



CLARENCE TOWN BRIDGE

Questions and Answers

TRAFFIC

Q: Why is the heavy traffic off the bridge detoured past the caravan park?

A: The existing Brig O'Johnston Bridge is restricted to vehicles of up to 2.8 metres wide and can carry only one lane of traffic with a load restriction of 22.5 tonnes. On completion of the new Clarence Town Bridge, road access will be returned to normal traffic conditions and will include access for emergency vehicles. The project is therefore expected to improve freight thoroughfare and productivity, improve access for emergency vehicles, road safety and support local industries.

Q: Why will there be traffic on the old bridge after the new bridge is constructed with two lanes?

A: The Brig O'Johnston Bridge is heritage listed and owned by Transport for NSW (TfNSW). NSW heritage requires that the bridge continue to be used for its intended purpose. Therefore, one lane of traffic will continue to access the bridge from the Limeburners Creek side. Any further information enquiries regarding the Brig O'Johnston Bridge should be directed to TfNSW.

Q: How will vehicles access the caravan park from the Limeburners Creek side? Can you access it from both bridges?

A: The new bridge will have two lanes, one in each direction. The existing bridge will also remain open to traffic from the Limeburners Creek side towards Clarence Town, which will then merge before the access to Williams River Holiday Park. The current access to the holiday park will remain in operation after the work is complete.

Q: How will the intersection of the Duke and Durham Streets work with the increased traffic given that the current situation does not work well? How will this be managed with trucks, cars, and pedestrians?

A: Following the construction of the new bridge, the intersection of Duke and Durham Streets will continue to operate in the same manner. The council will monitor its performance after the work is completed. Traffic calming devices will be included in the concept design.

Q: Is there a plan to close Durham Street off to through traffic?

A: There is no plan to close Durham Street off to through traffic.

Q: With the new bridge, will there be more heavy vehicle traffic? If so, how will this be managed?

A: The construction of the new bridge will remove the requirements for the current load limit on the road. This will see the return of normal traffic access to the area from the Limeburners Creek side of the Shire. To manage compliance with all heavy vehicle transport on the council road network, council is already part of the Mid North Weight of Loads Group (MNWOL) which undertakes inspections of vehicles throughout the Shire. Once the new bridge is opened, council will increase monitoring in this area to ensure compliance.

Q: Will there be traffic calming on the east side of the bridge?

A: Traffic calming devices will be included in the concept design for both sides of the bridge and council will look to extend the 50km/h zone.

Q: Why is the bridge designed for B Doubles and the adjoining roads are not designed for B Doubles?

A: The new bridge is designed to accommodate B-Doubles because current regulations require that all new bridge infrastructure be built to handle the maximum load capacity. This ensures the bridge can support the weight and size of these larger vehicles. However, not all the roads connected to the bridge are at this standard. This is due to existing limitations of the road alignments. Council recognises this and as we plan for possible future upgrades to the adjoining roads, they will then meet the required standards.

Q: If there are to be two lanes of traffic coming from the Limeburners Creek side into Clarence Town, how will the traffic merging work? If there was a car and caravan on the old bridge merging onto the road with a truck coming, will there be enough room? Also, will there be enough room to still turn into the caravan park?

A: There will be sufficient room for the two lanes coming from the Limeburners Creek side to merge before the access point into the holiday park and the Duke and Durham Streets intersection. The speed will be 50km/h which will also assist in the slower merging of lanes, and the exiting of traffic into the holiday park.

PEDESTRIAN & CYCLEWAY

Q: Why is the old bridge not used as a pedestrian and cycle bridge only?

A: As the old bridge is heritage listed and owned by Transport for NSW (TfNSW), there is a requirement by NSW heritage that the bridge continues to be used for its intended purpose. Therefore, the existing bridge will continue to have one lane of traffic accessing the bridge from the Limeburners creek side. Council is talking with TfNSW about the potential option of using the existing bridge as a shared walkway and vehicle bridge, however these discussions are ongoing.

Q: Will there be footpaths on the east side on Limeburners Creek Road?

A: Some funding is available for footpaths as part of the bridge project. At this stage, the design includes a footpath to the intersection of Waterview Road. Council is working on a long-term strategy for footpaths and cycleways across the area, and the footpaths on the new bridge are the first step in connecting the new subdivision with the Clarence Town township.

LIGHTING

Q: Will there be ambient lighting on the new bridge?

A: The concept design includes street lighting on the new bridge for vehicles and pedestrians. The lighting design specification will be based on the minimum lighting required for vehicles and pedestrians in urban areas. This lighting will be for traversing the structure and the LED beam of light will be directed downwards. This is consistent with the other street lighting in and around Clarence Town.

Q: Will there be ambient lighting on the Brig O'Johnston bridge?

A: At this stage the information from TfNSW indicates that there are no plans for lighting to be included in the refurbishment of the Brig O'Johnston Bridge.

DESIGN

Q: What impact will the new bridge have on flooding in the area and holding the water back on the upstream side of the bridge?

