

Features and benefits

The upgrade will deliver several key benefits to improve the safety and efficiency of the motorway and interchange by reducing queuing on the Pacific Motorway (M1). Travel time through the interchange will be improved through better synchronisation of the traffic signals.

Additional lanes

The final design uses all available land and the existing bridge structure to maximise the area available to widen the interchange for additional lanes.

Additional eastbound and westbound lanes through the interchange will increase capacity, improve traffic flow and ease congestion.

Additional turning lanes from the Pacific Motorway (M1) off-ramps will increase capacity of the interchange, reduce congestion and improve safety of the Pacific Motorway (M1).

An **additional left-turn lane** from Heathwood Drive to the interchange will be delivered, providing signalised dual left-turn lanes. This will improve pedestrian safety, prevent queuing through the intersection and blocking of the eastbound movements through the interchange.

Improving traffic flow

The majority of stakeholder feedback related to the removal of the right-turn movements from the Old Pacific Highway and Heathwood Drive.

To reduce congestion on these roads and to improve the flow of traffic through the interchange, the number of traffic signal phases at the Heathwood Drive/Old Pacific Highway intersection will be reduced. This will result in more green traffic signal time for the remaining movements at the intersection.

In response to the feedback, a new U-turn facility will be provided on Tamborine-Oxenford Road. Alternatively, motorists can use Leo Graham Way to access Tamborine-Oxenford Road to travel through the interchange.

Addressing congestion

Some stakeholder feedback called for a free-flowing left-turn lane (slip lane) from Heathwood Drive (southbound) onto the Pacific Motorway (M1) northbound on-ramp.

This movement was investigated by TMR, however data shows that the majority of vehicles from Heathwood Drive are heading for the Pacific Motorway (M1) southbound and Hope Island (4,172 per day) rather than northbound (332 per day).

Instead, a signalised dual left-turn from Heathwood Drive and two additional eastbound lanes through the interchange will be delivered. This will increase left-turn capacity and will help to reduce congestion on Heathwood Drive and across the interchange.

What to expect

Due to high traffic volumes, the majority of works will be carried out at night. Construction is expected to be completed by September 2020 (weather and construction conditions permitting). Every effort will be made to minimise the impacts of construction on motorists, adjacent businesses and residents.

During construction, speed limits will be reduced and traffic may be temporarily realigned. Traffic controllers will be on hand to direct and assist motorists as required.

Register to receive regular project and construction updates by getting in touch through the below contact details.

For more information

For more information about the upgrade please contact the project team on:

Email exit57@tmr.qld.gov.au

Phone 1800 183 761

For up-to-date information on traffic conditions please visit www.tmr.qld.gov.au or call **13 19 40**



Pacific Motorway (M1) Oxenford Interchange (Exit 57) upgrade

September 2019

Construction is about to start on the \$25 million upgrade to the Oxenford Interchange (Exit 57).

Since the interchange opened 20 years ago, Oxenford and the surrounding suburbs have experienced significant growth in residential, commercial and industrial developments.

Congestion at the interchange is impacting the efficient and safe operation of the Pacific Motorway (M1), which also has an impact on freight reliability and transit times for all motorway users.

The design has been developed using 2018 traffic counts to confirm the volume of traffic using the interchange and congestion hot spots at peak hours.

Feedback was received during the consultation period from a wide range of community members including property owners, nearby schools, adjacent

businesses, local residents, motorists and the broader community. All feedback is appreciated and has been considered by the project team.

