Why focus on this section of the Pacific Motorway?

The Pacific Motorway (M1) is one of Australia’s busiest highways and is a national freight route. The section between Mudgeeraba (Exit 79) and Varsity Lakes/Reedy Creek (Exit 85) carries more than 80,000 vehicles per day on average and is consistently congested during peak periods and when traffic incidents occur. Traffic demand for this section of the motorway is growing and expected to exceed 120,000 vehicles per day by 2026.

The Department of Transport and Main Roads (TMR) has been progressively upgrading the M1. Various interchange improvements were carried out between 2008 and 2010 and motorway widening to six lanes between Nerang (Exit 73) and Worongary (Exit 77) was completed in 2010 and Worongary (Exit 77) to Mudgeeraba (Exit 79) six-laning in 2014. The Mudgeeraba to Varsity Lakes section is the next stage in the overall M1 upgrade plan from the Gateway Motorway to the Tugun.

When will the rest of the motorway be widened?

The upgrade and widening of the Pacific Motorway is being delivered in strategic priority stages as funding becomes available, based on traffic volumes and best value for money.

The Queensland Government has invested $6.86 million to progress planning to six-lane (three lanes in each direction) the next highest priority section at the southern end of the motorway - between Varsity Lakes/Reedy Creek (Exit 85) and Tugun (Exit 95). A further $1.03 billion has been committed by both the Australian and Queensland Governments to complete planning and progress the upgrade to construction.

This project will be delivered in stages as funding becomes available, with some sections starting construction once the M2VL upgrade is completed in mid-2020.

Further information on the VL2T upgrade is expected to be available to the wider community in mid-2019.

What will the work cost?

An indicative cost for the Pacific Motorway Mudgeeraba to Varsity Lakes upgrade is $197.5 million as outlined in the Queensland Transport and Roads Investment Program 2018-19 to 2021-22.
Who is funding the upgrade?
In October 2016, the Australian and Queensland governments agreed to fund the design development phase and early works to inform a market-based cost estimate through an Early Tenderer Involvement (ETI) process.
In March 2017, both governments announced a jointly funded roads package for Queensland worth more than half a billion dollars which includes funding to construct the Pacific Motorway upgrade between Mudgeeraba and Varsity Lakes.
The Australian Government's contribution is capped at $110 million and the Queensland Government will fund the balance. The Queensland Government, through TMR, will manage construction of the project.

What does the upgrade include?
The following key features are part of the Pacific Motorway upgrade from Mudgeeraba to Varsity Lakes:

- widening a 5.7km section of the motorway to
  - three lanes in each direction between Robina (Exit 82) and Varsity Lakes/Reedy Creek (Exit 85)
  - four lanes northbound between Robina (Exit 82) and The Link Way (Exit 80)
- extending entry and exit ramps to meet current design standards
- reconstructing the Mudgeeraba Creek and Mudgeeraba Creek overflow bridges on the northbound side to better withstand flood events
- removing the right turn movement from The Link Way off-ramp (Exit 80) to The Link Way northbound to improve safety
- constructing a new bridge for Stapley Drive
- combining the southbound exit ramps to Stapley Drive and Reedy Creek Road
- making provision for a future smart motorway system.

How does the project benefit me?
The Pacific Motorway Mudgeeraba to Varsity Lakes upgrade will:

- improve safety for all road users
- reduce congestion and potential for traffic incidents
- improve travel time reliability
- maximise freight efficiency and allow adequate capacity for freight
- cater for the projected increase in traffic.
When did construction start?
Early work on the Pacific Motorway Mudgeeraba to Varsity Lakes upgrade started mostly off-road in August 2017 and included installing CCTV cameras at the Mudgeeraba (Exit 79), Robina (Exit 82) and Varsity Lakes/Reedy Creek (Exit 85) interchanges.

Road-widening and interchange construction works started in late April 2018 and are expected to continue until mid-2020.

Who was awarded the contract for this project?
Following the Early Tenderer Involvement (ETI) process for the delivery of the project, in late December 2017, Seymour Whyte Ltd was awarded the main construction contract. On-road construction works started after the Gold Coast 2018 Commonwealth Games in April and will continue until mid-2020.

How will traffic conditions change during construction?
To ensure the safety of roadwork crews and road users, new traffic arrangements will be put in place during construction. This means that road conditions will frequently change, including:

- narrow lanes and shoulder closures
- ‘switches’ between traffic lanes
- altered lane merges
- full lane closures
- reduced speed limits
- short duration traffic stoppages.

