

Questions and answers – Great Western Highway Hartley Valley to Forty Bends safety upgrade

The Australian and NSW governments are undertaking a \$250 million upgrade package on the Great Western Highway between Katoomba and Lithgow to improve traffic flow, safety and travel conditions.

Q. In Hartley, why is steel rope fencing being using instead of Armco? Isn't it dangerous, especially for motorbikes and kangaroos?

A. Wire rope barrier systems offer safer vehicle deflection behaviour and are more cost effective to maintain or repair after a crash. The Austroads Safety Barrier Assessment Panel uses a structured system to assess products proposed for deployment in Australia and New Zealand, including all products used by Roads and Maritime. The panel assesses safety for all road users including motorcyclists and commissioned a study by the Monash University Accident Research Centre, *In-depth investigation of run-off-road motorcycle crashes: pilot study*. This study noted that: '*... no evidence has yet been found (after an extensive search) to indicate that flexible barriers present a greater (or lesser) risk when struck by a rider compared to other commonly used barrier types, such as rigid concrete or semi-rigid, steel guardrails.*'

Roads and Maritime has no evidence that this type of barrier causes harm to wildlife including kangaroos.

Q. The concrete barriers that run down the middle of the road on River Lett Hill are supposed to allow the water to drain through them but because they get so clogged with debris they allow water to sit against them which in winter turns to ice when the shade is over the road. This is dangerous for motorists – what can be done?

A. Maintenance on the road network continues to be carried out during the construction of the project. This includes periodically checking the condition of the concrete traffic barriers on River Lett Hill and removing any debris. The barriers will be checked again in the coming weeks.

- Q.** a. Will the old safety run-off ramp be fixed or returned to use at the bottom of River Lett Hill – will it be tarred (this is the Roads and Maritime stock pile site)?
 b. In the same area at the bottom of River Lett Hill can the culvert be marked with reflectors or a concrete barrier? If you make a U-turn there and don't know the culvert is there it could be dangerous.

A. The Roads and Maritime stockpile site located at the bottom of River Lett Hill was designated by Roads and Maritime as a turnaround facility for property owners whose property access had been blocked by the central median barrier installed on River Lett Hill. An east bound right hand turn lane allows Roads and Maritime and construction vehicles, as well as property owners, access to the turning area as pictured below.

The area has been significantly impacted by Roads and Maritime and construction vehicles using the stockpile site over time.

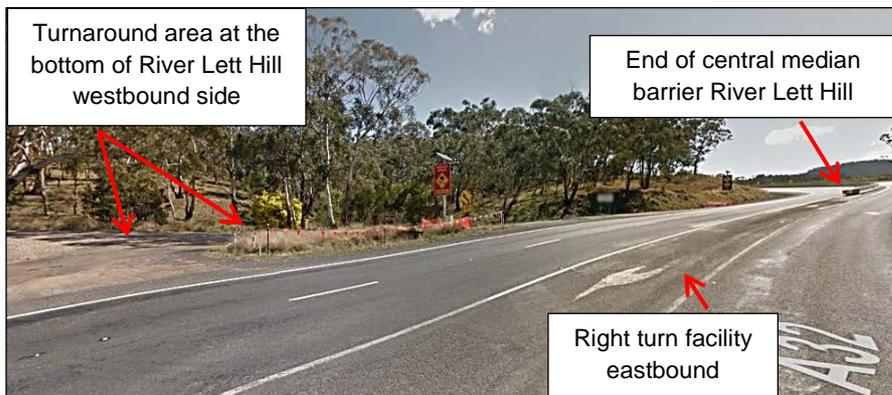
The turning area will be improved and guide posts will be installed to mark the culverts as part of the maintenance program planned for the site.

It is illegal to make a U-turn at the end of the central median barrier.

