Go to our staffed displays
From 16 February to 14 March 2009 Main Roads and Brisbane City Council will be hosting staffed displays at Sunnybank Plaza, QP Plaza, Main Roads, Sunnybank and at Sunnybank City Library, corner Logan and Kessels Road, Upper Mount Gravatt.

These displays will be staffed by our study team who will be able to answer your questions and take your feedback.

Go to our fixed displays
Main Roads will also have fixed displays, where you can view the plans. These displays will be held at local elected representatives’ offices from 4 February to 14 March 2009.

CRG update
Twelve members of the local community were selected and appointed to the MPPL Planning Study Community Reference Group (CRG) in November 2008. A number of applications were received, and with the CRG members selected a cross-section of the community, including residents, business and interest groups.

The first CRG meeting was held in November 2008. The preferred option for the Padstow and Warrigal Roads intersection was presented and discussed at this meeting. A second CRG meeting is planned for February 2009.

The CRG will continue to meet and their feedback and any issues requiring further consideration will be considered when finalising the preferred upgrade plan.

The community comment period closes on Monday 23 March 2009. Don’t miss the chance to provide feedback on the preferred planning option.

Feedback
If you require any further information on the preferred upgrade plan, please call 3391 0584. We are here to help you answer any questions you have and provide you with feedback.

Your feedback on the Padstow Road and Warrigal Road intersection upgrade
Key points provided by the community at the November 2008 public display and the project team’s response.

This planning option delivers long-term traffic handling capacity and improved safety for the intersection while also allowing the upgrade planning option to take place in stages as traffic volumes and growth within the area require.

Go to our fixed displays
Main Roads will also have fixed displays, where you can view the plans. These displays will be held at local elected representatives’ offices from 4 February to 14 March 2009.

CRG update
Twelve members of the local community were selected and appointed to the MPPL Planning Study Community Reference Group (CRG) in November 2008. A number of applications were received, and with the CRG members selected a cross-section of the community, including residents, business and interest groups.

The first CRG meeting was held in November 2008. The preferred option for the Padstow and Warrigal Roads intersection was presented and discussed at this meeting. A second CRG meeting is planned for February 2009.

The CRG will continue to meet and their feedback and any issues requiring further consideration will be considered when finalising the preferred upgrade plan.

The community comment period closes on Monday 23 March 2009. Don’t miss the chance to provide feedback on the preferred planning option.

Contact us for more information about the planning study:
Email: mppl@mainroads.qld.gov.au
Website: www.mainroads.qld.gov.au/search/NMPPL
Phone: 3391 1084

Nearby projects
Gateway Motorway South Planning Study
Dual-scheme planning options to upgrade a 5km stretch of the Gateway Motorway between and including the interchanges with M2 Gracemere Capalaba Road and the Pacific Motorway were released for comment in October 2008. The preferred option will be released to the public in 2009.

Mains Roads/Kessels Road Intersection Upgrading Planning Study
Main Roads is considering the business case for the upgrade of the Mains Roads and Kessels Road intersection at Woodgrange. This business case is expected to be completed by the government for funding consideration.

Checklist
- Has the information been provided in a clear and concise manner?
- Is the text easy to read and understand?
- Are there any errors that need to be corrected?
MPPL upgrade option
The upgrade planning options developed for the intersection of Miles Platting, Padstow and Logan Roads (MPPL) intersection, and the connecting road network (see the reverse side of this newsletter)

Key features
Padstow and Miles Platting Roads
- three through-lanes on Padstow Road travelling northbound through the intersection into Miles Platting Road
- two through-lanes on Miles Platting Road travelling southbound through the intersection into Padstow Road
- signal-controlled double left-turn slip lane from Padstow Road into Logan Road
- signal-controlled double left-turn slip lane from Logan Road into Padstow Road
- single left-turn slip lane busy left at anytime and care from Miles Platting Road into Logan Road southbound
- no right-turn from Miles Plattting Road into Main Road
- signal-controlled single left-turn lane from Logan Road into Padstow Road westbound
- no right-turn from Miles Platting Road to Warrigal Road
- single extended double left-turn slip lane from Logan Road into Padstow Road westbound
- signal-controlled double left-turn slip lane from Logan Road into Miles Platting Road.

