Message from the Project Director

The M5 West Widening project has now entered its final six months and work is progressing well towards the scheduled completion in December 2014.

Work in the median is nearing completion with all of the new concrete median barrier now installed. Traffic switches have occurred and motorists are increasingly driving in the newly paved area to allow work to be completed in the shoulders of the motorway.

Additional work is taking place next to the motorway with the first of the project’s 22 permanent electronic variable message signs (VMS) being installed on Henry Lawson Drive, Milperra. These signs will be installed along the motorway and the surrounding road network giving motorists accurate information about traffic conditions including incidents and special events.

We would like to thank motorists, residents and business owners for their ongoing patience during this important work.

Richard Petaccia
Project Director, Lend Lease
M5 West Widening

Third lane now open

NSW Premier Mike Baird and Roads Minister Duncan Gay, visited the project in July to announce the opening of the first stage of the project.

A new third lane has now been opened in the eastbound carriageway between Prestons and Liverpool, with the opening of the third westbound lane due to follow shortly after. The third eastbound lane starts at the Camden Valley Way eastbound entry ramp and continues to the Georges River Bridge. The third westbound lane will start at the Georges River Bridge, Liverpool and will continue westbound to the Beech Road exit.

The speed limit in this new three lane section of the motorway will remain at 80km/h until after the completion of work within the motorway corridor.
First permanent electronic variable message sign (VMS) installed

The first of sixteen new electronic VMS has been installed on the approach to the motorway on Henry Lawson Drive, Milperra.

These signs will provide electronically generated messages giving motorists information about traffic conditions including congestion, incidents or special events.

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

Protecting the environment

Sediment basins are being installed along the M5 South West Motorway to capture sediment, silt and petrochemicals washed off the motorway in heavy rain. This is to prevent it from entering local waterways. Stormwater from the motorway drains into the basin where it is temporarily held, allowing suspended solids to settle to the bottom of the basin before the water is discharged into the stormwater system. It also traps floating hydrocarbons from fuel that has been washed off the motorway, helping to protect the quality of local waterways.

The first of 23 new and upgraded sediment basins on the M5 West Widening project was recently completed near Centenary Drive, Moorebank.

FOUR MONTH LOOK AHEAD

- Constructing sediment basins
- Completion of noise wall posts and panels
- Completion of dense grade asphalt and start of open grade asphalt
- Commissioning of Motorway Control Centre (MCC) building and associated motorway control services
- Progressive removal of temporary barriers from motorway
- Progressive landscaping
- Line marking
- VMS installation
- Closed Circuit Television (CCTV) camera installation
- Service installation and relocation work.
Change to work nights

Minimising the impact on motorists and the local community is a high priority for the M5 West Widening project team. The project team carries out continual reviews of the impact of night construction activities on traffic and the community.

Night time traffic is significantly heavier on a Friday night than any other night throughout the week. There is a reduced volume of traffic on a Sunday night, which also improves safe working conditions for our workers and allows more work to be carried out, increasing production and further progressing the M5 West Widening project.

As a result, M5 West Widening construction has transitioned from Friday night work to Sunday night work.

There will be no change to day time work hours.

Previous night work hours:
• Monday to Thursday: 9pm – 5am
• Friday: 9.30pm – 6am Saturday.

New night work hours:
• Monday to Thursday: 9pm – 5am
• Sunday: 9pm – 5am Monday.

Establishment of safe traffic control and work not requiring lane closures may occur outside of the above hours.

Temporary ramp closures

Service installation and asphalt work is being carried out on all entry and exit ramps between King Georges Road, Beverly Hills and Camden Valley Way, Prestons. To ensure the safety of motorists and our workers, these ramps occasionally need to be temporarily closed.

During any temporary ramp closures, electronic variable message signs both on the motorway and the surrounding road network will display closure information for motorists.

Temporary ramp closures are carried out at night to minimise impact to motorists.

Motorists are urged to plan their journeys, allow extra travel time, drive carefully and follow the signage. For the latest information visit livetraffic.com or call 132 701.

October long weekend

The M5 West Widening project will temporarily shut down over the October long weekend. Our last day of construction will be Friday 3 October 2014 and we will return to work on Tuesday 7 October 2014.

All posted speed limits will continue to apply during this time.

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 enquiries 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
Median barriers

As part of the M5 West Widening project, 20 kilometres of concrete median barrier has been installed in the middle of the road, between the eastbound and westbound carriageways. This type of barrier is designed to redirect, slow or stop an out of control vehicle from causing a more severe crash. The shape of the barrier is designed to lessen the energy of crash impacts.

The construction method used to install the concrete barrier is called slip forming, where concrete is poured into a continuously moving form using a slip forming machine. This technique allows a continuous barrier structure with a reduced amount of joins.

Using the slip forming method eliminates the need for the barrier to be hand-built, reducing the length of time taken to complete the work.