

M1 Pacific Motorway widening between the Tuggerah to Doyalson interchanges

1. What is the M1 Pacific Motorway?

The former F3 Freeway has been renamed the M1 Pacific Motorway as part of the new alphanumeric system that has been introduced across the NSW state road network, which tells motorists whether they are travelling on a motorway (M), route of national significance (A) or state significance (B). This brings the NSW state road network in line with Victoria and Queensland who are already using the alphanumeric system.

2. Why is the M1 Motorway being upgraded?

The M1 Pacific Motorway is being upgraded between the Tuggerah and Doyalson interchanges to improve safety and traffic flow for all road users.

The 12 kilometre section between Wyong Road at Tuggerah and Doyalson Link Road is currently two lanes in each direction and has the highest volume of traffic of the remaining four lane sections between Sydney and the end of the motorway at Beresfield.

The proposed upgrade involves widening the motorway to provide three lanes in each direction and rebuilding the roadway to provide a smoother and more durable surface.

The proposed upgrade would cater for the expected increase in traffic forecast as a result of predicted growth in the Central Coast, Lower Hunter Region and North Coast along with greater freight demand.

3. How many vehicles travel along this section of the motorway each day?

Around 65,000 vehicles (in combined directions) travel along this section of the motorway between Wyong Road at Tuggerah and the Doyalson Link Road every day. This section of motorway is used by through traffic and traffic from north of Wyong accessing other parts of the Central Coast.

4. What will the proposed upgrade involve?

The proposed upgrade involves:

- Widening a 12 kilometre section of the motorway to provide three lanes in each direction between Wyong Road at Tuggerah and Doyalson Link Road
- Rebuilding a nine kilometre section of the motorway between Wyong River and the Doyalson interchange to improve the road surface
- Improving road surface drainage for greater wet weather safety
- Providing capacity and safety improvements to key motorway interchanges at Warnervale and Doyalson

5. What benefits would the proposed upgrade deliver?

Key benefits of the proposed upgrade include:

- Increased traffic capacity along the motorway for more reliable travel times
- Improved vehicle ride quality through providing a smoother, more durable road surface
- Improved road surface drainage along the motorway for greater wet weather safety
- Improved safety for motorists at the entry and exit points to the interchanges
- Reduced maintenance costs in the future

6. What investigations has Roads and Maritime carried out for this upgrade?

Roads and Maritime has carried out investigations to prepare the design, including:

- Traffic modelling (including intersection simulation) of the existing and predicted future traffic volumes
- Ground condition and pavement investigations
- Environmental investigations, including noise monitoring, flora and fauna studies and urban and landscape design reviews
- Commuter car parking survey
- Construction staging and construction methodology assessments
- Road and bridge investigations and design.

7. What is the cost of the proposed upgrade?

The NSW Government is providing \$3

million in 2013-14 to progress planning for the proposed upgrade. Detailed design and a cost estimate for construction is yet to be prepared.

8. When will construction start and how long would it take?

The project is currently in the planning stage and the timing of construction has not yet been confirmed.

Roads and Maritime are seeking to complete the concept design and environmental assessment by mid 2014.

Following this and subject to further funding, the project would then proceed to detailed design.

Preliminary planning indicates that the upgrade works would take around three years to construct.

9. What are the construction impacts?

There are a range of potential impacts that could affect traffic and adjacent residents during construction. These include:

- Delays and disruptions to traffic flow due to lane and carriageway closures with traffic switches required at times.
- Changed traffic conditions including reduced speed limits. Roads and Maritime would aim to provide a speed limit of no less than 80km/h during normal peak travel periods to ensure worker and motorist safety while minimising traffic disruption.
- Night work would be required and may cause noise and lighting impacts for nearby residents.
- Existing access to the service centres may be temporarily affected or relocated while sections of the motorway are rebuilt and alternative access arrangements would be made. Roads and Maritime will work with the owners and operators of the service centres to minimise impacts during construction.
- The proposal includes work along

Sparks Road at the connection to the motorway (Warnervale interchange). This would lead to disruptions to the informal parking areas on Sparks Road. Commuters would be notified of any possible impacts in advance of construction starting.

10. Will pedestrian and cycleway access be restricted during construction?

Cyclists would be unable to access the motorway between the Tuggerah and Doyalson interchanges during construction. Roads and Maritime will work with stakeholders to identify alternative cycling routes. Signage and communications would be used during construction to notify cyclists of alternative routes.

There may be temporary impacts for pedestrians crossing the motorway using the Sparks Road bridge and in the vicinity of the adjacent informal parking areas. Roads and Maritime would seek to minimise disruption and, where possible, seek to provide alternative access options.

11. Will the proposed work impact local residents and businesses?

Roads and Maritime is working with local residents and businesses as part of the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

There may be noise impacts for local residents and businesses during construction. Advance notices of work would be provided to nearby properties and suitable temporary traffic management arrangements, noise management controls and appropriate road safety signage would be in place.

12. Will access to the service centres be available during construction?

Due to the need to rebuild sections of the motorway, it will be necessary to provide modified access arrangements to the service centres during construction. Roads and Maritime would endeavour to minimise

disruptions to access to the service centres.

13. Will there be changed traffic conditions during construction?

There will be changed traffic conditions during construction work, to ensure the safety of workers, motorists and other road users.

This may include reduced speed limits, lane and carriageway closures, changed access to the service centres and alternative routes for cyclists and pedestrians.