Logan Road
- four through-lanes on Logan Road travelling southbound through the intersection
- three through-lanes on Logan Road travelling northbound through the intersection
- signal-controlled single left-turn lane from Logan Road into Padstow Road westbound
- no right-turn from Miles Platting Road into Logan Road
- signal-controlled single left-turn lane from Logan Road into Padstow Road westbound
- single extended double right-turn slip lane from Padstow Road into Logan Road northbound
- single left-turn slip lane busy left at anytime and care from Main Road into Logan Road southbound
- 16 March 2009. Don't miss the chance to provide your say about the future of this busy road network.

Main Roads and Brisbane City Council value the feedback we receive. We are upgrading this left-turn lane to provide greater traffic capacity. The upgrade will also improve access for pedestrians and cycling on Logan Road to Logan Road.

Go to our fixed displays
Main Roads will also have fixed displays, where you can view the plans. These displays will be held at local elected representatives' offices from 21 February to 16 March.

You can also provide feedback on the preferred planning option by post:
Email: mppl@mainsroads.qld.gov.au
Website: mainsroads.qld.gov.au (search MPPL)
Phone: 1800 897 778
Fax: 3391 0194

If you require sign language or interpreter services, please email us and we will arrange this for you.

Contact us to find out more about the planning study:

We are upgrading this left-turn lane to provide greater traffic capacity.

City Council are encouraging the community to get involved and provide their feedback. See the reverse side of this newsletter for more information.

MPPL Planning Study
Miles Platting, Padstow and Logan Roads intersection Planning Study (MPPL)

Your feedback on the MPPL intersection in Stage 1
In Stage 1 of the study the community provided a wide range of comments on the MPPL intersection and adjoining road network.

What do you think about MPPL in Stage 1?
We have included a double, signal-controlled, left-turn slip lane southbound on Logan Road turning into Main Road to better provide for the high demand traffic movement and remove traffic from the through lanes.

We have included traffic lights at this location to improve access safety and efficiency. This will also improve pedestrian safety by providing a signalised crossing at this intersection.

This was considered as one of the key upgrade options, because the cost of this type of upgrade, together with the significant local traffic and landscape impacts contributed to it being discounted (see page 4) for further investigation.

We are upgrading the left-turn lane to provide greater traffic capacity. The left-turn lane currently provided will be lengthened and widened to two lanes.

CRG update
Twelve members of the local community were selected and appointed to the MPPL Planning Study Community Reference Group (CRG) in November 2008. A number of applications were received, and 12 members were selected in consultation with the project team.

The first CRG meeting was held in November 2008. The preferred options for the Padstow and Miles Platting Roads intersection was presented and discussed at this meeting. A second CRG meeting was held in February to discuss the MPPL preferred planning option outlined in this newsletter.

We thank all community members who applied to join the CRG and encourage everyone to continue to get involved throughout the study.

Minutes from CRG meetings can be viewed on the Main Roads website www.mainsroads.qld.gov.au

Nearby projects
Gateway Motorway South Planning Study
Main Roads is currently examining the business case for the upgrade of the Gateway Motorway between and including the interchange with Wacol, Gracemere and the Pacific Motorway west of Wacol. The Preferred option will be released in the public in 2009.

Mains Roads/Kessels Road Intersection Upgrade Planning Study
Main Roads is currently examining the business case for the upgrade of the Mains Roads and Kessels Road intersection at Woodridge. This business case is expected to be completed in consultation with the government for funding consideration.
February 2009

MPPL Planning Study
Miles Plating, Padstow and Logan Roads intersection and Padstow and Warrigal Roads intersection

The planning process has been developed by incorporating feedback received from the community, and considering the results of technical investigations conducted by the project team.

About the project

In early 2008, Main Roads and Brisbane City Council commenced a planning study to investigate ways to improve the operations of the Padstow and Warrigal roads intersection and the surrounding road network in Eight Mile Plains.

