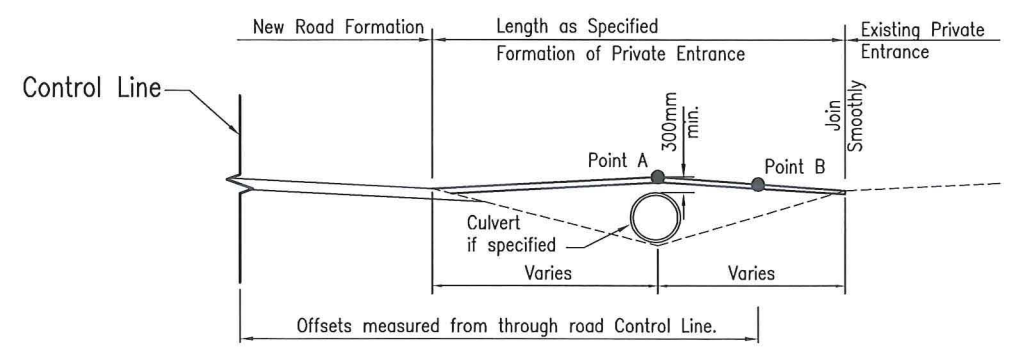
PRIVATE ENTRANCE TYPE CROSS SECTION



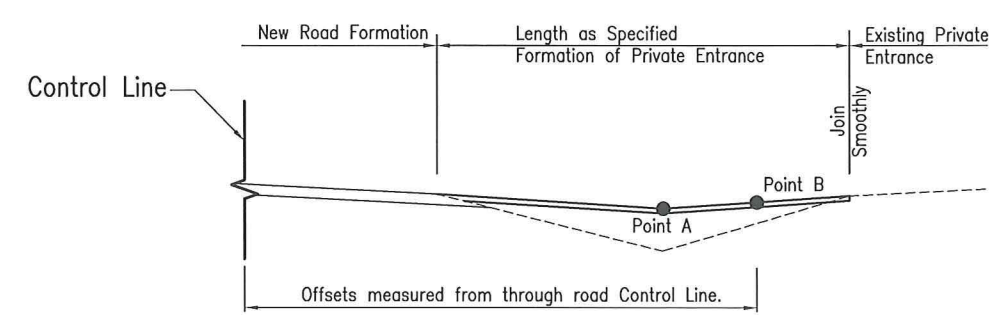
ALTERNATIVE CUT TREATMENTS



**PRIVATE ENTRANCE SET OUT
METHOD C**



GRADING METHOD A



GRADING METHOD B

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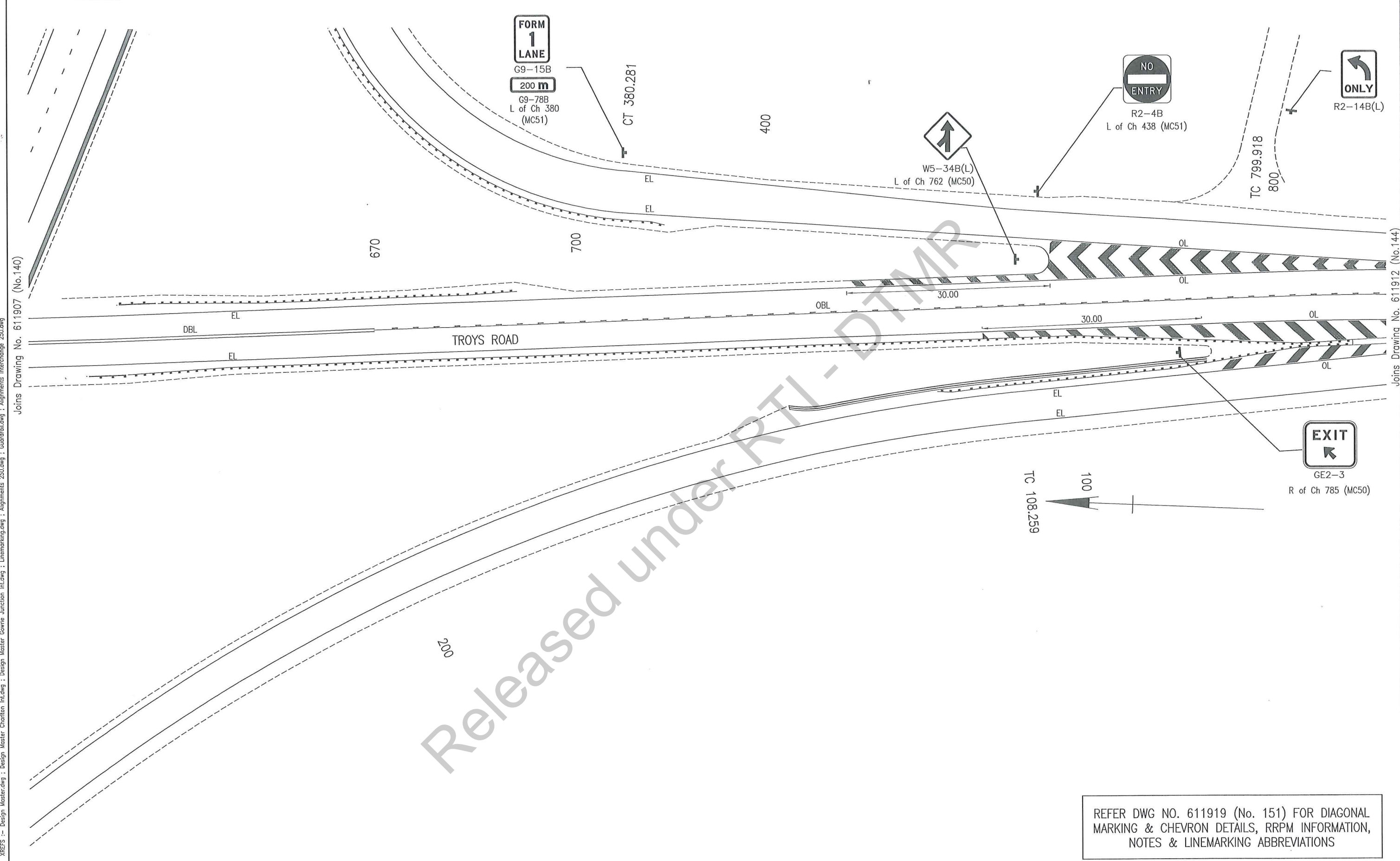
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|-------------------------|---------------|---------------|---------|---|
| Associated Job Nos | SURVEY DATA | | | Scales |
| Auxiliary Drg Nos | Horiz. Grid | MGA94 | ZONE 56 | |
| 611769-612163 | Height Origin | AHDD | | Dimensions shown in metres except where shown otherwise |
| Revisions/Descriptions | Ref | Certification | Date | |
| Issued for Construction | | Not relevant | 22/9/14 | |
| Original Issue A3 | | | | |
| MR91082 | | | | |

| | | | | |
|--|----------------------------|--------------------------|--------------------------|--------------|
| TOowoomba Regional Council | | | | |
| WARREGO HIGHWAY (TOowoomba-DALBY) | | | | |
| CTL CHGE 8140 - 13878 | | | | |
| Reference Points | | | | |
| Preceding RP | Dist. to start of job (km) | From start to end of job | From end to Following RP | Following RP |
| 18B/8 | 0.96 | 5.74 | 4.16 | 18B/10 |
| Through Chainage from 8.14km - 13.88km | | | | |

| | |
|-----------------------|---------------|
| Drawn | M. Hillocks |
| Checked | J. Reeve |
| Designed | N. Hannam |
| Verified | I. Wuersching |
| Design Reviews (RPEQ) | |
| Originally Reviewed | |
| Anita Sullivan | No. 10717 |
| Date | 07/09/12 |

| | | | | |
|---|----------------|----------------------|-------|----------|
| PRIVATE ENTRANCE DETAILS | | | | |
| SHEET 1 OF 10 | | | | |
| ENGINEERING CERTIFICATION (RPEQ) | | | | |
| ENG. AREA | NAME | SIGNATURE | NO. | DATE |
| Civil | Anita Sullivan | Originally Certified | 10717 | 07/09/12 |
| For scheme approval status refer Drg. No. 611769 (1 of 395) | | | | |

| | |
|--------------------------|------------|
| Queensland Government | |
| Transport and Main Roads | |
| Job No. | 265/18B/4 |
| Contract No. | STHD-1390 |
| Drawing No. | 611886 B |
| Series Number | 118 of 395 |
| MRR_Detail (01/10) | |



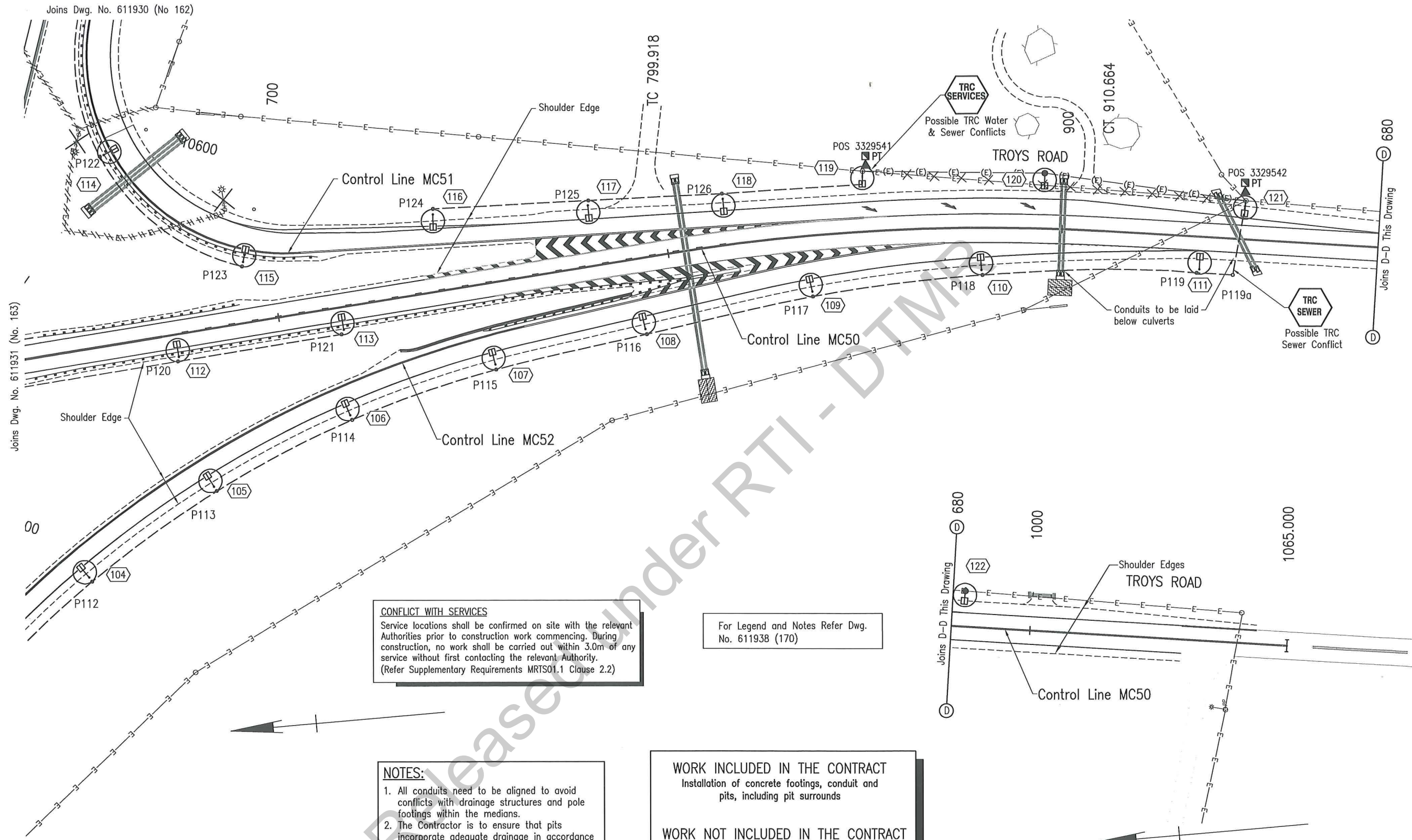
Sep 27, 2012 - 12:19pm XREFS :- Design Master.dwg ; Design Master Chariton Int.dwg ; Design Master Gewrie Junction Int.dwg ; Unmarking.dwg ; Alignments 250.dwg ; Boarding.dwg ; Alignments Interchange 250.dwg
 Joins Drawing No. 611907 (No.140)

Joins Drawing No. 611912 (No.144)

Released under RTI - DTMR

REFER DWG NO. 611919 (No. 151) FOR DIAGONAL MARKING & CHEVRON DETAILS, RRPM INFORMATION, NOTES & LINEMARKING ABBREVIATIONS

| | | Associated Job Nos | SURVEY DATA | | Scales 1:500 (A3) | TOOWOOMBA REGIONAL COUNCIL WARREGO HIGHWAY (TOOWOOMBA-DALBY) CTL CHGE 8140 - 13878 | Drawn S. Nepal Checked L. Mengel Designed S. Nepal Verified I. Wuerschling Design Reviews (RPEQ) | LINEMARKING & SIGNAGE DETAILS SHEET 16 OF 31 | | | | | | | | | | | | | |
|---|----------------|------------------------------------|---|--|--------------------------|--|--|---|----------------------------------|--|--|--|-----------|------|-----------|----------|-------|----------------|--------------|--------------|---|
| | | Auxiliary Drg Nos 611769-612163 | Horiz. Grid MGA94 ZONE 56 Height Origin AHDD Survey Books MR91082 | | | Preceding RP 18B/8 Dist. to start of job (km) 0.86 From start to end of job 5.74 From end to Following RP 4.16 Following RP 18B/10 Through Chainage from 8.14km - 13.88km | Not relevant Anita Sullivan No. 10717 Date: 7/9/12 | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="4">ENGINEERING CERTIFICATION (RPEQ)</th> </tr> <tr> <th>ENG. AREA</th> <th>NAME</th> <th>SIGNATURE</th> <th>NO. DATE</th> </tr> <tr> <td>Civil</td> <td>Anita Sullivan</td> <td>Not relevant</td> <td>10717 7-9-12</td> </tr> </table> | ENGINEERING CERTIFICATION (RPEQ) | | | | ENG. AREA | NAME | SIGNATURE | NO. DATE | Civil | Anita Sullivan | Not relevant | 10717 7-9-12 | Transport and Main Roads Job No. 265/18B/4 Contract No. STHD-1390 Drawing No. 611911 A Series Number 143 of 395 MRR_Detail (01/10) |
| ENGINEERING CERTIFICATION (RPEQ) | | | | | | | | | | | | | | | | | | | | | |
| ENG. AREA | NAME | SIGNATURE | NO. DATE | | | | | | | | | | | | | | | | | | |
| Civil | Anita Sullivan | Not relevant | 10717 7-9-12 | | | | | | | | | | | | | | | | | | |
| Original Issue A3 Revisions/Descriptions Ref Certification Date Microfiled | | | | | | | | For scheme approval status refer Drg. No. 611769 (1 of 395) | | | | | | | | | | | | | |



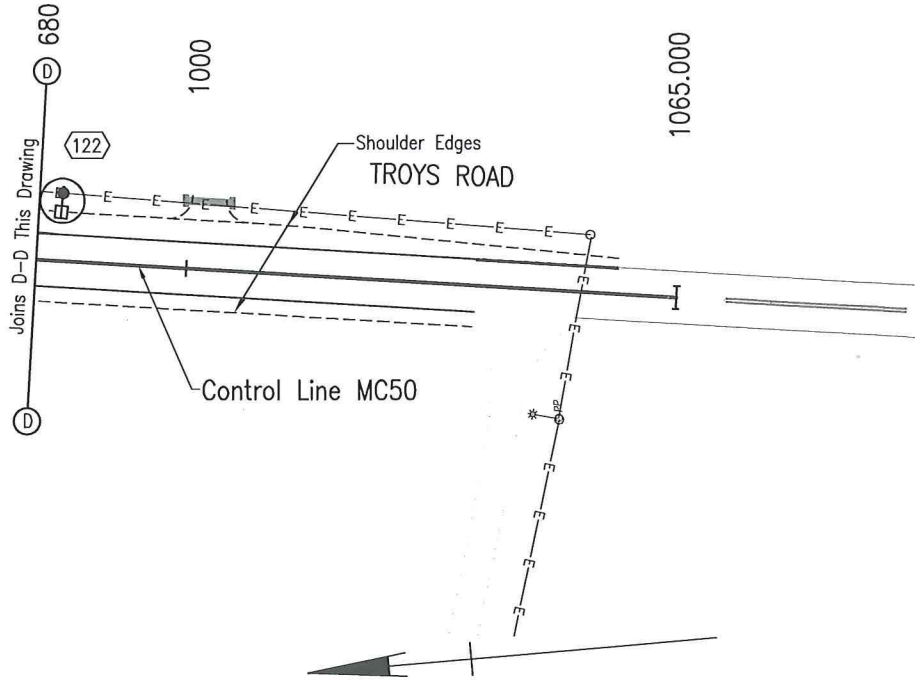
CONFLICT WITH SERVICES
 Service locations shall be confirmed on site with the relevant Authorities prior to construction work commencing. During construction, no work shall be carried out within 3.0m of any service without first contacting the relevant Authority. (Refer Supplementary Requirements MRTS01.1 Clause 2.2)

For Legend and Notes Refer Dwg. No. 611938 (170)

- NOTES:**
- All conduits need to be aligned to avoid conflicts with drainage structures and pole footings within the medians.
 - The Contractor is to ensure that pits incorporate adequate drainage in accordance with Main Roads Standard Drawing No. 1314.