Eastbound view:

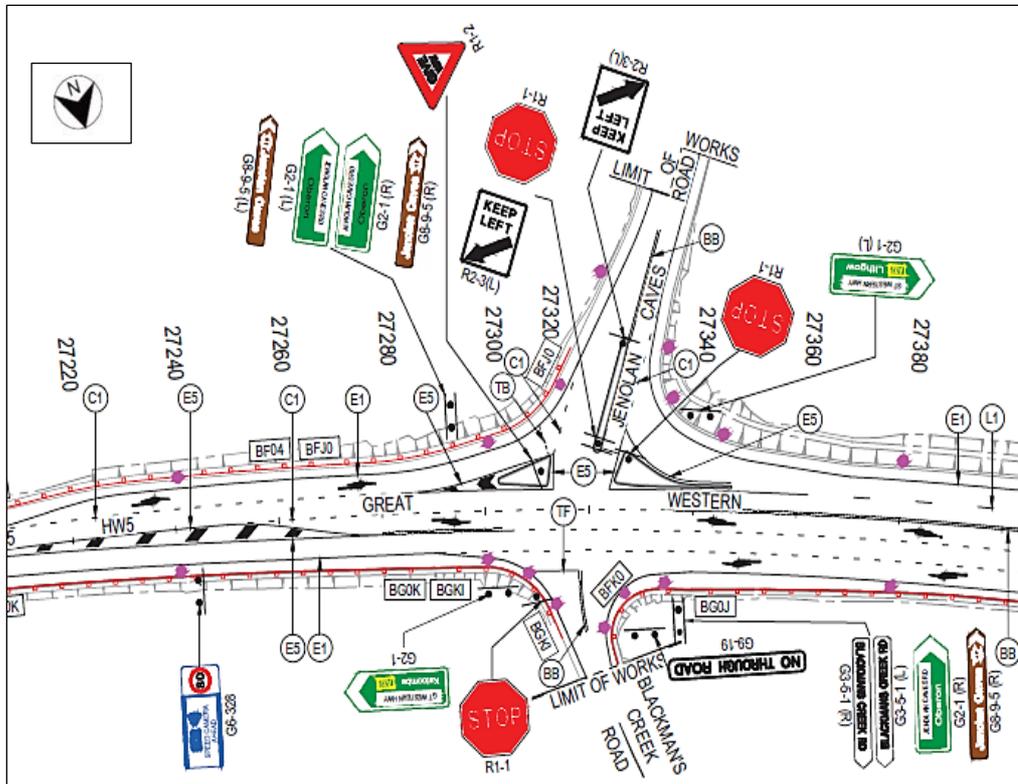


Westbound view:



Q. What signage will be in place at the Jenolan Caves intersection as cars entering from Jenolan Caves onto the Great Western Highway don't always stop and give way?

A. Stop signs will be in place for vehicles turning right from Jenolan Caves Road while vehicles turning left will have a designated left turn lane to use.



Q. Why can't we have two lanes approaching the Jenolan Caves intersection from both directions? The way it is means locals have to wait longer coming out of Blackmans Creek Road?

A. Following community feedback prior to the project's detailed design, Roads and Maritime decided to provide a designated left turn lane for traffic exiting from Jenolan Caves Road onto the Great Western Highway. This decision took into consideration traffic volumes and the number of heavy vehicles exiting Jenolan Caves Road.

As a result of the inclusion of a designated left turn lane for traffic exiting from Jenolan Caves Road onto the Great Western Highway, only one westbound lane east of the intersection is required.

Q. Will the slow lanes in both directions at the top of River Lett Hill be extended?

A. As part of the River Lett Hill to Forty Bends safety improvements, the current eastbound slow lane, starting 500 metres from the point-to-point gantry structure at the top of River Lett Hill, will be extended to begin 160 metres east of the gantry allowing trucks to move over to the slow lane 340 metres earlier.

This program of work has started (June 2016) and is expected to be complete close to the end of the year, weather permitting.

Due to safety and gantry maintenance access requirements it is not possible to extend the eastbound slow lane any closer to the gantry structure.

The westbound slow lane will not be extended due to the location of the point-to-point gantry structure.

Q. Why can't we have broken lines on the shoulder on River Lett Hill to let trucks pull over to allow cars to pass?

A. Australian Standards require a solid edge line to delineate the outer edges of the part of the road normally used by traffic.

Edge lines are used to discourage traffic from travelling on the shoulders of the road and to make driving safer and more comfortable, particularly at night, by providing a continuous guide for the driver.

Vehicles are able to pass slower moving vehicles in marked lanes at the top of River Lett Hill in both the east and westbound directions.

Q. Where is the bus stop going at Blackmans Creek Road?

A. There is no designated existing bus stop at Blackmans Creek Road or at the Jenolan Caves Road intersection, east or westbound.

Roads and Maritime has no plans for a bus stop to be constructed at the intersection due to the significant constraints of the area including the steep embankments on each side of the intersection.

Q. People pull up at the bus stop at Cox's River Road / Ambermere Drive and double park there (generally waiting for the school bus). This is dangerous – can the bus stop be moved at all so people can park there safely?