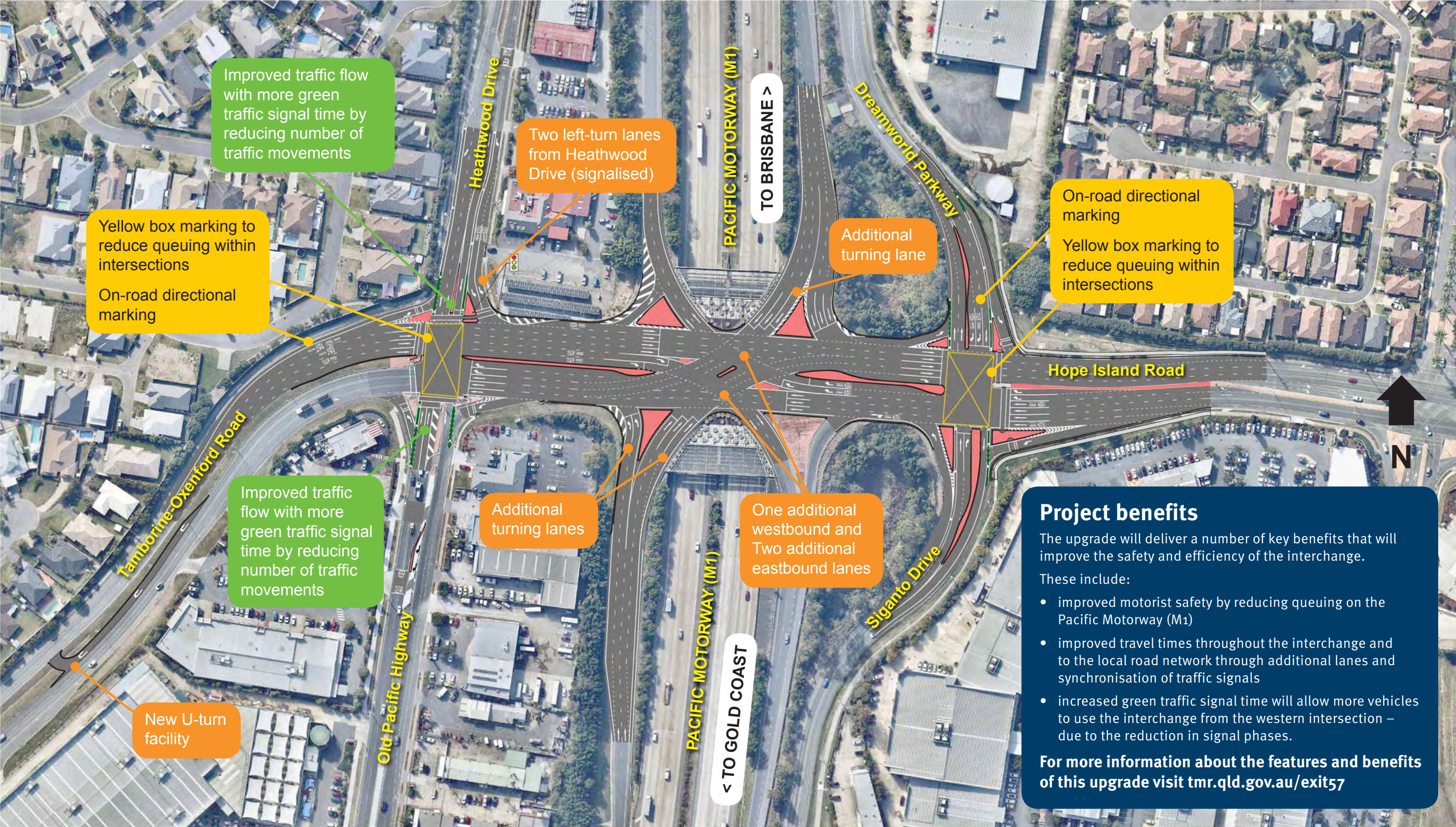
With the design now complete, construction on this key infrastructure project is set to start in the coming weeks.

Key project timeframes

Activity / Milestone	Timing
Options analysis completed	May 2018
Approval of business case	October 2018
Design commenced	November 2018
Community consultation	March to June 2019
Construction to start	September 2019
Estimated project completion (weather & construction permitting)	September 2020

PACIFIC MOTORWAY (M1) Oxenford Interchange (Exit 57) upgrade

The key priorities of the upgrade are to improve motorist safety by reducing queuing on the Pacific Motorway (M1) and improving traffic flow through the interchange.



Project benefits

The upgrade will deliver a number of key benefits that will improve the safety and efficiency of the interchange. These include:

- improved motorist safety by reducing queuing on the Pacific Motorway (M1)
- improved travel times throughout the interchange and to the local road network through additional lanes and synchronisation of traffic signals
- increased green traffic signal time will allow more vehicles to use the interchange from the western intersection – due to the reduction in signal phases.

For more information about the features and benefits of this upgrade visit tmr.qld.gov.au/exit57