WORK INCLUDED IN THE CONTRACT
 Installation of concrete footings, conduit and pits, including pit surrounds

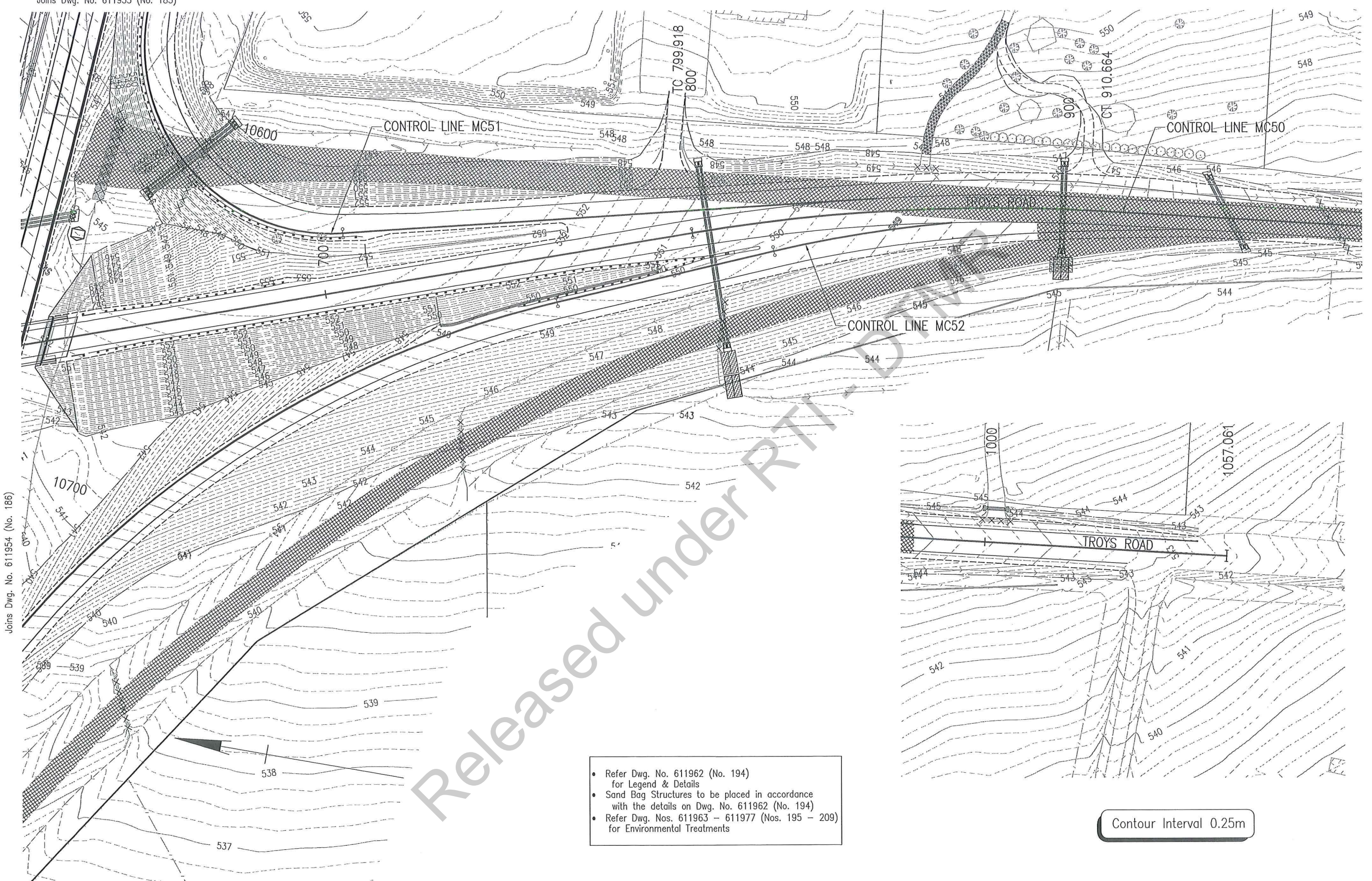
WORK NOT INCLUDED IN THE CONTRACT
 Supply & Installation of poles, outreaches and luminaires and all electrical work.



Joins Dwg. No. 611930 (No 162)
 Joins Dwg. No. 611931 (No. 163)
 Joins Dwg. No. 611932 (No. 164)
 Joins Dwg. No. 611933 (No. 165)
 Joins Dwg. No. 611934 (No. 166)
 Joins Dwg. No. 611935 (No. 167)
 Joins Dwg. No. 611936 (No. 168)
 Joins Dwg. No. 611937 (No. 169)
 Joins Dwg. No. 611938 (No. 170)
 Joins Dwg. No. 611939 (No. 171)
 Joins Dwg. No. 611940 (No. 172)
 Joins Dwg. No. 611941 (No. 173)
 Joins Dwg. No. 611942 (No. 174)
 Joins Dwg. No. 611943 (No. 175)
 Joins Dwg. No. 611944 (No. 176)
 Joins Dwg. No. 611945 (No. 177)
 Joins Dwg. No. 611946 (No. 178)
 Joins Dwg. No. 611947 (No. 179)
 Joins Dwg. No. 611948 (No. 180)
 Joins Dwg. No. 611949 (No. 181)
 Joins Dwg. No. 611950 (No. 182)

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|---|-------------------------|--------------|---------|--|--|---|--|--|--|--|--|---|--|--|--|--|--|---|--|--|--|--|--|---|-------------------------|--------------|---------|--|--|---|-------------------|--|--|--|--|--|--|--|--|--|--|--|---|--|--|--|--|--|--|--|---|---|--|--|--|---|--|
| <table border="1"> <tr> <td>E</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>D</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>C</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>B</td> <td>Issued for Construction</td> <td>Not relevant</td> <td>22/5/14</td> <td></td> <td></td> </tr> <tr> <td>A</td> <td>Original Issue A3</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="6"> Revisions/Descriptions Ref Certification Date Microfiled </td> </tr> </table> | | | | | | E | | | | | | D | | | | | | C | | | | | | B | Issued for Construction | Not relevant | 22/5/14 | | | A | Original Issue A3 | | | | | Revisions/Descriptions Ref Certification Date Microfiled | | | | | | Associated Job Nos Auxiliary Drg Nos GDA | SURVEY DATA MGA94 ZONE 56 AHDD MR91082 | Scales 0 5 10 15 20m Dimensions shown in metres except where shown otherwise | TOOWOOMBA REGIONAL COUNCIL WARREGO HIGHWAY (TOOWOOMBA-DALBY) CTL CHGE 8140 - 13878 Reference Points Preceding RP: 188/8 Dist. to start of job (km): 0.86 From start to end of job: 5.74 From end to Following RP: 4.16 Following RP: 188/10 | | | | | | Drawn: M. Hilllocks Checked: T. Murphy Designed: T. Murphy Verified: T. Smith Design Reviews (RPEQ) Originally Reviewed Anita Sullivan No. 10717 Date: 07/09/12 | LIGHTING LAYOUT SHEET 6 OF 18 | | | | Queensland Government Transport and Main Roads Job No. 265/18B/4 Contract No. STHD-1390 Drawing No. 611932 B Series Number 164 of 395 MRR_Detail (01/10) | |
| E | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | Issued for Construction | Not relevant | 22/5/14 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | Original Issue A3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Revisions/Descriptions Ref Certification Date Microfiled | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Join Dwg. No. 611953 (No. 185)
Join Dwg. No. 611954 (No. 186)
Last Modified: Sep 07, 2012 - 9:18am
XREFS: Design Master.dwg; Design Master Junction Int.dwg; Alignments 500.dwg; Alignments 500.dwg; Alignments 500.dwg; Guarraill.dwg; Survey_500.dwg; Private Entrances_Willet.dwg; Private Entrances_Banyula.dwg; Private Entrances_Chartlton.dwg



- Refer Dwg. No. 611962 (No. 194) for Legend & Details
- Sand Bag Structures to be placed in accordance with the details on Dwg. No. 611962 (No. 194)
- Refer Dwg. Nos. 611963 - 611977 (Nos. 195 - 209) for Environmental Treatments

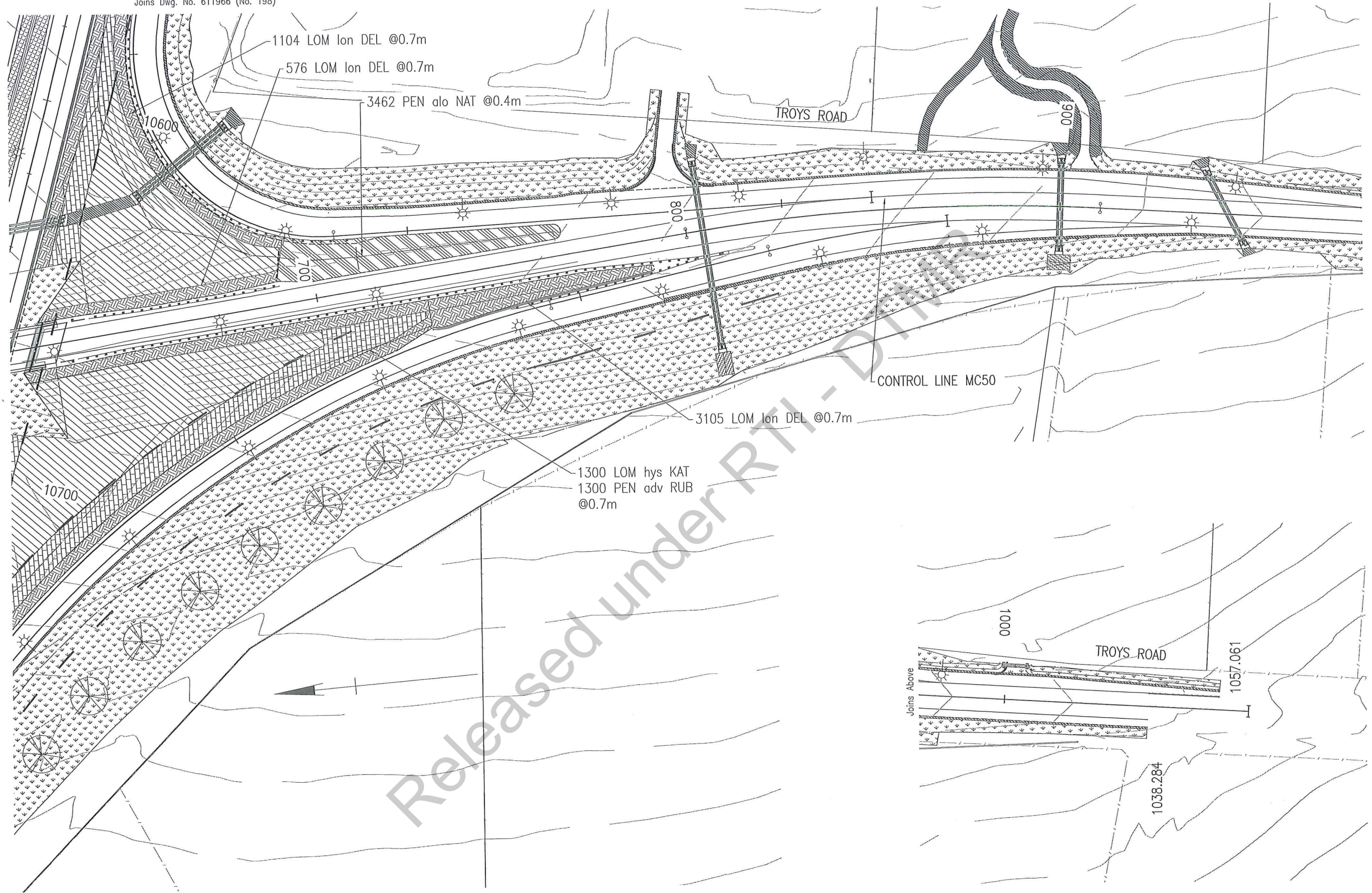
Contour Interval 0.25m

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|---|--|--|--|---------------|--|---|--|--|--|--|--|--------------------------------------|--|---|--|--|--|--------------------------|--|
| Associated Job Nos | | | | SURVEY DATA | | Scales | | TOOWOOMBA REGIONAL COUNCIL | | | | Drawn M. Hillocks | | EROSION AND SEDIMENT CONTROL | | | | Queensland Government | |
| Auxiliary Drg Nos 611769-612163 | | | | MGA94 ZONE 56 | | 0 5 10 15 20m | | WARREGO HIGHWAY (TOOWOOMBA-DALBY) | | | | Checked J. Reeve | | SHEET 6 OF 13 | | | | Transport and Main Roads | |
| Original Issue A3 | | | | AHDD | | 1:1000 (A3) | | CTL CHGE 8140 - 13878 | | | | Designed J. Haughey | | ENGINEERING CERTIFICATION (RPEQ) | | | | Job No. 265/18B/4 | |
| Revisions/Descriptions | | | | MR91082 | | Dimensions shown in metres except where shown otherwise | | Reference Points | | | | Verified I. Wuerschling | | ENG. AREA NAME SIGNATURE NO. DATE | | | | Contract No. STHD-1390 | |
| | | | | | | | | Preceding RP 18B/8 Dist. to start of job (km) 0.86 From start to end of job 5.74 From end to Following RP 4.16 Following RP 18B/10 | | | | Design Reviews (RPEQ) | | Civil Anita Sullivan Not relevant 10717 7-9-12 | | | | Drawing No. 611955 A | |
| | | | | | | | | RTI-1704 - Page 37 of 109 Chainage from 8.14km - 13.88km | | | | Anita Sullivan No. 10717 Date 7/9/12 | | For scheme approval status refer Drg. No. 611769 (1 of 395) | | | | Series Number 187 of 395 | |
| CAD FILES I:\Projects\265-18B-4 (Nugent Pinch to Charlton)\Autocad\611955.dwg | | | | | | | | | | | | | | | | | | MRR_Detail (01/10) | |

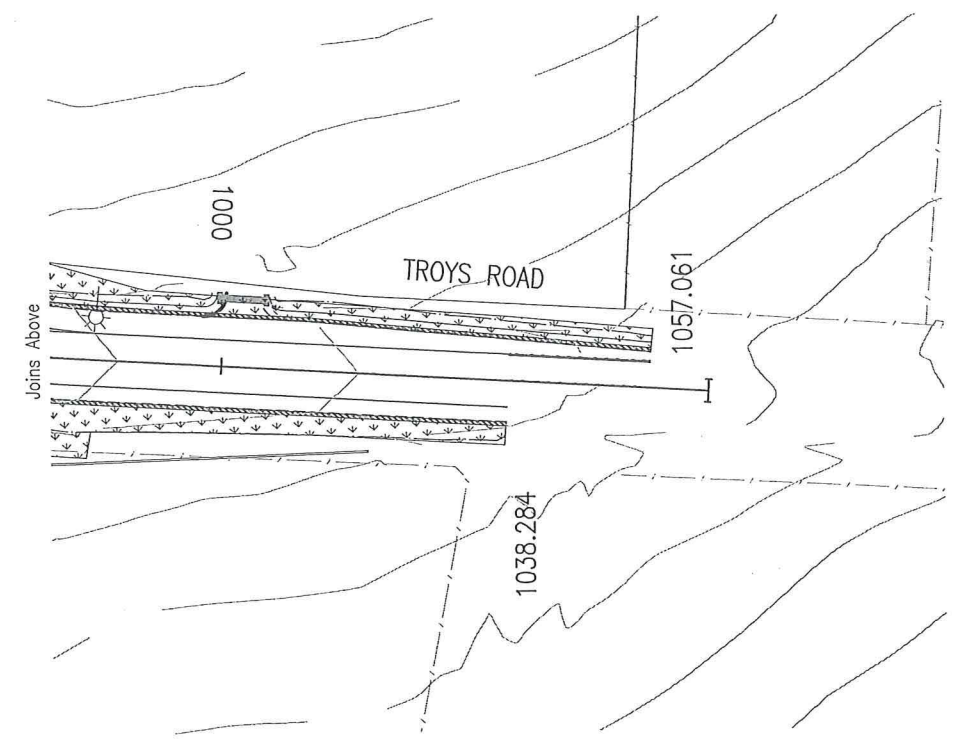
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 CAD FILES | E:\Projects\265-188-4 (Nugent Pinch to Charlton)\Autocad\611968.dwg

Joins Dwg. No. 611967 (No. 199)

Joins Dwg. No. 611966 (No. 198)



Joins Below



| Revisions/Descriptions | Ref | Certification | Date | Microfiled |
|------------------------|-----|---------------|------|------------|
| Original Issue A3 | | | | |

| | | |
|--------------------|---------------|---------|
| Associated Job Nos | SURVEY DATA | |
| Auxiliary Drg Nos | Horiz. Grid | |
| 611769-612163 | MGA94 ZONE 56 | |
| | Height Origin | |
| | Survey Books | |
| | | MR91082 |

Scales

0 5 10 15 20m

1:1000 (A3)

