

# MEETING NOTES



**Name of meeting:** Foxground & Berry Bypass Route Comparison Study: Technical Investigation Group  
Weekly Progress/Coordination Meeting 5

**Location of meeting:** RMS Project Office, Pyrmont

**Meeting facilitator:** Steve Zhivanovich

**Date:** 7/03/2012 **Time:** 10am

Attendees:	Name	Initials	Organisation
	Adam Berry	AB	RMS
	Henk Buys	HB	AECOM
	Gillian Goldsmith	GG	Evans & Peck
	Phil Jorgensen	PJ	Evans & Peck
	David Kennewell	DK	AECOM
	Annabel Killen	AK	Evans & Peck
	Michael Moore	MM	Evans & Peck
	Ken O'Neill	KO	Aurecon
	John Poposki	JP	RMS
	Ron de Rooy	RdR	RMS
	Glen Smith	GS	AECOM
	Tim Snape	TS	AECOM
	Peter Stewart	PS	Peter Stewart Consulting
	Jon Williamson	JonW	AECOM
	Steven Zhivanovich	SZ	RMS

Additional distribution:	Name	Initials	Organisation
	Stuart Dalziel	SD	AECOM

	ITEM	COMMENT	ACTION	COMPLETION DATE
1.	Review of outstanding actions from previous minutes	Minutes included below	Noted	
2.	Technical investigation group brief	Brief and overview of group (as published on RMS project website) distributed	Noted	
3.	Design development: Southern bypass option	GS is preparing road design documents to be issued to group to allow development of other aspects of the design.	GS	9/03
4.	Flood investigations and assessment	Meeting held to discuss results of flood investigation with Bruce Ramsay <ul style="list-style-type: none"> <li>- Confirmation of 100yr flood level has been referred to Cardno. Response expected on 12/03</li> <li>- Clarification of flood immunity of sewerage treatment plant is work in progress</li> </ul>	DK DK DK	12/03 20/3 20/3

		- Investigation of impact of proposed island embankment is underway: consideration of flooding risks, impact on South Coast Railway		
		<p>Berry flood evacuation route</p> <p>Investigation has revealed that current flood evacuation route from Berry does not have the required flood immunity. A flood immune means of evacuation would be provided as a consequence of the current preferred northern option.</p> <p>Proceeding with a southern route option may require additional upgrades (eg with diversion of Town Creek/upgrading Broughton Mill Creek Bridge etc) in order to achieve equivalent benefit to town.</p> <p>Documentation of this to be prepared.</p>	DK	20/3
		Piped vs open channel for Town Creek across private property. Constraints from Office of Environment and Heritage to be detailed. A meeting to be organised with OEH and landowners to appreciate issues and move forward.	RdR	20/3
5.	<b>Geotech investigations (desk top)</b>	Nothing to report.		
6.	<b>Geotech investigations (fieldwork)</b>	<p>Wet weather has severely delayed progress of fieldwork.</p> <p>Local flooding has prevented access to many areas.</p> <p>Regional wet weather and associated problems with roadways/pavements are a further demand on resources and have priority over this testing.</p> <p>Methods to expedite obtaining results identified, to be communicated to geotech team:</p> <ul style="list-style-type: none"> <li>• CPT to be progressed as it is currently less affected by weather/resource constraints</li> <li>• Prioritise boreholes around blue route (noted that all boreholes will ultimately be completed)</li> </ul>	HB	14/03
		RMS is to prepare factual report on results of fieldwork. AECOM to prepare an independent interpretative report.	Noted	

		RMS to obtain a second independent interpretative report from another geotechnical specialist (post meeting note; Dan Horan of RMS Southern Region actioning)		
7.	<b>Precast arch bridge design option</b>	KO'N is progressing drawings and other design documentation.  Horizontal alignment now determined which will allow finalisation of this documentation.	Noted	
8.	<b>RailCorp interface</b>	RdR is in contact with representative of RailCorp regarding RailCorp's constraints for the interface with the South Coast Railway.  RailCorp will provide details of requirements.	RdR	20/03
9.	<b>Construction methods</b>	Work is progressing.  Horizontal and vertical alignment of southern option now determined which will allow finalisation of this documentation.	Noted	
10.	<b>Mass Haul Analysis</b>	HB to investigate and document stockpiling options for excess fill for northern route.	HB	20/03
		Horizontal and vertical alignment of southern option now determined which will allow finalisation of this documentation.	Noted	
11.	<b>Estimating</b>	Framework of estimate has been reviewed and work is progressing	Noted	
12.	<b>Programming</b>	SF from Evans & Peck has been engaged and is commencing programming 7/03/12	Noted	
13.	<b>Addendum to concept design criteria</b>	Concept design guidelines:  Addendum to current document to be produced with specifics for Berry as follows: <ul style="list-style-type: none"> <li>- Freeboard allowance requirements</li> <li>- Bridge design guidelines: Figure showing typical cross section to be included</li> <li>- Rail interface requirements: Road vehicle maintenance tracks to be included</li> <li>- Rail interface: Include statement from RailCorp regarding their long term flood immunity plans (e.g. raising rail line as recommended in SMEC report).</li> <li>- Climate change: Current document is specific to the Northern option and does not refer to projected sea level increases</li> </ul>	JP	29/03

14.	<b>Property impacts</b>	RMS resources are now able to progress analysis of property impacts/acquisitions/severance.	AB	Ongoing
15.	<b>Comparative report</b>	Preliminary structure for report distributed for review and comment.	AK	08/03
16.	<b>Preparation for 19 March technical feedback session</b>	Short presentations to be prepared on flooding, structures, estimation, construction and geotech.  Run-through to be arranged following the next TIG meeting	DK KO'N PJ PS HB	14/03
17.	<b>TIG programme update</b>	Geotech fieldwork is severely delayed: results will not be available in time to interpret and apply information to design.  Programme to be updated and distributed to reflect this.	AK	09/03