The first stage of the project was completed in July 2008 and involved coordination with the community to identify existing issues and upgrade opportunities. Detailed technical investigations were undertaken to determine the preferred option for the intersection upgrade, including traffic modelling, road network analysis, engineering and environmental investigations.

A preferred upgrade planning option was developed for the Padstow and Warrigal Roads intersection and presented to the community for comment in November 2008. Brisbane City Council is progressing the upgrade of this intersection and surrounding road network.

A preferred upgrade planning option for the remainder of the study area has now been developed and Main Roads and Brisbane City Council are encouraging the community to get involved and provide their feedback. See the reverse side of this newsletter for further information.

You can provide feedback in a number of ways:

- Visit the office of your MP
- Visit the Office of Stephen Robertson MP
- Visit the Office of Phil Reeves MP
- Call 07 3403 8888
- Log on to the Brisbane City Council website
- Log on to the Main Roads website
- Attend one of the community consultation sessions

Your feedback on the preferred planning option will assist in determining whether any further investigations are required and will influence the community's views on the preferred option for the future needs of the community.

The community comment period closes on Monday 30 March 2009. Don't miss the chance to provide your feedback on the preferred planning option.

Go to our fixed displays

Main Roads will also have fixed displays, where you can view the plans. These displays will be held at local electoral representatives' offices from 21 February to 14 March 2009.

Contact us to find out more about the planning study:

Email: mppl@mainsroads.qld.gov.au
Website: www.mainsroads.qld.gov.au (search MPPL)
Phone: 1300 879 778
Fax: 3391 0504

If you require sign language or interpreter services, please email us and we will arrange this for you.

Miles Plating, Padstow and Logan Roads intersection Planning Study (MPPL)

Nearby projects

Gateway Motorway South Planning Study

Main Roads commenced the business case for the upgrade of the Mains Roads and Kessels Road intersection at Woolgoolga. This business case is expected to be completed by the federal government for funding consideration.

CRG update

Twelve members of the local community were selected and appointed to the MPPL Planning Study Community Reference Group (CRG) in November 2008. A number of applications were received, and the CRG was selected for its cross-section of the community, including residents, businesses and interest groups.

The first CRG meeting was held in November 2008. The preferred option for the Padstow and Warrigal Roads intersection was presented and discussed at this meeting. A second CRG meeting was held in February 2009 to discuss the MPPL preferred planning option outlined in this newsletter.

We thank all community members who applied to join the CRG and encourage everyone to continue to get involved throughout the study.

The community comment period closes on Monday 30 March 2009. Don't miss the chance to provide feedback on the preferred planning option.

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Miles Plating, Padstow and Logan Roads intersection Planning Study (MPPL)

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We thank all community members who applied to join the CRG and encourage everyone to continue to get involved throughout the study.

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Nearby projects

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Phone: 1300 879 778
Fax: 3391 0504

If you require sign language or interpreter services, please email us and we will arrange this for you.
**Preferred upgrade option released**

**Miles Plating, Padstow and Logan Roads (MPPL) intersection**

Main Roads and Brisbane City Council have released a preferred planning option for the upgrade of the Miles Plating, Padstow and Logan Roads intersection and surrounding road network at Eight Mile Plains.

The planning option has been developed by incorporating feedback received from the community, and considering the results of technical investigations conducted by the project team.

**About the project**

In early 2008, Main Roads and Brisbane City Council commenced a planning study to investigate ways to improve the operation of the Padstow and Warrigal Roads intersection and surrounding road network in Eight Mile Plains.

The first stage of the project was completed in July 2008 and involved consultation with the community to identify existing issues and upgrade opportunities. Detailed technical investigations were conducted to consider a number of possible upgrade options for the intersection.

A preferred upgrade planning option was developed for the Padstow Road and Warrigal Roads intersection and progressed to the community for comment in November 2008. Brisbane City Council is progressing the upgrade of this intersection and the surrounding road network.

A preferred upgrade planning option for the remainder of the study area has now been developed and Main Roads and Brisbane City Council are encouraging the community to get involved and provide their feedback. See the reverse side of this newsletter for more information on the upgrade planning option being considered.

