



INFORMATION PACK

M80 Upgrade

Sydney Road to Edgars Road

An aerial photograph of a large, multi-lane highway interchange. The interchange features several overpasses and ramps, with a prominent red and white striped barrier running across one of the main thoroughfares. The surrounding area is lush with green trees and vegetation, interspersed with paved roadways and some industrial or commercial buildings. The image is presented at an angle, giving a sense of depth and scale to the infrastructure project.

Major Road Projects Victoria is part of the Major Transport Infrastructure Authority which was established on 1 January 2019 as an Administrative Office in relation to the Department of Transport.

The map illustrates the Western Freeway project, a major infrastructure initiative in Melbourne. The project is divided into two main categories: Completed sections (indicated by blue lines) and Remaining sections (indicated by purple lines).

Completed sections (Blue lines):

- Princes Freeway to Western Highway
- Western Highway to Sunshine Avenue
- Sunshine Avenue to Calder Freeway
- Calder Freeway to Sydney Road
- Edgars Road to Plenty Road

Remaining sections (Purple lines):

- Sydney Road to Edgars Road
- Plenty Road to Greensborough Highway

The map also shows the surrounding urban environment, including the Melbourne CBD, Port Melbourne, and various suburbs like Tullamarine, Keilor East, and Coburg North. Key roads and landmarks are labeled, such as the Melbourne Airport, Sunshine Avenue, Calder Freeway, and the Yarra River.

Improving your journey

We're upgrading the M80 Ring Road between Sydney Road and Edgars Road








The M80 Ring Road is one of Melbourne's busiest and largest freeways, spanning 38 kilometres between Laverton North and Greensborough.

The M80 connects the growing northern and western suburbs to major arterials including the Hume, Tullamarine and Westgate freeways as well as the future North East Link.

We're delivering the M80 Upgrade in stages to minimise disruption to motorists and residents.

