M5 West Widening

Message from the Project Director

Work on the M5 West Widening project is progressing well, and is on track for completion at the end of this year. We have had a strong start to 2014 with significant progress made along the 22 kilometre length of the project. In the first quarter of the year we had successful diversions of the motorway during night asphalt work between the Hume Highway and Camden Valley Way. This important work improves the surface of the road, drainage, and safety for motorists.

We would like to remind motorists that even if there is no visible construction work, traffic will remain at 80 km/h and sign posted speed limits will be enforced at all times.

Richard Petaccia
Project Director, Lend Lease
M5 West Widening

Construction update

Work on the addition of a third lane in each direction of the M5 South West Motorway is currently on schedule. Good progress is being made on the new Motorway Control Centre at Hammondville, with 8 of 22 electronic variable message signs (VMS) piles installed and work starting for the installation of the closed circuit television cameras (CCTV). This technology will provide enhanced communication between commuters and the motorway operators, and help improve incident detection times.

To date we have placed more than 80,000 tonnes of asphalt pavement and more than 13 kilometres of concrete median barrier. There will be 23 new and upgraded sediment basins along the length of the motorway to help maintain water quality. Work is continuing on 18 of these 23 basins. Drainage work has started on the eastbound side of the motorway at Salt Pan Creek, and will be performed from a purpose built traveller (see photo and more information on the back page about the traveller).
Removal of the old tolling infrastructure

The M5 West Widening project reached a significant milestone with removal of the old tolling infrastructure and associated signage at the Hammondville Toll Plaza.

This marks the end of an era, with the old toll canopies and structures on the M5 South West Motorway at the Hammondville Toll Plaza having been in place since 1991.

The work was carried out at night to minimise the impact on motorists, and was completed without any full closures of the motorway. The removal of the old tolling infrastructure at The River Road, Henry Lawson Drive and Fairford Road entry and exit ramps has also been completed.

A timelapse video of the removal of the gantry can be viewed at [www.m5westwidening.com.au](http://www.m5westwidening.com.au)

For further information on tolling products including e-TAGs and visitor passes, contact E-way at [www.tollpay.com.au](http://www.tollpay.com.au) or 1300 55 833 or [www.sydneymotorways.com](http://www.sydneymotorways.com)

Noise wall installation

Work is continuing on the new and improved noise walls along the M5 South West Motorway at various locations between King Georges Road and Camden Valley Way. Around six kilometres of new noise walls will be built and around 12 kilometres of noise walls will be heightened to help reduce noise for local residents.

Progress on the construction of foundations for noise walls has now passed the 50 per cent mark and new noise wall panels can be seen along some sections of the motorway. The approved colour of the noise wall panels is “Fairoaks” dark green, as pictured to the right.

FOUR MONTH LOOK AHEAD

- Building sediment basins
- Fibre optic and electrical work
- Establishing new work areas in the road shoulders of the motorway
- Building and heightening noise walls
- Service relocation
- Storm water drainage installation
- Asphalt and pavement work
- Line marking
- Re-aligning traffic lanes and placing temporary and permanent traffic barriers
- Installation of CCTV cameras and electronic variable message sign (VMS)
Closed circuit television cameras

As part of the M5 West Widening project, 49 new CCTV cameras will be installed along the motorway and local roads. These cameras will be used to help the Motorway Control Centre and emergency services with the management of real time traffic conditions on the motorway and surrounding local roads.

The CCTV cameras are installed to monitor overall traffic conditions and not individual vehicles. Information recorded is not available for public viewing, and is managed under the Roads and Maritime Services Code of Practice ensuring compliance with the purposes and objectives of the Code.

Where required, the project team will notify residents about the installation of cameras. The Transport Management Centre does not record vehicle registration plates for traffic management or any other purpose. Number plate information is regarded as private information under the Privacy and Personal Information Act 1998.

Permanent electronic variable message signs (VMS)

Sixteen new permanent VMS will be installed along the surrounding local road network near the motorway. These signs provide an electronically generated message giving motorists information about traffic conditions.

The VMS can be changed remotely and when used in conjunction with the CCTV cameras, can provide accurate information to detour traffic as required around special events, congestion or incidents.

There will also be six new VMS installed on the motorway.

Traffic switches

As the project progresses, work in the central median is significantly decreasing. Motorists will start to notice traffic has been switched in some areas as they drive in the newly asphalted median. New work areas are being established in the shoulders of the motorway.

Keeping you informed

The M5 West Widening team is committed to keeping you informed and we understand you need relevant and up-to-date information about ongoing work. The community relations team is here to respond to inquiries and provide information. Current work notifications and events are always posted on the project website: www.m5westwidening.com.au and the team can always be contacted by:

1800 986 933 (toll free)  PO Box 21 Moorebank NSW 1875  info@m5westwidening.com.au
Salt Pan Creek Bridge traveller

A major component of the work for the M5 West Widening project is the upgrade of existing infrastructure along the project corridor. This is particularly evident across Salt Pan Creek where new pipe work needs to be installed beneath the bridge to redirect the rainwater runoff through the upgraded stormwater outlets for the motorway. This presented a problem for the project as the area beneath the bridge consists of an endangered ecological community and a number of coastal mangroves. In addition, the area is highly trafficked by the community on a boardwalk through the area.

In order to minimise the impacts during construction, it was determined the best course of action would be to avoid having workers and machinery operating on the ground. As a solution, a moveable gantry known as 'The Traveller' was designed and built for the project. This temporary structure allows the work to be carried out from the bridge deck, with all access and deliveries taking place on the shoulder of the motorway. Pipes for the drainage work can then be hoisted into position using the traveller and installed by hand.

Overall, this system allows the project to minimise the impact to the environment and the community. It also allows the project to avoid impacting the watercourses and fauna which are present in the area.

Merge lane extended at Camden Valley Way

The eastbound merge lane on to the M5 Southwest Motorway from Camden Valley Way, Prestons, has been extended by about 330 metres. This extension has been implemented to help with merging traffic particularly of heavy vehicles which aims to reduce traffic congestion at this location.