

Joseph E Marstella

From: DarlingDowns.Office
Sent: Tuesday, 2 August 2022 9:19 AM
To: westmarpandc@gmail.com
Cc: John Craik
Subject: Via WDRC_Concerns for safety at Westmar
Attachments: CFR14512_Westmar P & C_incoming.pdf

Dear Committee Members

Thank you for your letter to Western Downs Regional Council (WDRC) Mayor Paul McVeigh on 14 May 2022 about the school community's safety concerns at the Moonie Highway, Meandarra-Talwood Road intersection at Westmar.

WDRC referred your concerns to the Department of Transport and Main Roads' (TMR) for a response. Please accept our apologies for the delay in responding to you.

We can advise TMR is reviewing the speed zone on the Moonie Highway at this location as part of proposed safety improvements. This includes ensuring that the school zone speed limit is appropriate for the speed zone.

Any speed limit changes need to be endorsed by a Speed Management Committee made up of representatives from TMR, the Queensland Police Service and the local council.

We note your request for the installation of STOP signs. TMR has standards and procedures relating to every sign, signal, marking, light or device installed on a road. These safety standards only allow STOP signs to be used when visibility is compromised, which is not the case at this intersection.

However TMR will consider a variety of safety treatments including rumble strips on the minor leg approaches to the intersection. Due to competing priorities across the region, more significant treatments such as dedicated turn lanes and concrete medians (barriers) are not likely to be installed in the medium term.

Thank you for bringing these concerns to our attention and be assured that TMR aims to continuously improve safety across the network in a sustainable and affordable manner.

Kind regards

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

P: (07) 4639 0777
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WESTMAR STATE SCHOOL

P & C ASSOCIATION

14th May 2022

Western Downs Regional Council
Attention: Mayor Paul McVeigh
PO Box 551
Dalby Qld 4405
paul.mcveigh@wdrc.qld.gov.au

Dear Mayor McVeigh,

Westmar Intersection

We are writing on behalf of the parents of the Westmar State School P&C to express our concern of the safety at the Westmar Intersection, considering the recent accident.

We believe the current speed limits on the Moonie Highway through Westmar of 90km/hr (Figure 1) and 80km/hr school zone (Figure 2) are too fast to safely advert an accident. The Westmar State School is situated closer to the Moonie Highway than the Moonie State School, who have the standard 40km/hr school zone and 60km/hr through Moonie. The current speeds pose significant safety issues for our little school and the students who attend.

We believe that even at 80km/hr a fully loaded road train, will struggle to stop in time to prevent a collision with the school bus if it is at a standstill whilst giving way to oncoming traffic, before turning into the school property, or if a child runs out onto the highway.

Westmar finds that there is a heavy traffic presence passing through our township around the school drop off and pick up times during the day. This is because of where we are located relative to other close townships that travellers have stayed at overnight. Continuing their journey, they pass through Westmar during school peak times both morning and afternoon. A high volume of heavy vehicles also pass through Westmar during school peak periods, servicing both freight and agricultural sectors.

Also, whilst travelling from the East in a Westerly direction through Westmar, drivers find themselves looking directly into the Sun as it is setting in the afternoons. This hazard poses another danger to community members and children, as drivers fail to see the speed signs and don't realise until it's too late that they should have slowed down.

It is also commonplace for traffic travelling on the Meandarra-Talwood Road to fail to give way. Regularly, you will see many trucks and cars driving straight through the crossroads before realising there was an intersection, or are unable to slow down enough in time, especially a fully loaded road train.

We petition the council and main roads department to make the following changes to improve the safety of our township for residents and school students:

- Change the current speed through Westmar to 60km/hr outside of school times, on the Moonie Highway, (the Meandarra-Talwood Road approaches already is set at 60km/hr).
- Change the current speed for the school zone to 40km/hr for times between 7am to 4pm. We would like the sign to be the same as the one situated at Moonie State School, to make drivers more aware of the approaching school zone, see figure 3.
- Change the give way signs on the Meandarra-Talwood road to Stop signs.
- Add to the bitumen road in all four approaching lanes to Westmar, ripple strips set at consecutive spacings before the speed signs, painted in yellow fluorescent paint, to wake drivers up and prompt them to be more alert of the upcoming dangerous intersection and to follow the signage directions.
- Add a slowdown sign on the Moonie Highway prior to the intersection for drivers to measure how fast they are going (like what is located at the Moonie township), see figure 4.
- A turning lane for the school bus and school traffic to cross over the Westmar approaching lane.
- A barrier of some description separating the road from the Westmar Roadhouse. Making traffic pull into the roadhouse, similar to Moonie.

By implementing these new signage changes and road adjustments, we feel that the safety of the Westmar School and the intersection will be improved significantly and will hopefully prevent any further accidents at this dangerous intersection.

It would be greatly appreciated if you and the Western Downs Regional Council could take our proposed changes into serious consideration, and if you would like to discuss these suggestions further, please feel free in contacting one of the committee members listed below.

Yours sincerely,

Not relevant

Not relevant – President

Mb: Not relevant

Not relevant

Not relevant – Secretary

Mb: Not relevant

westmarpandc@gmail.com

Not relevant

Not relevant – Vice President

Mb: Not relevant

Not relevant

Not relevant – Treasurer

Mb: Not relevant

Enc.



Figure 1



Figure 2



Figure 3



Figure 4

Joseph E Marstella

From: Christopher R Green
Sent: Wednesday, 1 March 2023 11:58 AM
To: Adam W Garvin
Cc: Brock W Tomkins; David J Mullarkey; Anita M Sullivan; David J Willis
Subject: Recommended Works arising from CFR#14512 Moonie Highway/Meandarra-Talwood Rd intersection
Attachments: Works Request CFR - Intersection Safety Improvements - Moonie Highway (35A).pdf; T-MR35A-003 Schedule of Rates.xlsx; Intersection Safety Upgrade - Signed plans.pdf; Briefing Note - Westmar Town Speed Limit 35A - endorsed by committee and signed by RO.pdf

Hi Adam

Works Request CFR attached for your review and sign off in relation to safety improvements at the Moonie Highway/Meandarra-Talwood Rd intersection at Westmar.

There is available budget in the project to undertake these works.

Cheers

Chris

Chris Green

A/Principal Engineer (Civil) | Southern Queensland Region
Program Delivery And Operations | Infrastructure Management and Delivery Division
Department of Transport and Main Roads

P: (07) 4639 0623 | M: Not relevant
Floor 3 | Toowoomba - Russell Street | 10 Russell Street | Toowoomba Qld 4350
Locked Bag 1 | Warwick Qld 4370
E: christopher.r.green@tmr.qld.gov.au
W: www.tmr.qld.gov.au

RECOMMENDED WORKS ARISING FROM CFR#14512

Date of Assessment/Review: 2/02/2023

Road ID/Name: Moonie Highway 35A/Meandarra
Talwood Road 347

TDist: Town of Westmar (~184.5km (35A), 71.75km (347))

Proactive/Reactive: Proactive

Date: 2/02/2023

Recommendations by: Anita Sullivan

DISTRICT ACTION PLAN						
Action No.	Identified Issue	M(D&O) to complete			by District Director (if required)	
		Action to be taken	Action Officer	Target Date ¹	Funding Source ²	Comments
1	School Zone – change of speed A speed limit review has been undertaken and the speed changed to 80km/h through town, with a 60km/h School Zone. An updated plan layout has been designed and approved by an RPEQ, Speed Management Committee and District Director. See attached Briefing Note and Plans	Install/remove/relocate signs as per Job No T - MR35A – 003 Plan 001 – 006 (Western Downs Regional Council Plans) A combined \$50K has been allocated to these projects for Western Downs Regional Council to design and install, as a variation to their RMPC Contract	David Mullarkey/ Mahendra Mistry	March 2023 (to make changes in conjunction with the installation of Flashing School Zone Lights)	52-02425690 .C.IM.6.1.8	
2	School Zone Flashing Lights have been programmed in the 22/23 Statewide program	Installed and funded by others	Not relevant Axcent Global	March 2023	Road Safety Programs	
3	Intersection Safety Improvements Due to safety concerns at this intersection, the upgrade of warning signs on the approach to this intersection has been designed and approved, in conjunction with the School and Speed Zone changes in 1.	Install/remove/relocate signs as per Job No T - MR35A – 003 Plan 001 – 006 (Western Downs Regional Council Plans) A combined \$50K has been allocated to these projects for Western Downs Regional Council to	David Mullarkey/ Mahendra Mistry	April 2023 (Not essential to be done in conjunction	52-02425690 .C.IM.6.1.8	

¹ Within 12 weeks of endorsement for High priority works;
within 6 months of endorsement for Medium priority works;
within 12 months of endorsement for Low priority works

RECOMMENDED WORKS ARISING FROM CFR#14512

	See attached Briefing Note and Plans	design and install, as a variation to their RMPC Contract		with School Zone works)		
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Approved by