Watch the video at youtu.be/k-gmJC18uzU

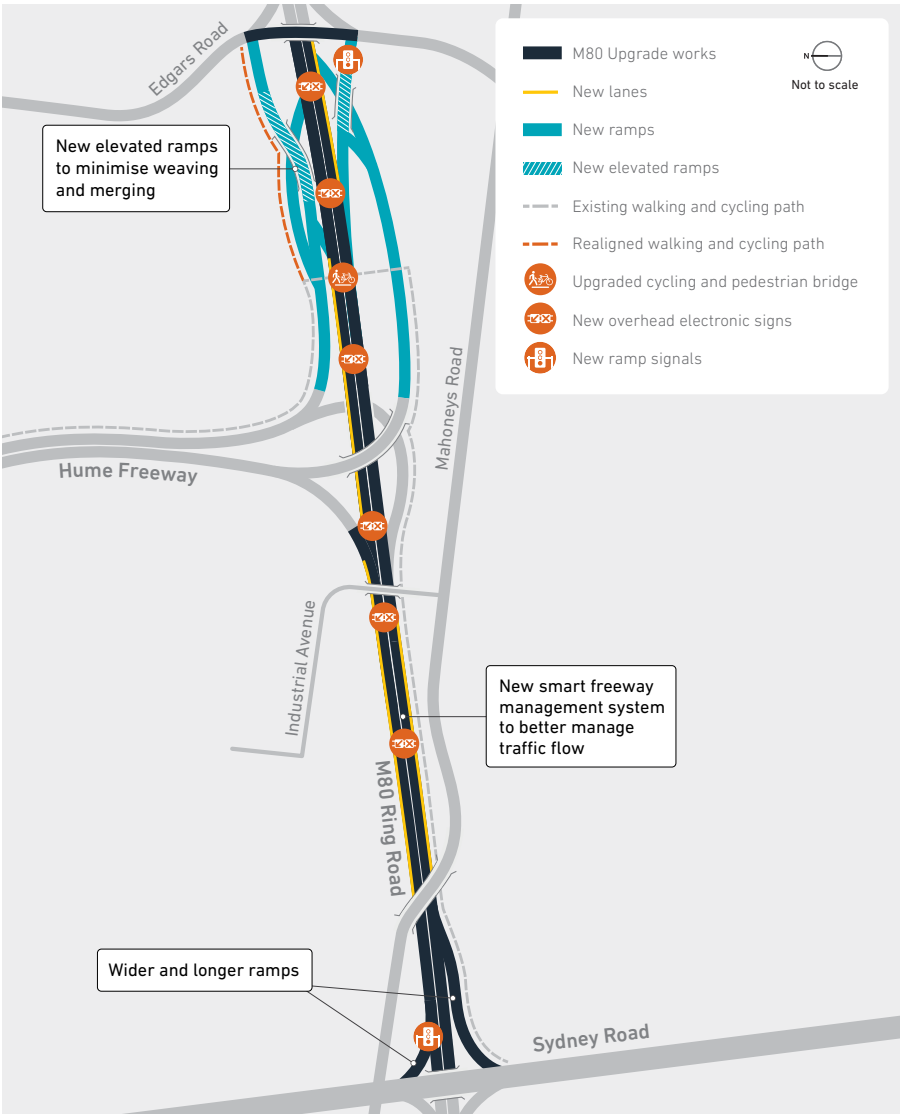
What we're doing

-  adding new lanes in each direction between Sydney Road and Edgars Road
-  installing a smart freeway management system to better manage traffic flow
-  extending the Sydney Road on and off ramps to give drivers more time to merge
-  improving access from the Hume Freeway to the M80 Ring Road and Edgars Road
-  building new on and off ramps at Edgars Road to improve safety
-  installing ramp-metering technology to better manage the flow of traffic onto the freeway
-  upgrading the cycling and pedestrian bridge.

How you'll benefit

The upgrade will:

- provide more reliable journeys for 165,000 motorists each day
- improve travel times
- improve safety by minimising weaving and merging
- enhance freight efficiency for over 22,000 trucks each day
- improve traffic flow
- provide better access to other freeways, interstate links, local and arterial roads and the future North East Link
- reduce congestion during peak hours
- provide better access to employment hubs.



Smart freeway management system

We're installing a smart freeway management system to optimise traffic flow on the freeway.

The M80 Upgrade will install a smart freeway management system to better manage traffic flow for motorists.

Our new smart freeway management system will include overhead electronic signs, ramp signals, travel time signs, vehicle sensors and CCTV cameras.

Once complete, it'll link to the existing smart freeway management system which has already been installed on other sections of the M80 and respond in real time to what's happening on the freeway.

New overhead electronic signs

We're installing seven new overhead electronic signs on the M80 Ring Road between Sydney Road and Edgars Road.

The electronic signs will:

- let you know of upcoming lane closures, to help you merge sooner and safer
- provide estimated travel times, so you can better plan your journey
- advise of changes to the speed limit
- advise of incidents on the freeway, so you can plan for upcoming changed traffic conditions

New overhead ramp signals

We're installing three new overhead ramp signals on the entry ramps at Sydney Road (Greensborough-bound), Edgars Road (Altona-bound) and the Hume Freeway (Greensborough-bound).

Signals like these are already in use on the Sydney Road entry ramp (Altona-bound) and Edgars Road entry ramp (Greensborough-bound).

Ramp signals operate like traffic lights and improve traffic flow by carefully managing the number of vehicles entering the freeway at once.

This makes it easier for vehicles entering, to merge with traffic already on the freeway. It also decreases the need for drivers on the freeway to slow down as other vehicles enter.

The ramps signals are only green for long enough to let one car per lane through at a time. They turn on automatically to optimise traffic flow onto the freeway, while keeping queuing on the ramp to a minimum. When it's getting busier on the entry ramps, the red-yellow-green cycle can be sped up so that more vehicles can enter the freeway.

If the freeway is getting busier, the cycle can be slowed down to reduce the number of vehicles entering.

The ramp signals are connected to electronic sensors on the freeway that measure the number of cars, average speed and how close the vehicles are to each other every 20 seconds. If there's a lot of traffic on the freeway, the signals turn on so that the number of extra cars entering can be reduced.

The ramp signals also communicate to each other to coordinate the number of vehicles entering the freeway from different ramps.

Map left: M80 Upgrade – Sydney Road to Edgars Road



Project design

We've designed the M80 Upgrade to deliver the best outcome for motorists, the community and the environment.

The M80 Upgrade will add new lanes, upgrade key interchanges, install a smart freeway management system and build new on and off ramps to provide safer and more reliable journeys for motorists in Melbourne's north.

Freeway entry and exit ramps

We're upgrading the entry and exit ramps between Sydney Road and Edgars Road to improve traffic flow for drivers entering and exiting the freeway.