Dimensions shown in metres except where shown otherwise

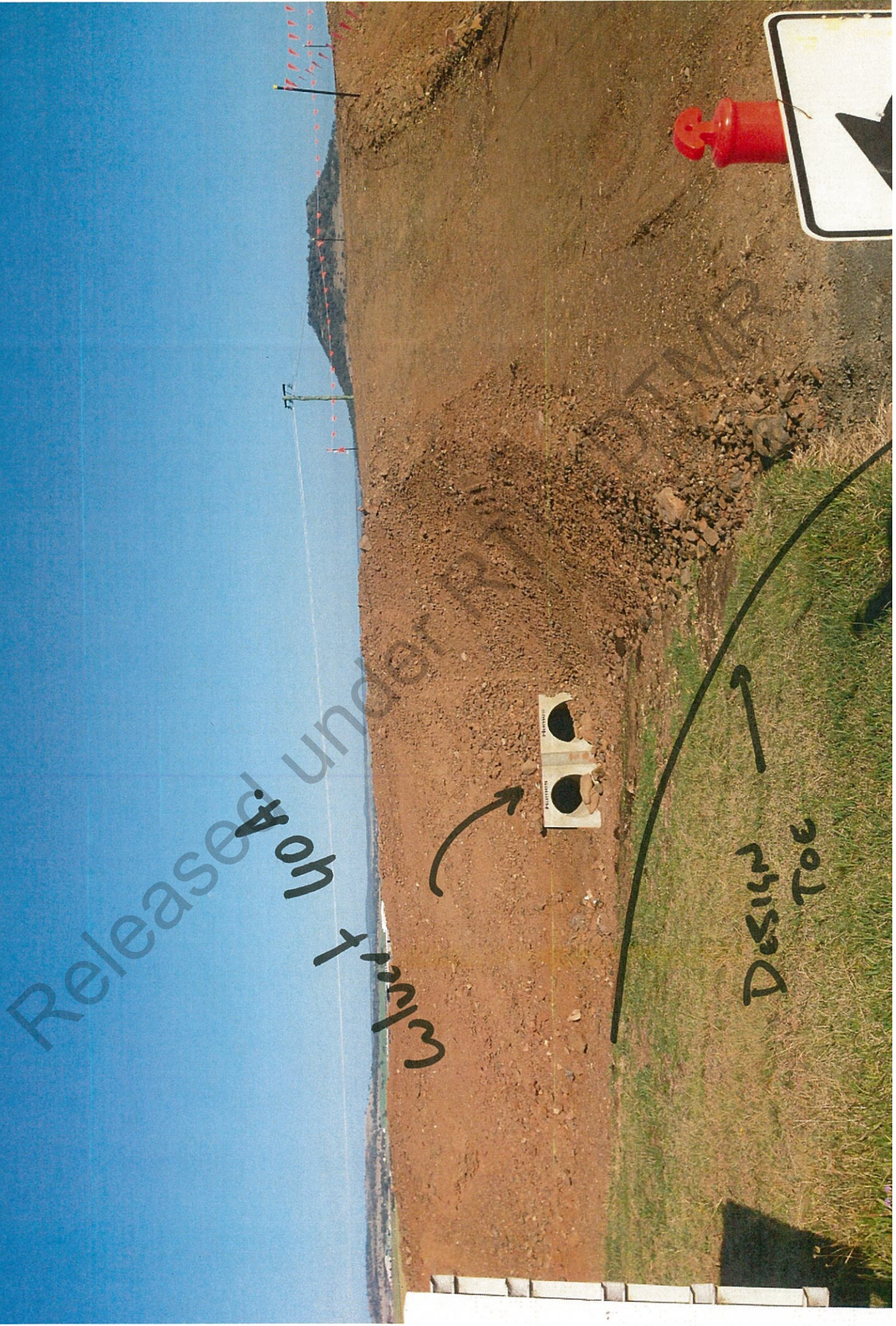
| TOowoomba Regional Council | | | | |
|-----------------------------------|----------------------------|--------------------------|--------------------------|--------------|
| WARREGO HIGHWAY (TOowoomba-DALBY) | | | | |
| CTL CHGE 8140 - 13878 | | | | |
| Reference Points | | | | |
| Preceding RP | Dist. to start of job (km) | From start to end of job | From end to Following RP | Following RP |
| 18B/8 | 0.86 | 5.74 | 4.16 | 18B/10 |

| | |
|-----------------------|-----------|
| Drawn | DB |
| Checked | JB |
| Designed | JB |
| Verified | MO |
| Design Reviews (RPEQ) | |
| Not relevant | |
| Anita Sullivan | No. 10717 |
| Date: 7/9/12 | |

| ENVIRONMENTAL TREATMENTS | | | | |
|----------------------------------|----------------|--------------|-------|--------|
| SHEET 6 OF 15 | | | | |
| ENGINEERING CERTIFICATION (RPEQ) | | | | |
| ENG. AREA | NAME | SIGNATURE | NO. | DATE |
| Civil | Anita Sullivan | Not relevant | 10717 | 7-9-12 |

| | |
|--------------------------|------------|
| | |
| Transport and Main Roads | |
| Job No. | 265/18B/4 |
| Contract No. | STHD-1390 |
| Drawing No. | 611968 A |
| Series Number | 200 of 395 |
| MRR_Detail (01/10) | |





Transport and Main Roads

RPEQ Professional Supervision Record - Regular Review

Project No.

265/18B/4

| | | | |
|-------------------------|----------------|--------------|-------------|
| RPEQ Supervisor | Anita Sullivan | Supervisee's | Design Team |
| Line Manager | Mick Cuskelly | Line Manager | David Prout |
| RPEQ Number & Area's of | 10717 - Civil | | |

| | | | |
|------|---------|------------------|--|
| Date | 29/2/12 | Next Review Date | |
|------|---------|------------------|--|

AGREED HOLD POINTS

- Site Visits - Options Analysis, Design Verification and as needed.
- Identification of EDD requirements
- Identification of Design Exception requirements
- Attend Design Team Meetings (to be held fortnightly)
- Attend ETI Meetings
- Prior to site meeting with contractors
- Prior to provision of instructions to contractors which are not simply clarifying the design
-
- Mid hold point discussion
-
-

ISSUES DISCUSSED

Private Entrances on Troys Rd:
 Church Entry: - Sight distance insufficient to allow right turn in and out access.
 - Propose Left in Left out

Not relevant

SUMMARY OF ISSUES DISCUSSED

| Comments/Issues | Supervisor (RPEQ) Action | Supervisee Ation |
|--|--------------------------|-------------------------------|
| Church Entry - Left in Left out access | | -PRW to consult with church ✓ |
| Not relevant | | |

Supervisor (RPEQ):

Signed Not relevant

Supervisee

Signed Not relevant

BETHLEHEM LUTHERAN CHURCH

Lot 1
RP140005

Lot 2
RP140005

Internal Connection to existing
Car park to be completed by
Bethlehem Lutheran Church.

Existing access to be removed

Proposed access location.
Location TBC to avoid
existing electrical pit.

TROYS RD

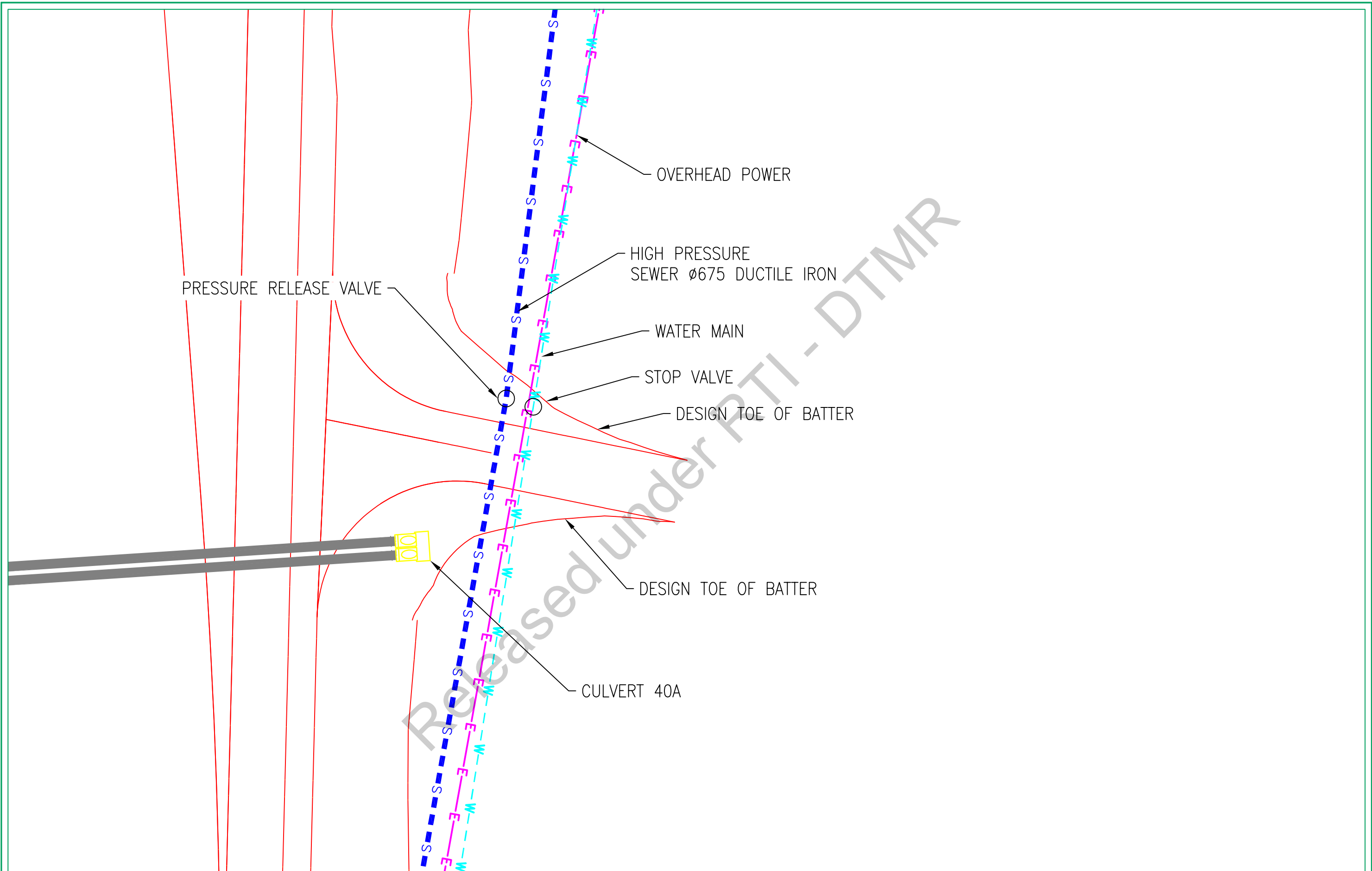
Lot 13
RP141936

Released under RTI - DTMR

Last Modified: Jul 31, 2019 - 8:36am XREFS: Survey.dwg; Design Master.dwg; Church VPaths.dwg

1:250 0 2 4 6 8 10m

TROYS ROAD
TOOWOOMBA - OAKLEY STAGE ONE
BETHLEHEM LUTHERAN CHURCH
PROPOSED ACCESS



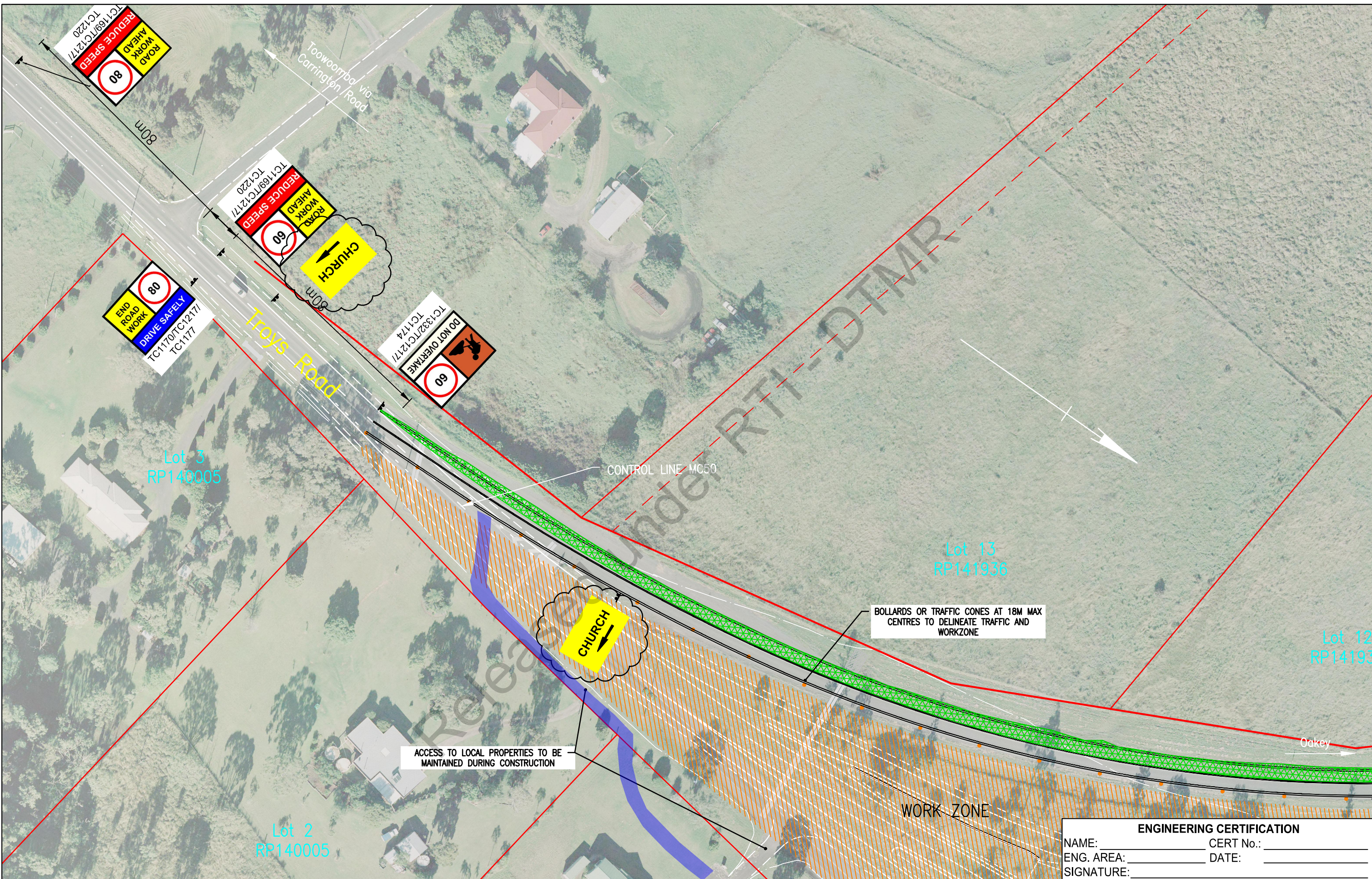
NOTE:

PROJECT:
SEYMOUR WHYTE CONSTRUCTIONS
WARREGO HIGHWAY - NUGENT PINCH - LEESONS RD
DRAWING TITLE:
PRIVATE ACCESS
CHURCH DRIVEWAY - MC51 CH 466.905

SCALE: 1:100
DRAWN: DD
CHECKED:
DATE: JUNE 15

SCALES :

DRAWING LOCATION: 0001 [A]

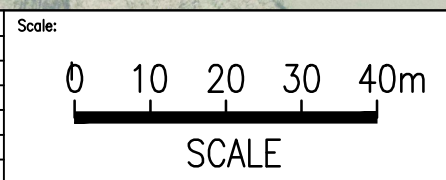


ACCESS TO LOCAL PROPERTIES TO BE MAINTAINED DURING CONSTRUCTION

BOLLARDS OR TRAFFIC CONES AT 18M MAX CENTRES TO DELINEATE TRAFFIC AND WORKZONE

| ENGINEERING CERTIFICATION | |
|---------------------------|-----------------|
| NAME: _____ | CERT No.: _____ |
| ENG. AREA: _____ | DATE: _____ |
| SIGNATURE: _____ | |

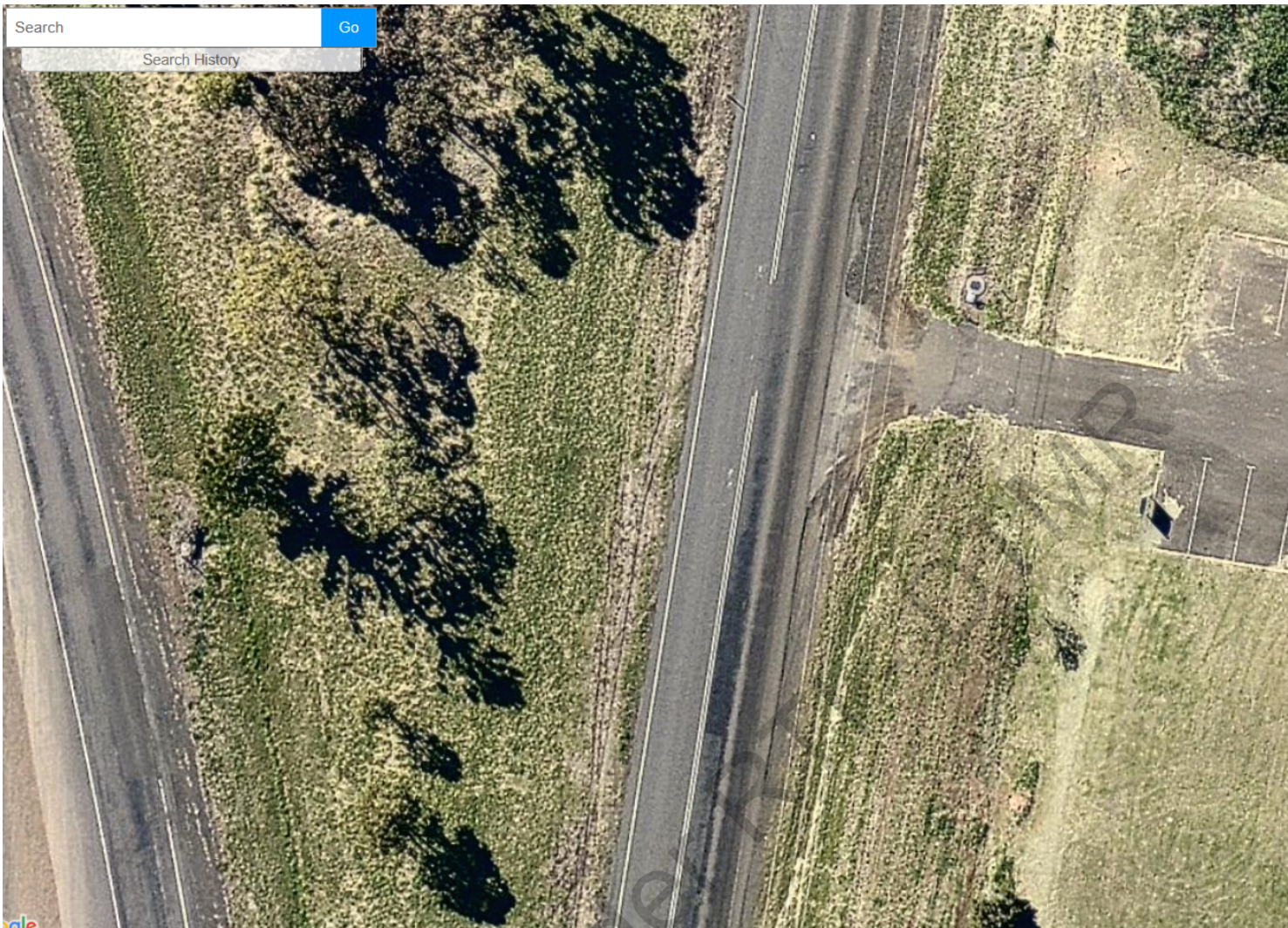
| Rev | Description | Date | Approved by |
|-----|-------------------------------------|------------|-------------|
| 0 | Original submission to TMR | | |
| A | Revised submission after TMR review | 13/02/2015 | |
| B | Revised submission after TMR review | 26/02/2015 | |
| C | After implementation adjustments | 26/03/2015 | |



