

# What is the Quantm study and when will it be released to the public?

## Upgrading the Princes Highway



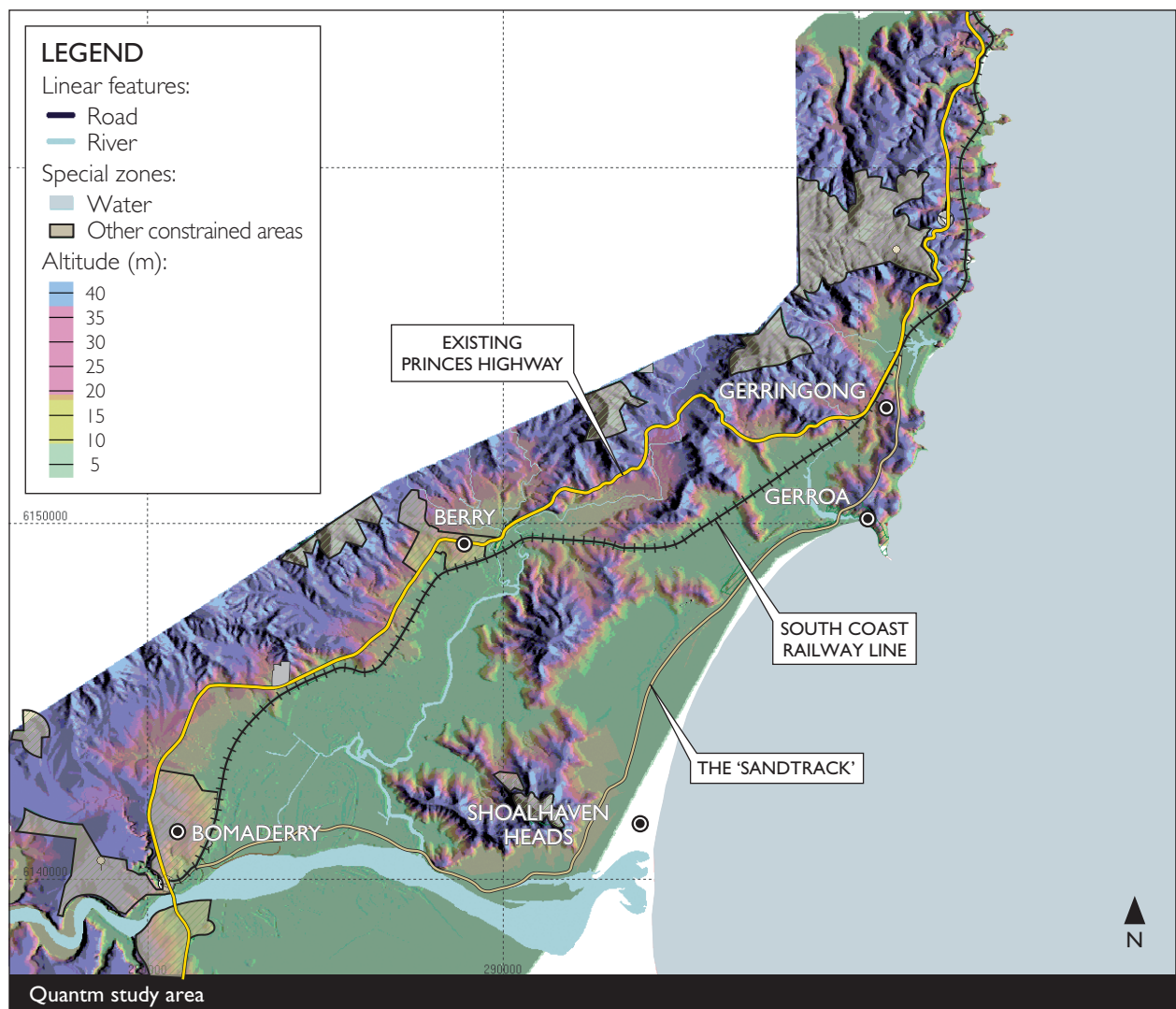
“Quantm” is a computer system used as part of early planning to identify and analyse feasible corridors and routes for road and rail transport.

The Quantm study area for this project originally extended from Kiama to Nowra and between the coast line and west of Berry. The primary objective of the study was to provide an understanding of strategic corridor areas that would be suitable for detailed consideration through concept development and community consultation. See Step 1 of the process flow chart over the page.

