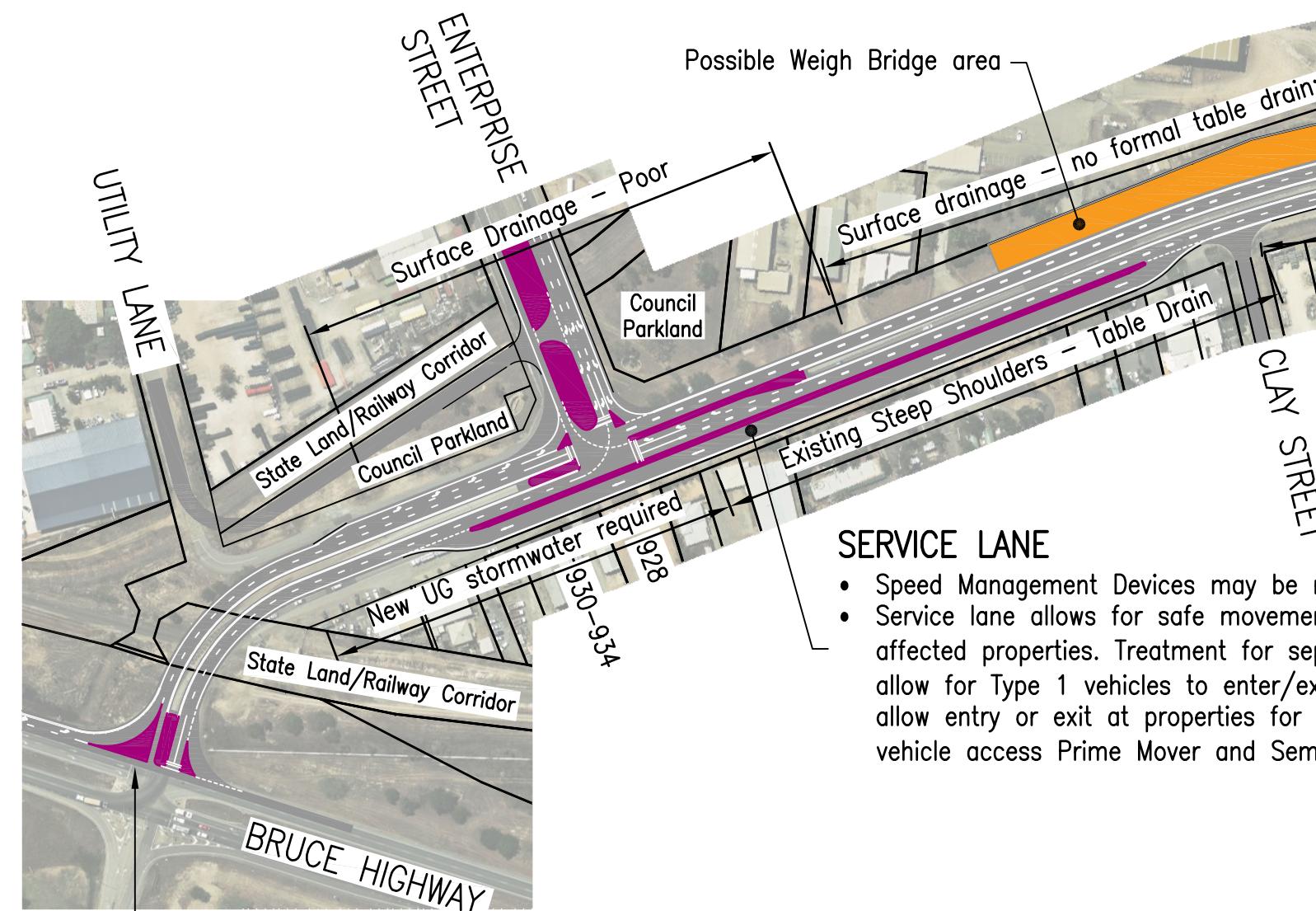


ENTERPRISE STREET INTERSECTION

- Maximum vehicle access – Type 1 Vehicle, in and out onto Ingham Road
- Drainage needs to suit left turn into Enterprise Street; other significant drainage infrastructure required due to Service Lane
- Realign existing road parallel to Ingham Road (connects to Utility Lane). New location to suit left turn into Enterprise Street off Ingham. Maximum vehicle access Prime Mover and Semi Trailer (19m long).



