

TECHNICAL INVESTIGATION GROUP STATUS REPORT #1

FOXGROUND AND BERRY BYPASS ROUTE COMPARISON STUDY



Transport
Roads & Maritime
Services

Report for week: 14/02/2012 - 21/02/2012

Report distributed 24/02/2012

Summary of activities

1. Geotechnical Fieldwork

1.1.	A brief has been developed for geotechnical testing of soft soil samples by an accredited testing laboratory.
1.2.	The locations for drilling sample boreholes have been determined. Landowners are being contacted for permission to access on an ongoing basis.
1.3.	Some drilling has commenced, however wet weather is hampering commencement in some locations.

2. Construction and cost investigations

2.1.	An independent structures expert has joined the technical investigation group and commenced evaluation of alternative bridging structures over road, rail and creek.
2.2.	A schedule of property acquisitions is being developed to provide information for the cost estimates.
2.3.	Mass haul (large-scale movement of cut and fill bulk earth materials) analysis commenced for whole Foxground and Berry Bypass upgrade and both bypass routes
2.4.	Investigation of off-road and on-road mass haul routes has commenced.
2.5.	Independent construction experts have commenced developing construction methods for the north and south bypass route options, as well as the FBB upgrade.
2.6.	Construction programming has commenced to determine the construction durations for each route.
2.7.	An estimator from Evans & Peck is preparing documentation for costing both the north and south route options within the FBB context.

3. Route design investigations

3.1.	A schedule is being prepared detailing the existing drainage structures along the highway and the drainage structures required for the preferred northern route.
3.2.	Two further preliminary horizontal alignments are being investigated (with the intention to minimise property impacts) as sub-routes to the southern route within the blue shaded area.
3.3.	Flooding information is being sought from the relevant sources (including Shoalhaven City Council) to develop an understanding of Broughton Creek and Shoalhaven River flood catchments.
3.4.	Input from RailCorp engineers is being sought to determine the technical requirements for constructing over and alongside South Coast Railway.
3.5.	A road design team has been established to develop the horizontal and vertical geometry requirements for the route.
3.6.	A schedule detailing drainage structures for the southern route is to be prepared in line with design geometry and flood assessment.