

PROJECT: Molonglo East West Arterial

MEETING: Progress Meeting 2

DATE/TIME: 26 February 2020, 2 – 4 pm

LOCATION: SMEC Offices – Lyneham

ATTENDEES: ██████████ IDPG
 Ali Lashkari - EPSDD
 Patrick Paynter – EPSDD
 Jane Overton – EPSDD
 Daniel Santosuosso - EPSDD
 Jerome Catbagan – TCCS
 ██████████ SMEC
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 ██████████ – SMEC
 ██████████ – SMEC

APOLOGIES: ██████████ – TCCS

DISTRIBUTION: MB, AL, PP, JO, DS, TW, JC, DT, JE, TM, MD, LJ

AGENDA ITEM	ITEM DESCRIPTION	ACTION
<p>1.</p> <p>1.1.</p> <p>1.2.</p> <p>1.3.</p>	<p>Preliminary Options Preparation Session</p> <p>Session Objectives</p> <p>DT provided an overview of the session objectives. The session is intended to provide a brief overview traffic flows on the EWA and surrounding network; provide insight into the potential impact of the EWA on the existing road network; and to present some preliminary notional options for the EWA alignment and interchange configurations with the Tuggeranong Parkway. It was noted that this analysis was intended to provide some initial high level guidance, and was yet to be informed by the outcomes of the constraints analysis and traffic modelling.</p> <p>Traffic Movements</p> <p>Based on the outputs of SMEC’s existing CSTM for 2041 (that is subject to change upon receipt of updated CSTM information from TCCS), SMEC provided an overview of the following traffic volumes:</p> <ul style="list-style-type: none"> - 2041 AM & PM strategic volume plots for the Molonglo area including EWA, Cotter Rd, John Gorton Dve, Tuggeranong Parkway, William Hovell Dve and Parkes Way. - 2041 AM & PM Origin / Destination plots (Sankey Diagrams) to and from the Molonglo area - 2041 AM & PM weave diagrams for traffic interacting between the Cotter Rd interchange and the EWA interchange on the Tuggeranong Parkway <p>Notional Options</p> <ul style="list-style-type: none"> - Two notional options for the EWA / Tuggeranong interchange were presented for discussion to the group: <ol style="list-style-type: none"> 1) Trumpet arrangement – this option adopts the arrangement developed in the 2013 SMEC study, with the interchange shifted further south to allow for the expansion of the Arboretum footprint. An identified risk with this option is the proximity of the EWA interchange to the Cotter Rd interchange, and related concerns that the weave volumes (between exit 	<p>Note</p> <p>Note</p> <p>Note</p>



and entry ramp traffic) will compromise the operation of the Tuggeranong Parkway

- 2) Split Diamond Arrangement – this option sees the Cotter Rd and EWA interchanges as two halves of a split diamond interchange, with south facing ramps at Cotter Rd and north facing ramps at EWA linked by connector roads. This option likely requires more infrastructure and investigation is required on how this option will affect the operational efficiency of ramps. Note

- A third possible option to help deal with the shortened weave length was also discussed. This option considers possible south facing loop ramps at the Cotter Rd interchange. This option would require extensive works at the Cotter Rd interchange.A Note

- Given current interstate trends, SMEC recommended that an allowance for future ramp metering be incorporated into design options Note

- It was noted that expansion of the zoo could compromise future EWA interchange arrangements in the same way that the Arboretum expansion has affected the EWA alignment. EPSDD to assess this risk and investigate consultation requirements. Staging of the interchange should also be considered. AL / DS – EPSDD

Post meeting note - SMEC to include in risk register

- The degree to which Arboretum plantings are an absolute constraint was discussed. EPSDD advised that further consultation with the Arboretum is required, but preferably informed by an understanding of the implications of various options. It was noted that Arboretum plantings in the Parkway corridor may impact on the EWA interchange NB entry ramp. EPSDD to provide survey of plantings. ■ – SMEC
DS – EPSDD

