

# Works notification – Summer construction blitz around Millers Road

## Monday 13 January to mid-February 2020

We're planning a four-week concentrated construction campaign to take advantage of lower-than-normal traffic volumes that occur during the holiday period.

While we undertake these works, the Millers Road outbound entry and exit ramps will be closed for 24 hours a day.

Throughout the construction campaign, we'll work 24 hours a day, seven days a week to fit in as much work as possible and to minimise the duration of, and impacts on, residents, businesses and road users.

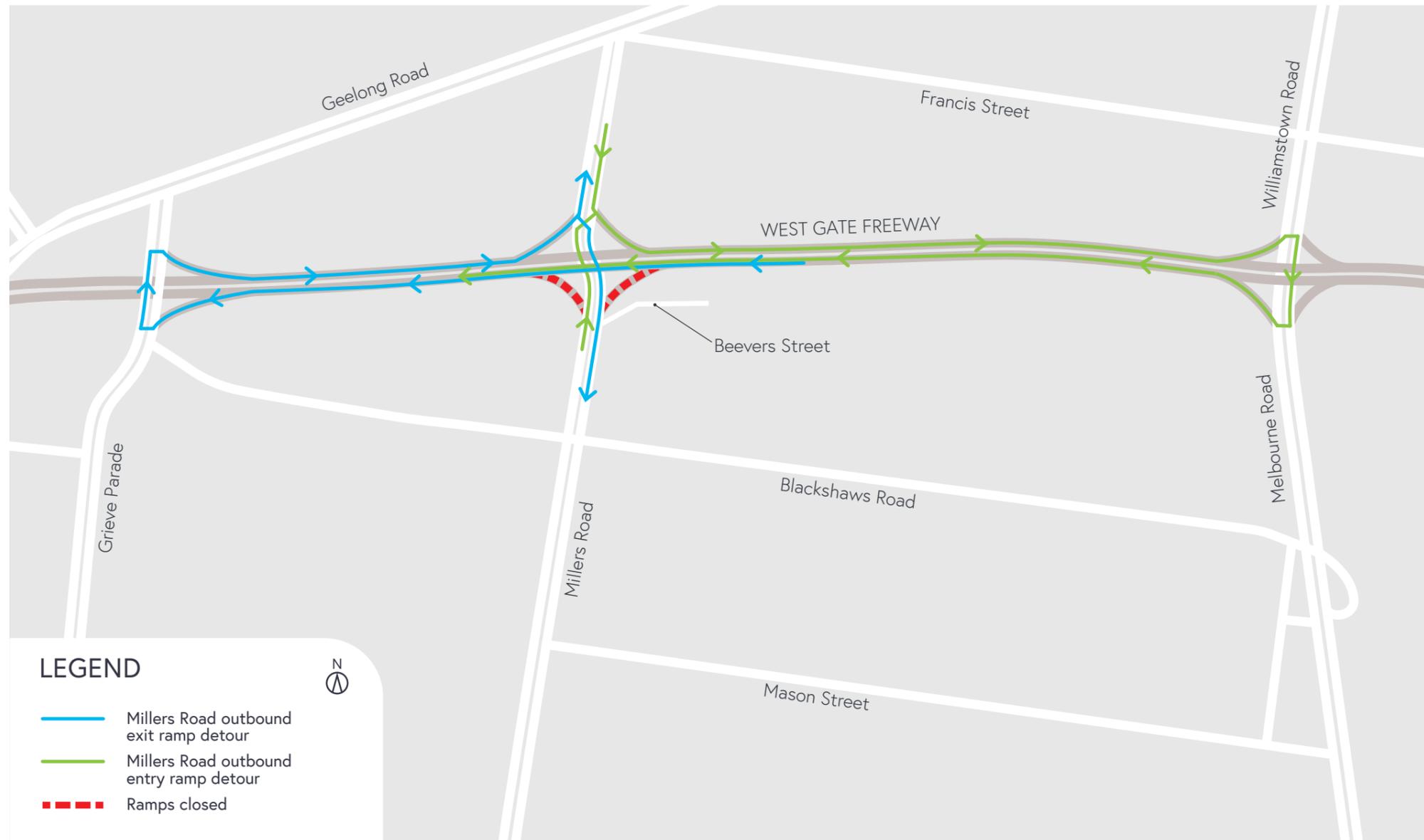
### Work programme overview (approximate dates)

Date	Millers Road outbound exit ramp	Millers Road outbound entry ramp	Millers Road/Beevers Street intersection
Week 1	Remove existing asphalt and pavement layers Begin widening	Remove existing asphalt	
Week 2	Continue widening	Remove existing pavement layers	
Week 3	Continue widening	Install new pavement layers	
Week 4	Install new pavement, asphalt layers, barriers and kerbing	Lay asphalt layers, install barriers and kerbing	Replacing kerbing at the end of Beevers Street

Widening and strengthening of the freeway bridges above Millers Road will continue. Near the Grieve Parade interchange, outbound traffic will be reduced from four to three lanes while new freeway pavement and drains are constructed. There will also be lane and road closures around the M80 interchange for widening and bridge strengthening works. Visit [bigbuild.vic.gov.au](http://bigbuild.vic.gov.au) for more information about the closures and the detour routes.

