

Barton Highway – final road boundaries and concept design

Some answers to frequently asked community questions are provided below.

Why doesn't the concept design include an interchange at Murrumbateman Road?

An interchange at Murrumbateman Road was investigated during the concept design phase. However after considering issues raised by the community such as lighting, noise, visual impact and traffic flows in this area, interchanges at Hillview Road and Euroka Avenue will impact less on the community and better cater for the future growth of Murrumbateman.

After receiving community feedback from the May 2010 information session, the interchange designs at Euroka Avenue and Hillview Road were refined. At Euroka Avenue the road boundaries have been widened to allow space for possible southbound and northbound on and off ramps. Roundabouts have also been included as possible intersection arrangements to improve traffic flow and allow further design improvements during the detailed design phase of the project.

At the Hillview Road interchange the concept design now includes an entry ramp to Canberra and exit ramp from Canberra.

With these refinements to the concept design, an interchange at Murrumbateman Road is not required.

Can the potential for traffic congestion at Euroka Ave be addressed?

The proposed concept design provided an on ramp to Canberra only. After feedback from the community roundabouts are now proposed at

Euroka Ave as possible intersection arrangements to improve traffic flow and to allow further design improvements during the detailed design phase of the project. The road boundaries have also been widened to allow for future north facing on and off ramps.

Will a full diamond interchange at Kaveney's Road be considered to address heavy vehicle movements from the quarry?

The concept design currently provides a median crossover for vehicles using Kaveney's Road and Anchow Hill Road.

The road boundaries have been widened at this location to allow for intersection design options, such as a full diamond interchange, during the detailed design phase of the project. This will allow the final design to take into account any future development at this location.

Will on and off ramps be provided for Canberra at the Hillview Road interchange?

After consulting with the community about the proposed road boundaries and concept design in 2010, exit and entry ramps have been included from and to Canberra in the final concept design.

Barton Highway future duplication

How will the road boundaries and concept design affect Yass Valley Council's Local Environmental Plan?

The road boundaries for the future duplication of the Barton Highway have been given to Yass Valley Council for inclusion in its Local Environmental Plan (LEP). The road boundaries will help council with its future land use planning. It is now a matter for council to complete its draft LEP for public exhibition.

Will Euroka Avenue, Murrumbateman Road and Hillview Road be upgraded as part of construction of the Barton Highway duplication?

The need to upgrade Euroka Avenue, Murrumbateman Road and Hillview Road will be considered at the detailed design phase of the project in consultation with Yass Valley Council.

The immediate approaches to the interchanges and overpasses on these roads would likely be upgraded as part of the project. This includes adjusting the alignment of Murrumbateman Road and Hillview Road to improve road safety.

When will rest area and bus stop locations be considered?

The road boundaries provide sufficient room for the inclusion of bus stops and rest areas.

The nature and location of these would be considered during the detailed design phase of the project.

The current concept design retains an existing southbound rest area south of Murrumbateman.

Stakeholders such as council, local bus companies, schools and trucking associations will be consulted about the type and location of bus stops and rest areas.

Will tree planting be considered as part of plans for the duplication of the Barton Highway?

The future duplication of the Barton Highway is likely to result in the clearing of some native vegetation. The road boundaries and concept design seeks where possible to avoid and retain native vegetation.

The road boundaries provide sufficient space for landscape plantings. The locations and types of plantings would be considered during the detailed design phase.

Will a service centre be considered as part of plans for the duplication of the Barton Highway?

Commercial service centres would need to be wholly located on private land and would be subject to a separate planning and approval process. It would be a matter for council to pursue a proposal for a service centre.

What other changes have been made when finalising the road boundaries and concept design?

- The removal of the service road between Boundary Lane and Tallawong Road. Further investigations showed the expected low traffic volumes did not warrant the construction of a one kilometre long service road. Properties to the west can access the highway via a left-in, left-out movement and use median crossovers to change direction along the highway.
- The existing highway will form the northbound rather than the southbound carriageway between Kaveney's Road and Capricorn Stud to reduce environmental impacts and move the highway further away from the Boral quarry's exclusion zone.
- New dual carriageway from north of Gooda Creek Road connecting to the bypass of Murrumbateman rather than utilising the existing highway. This will reduce impacts on the environment and small rural residential lots. The service road at this location will use part of the existing highway.
- Connecting the service road from Euroka Avenue heading north, and the service road from Dundoos Estate heading south, to provide one service road linking Euroka Avenue and Murrumbateman Road. This will improve local property access and connectivity to the Murrumbateman village centre.

Could the road boundaries change?

Changes may be made to the concept design during the detailed design and environmental assessment stages of the project due to changes in road safety design standards and future land use and development along the project corridor. This may in turn affect the road boundaries however Roads and Maritime Services will minimise any changes to the road boundaries where possible.

Roads and Maritime Services 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.

Once construction of the Barton Highway duplication is funded, what will be the next stages in the planning process?

Environmental assessment, detailed design and property acquisition are the next stages of planning, however they will not occur until there is a decision made on the timing of construction. The community and other stakeholders will be given another opportunity to comment on the proposed duplication of the Barton Highway when the next stages occur.

Now that the concept design and road boundaries are finalised, when will construction commence?

Current funding for the Barton Highway is for duplication planning and general safety works only. The timing for commencement of duplication works has not been decided.

The Australian Government is currently funding a package of safety works on the Barton Highway.

The realignment of a one kilometre section of the Barton Highway at Capricorn Corner was completed in January 2010.

Construction of 4.5 kilometres of new road at Gounyan Curves to remove seven bends in the highway was completed in November 2011.

Roads and Maritime Services is currently investigating safety improvements at other locations along the Barton Highway.