

March 2024

Pacific Motorway (M1) – Pimpama (Exit 49) upgrade.

Frequently Asked Questions (FAQs)

What is the Pimpama Interchange (Exit 49) upgrade project?

The Pimpama Interchange (Exit 49) upgrade project will improve traffic flow through the interchange by including a new bridge across the M1 with additional lanes, the upgrade of roundabouts to traffic signals, new signalised intersections, and the realignment of the on-ramps and off-ramps to the interchange. The upgrade will also deliver significant improvements in safety by reducing queuing on the M1 and keeping traffic moving through the improved interchange.

Why is the Pimpama Interchange being upgraded?

Ongoing, rapid industrial and residential development in the northern Gold Coast area, including Pimpama, is adding pressure to already busy M1 interchanges. The Exit 49 interchange is currently experiencing delays and safety concerns due to increased traffic congestion from continuing development in the area, close to and adjacent to the M1.

What does the upgrade involve?

The upgrade will improve safety, reduce queuing and congestion by:

- adding a new bridge across the M1 with additional lanes
- replacing the existing roundabouts with traffic signals
- installing new signalised intersections
- realigning the on-ramps and off-ramps away from the main interchange intersections
- creating new bike lanes and pathways to provide safer travel choices for cyclists and pedestrians.

When will construction start and finish?

Construction commenced in 2022 and is expected to be completed in late 2024.

What are the benefits of the upgrade?

Once constructed, the upgraded interchange will:

- provide safety benefits to M1 motorists, cyclists, pedestrians, and the surrounding local road network
- increase capacity of traffic by constructing a new bridge across the M1 with additional lanes
- increase efficiency by improving traffic flow, reducing queuing and conflict points
- improve reliability of access conditions for freight movements
- estimated to support an average of 179 direct jobs over the life of the project.

How is the project funded?

\$110.463m is jointly funded by the Australian and Queensland governments on a 50:50 basis, with a developer contribution bringing the total project value to \$110.768m as published in QTRIP 2023–24 to 2026–2027.

Will there be impacts to how I travel in the area during construction?

During the project's construction phase, there may be temporary changes like altered speed limits, detours, and modifications to public transport routes. All changes will be communicated to stakeholders. Access to local facilities and homes will be upheld wherever possible. People are encouraged to sign up for traffic alerts and updates by contacting the project team.



Who will construct the project?

Seymour Whyte Constructions has been awarded the construction contract.

What are the environmental and noise impacts of this project? How are these being managed?

The management of environmental and noise impacts is a key commitment of the Transport and Main Roads (TMR), with assessments conducted throughout the design process to understand and mitigate these factors.

Key actions include:

- conducting noise surveys to gauge current and potential future noise levels
- performing ecological tests to ascertain the existing environmental baseline
- carrying out traffic surveys to ensure the design accommodates up-to-date road usage patterns
- reviewing utilities within the project area to minimise relocations
- performing geotechnical tests, including inspections of high-strength rock, for informed bridge design.

TMR will work with residents, businesses, and stakeholders, listening to their concerns about project impacts and applying best practices for mitigation wherever possible.

What noise treatments are planned as part of this project?

The project has plans to reduce traffic noise by erecting noise barriers on parts of Rifle Range Road and the M1, inclusive of on and off-ramps. In the execution of these works, the Transport and Main Roads (TMR) will actively consult with residents, businesses, and stakeholders affected. The placement of these noise barriers is guided by regulations stipulated in the Transport Noise Management Code of Practice, which the project is legally bound to adhere to when deciding on noise reduction strategies.

What active transport improvements and connections are included in this project?

The Pimpama Interchange upgrade project takes active transportation into account, focusing on enhancements for both pedestrians and cyclists.

Included in this plan are:

- the development of new bike lanes and pathways. This not only facilitates safer travel for cyclists but also benefits pedestrians
- strengthening the links between the east and west sides of the M1. This involves constructing dedicated bike lanes and pedestrian paths on the bridge, improving overall connectivity.

What access improvements will be made for individuals with disabilities?

Features of the upgrade is taking several measures to improve access for individuals with disabilities and improve overall pedestrian safety. These provisions include:

- audio tactile devices at signalised intersections
- installation of kerb ramps at all key crossing locations
- mid-block pedestrian refuges on local roads near connecting interchanges.

Individuals with disabilities or specific mobility needs should contact TMR to discuss their active transport connectivity requirements while the upgrade is underway.

Contact us

To register for free email and/or SMS updates:

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