Not relevant

02/03/2023

Manager (D&O)

Endorsed by

District Director (Darling Downs)

Released under RTI - DTMR

Westmar Intersection Safety Signage Upgrade

Schedule of works as per T-MR35A-003 Drawing Set

Proposed safety upgrade to the intersection of the Moonie Highway and Meandarra-Talwood Road

Schedule of Rates

Item	Description	Qty	Unit	Rate	Cost	Comments
Moonie Highway Signs				Not relevant		
1	Install G9-79B '80 ahead' sign & post	2	each			
2	Install TC2082_1 '80 Westmar' sign - face only	4	each			New sign face allowed rather than just the speed annulus
3	Install R4-1B speed zone sign & post	3	each			
4	Install R4-1B speed sign - face only	2	each			
5	Remove Ex. 'School Zone 80 ahead' sign & posts	2	each			
6	Install R4-Q01B 'School Zone 60' sign & posts	2	each			New sign face allowed rather than just the speed annulus
Meandarra-Talwood Road signs						
7	Relocate Ex. G9-79B '60 ahead'	2	each			
8	Relocate Ex. Service Sign	1	each			
9	Relocate Ex. TC2082_1B (Westmar 60) sign & posts	4	each			
10	Relocate Ex. R4-1B speed zone sign - face only	2	each			
11	Install TC1338_1B 'give way ahead' sign & posts	2	each			
12	Relocate Ex. large directional sign & posts	2	each			
13	Remove 'crossroads' sign & post	2	each			
14	Remove 'give way' sign & post	2	each			
15	Remove 'give way ahead' sign & post	1	each			
16	Install TC9941B 'give way' sign & post	2	each			
Linemarking and General						
17	Give Way Ahead pavement marking	16	each			single coat paint allowed
18	Give Way Bar	40	m			single coat paint allowed
19	Centreline	600	m			single coat paint allowed
20	Edge Line	1400	m			single coat paint allowed
21	Continuity Line	180	m			single coat paint allowed
22	Installation of RRPMS	170	each			Quantity estimated as per MUTCD Pt 2 - Table 5.5
23	Install guide posts	48	each			

Total Estimated Cost:

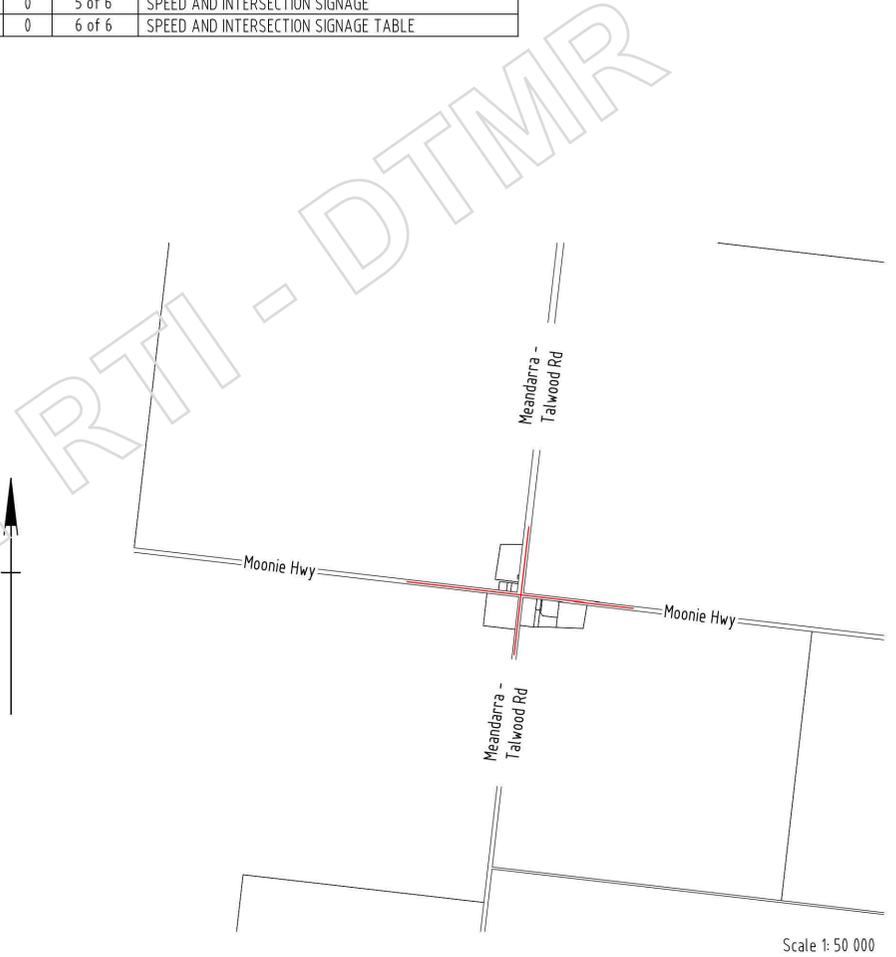
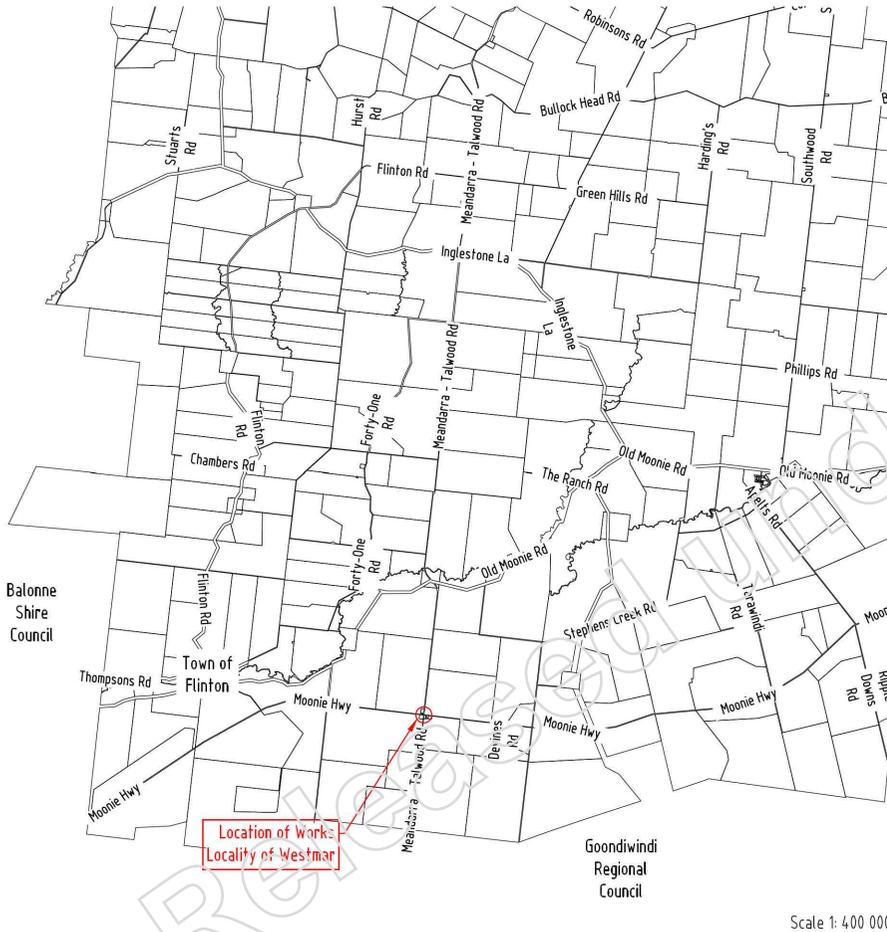
\$ 49,080



WESTMAR - INTERSECTION SAFETY SIGNAGE UPGRADE

LOCALITY: TARA
 JOB NUMBER: T-MR35A-003
 WORKS ORDER:
 CHAINAGE RANGE: WESTMAR TOWN
 PROGRAM YEAR: 2022/2023

PLAN NO.	REV.	NO IN SET.	PLAN INFORMATION
001	0	1 of 6	LOCALITY PLAN
002	0	2 of 6	SPEED SIGNAGE PLAN
003	0	3 of 6	INTERSECTION SIGNAGE & LINEMARKING PLAN
004	0	4 of 6	INTERSECTION SIGNAGE & LINEMARKING PLAN
005	0	5 of 6	SPEED AND INTERSECTION SIGNAGE
006	0	6 of 6	SPEED AND INTERSECTION SIGNAGE TABLE



Revisions	Drawn	Date	Drawn	Date
0	Issued for Construction	SKZ	16/01/2023	
B	Issued for Detail Design	SKZ	02/11/2022	
A	Issued for Preliminary Design	SKZ	16/09/2022	

DRAWN		DESIGNED		CHECKED		CERTIFIED	
S.Ziltman		S.Ziltman		A.Sullivan		CERTIFYING ENGINEER - A. SULLIVAN	

DATUM	
Survey Datum:	
Horiz. Section	on A3
NOT TO SCALE	
Vert. Section	on A3
RTI 3235-4 Page 9 of 31	
Dimensions in metres unless shown otherwise.	