Speed limits will be reduced to 80km/h, 60km/h and 40km/h at various locations and times during construction. All road users are reminded that roadwork speed limits are enforceable and that they should continue to obey the roadwork signs and traffic controllers.

A road safety camera trailer has been setup between Exit 85 and Exit 82 on the northbound side of the motorway to help ensure the safety of roadwork crews and road users. Highly visible road safety camera trailers are deployed to high-risk areas, including highways and motorways, roadwork sites and school zones. Sites for these cameras are selected using strict criteria, including an assessment of speed-related crash history or potential crash risk.

Keeping a safe distance between you and other vehicles; and from traffic barriers, construction equipment and roadwork crews is recommended. While there may be times when there are no roadwork crews onsite or near the motorway lanes, reduced speed limits will remain in place because of the narrowed lanes and shoulders. If you cannot see a road worker, it does not mean you can increase your speed – there may still be hazards.

Roadwork speed limits are in place not only for everyone’s safety, but to benefit the community by helping progress construction activities in a timely manner.
Road users should subscribe to the free SMS text message service to get regular updates on changing traffic conditions for this project. Alternatively, you can receive traffic alerts to your email address. Register for either or both services at M2VL@tmr.qld.gov.au or call the project team on 1800 571 817, which is a free call from any landline.

Why are there changed traffic conditions between Robina (Exit 82) and Mudgeeraba (Exit 79)?

As part of the Pacific Motorway Mudgeeraba to Varsity Lakes upgrade, traffic conditions have changed between Robina (Exit 82) and Mudgeeraba (Exit 79). Northbound motorists are now travelling on the southbound carriageway and the speed in this area has been reduced to 60km/h. Note that further south between Robina (Exit 82) and Varsity Lakes (Exit 85), the speed limit has been reduced to 80km/h.

In order to fit four lanes on the southbound carriageway, shoulder widths have been reduced and lanes have been narrowed. In addition to these changes, construction equipment and crews are working closer to motorway traffic.

While there may be times when there are no roadwork crews onsite or near the motorway lanes, reduced speed limits will remain in place because of the narrowed lanes and shoulders.

These changed traffic conditions are in place for approx. 15 months during construction of the new bridges.

What is a smart motorway system?

Smart motorway technologies help to reduce stop-start travel, improve safety and provide more predictable travel times for motorists. These initiatives allow the proactive, real-time management of the south east Queensland road network, with benefits including:

- Managing traffic entering the motorway at congestion points to help keep traffic flowing on the motorway and delay the onset of congestion
- Providing safer merging conditions for motorists entering the motorway
- Reducing 'stop-start' travel for motorists and helping to improve travel time reliability
- Optimising the performance of the motorway and maximising the existing capacity until future upgrades can take place
- Allowing a proactive and responsive approach to managing network conditions and responding to congestion, incidents or bad weather in real time
- Providing real-time information that assists in more efficient incident responses.

There are various technologies utilised in smart motorways. The most effective and most likely to be implemented on the Pacific Motorway are:

- Ramp metering traffic signals and vehicle detection sensors to manage the rate at which vehicles merge onto the motorway
- Detection equipment to measure and calculate traffic flow speed and consistency
- Variable Speed Limit (VSL) signs to display reduced speed limits in response to congestion, incidents or bad weather
• Additional CCTV cameras to monitor the network and adjust ramp signals where necessary to respond to network congestion.

These technologies will also be installed as part of several major upgrade projects along the M1 and investigations are currently underway to determine the most effective areas and technologies to use.

What are the yellow figurines seen through the project site?

Safety is the number one priority for all of Transport and Main Roads' work sites. The purpose of the large yellow 'workers' is to tap into the psychology of keeping people safe.

The signs help make motorists aware that road workers are close by and they should check their speed. There is a visual connection between the markers and the people working onsite or along the road corridor.

The figurines also serve as a visual reminder to onsite road workers of potential underground and overhead conflicts such as gas mains and powerlines.

The figurines will be installed at roadwork sites along most major state-controlled routes such as the Pacific Motorway.

What can residents expect during construction?

This is an immense program of work and construction is expected to be carried out in stages at various locations for approx. two years. Road crews will not be consistently working in the one location throughout the construction period, with a number of crews working in a number of locations at any given time.

While the project team will make every effort to minimise noise and disruption, an innovative aspect of this upgrade involves programming a large component of the works at night to shorten the construction timeframe and minimise impacts to traffic.