A. There are no plans to move the eastbound bus stop located near the intersection of Ambermere Drive and the Great Western Highway.

The Cox's River Road and Ambermere Drive combined intersection has been designed as a right-left staggered T-intersection to provide for safer turning movements within the current site constraints (see diagram with next question).

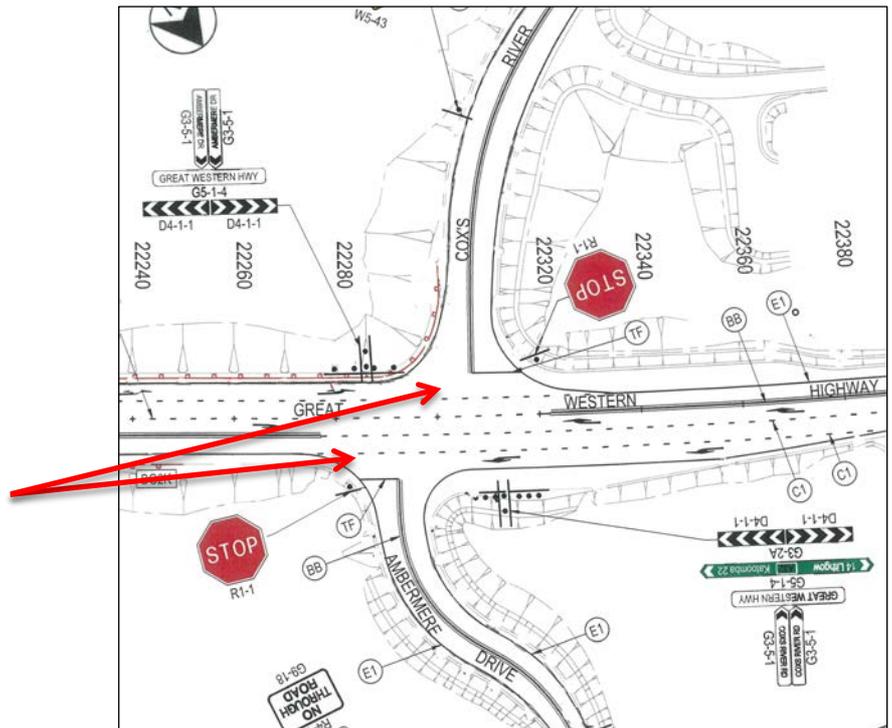
The bus stop is approximately 50 metres long from its tapered western end to its eastern end and is situated four meters from the edge of the eastbound through lane.

Q. Why was Cox's River Road moved?

- A.** Moving Cox's River Road created additional room between heritage listed properties for a right turn bay to be provided.

The new location also creates a 15 metre right-left staggered T intersection with Ambermere Drive in accordance with Austroads guide (see diagram below). This staggered approach to the two intersections creates a safer relationship of vehicle movement. It is close enough to enable efficient crossing manoeuvres and great enough to cut off the possibility of vehicles missing the intersection and driving straight through.

The Cox's River Road and Ambermere Drive intersection is a right-left staggered T-intersection to provide for safer turning movements.



Q. a. What will happen with landscape design through Hartley Valley?

b. Can a corridor of trees be planted (like it used to be)?

- A.** Roads and Maritime is implementing a targeted landscape design with revegetation measures to maintain and enhance the vegetated character of the corridor. This design has been provided to the Hartley Progress Association and can be obtained from Roads and Maritime on request.

The tree corridors close to the existing highway were removed to create a safer driving environment, creating a clear zone for motorists who happen to leave the highway.

The new landscape design incorporates replanting some tree corridors which are set back further from the road where Roads and Maritime has the available land.

Q. How many trees have been removed to do the work through Hartley Valley and how many will be planted (a macro summary)?

A: In Hartley Valley 3.2 ha of native remnant vegetation and 1.2 ha of modified native vegetation has been removed to achieve safe clear zones.

A total of 21,277 trees, shrubs and groundcovers will be planted during the life of the project.

Q. If two stop signs are opposite each other (at an intersection), who has the right of way?

A: The New South Wales Roads and Maritime Road Users' Handbook explains the main rules which apply to all road users. Stop signs are explained in section five, General Road Rules, page 86. <http://www.rms.nsw.gov.au/roads/licence/documents-forms.html#RoadUsers'Handbook>

Q. You can't see when turning left out of Browns Gap Road because of the mound that has been put there – it blocks drivers' views? Can this be fixed?