TARA	
WESTMAR INTERSECTION SAFETY UPGRADE	
MEANDARRA - TALWOOD RD & MOONIE HWY	
LOCALITY PLAN	
Auxiliary Plan No's.	
Job No./s	T-MR35A-003 No. 1 of 6 DWG



ISSUED FOR CONSTRUCTION 16/01/2023	
Works Order No.	
DWG No. 001	Rev. 0

PLOT DATE: 16/01/2023 10:00:58 AM

N/R



TABLE 2.1: SIGN INFORMATION - SPEED

CHAINAGE	SIGN CODE	DESCRIPTION	CONDITION	SIDE	COMMENT
183600	G9-79B	80 AHEAD	NEW	LHS	
183900	TC2082_1	WESTMAR	EXISTING	BOTH	REPLACE WITH NEW SPEED ANNULUS 80
183900	TC2082_7	80	NEW	BOTH	SPEED ANNULUS FOR TC2082_1
183900	R4-1B	110	NEW	RHS	
183920	R4-Q03B	SCHOOL ZONE 80 AHEAD	REMOVE	LHS	REMOVE SIGN
184090	R4-Q01B	SCHOOL ZONE SPEED LIMIT 60	NEW	LHS	REPOSITION AND OVERLAY NEW SPEED SIGN WITH 60
184390	R4-Q01B	SCHOOL ZONE SPEED LIMIT 60	NEW	RHS	REPOSITION AND OVERLAY NEW SPEED SIGN WITH 60
184415	R4-1B	80	NEW	RHS	THIS SIGN CAN BE FURTHER FROM EDGE LINE SO NOT TO IMPACT VISIBILITY OF SCHOOL ZONE SIGN

TABLE 2.1: SIGN INFORMATION - SPEED

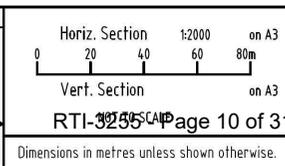
CHAINAGE	SIGN CODE	DESCRIPTION	CONDITION	SIDE	COMMENT
184560	R4-1B	80	NEW	LHS	
184745	R4-Q03B	SCHOOL ZONE 80 AHEAD	REMOVE	RHS	REMOVE SIGN
184780	R4-1B	80	NEW	LHS	
184880	R4-1B	110	EXISTING	LHS	TO REMAIN
184880	TC2082_1	WESTMAR	EXISTING	BOTH	REPLACE WITH NEW SPEED ANNULUS 80
184880	TC2082_7	80	NEW	BOTH	SPEED ANNULUS FOR TC2082_1
185180	G9-79B	80 AHEAD	NEW	RHS	

NOTES

- School zone signs are to be installed with flashing Wig Wags during 22/23 School Zone program

DRAWN S.Ziltman		DATE 16/01/2023	
DESIGNED A.Sullivan		DATE 16/01/2023	
CHECKED A.Sullivan		DATE 16/01/2023	
CERTIFIED CERTIFYING ENGINEER - A. SULLIVAN		DATE 16/01/2023	
RPEQ No. 10717		DATE 16/01/2023	
Not relevant			
0	Issued for Construction	SKZ	16/01/2023
B	Issued for Detail Design	SKZ	02/11/2022
A	Issued for Preliminary Design	SKZ	16/09/2022
Revisions		Drawn	Date

DATUM	
Survey Datum:	
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TARA
WESTMAR INTERSECTION SAFETY UPGRADE
MOONIE HWY
SPEED SIGNAGE PLAN

Job No./s T-MR35A-003 No. 2 of 6 DWG

WESTERN
DOWNS
REGIONAL COUNCIL

ISSUED FOR CONSTRUCTION
16/01/2023

Works Order No.

DWG No. 002

Rev. 0



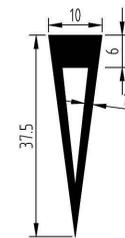
Detail A shall be placed centrally on the lane terminating at the intersection.

100KM/H GIVE WAY AHEAD LINEMARK SPACINGS - DETAIL B2

SPACING ID	SPACING (M)	CUMULATIVE SPACING (M)	SIGNAGE	DETAIL A INSTALLATION	COMMENTS
OFFSET FROM MAJOR ROAD EL. TO GWL AS DETERMINED BY SWEEP PATH					
D1	0	0	NIL	NO	GIVE WAY LINEMARKING
D2	10	10	TC9941	YES	GIVE WAY SIGN TC9941
D3	10	20	NIL	NO	
D4	20	40	NIL	NO	
D5	20	60	NIL	NO	
D6	20	80	NIL	NO	
D7	20	100	NIL	YES	
D8	20	120	NIL	YES	DRIVEWAY (REMOVE GUIDEPOST)
D9	22	142	NIL	YES	
D10	24	166	NIL	YES	
D11	26	192	NIL	YES	
D12	28	220	NIL	YES	
D13	30	250	TC1338_1	YES	TC SIGN: GIVE WAY AHEAD WITH 250M SUPPLEMENTARY DISTANCE TC1338_1

Note:

1. Install KRPMs on all linemarking within 300m of intersection.
2. Road edge guide posts (REGPs) to be installed minimum 1.2m outside sealed pavement edge 6m spacings at turnouts. Spacings elsewhere as shown on plan with reference to MUTCD Part 2.
3. Inside edge of sign faces to be installed providing minimum 600mm clear offset between inside edge of sign and outside edge of REGP.
4. Edge, continuity and give way line marking of all turnouts to be installed as a minimum treatment.
5. Detail A to be installed as outlined in both Detail B2 & its spacings table.
6. Spacings increase successively by 2m between (and inclusive of) D9-D15.
7. Centre linemarking to be installed for 250m from Give Way line.



Detail A: Give Way Pavement Marking

Legend

- LL ——— Lane Line
- CL - - - Continuity Line (WB)
- GW - - - Give Way Line (WB)
- OM ——— Outline Marking (OM)
- ULL ——— Unbroken Lane Line (WB)
- White Delineator (REGP)
- Red Delineator (REGP)

0	Issued for Construction	SKZ	16/01/2023	RPEQ No. 10177	DATE 16/01/2023
B	Issued for Detail Design	SKZ	02/11/2022	Not relevant	
A	Issued for Preliminary Design	SKZ	16/09/2022		
Revisions		Drawn	Date		

DATUM

Horiz. Section on A3
NOT TO SCALE
Vert. Section on A3

Survey Datum:

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Dimensions in metres unless shown otherwise.

TARA

WESTMAR INTERSECTION SAFETY UPGRADE

MEANDARRA - TALWOOD RD

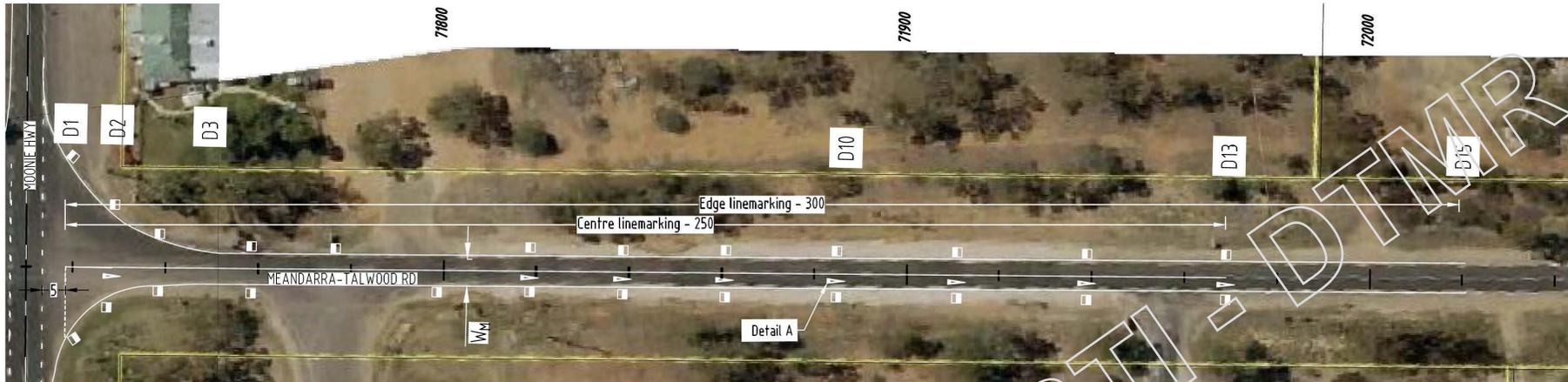
INTERSECTION SIGNAGE & LINEMARKING PLAN

Auxiliary Plan No's. Job No./s T-MR35A-003 No. 3 of 6 DWG

ISSUED FOR CONSTRUCTION
16/01/2023

Works Order No.

