



Photo courtesy of McNab

Toowoomba Second Range Crossing Project

The Toowoomba Second Range Crossing is the largest Australian Government funding commitment to a single road project in Queensland's history. The \$1.6 billion project is a 43km road bypass route to the north of Toowoomba.

When finished, it will connect the Warrego Highway at Helidon Spa in the east to the Gore Highway at Athol in the west via Charlton.

The route is designed to increase freight efficiency and significantly improve road and driver safety by removing heavy vehicles from Toowoomba's CBD. The TSRC will create a faster and more efficient route for connecting freight to major ports and markets.

The Toowoomba Second Range Crossing will:

- reduce travel time across the Toowoomba Range by up to 40 minutes for heavy commercial vehicles
- avoid up to 18 sets of traffic lights
- relieve pressure on local roads by redirecting trucks away from Toowoomba's CBD
- increase freight efficiencies

The key features of TSRC are:

- four lanes from Warrego Highway East Interchange to Warrego Highway West

“Vegetation clearing is complete and works are now starting on key structures among the 24 bridges that will form part of the Second Range Crossing

– Queensland Minister for Main Roads and Road Safety
Mark Bailey

- grade-separated interchanges at Warrego Highway West, Toowoomba-Cecil Plains Road and the Gore Highway
- grade-separated connections to Mort Street and Boundary Street
- an approximately 30m deep cutting at the top of the Toowoomba Range
- an 800m long viaduct built east from the New England Highway, crossing over the existing Queensland Rail line

The project has been separated into three areas: **east**, **central** and **west**. Construction work is being carried out at multiple sites concurrently.

The **east** section is from the Warrego Highway at Helidon Spa to the New England Highway at Mt Kynoch.



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It includes the viaduct, Murphys Creek Road overpass and Warrego Highway East interchange.

The **central** section, from Mt Kynoch to Boundary Street, Cranley includes the New England Highway realignment, Mort Street interchange and Boundary Street interchange.

The **west section** from Boundary Street, Cranley to Gore Highway, Athol includes the Gore Highway interchange, Gowrie Junction works, Toowoomba-Cecil Plains Road interchange and Warrego Highway West interchange.

Nexus Infrastructure has entered into a Public-Private Partnership with the Australian and Queensland

Governments, who are jointly funding the delivery of the \$1.6 billion project on an 80:20 funding split arrangement.

This cost covers the full design and construction of the toll road, including road and pavements, cuttings, structures and underground services, plus a 25-year operation and maintenance contract.

Nexus Infrastructure was awarded the contract to design, construct, operate and maintain the TSRC in August 2015. Construction began in April 2016 and is expected to be open to traffic in late 2018.

The TSRC project will develop the region's economy, employment and supply chain opportunities, as well as training and skills development.

