

M4-M5 Link Tunnels

Construction update | May 2020

The NSW Government is spending a record \$51.2 billion on road and public transport projects over the next four years to deliver an integrated transport solution for greater Sydney.

WestConnex is part of the Government's vision for supporting Sydney's growing populations. It will provide safer, faster and more reliable travel, and make it easier for businesses and communities to connect.

The M4-M5 Link Tunnels is part of the third stage of WestConnex. It will link the New M4 Motorway at Haberfield to the New M5 Motorway at St Peters, allowing the full benefits of WestConnex to be realised.

Project news

With just over a third of tunnel heading excavation now complete, the M4-M5 Link Tunnels project has entered peak excavation with all 28 roadheaders now operational. In-tunnel civil work such as installation of drainage channels and placement of the lower concrete layer called 'no fines' has also recently started from all three sites while final preparations are under way for the Mechanical and Electrical (M&E) team to start their in-tunnel work over the coming months. The important surface grouting work on either side of Hawthorne Canal in Haberfield started in March and will continue over the coming months.

In late March, the project responded to the rapidly evolving COVID-19 situation in order to ensure the safety of our workers, their families and the communities in which we work. Therefore, until further notice from the NSW Government on restrictions for essential gatherings, our Community Information Centre remains closed with communications prioritised via direct mail, notification flyers, email and phone.

Procedures have been implemented to ensure workers adhere to applicable social distancing and hygiene guidelines which include specific measures such as daily temperature checks, limiting the number of people in rooms, regular cleaning of equipment and common areas, online inductions and staggering lunch breaks.



Inside the tunnels at Pyrmont Bridge Road tunnelling site



Trenching machine in the tunnel at Haberfield

Construction update

Tunnel excavation is currently at peak production with 28 roadheaders working around the clock to remove around 10,000 tonnes of spoil every day. Over 33% of the total excavation is now complete. You can follow the progress of the tunnel excavation at www.westconnex.com.au/tunnelling.

Construction of the new road surface within the tunnel has now started across all three tunnelling sites. The road surface, called pavement, is built in several layers. Work has started on the first layer of the pavement and will continue until mid-2022. The final road surface will be consistent with the road surface in the New M4 Tunnels. Work is also underway on the new ventilation facility at St Peters. Over the coming months a tower crane, and second smaller crane, will be installed within the Campbell Road Civil and Tunnel Site at St Peters. The cranes will be used to build the new ventilation facility and water treatment plant.

Temporary facilities such as site sheds and pick-up/drop off areas for small shuttle buses will be installed at the Parramatta Road West Site (Ashfield) as work on the mechanical and electrical fit out of the tunnel increases over the coming months. Surface grouting work to improve the ground conditions prior to tunnelling below Hawthorne Canal is ongoing and is on track for completion in September 2020.