NUGENT PINCH ROAD TO CHARLTON
 WARREGO HIGHWAY
 STAGE 1

TRAFFIC STAGING PLAN - STAGE 1
 WARREGO HIGHWAY - TOOWOOMBA - OAKEY STAGE ONE
 SHEET 11 OF 20

Queensland Government
 Transport and Main Roads
 Job No. 265/18B/4
 Contract No. SHTD-1390
 Drawing No. NP20-SRD-TOP-S1-11



Released under E.O. 13526



Released under RTI - DTMR

Cathy R Hunt

From: Janelle N Haughey
Sent: Monday, 7 June 2021 5:05 PM
To: Janelle N Haughey
Subject: Fw: Bethlehem Church
Attachments: GJR to Troys Road.pdf

From: Janelle N Haughey
Sent: Tuesday, 3 April 2012 2:12 PM
To: Paul R Weis <Paul.R.Weis@tmr.qld.gov.au>
Subject: Re: Bethlehem Church

Try this one.

[GJR to Troys Road.pdf](#)

Kind regards,

Janelle Haughey

Senior Advisor (Design) | Darling Downs Region / Toowoomba Office
Program Delivery & Operations Division | Department of Transport and Main Roads
Floor Gr | Toowoomba - Clopton Street | 7-9 Clopton Street | Toowoomba Qld 4350
PO Box 645 | Toowoomba Qld 4350
P: (07) 46390745 | F: (07) 46390747
E: janelle.n.haughey@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Tomorrow's Queensland: strong, green, smart, healthy and fair – www.towardQ2.qld.gov.au

 Please consider the environment before printing this email

Paul R Weis/Southern/QMR/Au
Janelle N Haughey/cp5/QMR/Au@qdot
3/04/2012 01:15 PM
Re: Bethlehem Church

Yeah that looks good. And do we have a close up one that just shows the access to Troys Rd a little better.

Paul Weis

Senior Engineer (Civil) | Darling Downs Region / Toowoomba Office
Program Delivery & Operations | Department of Transport and Main Roads

Floor 2 | Toowoomba - Phillip Street | 1-5 Phillip Street (cnr Clopton Street) | Toowoomba Qld 4350
PO Box 645 | Toowoomba Qld 4350
P: (07) 46390805 | F: (07) 46390750
M: Not relevant
E: paul.r.weis@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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 Please consider the environment before printing this email

Janelle N Haughey/cp5/QMR/Au
Paul R Weis/Southern/QMR/Au@qdot
3/04/2012 01:07 PM
Re: Bethlehem Church

Is this plan OK?

[attachment "GJR to Troys Road.pdf" deleted by Paul R Weis/Southern/QMR/Au]

Kind regards,

Janelle Haughey

Senior Advisor (Design) | Darling Downs Region / Toowoomba Office
Program Delivery & Operations Division | Department of Transport and Main Roads
Floor Gr | Toowoomba - Clopton Street | 7-9 Clopton Street | Toowoomba Qld 4350
PO Box 645 | Toowoomba Qld 4350
P: (07) 46390745 | F: (07) 46390747
E: janelle.n.haughey@tmr.qld.gov.au
W: www.tmr.qld.gov.au

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 Please consider the environment before printing this email

Paul R Weis/Southern/QMR/Au
[Not relevant] aecom.com>
Janelle N Haughey/cp5/QMR/Au@qdot
3/04/2012 12:26 PM
Re: Bethlehem Church

Hi [Not relevant]

I think I've read it properly now. They would prefer access via the back of their block to the new Gowrie Junction Road Intersection.

The access at the back might be a hard one to justify cost wise as really they only get the benefit of a shorter distance to access to the east on the Warrego instead of doing a u-turn at the roundabout on Troys Rd. And its only once a week that they use this thing.

Janelle is doing up a plan that will show the new layout for them and the Gowrie Junction Intersection on the one plan and I should be able to go see him towards the end of the week.

Regards

Paul Weis

Senior Engineer (Civil) | Darling Downs Region / Toowoomba Office
Program Delivery & Operations | Department of Transport and Main Roads

Floor 2 | Toowoomba - Phillip Street | 1-5 Phillip Street (cnr Clopton Street) | Toowoomba Qld 4350
PO Box 645 | Toowoomba Qld 4350
P: (07) 46390805 | F: (07) 46390750

M [Not relevant]

E: paul.r.weis@tmr.qld.gov.au

W: www.tmr.qld.gov.au

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 Please consider the environment before printing this email

Not relevant
aecom.com>
Paul.R.Weis@tmr.qld.gov.au>
3/04/2012 09:19 AM
Bethlehem Church

Hi Paul

I chatted to [Not relev] from the church yesterday and he briefed the parish on Sunday. No surprises that they like the idea of the access from the Warrego.

I explained that this is not our preferred option and we would close the Troys Road side.

I said that we could provide them with a map that would show what is being proposed (would you do two, one for each option?) I also said we would supply say a half page that explains each option (perhaps we could use this to show the left in/left out option is the best). He'll run through it with the Parish again this week.

Also, [Not relevant] do you have any plans to head out that way later in the week or Thursday? I said I'd check that you may be able to rendezvous there, otherwise he'll come back in to the Church [Not relevant]

[Not relevant]

I'll call to discuss also.

Cheers

[Not relevant]

[Not relevant]

Senior Community and Communication Consultant

D +61 7 [Not relevant] M [Not relevant]

[Not relevant]@aecom.com

AECOM

Level 8, 540 Wickham Street, Fortitude Valley, QLD 4006

PO Box 1307 Fortitude Valley QLD 4006

T +61 7 3553 2000 F +61 7 3553 2050

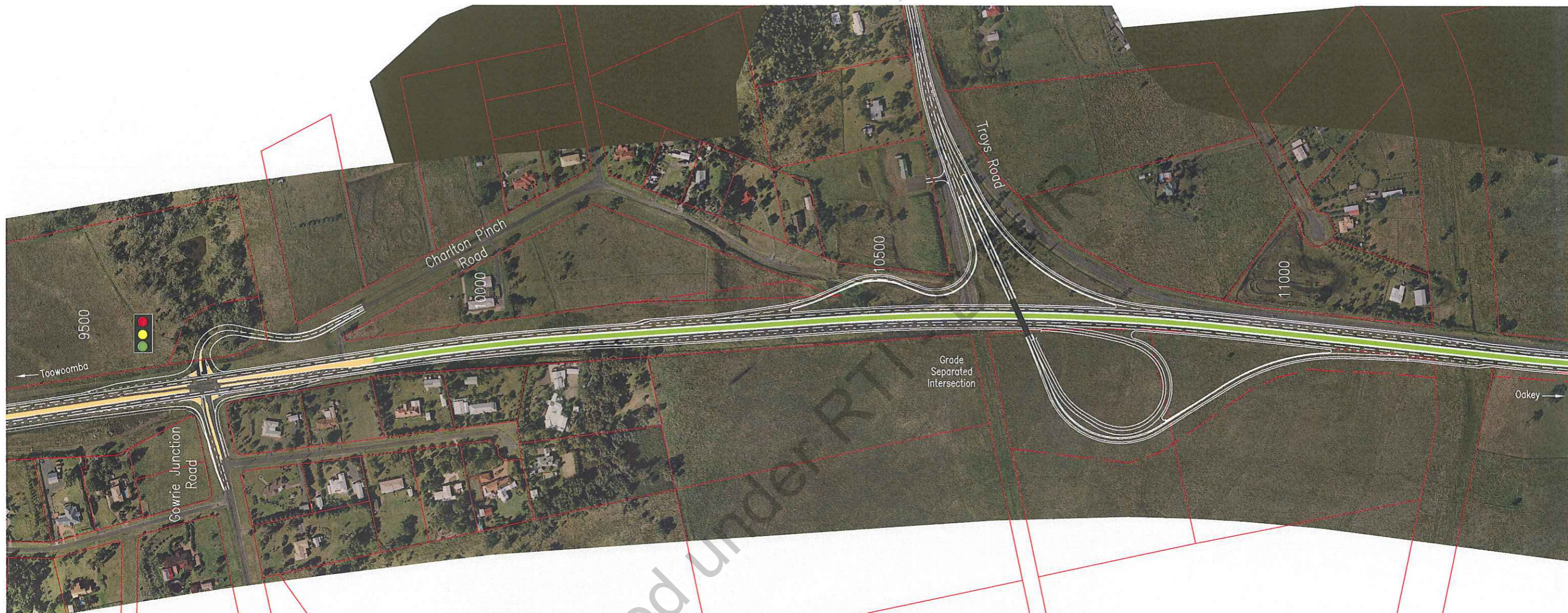
www.aecom.com

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PRELIMINARY

27.02.12



WARREGO HIGHWAY
TOOWOOMBA - OAKEY STAGE ONE
NUGENT PINCH - CHARLTON PROJECT

Our ref 265/18B/4
Your ref
Enquiries Don Turner

Department of
Transport and Main Roads

5 March 2015

Chapter One Lutherans Incorporated
2 Troys Road
Charlton Qld 4350

Dear Sir/Madam

The Department of Transport and Main Roads (TMR) is upgrading the Warrego Highway between Nugent Pinch Road, Cotswold Hills and Leeson Road, Charlton.

The contractor, Seymour Whyte, on behalf of TMR is required to undertake a pre-construction building survey of 2 Troys Road as part of this project.

The purpose of the survey is to provide an accurate pre-construction record of the condition of buildings near the work site.

The works will involve earthworks and pavement construction which may cause some vibrations. While it is not expected that construction will cause damage to any building, the survey is undertaken as a precautionary measure.

Please find enclosed a Notice of Entry form to enter this property and dwelling to undertake the survey. Entry into this property is not anticipated to last longer than one day.

Please contact Not relevant Community Liaison Officer, from Seymour Whyte on Not relevant Not relevant to arrange a suitable time for entry.

Yours sincerely


Not relevant

Paul Weis
Senior Engineer (Civil)

Enc (1)



Part A – Owner/Occupier to keep

Name: Chapter One Lutherans Incorporated

Address: 2 Troys Road
Charlton QLD 4350

Departmental reference information

| | |
|----------------------|----------------------------|
| Reference number | 265/18B/4 |
| Project number | 265/18B/4 |
| Region | Downs South West |
| Road number | 18B |
| Road name | Warrego Highway |
| Local government | Toowoomba Regional Council |
| Property description | L1 RP140005 |

Dear Sir/Madam

The purpose of this notice is to seek your permission for Department of Transport and Main Roads officers or agents to enter onto the land mentioned above. The reason for this entry is to facilitate the provision of transport infrastructure – more detailed information is set out below.

This notice also serves to give you advance notice that the department wishes to enter onto your land. While the minimum notice that must be given to you is three days, the department endeavours where possible to give as much as practicable so that various matters may be addressed.

The department may enter onto your property either upon your written permission or after three days following receipt of this notice. The preferred method of entry is with your written permission. To assist us in this matter would you please grant the department entry onto your land by **completing and returning Part B to the relevant regional office (see page 4) by the specified return date.**

Frequently asked questions and a copy of the applicable sections (35, 36 and 37) of the *Transport Infrastructure Act* are printed on page 2 for your information.

If you require more details the contact person is Not relevant Community Liaison Officer, Seymour Whyte on Not relevant

Yours sincerely,

Regional/District Director

Entry details (completed by the department)

| | | |
|---|---|---|
| Purpose of entry | Details or proposed use of land | |
| To conduct a property condition survey prior to roadworks starting on the Warrego Highway Upgrade Project (Nugent Pinch Road to Leeson Road) in March 2015. | No work activities will be carried out in your property. | |
| Details of things to be done on the land | Estimated commencement date | Period of occupation/use |
| <ul style="list-style-type: none"> Accurately record the condition of the building(s) before construction starts. | 9-13 March 2015 | One day |
| | Sketch plan attached? | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |

Entry authorisation (completed by the department)

| | |
|----------------|---|
| Officer's name | Position (Delegate of the Director-General, Department of Transport and Main Roads) |
| Paul Weis | Senior Engineer (Civil) |

| | | |
|--|----------|----------|
| Signature | Date | Time |
| Not relevant | 6/3/2015 | 10:40 am |

Method of delivering notice: Posted Hand delivered Emailed

Frequently Asked Questions

Do I have to be there when staff or agents require entry?

It is not necessary for you to be home when the work is performed on your property provided that departmental staff or agents can gain access to your property.

Will your staff contact me with the exact time of their visit?

Staff will endeavour to contact you prior to entry to the property based on the information you provide in Part B. If contact cannot be made with you for whatever reason staff will enter the property to carry out their work.

Can I refuse entry to your staff or agents?

You may not refuse the department's staff or agents who enter your land for the purpose of occupying and using the land for road works under s35(1) of the *Transport Infrastructure Act* after the department has provided you with three days written notice or you have provided your written approval.

What happens if your staff injures themselves on my property?

The department's employees are covered for injury which occurs in connection with the department's activities.

What if my dog/animal attacks your staff?

The department will contact you so arrangements can be made to ensure our staff can have safe entry to undertake the work.

If our staff are attacked, they will leave the land, taking reasonable measures to protect themselves from the animal. They will then contact their supervisor and someone from the department will contact you so we can work together with you to ensure the work can be completed safely.

I have a secure property and don't want to leave gates unlocked for your staff.

Access to your property will be arranged with you in this instance. At the completion of the work the property will be resecured as directed by you.

Will your staff be leaving anything on the property?

While the work is being done, departmental staff may leave equipment, pegs and marks on your property. All equipment will be removed once works have been completed. The department retains ownership of all equipment while it is on your land. After the work is completed, pegs and marks may remain on your land. These pegs and marks should not impact on your normal use of the land. Generally these pegs and marks are no longer required by the department.

If you believe that these pegs or marks are going to impact on the normal use of your land, please make your concerns known in Part B under the heading 'Other relevant information you think the department might need to be aware of' so that appropriate arrangements can be made.

The department will use its reasonable endeavours not to alter or affect the land more than is reasonably practicable.

Extract from *Transport Infrastructure Act 1994*

35 Temporary occupation and use of land

1. To carry out road works, the chief executive may temporarily occupy and use land, including roads, and do anything on the land that is necessary or convenient to be done.
2. Subsection (1) does not authorise the chief executive to extract quarry material from a watercourse in a wild river area.

36 Notice of entry or permission to enter

1. The person who is proposing to occupy or use land under section 35 (Temporary occupation and use of land) must—
 - a. give at least 3 days written notice to the owner or occupier of the land: or
 - b. obtain the written approval of the owner or occupier to the occupation or use.
2. The notice must state –
 - a. the road works to be carried out; and
 - b. the use proposed to be made of the land; and
 - c. details of the things proposed to be done on the land; and
 - d. an approximate period when the occupation or use is expected to continue.
3. A notice may be given under subsection (1) in relation to land even if it is proposed to resume the land for road works.

4. After the end of 3 days after service of a notice under subsection (1), or with the agreement of the owner or occupier, the land may be entered and the road works specified in the notice carried out.
5. If urgent remedial attention is required, subsection (1) does not apply but the person who is proposing to occupy or use the land must, if it is practicable, notify the owner or occupier of the land orally.

37 Compensation for physical damage from entry etc.

1. An owner of land that is entered, occupied or used under section 35 (*Temporary occupation and use of land*) may give a written notice to the chief executive claiming compensation for physical damage caused by the entry, occupation or use or for the taking or consumption of materials.
2. Compensation is not payable unless a claim is received by the chief executive within 1 year after occupation or use has ended.
3. However, the chief executive may allow a claim to be made at a later time.
4. Compensation awarded under this section must not be more than the compensation that would have been awarded if the land had been acquired.

Privacy Statement: The department collects the information on this form such as your name and signature for the purpose of giving notification under the *Transport Infrastructure Act* to occupy and/or use the land as specified above. Authorised departmental officers have access to this information and will not disclose your personal details to a third party without your consent unless required by law.