As community feedback has driven the development of this planning option, we have also included a list of areas for exploration and other options that were developed, but later discounted for technical reasons during the planning process. The details of these discounted options can be seen on page 7 of this newsletter.

**Go to our fixed displays**

Main Roads will also have fixed displays, where you can view the plans. These displays will be held at local elected representatives’ offices from 10 February to 16 March 2009.

- **Office of G. Graham Gait**, 111 Lister Street, Springfield
- **Office of G. Richard Adams**, Ground floor, 1072 Logan Road, Upper Wellington
- **Office of Jeff Stace MP**, 2 Koo Road, Woodgrange
- **Office of Stephen Robertson MP**, Unit 5, 70 Flinders Road, Sunnyside
- **Office of Phil Brown MP**, 11 Mt Gravatt Boulevard, Upper Wellington

**Neighbourly groups**

Gateway Motorway South Planning Study

Developing a planning option to upgrade a 5km stretch of the Gateway Motorway between Wacol and teenagers at Mt Gravatt Community Centre. The project option will be released in public in 2009.

**Mains Roads/Kessels Road Intersection Upgrade Planning Study**

Main Roads commenced the business case for the upgrade of the Mains Road and Kessels Road intersection at Wellington. This business case is expected to be submitted to the Federal Government for funding consideration.

**CRG update**

Twelve members of the local community were selected and appointed to the MPPL Planning Study Community Reference Group (CRG) in November 2008. A number of applications were received, with the shortlist selected from a cross-section of the community, including residents, businesses and interest groups.

The first CRG meeting was held in November 2008. The preferred option for the Padstow and Warrigal Roads intersection was presented and discussed at this meeting. A second CRG meeting was held in February to discuss the MPPL preferred planning option outlined in this newsletter.

We thank all community members who applied to join the CRG and encourage everyone to continue to get involved throughout the study.

**Contact us to find out more about the planning study:**

- **Email**: mppl@mainroads.qld.gov.au
- **Website**: www.mainroads.qld.gov.au (search MPPL)
- **Phone**: 1300 877 778
- **Fax**: 3311 0564

If you require sign language or interpreter services, please email us and we will arrange this for you.

**Feedback**

Your feedback on the Padstow Road and Warrigal Road intersection upgrade

Key points provided by the community at the November 2008 public display and the project team’s response.

**What you told us**

- **You asked for traffic lights to be installed at the intersection**
- **You suggested a dedicated left-turn be provided**
- **You suggested constructing an overpass with Pedestrian overpasses are difficult to construct to meet equitable access requirements.**

**Project team response**

- **The need for improved pedestrian access at the intersection is one of the key drivers for moving to a signalised upgrade.**
- **The raised the option of an overpass at this intersection.**
- **The raised the option of a pedestrian overpass crossing Padstow Road.**

**This planning option delivers long-term traffic handling capacity and improved safety for the community while also allowing the upgrade to take place in stages as traffic volumes and growth within the area require.**

**Go to our fixed displays**

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- **Office of Jeff Stace MP**, 2 Koo Road, Woodgrange
- **Office of Stephen Robertson MP**, Unit 5, 70 Flinders Road, Sunnyside
- **Office of Phil Brown MP**, 11 Mt Gravatt Boulevard, Upper Wellington

**The community comment period closes on Monday 6 March 2009. Don’t miss the chance to provide feedback on the preferred planning option.**

**Go to our staffed displays**

Three displays will be staffed by our study team who will be able to answer your questions and take your feedback.

**What you told us**

- **You asked for traffic lights to be provided from Logan Road into Miles Plating Road, to improve safety for traffic travelling through traffic queues.**
- **You asked for traffic lights to be installed at the intersection of Buckingham Place, McKee Drive and Mile Plating Road (entry to Brisbane Technology Park).**
- **You asked for traffic lights to be installed at the intersection of Logan Road and Warrigal Road (in opposite directions).**
- **You asked for left-turn slip lanes (turn left at the intersection).**
- **You asked for traffic lights to be installed at the intersection of Logan Road and Warrigal Road (in opposite directions).**
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Go to our fixed displays

Main Roads will also have fixed displays, where you can view the plans. These displays will be held at local elected representatives’ offices from 11 February to 14 March.

