



Transport  
Roads & Maritime  
Services

# Austral Park Road Interchange and Heavy Vehicle Rest Area

Working group presentation 16 April 2012

# This Evening's Format



Transport  
Roads & Maritime  
Services

- Introductions
- RMS response to tasks from Meeting No 1
- Working group discussions
  - Design changes
  - Environmental issues
- Questions
- Next Steps

Working group presentation 16 April 2012

# RMS response to tasks from Meeting No 1

## Slide 1

- RMS to check contours on concept design drawings and advise gradient of proposed heavy goods vehicle rest area.
- RMS to provide the working group with a copy of the updated concept design for the Austral Park Road heavy vehicle rest area (ongoing).
- Ron de Rooy to pass request from Shoalhaven Council Economic Development Team for RMS to consider building the north bound vehicle rest area and inspection point at Meroo Meadow in conjunction with south bound rest area to Berry to Bomaderry upgrade Project Manager Nick Boyd.

# RMS response to tasks from Meeting No 1

## Slide 2

- RMS to review options for providing a compliant acceleration lane at Nungarry. **To be addressed later in the presentation.**
- RMS to investigate why an acceleration lane was not built at Nungarry?
- **The objective in 2008 was to provide an interim vehicle inspection facility for use prior to the major vehicle inspection facility planned for the Gerringong to Bomaderry upgrade.**
- RMS to consider relocating the Nungarry heavy vehicle rest area further north if space is needed for an acceleration lane. **To be addressed if satisfactory acceleration lane cannot be provided for the current arrangement.**

# RMS response to tasks from Meeting No 1

## Slide 3



Transport  
Roads & Maritime  
Services

- RMS to advise current RMS policy / compliant requirements for the length of an acceleration lane at the proposed Austral Park Road heavy vehicle rest area.
- **Design requirements are taken from Austroads Road Design Guide Interchanges Part 4c (section 11) and its RMS supplements.**
- **The revised HV rest area design provides 300m for deceleration and 280m for acceleration.**

Working group presentation 16 April 2012

- Cost comparison between Nungarry and Austral Park Road heavy vehicle rest areas to consider social and environmental impacts not just monetary costs.
- **Agreed, as for the Berry bypass review, the construction cost is the first gateway to be addressed, social & environmental impacts would follow.**

Working group presentation 16 April 2012

# RMS response to tasks from Meeting No 1

## Slide 5

- RMS to review possible design improvements for residents who will be required to merge onto the highway for a short distance before leaving again to access their properties (RMS to present/explain to group).
- RMS to review potential improvements to the Austral Park Road interchange arrangement if the heavy vehicle rest area is not pursued.
- **Acknowledged, to be addressed later in this presentation.**

# RMS response to tasks from Meeting No 1

## Slide 6



Transport  
Roads & Maritime  
Services

- RMS to review impacts of light spill from the interchange, the heavy vehicle rest area and from vehicles using the highway.
- **The HV rest area would have only minimal security lighting to assist drivers resting. Vehicle head lights would be screened from adjacent properties (Mound/Vegetation)**
- **The Seaton's will be partially screened from SB traffic north of Broughton Ck 3 by the large trees on the banks adjacent to the creek. They are exposed for approx 120m between the trees and cutting. This area is likely to be replanted to soften the interface between bridge and abutment and provide a habitat corridor between the creek and Seaton's forest.**
- **The Chitticks current residence is on the inside of the curve so would not have much impact.**
- **The Komel's property (now RMS) and Tyrell will mainly be impacted by the low volume SB ramp traffic. NB - the Binks' property is screened internally by trees.**



# RMS response to tasks from Meeting No 1

## Slide 6 Map



Transport  
Roads & Maritime  
Services



# RMS response to tasks from Meeting No 1

## Slide 7



Transport  
Roads & Maritime  
Services

- RMS to provide Berry Landcare with details of residue land resulting from the upgrade at the next meeting. **Acknowledged, to be addressed later in this presentation.**
- RMS to assist with integration of both the Berry and Foxground Landcare groups across the whole Foxground and Berry bypass project.
- RMS to review the location of wildlife crossings. Julian Watson to organise a site visit with local residents to identify areas used by wildlife to cross the current highway.