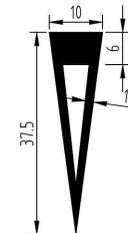
DWG No. 003 Rev. 0



Detail A shall be placed centrally on the lane terminating at the intersection.

100KM/H GIVE WAY AHEAD LINEMARK SPACINGS - DETAIL B2

SPACING ID	SPACING (M)	CUMULATIVE SPACING (M)	SIGNAGE	DETAIL A INSTALLATION	COMMENTS
OFFSET FROM MAJOR ROAD EL TO GWL AS DETERMINED BY SWEEPED PATH					
D1	0	0	NIL	NO	GIVE WAY LINEMARKING
D2	10	10	TC994.1	YES	GIVE WAY SIGN TC994.1
D3	10	20	NIL	NO	
D4	20	40	NIL	NO	
D5	20	60	NIL	NO	DRIVEWAY (NO GUIDEPOST WESTERN SIDE)
D6	20	80	NIL	NO	DRIVEWAY (NO GUIDEPOST EASTERN SIDE)
D7	20	100	NIL	YES	
D8	20	120	NIL	YES	
D9	22	142	NIL	YES	
D10	24	166	NIL	YES	
D11	26	192	NIL	YES	
D12	28	220	NIL	YES	
D13	30	250	TC1338_1	YES	TC SIGN: GIVE WAY AHEAD WITH 250M SUPPLEMENTARY DISTANCE TC1338_1



Detail A: Give Way Pavement Marking

Legend

- LL — Lane Line
- CL — Continuity Line (WB)
- - - - - GW - Give Way Line (WB)
- OM — Outline Marking (OM)
- ULL — Unbroken Lane Line (WB)
- White Delineator (REGP)
- Red Delineator (REGP)

Note:

1. Install RRPms on all linemarking within 300m of intersection.
2. Road edge guide posts (REGPs) to be installed minimum 1.2m outside sealed pavement edge 6m spacings at turnouts. Spacings elsewhere as shown on plan with reference to MUTCD Part 2.
3. Inside edge of sign faces to be installed providing minimum 600mm clear offset between inside edge of sign and outside edge of REGP.
4. Edge, continuity and give way line marking of all turnouts to be installed as a minimum treatment.
5. Detail A to be installed as outlined in both Detail B2 & its spacings table.
6. Spacings increase successively by 2m between (and inclusive of) D9-D15.
7. Centre linemarking to be installed for 250m from Give Way line.

DRAWN S.Ziltman		DESIGNED S.Ziltman		CHECKED A.Sullivan		CERTIFIED CERTIFYING ENGINEER - A. SULLIVAN	
RPEQ No. 10717		DATE 16/01/2023		Not relevant		DATE 16/01/2023	
0	Issued for Construction	SKZ	16/01/2023				
B	Issued for Detail Design	SKZ	02/11/2022				
A	Issued for Preliminary Design	SKZ	16/09/2022				
Revisions		Drawn	Date				

DATUM
Survey Datum:

Horiz. Section 1:1000 on A3
Vert. Section on A3
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Dimensions in metres unless shown otherwise.

TARA
WESTMAR INTERSECTION SAFETY UPGRADE
MEANDARRA - TALWOOD RD
INTERSECTION SIGNAGE & LINEMARKING PLAN
Auxiliary Plan No's. Job No./s T-MR35A-003 No. 4 of 6 DWG

WESTERN
DOWNS
REGIONAL COUNCIL

ISSUED FOR CONSTRUCTION
16/01/2023

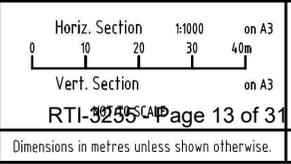
Works Order No.
DWG No. 004 Rev. 0



Revisions	Drawn	Date
0 Issued for Construction	SKZ	16/01/2023
B Issued for Detail Design	SKZ	02/11/2022
A Issued for Preliminary Design	SKZ	16/09/2022

DRAWN S.Ziltman	DATE 16/01/2023
DESIGNED S.Ziltman	
CHECKED A.Sullivan	
CERTIFIED CERTIFYING ENGINEER - A. SULLIVAN	
RPEd No. 10177	
Not relevant	

DATUM
Survey Datum:



TARA
WESTMAR INTERSECTION SAFETY UPGRADE
MEANDARRA - TALWOOD
SPEED AND INTERSECTION SIGNAGE

Auxiliary Plan No's. Job No./s T-MR35A-003 No. 5 of 6 DWG



ISSUED FOR CONSTRUCTION 16/01/2023	
Works Order No.	
DWG No. 005	Rev. 0

PLOT DATE: 16/01/2023 10:01:02 AM Moonie Highway (Dalby - St George)_450AuroCAD files\Intersection Safety Upgrade.dwg

TABLE 6.1: SIGN INFORMATION - INTERSECTION SAFETY AND SPEED

CHAINAGE	DIST. FROM INTERSECTION	SIGN CODE	DESCRIPTION	CONDITION	SIDE	COMMENT
70950	-750	G9-79B	60 AHEAD	EXISTING	LHS	RELOCATE FROM 71175
71175	-525	G9-79B	60 AHEAD	EXISTING	LHS	REMOVE 60 AHEAD SIGN
71200	-500		SERVICE SIGN	EXISTING	LHS	REMOVE SERVICE SIGN
71250	-450	TC2082_1B(60)	60 TET	RELOCATED	LHS	RELOCATE FROM 71475
71250	-450	TC2082_1B(60) and R4-1B(100)	60 TET and 100	RELOCATED	RHS	RELOCATE FROM 71475
71400	-300		SERVICE SIGN	RELOCATED	LHS	RELOCATE FROM 71200
71450	-250	TC1338_1B	GIVEWAY AHEAD	NEW	LHS	NEW TC1338
71450	-250		DIRECTIONAL SIGN	EXISTING	LHS	REMOVE DIRECTIONAL SIGN
71475	-225	TC2082-1B(60)	60 TET	RELOCATED	LHS	REMOVE EXISITNG 60 TET
71475	-225	TC2082-1B(60) and R4-1B (100)	60 TET AND 100	RELOCATED	RHS	REMOVE EXISITNG 60 TET AND 100
71520	-180		DIRECTIONAL	EXISTING	LHS	RELOCATE FROM 71450
71520	-180		CROSSROAD	EXISTING	LHS	REMOVE CROSSROAD SIGN, DEMOLISH
71520	-180		GIVEWAY AHEAD	EXISTING	LHS	REMOVE GIVE WAY AHEAD SIGN, DEMOLISH
71690	-10		GIVE WAY	EXISTING	LHS	REMOVE GIVE WAY SIGN, DEMOLISH
71690	-10	TC9941B	GIVE WAY	NEW	LHS	NEW TC9941, 600mm FROM EDGELINE
71700	0					
INTERSECTION WITH MOONIE HWY						
71720	0					
71730	10		GIVE WAY	EXISTING	RHS	REMOVE GIVE WAY SIGN, DEMOLISH
71730	10	TC9941B	GIVE WAY	NEW	RHS	NEW TC9941, 600mm FROM EDGELINE
71800	80		SERVICE SIGN	EXISTING	LHS	DOUBLE SIDED TO REMAIN
71900	180		DIRECTIONAL	EXISTING	RHS	RELOCATE FROM 71940
71900	180	TC2082-1B(60)	60 TET	EXISTING	RHS	REMOVE 60 TET
71900	180	TC2082-1B(60) and R4-1B (100)	60 TET AND 100	EXISTING	LHS	REMOVE 60 TET AND 100
71920	200		CROSSROAD	EXISTING	RHS	REMOVE CROSSROAD SIGN, DEMOLISH
71940	220		DIRECTIONAL SIGN	EXISTING	RHS	REMOVE DIRECTIONAL SIGN
71960	240		GIVEWAY AHEAD	EXISTING	RHS	REMOVE GIVE WAY AHEAD SIGN, DEMOLISH
71970	250	TC1338_1B	GIVEWAY AHEAD	NEW	RHS	NEW TC1338
72020	300	TC2082-1B(60)	60 TET	EXISTING	RHS	RELOCATE FROM 71900
72020	300	TC2082-1B(60) and R4-1B (100)	60 TET AND 100	EXISTING	LHS	RELOCATE FROM 71900
72200	480	G9-79B	60 AHEAD	EXISTING	RHS	REMOVE 60 AHEAD
72280	560		SERVICE SIGN	EXISTING	RHS	TO REMAIN
72330	610	G9-79B	60 AHEAD	EXISTING	RHS	RELOCATE FROM 72200

Released for Construction TMR

0	Issued for Construction	SKZ	16/01/2023
B	Issued for Detail Design	SKZ	02/11/2022
A	Issued for Preliminary Design	SKZ	16/09/2022
Revisions		Drawn	Date

DRAWN S.Ziltman
DESIGNED S.Ziltman
CHECKED A.Sullivan
CERTIFIED CERTIFYING ENGINEER - A. SULLIVAN
RPEQ No. 10177
DATE 16/01/2023
Not relevant

DATUM

Survey Datum:

Horiz. Section 1:1000 on A3

Vert. Section on A3

RTI-3255 Page 14 of 31

Dimensions in metres unless shown otherwise.