When data is available Quantm can enable the operator to identify, define and consider various aspects such as: physical terrain or topography; geological conditions; environmental factors; cultural and heritage areas. When the geometric standards of a road are put into the program it can estimate construction costs.

The Kiama to Nowra Quantm tool has commenced focussing on engineering constraints (physical terrain, geological conditions, geometric standards and construction costs). Some environmental constraints have been considered but these issues need to be fully investigated during the next phase of the study.

A number of corridors within this study area (including the Sandtrack) were identified as having a high level impact and little or no advantage over the existing highway corridor. These corridors will not be examined further unless it can be demonstrated they may have good feasibility. See the August 2006 community update for more information.



Quantm will assist the RTA to define an area in which it is most likely a route could be located between Gerringong and Bomaderry.

The next phase of the process is to undertake investigations and community impact considerations to identify the potential corridors that are worthy of further consideration. The

release of the Quantm Study at this early stage in the investigations would be premature. Given there is no fieldwork to contribute to the conclusions, the program outputs could create unnecessary concern and/or expectation within the community. In particular, landowners could be shown as not directly affected, and then may well be in the future with the release of route options.

STEPS	PROCESS	INPUT (What is considered and obtained during the process)	OUTPUT (What is produced after investigations)
Step 1	<ul style="list-style-type: none"> <li>Community and stakeholder consultation.</li> <li>Preparation of contract brief (for consultants).</li> <li>Desktop analysis (no field work).</li> </ul>	<ul style="list-style-type: none"> <li>Previous studies.</li> <li>Project constraints.</li> <li>Study area.</li> <li>Information days.</li> <li>Community workshops.</li> <li>Have your say forms.</li> </ul>	<ul style="list-style-type: none"> <li>Understanding of critical issues.</li> <li>Clear understanding of how the community wants to be involved.</li> <li>A brief for route options and preferred route selection process.</li> </ul>
Step 2	<ul style="list-style-type: none"> <li>Engage consultant.</li> <li>Community and stakeholder consultation.</li> </ul>	<ul style="list-style-type: none"> <li>Risk management plan.</li> <li>Environmental studies: <ul style="list-style-type: none"> <li>Flora and fauna.</li> <li>Aboriginal and European heritage.</li> <li>Water and air quality.</li> <li>Climatic assessment.</li> </ul> </li> <li>Social impact investigations: <ul style="list-style-type: none"> <li>Socio economic impacts (agricultural).</li> <li>Noise studies.</li> <li>Community impacts.</li> <li>Visual impacts.</li> <li>Property impacts.</li> </ul> </li> <li>Engineering investigations: <ul style="list-style-type: none"> <li>Geo-technical investigations.</li> <li>Traffic and transportation studies.</li> <li>Road safety audit.</li> </ul> </li> <li>Design requirements: <ul style="list-style-type: none"> <li>Roads and bridges.</li> <li>Urban and rural landscape.</li> </ul> </li> <li>Utilities and service investigations.</li> <li>Community consultation: <ul style="list-style-type: none"> <li>Tools to provide information.</li> <li>Sessions to exchange views and data.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>A range of road corridors.</li> <li>A range of feasible routes within road corridors.</li> </ul>
Step 3	<ul style="list-style-type: none"> <li>Compare a long list of options.</li> <li>Develop a shortlist of options.</li> </ul>	<ul style="list-style-type: none"> <li>Analyse all information obtained through steps 1 and 2.</li> <li>Preliminary cost estimates.</li> <li>Identifying road construction staging opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Shortlist of feasible options.</li> <li>Displays for stakeholder and community feedback.</li> </ul>
Step 4	<ul style="list-style-type: none"> <li>Select a preferred option.</li> </ul>	<ul style="list-style-type: none"> <li>Options placed on display.</li> <li>Stakeholder and community discussions.</li> <li>Community submissions assessed.</li> <li>Preferred option identified.</li> </ul>	Preferred option.
Step 5	<ul style="list-style-type: none"> <li>Refine the preferred option.</li> </ul>	<ul style="list-style-type: none"> <li>Potential for further targeted engineering and environmental investigations to confirm viability.</li> <li>Modifications to the preferred option placed on display.</li> <li>Consideration of community feedback.</li> </ul>	Preferred route.
Step 6	<ul style="list-style-type: none"> <li>Seek route approval.</li> </ul>	<ul style="list-style-type: none"> <li>Submissions to the Minister recommending the preferred route.</li> </ul>	Route approval.