Part B – Please return this section to the department

Property Entry Authorisation

Please return to the department by:

Departmental reference information (completed by the department)

ASAP

Reference number

265/18B/4

Project number

265/18B/4

Road number

18B

Road name

Warrego Highway

Property address

2 Troys Road, Charlton QLD 4350

Contact name

Not relevant

Contact details

Not relevant

Purpose of entry

To conduct a property condition survey prior to roadworks starting on the Warrego Highway Upgrade Project (Nugent Pinch Road to Leeson Road) in March 2015.

Details of things to be done on the land

- Accurately record the condition of the building(s) before construction starts.

Details or proposed use of land

No work activities will be carried out in your property.

Estimated commencement date

9-13 March 2015

Period of occupation/use

One day

Owner/Occupier to complete the following section

Are you the owner or occupier (that is, renting/leasing the property)?

Owner and Occupier Owner Occupier

Preferred contact phone number/s and best time to make contact

Do you require telephone notification prior to entry? Yes No

Does the property contain an animal that the department should be aware of? Yes No

Animal details

Do you wish to be present when the work is performed? Yes No

Does the property have locked gates preventing entry? Yes No

Other relevant information you think the department might need to be aware of (that is, environmental (Parthenium Weed), access issues etc.) Please attach any documents or extra information if there is insufficient room.

I authorise officer/s or agents of the department to enter/temporarily occupy the above mentioned land from this date for the duration and purpose specified above.

Owner/Occupier's full name (please print)

Signature

Date

Relevant office is circled below:

List of departmental regional offices

Central West Region – Barcaldine Office

69 Ash Street, Barcaldine Qld 4725
PO Box 3, Barcaldine Qld 4725

Darling Downs Region – Toowoomba Office

1-5 Phillip Street, Toowoomba Qld 4350
Locked Bag 1, Warwick Qld 4370

Darling Downs Region – Warwick Office

306 Wood Street, Warwick Qld 4370
Locked Bag 1, Warwick Qld 4370

Far North Region – Cairns Office

Floor 4/15 Lake Street, Cairns Qld 4870
PO Box 6185, Cairns Mail Centre Qld 4870

Fitzroy Region – Emerald Office

83 Esmond Street, Emerald Qld 4720
PO Box 1787, Emerald Qld 4720

Fitzroy Region – Rockhampton Office

31 Knight Street, North Rockhampton Qld 4701
PO Box 5096, Central Qld Mail Centre Qld 4702

Mackay/Whitsunday Region – Mackay Office

46 Gordon Street, Mackay Qld 4740
PO Box 62, Mackay Qld 4740

Metropolitan Region – Brisbane Office

183 Wharf Street, Spring Hill Qld 4000
PO Box 70, Spring Hill Qld 4004

Metropolitan Region – Ipswich Office

Shop R3 38 Limestone Avenue
PO Box 78, Ipswich Qld 4305

North Coast Region – Maroochydore Office

12 First Avenue, Maroochydore Qld 4558
PO Box 1600, Sunshine Plaza Post Shop
Maroochydore Qld 4558

North West Region – Cloncurry Office

16-22 Ramsay Street, Cloncurry Qld 4824
PO Box 338, Cloncurry Qld 4824

Northern Region – Townsville Office

146 Wills Street, Townsville Qld 4810
PO Box 1089, Townsville Qld 4810

South Coast Region – Gold Coast Office

36-38 Cotton Street, Nerang Qld 4211
PO Box 442, Nerang Qld 4211

South Coast Region – Logan Office

3912 Pacific Motorway
PO Box 7262, Loganholme Qld 4455

South West Region – Roma Office

30 McDowall Street, Roma Qld 4455
PO Box 126, Roma Qld 4455

Wide Bay/Burnett Region – Bundaberg Office

23 Quay Street, Bundaberg Qld 4670
PO Box 486, Bundaberg Qld 4670

Wide Bay/Burnett Region – Gympie Office

50 River Road, Gympie Qld 4570
PO Box 183, Gympie Qld 4570

NP2C Private Entrance consultation:

Troy's Rd:

LHS

Lot 1RP140005 (Church)

Access from Troys Rd: **Ch. 793.4**

- Designed for Service Truck
- Insufficient sight distance to allow right turn movements into and out of access.
Due to proximity to merge point left in left out access on to ramp.
- Provided BAL treatment for left turning cars from the acceleration lane.

Not relevant



Not relevant

Released under RTI - DTMR

Cathy R Hunt

From: Karl J Zeller
Sent: Friday, 18 September 2020 9:35 AM
To: Adam B Currie
Cc: Christopher P Kalinowski
Subject: RE: Church on Troy's road
Attachments: RE: Follow up email - Church access off Troys Road, Charlton; Vpath.pdf; Access Sketch.pdf

Hi Adam,

See my comments below.

Kind regards,

Karl Zeller

Senior Designer (Civil) | **Southern Queensland Region**
Program Delivery And Operations | Department of Transport and Main Roads

Ground Floor | Toowoomba - Clopton Street | 7-9 Clopton Street | Toowoomba Qld 4350
Locked Bag 1 | Warwick Qld 4370
P: (07) 46390733
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Sent: Friday, 18 September 2020 7:57 AM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Cc: Christopher P Kalinowski <Christopher.P.Kalinowski@tmr.qld.gov.au>
Subject: Church on Troy's road

Hi Karl

This issue has now gained momentum again. The question is being asked whether allowing right turns in to the proposed new location complies with standards, or whether we are introducing other risks. Are you able to have another look (or dig up the old info you have) and advise:

- turning volume you assumed

I did not work off a specific turning volume as we will not be able to fit in anything that would meet any sort of standard (for example, not enough width for a BAR before the exit ramp/guardrail) so I did not assess warrants etc. It was assumed that traffic volumes would be low (I think at the time we talked about an assumption of 50% of the carpark capacity from that direction per hour) and that the main time of people entering the carpark would generally have low volumes on the overpass (Sunday mornings and outside peak times during the week) but if the development went ahead as they discussed and they were having functions then I don't think this potential layout would be able to be justified. From the original traffic counts that I could find it was only projected that 65 vehicles an hour (2020) would be travelling behind someone who would be turning right into the Church (IE Troys Rd to Warrego East)

| | | Sidra inputs | | | | | |
|------------------|-----|----------------------|-------|-------|----------------------|-------|----------|
| Peak Hour volume | 12% | | | | | | |
| | | West of Troys | | | East of Troys | | |
| | | | Total | HV | | Total | HV |
| | | Through | 1285 | 27.6% | | 1298 | 16.3% |
| | | Right Turn | 331 | 40.5% | | | |
| | | | | | | 1014 | 16.3% |
| | | Opposing | 1462 | 27.6% | | 92 | 20.2% |
| | | | | | | | |
| | | Troys | | | | | |
| | | | Total | HV | Total | HV | |
| | | Left | 296 | 41.0% | 327 | 40.2% | Opposing |
| | | Right | 65 | 19.9% | | | |

- sight visibility achieved and whether standards are achieved

Sight distance does not meet NDD, however meets EDD criteria for Norm Day, Truck Day and Mean Day (night check cases not assessed as street lighting provided). See the attached email for more detailed information.

The BAR dimensions do not fit in with the exit lane and guardrail. As a non standard treatment I looked at vehicle paths to see if they would be able to undertake a low speed manoeuvre around a propped vehicle. See the attached plan. This could only be justified if there are very low volumes (IE, if the development goes ahead then we would have to close off the right turn access)

- any risks present for consideration (like turning across the through and merging lanes).

There are definite risks involved, for example, the combination of minima (EDD, non standard treatment of right turns, turning across through and acceleration lane) that would not be preferred. The risk of the traffic volumes increasing (both on the overpass and if the development goes ahead) would also impact on the safety of the right turn.

Depending on your thoughts, and my discussion with DLT next week, we will either be drawing up a layout quickly or putting this issue to bed in some way.

Thanks,

Adam Currie

Manager (Technical Services) | **Southern Queensland Region**

Program Delivery and Operations | Infrastructure Management and Delivery | Department of Transport and Main Roads

Works: [Mon-Fri](#)

[7-9 Clopton Street | Toowoomba Qld 4350](#)

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[\(07\) 46390630](tel:(07)46390630)

adam.b.currie@tmr.qld.gov.au

www.tmr.qld.gov.au

Cathy R Hunt

From: Karl J Zeller
Sent: Friday, 5 July 2019 11:44 AM
To: Adam B Currie
Cc: Janelle N Haughey
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Hi Adam,

See my comments below

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

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P: (07) 46390733 | F: (07) 46390747
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Friday, 5 July 2019 10:25 AM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Cc: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Thanks Karl,

So am I right in summarising:

- A BAR arrangement will not fit, so through traffic would need to stop for a right turning vehicle? **There is not enough width/length to fit a BAR treatment, however there is approx. 2.4m of width in the painted chevron at the southern access location. This could allow vehicles to pass the right turning vehicle at slow speed without impacting on the off ramp too much. The dimensions would need to be checked and maybe a VPath to show vehicles can get past.**
- Sight distance isn't achieved for NDD (right turning vehicles), but you think you can get enough for the movement to be deemed acceptable? **The right turn in meets the EDD cases outlined below. Given the low volumes this could be acceptable.**
- Right turn out is not supported? If so, I agree. **Yes I don't think we should allow it if the access is moved. The roundabout isn't too far or a U-Turn could be completed at the council road just south of the access.**

The challenge is going to be services, and the cost of the access given we still have a height difference between the through road and the property. Is there another potential access point we haven't thought of?

Thanks,

Adam Currie
A/District Director | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au

From: Karl J Zeller
Sent: Friday, 5 July 2019 10:12 AM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Cc: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Hi Adam,

I have had a look at the church access and what can be achieved if the access was moved to the southern end of the property. Note that the location of the entrance may need to be adjusted due to the electrical pit we saw on site.

The sight distance to the Troys Rd traffic lanes meets NDD, however the crest on the on ramp (red arrow) does not allow for NDD safe intersection sight distance to be achieved for cars. The crest meets NDD SISD for trucks.

I have ran the following base and check cases for right turn in and left turn out (remaining check cases not run as the roadway is lit):

- Norm Day – Passed
- Truck Day – Passed
- Mean Day - Passed

With the Southern entrance location there would be approx. 2.4m of the painted median on the LHS for vehicles to go around the right turning traffic. This will not meet the dimensions of a BAR layout.

Given the low traffic volumes it looks like we might be able to get something to work, although if their development plans were to go ahead I don't think I would be that comfortable with the layout.



Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

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P: (07) 46390733 | F: (07) 46390747
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Thursday, 20 June 2019 3:25 PM
To: [bjzisc <bjzisc@gmail.com>](mailto:bjzisc@gmail.com)
Cc: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Thanks Barry

Does Friday morning (28 June) or Wednesday morning (3 July) suit for a meeting on site? You can choose any time after 9am. Please let me know and I'll formalise a calendar entry.

Thanks,

Adam Currie
Manager (Delivery and Operations) | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Not relevant <[\[redacted\]@gmail.com](mailto: [redacted]@gmail.com)>
Sent: Monday, 17 June 2019 4:51 PM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Subject: Re: Follow up email - Church access off Troys Road, Charlton

Hi Adam, would it be possible to have another meeting with you at the proposed site to fully look at the option to make sure that it is a possibility.
We had a look after church on Sunday. The only way to connect the church property to the road without much of a slope would be to fill that area up to the high point in the corner of our property.
I think we really need to be on site to review the situation with line marking etc to see if it is going to work.
If you think it can be done to facilitate right hand turns we would be happy with the outcome as it would solve all our problems.
Please let me know ASAP so we can move on as quickly as possible as we really need to move forward with our next stage of development.

Kind regards

Not relevant

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Date: 17/06/2019 2:32 pm (GMT+10:00)
To: Not relevant <[\[redacted\]@gmail.com](mailto: [redacted]@gmail.com)>

Cc: [Not relevant]@bigpond.com, [Not relevant]@gmail.com, Alice C Prince <Alice.C.Prince@tmr.qld.gov.au>, Ian C Andersen <ian.c.andersen@tmr.qld.gov.au>
Subject: Follow up email - Church access off Troys Road, Charlton

Hi [Not relevant]

As requested at the recent on-site meeting with yourself, [Not relevant] Alice and my Regional Director Kym Murphy, TMR has been considering the safety and operational concerns relating to the access, as well as the complications experienced when trying to access the site given current turning restrictions (no right turning in or out is permitted).

I agree with discussions on the day that the lengthy detour to access the church from the south (and the uncertainty of the detour route) is potentially causing drivers to undertake illegal and unsafe right turn movements. It's fair to say, however, that signage is a difficult solution. We would need to sign a "route", similar to signing a detour, to get people through the interchange, to the u-turn location, and back to the church access. Transport and Main Roads (TMR) do not normally sign this type of route/detour for a private business/organisation. The easy solution is to physically restrict the right turn movements with something more than a painted line, which addresses the safety concern but won't address the driver confusion.

An option that has come up a couple of times during the review is to consider relocating the access point towards the southern boundary of the property. The hope is that the improved access grade (slope) and sight visibility, combined with the lane configuration at this location, may facilitate right turn movements. Before TMR invests money considering the details of the design to confirm (or deny) the suitability of the proposed location, I wanted to get your thoughts on such a change. There would be a couple of things you, [Not relevant] would need to acknowledge:

1. As I said, the option is yet to be fully explored. TMR also currently has no funding assigned to such a modification
2. If the new access was to be constructed, the existing access would need to be closed at Troys Road (only one access point is permitted)
3. The new access would be considered based on current carpark capacity (traffic volume). Any future expansion of the church would trigger a review of the safety at the new location (this would apply to the current access as well).
4. The works within private property to join a new access to the carpark would be at the property owner's expense.

Please let me know your opinion of the access proposal by replying to this email. I'll then finalise a proper response outlining TMR's solutions to the concerns raised.

Thanks,

Adam Currie

Manager (Delivery and Operations) | Darling Downs District

P: (07) 46390630 | F: (07) 46390750

E: adam.b.currie@tmr.qld.gov.au

W: www.tmr.qld.gov.au

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Released under RTI - DTMR

BETHLEHEM LUTHERAN CHURCH

Lot 1
RP140005

Lot 2
RP140005

Internal Connection to existing
Car park to be completed by
Bethlehem Lutheran Church.

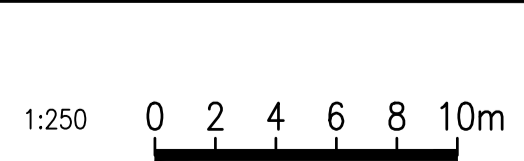
Existing access to be removed

Proposed access location.
Location TBC to avoid
existing electrical pit.

TROYS RD

Vehicle Path of low speed
manoeuvre around queued
vehicle without encroaching
on the off ramp.

Lot 13
RP141936



TROYS ROAD
TOOWOOMBA - OAKEY STAGE ONE
BETHLEHEM LUTHERAN CHURCH
VEHICLE PATH

BETHLEHEM LUTHERAN CHURCH

Lot 1
RP140005

Lot 2
RP140005

Internal Connection to existing
Car park to be completed by
Bethlehem Lutheran Church.

Existing access to be removed

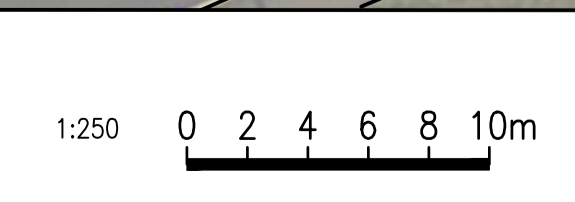
Proposed access location.
Location TBC to avoid
existing electrical pit.

TROYS RD

Lot 13
RP141936

Released under RTI - DTMR

Last Modified: Jul 31, 2019 - 8:36am XREFS: Survey.dwg; Design Master.dwg; Church VPaths.dwg



TROYS ROAD
TOOWOOMBA - OAKLEY STAGE ONE
BETHLEHEM LUTHERAN CHURCH
PROPOSED ACCESS

Cathy R Hunt

From: Karl J Zeller
Sent: Tuesday, 19 November 2019 9:37 AM
To: Adam B Currie
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?
Attachments: Access Sketch.pdf

Hi Adam,

This is the sketch that was prepared originally for the access.

Note that there will still need to be some design work completed if the access is to go ahead (eg, confirmation of vehicle size, final location of the access due to services – I do not have a location of the electrical pit we found on site). The connection to the existing carpark may also need to be discussed with the church as depending on the design vehicle they may need to remove a carpark given the new turning manoeuvre into the carpark (This could be just left to the church to determine as they will be connecting the access to the existing carpark).

This may adjust the quantities I sent through slightly eg if a bigger vehicle is required.

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

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P: (07) 46390733 | F: (07) 46390747
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Sent: Monday, 18 November 2019 10:46 AM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Hi Karl,

Do you have any plans (or something) that you used to quantify the below? I want to get a constructor's estimate for the works, based on whatever info I can provide.

Thanks,

Adam Currie
Manager (Delivery and Operations) | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Sent: Thursday, 26 September 2019 4:45 PM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Hi Adam,

Quantities as follows:

Earthworks = 370m3 embankment [Not relevant]

GST = 200m2 @ [Not relevant]

SGT Type A = 100m2 [Not relevant]

Drainage = 2/600RCP 14.4m @ [Not relevant]

Pavement = Type 2.3, 13m3 @ [Not relevant] (Based on Stage 1 PE pavement design)

Traffic Management = [Not relevant] ??? Should not be too much, with a speed reduction should be able to merge the on ramp earlier and have a good offset to the works

Site establishment = [Not relevant] ??? should not be too much given proximity to town

Total = \$60,410

Will need decent contingency given the unknowns, services etc. say 30% Could need more given the electrical for the lighting already on the batter etc.