- In terms of design criteria, consideration could be given to lowering the speed limit to 90 km/h on the Tuggeranong Parkway if it improves weaving operation. Variable speed limits could also play a role in improving Parkway operation. Note

- Design speed for EWA could be 70 km/h (posed 60 km/h) – operating speed coded into the CSTM requires checking. Max desirable grade on EWA to be set at 5 % (to facilitate cycling) with an absolute max of 6% assessed. ■ - SMEC

- Access criteria developed in previous Molonglo studies should inform the feasibility design. EPSDD confirmed it would be desirable for the EWA alignment to skirt the Box Gum woodland extent to the south (without encroaching) to minimise unusable land between the EWA and the woodland. Note

- It was noted that the current strategic traffic volumes forecasts suggest that only a single lane in each direction will be required for the bridge over the Molonglo River. To be confirmed using the updated CSTM. Note

2. Project Admin

2.1. Previous meeting minutes

Previous meeting minutes were accepted without revision. Note

2.2. Previous meeting actions

Previous meeting actions were reviewed. Outstanding items:

- Background Data Review - Verbal advice from ACT Heritage relating to PAD site on Molonglo River peninsula was inconclusive. Existence of PAD and whether it has been salvaged requires confirmation from EPSDD. JO – EPSDD

Post meeting note – JO confirmed on 28/2 that site had not been salvaged

2.3. WHS

No WHS incidents were reported, nor were any WHS items raised. Note

3. Project Items

3.1. Constraints Mapping

SMEC advised that preliminary stages of constraints mapping is underway. Desktop review of data has commenced on planning, contamination and ecology components of the constraints map. Ecological field validation is be undertaken on Friday 28/2.

Note

3.2. Geotechnical Investigation

SMEC advised that preliminary stages of desktop geotechnical review is underway. Geotechnical field validation is underway today (26/2).

Note

3.3. Site Walkover

Site walkover to be undertaken in the coming Friday. SMEC to provide itinerary.

■ – SMEC

3.4. Traffic Modelling

In an effort to accelerate the traffic modelling and mitigate the risk of delays associated with receipt of the latest CSTM, SMEC intends to initiate development microsimulation base model in advance of strategic model outputs. It is currently planned to commence this work next week with a view to providing to TCCS for approval prior to completion of the strategic modelling for the project.

Note

4. Programme

4.1. Updated Programme

IDPG & EPSDD to provide feedback on their revised programme as part of the PMP review.

■ – IDPG /
AL – EPSDD

4.2. Traffic Modelling

SMEC noted that the traffic modelling is now on the critical path, and that delays in receipt of the latest CSTM are a risk to programme. EPSDD advised that they expect to be able to provide the CSTM with updated land use on Friday 6/3.

AL – EPSDD

5. Team

5.1. Nominated Alternates

SMEC provided proposed alternate resources for project pre Progress Meeting 1. IDPG & EPSDD to provide formal acceptance of alternates. Feedback from the Territory indicated that it was broadly happy with the proposed alternates, although wanted confirmation around review processes, particularly relating to ecology given level of experience of proposed ecologist.

■ – IDPG /
AL – EPSDD

SMEC noted that a local ecologist will be supported by a senior ecologist. SMEC to provide CV for senior ecologist. Quality systems are described in the PMP, however SMEC can provide more information if required. Requirement TBC following review of PMP by the Territory.

■ – SMEC

6. Project Risks

6.1. New identified risks

No new risks raised in the meeting.

Note

7. Commercials

7.1. Invoicing

First project invoice to be generated in the next week or so.

■ - SMEC

8. Other Business

8.1. Stakeholder Consultation

- The need for consultation with the Arboretum was identified. EPSDD to assess and advise how this consultation process is to be handled.
- The importance of consultation with the designers of the HV relocation was noted. SMEC advised that it has not heard back from Leigh Crocker re a request for information forwarded by PP. EPSDD to follow up.