All efforts would be made to minimise inconvenience and motorists and the community would be notified of changed traffic conditions in advance of work being carried out.

14. Why is night work required?

Due to high traffic volumes along the motorway during the day, some night work would be required to minimise disruptions to motorists and ensure the safety of workers.

A combination of day and night works has the potential to reduce the overall duration of construction work.

Roads and Maritime would ensure that appropriate noise and vibration controls are applied and that advance notification is provided to motorists, nearby properties and the community.

15. How noise impacts be minimised?

Roads and Maritime would undertake measures to minimise work related noise and vibration impacts.

This would include:

- Conducting the most noisy construction activities during the day
- Placing restrictions on the type and duration of work carried out at night
- Ensuring noise management measures and controls are put in place for night work
- Programming work to minimise night activities

Work would be carried out in accordance with the Roads and Maritime Environmental Noise Management Manual (December 2001) and the NSW Office of Environment and Heritage Interim Construction Noise Guideline (July 2009).

These documents outline guidelines, assessment criteria and procedures for construction and maintenance work outside normal (daytime) working hours, including:

- Programming work so that noise and vibration at night will not affect any single dwelling or group of dwellings, flats, units and other places of residence on more than two consecutive nights, or on more than a total of six nights over a period of one calendar month.
- When night work is programmed in stages to comply with this requirement, the periods of work should be separated by not less than one week.
- Very noisy activities where reasonably practicable would be programmed for normal working hours. If the work cannot be undertaken during the day, it will be planned to be completed before 11 pm.
- Where possible, work would be scheduled to avoid major student examination periods and times when students are studying for examinations, such as shortly before and during the Higher School Certificate and at the end of higher education semesters.

16. What noise mitigation measures will be included in the proposal?

Roads and Maritime has carried out background noise surveys along the corridor. This information will be used to develop a noise model for the corridor, which will enable Roads and Maritime to assess the potential noise impacts of the proposal.

Roads and Maritime will use this information to identify properties that would be noise

affected by the proposed upgrade and identify if mitigation measures are required.

17. How will the proposed upgrade be delivered?

The proposed upgrade involves widening the motorway into the median to provide an additional lane on each carriageway. Construction would require carriageway closures but two travel lanes in each direction would be maintained during peak periods.

During widening of the southern three kilometre section between the Tuggerah interchange and Deep Creek, traffic would be moved to the road shoulder and a construction zone established in the median. Both carriageways would remain open.

Construction of the remaining nine kilometres between Deep Creek and the Doyalson interchange would require closure of one carriageway at a time in order to rebuild the road surface. Two lanes in each direction would be maintained with traffic separated by a safety barrier. This section of work could be carried out in at least two stages to minimise disruption to motorists, while ensuring safe and efficient construction.

An indicative four step process for carrying out the rebuilding and widening of the nine kilometre section is shown in the October 2013 Community Update.

18. Does the proposed upgrade include additional ramps at the Doyalson Link Road?

The proposed upgrade of the Pacific Motorway between the Tuggerah and Doyalson interchanges has been developed to cater for current and forecast future traffic growth.

Traffic volumes are heaviest between Wyong Road and Sparks Road. Traffic modelling indicates there may be benefit in providing north-facing ramps onto and off the motorway from and to the Doyalson Link Road in the future. The design will be developed in such a way to ensure that

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these ramps can be readily accommodated in the future if required.

19. Will the slip lanes (entry lanes) from the service centres be upgraded as part of the proposal?

Roads and Maritime will upgrade the access to the M1 Pacific Motorway from the service centres for efficient merging of vehicles into the traffic stream.

20. Will the proposal include a new interchange at Alison Road?

The proposal does not and will not include connections to Alison Road. Alison Road is currently a local road managed by Wyong Council that services schools, houses and community facilities.

Traffic modelling shows that the Wyong Road and Sparks Road interchanges adequately service a number of locations along and adjacent to the motorway, including the Tuggerah, Wyong and Warnervale communities.

21. Where will construction workers and equipment be based during construction?

A number of sites adjacent to the project area (known as *ancillary sites*) would be required. These sites include construction laydown (storage) yards, site offices and water quality basins. These sites are necessary to support the construction work and mitigate impacts to the environment or neighbouring properties.

The majority of ancillary sites will be located within the existing boundary, on land owned by Roads and Maritime or adjacent sites that Roads and Maritime would lease for the construction period.

Preliminary discussions with businesses and landowners adjacent the highway have commenced in relation to possible use of areas as ancillary sites. The local community would be advised of proposed sites after they are selected.

22. Will any property acquisitions be required for the proposed upgrade?

No property acquisitions will be required as part of the upgrade as work will occur within the existing motorway corridor. There will be some properties leased to house the ancillary facilities as noted in question 21.

23. How will the community be notified of project progress and when construction works will start?

The project web page will be regularly updated at www.rms.nsw.gov.au/roadprojects

Construction updates, advance notices of work and changes to traffic conditions will be provided by a range of communication activities including letters, media activities and road signage.

24. How can I provide comment on the design?

Comment on the proposed design is invited until **13 December 2013**.

Comments can be provided by:

Phone: 02 4379 7001 during business hours

Email: Central.Coast.Office@rms.nsw.gov.au

Mail: Simon Cusack Project Manager
Roads and Maritime Services
Central Coast Office
PO BOX 766, Woy Woy 2256

25. How will my comments be used?

Comments will be considered by Roads and Maritime in finalising the concept design and preparing the review of environmental factors. The updated design will be displayed when the review of environmental factors is completed.