Total = \$78,533

Obviously not much thought has been put into traffic/establishment so change these as needed.

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

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E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Thursday, 26 September 2019 3:48 PM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Hey Karl

Any further progress on this? The stakeholders are restless.

Thanks,

Adam Currie
A/District Director | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Karl J Zeller
Sent: Wednesday, 4 September 2019 11:05 AM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Hi Adam,

Yes you did. It is on my list for after I finalise the Not relevant I will get it to you as soon as I can.

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

Ground Floor | Toowoomba - Clopton Street | 7-9 Clopton Street | Toowoomba Qld 4350
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P: (07) 46390733 | F: (07) 46390747
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Wednesday, 4 September 2019 11:03 AM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>; Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Thanks,

Adam Currie
Manager (Delivery and Operations) | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Released under RTI - QTMAR

BETHLEHEM LUTHERAN CHURCH

Lot 1
RP140005

Lot 2
RP140005

Internal Connection to existing
Car park to be completed by
Bethlehem Lutheran Church.

Existing access to be removed

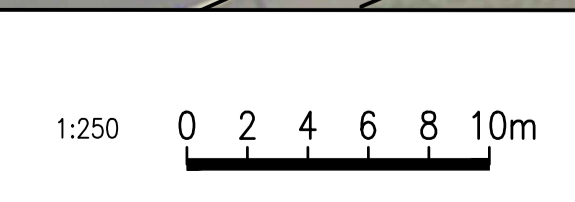
Proposed access location.
Location TBC to avoid
existing electrical pit.

TROYS RD

Lot 13
RP141936

Released under RTI - DTMR

Last Modified: Jul 31, 2019 - 8:36am XREFS: Survey.dwg; Design Master.dwg; Church VPaths.dwg



TROYS ROAD
TOOWOOMBA - OAKLEY STAGE ONE
BETHLEHEM LUTHERAN CHURCH
PROPOSED ACCESS

Cathy R Hunt

From: Karl J Zeller
Sent: Thursday, 26 September 2019 4:45 PM
To: Adam B Currie
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Hi Adam,

Quantities as follows:

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Pavement = Type 2.3, 13m³ [Not relevant] (Based on Stage 1 PE pavement design)
Traffic Management = [Not relevant] ??? Should not be too much, with a speed reduction should be able to merge the on ramp earlier and have a good offset to the works
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Total = \$78,533

Obviously not much thought has been put into traffic/establishment so change these as needed.

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

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E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Thursday, 26 September 2019 3:48 PM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Hey Karl

Any further progress on this? The stakeholders are restless.

Thanks,

Adam Currie
A/District Director | Darling Downs District
P: (07) 46390630 | F: (07) 46390750

E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Karl J Zeller
Sent: Wednesday, 4 September 2019 11:05 AM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Subject: RE: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Hi Adam,

Yes you did. It is on my list for after I finalise the Not relevant. I will get it to you as soon as I can.

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

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E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Wednesday, 4 September 2019 11:03 AM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>; Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: Did I remember to ask for a rough quote to fix the access to the church on Troys rd?

Thanks,

Adam Currie
Manager (Delivery and Operations) | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

Released under RTI - DTMR

Cathy R Hunt

From: Karl J Zeller
Sent: Monday, 24 August 2020 12:24 PM
To: Adam B Currie
Cc: Christopher P Kalinowski
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Hi Adam,

There were no plans done up for the linemarking as the final location of the entrance was dependent on the electrical pit we found on site. The new entrance was to be located as far south as possible without impacting on the pit to help maximise the sight distance available. As this location was unknown no "design" plans were produced at the time.

The lines shown on the plan are the lane strings from the original design for reference for the vehicle paths and not representative of any proposed linemarking.

Kind regards,

Karl Zeller

Senior Designer (Civil) | **Southern Queensland Region**
Program Delivery And Operations | Department of Transport and Main Roads

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E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Sent: Monday, 24 August 2020 12:12 PM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Cc: Christopher P Kalinowski <Christopher.P.Kalinowski@tmr.qld.gov.au>
Subject: FW: Follow up email - Church access off Troys Road, Charlton

Hi Karl

When you looked at this ages ago, I remember that the intent was to move the access to a place to enabled right turn movements to occur under current traffic conditions. The attached still shows the barrier lines and is confusing the situation. Did you ever produce a layout that showed changed line marking? I thought there was a layout but I can't remember for sure.

Thanks,

Adam Currie
Manager (Technical Services) | **Southern Queensland Region**
Program Delivery and Operations | Infrastructure Management and Delivery | Department of Transport and Main Roads

Works: Mon-Fri
7-9 Clopton Street | Toowoomba Qld 4350

Locked Bag 1 | Warwick Qld 4370
(07) 46390630
adam.b.currie@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Sent: Monday, 17 August 2020 10:20 AM
To: Christopher P Kalinowski <Christopher.P.Kalinowski@tmr.qld.gov.au>; Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Subject: FW: Follow up email - Church access off Troys Road, Charlton

This all I can find. I'm pretty sure that Karl did do up a schedule of quantities.

Kind regards,

Janelle Haughey

Principal Designer (Civil) | **Southern Queensland Region**
Program Delivery and Operations | Infrastructure Management and Delivery | Department of Transport and Main Roads

Floor 2 | 1-5 Phillip Street | Toowoomba Qld 4350
Locked Bag 1 | Warwick Qld 4370
(07) 4639 0745 | M Not relevant
janelle.n.haughey@tmr.qld.gov.au
www.tmr.qld.gov.au

From: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Sent: Wednesday, 31 July 2019 9:02 AM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Cc: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Hi Adam,

Attached is the plan showing the proposed new access. If there is anything else you want shown let me know and I can add it in.

I have not been able to find the location of the electrical pit we found on site so the entrance may need to be adjusted slightly to avoid the pit if this progresses further. The access location will also still need to go through the internal checking/RPEQ sign off processes before the location can be finalised

FYI I have also attached a vehicle path showing that a car can manoeuvre around a stored vehicle at low speed without impacting on the off ramp.

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

Ground Floor | Toowoomba - Clopton Street | 7-9 Clopton Street | Toowoomba Qld 4350
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P: (07) 46390733 | F: (07) 46390747
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Monday, 22 July 2019 2:22 PM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Cc: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Karl

Thanks for the comments below.

Can you work on a drawing that I can provide to the church for comment? Obviously funding is going to be a huge issue, but I don't want to lose momentum. Design costs will need to be put against a different WHUP project. Let me see what I can come up with.

Thanks,

Adam Currie
A/District Director | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Karl J Zeller
Sent: Friday, 5 July 2019 11:44 AM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Cc: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Hi Adam,

See my comments below

Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

Ground Floor | Toowoomba - Clopton Street | 7-9 Clopton Street | Toowoomba Qld 4350
Locked Bag 1 | Warwick Qld 4370
P: (07) 46390733 | F: (07) 46390747
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Friday, 5 July 2019 10:25 AM
To: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Cc: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

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[Not relevant]

Sent from my Samsung Galaxy smartphone.

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Date: 17/06/2019 2:32 pm (GMT+10:00)

To: [Not relev]@gmail.com

Cc: [Not relevant]@bigpond.com, [Not relevant]@gmail.com, Alice C Prince <Alice.C.Prince@tmr.qld.gov.au>, Ian C Andersen <ian.c.andersen@tmr.qld.gov.au>

Subject: Follow up email - Church access off Troys Road, Charlton

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Released under RTI - DTMR

Cathy R Hunt

From: Karl J Zeller
Sent: Wednesday, 31 July 2019 9:02 AM
To: Adam B Currie
Cc: Janelle N Haughey
Subject: RE: Follow up email - Church access off Troys Road, Charlton
Attachments: Vpath.pdf; Access Sketch.pdf

Hi Adam,

Attached is the plan showing the proposed new access. If there is anything else you want shown let me know and I can add it in.

I have not been able to find the location of the electrical pit we found on site so the entrance may need to be adjusted slightly to avoid the pit if this progresses further. The access location will also still need to go through the internal checking/RPEQ sign off processes before the location can be finalised

FYI I have also attached a vehicle path showing that a car can manoeuvre around a stored vehicle at low speed without impacting on the off ramp.

Kind regards,

Karl Zeller

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Cc: Janelle N Haughey <Janelle.N.Haughey@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Karl

Thanks for the comments below.

Can you work on a drawing that I can provide to the church for comment? Obviously funding is going to be a huge issue, but I don't want to lose momentum. Design costs will need to be put against a different WHUP project. Let me see what I can come up with.

Thanks,

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Released under RTI - DTMR

BETHLEHEM LUTHERAN CHURCH

Lot 1
RP140005

Lot 2
RP140005

Internal Connection to existing
Car park to be completed by
Bethlehem Lutheran Church.

Existing access to be removed

Proposed access location.
Location TBC to avoid
existing electrical pit.

TROYS RD

Vehicle Path of low speed
manoeuvre around queued
vehicle without encroaching
on the off ramp.

Lot 13
RP141936

1:250 0 2 4 6 8 10m

TROYS ROAD
TOOWOOMBA - OAKLEY STAGE ONE
BETHLEHEM LUTHERAN CHURCH
VEHICLE PATH

BETHLEHEM LUTHERAN CHURCH

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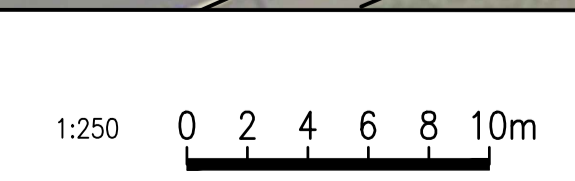
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TROYS RD

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Last Modified: Jul 31, 2019 - 8:36am XREFS: Survey.dwg; Design Master.dwg; Church VPaths.dwg



TROYS ROAD
TOOWOOMBA - OAKLEY STAGE ONE
BETHLEHEM LUTHERAN CHURCH
PROPOSED ACCESS

Cathy R Hunt

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I agree with discussions on the day that the lengthy detour to access the church from the south (and the uncertainty of the detour route) is potentially causing drivers to undertake illegal and unsafe right turn movements. It's fair to say, however, that signage is a difficult solution. We would need to sign a "route", similar to signing a detour, to get people through the interchange, to the u-turn location, and back to the church access. Transport and Main Roads (TMR) do not normally sign this type of route/detour for a private business/organisation. The easy solution is to physically restrict the right turn movements with something more than a painted line, which addresses the safety concern but won't address the driver confusion.

An option that has come up a couple of times during the review is to consider relocating the access point towards the southern boundary of the property. The hope is that the improved access grade (slope) and sight visibility, combined with the lane configuration at this location, may facilitate right turn movements. Before TMR invests money considering the details of the design to confirm (or deny) the suitability of the proposed location, I wanted to get your thoughts on such a change. There would be a couple of things you, Not relevant would need to acknowledge:

1. As I said, the option is yet to be fully explored. TMR also currently has no funding assigned to such a modification
2. If the new access was to be constructed, the existing access would need to be closed at Troys Road (only one access point is permitted)
3. The new access would be considered based on current carpark capacity (traffic volume). Any future expansion of the church would trigger a review of the safety at the new location (this would apply to the current access as well).
4. The works within private property to join a new access to the carpark would be at the property owner's expense.

Please let me know your opinion of the access proposal by replying to this email. I'll then finalise a proper response outlining TMR's solutions to the concerns raised.

Thanks,

Adam Currie

Manager (Delivery and Operations) | Darling Downs District

P: (07) 46390630 | F: (07) 46390750

E: adam.b.currie@tmr.qld.gov.au

W: www.tmr.qld.gov.au

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Released under RTI - DTMR

Cathy R Hunt

From: Karl J Zeller
Sent: Friday, 5 July 2019 10:12 AM
To: Adam B Currie
Cc: Janelle N Haughey
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Hi Adam,

I have had a look at the church access and what can be achieved if the access was moved to the southern end of the property. Note that the location of the entrance may need to be adjusted due to the electrical pit we saw on site.

The sight distance to the Troys Rd traffic lanes meets NDD, however the crest on the on ramp (red arrow) does not allow for NDD safe intersection sight distance to be achieved for cars. The crest meets NDD SISD for trucks.

I have ran the following base and check cases for right turn in and left turn out (remaining check cases not run as the roadway is lit):

- Norm Day – Passed
- Truck Day – Passed
- Mean Day - Passed

With the Southern entrance location there would be approx. 2.4m of the painted median on the LHS for vehicles to go around the right turning traffic. This will not meet the dimensions of a BAR layout.

Given the low traffic volumes it looks like we might be able to get something to work, although if their development plans were to go ahead I don't think I would be that comfortable with the layout.



Kind regards,

Karl Zeller

Senior Designer (Civil) | Downs South West
Program Delivery And Operations | Department of Transport and Main Roads

Ground Floor | Toowoomba - Clopton Street | 7-9 Clopton Street | Toowoomba Qld 4350
Locked Bag 1 | Warwick Qld 4370
P: (07) 46390733 | F: (07) 46390747
E: karl.j.zeller@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: Adam B Currie
Sent: Thursday, 20 June 2019 3:25 PM
To: [Not relevant]@gmail.com
Cc: Karl J Zeller <Karl.J.Zeller@tmr.qld.gov.au>
Subject: RE: Follow up email - Church access off Troys Road, Charlton

Thanks [Not relev]

Does Friday morning (28 June) or Wednesday morning (3 July) suit for a meeting on site? You can choose any time after 9am. Please let me know and I'll formalise a calendar entry.

Thanks,

Adam Currie
Manager (Delivery and Operations) | Darling Downs District
P: (07) 46390630 | F: (07) 46390750
E: adam.b.currie@tmr.qld.gov.au
W: www.tmr.qld.gov.au

From: [Not relevant]@gmail.com
Sent: Monday, 17 June 2019 4:51 PM
To: Adam B Currie <adam.b.currie@tmr.qld.gov.au>
Subject: Re: Follow up email - Church access off Troys Road, Charlton

Hi Adam, would it be possible to have another meeting with you at the proposed site to fully look at the option to make sure that it is a possibility.
We had a look after church on Sunday. The only way to connect the church property to the road without much of a slope would be to fill that area up to the high point in the corner of our property.
I think we really need to be on site to review the situation with line marking etc to see if it is going to work.
If you think it can be done to facilitate right hand turns we would be happy with the outcome as it would solve all our problems.
Please let me know ASAP so we can move on as quickly as possible as we really need to move forward with our next stage of development.

Kind regards

[Not relevant]

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: Adam B Currie <adam.b.currie@tmr.qld.gov.au>

Date: 17/06/2019 2:32 pm (GMT+10:00)

To: [Not relevant]@gmail.com
Cc: [Not relevant]@bigpond.com, [Not relevant]@gmail.com, Alice C Prince <Alice.C.Prince@tmr.qld.gov.au>, Ian C Andersen <ian.c.andersen@tmr.qld.gov.au>
Subject: Follow up email - Church access off Troys Road, Charlton

Hi [Not relevant]

As requested at the recent on-site meeting with yourself, [Not relevant] Alice and my Regional Director Kym Murphy, TMR has been considering the safety and operational concerns relating to the access, as well as the complications experienced when trying to access the site given current turning restrictions (no right turning in or out is permitted).

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Thanks,

Adam Currie

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Released under RTI - DTMR

REQUEST FOR INFORMATION

RFI Number: **Rev:**

Project Name: Nugent Pinch Road - Leeson Road **Project No:** 021506

Contract No: STHD-1390 **Request Date:** 5/11/2015 **Answer Date:** 12/11/2015

Originator's Name: **Recipient's Name:** Paul Weis

Title of Request: Church Access at MC51 CH 466.905

Areas Affected: Private Access at MC51 CH 466.905

Documents / Drawings Affected 611887; 611863; 611806; 612126; 612127; 611840

REQUEST DETAIL: (Information Required / Proposal)

The design toe of earthworks for the private access at MC51 CH 466.905 clashes with culvert 40A and also a stop valve and pressure release point for the water and sewer mains.

Please see design output and photos attached for clarity.

The earthworks model covers the inlet of the pipe and also the stop / release valves on the opposite side of the driveway.

SWC can provide the following recommendations to assist the design;

1. Extend drainage line 40A so that the headwall is outside the toe of the batter.
2. Either relocate the stop / release valves; or construct a retaining structure around them to support the embankment.
3. Steepen the embankment around these obstacles, and install guardrail on the driveway to protect users from the steep shoulders.

Can TMR please consider and advise.

