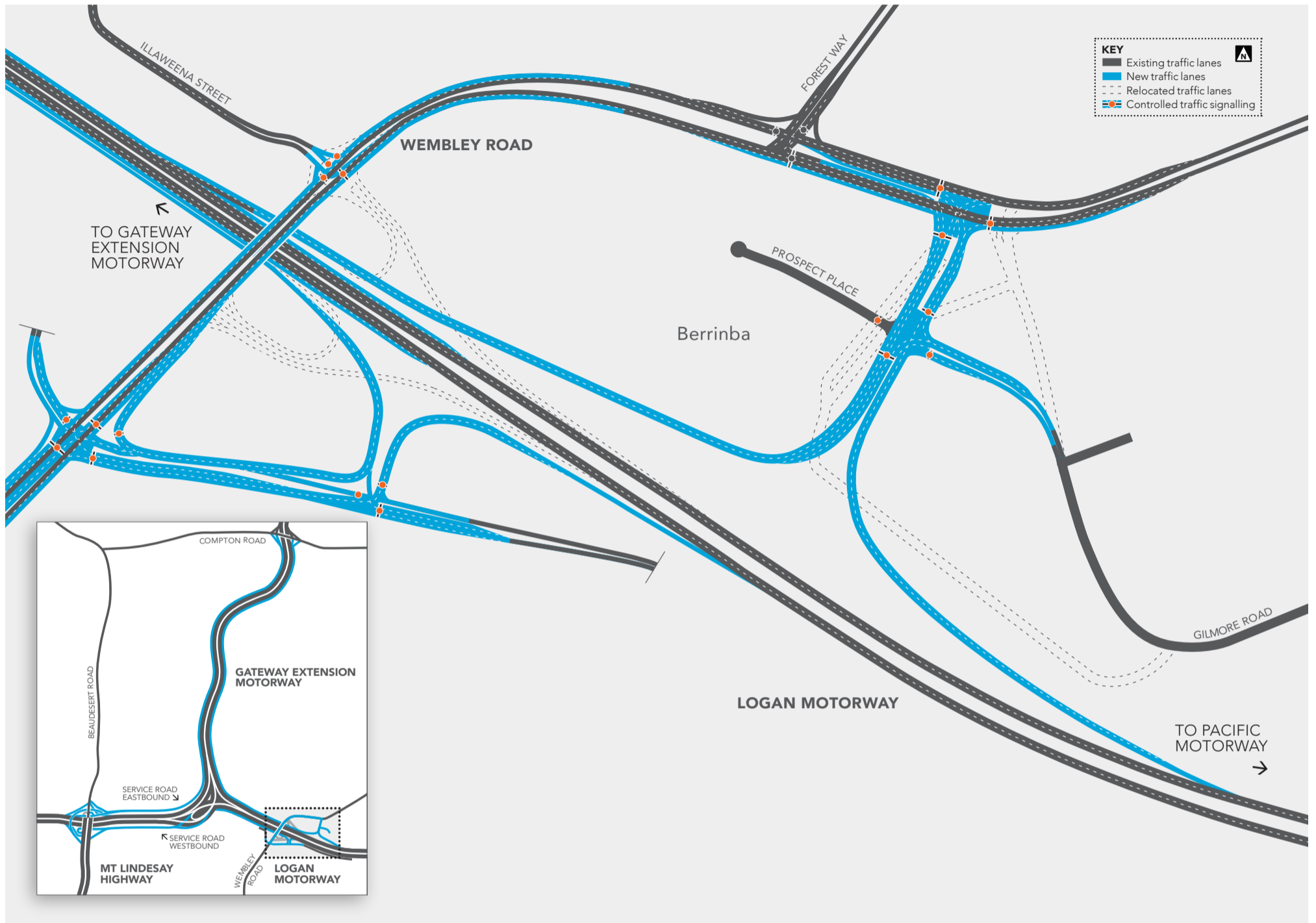


WEMBLEY ROAD INTERCHANGE UPGRADE



Upgrades to Wembley Road Interchange are one of five main upgrade components in the Logan Enhancement Project.

The current interchange

The current interchange is at capacity. There is regular congestion, causing traffic to queue back onto the Logan Motorway and Wembley Road, in both directions.