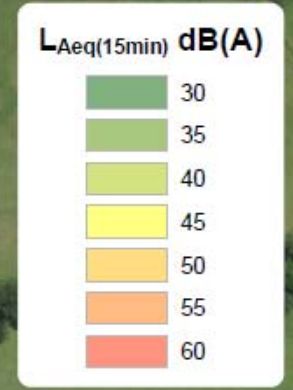
# RMS response to tasks from Meeting No 1

## Slide 8

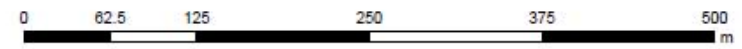
- RMS to investigate predicted noise levels resulting from trucks entering and exiting the proposed Austral Park Road heavy vehicle rest area. **See next slides**
- RMS to provide a copy of the noise map for the Berry Alliance community information session on Thursday 8 March 2012.

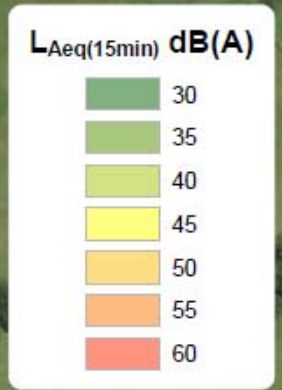
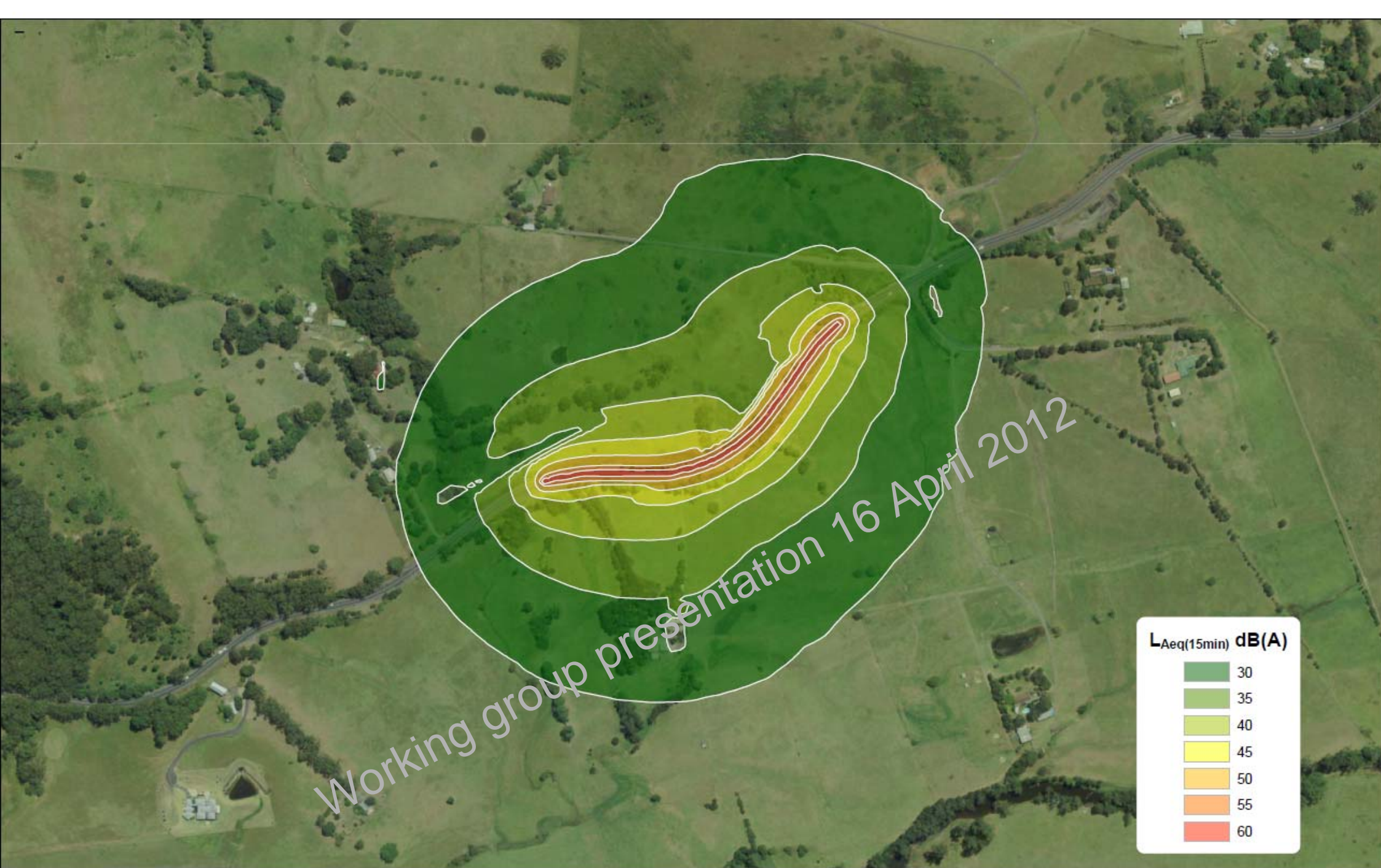
Working group presentation 16 April 2012