Go to our staffed displays

From 11 February to 14 March, staff from Main Roads and Brisbane City Council will be hosting staffed displays at Sunnybank Plaza, 228 Main Roads, Sunnybank and at Springfield Library, corner Logan and Kessels Road, Upper Mount Gravatt.

Three displays will be staffed by our study team who will be able to answer your questions and take your feedback.

Contact us about more information about the planning study:

Email: mppl@mainsroads.qld.gov.au
Phone: 1800 897 778
Fax: 3391 1064

If you require sign language or interpreter services, please email us and we will arrange this for you.

End of notes.
Discounted options can be seen on page 7 of this newsletter. The study area has now been developed and Main Roads and Brisbane City Council’s technical investigations indicated overwhelming support for removing the existing intersection while also allowing the upgrade to take place in stages as traffic volumes and future needs of the community.

The need for improved pedestrian access at the intersection was one of the key concerns raised during Stage 1 of the study. The community comment period closes on Monday 16 March 2009. Don’t miss the chance to have your say about the future of this busy road network.

Please check the artwork details thoroughly. Australia Post is not responsible for any errors. Changes to this artwork not complying with the Reply Paid Service Guide or www.auspost.com.au/replypaid service requirements may incur additional costs to the sender.

You suggested left-turn slip lanes (turn left at the intersection. What you told us: Project team response

This planning option delivers long-term traffic handling capacity and improved safety for the intersection while also allowing the upgrade to take place in stages as traffic volumes and growth within the area require.

You now have the opportunity to comment on the preferred upgrade planning option for the Padstow and Logan Roads intersection. We have included a double, signal-controlled left-turn slip lane from Logan Road into Miles Platting Road.

We encourage you to have your say on the preferred planning option. Have your say on the preferred upgrade option

The community comment period closes on Monday 16 March 2009. Don’t miss the chance to provide your feedback on the preferred planning option.

We welcome you to tell us what you think of the proposed design of the upgrade and how well this option addresses your concerns and the handling capacity and improved safety for the intersection.

Go to our fixed displays

Main Roads will also have fixed displays, where you can view the plans. These displays will be held at local elected representatives’ offices from 26 February to 16 March 2009.

CRG update

Twelve members of the local community were selected and appointed to the MPPL Planning Study Community Reference Group (CRG). An application process was conducted to ensure that the CRG was representative of the local community.

The CRG meeting was held on 26 November 2008. The preferred option for the Padstow and Miles Platting Roads intersection was presented and discussed at this meeting. A second CRG meeting was held in February to discuss the MPPL preferred planning option outlined in this newsletter.

We thank all community members who applied to join the CRG and encourage anyone to continue to get involved throughout the study.

Contact us to find out more about the planning study:

Email: mppl@mainroads.qld.gov.au
Website: www.mainroads.qld.gov.au (search MPPL)
Phone: 1800 897 778
Fax: 3391 0984

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Go to our staffed displays

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CRG update

Twelve members of the local community were selected and appointed to the MPPL Planning Study Community Reference Group (CRG) in November 2008. A number of applications were received and the CRG selection was based on the diversity of the community, including residents, businesses and interest groups.

The first CRG meeting was held on 26 November 2008. The preferred option for the Padstow and Miles Platting Roads intersection was presented and discussed at this meeting. A second CRG meeting was held in February to discuss the MPPL preferred planning option outlined in this newsletter.

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Fax: 3391 0984

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Other options considered

Grade separation of MPPL intersection

This option involved elevating other Warrigal and Padstow Roads onto Logan Road, in Logan Road over Warrigal and Padstow Roads.

While this option provided greatly improved traffic capacity, it had significant disadvantages including:

- significantly higher construction cost
- greater private property impact
- visual impact on the local landscape from the overpass structures
- impact on residential precincts to the north-east of the intersection as a result of the need for on and off ramps to the overpass structures
- limited possibility of staging construction to achieve short term improvements to intersection operations while awaiting funding for the complete upgrade.

