

Frequently Asked Questions – December 2018

Final bridge design

Why are we building a new bridge?

The new bridge will improve access to Batemans Bay and surrounding areas, allow access for larger trucks, reduce traffic delays and improve the Kings and Princes Highways intersection.

How did we arrive at the final bridge design?

Roads and Maritime Services developed a concept design and carried out two separate environmental assessments on the proposed Batemans Bay Bridge replacement to determine the potential environmental and social impacts of the project. A submissions report was prepared to consider and respond to feedback received during the display of the environmental assessment and concept design in November 2017.

As a result of community feedback a number of improvements to the concept bridge design have been included in the final bridge design:

- **Kings and Princes Highway:** The Kings and Princes highways intersection will be improved to include additional slip lanes and traffic lights that will be activated when long queues are detected.
- **Fewer piers:** There will be fewer piers in the water and wider spans for improved river flow, safer navigation for river users and a more appealing bridge design.
- **Foreshore area:** The Foreshore Advisory Committee has been established and continues to guide community input into some features of the north and south foreshores including parking, recreational areas, access to the river, landscaping and artwork. The committee is made up of three community representatives, an accessibility representative, Eurobodalla Shire Council, boating and fishing groups, local Aboriginal groups and local business operators. The project team provide technical advice and support to the committee. Roads and Maritime is exploring ways to provide better amenities for all vessels to have better access to and from the town centre including investigating the replacement of the existing T-wharf on the southern foreshore with a new floating pontoon.
- **Pedestrian access onto the bridge:** Stairs on the eastern side of the bridge will be provided on both sides of the Clyde River and will enable quicker access to the new bridge. The stairs will be provided in addition to the ramps already proposed.
- **Old Punt Road:** Old Punt Road between Wray Street and the northern foreshore will be widened to provide a safer two-lane road, one lane either direction.
- **North Street:** The north-east kerb will be modified to allow trucks to turn into North Street without crossing onto the other side of the road. Three parking spaces will be removed to accommodate the turning movement.

What will the new bridge look like?

Check out 3D images and an animation on the project website.

The key design elements of the new bridge will include:

- Location to the west of the existing bridge
- Height clearance of about 12 metres for marine traffic
- Fewer piers
- Concrete box girder construction
- Four lanes of traffic, with two lanes in each direction
- A three metre wide shared pedestrian and cyclist path.

What are the benefits of the new bridge design?

- Fewer piers in the river to improve river flow, safer navigation and make the bridge more visually appealing
- The construction method means more work will be completed away from the town centre and high traffic areas, reducing impact to the community
- Ramps and steps will connect the bridge to the northern and southern foreshores and the existing pedestrian network
- New fishing and viewing platforms
- Old Punt Road will be widened and connected with Wharf Road to improve access to the northern foreshore.
- The Kings and Princes highway intersection will be further upgraded to improve traffic flow
- The bridge height and removal of the lift span will allow uninterrupted access for watercraft requiring 12 metres height clearance
- The entrance into the service station from the Princes Highway north of the bridge will be reinstated

How will traffic be impacted during construction?

There will be some temporary traffic changes during construction. Reduced speed limits, lane closures and traffic staging will be in place and may impact travel times. We encourage motorists to obey traffic signs and instructions from our traffic management crews.

How will I access the town centre during construction?

Access to the town centre will be maintained at all times during construction. Changed traffic conditions will be in place at various times during the project and will be widely communicated well in advance. For the latest traffic updates call 132 701, visit livetraffic.com or download the Live Traffic NSW App.

Will there be more noise during construction?

The bridge construction activities such as major crane works, and piling will create increased noise and vibration levels. We will carry out noise and vibration monitoring throughout this work.

How is the project managing potential impacts to the environment?

There will be a range of mitigation measures in place to minimise impacts to the environment including:

- Building a temporary jetty into the river on the southern foreshore as a load out facility
- Placement of floating barriers around work in the waterway to contain and control any dispersion of silt into the river
- Installation of physical barriers to contain any potential spills on land
- A strict regime of testing and monitoring to ensure controls are adequate and effective
- Ongoing and regular monitoring of noise, dust, vibration and water quality
- Accessing specialists for advice on specific environmental impacts

- Regular and ongoing inspection of all work sites and timely and accurate provision of information required under the project Environment Protection License
- Provision of a 24-hour community feedback phone number 1800 870 119

What’s happening to the former bowling club site?

The demolition of the former Batemans Bay Bowling Club site started in November 2018. Once removed the site will be used to establish the temporary project site offices and compound, a community information centre and will include a dedicated training facility hub.

What’s happening with the coastal study?

An independent assessment is being undertaken of the potential hydrodynamic impacts associated with the bridge piers. The subsequent phases of the study will also consider the impacts associated with past infrastructure works within Batemans Bay and the Clyde River. GHD has been commissioned by RMS to undertake this work. If you would like to be kept informed about the Study or have any information you would like to contribute to their assessment then please email batemansbaybridge@jhg.com.au or phone 1800 870 119

What will the foreshore look like when the project’s completed?

The Foreshore Advisory Committee has been established to provide recommendations to the project team on the foreshore design including parking facilities, recreational areas, access to the river, landscaping and artwork. A detailed design of the northern and southern foreshore areas will be available in early 2019.

How will the bridge be built?

Please note, all images in the table below are indicative only, and show other similar projects in various locations.

<p>The first stage is building the temporary jetty and platform</p> <p>In order to build the permanent bridge a temporary jetty will be installed to load materials from the land to the water.</p> <p>The section of the bridge over the water will be built from various marine vessels whilst the section of the bridge on land will be built from a working platform.</p>		
<p>The second stage in building the bridge is the piling activity. What is piling?</p> <p>Piling is one of the methods we use to create a stable foundation for bridges, structures and buildings. Piling transfers the weight of the structure deeper into the ground.</p> <p>Piles are large columns generally made from reinforced concrete or steel. Inserting piles into the ground can take between one to two days to complete depending on the length and size. They can vary in length depending on the ground conditions and are driven or bored into the ground using a combination of cranes, piling rigs and vibrating hammers.</p>		

The third stage is pier construction

Once the piling activity is complete, the pier building will commence in order to carry the bridge segments. The piers will be built with temporary platforms and formwork containing steel reinforcement and concrete.



The fourth and major stage of the bridge building is lifting the precast segments

Pre-cast concrete segments will be used to build the new bridge. A total of 168 segments will be transported to the bridge for erection.

The pre-cast concrete segments will be installed over the Clyde River from a barge on alternating sides of the bridge piers to balance the load to the pier. The segments will be tied together using multiple steel bars and then stressing cables between adjoining sections.

Once the main structure has been built, the finishing works for the bridge will commence such as lighting, barriers and guard rail.



Can we still use the river while the bridge is being built?

Yes, a navigation channel will be maintained for marine vessels to pass through the construction area under the existing bridge.

For the safety of the public there will be changes to the way you can access the river in the construction area. A new temporary boat ramp and boat parking area will be constructed in Korners Park. The existing boat ramps north and south of the bridge will be in the construction zone and will be temporarily closed during construction. To avoid disruptions during the peak holiday period, both boat ramps will remain open until late January 2019.

Will work be stopped during summer?

Early works will stop during the peak part of the traditional summer holidays, from Friday 21 December 2018 through to Monday 7 January 2019.

How do I contact the project team

For more information please contact the project team on:

Phone: 1800 870 119

Email: BatemansBayBridge@jhq.com.au or batemansbaybridge@rms.nsw.gov.au

More information is also available at www.rms.gov.au/batemansbaybridge