TARA

WESTMAR INTERSECTION SAFETY UPGRADE

MEANDARRA - TALWOOD

SPEED AND INTERSECTION SIGNAGE TABLE

Auxiliary Plan No's. Job No./s T-MR35A-003 No. 6 of 6 DWG

WESTERN
DOWNS
REGIONAL COUNCIL

ISSUED FOR CONSTRUCTION

16/01/2023

Works Order No.

DWG No. 006

Rev. 0

Briefing Note

Our ref 505/00272
Your ref
Date 8 August 2022

To Dereck Sanderson - District Director (Darling Downs)

Copy to Adam Garvin - Manager (Program and Delivery), Darling Downs District

Subject **Westmar Town Speed limit reduction Moonie Highway (35A) Ch 185**

Background

The Town of Westmar is located at the intersection of the Moonie Highway and the Meandarra-Talwood Road.

This is an existing 90km/h speed zone for a Town within a 110km/h speed zone with 434v/d AADT (32.07%HV).

It is the only town for 60km in one direction and 100km in the other.

There is a truckstop, motel/general store, Rest stop, Primary school, and a major crossroad (State Controlled Road) at this location.

The Westmar School P&C have requested the lowering of speed through the town, as the School directly accesses the highway, and the Western Downs Regional Council supports this request (See Appendix A – CFR14512 Westmar P&C incoming.pdf).

A recent collision between two heavy vehicles at high speed at the intersection in Westmar has highlighted the need for a review of the signage in the Town.

[Three trucks collide in Moonie Highway pileup \(countrycaller.com.au\)](https://www.countrycaller.com.au) 26/4/2022

Department of Transport and Main Roads
Program Delivery and Operations
Southern Queensland Region
Floor 3, Toowoomba - Russell Street
10 Russell Street, Toowoomba
Locked Bag 1, WARWICK Q. 4370

Enquiries
Telephone +61 7 4951 8586
Facsimile +61 7



Wreckage from three trucks colliding at Westmar

Comment

Existing Speed limits

It is not known when the existing 110 to 90km/h speed zones were installed, but they are shown in 2008 Google Maps data.

The School zone was also there at this time, but may have been installed prior to these signs, due to it being at 80km/h, and usually it would be 20km/h below the posted speed limit.

Town Entry Treatment (TET) signs replaced the existing 90km/h signs in mid-2021, and the Speed limit was not reassessed at this time.



Figure 1 – Existing Speed zones

Speed Zone length

The existing speed zone length is 1.8km, which is less than the minimum of 2km listed in the MUTCD Part 4: Speed Controls. The placement of the TET signs (and any speed restriction sign) is to coincide with the changed speed environment. Due to the short length of this rural town, the lesser speed zone length would be recommended in this instance. Increasing the length to the 2km minimum would not provide the Driver any visual confirmation that they are entering a Town. If the zone could be shortened by 100m on the westbound approach, it could be more effective because the town signage and the School zone would be coming into view.



Figure 2 – Western approach to Westmar (35A Ch183.752)

Speed Limit Review Tool results

The length of 35A Moonie Highway from CH183.8 to 185.0 (Existing Speed zone) was assessed using the Speed Limit Review Tool (See Appendix B- Speed Limit Review Tool for detailed results).

The results show that a:

- Criteria Based Speed Limit does not apply
- Risk Assessed Speed Limit of 80km/h is supported (The lower speed is recommended in the MUTCD Part 4, primarily due to the crash history)
- Speed Data Speed Limit assessment was not undertaken, because the Drivers would be adhering to the higher existing speed limit.

Recommendation

An 80km/h Speed zone through the town of Westmar in accordance with the attached sketch is proposed to:

- highlight the town
- allow a 60km/h School zone
- allow safer entry and egress from the Rest stop
- to slow through traffic down to beware of intersection.

It is recommended that the Speed Limit through the town of Westmar be reduced to 80km/h and reduced by 100m on the westbound approach to a length of 1.7km.

It is also recommended to reduce the School zone Speed Limit to 60km/h between the hours of 7am – 9am and 2pm – 4pm and increased to a length of 300m as per Traffic and Road Use Management, Volume 2: Part 3 – Speed Limits and Speed Management, Table 6.3 – School zone speed limits.

See following page for Proposed Speed Sign layout.

Anita M Sullivan

Contract Engineer (Operations) - Darling Downs District

Enc (2)

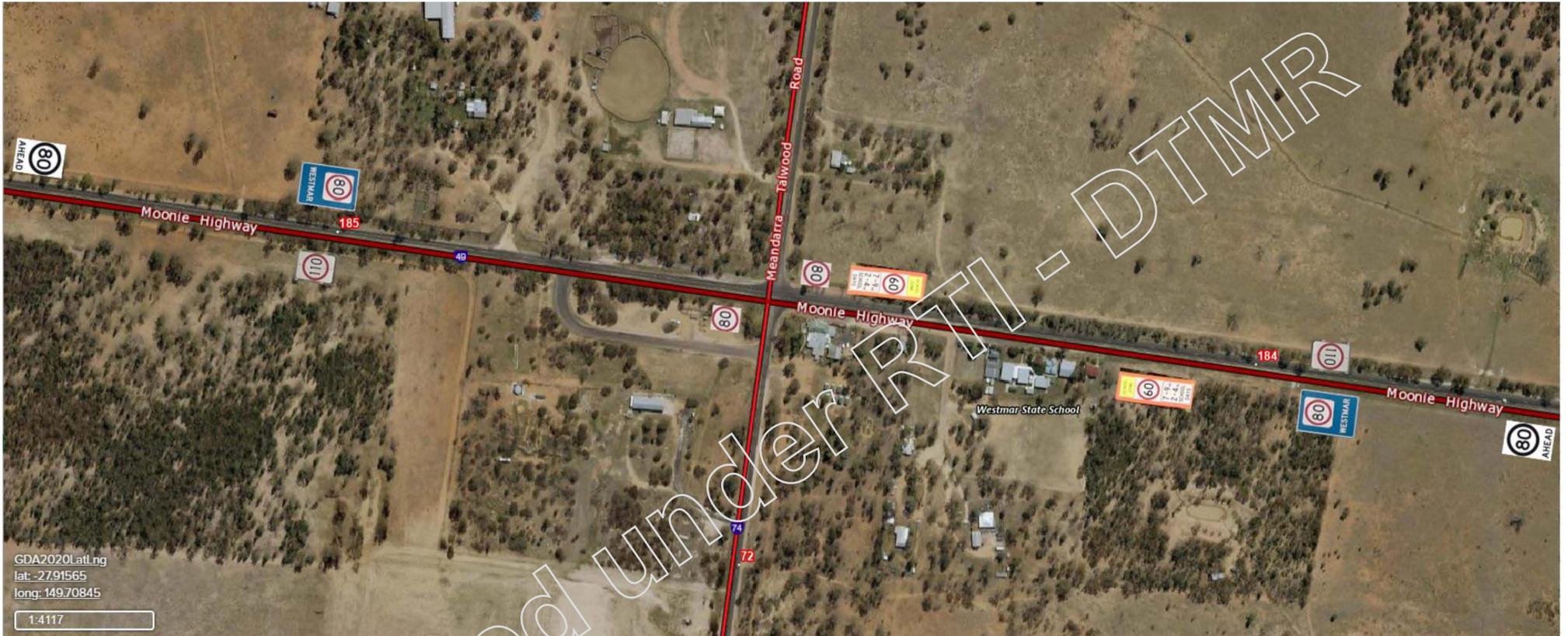


Figure 3 – Proposed Speed Sign layout

- The blue Town Entry Treatment signs are currently duplicated on both sides of the road. Only one sign is shown on the plan for simplicity
- The School zone signs are to be installed with flashing wig wags during the 22/23 School zone program.

Speed Review Committee

The following responses have been received from the Speed Review Committee:

- *"The recommendations as proposed are supported."* John Craik, Technical Services Manager, Western Downs Regional Council
- *"No issues from me I was just checking that the speed zone would be long enough to conduct enforcement but that is fine"* Mark Weitowitz, Sergeant Officer in Charge, Highway Patrol, Dalby
- *"No issues with this from Road Safety"*, Michelle Hoffman, Senior Advisor Road Safety Southern

All members of the Speed Review Committee support the proposed changes to the Speed Limit in Westmar.