Working group presentation 16 April 2012

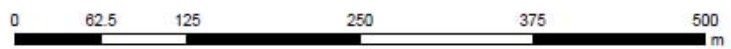


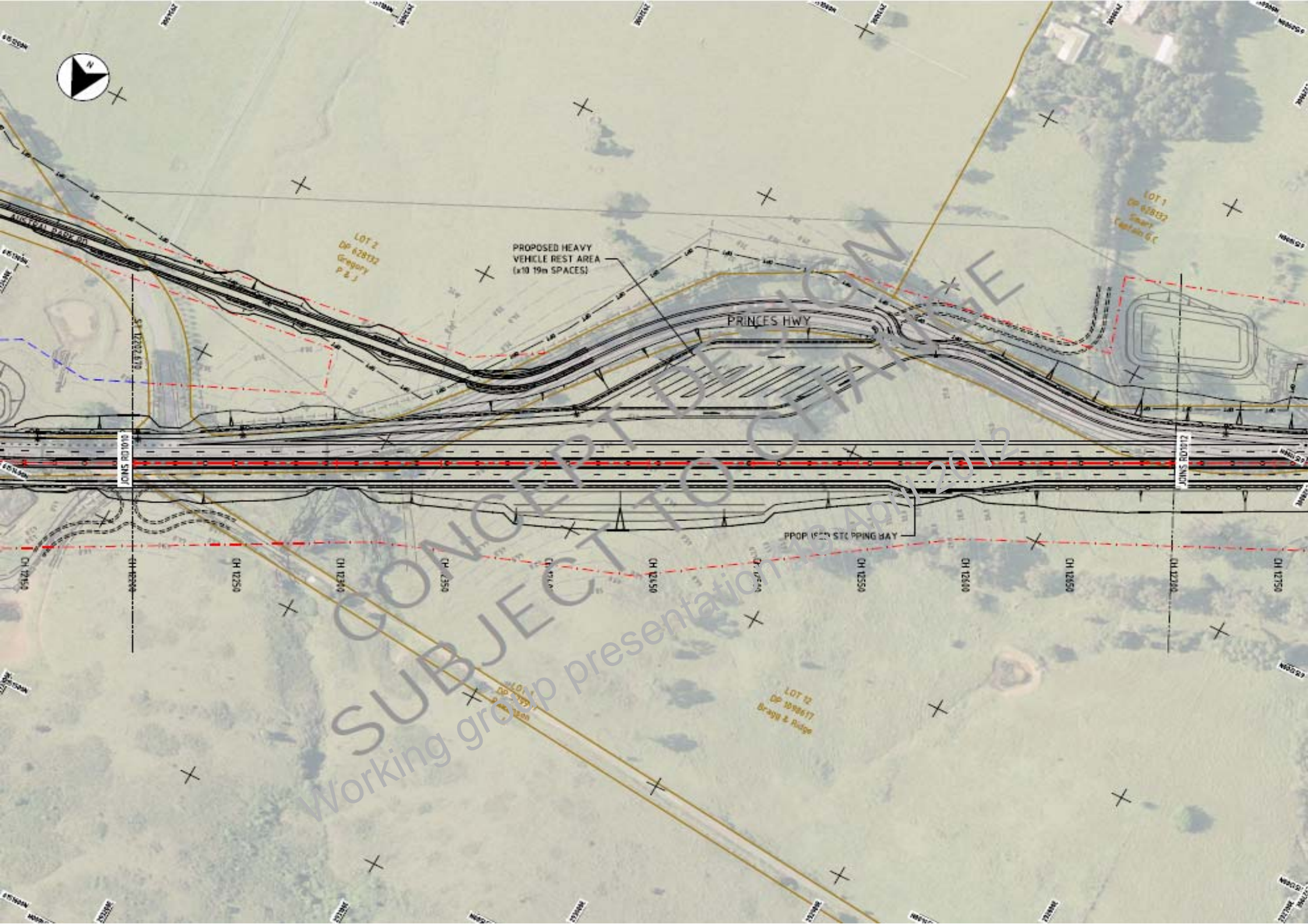
Foxground and Berry Bypass  
Truck Rest Area - 2027 Evening Noise Emissions  
Source:





Foxground and Berry Bypass  
 Truck Rest Area - 2027 Day and Night Noise Emissions  
 Source:





Working group presentation April 2012

## **Strategic Cost Estimate \$5.7M**

### This includes:

- Earthworks/pavement quantities
- Toilet (not connected to sewer)
- Solar lighting (comparable to connecting to the grid)
- Table and shelter
- Garbage bins
- Allowance for signage
- Takes into account the adjustment of Austral Park Road junction
- An allowance for contract supervision, client costs and contingency

**The Strategic Estimate does NOT include:**

- Traffic control – this would be there anyway as part of the overall project
- Site establishment and site costs – this would be paid for anyway as part of the overall Foxground and Berry bypass project
- Design costs

**Comment:**

- Removal of heavy vehicle rest area frees up space for the interchange and provides better access to Austral Park Road



## Strategic Cost Estimate: \$5.1M

### This includes:

- Includes area for 3 extra truck parking bays
- Acceleration lane (~600m)
- Compliant deceleration lane
- Provision for concrete encasement of utilities for 600m (along length of acceleration lane)
- Provision of retaining wall/safety barrier over a major 2 cell culvert in SEPP14 wetlands
- Site establishment and site costs
- Allowance for traffic control
- Earthworks/pavement quantities
- An allowance for contract supervision, client costs and contingency

## The Strategic Estimate does **NOT** include:

- Design costs
- Major changes for inspection area entry
- Geotech investigations

## Issues:

- The acceleration lane would require working in a SEPP14 wetland. This requires an EIS. This has time and cost implications not considered here.
- Cost estimation assumes that everything at Nungarry has been built to the design drawings.
- Basic geotechnical investigation would be required to determine if the existing fill is suitable to support the deceleration lane.
- Funding



Working group presentation 16 April 2012

An aerial photograph of a landscape. A multi-lane road runs horizontally across the middle. To the left of the road is a parking lot with several cars and a small building. To the right of the road is a large, dark pond. A large, irregularly shaped area in the upper right is shaded in a semi-transparent green color. The text 'SEPP14' is overlaid in white on this shaded area. The text 'Working group presentation 16 April 2012' is overlaid in white, slanted across the lower part of the image.