Lighting towers will be required during night works but will be directed away from residences wherever possible. Reverse beepers and flashing light beacons on machinery and vehicles are a safety requirement and must continue to be used during night time works.

Heavy machinery will be in use throughout the upgrade. The contractor will identify where high vibration is expected and undertake a risk assessment to determine protection measures. A project team member will be in contact with those residents prior to construction starting.

The project team is committed to keeping everyone informed with timely and accurate information to minimise disruption to neighbouring communities. Advance notice will be provided to residents via letterbox flyers or face-to-face meetings when work is approaching your area or if access is temporarily disrupted or changed.

Residents are also urged to register their email address to receive electronic quarterly project updates such as progress against milestones, timeframes, upcoming works and the like. Alternatively, a free SMS text message service is available for updates on traffic conditions during construction. Register for either or both services at M2VL@tmr.qld.gov.au or call the project team on 1800 571 817, which is a free call from any landline.
Why remove the right turn to Link Way?

The upgrade will widen the M1 between Mudgeeraba (Exit 79) and Varsity Lakes/Reedy Creek (Exit 85). A fourth northbound lane will also be constructed between the Robina Interchange (Exit 82) and The Link Way (Exit 80). This additional lane will improve driver safety by minimising weaving and merging movements between the two exits.

To enable the motorway widening, including the fourth northbound lane, The Link Way off-ramp will be realigned and shortened. The geometry of this off-ramp will change to assist drivers in reducing their speed from 100km/h to the posted 60km/h speed limit within the shorter distance. As a result of the changed geometry of the off-ramp, there is insufficient deceleration lane distance to safely turn right into The Link Way northbound.

To incorporate a safe right-turn movement, The Link Way intersection would require extensive infrastructure amendments. As there are several existing and safe alternative routes to access Mudgeeraba Village, retaining a right-turn movement was not considered a best value-for-money solution for the project and community. Furthermore, traffic counts have indicated that the current configuration at the roundabout intersecting Railway Street and The Link Way will cater for the additional traffic volumes to 2031.

How do I access the Caltex and McDonald's at Reedy Creek North?

The direct entry and exit ramps on the M1 for the Reedy Creek North Caltex/McDonald's site permanently closed on 16 November 2018. Access to the businesses from the M1 is now well-signed directing motorists to take the Reedy Creek (Exit 85) off-ramp and follow Old Coach Road to Gemvale Road.

This change needed to take place as a new and longer northbound on-ramp at Varsity Lakes (Exit 85) is being constructed on the M1 as part of the upgrade as well as extending the northbound off-ramp at Robina (Exit 82). These works will bring both ramps closer together which makes the M1 entry and exit ramps for the Reedy Creek North Caltex/McDonald's site no longer viable due to their proximity.

How will Stapley Drive be improved?

The existing Stapley Drive bridge will be demolished and replaced by a new bridge providing two lanes eastbound and two lanes westbound at this location over the M1. The right-turn from Old Coach Road to the overpass eastbound will be reconfigured to provide two right-turn lanes (one shared through and right-turn lane, and one dedicated right-turn lane). The traffic signals will be adjusted to cater for this changed shared lane. Traffic modelling has been used to help ensure this new intersection arrangement caters to current and future traffic volumes in the area.

The existing southbound off-ramps to Stapley Drive, Varsity Lakes (formerly Exit 84) and Reedy Creek Road, Burleigh Heads (Exit 85) will also be combined into one extended interchange, known as Varsity Lakes Interchange (Exit 85). As part of these changes, the Stapley Drive off-ramp will be realigned and tied into the new Stapley Drive bridge through a signalised intersection. During these works, the direct access to Stapley Drive on the new off-ramp will be closed for around 12 months. Motorists are advised to continue along the off-ramp to Reedy Creek Road during this closure.

TMR can confirm that a widened median is being constructed over Stapley Drive bridge as part of the current upgrade. This widened median is being constructed to provide allowance for a potential
future lane over Stapley Drive bridge. This additional lane is not being constructed as part of the current upgrade due to the current capacity constraints of the adjoining local road network of Old Coach Road, Gemvale Road and Scottsdale Drive under the control of City of Gold Coast (CoGC). For example, an additional right-turn lane from Stapley Drive north onto Gemvale Road would also require upgrading of Gemvale Road to add an extra lane northbound. TMR will re-assess the need to convert the Stapley Drive bridge centre median to an additional lane once the adjoining CoGC-controlled roads are upgraded.