AL – EPSDD

AL / PP –
EPSDD

9. Meeting Adjourned

Meeting Closed: 3.45pm

Minutes: DT

Next Progress Meeting: 11 March 2020



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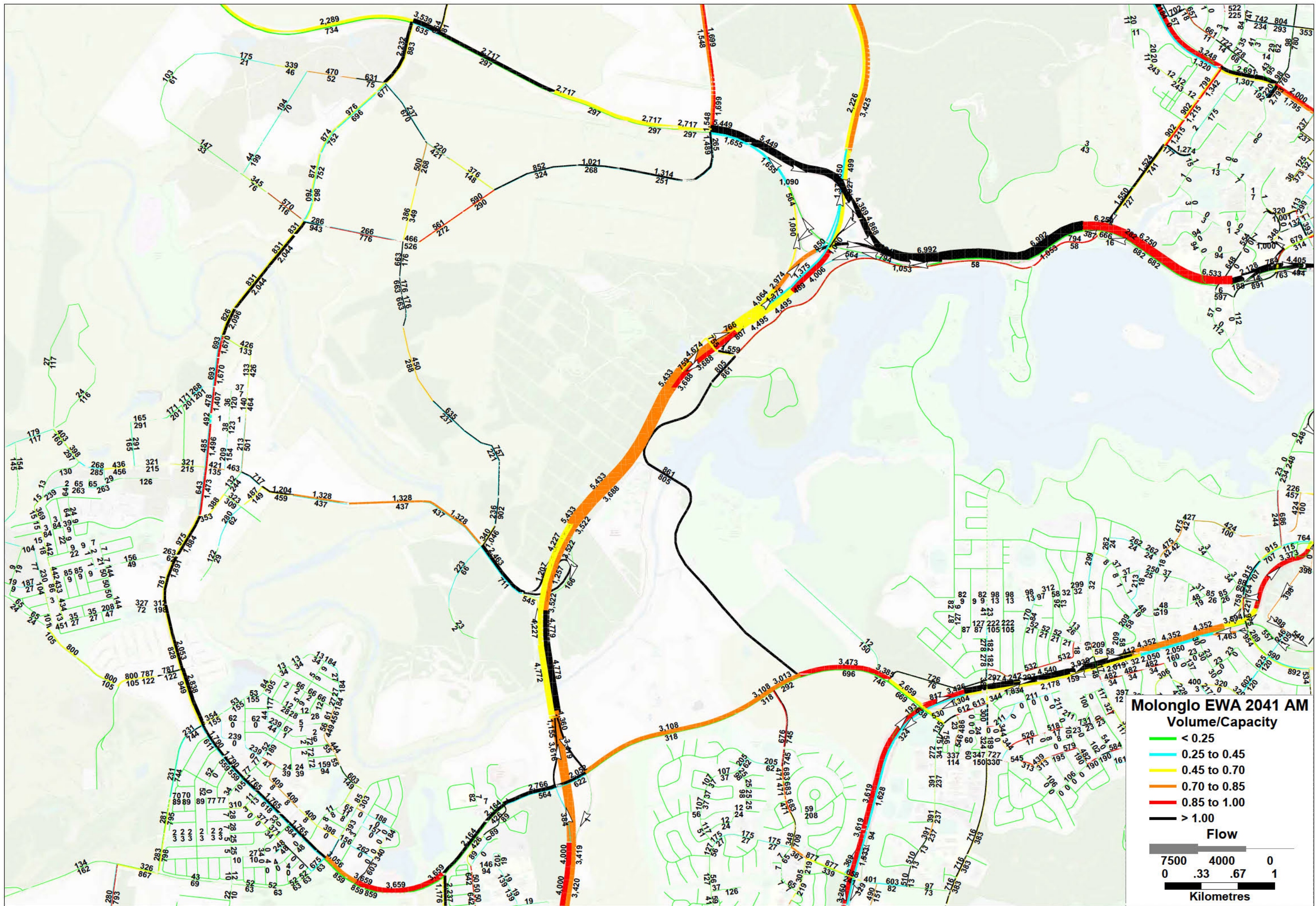