## Detour routes

A fully signed detour route will be in place while the Millers Road outbound exit and entry ramps are closed. Please allow extra time for your journey during this time.



## Pavement layers

### Asphalt

350mm of asphalt (crushed rock, sand, and gravel combined with a binder) in four layers. Provides strength and a smooth-running surface, and keeps water out of the lower layers.

### Subbase

Upper subbase – 180mm of cement-treated crushed rock for strength and stability.

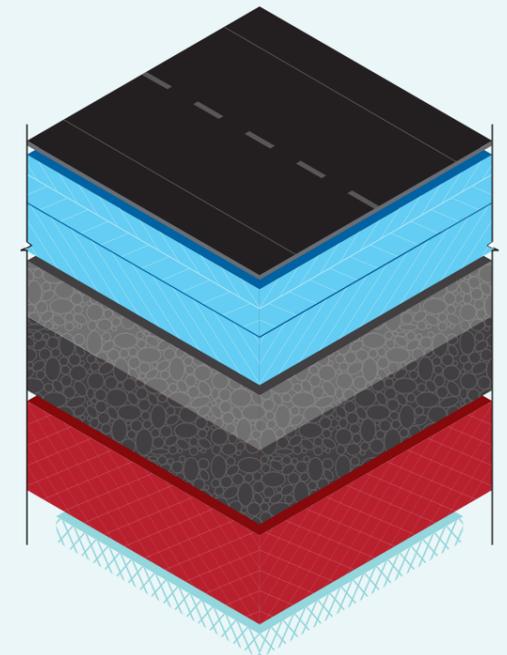
Lower subbase – 345mm of crushed rock for strength and stability.

### Capping

150mm capping – good quality dirt that seals the pavement layers above from ground moisture.

### Sub-grade

The ground.



## Reconstructing a road

This construction campaign will involve building some of the first sections of new permanent road pavement on the whole project.

Reconstructing a road pavement is different to resurfacing a road, which only replaces the top asphalt layer. Pavement reconstruction involves removing and replacing all layers of a road. It's usually done approximately every 30 to 40 years, while replacing the asphalt layer is done around every 10 years. Road pavements are designed to suit the traffic and conditions of the road's situation. The West Gate Freeway needs to have a very strong pavement because it carries a very

high volume of traffic, including a lot of heavy vehicles. Our pavement design is made up of eight layers which add up to being more than a metre deep. Each layer performs a specific function, such as providing strength, drainage, sealing the pavement from moisture (which could cause the road to buckle and fail), and a smooth vehicle running surface.

The final running surface will be installed as one of the last stages of the project, in approximately two years' time. This will ensure the final surface is seamless and the road markings are clear.

The first stage of reconstructing the pavement involves scraping off the existing asphalt and digging out the other layers. New materials are then placed in layers. Each layer needs to be levelled and compacted to achieve a strong, consistent and durable road. Layers are compacted using a roller to press the rock or gravel, which can be noisy and cause some localised vibration. To minimise disruption to residents, we will carry out rolling during the day shift wherever possible.

## What to expect

This construction campaign will involve building some of the first sections of new permanent road pavement on the whole project.

During the construction campaign, you might notice:

- construction vehicles including earthmoving equipment, rollers, paving machines and cranes
- our crews working 24 hours a day, seven days a week. Where possible, we are programming disruptive or noisy activity during the day, but you might notice some increased noise at night.

## Thank you

We appreciate our work can be disruptive and thank you for your understanding and cooperation.

The latest traffic updates are available at [bigbuild.vic.gov.au/disruptions](http://bigbuild.vic.gov.au/disruptions)

Please note that works might need to be rescheduled in the event of bad weather or other unavoidable circumstances.

## Switching traffic on the freeway

The West Gate Tunnel Project includes reconstructing all the existing road pavement on the Westgate Freeway. We need to move traffic to different positions on the road to provide the space to build different sections of the pavement. Three major traffic switches are planned for the West Gate Freeway. The first of these is due to occur in 2020 when traffic will be moved to the outer lanes, freeing up the centre of the freeway for works. See the website for more information about the traffic switches.

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