TMR recently adjusted the Stapley Drive and Gemvale Road intersection signals to operate with longer ‘green’ cycle times, particularly for motorists travelling southbound from Gemvale Road to Old Coach Road. This is designed to improve traffic flows across Stapley Drive and onto the adjoining CoGC-controlled roads. TMR will continue to closely monitor the operation of these signals in conjunction with the CoGC and make further adjustments to improve traffic flows in this area both during, and after, works on the M2VL upgrade.

It is important to note that Bridgman Drive and Old Coach Road are local council roads under the jurisdiction of City of Gold Coast. Any further improvements to these roads are a matter for council to address. City of Gold Coast can be contacted by emailing mail@goldcoast.qld.gov.au or by calling 1300 465 326.

**Are more noise barriers being installed?**

**The Transport Noise Management Code of Practice**

Road traffic noise is managed under the *Transport Noise Management Code of Practice Volume 1, Nov 2013* (the Code) ([https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Transport-noise-management-code-of-practice.aspx](https://www.tmr.qld.gov.au/business-industry/Technical-standards-publications/Transport-noise-management-code-of-practice.aspx)) and implementation of the Code is a legislative requirement under the *Transport Infrastructure Act 1994*. The Code prescribes that TMR does not provide noise attenuation measures until there is an exceedance of 68dB(A) $L_{A10}$ (18 hour). The $L_{A10}$ (18 hour) level is determined by averaging the 18 $L_{A10}$ (1 hour) levels between 6am and midnight, with the $L_{A10}$ (1 hour) level representing the highest six minutes in each of those hours. Measuring between these hours ensures that road traffic noise assessments reflect the loudest $L_{A10}$ levels of noise in a 24-hour period, that is, traffic is busier during this 18 hour period than between midnight and 6am, and therefore generates higher noise.

**Noise monitoring**

Post-construction noise monitoring was conducted at various locations in June 2015 once the southbound motorway widening between the Mudgeeraba (Exit 79) and Robina (Exit 82) interchanges was completed. Monitoring equipment was installed at properties that were considered to best represent the properties most exposed to road traffic noise in that particular area.

As part of the Pacific Motorway Mudgeeraba to Varsity Lakes (M2VL) upgrade, acoustic engineers, external to TMR, conducted noise monitoring at various locations along the 5.7km upgrade route. This monitoring was carried out from 13 to 22 February 2017 to determine current road traffic noise levels.
**Noise modelling**

When constructing major road upgrades, TMR must also look at the lifespan of the upgrade and predict what the road traffic noise levels may reach by the end of that lifespan. The time horizon for the M2VL upgrade is 2031 and acoustic engineers have extrapolated, or modelled, the road traffic noise levels to that period, taking into account the upcoming changes in the road surface, vertical and horizontal road alignment, surrounding buildings, increased general and heavy vehicle traffic volumes and so on.

TMR has received the Operational Noise Impact Assessment report from the external acoustic engineers. It does indicate that some properties along the route will exceed the 68dB(A) criterion and TMR is currently assessing noise mitigation measures that will be most beneficial and cost effective at those locations. A timeframe for installing noise barriers or in-house noise treatments has not yet been determined, however TMR will be in touch with those affected landowners once the assessment is completed.

**Noise monitoring post-construction**

TMR acknowledges that residents adjacent to the motorway are impacted by road traffic noise and, as normal practice following a road upgrade, will conduct post-construction noise monitoring at the same or similar locations as carried out in February 2017. It is expected the post-construction monitoring will be carried out when the M2VL upgrade is completed and traffic patterns have returned to normal. In the unlikely event that these measurements exceed TMR's criterion level, additional sound attenuation measures will be considered then.

**Heavy vehicle noise**

TMR is aware that some residents may perceive an increase in noise generated by truck compression air braking. It is important to note that noise barriers are not capable of addressing this type of low-frequency noise. The $L_{A10}$ (18 hour) noise descriptor is considered to best represent typical road traffic noise exposure. However, it does not fully assess the impact of road traffic noise due to isolated noise events such as heavy vehicles, as engine breaking events are generally too short to affect long-term noise descriptors such as the $L_{A10}$ (18 hour) criteria. TMR is unable to provide strategies to reduce noise events generated by heavy vehicles as they are usually due to driver behaviour or vehicle maintenance. Attempting to reduce this type of noise to acceptable levels is not technically feasible, reasonable or cost-effective.