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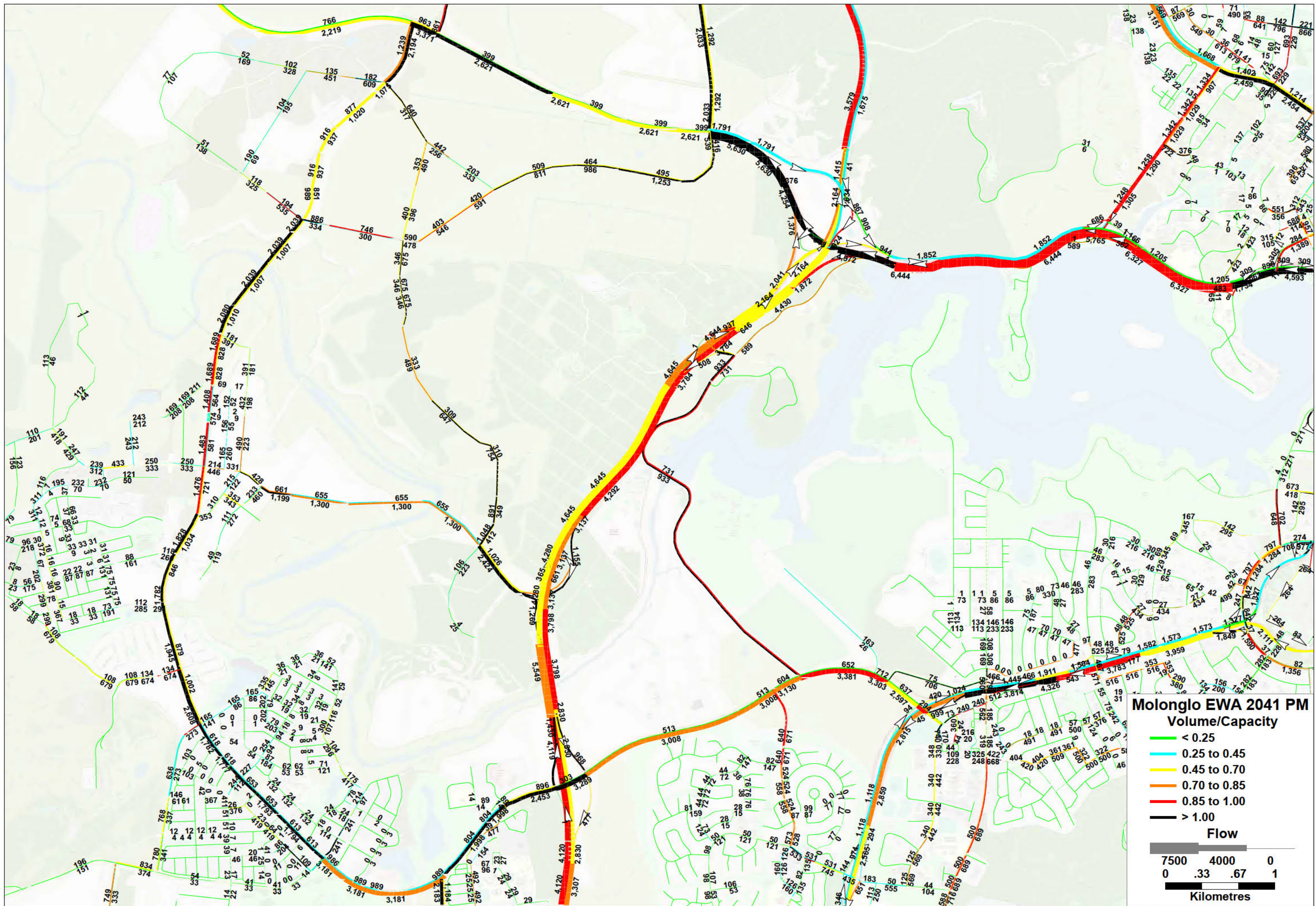
Molonglo EWA 2041 AM
Volume/Capacity