Realign intersection at Bruce Highway to maximise shoulder fronting businesses on southern side, and allow for service road. Merge into existing road crown between Clay Street and Reward Court. Main Roads controlled intersection – need approval.

SERVICE LANE

- Speed Management Devices may be required in service road to prevent/deter 'rat running'
- Service lane allows for safe movements into No. 928 Ingham Road; and other possibly affected properties. Treatment for separation median to be confirmed (driveable option to allow for Type 1 vehicles to enter/exit affected properties; concrete island option will not allow entry or exit at properties for Type 1 vehicles unless kerb is mounted; maximum vehicle access Prime Mover and Semi Trailer 19m long).

CLAY STREET INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Prime Mover and Semi Trailer (19m long)

FORGE COURT INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Prime Mover and Semi Trailer (19m long); in and out only, cannot turn in court

REWARD COURT INTERSECTION

- Maximum vehicle access – Lowboy left in and out
- Designated left turn lane

DUNDEE STREET INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Prime Mover and Semi Trailer (19m long); left in and out

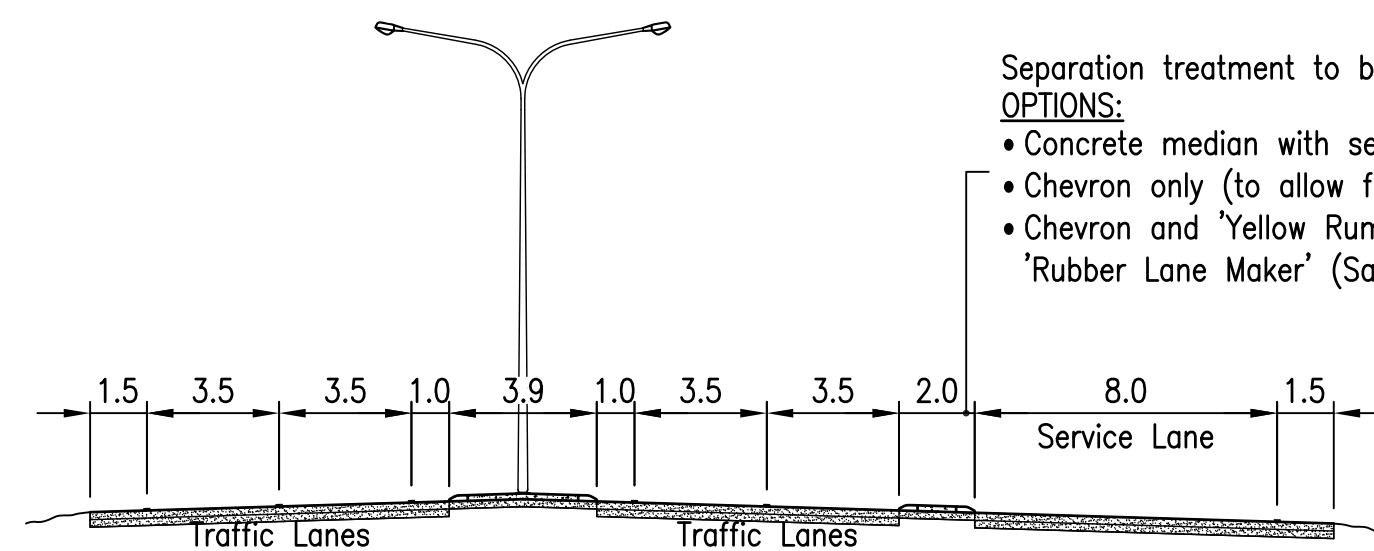
DESMA COURT INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Prime Mover and Semi Trailer (19m long); left in and out