We're also building new elevated entry and exit ramps at Edgars Road to improve safety by minimising merging and weaving.

Edgars Road Greensborough-bound exit ramp

- The upgrade will:
- create a dedicated lane for traffic travelling from the Hume Freeway onto the M80 Ring Road, heading Greensborough-bound
 - create a dedicated lane for traffic travelling east from the Hume Freeway exiting at Edgars Road, heading Greensborough-bound
 - create a dedicated lane for traffic travelling Greensborough-bound on the M80 Ring Road, who are exiting at Edgars Road.

The elevated ramps will be approximately 6 metres high so that vehicles and trucks can safely pass underneath.

We'll also be installing acrylic panels on top of the ramp, to provide additional privacy for residents living nearby.

Edgars Road Altona-bound entry ramp

The upgrade will:

- create a dedicated lane for Altona-bound traffic entering the M80 from Edgars Road
- create a dedicated lane for northbound traffic entering the Hume Freeway from Edgars Road
- separate traffic travelling to the Hume Freeway from the M80, from traffic entering the M80 from Edgars Road.

Sydney Road entry and exit ramps

We're widening and lengthening the Sydney Road Altona-bound exit and Greensborough-bound entry ramps to give drivers more time to merge when entering and exiting the freeway.

We'll also install ramp metres over the Sydney Road Greensborough-bound entry ramp to optimise traffic flow onto the freeway.

Artist's impression: The new entry and exit ramps near Edgars Road



New noise walls

We're building new noise walls near the Edgars Road Greensborough-bound exit ramp, between the Hume Freeway and Edgars Road.

The new noise walls will be made of concrete and will range between 1.8 and 7 metres in height.

The walls have been designed to comply with the VicRoads Traffic Noise Reduction Policy 2005 and will provide noise protection for residents living near the freeway.

We're also installing privacy screens near the Blaxland Avenue overpass. The privacy screens will be made from perforated metal panelling and will provide additional privacy for residents living near the overpass.

Overall freeway noise will be reduced through use of noise-reducing asphalt and a smart freeway management system, which will better manage traffic flow and reduce stop-start traffic.

Artist's impression: Edgars Road Greensborough bound off ramp



Upgraded walking and cycling path

So we can add new lanes to the freeway under the Blaxland Avenue overpass, we'll need to demolish the existing ramps.

We'll then extend the overpass and build new ramps, which will be shorter and provide better access. Once these works are complete, we'll refresh its appearance by painting the support towers Kikuyu, which is a colour chosen by the local community in February 2021.

The M80 Trail will also be realigned between Edgars Road and Blaxland Avenue. Once the project is complete, we'll plant vegetation along the realigned path.

Artist's impression: Blaxland Avenue overpass

Managing noise and vibration

We're minimising construction impacts on local communities and the environment

Managing noise

Noise from construction will vary depending on the type of activity being undertaken. If you're close to our works, you may notice increased noise levels at times.

Before we start major works, we engage independent acoustic engineers to assess our construction methodology and the proximity of our works to nearby properties. The acoustic engineers provide us with background noise levels, which we use as a baseline to monitor noise while works are underway.

We'll minimise noise impacts during construction by:

- scheduling noisy activities to day-time construction hours as much as possible
- fitting machinery with engine noise reduction equipment
- monitoring noise in areas adjacent to residential and commercial properties
- where possible, fitting vehicles and equipment with low-frequency reverse alarms.

Most works will take place between **7am and 6pm, Monday to Saturday**. We'll let you know in advance if our planned works are outside of these hours.

If we need to work at night we'll make every effort to reduce noise.

Managing vibration

We'll use a construction technique call bored piling to create the deep foundations for the barriers and bridges.

Bored piling involves drilling into the ground using a large drill bit and rotating blade. We remove the excavated material and insert a prefabricated metal reinforcement cage into the hole.

We then pour concrete into the hole to form the pile. Once it's set, the pile is complete and provides the strong foundation to support the barriers and bridges. This technique reduces noise and vibration during construction.

Road rolling machines will also be used to help us compact and level the ground, so we can create the layers required to build the road. Rolling works can cause some vibration, however we'll be monitoring during these works to ensure impacts are kept to a minimum.

If you live or work near one of our construction sites, you may feel some vibration in your home or office at times.