It is also relevant to note that heavy vehicle compression braking processes significantly reduce brake wear and prevent heat induced brake fade or failure. Due to safety implications, compression braking cannot be prohibited and signs requesting drivers to limit compression braking are not legally enforceable. TMR has found that these signs do not have a measurable effect in limiting exhaust braking noise in the immediate vicinity, and because the Pacific Motorway on the Gold Coast has many closely spaced exits and a proliferation of signage already, TMR will not be installing such signage as part of the M2VL upgrade.

**Removal of trees and vegetation clearing**

Vegetation clearing and tree removal is often required to construct new infrastructure, access existing infrastructure, improve visibility to signage and CCTV cameras, and improve line of sight for motorists.
The Code outlines there needs to be a dense planting of trees with an understory of shrubs at least 30 metres in width before there is an appreciable noise reduction. Effectively, a 30-metre width of shrubs may result in a decibel reduction of 3dB(A).

The parcels of clearing required for this upgrade are less than 30 metres in width.

**What environmental protections are in place?**

TMR is committed to managing its road network in a manner that optimises environmental outcomes for natural, social and built environments. The department uses a range of environmental expertise to develop detailed management plans to ensure all of its road projects are environmentally sustainable.

For these road upgrades, an Environmental Impact Assessment is undertaken during the planning stages. At the construction stage an Environmental Management Plan (EMP) is developed and implemented by the contractor; addressing aspects such as the management of native flora and fauna, as well as measures to minimise construction impacts such as noise and dust. This plan ensures that contractors working on this project comply with current environmental legislation and industry best-practice.

Tree clearing is kept to a minimum and is generally carried out to make way for new infrastructure or to improve visibility for road users. For example, vegetation removal is required nearby The Link Way to allow for motorway widening as part of the upgrade. Revegetation works will see a total of over 1,300 ‘medium-sized’ plants re-introduced to this area by mid-2020.

**How will flooding be minimised at Mudgeeraba Creek?**

TMR and the contractor must adhere to strict environmental legislation regarding any works completed within, or nearby, waterways, including the design and construction of bridge structures. The bridges are designed to minimise upstream impacts, specifically in relation to flooding. This also includes ensuring that there is minimal alteration to the waterway's natural flow pattern, possible damming effects, the hydraulic capacity and extent of flooding upstream.

As part of the Pacific Motorway Mudgeeraba to Varsity Lakes upgrade, the northbound road level will be raised to a similar height as the southbound carriageway, meaning the Mudgeeraba Creek and overflow bridges will be constructed to a similar height as the existing southbound bridges. TMR has completed detailed flood modelling on these new heights to ensure the design meets the legislative requirements, as well as Queensland Government and Australian Bridge Design Codes.

The contractor has installed a temporary crossing for access to both sides of Mudgeeraba Creek during construction activities in this area. The access track has been built with a large pipe under a permeable rock fill which allows water to flow and fish passage to continue. TMR has confirmed that the contractor has a waterway barrier permit in place, approved by the Department of Natural Resources, Mines and Energy (DNRME), for the temporary access track.

The temporary creek crossing will be removed once construction in this area is completed. In the interim, the contractor will continue to observe ongoing weather patterns and is required to routinely monitor the creek's waterflows and levels as part of the DNRME permit.
Can I claim compensation for lost trade?

As a state government department, TMR is lawfully authorised to carry out roadworks to improve the road network for the benefit of the whole community.

These road network upgrades are necessary to improve the efficiency of vital transport routes for the state of Queensland and will also be of future benefit to business operators in the area.

TMR is always mindful of the impacts of roadworks and does everything that can be reasonably expected to minimise inconvenience to adjacent businesses. The department does not compensate businesses for loss of trade resulting from roadworks.

The project team is committed to keeping everyone informed with timely and accurate information to minimise disruption to the community, including local businesses. Notice of disruptive works will be provided to business operators via flyers and face-to-face meetings.

TMR recommends that business operators register their email address to receive electronic quarterly project updates such as progress against milestones, timeframes, upcoming works and the like. Alternatively, a free SMS text message service is available for updates on traffic conditions during construction. Register for either or both services at M2VL@tmr.qld.gov.au or call the project team on 1800 571 817, which is a free call from any landline.

Why are so many traffic changes required?

Live traffic and construction are currently sharing the road between Mudgeeraba (Exit 79) and Varsity Lakes (Exit 84). As construction progresses, live traffic is shifted to another part of the alignment, so construction can progress to the next area.