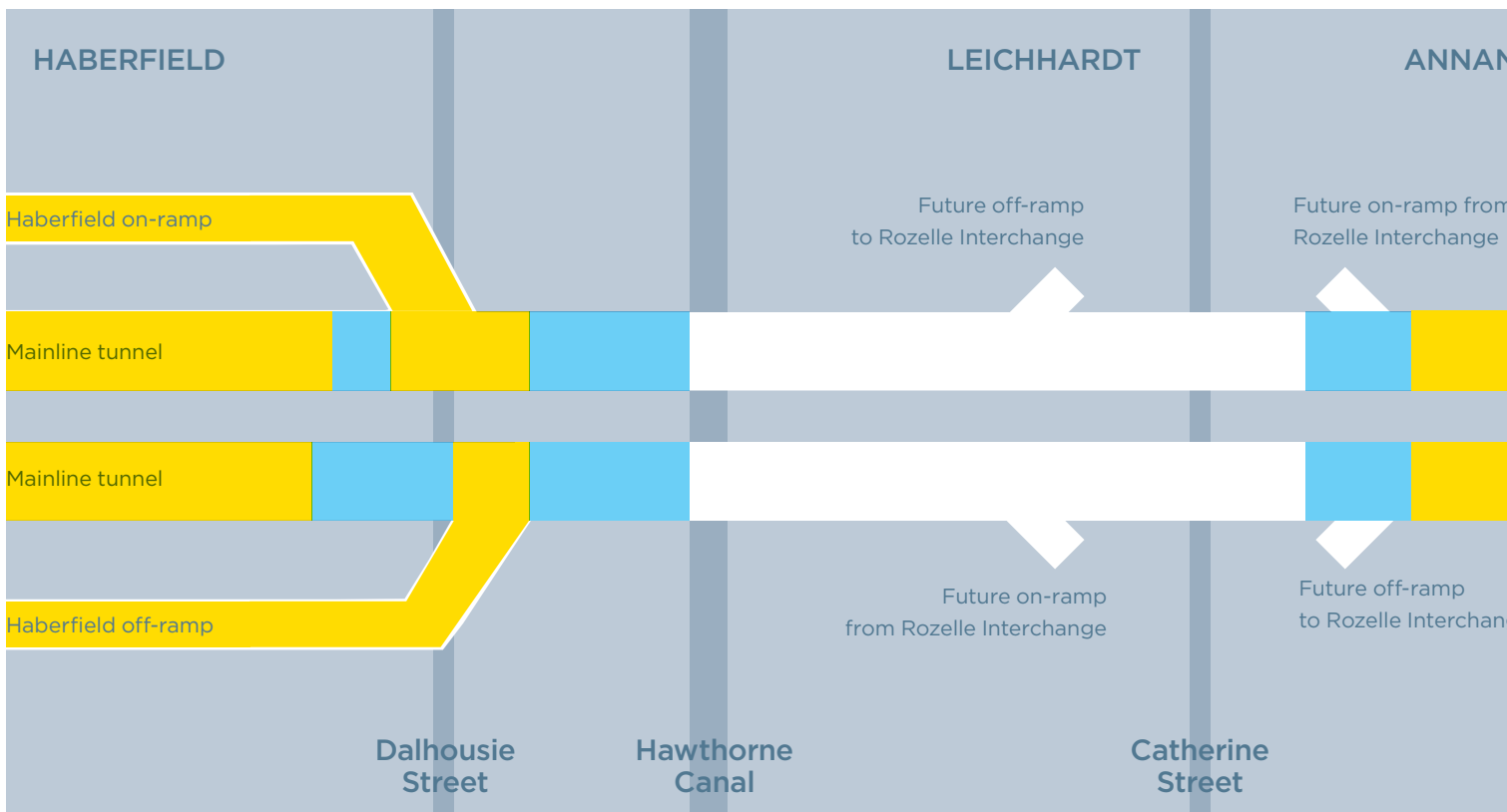
Construction impacts

The Project mitigates impacts in a number of ways, including but not limited to:

- Observing respite periods during extended periods of high noise impact work
- Using non-tonal reverse beepers and instructing workers to keep general noise to a minimum
- Mitigating dust impacts by using water carts, sprinklers and hoses to dampen work areas and stockpiles
- Working within acoustic sheds wherever possible
- Engaging with impacted residents and businesses ahead of work taking place
- Conducting regular inspections to assess the adequacy of mitigation measures and implementing further measures if required.



Rock bolts ready for use



For more detailed progress of construction, please view the monthly progress notifications on the WestConnex website.