Vibration that you feel is usually well below the levels that could cause changes in the condition of your property. Baseline vibration monitoring is completed before we start works and monitoring is continued while works are underway.

Property condition surveys

We've engaged a qualified independent specialist to conduct complimentary property condition surveys on properties located near major construction activities.

Property condition surveys have been undertaken in Victoria for many years and document the condition of a property either prior to construction commencing or at a subsequent point in time. It provides a reference should you believe your property has experienced any adverse effects from construction works.

If you have received a letter regarding a property condition survey, please complete the Survey Permission to Proceed form included with your letter and return it at your earliest convenience. If you have not received a letter and believe you are eligible, please phone us on **1800 105 105** or contact us via **roadprojects.vic.gov.au**

Managing traffic impacts

Keeping you moving and maintaining safety during construction

The project will improve traffic flow and make it easier and safer for you to travel through Melbourne's north.

Projects of this scale can impact the surrounding road network during construction. We're committed to minimising inconvenience to road users and maintaining the safety of the public and our workforce during construction.

Planning for road changes

Individual Traffic Management Plans will be prepared for all works that affect the road network. These plans take existing road conditions into consideration to determine the best way to manage temporary changes to traffic flow.

In addition to providing safe roads at all times, we aim to minimise inconvenience to pedestrians, cyclists and motorists by:

- minimising the duration and frequency of road closures
- working with local councils and adjacent projects to reduce the number of roads closed at any one time
- scheduling works to off-peak periods, when traffic volumes are lower.

Traffic management

We'll have traffic management in place to ensure the safety of motorists, cyclists and pedestrians during construction.

Traffic management measures will include:

- installing signage, safety barriers, fencing and variable message signs to guide motorists, pedestrians and cyclists through changed traffic conditions
- closing lanes, ramps and the freeway at night when traffic volumes are lower
- temporarily diverting the Metropolitan Ring Road cyclist and pedestrian path while we upgrade Blaxland Avenue overpass
- temporarily reducing speed limits to 80km per hour on this section of the freeway until the project is completed in early 2023.

Maintaining access to private property

We'll make every effort to ensure that there's little or no disruption to private properties during our works.

In most cases, we'll be able to carry out works without affecting access to private properties or businesses, but we'll let you know in advance if there will be.

We'll continue to provide you with regular updates to ensure you can plan your journey.

We'll change how you drive, walk and ride in the area while we build the M80 Upgrade. There'll be signs and detours in place to guide you. Expect delays and plan ahead.



Managing the environment

We're protecting the environment during construction

The M80 Upgrade between Sydney Road and Edgars Road has been designed to where possible, minimise the impact to the environment.

We've assessed the project's potential environmental impacts and met all the requirements under relevant State and Federal legislation.

We're protecting the environment by putting safeguards and management systems in place to protect local flora, fauna, air quality and waterways.

Protecting flora

We'll remove trees and vegetation, so we can safely add new lanes, extend the freeway and upgrade freeway interchanges.

We've engaged qualified ecologists and arborists to identify various species of trees and vegetation throughout the project area, ensuring any significant species are retained and protected during construction.

We'll do our best to reduce the impact on trees and vegetation by:

- retaining as many trees as we can through environmentally sensitive design and construction methods
- having an environmental specialist oversee the protection of any sensitive vegetation
- only working in areas required for the project
- protecting trees and sensitive vegetation by fencing off 'no-go zones'
- having specialists inspect trees and vegetation before they're removed and only removing what is unavoidable

- pruning some trees to prevent accidentally breaking branches and damaging the trees
- working with local community groups to identify opportunities for how we can re-use healthy wood for environmental and community projects.

We'll re-use the timber for things like:

- creating habitat for wildlife out of large log hollows
- using wood for community projects such as park benches or sculptures
- turning timber into mulch for landscaping or donating it to local schools and community groups
- donating timber to local community groups for public art projects
- re-using the seeds from trees we've removed to replant along the freeway.

This means we'll find the best use for each type of timber, whether it's large logs or smaller branches.

We're working with local councils and community groups to re-use any trees and vegetation we remove.

Protecting fauna

We'll protect local fauna in the project area through environmentally sensitive construction methods. To minimise any potential impacts to fauna, we'll:

- have a suitably qualified ecologist complete pre-clearance surveys to determine the presence of any fauna
- have a qualified and licensed wildlife handler to safely relocate any fauna that may be affected.