This process means that during construction, live traffic is constantly being diverted around the works zones so connectivity for motorists is always maintained.

Some of the detours around the work zones may take a few minutes longer than your normal route but our priority is to maintain connectivity and traffic flows. Some of the traffic movements are minor so motorists hardly notice them.

Others are more significant, such as the changes around the new Varsity Lakes Exit 85. When such changes are required, detailed information is provided to those registered to receive the project’s updates.

Want to be kept informed? Register for free email updates by sending your details to M2VL@tmr.qld.gov.au.

How is graffiti managed within project work zones?

The project team shares the community’s concerns about the presence of graffiti in work zones on the Pacific Motorway (M1) Mudgeeraba to Varsity Lakes upgrade.

A focus on the management and prevention of graffiti on highly visible project work zones is important, both socially and financially. Due to a number of constraints, the project team is currently unable to enforce the rapid removal of graffiti within project work zones. For example, the project team cannot directly engage community volunteers for graffiti removal, as high-speed motorway locations are not considered to be viable sites for community volunteers to work.

Further, the project is an active construction site, which presents several safety hazards preventing community volunteers safe access.
The project team has committed to formally identify problem areas of graffiti within project work zones each month. Direct action will be taken to remove graffiti within project work zones at intervals over the duration of the project. However, should offensive graffiti appear, all efforts will be put in place to remove the graffiti as a priority.

**What has happened to the existing M1 southbound Exits 84 & 85?**

The project combines the existing southbound off-ramps to Stapley Drive, Varsity Lakes (Exit 84) and Reedy Creek Road, Burleigh Heads (Exit 85) into one extended interchange, known as Varsity Lakes Interchange (Exit 85).

This will improve safety for motorists by minimising weave movements between the two existing off-ramps, improving traffic flows and reducing congestion on both the motorway and connected roadways.

The Varsity Lakes Interchange (Exit 85) will open in stages from mid-March 2019.

**Did you know?**

The Pacific Motorway (M1) between Brisbane and the NSW Border uses a distance-based numbering system to identify exit numbers, chosen based on the distance of the exit interchange in kilometres from Brisbane’s General Post Office (GPO). For example, the interchange at Reedy Creek Road is 85km from Brisbane’s GPO, meaning it is numbered Exit 85. The interchange at Exit 85 is described on many maps including UBD, Google and QLDTraffic.

Several factors were behind the decision to number the new combined interchange Exit 85, as opposed to Exit 84. For example, Reedy Creek Road (originally Exit 85) is a highly trafficked, state-controlled road, while Stapley Drive (originally Exit 84) is part of the local road network. Also, the northbound ramps at this interchange are currently numbered Exit 85.

Exit 85 is widely known and used by many commercial enterprises for their advertising and directions. A change to the name of the interchange would have caused confusion for these business suppliers, customers and the wider community.

**What is asphalting, and how does it work?**

Road construction generally involves a gradual process of applying layers of asphalt until the desired height and compaction is achieved. As each layer is applied, the level of compaction is tested until the desired height is reached. This is designed to ensure the full thickness of the road surface is both durable and safe for road users.

It is estimated that around 180,000 tonnes of asphalt will be applied by the end of the project; enough to fill around 30 Olympic-sized swimming pools!
Why are some batters green?

A ‘batter’ is a construction term for a sloping earth mound used in various road upgrades to help stabilise slopes and build up road levels. The green colour is from an environmental spray that forms a hard crust and is used to suppress dust when material is first laid or stockpiled.

There is currently a preload batter between Exit 80 and Exit 82 on the northbound side of the motorway that has been sprayed green. Preloading involves applying layers of material on top of the ground surface to achieve a certain level of compaction. Once compaction is reached, the top layers are removed, and pavement is applied.

How can I get more information?

To see a drive-through video simulation of the completed upgrade visit the TMR project page (https://www.tmr.qld.gov.au/Projects/Name/P/Pacific-Motorway-M1-Mudgeeraba-to-Varsity-Lakes-upgrade).

Residents and motorists are encouraged to subscribe to the free SMS and email traffic alert service to keep up-to-date on the Pacific Motorway Mudgeeraba to Varsity Lakes upgrade.

To register, contact the project team on the details below:

Phone: 1800 571 817 (during business hours)
Email: M2VL@tmr.qld.gov.au
Web: www.tmr.qld.gov.au
Post: Department of Transport and Main Roads
     PO Box 442
     Nerang QLD 4211