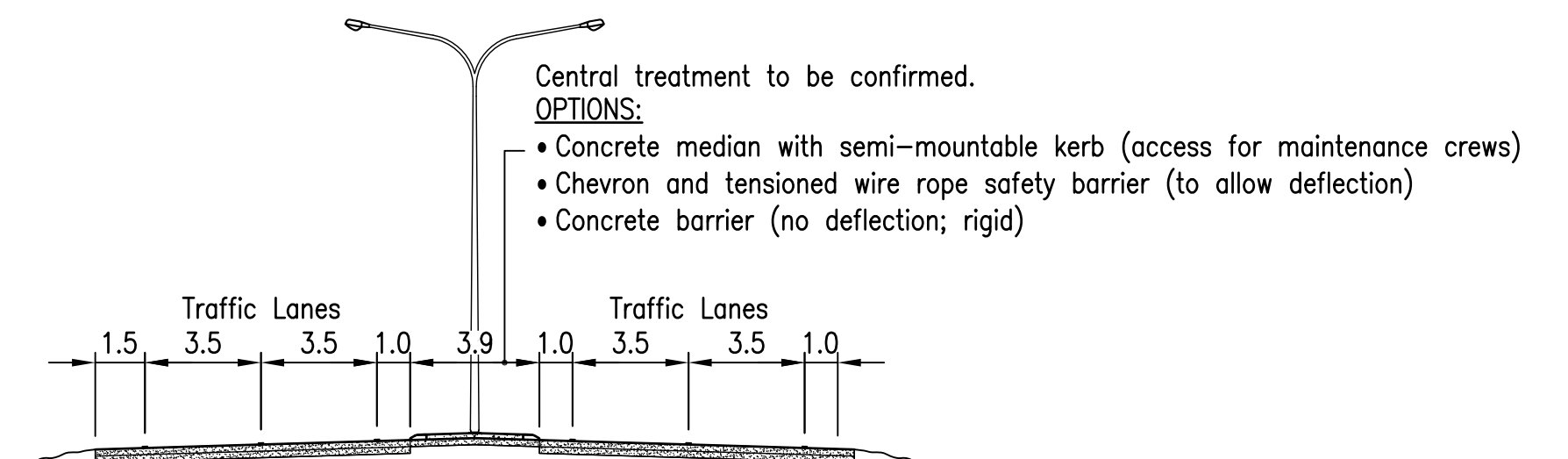
EVERETT/WESTON STREET INTERSECTION

- Allows for Lowboy left in and out of Everett and Type 1 Vehicle right turn out of Everett with concrete annulus and layback kerb
- Requires land resumptions

CONCEPT ONLY



TYPICAL SECTION
FOUR LANES DIVIDED AND SERVICE LANE
Bruce Highway to Clay Street
Ronald Court to Markwell Place



TYPICAL SECTION
FOUR LANES DIVIDED
Clay Street to Ronald Court
Markwell Place to Mather Street

MARKWELL PLACE INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Type 1 vehicle (36.2m long)
- Designated left turn lane

CATALYST COURT INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Prime Mover and Semi Trailer (19m long); left in and out

MATHER STREET INTERSECTION

- Transition new four laning of Ingham Road to existing cross section before Caravan Park
- Right turn into Caravan Park maintained

RONALD COURT INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Prime Mover and Semi Trailer (19m long); left in and out

WEBB DRIVE INTERSECTION

- Central island in Webb Drive to allow for turning paths in and out onto Ingham Road (Type 1 maximum size)
- Service lane allows for safe movements into No. 696–702 Ingham Road; and other possibly affected properties. Treatment for separation median to be confirmed (driveable option to allow for Type 1 vehicles to enter/exit affected properties; current concrete island option will not allow entry or exit at properties for Type 1 vehicles unless kerb is mounted; maximum vehicle access Prime Mover and Semi Trailer 19m long).
- Significant drainage changes due to service road
- Speed Management Devices may be required in service road to prevent/deter 'rat running'

BARNETT STREET INTERSECTION

- Maintain existing level of access
- Maximum vehicle access – Service Vehicle (8.8m long); left in and out

U-turn provision (light vehicles only)
Possible Weigh Bridge area

Heavy vehicle turnaround area.
Right in and left out – no right turn out.
Join to existing seal for access to Mather Street as required.
Suitable for Lowboy and Type 1 Vehicle

Existing sealed area to join new heavy vehicle turnaround area. Install removable fence between existing and new works to allow Type 1 vehicles & Lowboy to turn left from Mather Street onto Ingham Road as a worst case alternative route – temporary solution only; to be addressed in Mather Street intersection upgrade and Blakey's Crossing bridge duplication.