SEPP14

Working group presentation 16 April 2012

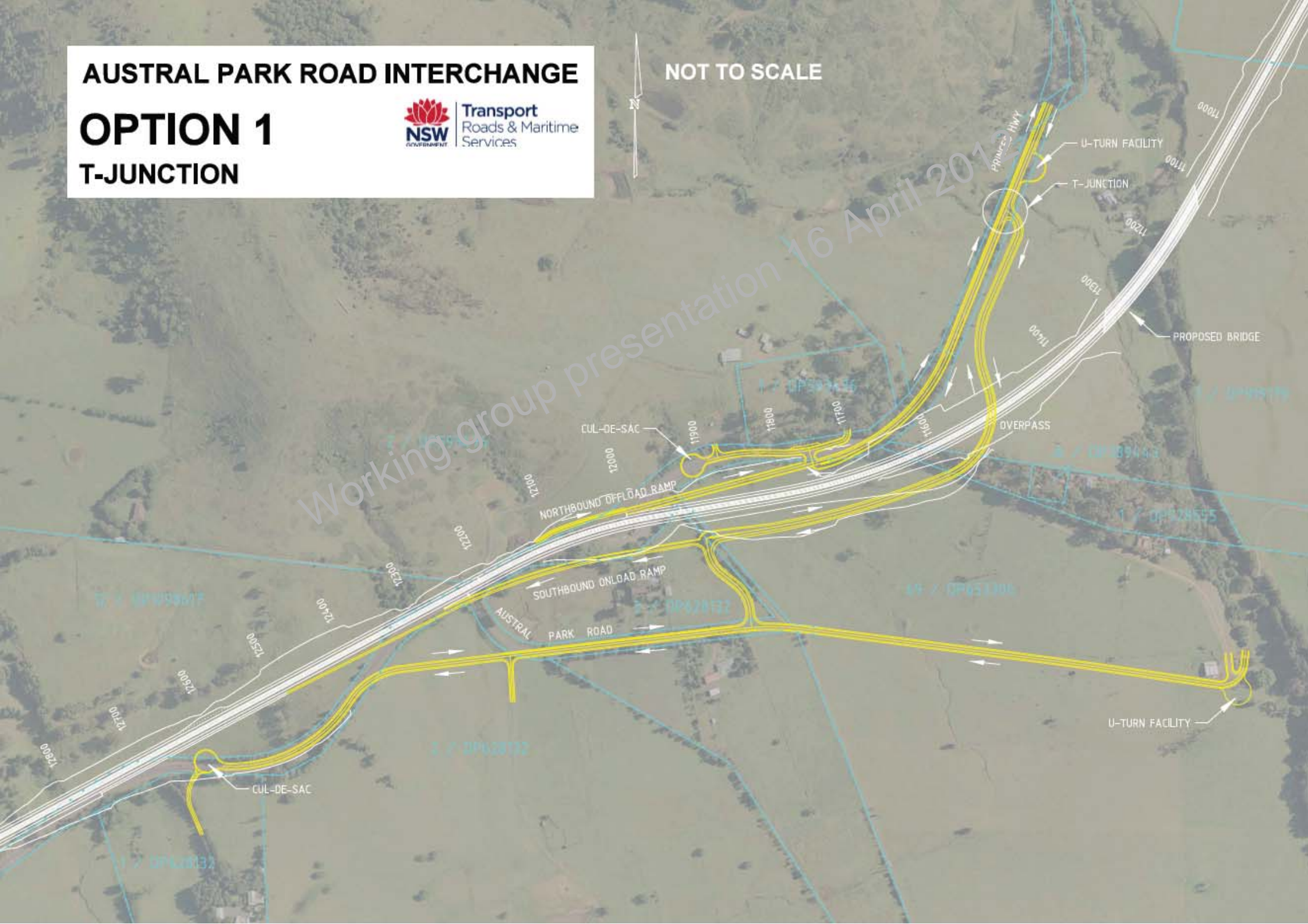
# AUSTRAL PARK ROAD INTERCHANGE

## OPTION 1 T-JUNCTION



Transport  
Roads & Maritime  
Services

NOT TO SCALE



# Austral Park Road Interchange, Option 1



Transport  
Roads & Maritime  
Services

- Simple, user friendly T-junction.
- Catering for all traffic movements.
- Efficiently linking up accesses through the means of an overpass and several service roads.
- Two-way movements.
- North bound access from Austral Park Road.
- Makes provision for headlight glare.
- Junction is located at a 5% grade on the old highway. (maximum desirable)
- Junction location provides Safe Intersection Sight Distance for an 80km/hr speed zone.