Released under RTI - DTMR

Document control sheet

Contact for enquiries and proposed changes

If you have any questions regarding this document or if you have a suggestion for improvement, please contact:

Contact Officer Anita Sullivan
Title Contract Engineer (Operations)
Phone Not relevant

Document sign off

Report Prepared by:

Name Anita Sullivan
Position Contract Engineer (Operations) RPEQ 10717
Signature Not relevant Date 29/08/2022

Peer Review By:

Name David Willis
Position Principal Engineer (Operations) RPEQ 9506
Signature _____ Date _____

Endorsed by (District Director or Delegate):

Name Dereck Sanderson
Position District Director (Darling Downs) - Responsible Officer
Signature _____ Date _____

Released under RTI-DTMR



WESTMAR STATE SCHOOL

P & C ASSOCIATION

14th May 2022

Western Downs Regional Council
Attention: Mayor Paul McVeigh
PO Box 551
Dalby Qld 4405
paul.mcveigh@wdrc.qld.gov.au

Dear Mayor McVeigh,

Westmar Intersection

We are writing on behalf of the parents of the Westmar State School P&C to express our concern of the safety at the Westmar Intersection, considering the recent accident.

We believe the current speed limits on the Moonie Highway through Westmar of 90km/hr (Figure 1) and 80km/hr school zone (Figure 2) are too fast to safely advert an accident. The Westmar State School is situated closer to the Moonie Highway than the Moonie State School, who have the standard 40km/hr school zone and 60km/hr through Moonie. The current speeds pose significant safety issues for our little school and the students who attend.

We believe that even at 80km/hr a fully loaded road train, will struggle to stop in time to prevent a collision with the school bus if it is at a standstill whilst giving way to oncoming traffic, before turning into the school property, or if a child runs out onto the highway.

Westmar finds that there is a heavy traffic presence passing through our township around the school drop off and pick up times during the day. This is because of where we are located relative to other close townships that travellers have stayed at overnight. Continuing their journey, they pass through Westmar during school peak times both morning and afternoon. A high volume of heavy vehicles also pass through Westmar during school peak periods, servicing both freight and agricultural sectors.

Also, whilst travelling from the East in a Westerly direction through Westmar, drivers find themselves looking directly into the Sun as it is setting in the afternoons. This hazard poses another danger to community members and children, as drivers fail to see the speed signs and don't realise until it's too late that they should have slowed down.

It is also commonplace for traffic travelling on the Meandarra-Talwood Road to fail to give way. Regularly, you will see many trucks and cars driving straight through the crossroads before realising there was an intersection, or are unable to slow down enough in time, especially a fully loaded road train.

We petition the council and main roads department to make the following changes to improve the safety of our township for residents and school students:

- Change the current speed through Westmar to 60km/hr outside of school times, on the Moonie Highway, (the Meandarra-Talwood Road approaches already is set at 60km/hr).
- Change the current speed for the school zone to 40km/hr for times between 7am to 4pm. We would like the sign to be the same as the one situated at Moonie State School, to make drivers more aware of the approaching school zone, see figure 3.
- Change the give way signs on the Meandarra-Talwood road to Stop signs.
- Add to the bitumen road in all four approaching lanes to Westmar, ripple strips set at consecutive spacings before the speed signs, painted in yellow fluorescent paint, to wake drivers up and prompt them to be more alert of the upcoming dangerous intersection and to follow the signage directions.
- Add a slowdown sign on the Moonie Highway prior to the intersection for drivers to measure how fast they are going (like what is located at the Moonie township), see figure 4.
- A turning lane for the school bus and school traffic to cross over the Westmar approaching lane.
- A barrier of some description separating the road from the Westmar Roadhouse. Making traffic pull into the roadhouse, similar to Moonie.

By implementing these new signage changes and road adjustments, we feel that the safety of the Westmar School and the intersection will be improved significantly and will hopefully prevent any further accidents at this dangerous intersection.

It would be greatly appreciated if you and the Western Downs Regional Council could take our proposed changes into serious consideration, and if you would like to discuss these suggestions further, please feel free in contacting one of the committee members listed below.

Yours sincerely,

Not relevant

Not relevant – **President**
Mb: Not relevant

Not relevant

Not relevant – **Vice President**
Mb: Not relevant

Not relevant

Not relevant – **Secretary**
Mb: Not relevant
westmarpandc@gmail.com

Not relevant

Not relevant – **Treasurer**
Mb: Not relevant

Enc.



Figure 1



Figure 2



Figure 3



Figure 4



Clear All

SITE INPUTS

ROAD AUTHORITY:	State government
ROAD SECTION ID: <small>(if applicable)</small>	35A
ROAD NAME:	Moonie Highway
SUBURB: <small>(where multiple suburbs, separate each with a ",")</small>	Westmar
LOCAL GOVERNMENT: <small>(where multiple, separate each with a ",")</small>	WDRC
TMR DISTRICT:	Darling Downs
DIRECTION: <small>(Both, Gazettal or Anti-gazettal)</small>	Both
EXISTING SPEED LIMIT: <small>(km/h)</small>	90
DAILY TRAFFIC VOLUME:	434
SEGMENT LENGTH: <small>(km)</small>	1.3

	TDIST <small>(if applicable)</small>	LATITUDE	LONGITUDE
SEGMENT START:	183.8	149.725107	-27.920258
SEGMENT END:	185	149.71303	-27.918727

ADDITIONAL COMMENTS:
(if required)

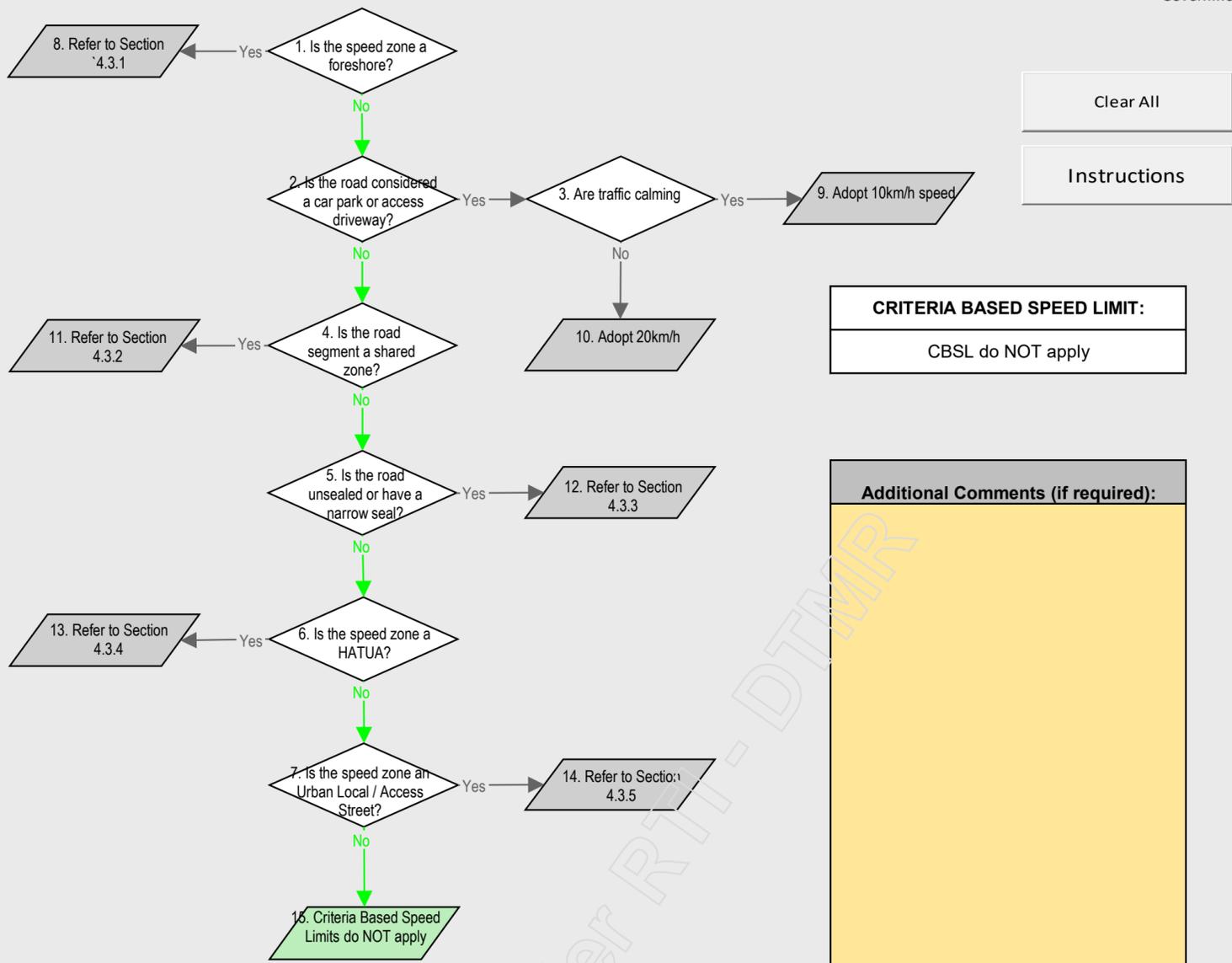
This is an existing 90km/h speed zone for a Town within a 110km/h speed zone with 434v/d AADT (32.07%HV).
It is the only town for 60km in one direction and 100km in the other.
There is a truckstop, motel/general store, Rest stop, Primary school, and a major crossroad (State Controlled Road) at this location.