REPLY FROM CLIENT'S REPRESENTATIVE

| Name | Title / Role | Signature | Date / / |
|------|--------------|-----------|-------------|
|------|--------------|-----------|-------------|



REQUEST FOR INFORMATION

RFI Number: Rev:

Project Name: Nugent Pinch Road - Leeson Road Project No: 021506

Contract No: STHD-1390 Request Date: 5/11/2015 Answer Date: 12/11/2015

Originator's Name: Recipient's Name: Paul Weis

Title of Request: Church Access at MC51 CH 466.905

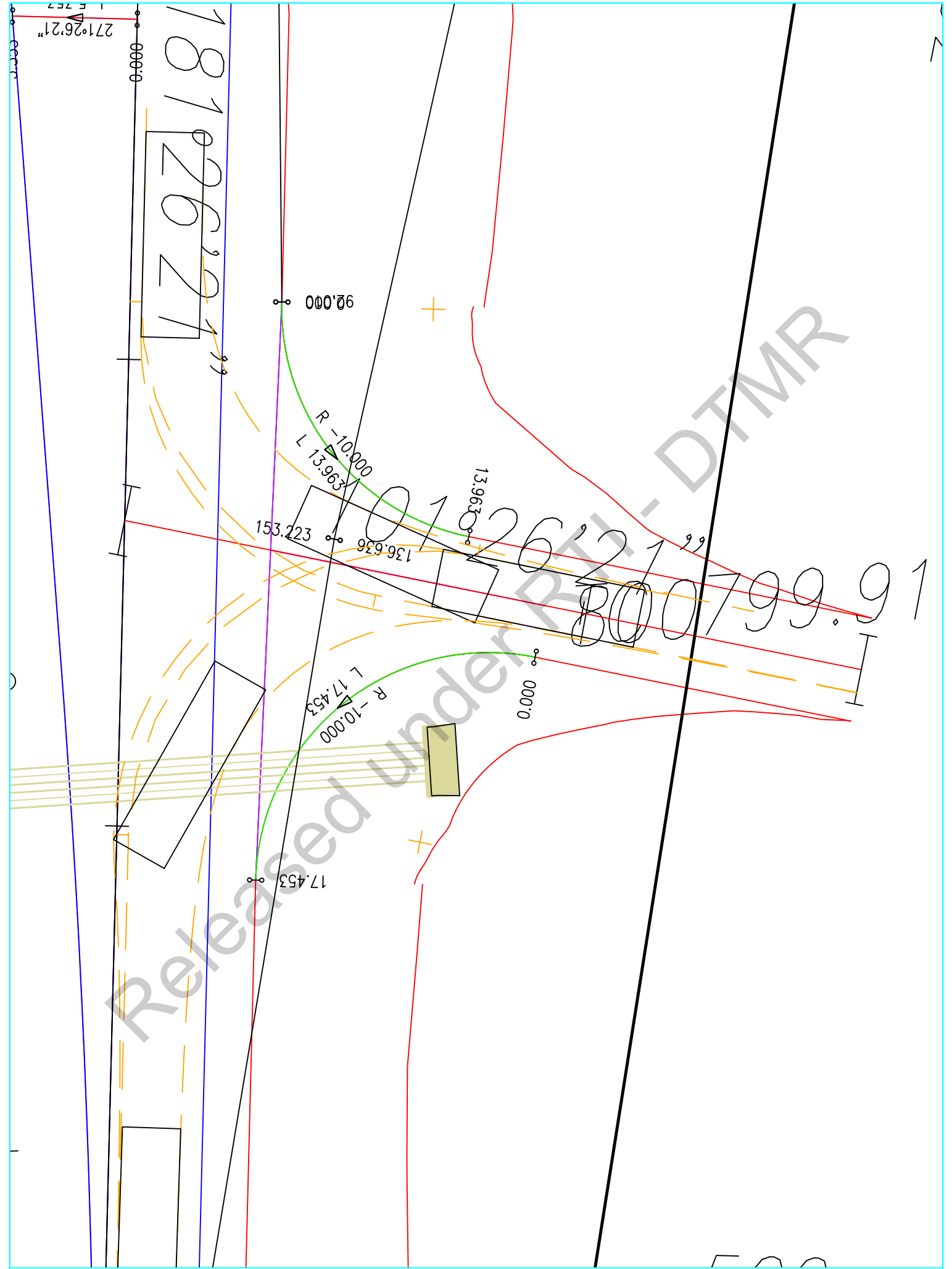
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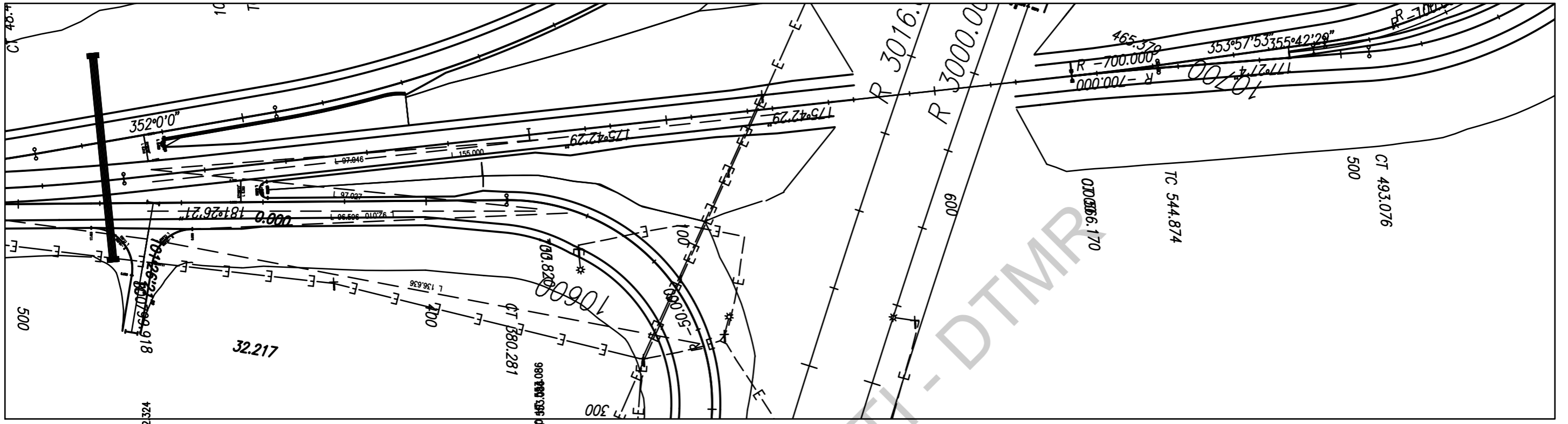
Variation Required?: Yes No If yes, Variation No: _____

PM / PE Name: Date:

Distribution: _____

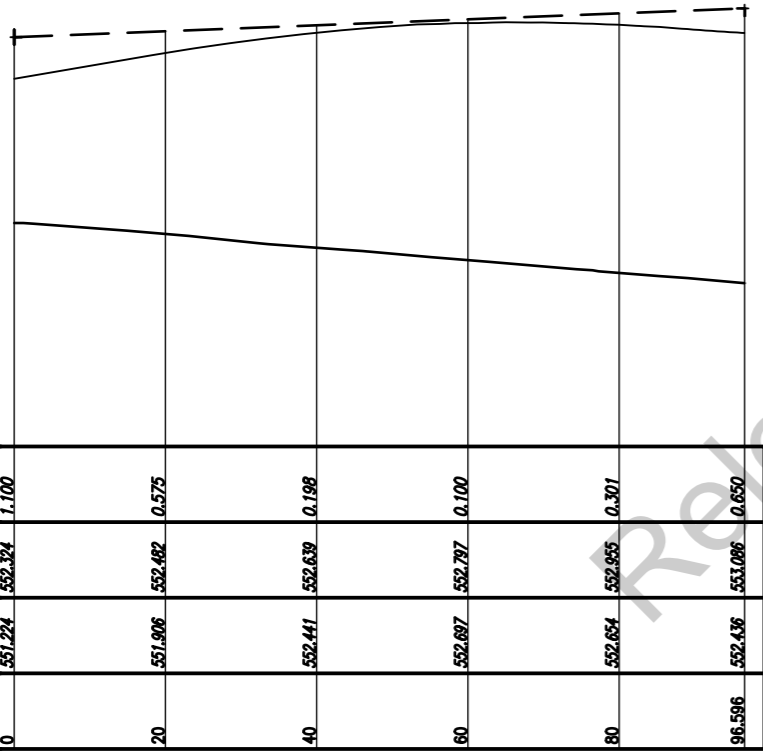
Released under RTI - DTMR





IP CH 0.001 HT 552.324

980 280 385 485 065 180 380 480

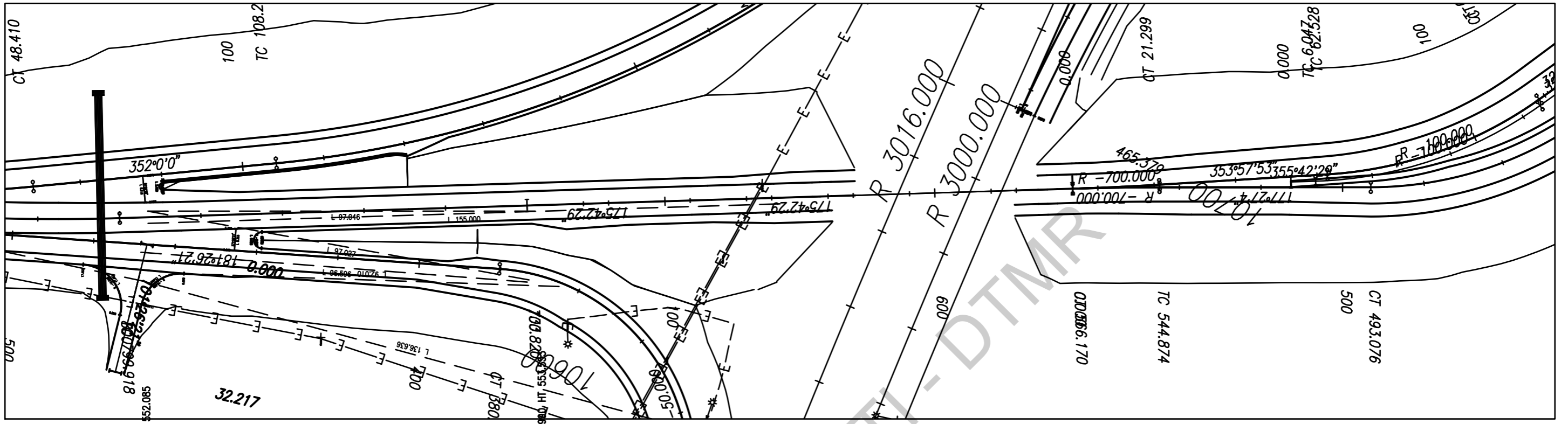


DATUM R.L. 541.50

| | | | | | | |
|---------------------------|---------|---------|---------|---------|---------|---------|
| CLEARANCE TO ROAD SURFACE | 1.100 | 0.575 | 0.198 | 0.100 | 0.301 | 0.650 |
| SIGHT LINE | 552.324 | 552.482 | 552.639 | 552.797 | 552.955 | 553.096 |
| ROAD SURFACE | 551.224 | 551.506 | 552.441 | 552.687 | 552.654 | 552.436 |
| CHAINAGE | 0 | 20 | 40 | 60 | 80 | 96.596 |

HORIZONTAL SCALE 1:1000
VERTICAL SCALE 1:200

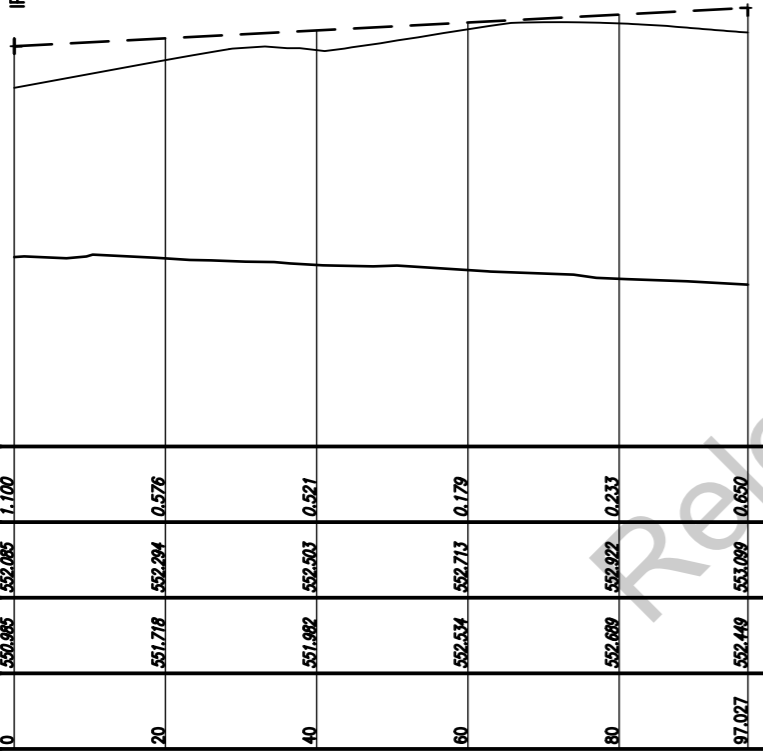
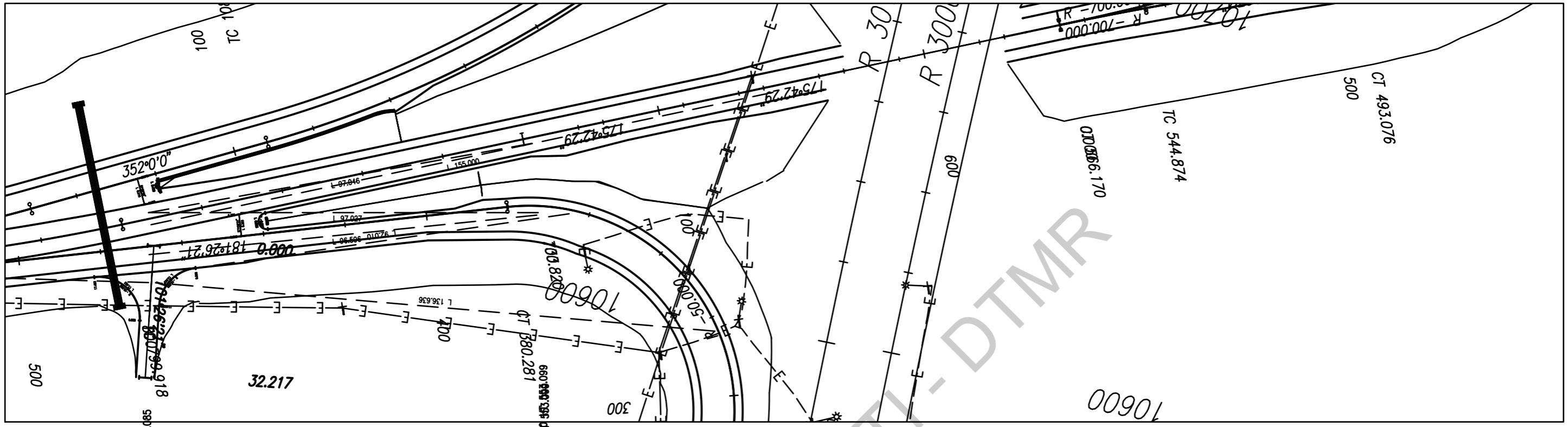
LONGITUDINAL SECTION MC51 MGSD Left Out



DATUM R.L. 540.50

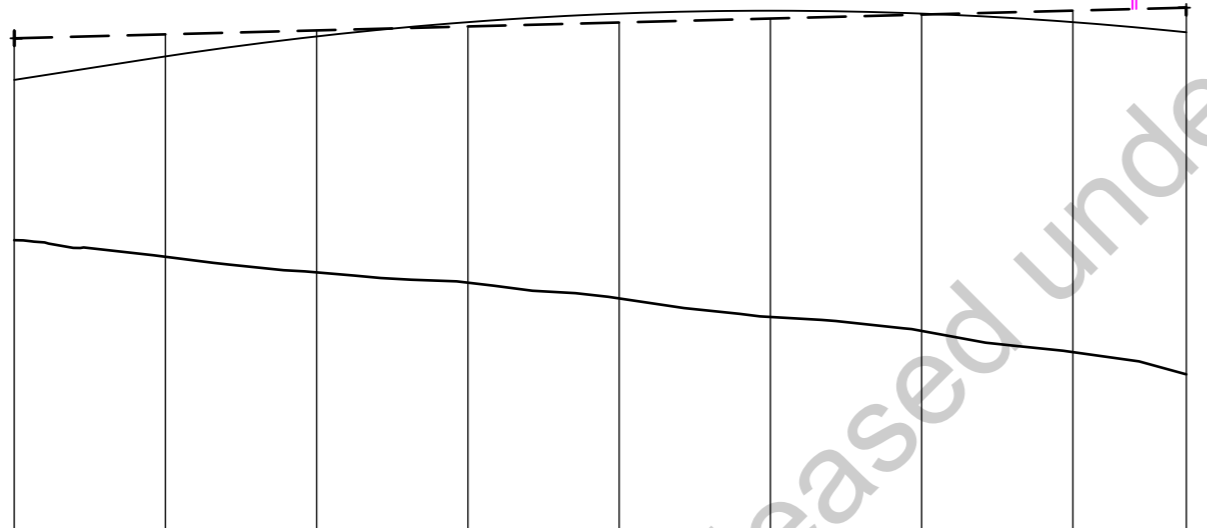
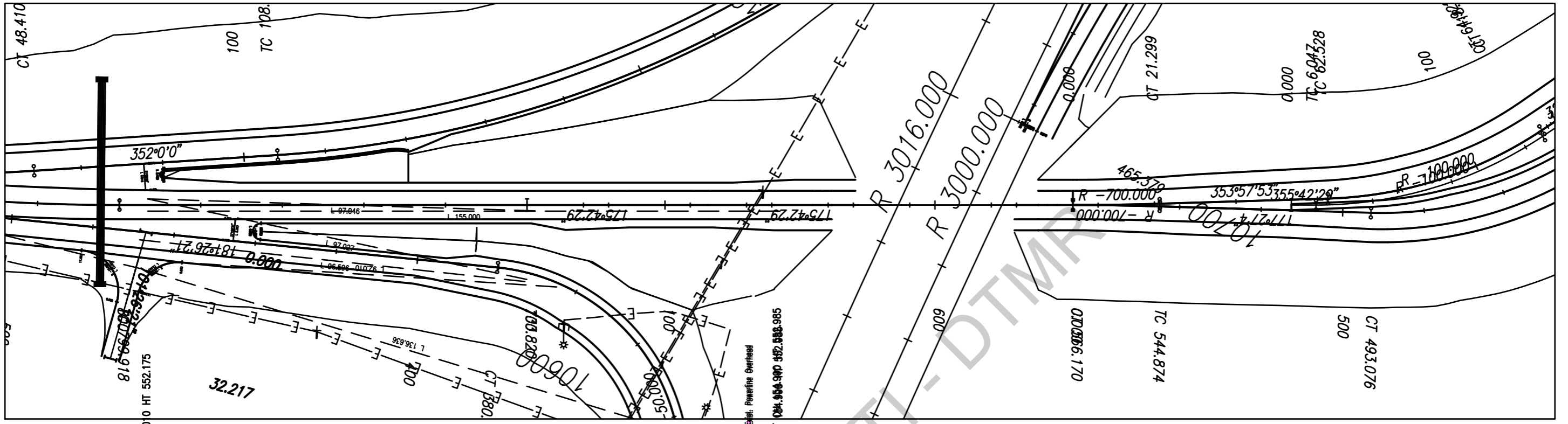
| | | | | | | |
|---------------------------|---------|---------|---------|---------|---------|---------|
| CLEARANCE TO ROAD SURFACE | 1.100 | 0.763 | 0.519 | 0.425 | 0.483 | 0.650 |
| SIGHT LINE | 552.085 | 552.388 | 552.690 | 552.993 | 553.296 | 553.553 |
| ROAD SURFACE | 550.985 | 551.625 | 552.171 | 552.568 | 552.813 | 552.903 |
| CHAINAGE | 0 | 20 | 40 | 60 | 80 | 97.046 |

