Tunnelling update - Campbell Road tunnel and civil site

The M4-M5 Link Tunnels team began tunnelling from the Campbell Road tunnel and civil site in May 2019. Tunnelling will continue below properties on Campbell Road from late May in a northern direction.

What we're doing

In June 2019 tunnelling will continue for the St Peters Interchange on-ramp (western tunnel) in a northerly direction below the residential properties on Campbell Road.

Tunnelling in the area between Barwon Park Road and the Princes highway is expected to be slow due to the shallower depth of the tunnel and the ground conditions.

A small pilot tunnel will be excavated first enabling full production to proceed north of the princess highway while the team excavate the remaining section in the area.

A map showing the approximate location and progress of tunnelling activity in June is provided overleaf.

Tunnelling activities will be undertaken 24 hours a day, seven days a week.

The excavated dirt and rock, called spoil, will be removed using trucks with trailers from the Campbell Road site. Trucks will enter and exit via Campbell Road, Burrows Road and Canal Road.

Residents will be provided with further notification prior to tunnelling taking place in the vicinity of your property.

The tunnel will be excavated in several stages.

- Stage 1 - excavating the top of the tunnel, called the heading, and the installation of support including large steel bolts into the rock and sprayed on concrete
- Stage 2 - excavation of the lower half of the tunnel, called benching
- Stage 3 - excavation of drainage channels, and small passages between the two tunnels called cross passages.
How this affects you
Each individual’s experience of tunnelling may vary due to a range of local conditions and variables. Vibration and noise levels experienced depend on ground conditions, building types, existing background noise levels and the materials used to build your property. It also depends on how far away you are from the tunnel. In some instances, you may experience the following:

- **Ground borne noise** – this is created when vibration from tunnel excavation travels through the ground and causes a building’s flat surface to vibrate, occasionally creating an audible ‘rumbling’ noise.
- **Vibration** – at times you may feel some vibration, however, the predicted levels are not high enough to cause damage to the property.

Once the tunnel is complete, you are unlikely to hear or feel any vibration from vehicles using the motorway.

To understand the location of the M4-M5 Link Tunnels, or for further information regarding the sequence / process, please visit the interactive tunnelling tool at [https://stage3a.anzgeo.com/](https://stage3a.anzgeo.com/) or refer to our tunnelling fact sheet, available in the document library on the WestConnex website.

If you have an enquiry about this work, please contact the M4-M5 Link Tunnels team on toll free 1800 660 248 or email [info@m4-m5linktunnels.com.au](mailto:info@m4-m5linktunnels.com.au)

**Location and progress of tunnelling activities**

![Map of tunnelling progress](image-url)

Map data © 2018 Google