The existing interchange has a two lane roundabout at Illaweena Street, which all traffic use no matter the direction of travel. The existing roundabout becomes congested with a mix of traffic trying to exit and enter the Logan Motorway, or travel through to Wembley Road.

This includes a large volume of freight vehicles, which worsens congestion as trucks often need to use both lanes on the roundabout to negotiate the turn.

Two lanes along Wembley Road from Greenfern Drive to Pagewood Street, including the bridge across the Logan Motorway, restricts through traffic along Wembley Road.

Restricted turning lanes to and from the Logan Motorway westbound on and off-ramps restrict traffic movements both to and from these ramps and along Wembley Road.

The solution

The final concept design for this interchange will improve safety and reliability, reduce travel times and the amount of traffic on local streets, enhance connectivity to key residential and business areas, and cater for future growth.

Community and stakeholder feedback has directly shaped the final concept design for this interchange:

- ↑ widening Wembley Road to four lanes between Greenfern Drive and Pagewood Street, including replacing the two lane bridge over the Logan Motorway with a new four lane bridge (doubling capacity)
- ↑ removing the Illaweena Street roundabout and replacing it with a signalised T-intersection
- ↑ relocating the Logan Motorway westbound on and off-ramps and upgrading Anderson Street to include a signalised intersection at Wembley Road with additional and extended turning bays
- ↑ adding additional stormwater culverts under Wembley Road and raising Wembley Road to reduce flooding impacts.

What will the average travel time savings be?

Refer overleaf for the predicted average travel time savings across four different travel routes in and around the Wembley Road interchange.