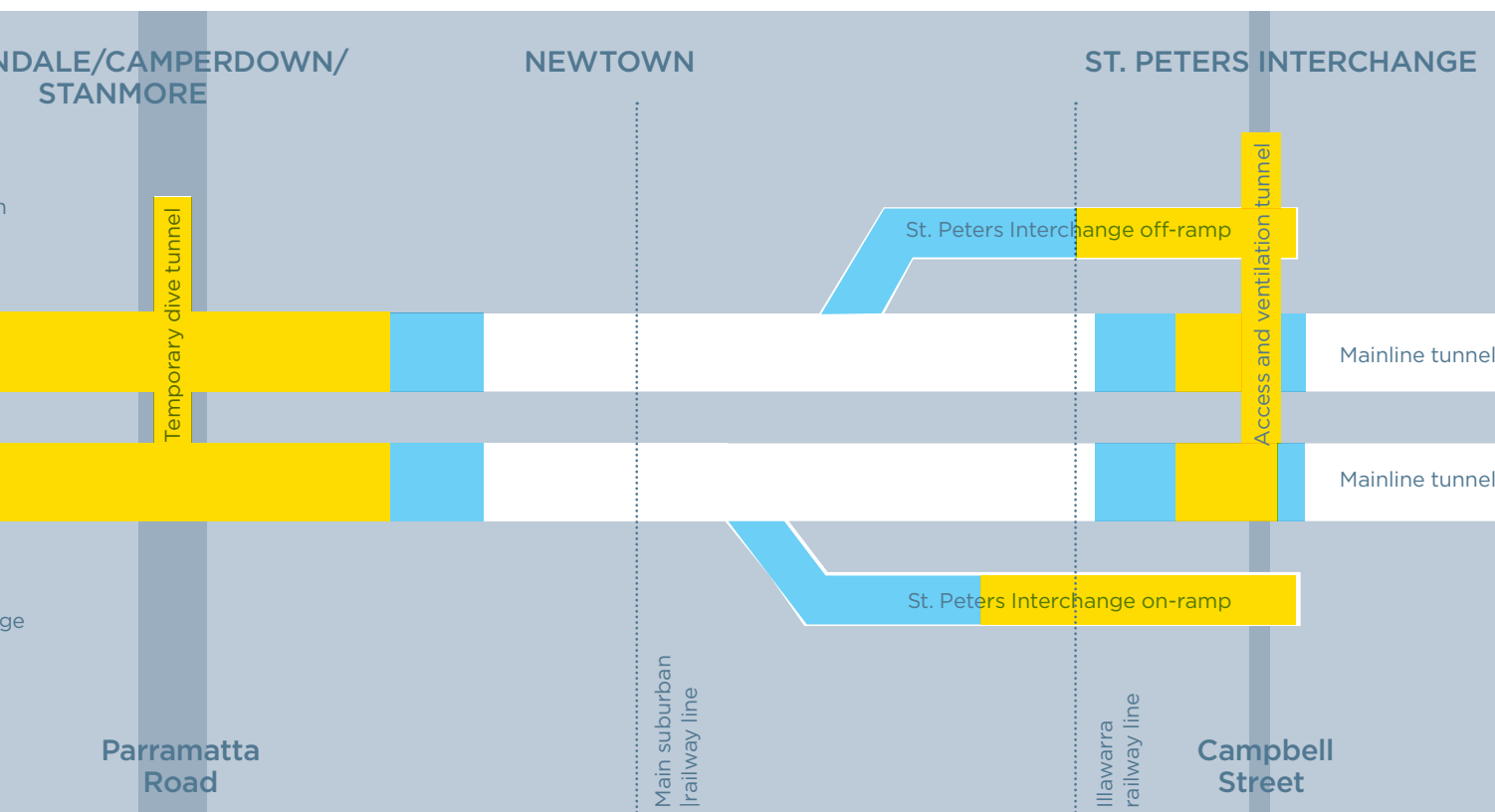
Night works – 3 month look ahead

While tunnelling activities take place 24 hours per day, seven days a week, other work activities are generally carried out during standard construction hours. Some activities however, must be carried out at night for the safety of workers, motorists and pedestrians. Please see below for a high-level overview of night time construction work that may occur over the next three months. If you have an enquiry, complaint or would like to provide feedback about this work, please call the M4-M5 Link Tunnels team on the details provided below.

Activity	Location	Likely impact	Timing
Oversize equipment deliveries	All sites	Low Noise	Regularly in accordance with EPL
Environmental management and emergency works	All sites	Subject to the location and nature of the work	Only if required due to environmental or safety risk
Concrete pours	Campbell Road Civil and Tunnel Site	Medium	8 nights in May, June, July and August, weather and site conditions permitting
Crane operation	Campbell Road Civil and Tunnel Site	Low	Regularly in accordance with EPL
Spoil load out	Campbell Road Civil and Tunnel Site	Low	Regularly in accordance with EPL
Service investigation	St Peters and Haberfield	Medium	8 nights in July/August, weather and site conditions permitting

KEY

- Approximate heading excavation complete as of May 2020
- Expected progress of heading excavation as of August 2020



For more information, visit www.westconnex.com.au/M4-M5LinkTunnels

What is Surface Grouting?