Once construction is complete, we'll landscape areas along the freeway and aim to replace most of the trees and vegetation we removed to build the upgrade.

Managing waterways

We'll protect local waterways by regularly undertaking site inspections and water quality testing during construction. Through innovative design, we've removed the need to widen the M80 Ring Road bridge over Merri Creek, to minimise impact on the waterway.

Managing air quality

We'll manage dust during construction and maintain local air quality by:

- watering areas where earthworks are occurring
- having additional water carts on standby during hot and windy weather
- covering truck loads when traveling on public roads
- planning topsoil stripping and grading on days when wind conditions are less likely to carry dust
- minimising the time between stripping topsoil and commencing excavation
- using crushed rock to pave long-term haulage routes within our work site
- monitoring air quality in areas adjacent to high activity construction sites and residential properties.

Minimising dirt and mud on roads

We'll keep the roads we use during construction free of dirt and mud.

We'll do this by:



limiting the number of entry and exit points at each construction site



using crushed rock to pave busy haul roads on and around work sites



cleaning dirt and mud off construction vehicles before they leave our sites



cleaning any dirt and mud that our vehicles may have left on public roads



regular inspections of work sites and local roads.

Keeping our worksites tidy

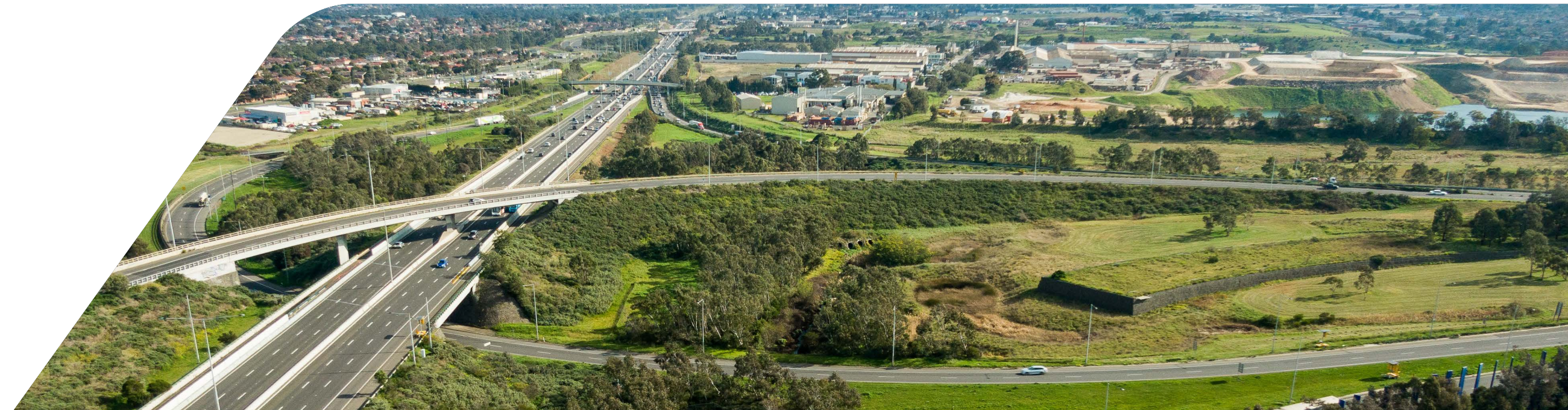
Keeping our worksites tidy and clean means we can minimise our environmental footprint while we work. We'll ensure our construction zones are tidy and dispose of all rubbish appropriately, whether it's large volumes of construction material, soil or lunch wrappers.

In areas where we've set up temporary construction support sites, we'll ensure these are reinstated to their previous or similar condition.

Managing construction impacts

We'll put measures in place to minimise impacts to the community from our works, including construction noise, and vibration.

For more information on how we'll manage noise and vibration please see our managing noise and vibration fact sheet.



Artist's impressions

New Edgars Road on and off ramps, Altona-bound view



New Edgars Road on ramp, Altona-bound view



New Edgars Road on and off ramps, Greensborough-bound view



New Edgars Road off ramp, Greensborough-bound view



Artist's impressions

New Edgars Road Altona-bound on ramp



New Edgars Road Greensborough-bound exit ramp



New Edgars Road Altona-bound on ramp



New Edgars Road Greensborough-bound exit ramp and noise walls



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