Working group presentation 16 April 2012

# AUSTRAL PARK ROAD INTERCHANGE

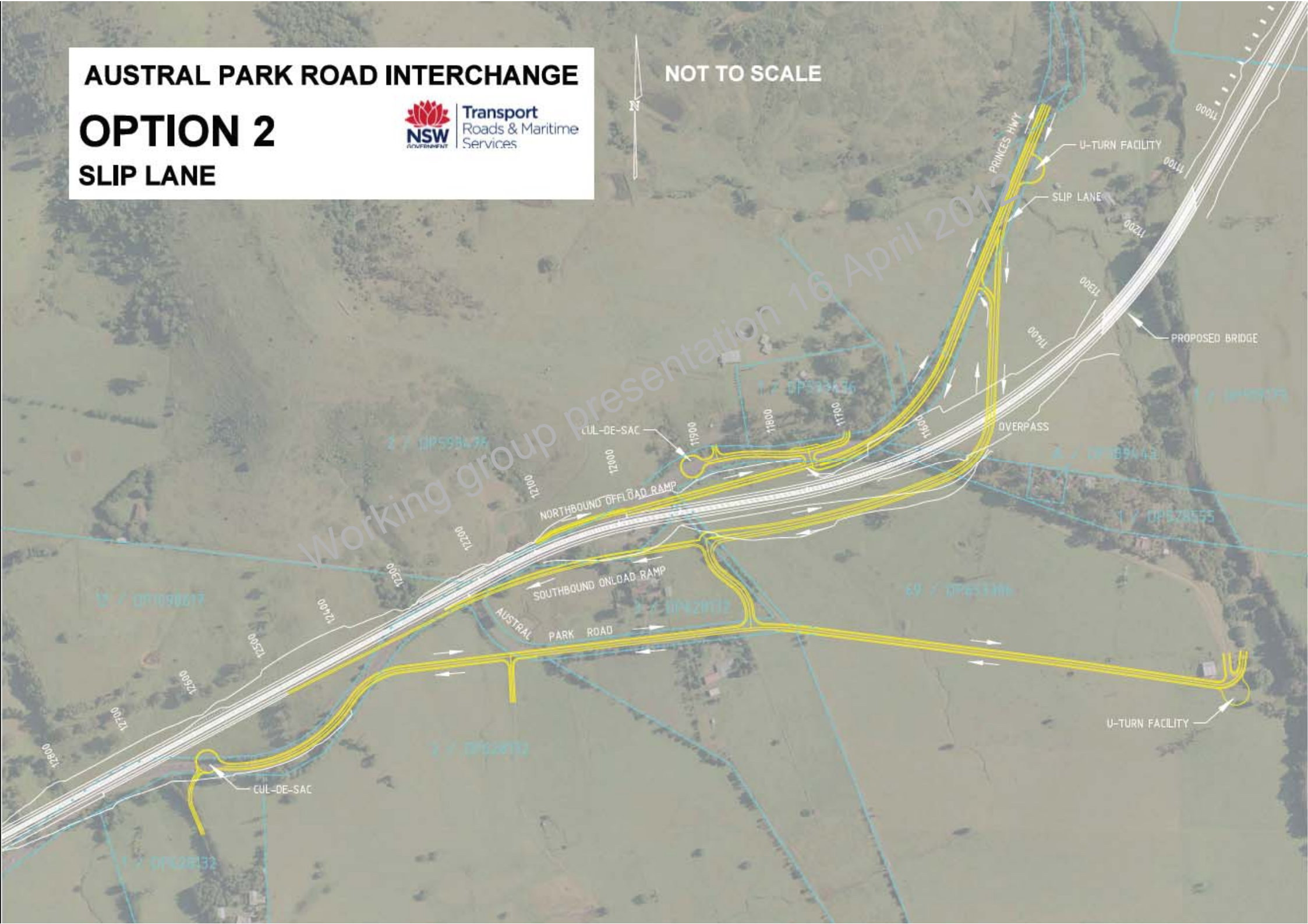
## OPTION 2

### SLIP LANE



Transport  
Roads & Maritime  
Services

NOT TO SCALE



# Austral Park Road Interchange, Option 2



Transport  
Roads & Maritime  
Services

- Favours major traffic movements.
- Has potential for incorrect right turn movements
- U-turn facility located north of the T-junction to cater for northbound right turn movements from the old highway.
- Catering for all traffic movements.
- Efficiently linking up accesses through the means of an overpass and several service roads.
- Two-way movements.
- North bound access from Austral Park Road.
- Junction (northbound from Austral Park Road) is on a 10% downgrade with adverse crossfall proving a safety concern at the intersection.
- Junction location provides Safe Intersection Sight Distance for an 80km/hr speed zone.



- Revegetation
- Landcare
- Providing input

Working group presentation 16 April 2012

- Comments
- Questions
- Next Steps

Working group presentation 16 April 2012