Kenmore Bypass Planning Study

Moggill Road intersection
Preferred Option: B

Key features:
- The bypass would link directly with Moggill Road to the south, with a signalised T-intersection to access Moggill Road to the north.

Advantages of Option B:
- More efficient traffic flow.
- Encourages traffic to use the bypass.

Centenary Motorway intersection
Preferred Option: B

Key features:
- Fig Tree Pocket interchange is completely reconfigured.
- There is no direct connection between the Kenmore Bypass and Fig Tree Pocket Road in either direction.
- Northbound Kenmore Bypass traffic joins the Centenary Motorway via a separate ramp before Fig Tree Pocket.
- Northbound to Fig Tree Pocket, traffic exits at Kenmore Bypass and travels along a ramp under the Kenmore Bypass to the Fig Tree Pocket interchange.
- Southbound Fig Tree Pocket traffic joins the Centenary Motorway via a separate ramp before the Kenmore Bypass interchange.

Advantages of Option B:
- Fig Tree Pocket interchange is completely reconfigured.
- There is no direct connection between the Kenmore Bypass and Fig Tree Pocket Road in either direction.
- Northbound Kenmore Bypass traffic joins the Centenary Motorway via a separate ramp before Fig Tree Pocket.
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- Southbound Fig Tree Pocket traffic joins the Centenary Motorway via a separate ramp before the Kenmore Bypass interchange.

Gem Road connection
Preferred Option: C

Key features:
- Realignment of Gem Road through Kingfisher Park.
- Underpass connects Gem Road more directly to Sunset Road.
- Shared pedestrian and cyclist underpass on western side of Gem Road.
- Intersection upgrades required at: Sunset Road / Twilight Street, and Annabel Street / Gem Road.
- Loss of some greenspace on eastern side of Kingfisher Park.
- Improved flood immunity on Sunset Road.

Advantages of Option C:
- Least number of property impacts.
- Provides improved conditions for pedestrians, cars and buses by reducing steep grades and improved alignment.
- Can be constructed with least disruption to local traffic flow.

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