From mid-March, the M4-M5 Link Tunnels project started surface grouting work at Hawthorne Canal in Haberfield. Surface grouting is being undertaken to strengthen the ground and mitigate the movement of ground water and ground settlement in the area before tunnel excavation reaches the canal.

Approximately 150 holes are being constructed in a grid-like pattern up to a depth of around 40m each. A cementitious mix called grout is pumped into each hole. Injecting grout into the ground in this area will fill existing underground cracks and fissures which mitigates risks associated with flow of natural ground water. Please see a sample diagram showing how this process works below.

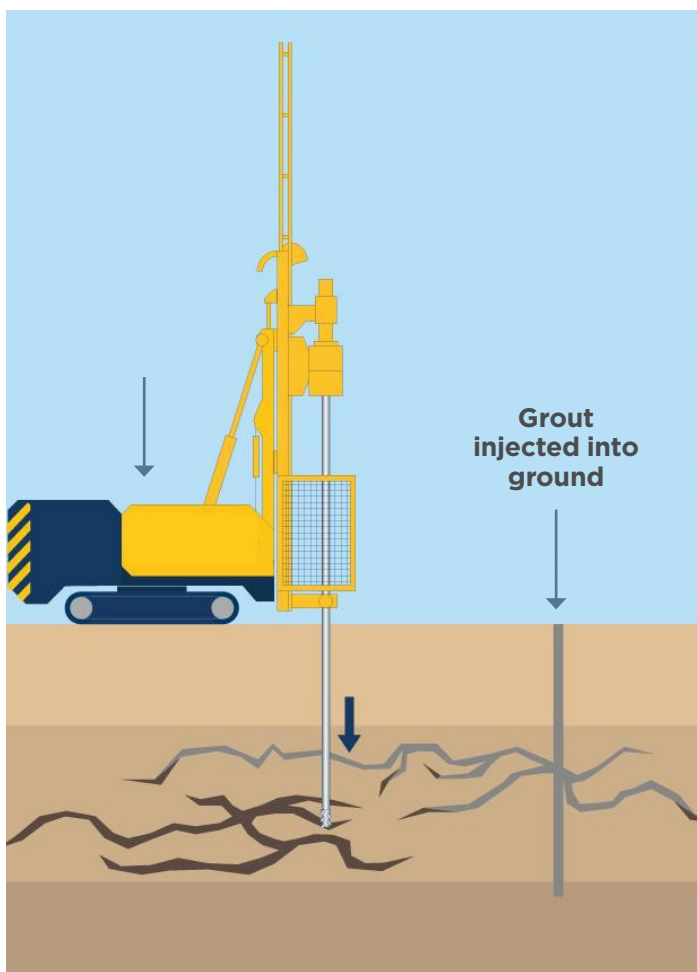


Diagram of drilling and grouting

WestConnex Community Grant Program update

The latest round of the WestConnex Community Grant Program which supports local initiatives within the WestConnex corridor is due to be announced in the coming weeks. The program, which provides grants up to \$10,000, has been embraced by local communities with a number of local not-for-profit groups such as schools, sporting clubs and social enterprises with a strong community focus submitting their applications. Thank you to all the local community groups who submitted a grant application in this round.

For more information about the WestConnex Community Grant Program, please visit www.westconnex.com.au/grants.



Work on the Campbell Road ventilation facility



Pouring of no fines concrete pavement

For more information

You can contact the WestConnex info line on **1800 660 248**, email info@m4-5linktunnels.com.au or visit westconnex.com.au/M4-M5LinkTunnels for more information.



We speak your language

To learn more, visit westconnex.com.au. Need an interpreter? Call the Translating and Interpreting Service on **131 450**.

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