



M1 Pacific Motorway upgrade between the Kariong and Somersby interchanges

The Australian and NSW governments are jointly funding a \$400 million M1 Pacific Motorway Productivity Package, which includes upgrading the motorway between the Kariong and Somersby interchanges to improve traffic flow and safety.

A concept design and review of environmental factors have been prepared to identify potential impacts of the proposal and mitigation activities.

Stakeholders and the community are invited to comment on the review of environmental factors by **27 February 2015**. Roads and Maritime will consider feedback to finalise the concept design and review of environmental factors.

Background

The M1 Pacific Motorway is a critical link in the National Land Transport Network and is part of the Sydney to Brisbane corridor, which is one of the busiest transport corridors in Australia.

The eight kilometre section of the M1 between the Kariong and Somersby interchanges is currently two lanes in each direction. It is used by through traffic, including long-distance freight, as well as traffic accessing the Central Coast.

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

Roads and Maritime is also planning an upgrade of the M1 Pacific Motorway between the Tuggerah and Doyalson interchanges, and at the northern end of the motorway at the Weakleys Drive and John Renshaw Drive intersection. Further details about these projects are available at rms.nsw.gov.au.

Benefits

Key benefits of the proposal include:

- Increased traffic capacity along the motorway
- More reliable travel times now and into the future
- A smoother road surface for motorists
- Improved traffic capacity and safety for motorists using the Kariong interchange ramps
- Reduced maintenance costs in the future.



SCALE
500 m



Upgrade and extend the northbound exit ramp to two lanes

Upgrading the intersection of northbound entry ramp and Wisemans Ferry Road

Extension of northbound entry ramp

Three lanes in each direction

Upgrade and extend the southbound entry ramp to two lanes

Two lanes to remain in a 1.5km section of southbound carriageway. The traffic modelling and predicted traffic counts for this section of motorway show that the existing two lane arrangement meets capacity requirements now and into the future

Upgrade of Gindurra Road bridge northbound and southbound

KEY

- Lane markings
- Proposed upgrade area
- Section excluded from proposed upgrade area
- Work boundary

The proposal

The proposed upgrade includes:

- Widening the eight kilometre section of the motorway between the Kariong and Somersby interchanges to provide three lanes in each direction. The widening excludes the 1.5 kilometre section of motorway on the southbound carriageway between the Kariong interchange southbound exit and entry ramps. The traffic modelling and predicted traffic volumes for this section of motorway show that the existing two lane arrangement meets capacity requirements now and into the future.
- Repairing sections of the motorway to provide a smoother surface for motorists

- Improving road drainage and surface for greater wet weather safety
- Installing safety barriers where required along the motorway.

The proposal also includes upgrading three of the four ramps at the Kariong interchange to increase traffic capacity and safety for merging traffic, including:

- Upgrading and extending the southbound entry ramp lanes (to Sydney) to two lanes
- Upgrading and extending the northbound exit ramp lanes (to Gosford) to two lanes
- Extending the northbound entry ramp (to Newcastle) and upgrading the northbound entry ramp intersection with Wisemans Ferry Road.

Review of environmental factors

Roads and Maritime has carried out a review of environmental factors to assess the potential environmental and social impacts of the proposal and identify activities to reduce these impacts.

The review of environmental factors was carried out in consultation with a range of key stakeholders including technical specialists and considered feedback received from the community.

The investigations found that the proposal would not significantly affect the environment or the community with the application of a range of mitigation and management measures.

Key considerations for assessment

The following key areas of potential impact have been identified in the environmental investigations. The review of environmental factors describes these impacts and activities to reduce them.

Visual impact

Visual changes to the motorway would be minimised by maintaining or replanting removed vegetation where possible and using infrastructure that is consistent with that already used on the motorway. The visual impacts during construction and following project completion include:

- Changes to the existing motorway, including vegetation and landscape of the median where width permits
- New infrastructure including bridges and motorway ramps
- Temporary infrastructure during construction such as site compounds, plant and equipment facilities and material stockpiles.

Operational traffic noise

Operational traffic noise modelling was carried out to compare the current traffic background noise with future predicted noise levels. The results show that operational noise would increase gradually over the 10 year environmental assessment period due to predicted traffic growth.

Potential management measures outlined for consideration include road design, traffic management, quieter road surfaces, architectural treatment to houses and noise barriers. Properties that would be potentially affected by traffic noise have been identified and specific individual noise treatments for properties would be discussed with relevant property owners.

Construction noise

The proposal includes extended construction hours between 6am and 8pm on Monday to Friday and 7am to 5pm on Saturday. Some construction activities would generate substantial noise including earthworks, saw cutting and piling activities. Management measures would include limiting noise related work to standard construction hours and minimising noise generated by machinery wherever feasible.

Night work

Some night work would be required as part of the proposal to minimise traffic disruptions and ensure the safety of workers. Night work would be carried out for emergency, safety, environmental or other related purposes and would be limited to activities of minimal noise impact where feasible.

Biodiversity

Some vegetation would need to be cleared to accommodate the upgrade. The environmental assessment has identified that by widening the motorway into the median there are not likely to be any significant impacts on flora and fauna.

Waste management

The proposal would generate volumes of concrete, steel and other material wastes associated with the removal of some of the existing road pavement. Wherever practical, these materials would be reused or recycled. If waste materials are unable to be reused or recycled they would be removed from the site.

Proposed construction

The proposed upgrade would involve a range of construction activities that would be disruptive for motorists, nearby residents and a range of stakeholders.

Roads and Maritime will work with stakeholders during the planning process to understand and consider any issues of concern.

The proposed upgrade would involve widening the motorway into the median to provide the additional lane in each direction, which would help minimise impact on the surrounding environment.

Construction impacts may include:

- Changes to the travel lane arrangements but two lanes in each direction would be maintained during peak periods. Lane closures outside peak travel periods may cause delays and disruptions to traffic flow
- Reduced speed limits through the work zone may also cause delays and disruptions to traffic flow

Night work would be required at times and may cause noise and lighting impacts for nearby residents.

Involving the community and stakeholders

Roads and Maritime is working with the community and stakeholders during the planning process to identify issues and minimise potential impacts of the proposed upgrade and construction activities.

The strategic design for the upgrade was displayed for comment in May 2014. The feedback received has been considered in preparing the concept design and review of environmental factors.

Stakeholders and the community are invited to comment on the review of environmental factors by **27 February 2015**.

Roads and Maritime will consider the feedback received when finalising the review of environmental factors and concept design.

Next steps

Upcoming planning activities include:

- Community and stakeholder discussions
- Consultation with nearby residents
- Detailed design.

Subject to planning approval, the project is funded for construction by 2019.

Please send us your feedback by:

Phoning: Theodoros Stephanou, Project Development Manager on (02) 4379 7015 (during business hours)

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

Writing to: Theodoros Stephanou, Project Development Manager
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PO Box 766
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Comments are invited by **27 February 2015**.

Information is also available on the website at rms.nsw.gov.au

Project development process



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