This option was not preferred as:

- it did not effectively address congestion caused by significant traffic demand north-south along Logan Road and east-west along Warrigal and Padstow Roads
- traffic analysis highlighted minimal operational benefit when compared to an "at grade" intersection upgrade
- the high estimated construction costs were not justified by the operational benefit achieved.

Warrigal Road north traffic connection to Logan Road

Connecting Warrigal Road through to Logan Road just prior to the Pacific Motorway was investigated. This involved bringing Warrigal Road into Logan Road at the current intersection of Logan Road and the Pacific Motorway northbound off-ramp.

This option was not considered feasible as traffic investigations identified the connection would:

- reduce the efficiency of the intersection such that the Pacific Motorway southbound off ramp queue length would increase and impact on the operations of the intersection.
- create queue lengths that would have a detrimental effect on adjacent intersections.

Grade separated right-turn

Logan Road into Padstow Road

Providing a single direction connect to enable traffic travelling southbound on Logan Road to turn right onto Padstow Road, without the need to queue at traffic signals was investigated.

Following strong feedback on this turning movement as being a key cause of traffic congestion at the intersection.

This option was not preferred as:

- it did not effectively address congestion caused by significant traffic demand north-south along Logan Road and east-west along Warrigal and Padstow Roads
- traffic analysis highlighted minimal operational benefit when compared to an "at grade" intersection upgrade
- the high estimated construction costs were not justified by the operational benefit achieved.

Give your feedback today

Main Roads and Brisbane City Council value your input and would like your comments about this study. Have your say by completing this feedback form and returning it to the project team at the reply paid address by 16 March 2009 (no postage stamp required).

I am a (please tick a box):

- resident
- business owner/manager
- other

Comments:

Please note: This form is for submission of feedback only. If you have any queries you would like a response to, please phone or email the project team using the contact details provided within this newsletter.

In accordance with Queensland Government’s privacy policies, any information you supply as part of this project will be used only for the purpose of the MPPL Planning Study. It will be available only to Department of Main Roads project team members and consultants undertaking project activities on your behalf. This information will not be disclosed to any third parties without your consent unless otherwise required by law.
Other options considered

Grade separation of MPPL intersection

This option involved elevating either Miles Platting and Padstow Roads over Logan Road, or Logan Road over Miles Platting and Padstow Roads.

While this option provided greatly improved traffic capacity, it had significant disadvantages including:

- significantly higher construction cost
- greater private property impact
- visual impact on the local landscape from the overpass structures
- impact on residential precincts to the north-west of the intersection as a result of the need for on and off ramps to the overpass structures
- limited possibility of staging construction to achieve short term improvements in intersection operation while awaiting funding for the complete upgrade.

Grade separated right-turn

Logan Road into Padstow Road

Providing a single direct connection to enable traffic travelling southbound on Logan Road to turn right onto Padstow Road, without the need to queue at traffic signals was investigated, following strong feedback on this turning movement as being a key cause of traffic congestion at the intersection.

This option was not preferred as:

- it did not effectively address congestion caused by significant traffic demand north-south along Logan Road and east-west along Miles Platting and Padstow Roads
- traffic analysis highlighted minimal operational benefit when compared to an "at grade" intersection upgrade
- the high estimated construction costs were not justified by the operational benefits achievable.

Warrigal Road north traffic connection to Logan Road

Connecting Warrigal Road through to Logan Road just prior to the Pacific Motorway was investigated. This involved bringing Warrigal Road into Logan Road at the current intersection of Warrigal Road and the Pacific Motorway northbound off-ramp.

This option was not considered feasible as traffic investigations identified the connection would:

- reduce the efficiency of the intersection such that the Pacific Motorway southbound off-ramp queue lengths would increase and impact on the operation of the motorway
- create queue lengths that would have a detrimental effect on adjacent intersections.

Give your feedback today

Main Roads and Brisbane City Council value your input and would like your comments about this study. Have your say by completing this feedback form and returning it to the project team at the reply paid address by 16 March 2009 (no postage stamp required).

I am a (please tick a box):

- Resident
- Business Owner/Manager
- Other

Comments:


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Other options considered

Grade separation of MPPL intersection

This option involved elevating either Miles Platting and Padstow Roads over Logan Road, or Logan Road over Miles Platting and Padstow Roads.