An 80km/h Speed zone is proposed to:

- highlight the town
- allow a 60km/h School zone
- allow safer entry and egress from the Rest stop
- to slow through traffic down to beware of intersection.



CRITERIA BASED SPEED LIMITS



Clear All

Instructions

CRITERIA BASED SPEED LIMIT:
CBSL do NOT apply

Additional Comments (if required):

Released under RTI - DTMR

RISK ASSESSED SPEED LIMIT

IDENTIFY ROAD CLASSIFICATION		
Input	Class	
More... ROAD ENVIRONMENTAL CONTEXT CLASS	Rural	
More... ROAD FUNCTIONAL CLASSIFICATION	Arterial	

CRASH RISK RATING (CRR)			
DCA Group	Description	No. of Casualty Crashes	Risk Score
More... 1	INTERSECTION, FROM ADJACENT APPROACHES	1	0.73
More... 2	HEAD-ON		0
More... 3	OPPOSING VEHICLES, TURNING		0
More... 4	REAR-END		0
More... 5	LANE CHANGE		0
More... 6	PARALLEL LANES, TURNING		0
More... 7	U-TURN		0
More... 8	ENTERING ROADWAY		0
More... 9	OVERTAKING, SAME DIRECTION		0
More... 10	HIT PARKED VEHICLE		0
More... 11	HIT TRAIN		0
More... 12	PEDESTRIAN		0
More... 13	PERMANENT OBSTRUCTION ON CARRIAGEWAY		0
More... 14	HIT ANIMAL		0
More... 15	OFF CARRIAGEWAY, ON STRAIGHT		0
More... 16	OFF CARRIAGEWAY, ON STRAIGHT, HIT OBJECT	1	0.66
More... 17	OUT OF CONTROL, ON STRAIGHT		0
More... 18	OFF CARRIAGEWAY, ON CURVE		0
More... 19	OFF CARRIAGEWAY, ON CURVE, HIT OBJECT		0
More... 20	OUT OF CONTROL, ON CURVE		0
More... 21	OTHER		0
More... TOTAL		2	1.39

INFRASTRUCTURE RISK RATING (IRR)			
Item	Description	Input	Risk Score
More... 1	ROAD STEREOTYPE	Two lane undivided	3.7
More... 2	ALIGNMENT	Straight or gentle	1
More... 3A	SEALED SHOULDER WIDTH	Narrow shoulder	1.45
More... 3B	LANE WIDTH	Medium	
More... 4a	ROADSIDE HAZARD RISK - LEFT SIDE	High	2.28
More... 4b	ROADSIDE HAZARD RISK - RIGHT SIDE	Moderate	1.43
More... 5	LAND USE	Rural town	2.5
More... 6	AT-GRADE INTERSECTION DENSITY	2 to <3 intersections/km	1.25
More... 7	ACCESS DENSITY	2 to <5 accesses/km	1.03
More... 8	TRAFFIC VOLUME	None registered on specified Land Use	N/A

Clear All Estimate Risk Assessed Speed Limit Instructions

ROAD RISK METRIC (RRM)		
Input	Risk Levels	Risk Score
Crash Risk Rating (Step 2)	High	134.9953626
Infrastructure Risk Rating (Step 3)	Low Medium	1.505600887
ROAD RISK METRIC:		High

RISK ASSESSED SPEED LIMIT (RASL)	
Input	Result
Road Environmental Context Class	Rural
Road Functional Classification	Arterial
Road Risk Metric	High
RISK ASSESSED SPEED LIMIT:	
90km/h	

ADDITIONAL COMMENTS

Additional Comments (if required):

Accident History:

- Off Path Straight Right Off Carriageway Hit object 2010
- Veh opposite approach Head on 1992
- Head on Fatal 1988

Pictures attached to report of Thru Thru with two heavy vehicles

MUTCD Part 4, Table 5.1.5(D) - Risk assessed Speed Limits: Roads in a rural environment

Arterial Road/Road Risk Metric - High = 90/80km/h

(80km/h should be applied where the road segment is in a residential land use OR where the speed limit is already 90km/h; however the RRM is still HIGH)

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SPEED DATA SPEED LIMIT

SPEED DATA INPUTS		
	Item	Input
More...	MEAN SPEED (km/h)	
More...	UPPER LIMIT OF 15km/h PACE SPEED	
More...	PERCENTAGE WITHIN PACE SPEED	

SPEED DATA SPEED LIMIT	
Input	Result
Speed Data Conforms with Speed Limit?	
Speed Limit Suggested by Speed Data	
SPEED DATA SPEED LIMIT:	

ADDITIONAL COMMENTS
<p>Additional Comments (if required):</p> <p>There is no speed data available for within the town limits. Any data shown would be for a 90km/speed zone, which would unlikely be relevant to lowering the speed limit.</p>



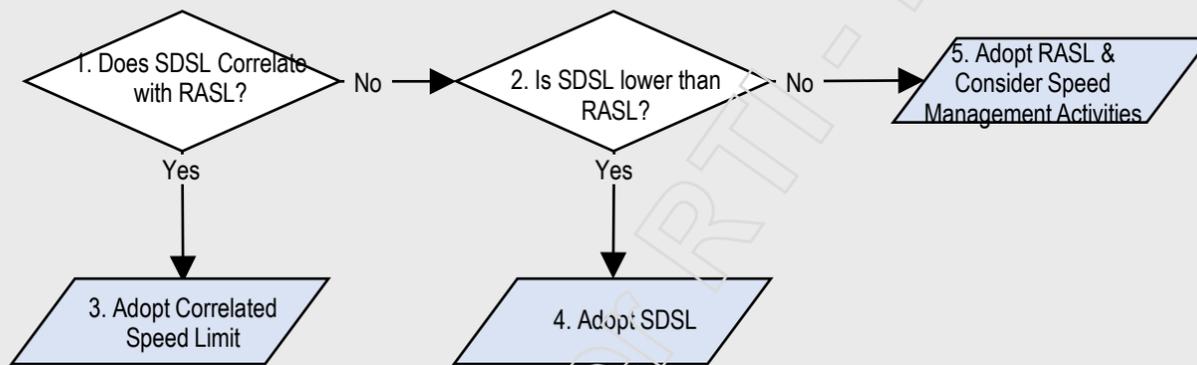
OPTION SELECTION

Clear All

Undertake Option Selection

Instructions

OPTION SELECTION INPUTS	
Inputs	Result
Risk Assessed Speed Limit	
Speed Data Speed Limit	



Released under RTI-DIMR

ENGINEER'S RECOMMENDATION



Clear All Summarise Findings of SLR Technical Assessments Instructions

SUMMARY OF TECHNICAL ASSESSMENTS

INTERPRETATION OF ASSESSMENT

ENGINEER'S RECOMMENDATIONS

Name	RPEQ Number	Date

Accept Recommendations of Technical Process?