A: Roads and Maritime investigated this concern. The current linemarking and stop sign location in Browns Gap Road is temporary and the final location will provide suitable sight distance.

**Q. a. Why wasn't the tree outside the Green Power Shop in Hartley removed?
b. Is it safe and how will it be fenced?**

A: Sectors of the community identified the tree as being environmentally sensitive and culturally significant. The tree has been inspected by an arborist and determined to be healthy.

A road safety audit will be completed prior to commissioning the new road and the safety of the tree will again be determined. It will be protected by a steel guardrail.

**Q. a. Who is responsible if a limb falls off the tree outside the Green Power Shop?
b. Who keeps checking that it is alright?**

A: During construction of the Hartley Valley to Forty Bends project, Seymour Whyte Constructions is responsible for the maintenance of the road between the project limits which includes checking trees, the trimming of branches if required and managing roadside vegetation.

At the completion of the project, Roads and Maritime will resume the maintenance responsibility.

Q. Why is there a kink in the road near the Hartley cemetery? Why hasn't this been straightened out?

A: The current alignment in front of the cemetery is not the final alignment. Temporary linemarkings are in place over the length of the project to facilitate construction.

Once the final road surface has been completed, this section of road will be straightened up.

Q. Are you going to seal the entrance to the cemetery?

A: Yes, the entrance road to the cemetery will be sealed 20 metres from the edge of the highway.

Q. What is the timeframe to finish the whole job?

A: Work in Hartley Valley is due to finish February 2017 (work at the top of River Lett Hill is expected to be completed April 2017), weather permitting.

Q. Is Roads and Maritime and Seymour Whyte Construction aware of the unique geological stopped dyke that is located opposite the historic Hartley Village?

A: Roads and Maritime is aware of the dyke which has been determined to be outside the current area of work.

Q. a. What is the change in road level in front of Fern Hill?

b. Where will the slow lane finish coming at the top of (west bound) River Lett Hill?

A: The change in road level in front of Fern Hill is 150 mm to 350 mm heading west from the eastern end of Fern Hill house.

The westbound slow lane will finish approximately 120 metres east of 3029 Great Western Highway. The westbound lane will not be extended due to the location of the point-to-point gantry structure.

Contact

If you have any questions, please contact our project team on 1800 035 733 or hv2fbupgrade@rms.gov.au. For more information on our projects, visit rms.nsw.gov.au.

Thank you for your patience during this important work.



Translating and Interpreting Service

If you need an interpreter, please call the Translating and Interpreting Service (TIS National) on **131 450** and ask them to telephone Roads and Maritime Services on 1800 035 733

Arabic

إذا كنتم بحاجة إلى مترجم، الرجاء الاتصال بخدمة الترجمة الخطية والشفهية (TIS National) على الرقم **131 450**، والطلب منهم الاتصال بوكالتكم Roads and Maritime Services على الرقم 1800 035 733

Cantonese

若你需要口譯員，請致電 **131 450** 聯絡翻譯和口譯服務署 (TIS National)，要求他們致電 1800 035 733 聯絡 Roads and Maritime Services。

Mandarin

如果你需要口譯員，請致電 **131 450** 联系翻译和口译服务署 (TIS National)，要求他们致电 1800 035 733 联系 Roads and Maritime Services。

Greek

Αν χρειάζεστε διερμηνέα, παρακαλείστε να τηλεφωνήσετε στην Υπηρεσία Μετάφρασης και Διερμηνείας (Εθνική Υπηρεσία TIS) στο **131 450** και ζητήστε να τηλεφωνήσουν Roads and Maritime Services στο 1800 035 733

Italian

Se desiderate l'assistenza di un interprete, prego telefonare al Servizio Interpreti e Traduttori (TIS National) al **131 450** chiedendo di contattare Roads and Maritime Services al 1800 035 733

Korean

동역사가 필요하시면 번역동역서비스 (TIS National) 에 **131 450** 으로 연락하여 이들에게 1800 035 733 번으로 Roads and Maritime Services 에 전화하도록 요청하십시오.

Vietnamese

Nếu cần thông ngôn viên, xin quý vị gọi cho Dịch Vụ Thông Phiên Dịch (TIS Toàn Quốc) qua số **131 450** và nhờ họ gọi cho Roads and Maritime Services qua số 1800 035 733