A: As part of the concept design work a hydraulic modelling report was completed to determine if there are any impacts due to the new structure in the water way. This work was completed by the same consultants that completed the Clarence Town flood study. The modelling showed that the new structure should have a negligible impact on any upstream flooding.

Q: How much higher will the new bridge be than the existing Brig O'Johnston bridge?

A: The new bridge will be built upstream from the existing bridge. The concept design shows the Clarence Town side abutment will be higher than the existing Brig O'Johnston bridge abutment, and the new bridge will be built on a grade. The Limeburners Creek abutment will be of a similar height to the existing abutment. Final heights will be determined during the detailed design stage.

Q: Does the new bridge have an improved alignment and safety barriers compared to the existing bridge?

A: The new bridge is designed according to the current safety barriers standard, which is a significant improvement over the existing timber bridge barriers. The new bridge design will also include improved guardrails on the approaches to prevent vehicles from leaving the road on the bridge approaches.

Q: What will the speed be on the new bridge?

A: The speed on the new bridge will be signposted to 50 km/hr.

Q: What will the speed be on the old (Brig O'Johnston) bridge?

A: The current speed on the Brig O' Johnston bridge is signposted at 50km/h, however this may be reviewed by TfNSW after the restoration of the bridge is completed.

Q: Has the council considered changing the alignment of the bridge to bypass Clarence Town and use either Earl Street or Hart Street?

A: Council has considered the options of constructing the road from Limeburners Creek road over the Williams River to Clarence Town Road using Earl Street or Hart Street. These options were determined to be unsuitable due to the

additional work required and the overall cost of the alignments. The final alignment has been determined to be an existing route from Limeburners Creek Road across the Williams River onto Durham St. The approved funding was based on this route.

Q: Will the current proposed design affect Glen William Road?

A: This project will not impact Glen William Road. The intersection work on Duke Street and Glen William Road up to Durham Street has been completed in preparation for the new Clarence Town Bridge project.

Q: If the contractor uses the Lions Park car park as a stockpiling area, will this increase traffic on the existing bridge? To reduce traffic, should the stockpiling area be on the northern side?

A: Council propose to use a stockpiling area on both sides of the bridge to reduce the need for the contractor to traffic the existing bridge.

Q. Why is the bridge designed to be on the upstream side of the old bridge?

A: The new bridge has been designed upstream of the existing bridge to ensure sufficient construction space and distance for the curve of the road and the intersection of Duke and Durham Streets. As part of the heritage requirements of the existing bridge the new bridge needs to be a suitable distance away from the existing structure.

ROAD MAINTENANCE

Q: How will the council manage the road maintenance on the road network, given the increased volume of vehicles and heavy vehicles?

A: On completion of the new Clarence Town Bridge, road access will be returned to normal traffic access conditions. Council will continue to maintain this road as part of the overall road network across the Shire.

FUNDING

Q: The budget is \$20 million, who is responsible for any over runs in costs?

A: As with all government grand-funded projects delivered by council, the council is responsible for managing the budget and any budget overruns.

Q: Will the \$20 million be enough to build the bridge in the current construction climate?

A: Council has undertaken a comprehensive concept design using experienced bridge designers and geotechnical investigations and environmental assessment to inform the design. This design has then been reviewed by a quantity surveyor, and the value of the budget has been based on these recommendations.

Q: Is the \$20 million budget for the work on the new and old bridge?

A: The budget allocation to council is for the new structure and associated road works only. As the existing bridge is owned and maintained by TfNSW, the restoration works will be funded separately.

BRIG O'JOHNSTON BRIDGE

Q: What confidence does council have that TfNSW will rehabilitate the old bridge once the new bridge is constructed?

A: The Brig O'Johnston Bridge will be retained, rehabilitated, and owned by TfNSW. As part of this project, the Brig O'Johnston Bridge will remain trafficable after rehabilitation works have been completed.

Q: What is the actual rehabilitation plans that are proposed by TfNSW?

A: TfNSW is in the process of finalising its rehabilitation plans. Once these plans have been finalised, TfNSW plans to provide an update to the community.

Q: As there will be more traffic on the old bridge due to the construction work, does TfNSW have a plan for increasing the maintenance and inspections on the existing bridge?

A: Council meets regularly with TfNSW, who maintains the structure. They plan to undertake some additional maintenance works on the existing structure prior to the commencement of the new project. They also plan to undertake additional inspections during the works and develop contingency plans if any major maintenance is required. Council will be placing suitable conditions on the contractor for use of the Brig O'Johnston Bridge during the new Clarence Town Bridge construction.

Q: What is the budget for the rehabilitated works on the old bridge?

A: As the bridge is an asset of TfNSW, the council has not been provided with those details.

Q: When will the consultation from TfNSW happen regarding the rehabilitation works?

A: Council will raise any issues from this community meeting in the council's regular meetings and with TfNSW. At this stage, TfNSW has advised that they plan to provide the community with more information about the rehabilitation works once they are confirmed.