

Barton Highway – display of proposed road boundaries

Some answers to frequently asked community questions are provided below.

What investigations have been undertaken to develop the proposed road boundaries and concept design?

The RTA carried out preliminary geotechnical investigations and field surveys over the entire 33 kilometres of single carriageway.

Aurecon was engaged by the RTA in 2009 to carry out a preliminary environmental investigation along the study corridor of the Barton Highway to examine the potential environmental constraints on the route. The key environmental issues addressed were Aboriginal heritage, non-Aboriginal heritage, soil and water, contaminated land, noise, ecology, social and visual amenity.

The preliminary environmental investigation report is available to view on the RTA's website www.rta.nsw.gov.au

Could the proposed road boundaries change?

The proposed road boundaries will be finalised by the RTA in accordance with current design guidelines.

These road boundaries will then be provided to Yass Valley Council for inclusion in its Local Environmental Plan.

Using the information available the RTA has located the boundaries to make provision for the location of environmental controls such as sedimentation basins and future refinements to intersection designs to avoid changing the boundaries in the long term.

What type of access is proposed from the bypass into Murrumbateman?

An off ramp near Valencia Drive for northbound traffic and an off ramp at Hillview Road for southbound traffic are being proposed for access to the township of Murrumbateman. The existing

Barton Highway would remain as a service road for access into and out of the town.

Motorists would be unable to enter Murrumbateman from the bypass at Murrumbateman Road. The RTA has previously discussed with some stakeholders the provision of an interchange at Murrumbateman Road. However issues with lighting, noise, visual impact and traffic flows have been raised. The RTA is now proposing an overpass at Murrumbateman Road with no ramps and utilising other main roads in Murrumbateman to access the township.

How would I access the new Barton Highway from Murrumbateman?

To travel towards Canberra, motorists would access the new highway using the Euroka Avenue overpass and on ramp. To travel towards Yass, motorists would use the Hillview Road overpass and on ramp.

How would I access the town centre of Murrumbateman from Dundoos Estate?

The RTA is proposing a new access road from Dundoos Estate which would join Murrumbateman Road. Motorists would then use the new overpass on Murrumbateman Road to access the town centre.

How would I access the town centre of Murrumbateman from Valencia Estate?

Residents living in Valencia Estate would use the existing Barton Highway to access Murrumbateman. The existing Barton Highway would become a service road to separate local traffic from highway traffic.

Why is there no direct access to the new Barton Highway at Murrumbateman?

In the Murrumbateman area the RTA has designed the highway so that local traffic can access the highway at two locations, Euroka Avenue and

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Hillview Road. This will improve road safety for both local traffic and high speed highway traffic by separating the two.

Service roads that connect to the new highway have been provided for property access.

What type of intersection treatments have been considered at Hillview Road and Euroka Avenue?

An overpass is proposed at Hillview Road with an on ramp to Yass and an off ramp from Yass to Murrumbateman. Provision has been made for future interchange ramps to Canberra if required.

An overpass is proposed at Euroka Avenue with an on ramp to Canberra.

What type of intersection treatments have been considered at Kaveney's Road and Gooda Creek Road?

The RTA is proposing a median cross over at Kaveney's Road to access the highway. The road boundaries have been widened at this location to make provision for alternative intersection treatments given possible future development in this area.

A median cross over is also being proposed at Gooda Creek Road for access to the highway and nearby properties.

I live on a rural property. How would I get on and off the highway?

Centre median cross overs are being proposed at selected locations to allow motorists to enter or exit the highway and cross from one side of the highway to the other.

Where several property accesses exist close together, service roads are being proposed that connect to the highway near median cross overs.

Some property entrances will only have left in and left out access. Motorists would need to travel to the nearest median cross over to change direction. On average, the RTA is proposing a median cross over every two kilometres.

Some local road intersections and property entrances will require modifications to provide safe connection to the Barton Highway.

Will a horse underpass be built near the recreation grounds?

While a horse underpass is not part of the current concept design, the RTA has made provision within the road boundaries for a future horse underpass.

Does the concept design include a cycleway from Yass to Canberra?

The RTA has designed the highway to include 2.5 metre wide shoulders to allow sufficient separation between motorists and cyclists. This is consistent with similar duplicated rural highways in NSW.

How has noise been considered as part of the concept design?

The RTA has made provision within the road boundaries for the future construction, where appropriate, of noise treatments such as noise walls and noise mounds. The design and types of noise treatments will not be considered until an environmental assessment and detailed design of the route is carried out closer to the time of construction. Potential noise impacts were investigated as part of the preliminary environmental investigation by Aurecon which provided some preliminary information to the RTA. For more information on noise impacts, visit the RTA website and download the Preliminary Environmental Investigation report.

Will you be buying my property?

When the road boundaries are finalised the RTA will consider hardship acquisition claims.

The RTA will consider a request for acquisition if a case for hardship can be demonstrated using the criteria specified under the *Land Acquisition (Just Terms Compensation) Act* or under the RTA's preferred option Hardship Acquisition Policy. A fact sheet about the property acquisition process is available from the RTA.

A program of property acquisitions for construction of the project will not occur until completion of a detailed environmental assessment of the route. This will occur closer to the time of construction.

Where can I access information about the Barton Highway future duplication?

All the information at the public displays is available for viewing on the RTA website www.rta.nsw.gov.au

How can the community provide feedback to the RTA?

The RTA welcomes feedback from the community about the concept design and proposed road boundaries. Submissions should be sent to the Barton Highway future duplication project manager by Friday 25 June 2010 to PO Box 484 Wagga Wagga NSW 2650 or email wagga_wagga_regional_office@rta.nsw.gov.au