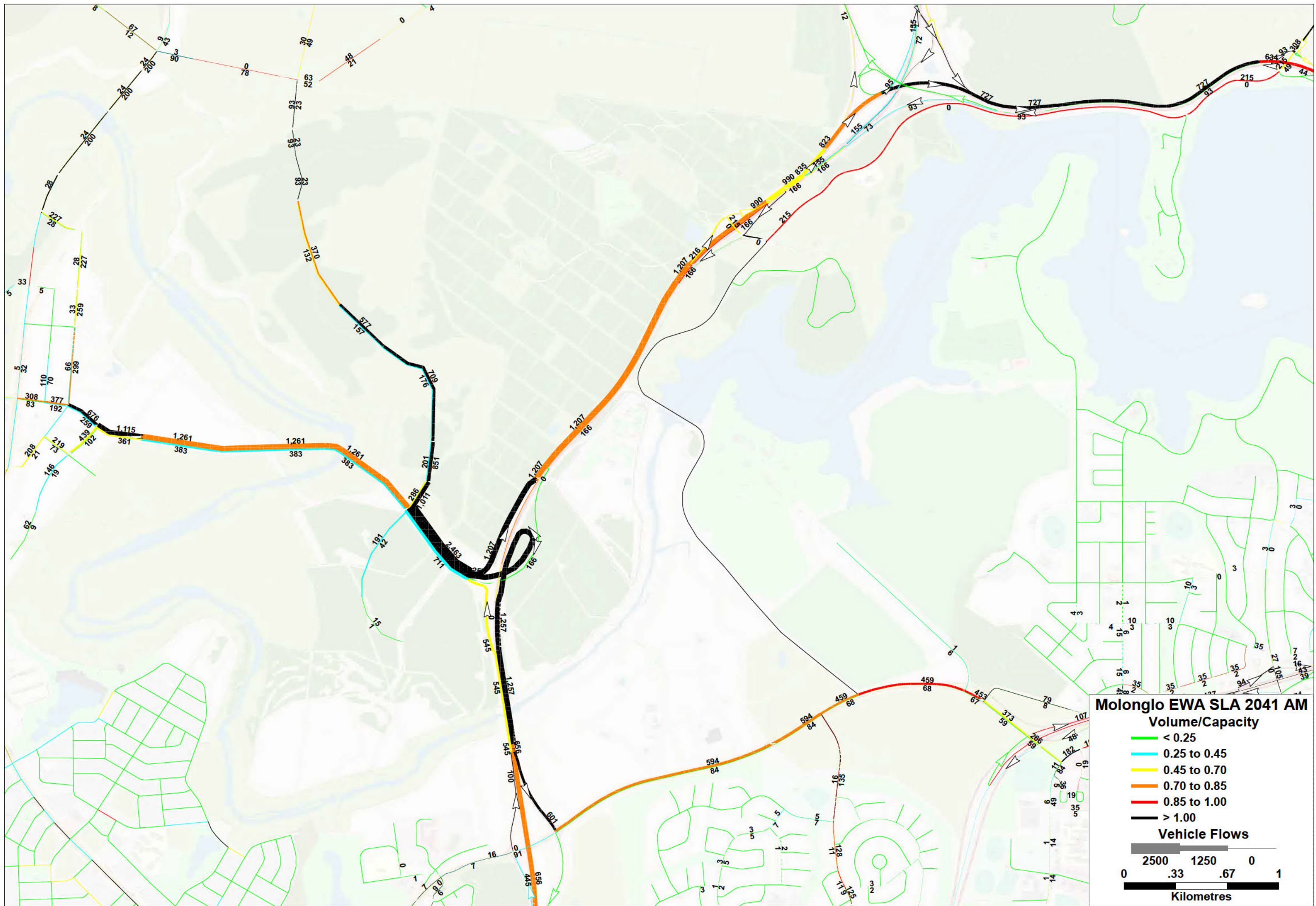
- < 0.25
- 0.25 to 0.45
- 0.45 to 0.70
- 0.70 to 0.85
- 0.85 to 1.00
- > 1.00

