

GLADSTONE PROJECT STAGE 1
CALVALE TO CALLIOPE RIVER TRANSMISSION LINE REINFORCEMENT

Construction traffic and road access

Powerlink is constructing a new 87km transmission line between Calvale Substation (near Callide Power Station) and Calliope River Substation (near Gladstone), with upgrades at both substations. These works form Stage 1 of the Gladstone Project.

During construction, there will be increased vehicle movements on local roads near the project. This includes:

- light vehicles carrying workers to and from sites, and
- heavy vehicles delivering machinery, tower components and materials such as concrete, gravel and water.

A Traffic Impact Assessment was prepared for the project and forms part of our Ministerial Infrastructure Designation Proposal Report. It identifies the roads that will be used during construction, and sets out how impacts will be minimised and managed. These reports are available on the project's Community Hub.

Roads required for construction

The Traffic Impact Assessment estimated that around 127 vehicle movements per day are expected, rising to approximately 182 per day during peak periods. These movements will be spread along the 87km alignment, rather than concentrated in one location. In the context of existing traffic volumes, these movements are not expected to affect local traffic flow. Construction traffic will use the state-controlled road network for most journeys, with local roads used for the final approach to work areas.

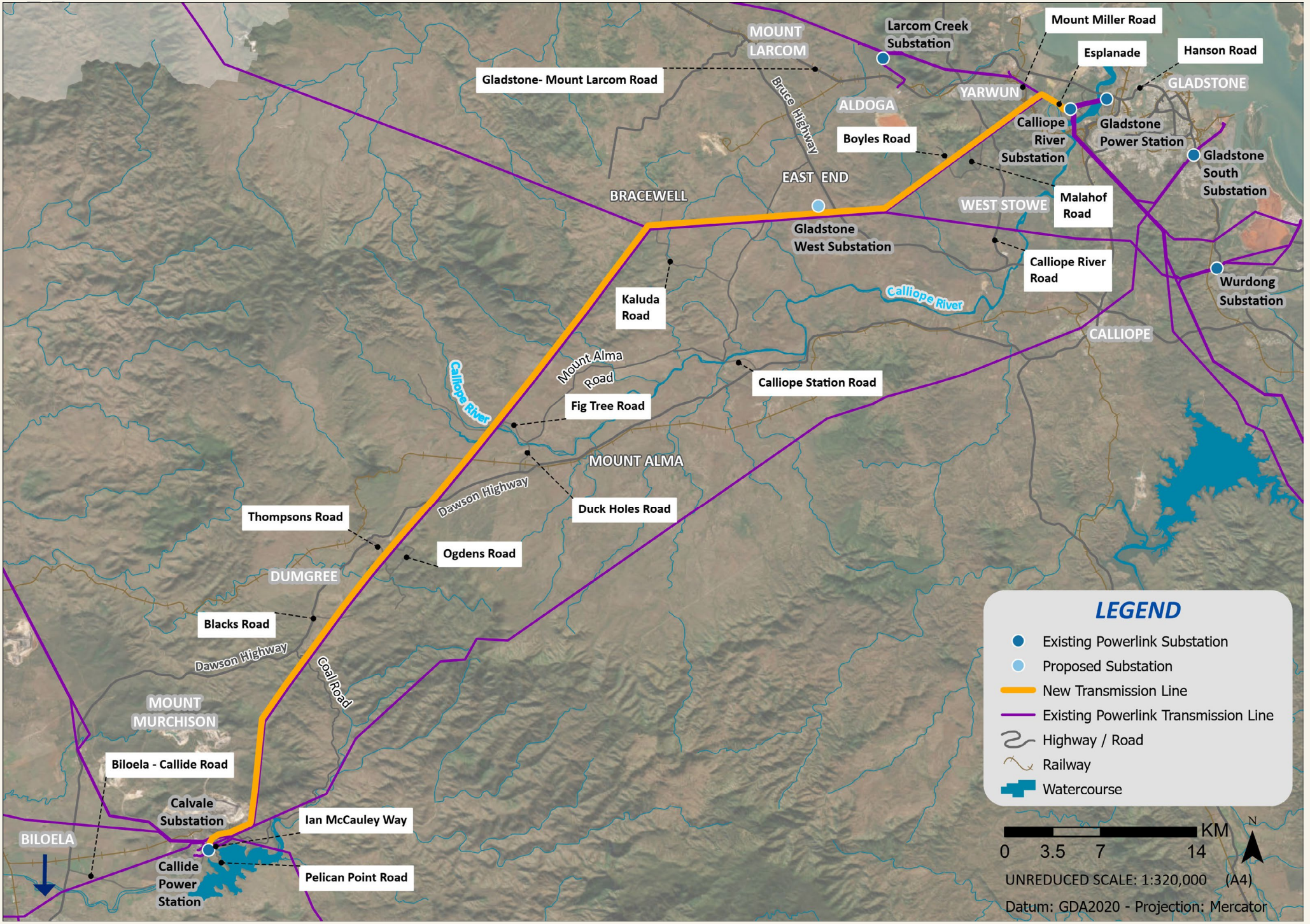
Major roads

- Hanson Road, Callemondah
- Gladstone Mount Larcom Road, between Yarwun and Mount Larcom
- Bruce Highway
- Dawson Highway
- Biloela-Callide Road, Mount Murchison

Local roads

- Esplanade, Callemondah (off Hanson Road)
- Mount Miller Road, Yarwun
- Calliope River Road, between Yarwun and River Ranch
- Boyles Road, West Stowe
- Malahoff Road, West Stowe
- Kaluda Road, Bracewell
- Mount Alma Road, between East End and Mount Alma
- Calliope Station Road, Mount Alma
- Fig Tree Road, Mount Alma
- Duck Holes Road, Mount Alma
- Thompsons Road/ Ogdens Road, Dumgree
- Blacks Road, Dumgree
- Coal Road, Dumgree
- Ian McCauley Way, Dumgree
- Pelican Point Road, Dumgree

Powerlink acknowledges the Traditional Owners and their custodianship of the lands and waters of Queensland and in particular, the lands on which we operate. We pay our respect to their Ancestors, Elders and knowledge holders and recognise their deep history and ongoing connection to Country.


