

MINUTES



Name of meeting: Foxground & Berry Bypass Route Comparison Study: Technical Investigation Group
Weekly Progress/Coordination Meeting #6

Location of meeting: RMS Project Office, Pyrmont

Meeting facilitator: Steve Zhivanovich

Date: 14/03/2012 **Time:** 10am

Attendees:	Name	Initials	Organisation
	Adam Berry	AB	RMS
	Henk Buys	HB	AECOM
	Derrick Hitchins	DH	SMEC (Independent reviewer)
	Phil Jorgensen	PJ	Evans & Peck
	David Kennewell	DK	AECOM
	Annabel Killen	AK	Evans & Peck
	Chris Masters	CM	SMEC (Independent reviewer)
	Michael Moore	MM	Evans & Peck
	Basil Pazpinis	BP	RMS
	John Poposki	JP	RMS
	Ron de Rooy	RdR	RMS
	Peter Stewart	PS	Peter Stewart Consulting
	Alan Thomas	AT	RMS (PMO internal reviewer)
	Ben Vohralik	BV	Evans & Peck
	Jon Williamson	JonW	AECOM
	Steven Zhivanovich	SZ	RMS

Additional distribution:	Name	Initials	Organisation
	Stuart Dalziel	SD	AECOM
	Gillian Goldsmith	GG	Evans & Peck
	Ken O'Neill	KO	Aurecon
	Glen Smith	GS	AECOM

		Item	
1.	Introduction of internal and external reviewers	<p>SZ introduced reviewers</p> <p>Internal reviewers:</p> <ul style="list-style-type: none"> Alan Thomas, RMS Project Management Office (PMO) Basil Pazpinis, RMS Project Management Office (PMO) 	Noted

		<p>External reviewers</p> <ul style="list-style-type: none"> • Derrick Hitchins (SMEC) • Chris Masters (SMEC) <p>Reviewers to attend meetings, monitor progress, comment on any areas of improvement (in real time) and provide final review and report on investigation.</p> <p>Technical investigation group members to be prepared to discuss work individually with reviewers if and when requested.</p>	
2.	Review and update of outstanding actions from previous minutes	Previous minutes attached	Noted
3.	<p>Design development:</p> <ul style="list-style-type: none"> • Southern bypass route • Northern bypass option developments 	<p>Southern bypass route</p> <p>Structures: It was noted that there was some inconsistency regarding piers and headstocks in bridge design. This is currently being rectified, correct design documents due 16/03. For the purposes of the TIG's work a continuous headstock supported by three round piers should be used for bridge structures on both the north and south routes.</p>	JW GS
		<p>Southern bypass route</p> <p>Structures: Level of detail on drawings and documentation was discussed. Noted that at this stage of the investigation indicative designs will be produced for the purposes of costing. Should this route become an option it would be taken to a further level of development at which time emphasis would be on providing more detailed design options to the community.</p>	Noted
		<p>Northern bypass option developments</p> <p>AB noted that details of the northern bypass option are being developed in consultation with the community.</p> <p>Incorporation of this information into the estimate being prepared for the northern bypass option discussed.</p> <p>Noted that</p> <ul style="list-style-type: none"> • the details of the design will continue to evolve and the coarseness of the strategic estimate will not pick up comparatively 	Noted

		<p>minor updates; however</p> <ul style="list-style-type: none"> the changes to the design of the Kangaroo Valley Road intersection to include such items as improved pedestrian linkage are likely to impact the cost estimate due to their scale; and other items such as those relating to urban design which impact on the community may also impact on cost items, but to a lesser extent. <p>Actions:</p> <p>Determination of point at which northern route estimate is fixed</p> <p>JW to provide indication of noise barrier requirements for southern option to allow a provisional cost estimate for these. Noted that this will be provisional and not developed based on the same level of detail of noise modelling as for the northern option. Also noted that this item is likely to be of comparatively minor cost, but should be acknowledged and included to be comparable with the northern route.</p>	<p>ALL</p> <p>JW</p>
4.	Flood investigations and assessment Independent review	SZ noted that independent reviewers, Lyall & Associates, have been appointed for the flood investigation and assessment and will commence work during week commencing 19 March.	Noted
		<p>The applicable flood studies for different areas along the southern route are to be discussed and agreed with Isobelle Ghetti from Shoalhaven City Council.</p> <p>DK preparing map showing which studies apply to which area for meeting with Isobelle. Meeting to be held 16 March.</p>	DK
		<p>Flood investigation and preparation of documentation is progressing on the island embankment proposal from Bruce Ramsay. SZ to review DK's recommendations (as previously requested and submitted) of what modelling is possible within the scope of the TIG investigation time frame to support a better understanding of the potential benefits and disadvantages. Ultimately further detail will be required to better inform the most appropriate outcome.</p> <p>Precedents for similar island embankment situations have been identified on two recent</p>	DK / SZ

		<p>projects:</p> <ul style="list-style-type: none"> • Windsor Flood Evacuation Route • Kempsey bypass <p>In both these cases the contractors constructing the split viaducts elected to make them continuous by removing the islands to improve productivity and make savings to the construction duration. The time savings translated into net cost savings even though increased bridge length cost more.</p>	
5.	Geotech investigations (desk top)	Nothing to note	
6.	Geotech investigations (fieldwork)	<p>Geotech fieldwork is progressing.</p> <p>9 boreholes have been completed, 10th borehole in progress</p>	HB
		CPT rig is being mobilised – there is a lead time on this and it should be in action during the next week.	Noted
7.	Property severance and adjustments	<p>Northern route work is progressing.</p> <p>Completion expected 21/03.</p>	AB
		Southern route work to commence following completion of northern route work. More resources may be required to supplement heavy workload of RMS property team to complete work in required timeframe.	Noted
8.	Structures	Structures discussed under southern design development	Noted
9.	RailCorp interface	<p>Consultation with RC representative commenced and ongoing.</p> <p>Proceed with current RailCorp design criteria and provisions, based on Gerringong requirements providing for:</p> <ul style="list-style-type: none"> • Duplication (noted that RC has reserve to allow for duplication) • Electrification • Maintenance access <p>Awaiting direction from RC on whether provision must be made for raising of rail line.</p>	
10.	Construction methods	Construction methods for earthworks, structures (key areas) are well advanced.	Noted

		Extent of low noise asphalt wearing course surfacing to be confirmed.	RdR
11.	Mass Haul Analysis	Mass haul analysis for northern route complete	Noted
		Mass haul analysis for southern route is well progressed.	Noted
		Options for use of excess fill as stock refuge mounding presented: HB detailed precedents from Kempsey bypass: <ul style="list-style-type: none"> • Relatively flat batters (5:1 max) • Plan area depends on herd size • Height depends on location and flood immunity to be achieved Noted that use of fill in this manner would normally be determined by consultation with relevant farmers to provide appropriate benefits to them.	Noted
		BP noted that conditions of stockpiling must be defined such that fill is not subject to tax on disposal. Taxation on disposal of “waste” materials is a considerable cost to be avoided or minimised.	Noted
12.	Estimating	Draft estimate for northern bypass complete however important to clarify how ongoing design development is to be incorporated (as discussed in Section 3)	Noted
		Estimate for southern route commenced	Noted
13.	Construction Programming	Work is underway: Structure of construction programme commenced.	Noted
		First draft for northern option expected 21/03	MM
	Comparative report Preparing draft inputs	Noted that report preparation phase has commenced. Results of investigation are being developed and documentation for report is to be developed over coming weeks	Noted
14.	AOB	None raised	