Alternate Recommendations (if Applicable) or Other Circumstances (Section 7.2) to be Provided:

Additional Comments / Justification for Alternate Recommendations:

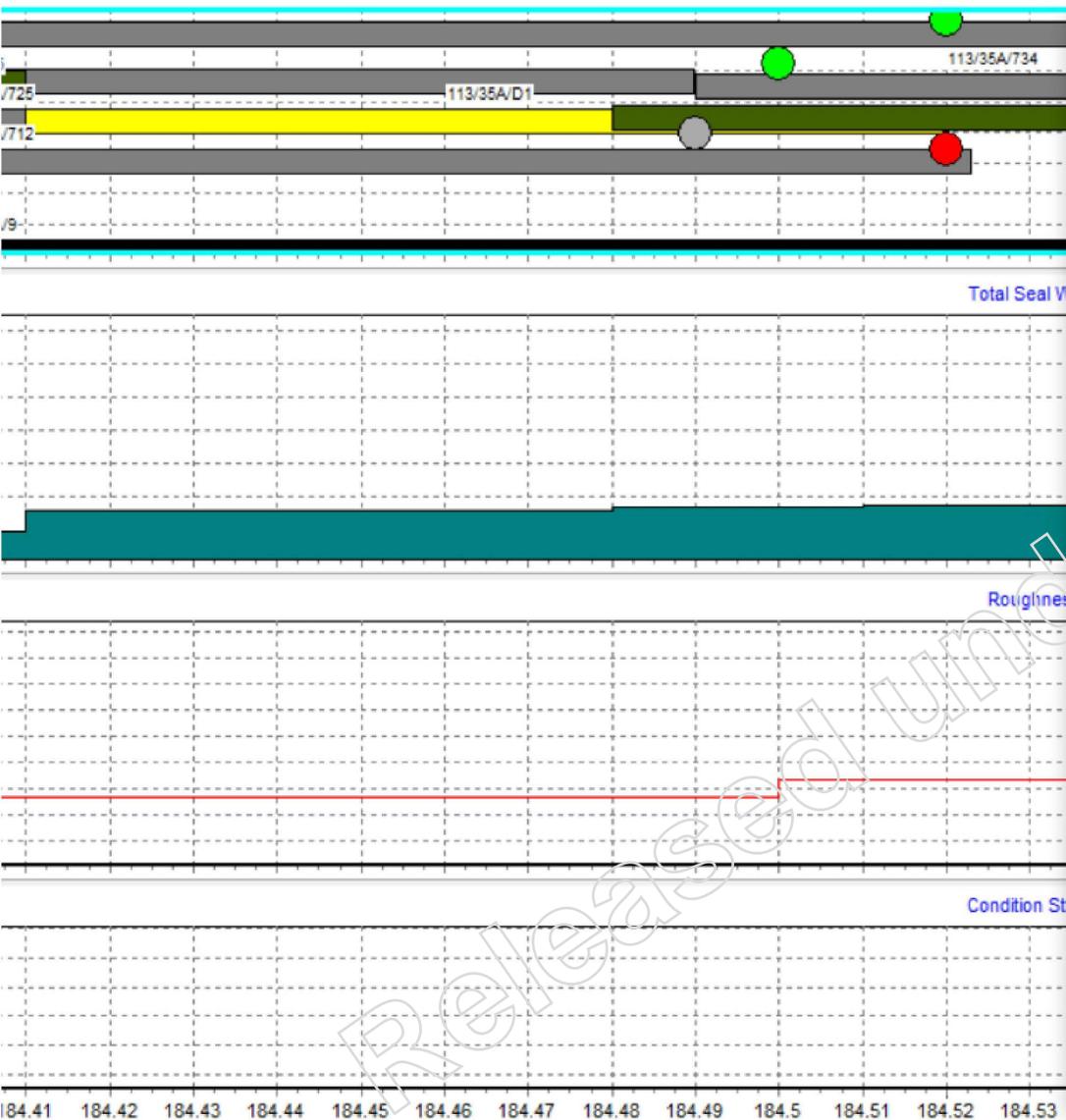
RESPONSIBLE OFFICER'S ACCEPTANCE

Name	Position	Date

Do you (the Responsible Officer) Accept the Engineers Recommendations?

Released under RTI - DTMR

Surface History / Accidents



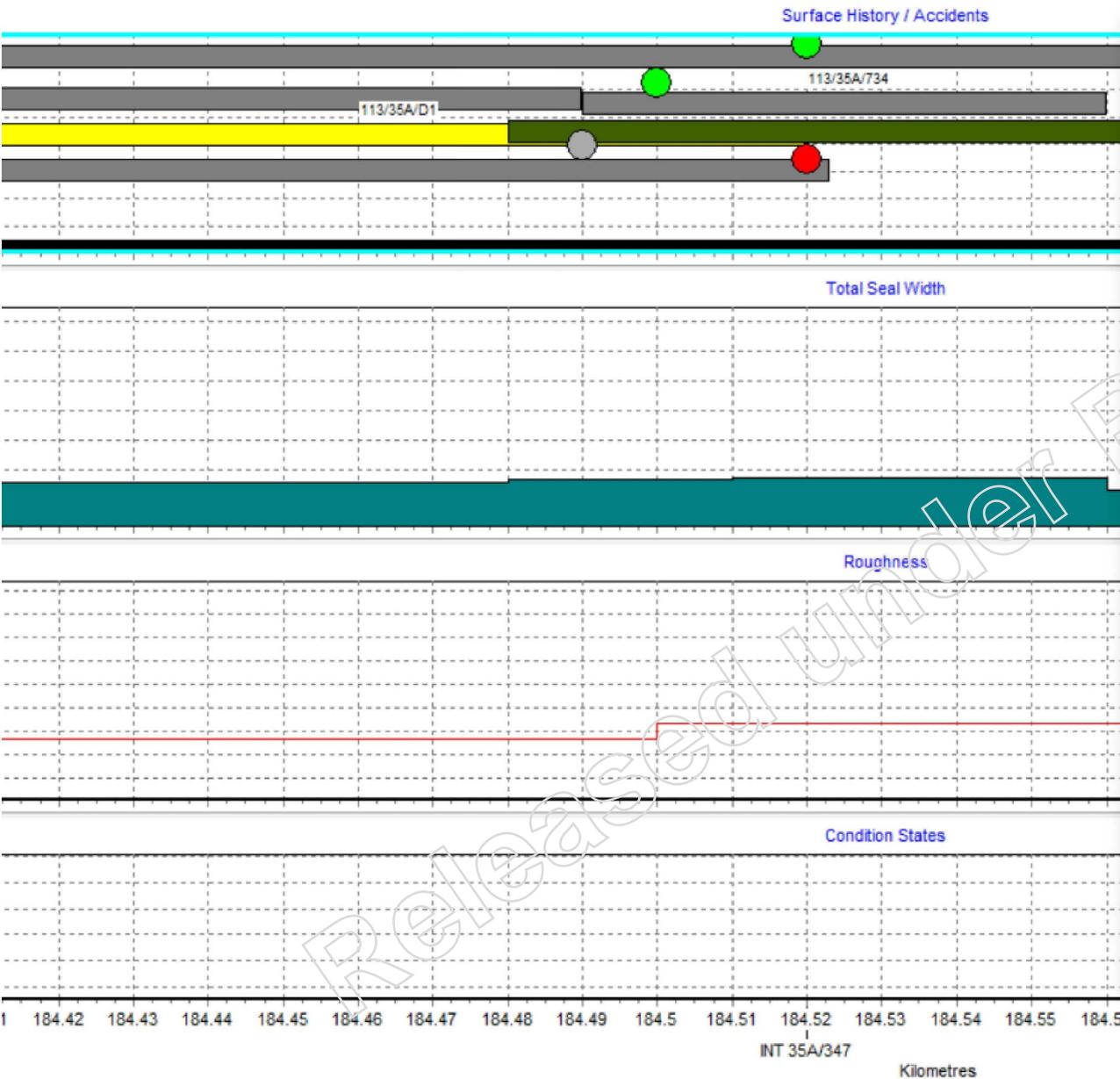
Information for Jobs - Item 1 of 1

Description	Value
Start Chainage	166.9
End Chainage	192.3
Construction Method Code	MC
Construction Method	MINOR INFRASTRUCTURE CONSTRUCT
Job Category Code	SPEC
Job Category	PROGRAMMED MAINTENANCE
Open To Traffic Date	26/11/2021
Job Description	2020-21 Reseal and micro-surfacing on various state-controlled roads 4163, 4161, 35A, 424, 86A, 426, 424, 3403 in Western Downs Regional Council Area
Job Number	1461535
Alternative Job Number	---
Job Number List	1461535
Job Locality Description	2020 - 2021 Reseals and Microsurfacing on various state-controlled roads.
Completion Date	02/10/2021
Plot Job Type	Reseal
Job Length	25
As-Constructed Changes Received	Y
Date As-Constructed Changes Received	22/02/2022
District ID	0
Carriageway Code	1

Navigation icons: Home, Back, Forward, Close

184.41 184.42 184.43 184.44 184.45 184.46 184.47 184.48 184.49 184.5 184.51 184.52 184.53
 INT 35A/347
 Kilometres

Road Section 35A - MOONIE HIGHWAY (DALBY - ST GEORGE) (293.8 km) from Roadlink refreshed on 04 Apr 2022



Information for Crashes - Item 1 of 1

Description	Value
Chainage	184.52
Crash Number	20220710595
Crash Date	26/04/2022
Crash Severity	ADMITTED TO HOSPITAL
Crash Severity Description	ADMITTED TO HOSPITAL
Crash DCA Code	101
Intersection ID	541
Crash DCA Description	VEH'S ADJACENT APPROACH: THRU-THRU
Crash DCA Code Group	1
Crash DCA Group Description	Intersection, from adjacent approaches
Validation Status	0
Surface Type	2
Layer 1 Type	K1
Layer 1 Description	Bitumen Spray Seal
Wet Surface	---
Relative Position	A
District ID	0
Carriageway Code	1

Close