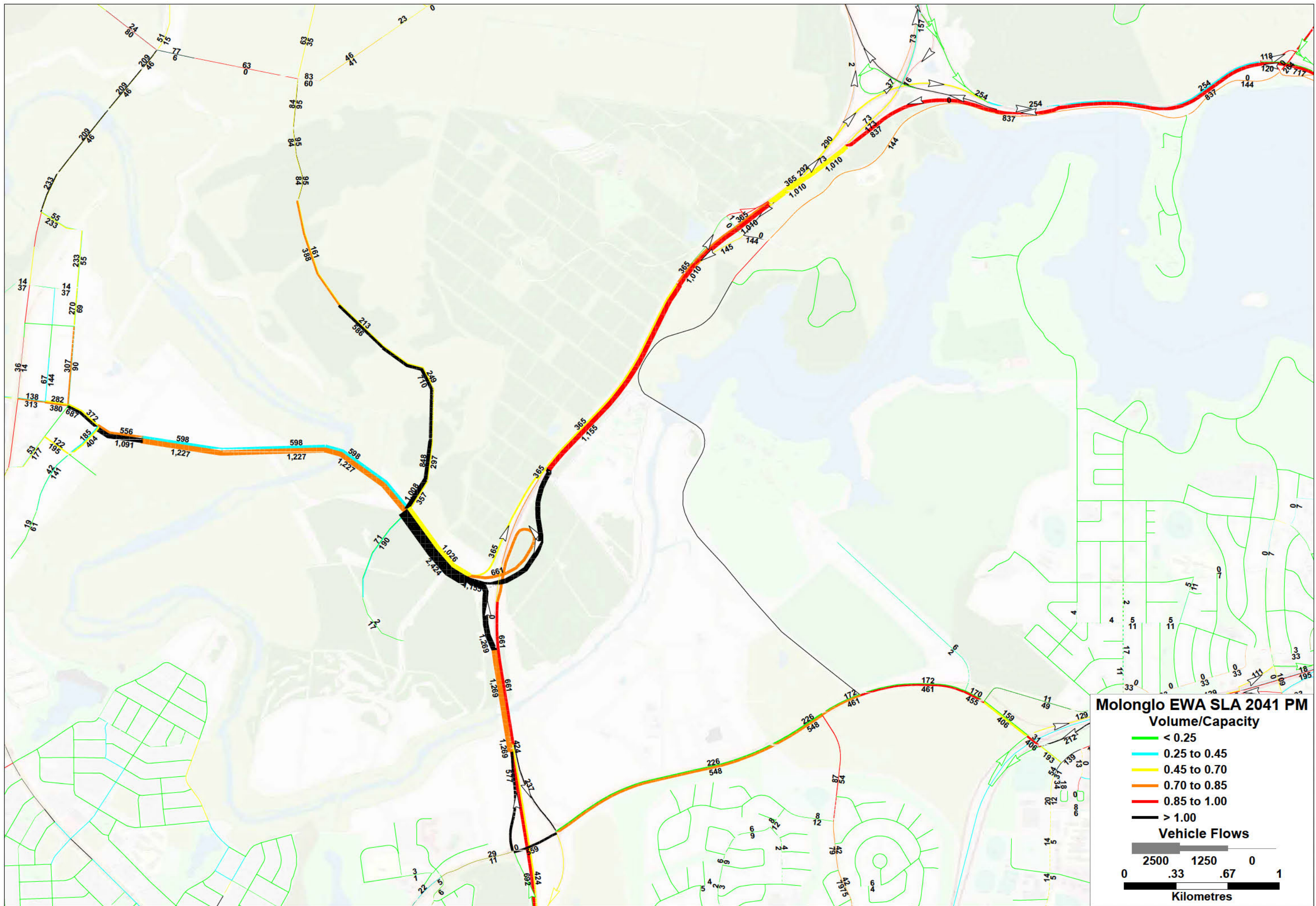
Flow



Kilometres







Molonglo EWA SLA 2041 PM

Volume/Capacity

- < 0.25
- 0.25 to 0.45
- 0.45 to 0.70
- 0.70 to 0.85
- 0.85 to 1.00
- > 1.00

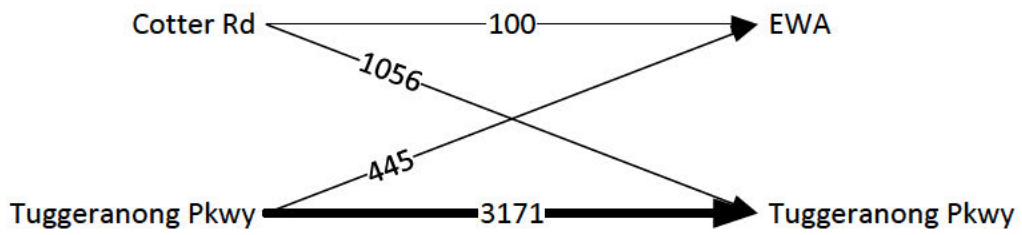
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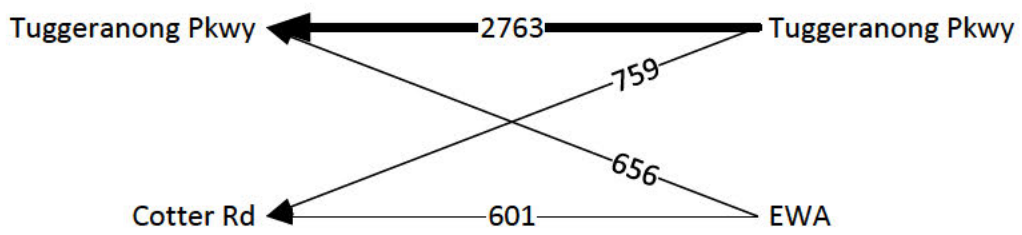
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Kilometres

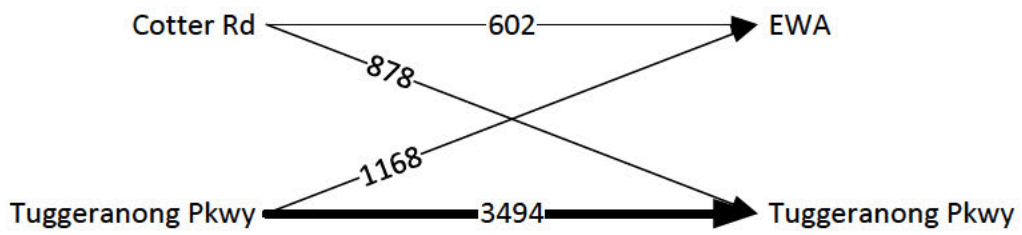
2041 AM Northbound



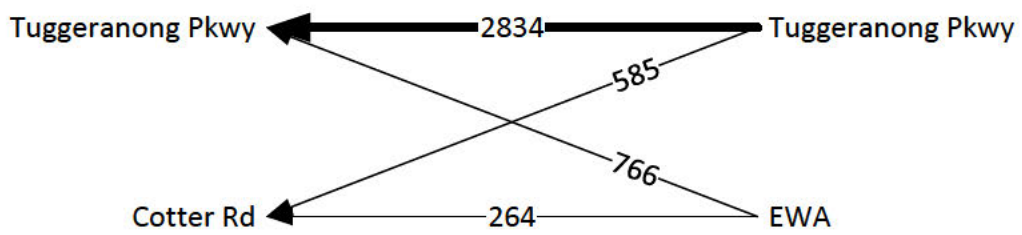
2041 AM Southbound



2041 PM Northbound



2041 PM Southbound



Appendix E Stakeholder Engagement – Agency Workshop

Molonglo East West Arterial Road Feasibility Study

Constraints analysis to inform options assessment

Agency Workshop

8 April 2020



Member of the Surbana Jurong Group

- Welcome
- Purpose of Agency Workshop
- Workshop Housekeeping
 - ✓ Please use the chat function in MS Teams to submit questions
 - ✓ Questions will be responded to at the end of each section of the workshop presentation



Welcome