While this option provided greatly improved traffic capacity, it had significant disadvantages including:
- significantly higher construction cost
- greater private property impact
- visual impact on the local landscape from the overpass structures
- impact on residential precincts to the north-east of the intersection as a result of the need for on and off ramps to the overpass structures
- limited possibility of staging construction to achieve short term improvements to intersection operation while awaiting funding for the complete upgrade.

Grade separated right-turn
Logan Road into Padstow Road

Providing a single direction connection to enable traffic travelling southbound on Logan Road to turn right onto Padstow Road, without the need to queue at traffic signals was investigated. Following strong feedback on this turning movement as being a major cause of traffic congestion at the intersections.

This option was not preferred as:
- it did not effectively address congestion caused by significant traffic demand north south along Logan Road and east-west along Miles Platting and Padstow Roads
- traffic analysis highlighted minimal operational benefit when compared to an “at grade” intersection upgrade
- the high estimated construction costs were not justified by the operational benefit achieved.

Warrigal Road north traffic connection to Logan Road

Connecting Warrigal Road through to Logan Road just prior to the Pacific Motorway was investigated. This involved bringing Warrigal Road into Logan Road at the current intersection of Warrigal Road and the Pacific Motorway northbound off-ramp.

The option was not considered feasible as traffic investigations identified the connection would:
- reduce the efficiency of the intersection such that the Pacific Motorway southbound off ramp queue length would increase and impact on the operation of the motorway
- create queue lengths that had a detrimental effect on adjacent intersections.

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Other options considered

Grade separation of MPPL intersection

This option involved elevating other Miles Platting and Padstow Roads over Logan Road, or Logan Road over Miles Platting and Padstow Roads.

While this option provided greatly improved traffic capacity, it had significant disadvantages including:

- significantly higher construction cost
- greater private property impact
- visual impact on the local landscape from the overpass structures
- impact on residential precincts to the north-east of the intersection as a result of the need for on and off ramps to the overpass structures
- limited possibility of staging construction to achieve short term improvements to intersection operation while awaiting funding for the complete upgrade.

Grade separated right-turn Logan Road into Padstow Road

Providing a single direction connection to enable traffic travelling southbound on Logan Road to turn right onto Padstow Road, without the need to queue at traffic signals was investigated, following strong feedback on this turning movement as being a major cause of traffic congestion at the intersection.

This option was not preferred as:

- it did not effectively address congestion caused by significant traffic demand north-south along Logan Road and east-west along Miles Platting and Padstow Roads
- traffic analysis highlighted minimal operational benefit when compared to an "at grade" intersection upgrade
- the high estimated construction costs were not justified by the operational benefit achieved.

Warrigal Road north traffic connection to Logan Road

Connecting Warrigal Road through to Logan Road just prior to the Pacific Motorway was investigated. This involved bringing Warrigal Road into Logan Road at the current intersection of Logan Road and the Pacific Motorway northbound off-ramp.

This option was not considered feasible as traffic investigations identified the connection would:

- significantly increase the traffic at Logan Road
- reduce the efficiency of the intersection such that the Pacific Motorway southbound off-ramp queue length would increase and impact on the operation of the interchange
- create queue lengths that would have a detrimental effect on adjacent intersections.

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I am a (please tick a box):
- Resident
- Business Owner/Manager
- Other

Comments:

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Brisbane City Council is funding detailed design and construction of this upgrade.

Other options considered

Grade separation of MPPL intersection

This option involved elevating either Miles Platting and Padstow Roads over Logan Road, or Logan Road over Miles Platting and Padstow Roads. While this option provided greatly improved traffic capacity, it had significant disadvantages including:

- Significantly higher construction cost
- Greater private property impact
- Visual impact on the local landscape from the overpass structures
- Impact on residential precincts to the north-east of the intersection as a result of the need for on and off ramps to the overpass structures
- Limited possibility of staging construction to achieve short term improvements to intersection operation while awaiting funding for the complete upgrade.