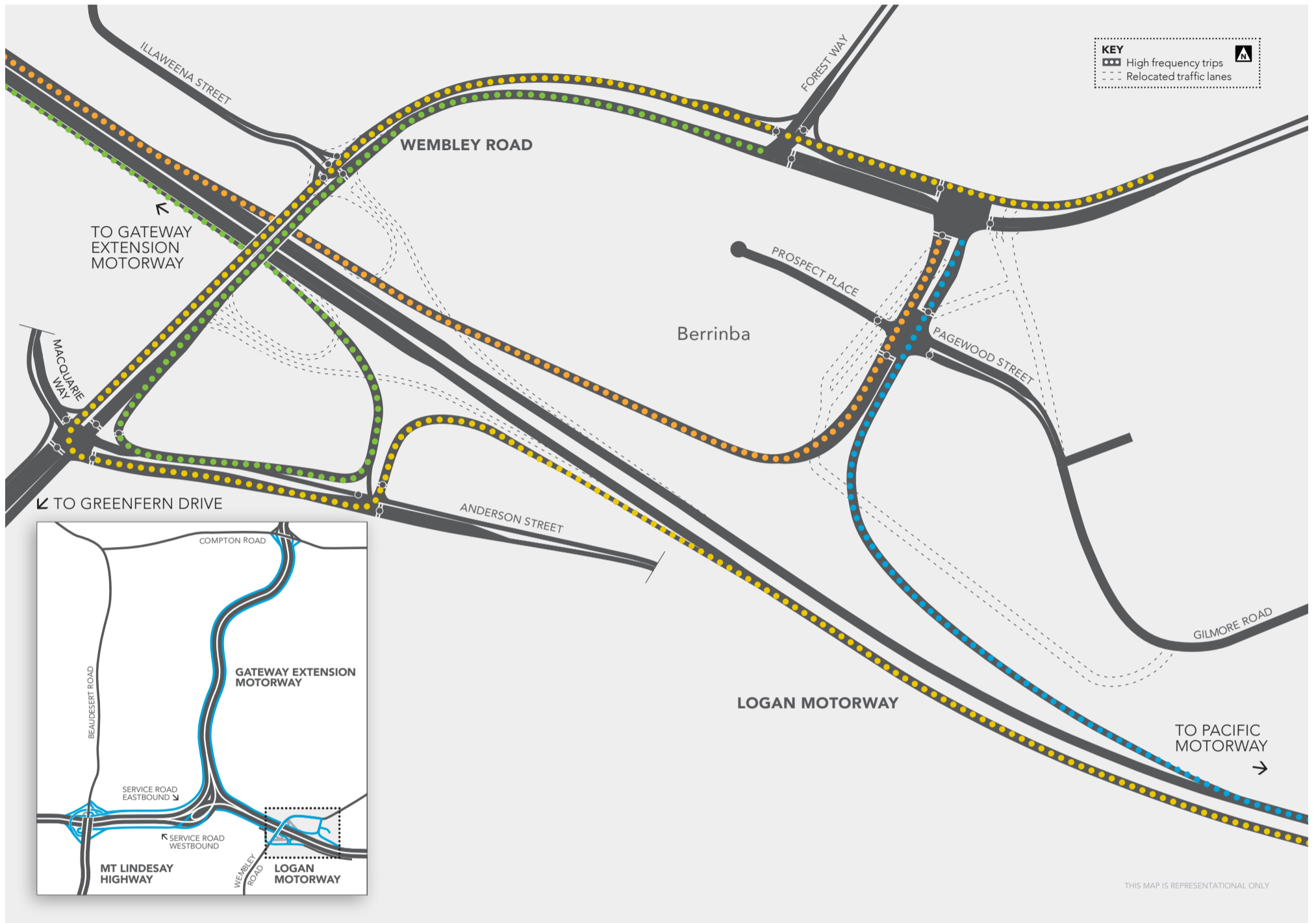
Quick Facts

Traffic numbers:

- ↑ 11,000 vehicles per day currently use both the eastbound and westbound ramps.
- ↑ Two thirds of traffic on the Wembley Road ramps is from Logan Motorway west and the remaining from Logan Motorway east.
- ↑ 17,000 vehicles per day currently use Wembley Road east of Illaweena Street and 28,000 vehicles per day use Wembley Road between Logan Motorway and Browns Plains Road.

** Vehicles per day figures are based on weekday counts

WEMBLEY ROAD INTERCHANGE UPGRADE



How will my route change?

I'm travelling ...

●●●
From the Gateway Extension or the Logan Motorway (eastbound) to Wembley Road

- ↑ Improving capacity by widening the Logan Motorway from two to four lanes between the Gateway Extension Motorway and Wembley Road, and widening the off-ramp from one lane to two lanes.
- ↑ Adding new and upgrading signalised intersections with Wembley Road to improve travel time reliability when entering and exiting the motorway both now and in the future.
- ↑ Existing Illaweena Street roundabout removed and replaced with a new signalised intersection.
- ↑ Widening Wembley Road to four lanes between Greenfern Drive and Pagewood Street, including a new four lane bridge over the Logan Motorway.

Average travel time saving
 60% reduction in travel time in AM peak period.
 An improvement on the 35% reduction included in the initial concept design.

I'm travelling ...

●●●
From Wembley Road to the Logan Motorway (eastbound)

- ↑ Relocating the existing on-ramp from the Illaweena Street roundabout to a new signalised and upgraded intersection at Wembley Road and Pagewood Street.
- ↑ Increasing the on-ramp length to allow heavy vehicles more time to accelerate when merging onto the Logan Motorway.
- ↑ Adding an additional lane to the on-ramp to allow light vehicles to pass slower moving heavy vehicles.

Average travel time saving
 90% reduction in travel time in PM peak period.
 An improvement in the 85% reduction in the initial concept design.

I'm travelling ...

●●●
From Wembley Road to Logan Motorway westbound

- ↑ Widening Wembley Road to four lanes between Greenfern Drive and Pagewood Street, including a new four lane bridge over the Logan Motorway.
- ↑ Relocating and lengthening the Logan Motorway on and off-ramps to Wembley Road (westbound).
- ↑ Upgrading Anderson Street with additional lanes and signalised intersections.
- ↑ Widening the Logan Motorway from two to four lanes between Wembley Road and the Gateway Extension Motorway.

Average travel time saving
 80% reduction in travel time PM peak.

I'm travelling ...

●●●
From Logan Motorway (westbound) to Wembley Road

- ↑ Relocating the existing off-ramp to Wembley Road to meet with a new signalised intersection.
- ↑ Adding a new signalised intersection in Anderson Street to accommodate traffic entering and exiting the motorway.
- ↑ Upgrading the signalised intersection at Wembley Road, Macquarie Way and Anderson Street to provide additional through and turning lanes.

Average travel time saving
 70% reduction in travel time in AM peak period.