

Warrego Highway EAST

The Warrego Highway between Dinmore and Helidon Spa is part of two National Land Transport Corridors—Melbourne to Brisbane and Brisbane to Darwin. The Warrego Highway also serves as Queensland’s principal east-west freight corridor connecting the food bowl of the Lockyer Valley and Southern Queensland’s industrial, mining, manufacturing and agricultural sectors to domestic and international markets.

The Department of Transport and Main Roads is currently developing a master plan that identifies a preferred corridor for preservation as well as priority projects for upgrading the Warrego Highway. To ensure the master plan delivers the best outcomes for the local, regional and national road users, over the past three months TMR has undertaken consultation with landowners, industry groups, key regional businesses and landholders in the immediate area of the Warrego Highway. These discussions have influenced the development of the master plan and the potential corridor preservation area.

Consultation to date has been informative and TMR appreciates the time taken by all parties involved to have their say on the future of the Warrego Highway.

The following points are some of our key focal areas under consideration as we continue to develop the master plan:

Improved access arrangements for high efficiency vehicles. This will consider the need for the freight industry to plan their fleet as access to the Warrego Highway changes.

Safer roads and roadsides, including reduced speed limits and access modification in the short term, until more substantial investment in the highway can be made.

DID YOU KNOW?

The Warrego Highway carries approximately **\$19 billion** of freight every year. This equates to between 5500 and 7300 heavy vehicles on this road each day, **which means up to one in four vehicles are freight vehicles.** (Compared to one in seven on the Bruce Highway).

These vehicles are the life blood of our communities and our economy as they deliver fresh produce to the eastern seaboard markets and export goods to the Port of Brisbane.

Also, while seven cars may weigh as much as fourteen tonnes, a 36.5m road train can weigh over **80 tonnes!**

Accessible businesses and rest areas to promote economic growth and provide fatigue management for drivers.

Plan the corridor to meet the expectations of landholders, communities, agricultural industry, local businesses and freight industry. (For example: Consideration of dedicated Heavy Vehicle lanes and PBS vehicle access)

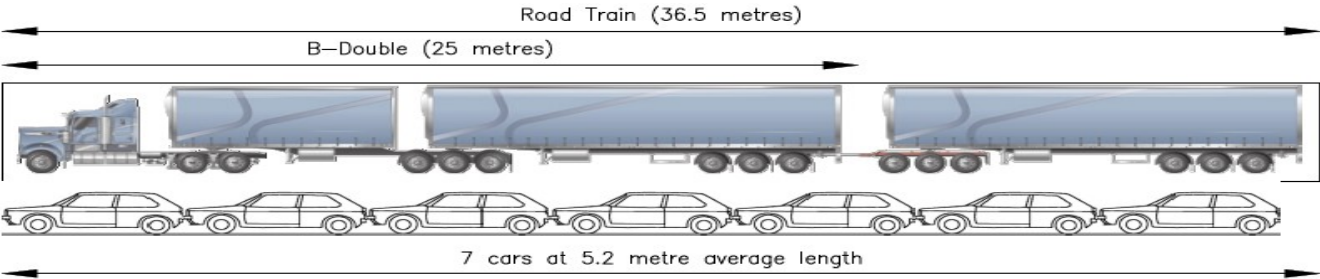
TOOWOOMBA BYPASS

Road Trains approved to Gatton Decoupling Facility

GATTON

B-Doubles approved to Port of Brisbane

DINMORE



Contact Us:

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