

Appendix E1

Utility interfaces investigation:

Memorandum from RailCorp

Mr R DeRooy
Senior Project Manager
Southern Development
Roads & Maritime Services
PO Box 477
Wollongong NSW 2520

Dear Sir

1 May 2012

Re: Proposed Foxground & Berry bypass on Princes Highway

I refer to the meeting of 28 March 2012 that I attended as a representative of RailCorp regarding the Roads & Maritime Services (RMS) current investigations into suggested options for a possible southern bypass of the Princes Highway at Berry.

It is understood that a preferred northern bypass option, that would not involve RailCorp land, has been developed however as part of the review process RMS is also looking at suggested alternatives options for a possible southern bypass that would more than likely involve crossings of the rail corridor.

As pre-empted in the meeting any advice given on potential issues for crossing the rail corridor at present is without knowledge of any exact design or location/s and can only be given on a general basis through knowledge of similar projects as requirements for crossings of the railway can vary greatly given that site specific conditions will be different at each location.

However to assist with your investigations I can provide the following information as confirmation to my verbal advice in the meeting and also provide some additional information regarding the issues and possible costs that would need to be considered for any proposal that would involve a road/bridge crossing of the rail corridor.

Any crossing of the rail corridor would need to consider future potential rail expansion works eg: duplication of track, electrification of the line (these aspects could also impact on the width and height of any bridge) while provisions for access roads for maintenance purposes either side of these expanded tracks on RailCorp land should also be provided for. As mentioned future planning for rail corridors is a function of Transport for NSW however the aforementioned issues are the major issues that would be taken into consideration by RailCorp.

RailCorp's involvement of any crossing of the railway should involve input into from the preparation of tender stage with advice on our preliminary requirements ie: advice in relation to current standards that should be followed and met, input into known site specifics, then review and comment into the design stage that would be undertaken by the successful tenderer and ultimately involvement during the construction stage to ensure compliance together with ensuring the safety and integrity of the railway is protected at all times. Please note any design and construction program would preferably incorporate a construction methodology that allows any bridge/s to be constructed without disruption to regular rail services and would more than likely require the utilisation/sharing of rail track possessions that are allocated by RailCorp for its major maintenance works (approx 3 weekends per year).

As I also advised in the meeting currently it is policy for RailCorp to recover costs for its input into third party proposals such as projects of this nature. This would include preliminary advice, inspections, project management and coordination, engineering design review costs, project supervisions costs and also contributions to bussing costs during any weekend possessions utilised during construction. Given knowledge of similar projects as a rough guide for your budgetary purposes you should be aware to costs for our review purposes over the length of these type of projects may be in the vicinity of \$100,000.00 and additional to this costs for contribution to bussing in possessions, while these can vary greatly depending on other works that are being undertaken and the number of possession required, a cost of \$100,000 - \$150,000 should at least be considered.

Yours sincerely



Joe O'Brien
Project Coordinator
Rail Corridor Management Group