MOUNT LARCOM
Larcom Creek Substation
Mount Miller Road
Esplanade
Hanson Road
GLADSTONE
Gladstone- Mount Larcom Road
Bruce Highway
ALDOGA
YARWUN
Calliope River Substation
Gladstone Power Station
Gladstone South Substation
Boyles Road
EAST END
BRACEWELL
WEST STOWE
Malahof Road
Gladstone West Substation
Calliope River Road
Wurdong Substation
Kaluda Road
Calliope River
CALLIOPE
Mount Alma Road
Calliope River
Calliope Station Road
Fig Tree Road
MOUNT ALMA
Dawson Highway
Duck Holes Road
Thompsons Road
Ogdens Road
DUMGREE
Blacks Road
Dawson Highway
Coal Road
MOUNT MURCHISON
Biloela - Callide Road
Calvale Substation
Ian McCauley Way
BILOELA
Callide Power Station
Pelican Point Road
LEGEND
Existing Powerlink Substation
Proposed Substation
New Transmission Line
Existing Powerlink Transmission Line
Highway / Road
Railway
Watercourse
KM
0 3.5 7 14
N
UNREDUCED SCALE: 1:320,000 (A4)
Datum: GDA2020 - Projection: Mercator





Timing and duration of road use

Project vehicle and machinery movements on local roads will vary throughout construction.

Some roads will have busy periods and quiet periods, depending on what project works are occurring in the transmission easement nearby.

How busy each location becomes, and for how long, depends on the type of work:

- clearing and access works involve earthmoving machinery at the outset, followed by regular light vehicle movements while access tracks are established
- foundation and tower erection works involve concrete agitators, water trucks and machinery and plant, with larger cranes transported on low loaders
- conductor stringing involves winch and brake equipment set up at points along the alignment
- rehabilitation works involve a short-term return of earthmoving machinery once construction in an area is complete.

Most locations are expected to experience a peak period of approximately three to four months while nearby works are undertaken.

Outside these periods, activity will reduce to occasional light vehicle movements.

Some roads may be used more than once as crews return for subsequent stages of work.

Heavy vehicle movements

Heavy vehicles represent a smaller proportion of construction traffic than light vehicles, however they are generally the most noticeable to other road users.

An average of around 30 heavy vehicle movements per day is expected across the project.

Types of heavy vehicles

- low loaders transporting machinery to and from work sites
- truck and dog tippers delivering gravel and road base
- B-doubles and flatbeds carrying tower components
- concrete agitators and water trucks servicing foundation works
- oversize loads travelling under permit, escorted where required.

Heavy vehicle routes

- Heavy vehicles will remain on the major road network for as much of each journey as possible, using local roads only for the final approach to work areas.
- Heavy vehicles will travel on the approved heavy vehicle network, which can accommodate B-doubles.
- Oversize and overmass loads will travel under permit, with escort vehicles where required.
- Deliveries will be scheduled outside peak traffic periods, where practical.

Managing traffic impacts

Powerlink and our construction contractors are responsible for managing construction traffic generated by the project. Our approach is to avoid and minimise impacts where we can, manage those that remain, and repair any damage our use of the roads has caused.

Pre-condition surveys of local roads were completed before construction commenced, and will be undertaken regularly throughout construction to monitor any changes associated with project traffic.

What you will see on local roads

A Traffic Management Plan will be prepared for the construction period, with approval from the relevant road authority where required. In practice, this means:

- Advance warning signs on the approach to work areas, so drivers know before they reach a work zone.
- Reduced speed limits where trucks are turning or where the road narrows, in place only while works are active.
- Traffic control where required to manage vehicles entering and leaving the road.
- Notification ahead of higher-impact works where practical, such as oversize load deliveries, so you can plan your travel.

Managing impacts to local road condition

A monitoring and management plan will record road condition before, during and at the end of construction. Ongoing maintenance and upgrade of the local road network remains the responsibility of the relevant road authority.

- Road condition will be recorded before construction traffic begins using each road.
- Road surfaces will be monitored throughout construction.
- Condition will be assessed again once works in each area are complete.
- Sections of road affected by our use will be made good once construction is complete.
- Temporary work areas and tracks will be rehabilitated once they are no longer required.

About Powerlink

Powerlink Queensland is a leading Australian provider of electricity transmission services, focused on delivering a safe, cost-effective and reliable network for our customers.

We are also Queensland's System Strength Service Provider, which means we are responsible for meeting system strength requirements under the National Electricity Rules. Learn more at powerlink.com.au.

Further information

If you have any questions about the Gladstone Project Stage 1 please contact us by emailing cqprojects@powerlink.com.au, or phoning 1800 635 369 (Monday to Friday, 7.30am – 5.00pm).

For information about our Principal Contractors and how to contact them about their work on the project, visit the project's Community Hub at engage.powerlink.com.au/central-queensland.

Landholders along the corridor should contact their Landholder Relations Advisor with any questions.