HORIZONTAL SCALE 1:1000
 VERTICAL SCALE 1:200
LONGITUDINAL SECTION MC51 MGSD Right In 1



| DATUM R.L. 541.50 | |
|---------------------------|---------|
| CLEARANCE TO ROAD SURFACE | 1.100 |
| SIGHT LINE | 552.085 |
| ROAD SURFACE | 550.985 |
| CHAINAGE | 0 |
| | 20 |
| | 40 |
| | 60 |
| | 80 |
| | 120.79 |

HORIZONTAL SCALE 1:1000
 VERTICAL SCALE 1:200
LONGITUDINAL SECTION MC51 MGSD Right In 2

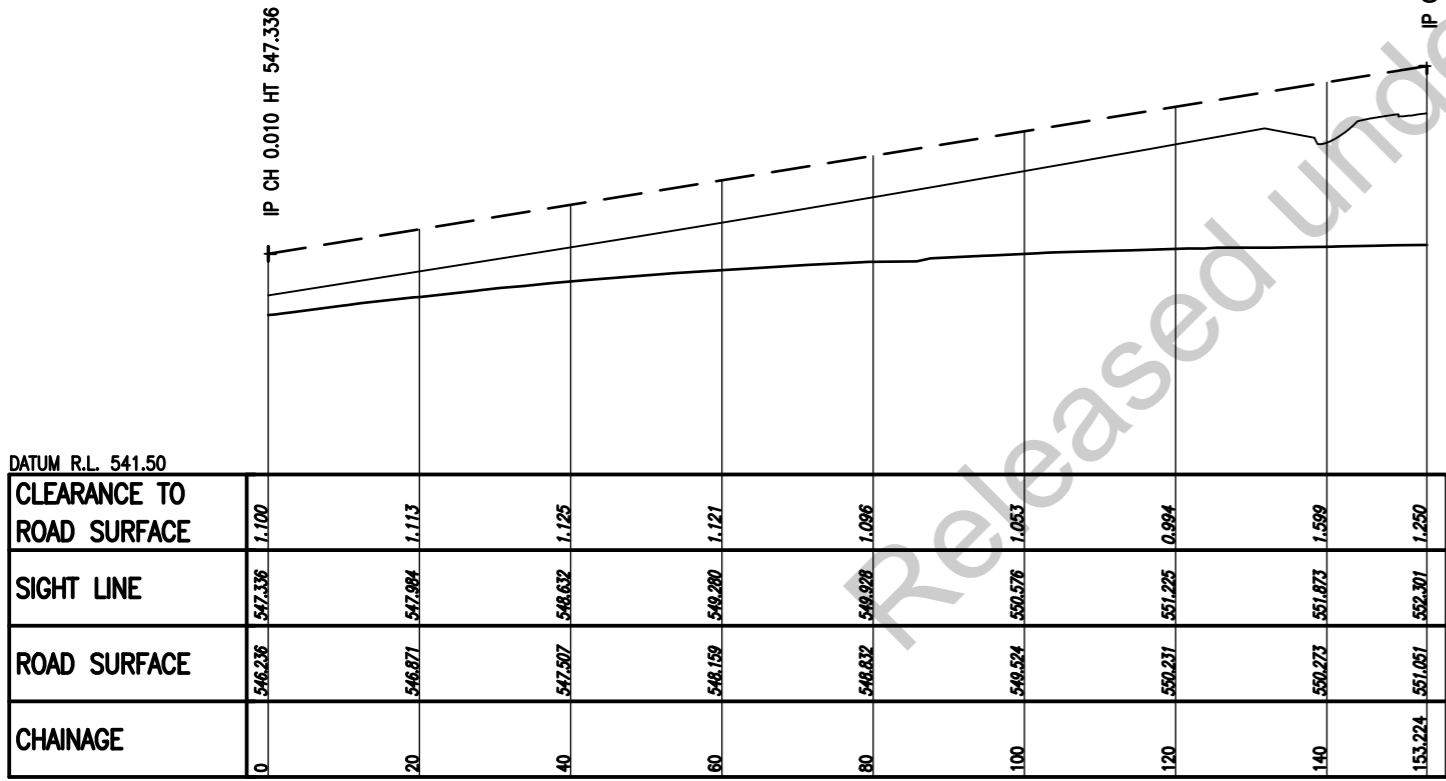
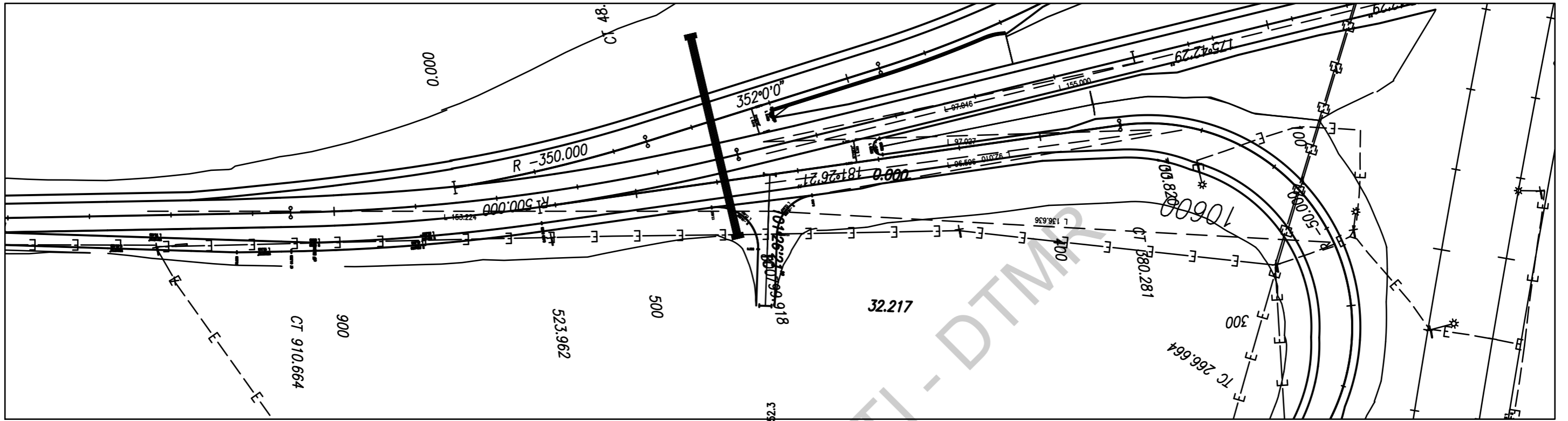


DATUM R.L. 539.00

| | | | | | | | | | |
|---------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| CLEARANCE TO ROAD SURFACE | 1.100 | 0.583 | 0.160 | 0.114 | 0.236 | 0.207 | 0.026 | 0.305 | 0.650 |
| SIGHT LINE | 552.175 | 552.280 | 552.394 | 552.489 | 552.583 | 552.688 | 552.802 | 552.907 | 552.985 |
| ROAD SURFACE | 551.075 | 551.697 | 552.225 | 552.602 | 552.829 | 552.905 | 552.828 | 552.602 | 552.335 |
| CHAINAGE | 0 | 20 | 40 | 60 | 80 | 100 | 120 | 140 | 155 |

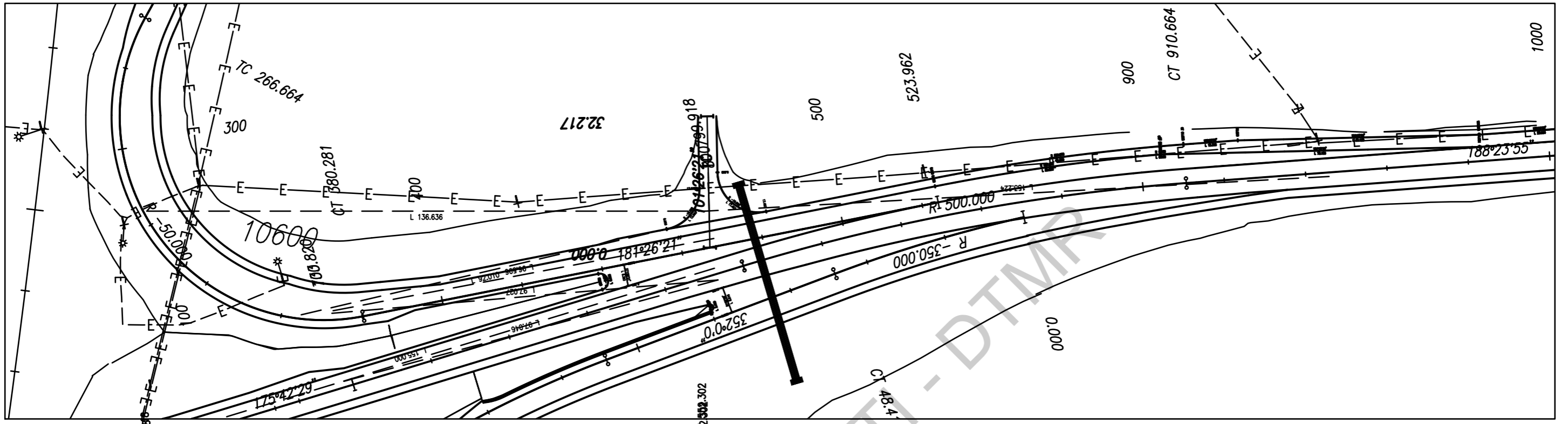
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VERTICAL SCALE 1:200

LONGITUDINAL SECTION MC51 MGSD Right Out 1



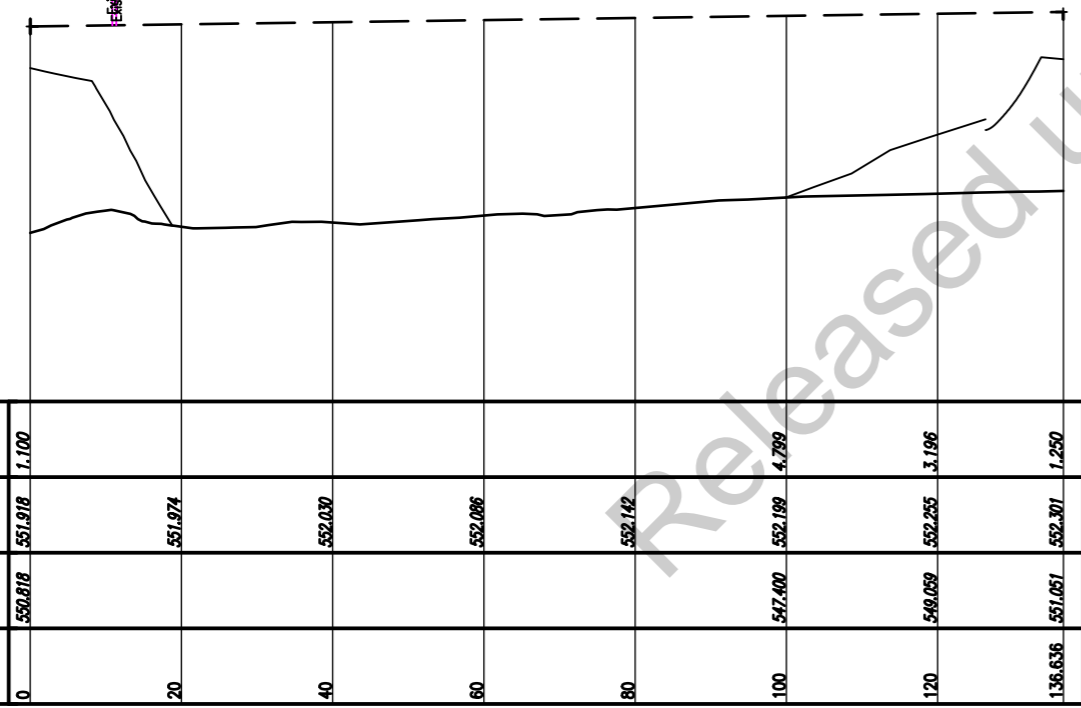
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VERTICAL SCALE 1:200

LONGITUDINAL SECTION MC50 SISD



PACCP10.040 CHPT6569.88
 State - Powerline-Overhead

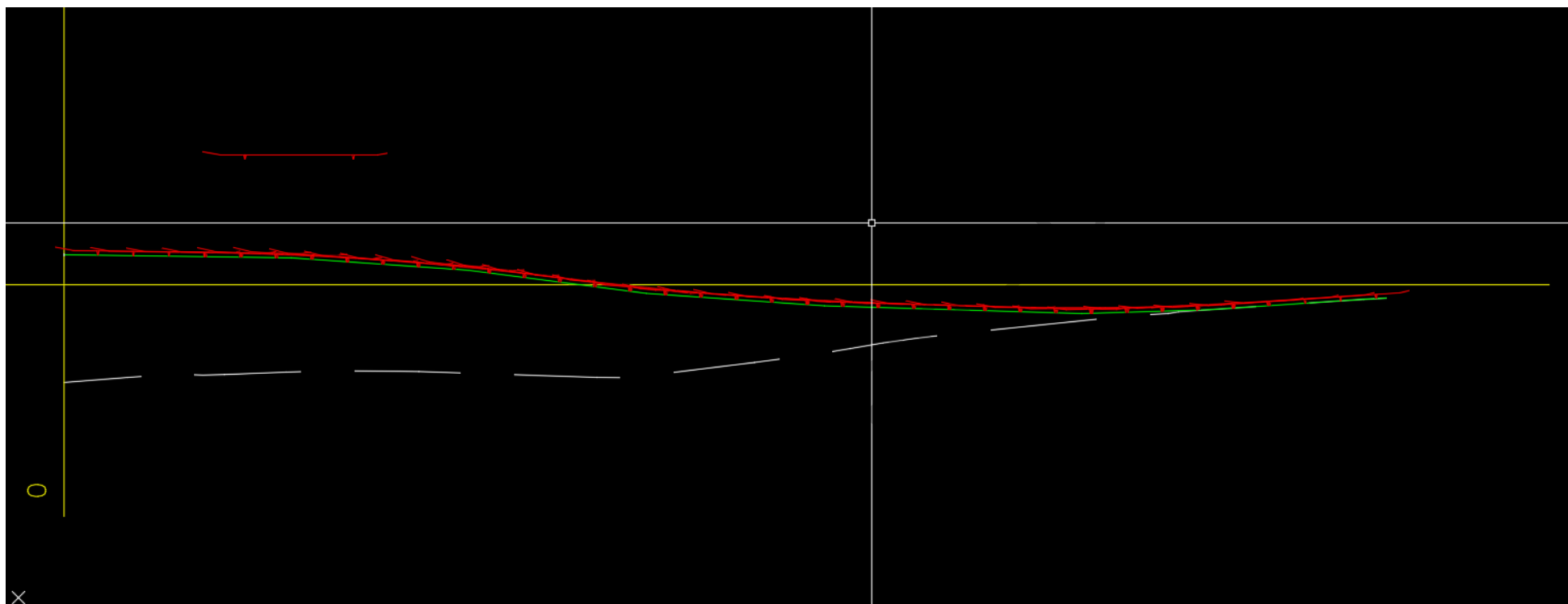
PREST CH6.660.660 462.302.302



| DATUM R.L. 542.00 | |
|---------------------------|---------|
| CLEARANCE TO ROAD SURFACE | 1.100 |
| SIGHT LINE | 551.918 |
| ROAD SURFACE | 550.818 |
| CHAINAGE | 0 |
| | 20 |
| | 40 |
| | 60 |
| | 80 |
| | 100 |
| | 120 |
| | 136.636 |

HORIZONTAL SCALE 1:1000
 VERTICAL SCALE 1:200

LONGITUDINAL SECTION MC51 SISD



Released under

BETHLEHEM LUTHERAN CHURCH

Lot 1
RP140005

Lot 2
RP140005

Internal Connection to existing
Car park to be completed by
Bethlehem Lutheran Church.

Existing access to be removed

Proposed access location.
Location TBC to avoid
existing electrical pit.

TROYS RD

Vehicle Path of low speed
manoeuvre around queued
vehicle without encroaching
on the off ramp.

Lot 13
RP141936

1:250 0 2 4 6 8 10m

TROYS ROAD
TOOWOOMBA - OAKLEY STAGE ONE
BETHLEHEM LUTHERAN CHURCH
VEHICLE PATH

Last Modified :- Jul 31, 2019 - 8:39am XREFS :- Survey.dwg - Design Master.dwg - Church VPaths.dwg