

Memorandum

To	Aaron Nangle	Page	1
CC	Bruce Coleman; Paul Ritchie; Iwan Davies		
Subject	Oakdale South - AECOM Response to Oakdale South - AECOM Response to AT&L letter Ref 14-193-ATL-L007		
From	Ian Leach		
File/Ref No.	M60301100 20160606-1	Date	6-June-2016

AECOM has reviewed the response provided by AT&L on 25 May 2016 Ref #14-193-ATL-L007, and provides the following comments:

1. It appears that the drivers sight line issues at the roundabout have been resolved by providing a longer span bridge which has removed the columns from the centre of the roundabout. This has removed the obstruction to sight lines caused by the columns, and should also mean that a safety barrier is not required within the centre island of the roundabout. Removal of the safety barrier should also improve sight lines.
2. It is noted that the proposed bridge superstructure depth varies within the overall length of bridge due to the longer spans, and that this variation in depth appears to have been managed with consideration to urban design / visual outcomes. i.e. there are no abrupt changes in superstructure depth.
3. Whilst the intent of the bridge appears acceptable, it is recommended that Goodman amend the bridge design drawings, report, and cost estimate to reflect the change.
Points of note would be the deck thickness shown K002 Rev B, and vertical clearance under the headstocks with particular attention to PIER 7 where this passes over Millner Ave. Any required increase in deck RL may result in additional height of retaining walls, and hence increase construction cost.
4. RMS (Matty Mathivanar) has been consulted by AECOM (Ian Leach), and whilst the ownership of the Southern Link Road has not yet determined, RMS agreed in principle that the revised long span bridge presented is technically feasible, and appears to resolve the sight issues caused by bridge columns located within the roundabout. RMS also recommended that Item 3 above needs to be addressed as part of the development approval and contributions assessment.
5. During the meeting on 24 May 2016 [DPE, RMS and AECOM], RMS noted that the single right turn from Old Wallgrove Rd into Millner Ave was believed to have been approved based on the traffic flows from Oakdale Central only. It is therefore recommended that the applicant demonstrates that the Millner Ave and Old Wallgrove Road intersection maintains adequate level of service with the additional traffic from Oakdale South.
6. In addition to the intersection assessment in item 5 above, it is recommended that the traffic impact of this proposal at the Millner Ave/Old Wallgrove Road intersection is reviewed to confirm this change achieves the goals of the overall road network.

If we can assist further please do not hesitate to contact me.

Regards

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