Warrigal Road north traffic connection to Logan Road

This option was not preferred as:

- It did not effectively address congestion caused by significant traffic demand north-south along Logan Road and east-west along Miles Platting and Padstow Roads
- Traffic analysis highlighted minimal operational benefit when compared to an "at grade" intersection upgrade
- The high estimated construction costs were not justified by the operational benefit achieved.

Warrigal Road into Padstow Road

This option was not considered feasible as traffic investigations identified the connection would:

- Reduce the efficiency of the intersection such that the Pacific Motorway saturation off-peak queue length would increase and impact on the operation of the intersection
- Create long queue lengths that have a detrimental effect on adjacent intersections.

Grade separated right-turn Logan Road into Padstow Road

This option was not preferred as:

- It did not effectively address congestion caused by significant traffic demand north-south on Logan Road and east-west along Miles Platting and Padstow Roads
- Traffic analysis highlighted minimal operational benefit when compared to an "at grade" intersection upgrade
- The high estimated construction costs were not justified by the operational benefit achieved.

Logan Road access closed to Logan Road

This option involved elevating either Miles Platting and Padstow Roads over Logan Road, or Logan Road over Miles Platting and Padstow Roads. Providing a single direction connection to enable traffic travelling southbound on Logan Road to turn right onto Padstow Road, without the need to queue at traffic signals was investigated, following strong feedback on this turning movement as being a primary cause of traffic congestion at the intersection.

Feedback

Give your feedback today

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I am a (please tick a box):

- Resident
- Business Owner/Manager
- Other

Comments:

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Other options considered

**Grade separation of MPPL intersection**

This option involved elevating Mile Platting and Padstow Roads over Logan Road, or Logan Road over Mile Platting and Padstow Roads.

While this option provided greatly improved traffic capacity, it had significant disadvantages including:
- significantly higher construction cost
- greater private property impact
- visual impact on the local landscape from the overpass structures
- impact on residential precincts to the north-west of the intersection as a result of the need for on and off ramps to the overpass structures
- limited possibility of staging construction to achieve short term improvements to intersection operation while awaiting funding for the complete upgrade.

**Grade separated right-turn Logan Road into Padstow Road**

Providing a single direction connector to enable traffic to travel southbound on Logan Road to turn right onto Padstow Road, without the need to queue at traffic signals was investigated. Following strong feedback on this turning movement as being a major cause of traffic congestion at the intersection.

This option was not preferred as:
- it did not effectively address congestion caused by significant traffic demand northsouth along Logan Road and east-west along Mile Platting and Padstow Roads
- traffic analysis highlighted minimal operational benefit when compared to an "at grade" intersection upgrade
- the high estimated construction costs were not justified by the operational benefit achieved.

**Warrigal Road north traffic connection to Logan Road**

Connecting Warrigal Road through to Logan Road just prior to the Pacific Motorway was investigated. This involved bringing Warrigal Road into Logan Road at the current intersection of Logan Road and the Pacific Motorway northbound off-ramp.

This option was not considered feasible as traffic investigations identified the connection would:
- reduce the efficiency of the intersection such that the Pacific Motorway southbound off-ramp queue length would increase and impact on the operation of the intersection
- create gantry lengths that would have a detrimental effect on adjacent intersections.

While this option provided greatly improved traffic capacity, it had significant disadvantages including:
- significantly higher construction cost
- greater private property impact
- visual impact on the local landscape from the overpass structures
- impact on residential precincts to the north-west of the intersection as a result of the need for on and off ramps to the overpass structures
- limited possibility of staging construction to achieve short term improvements to intersection operation while awaiting funding for the complete upgrade.

This option was not considered feasible as traffic investigations identified the connection would:
- reduce the efficiency of the intersection such that the Pacific Motorway southbound off-ramp queue length would increase and impact on the operation of the intersection
- create gantry lengths that would have a detrimental effect on adjacent intersections.

**Give your feedback today**

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I am a: [ ] Resident [ ] Business Owner/Manager [ ] Other

Comments:

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In accordance with Queensland Government’s privacy guidelines, any information you supply as part of this project will be used only for the purposes of the Warrigal Road project and consultants undertaking project activities on our behalf. This information will not be disclosed to any third parties without your consent unless otherwise required by law.