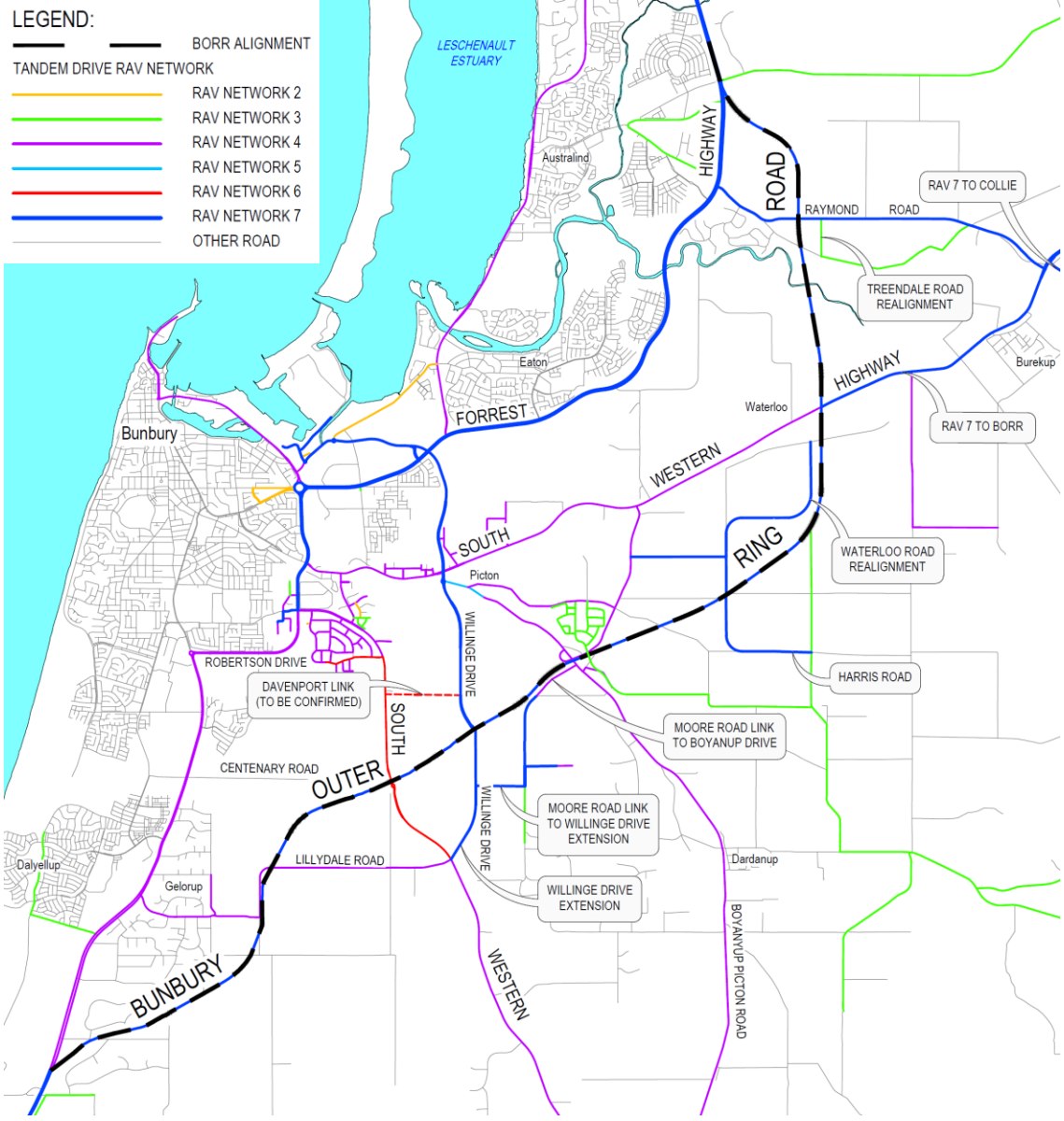
Freight Vehicle Provisions

Chris Mitchell

RAV Network – Tandem & Tri Drive



Environment Referral update

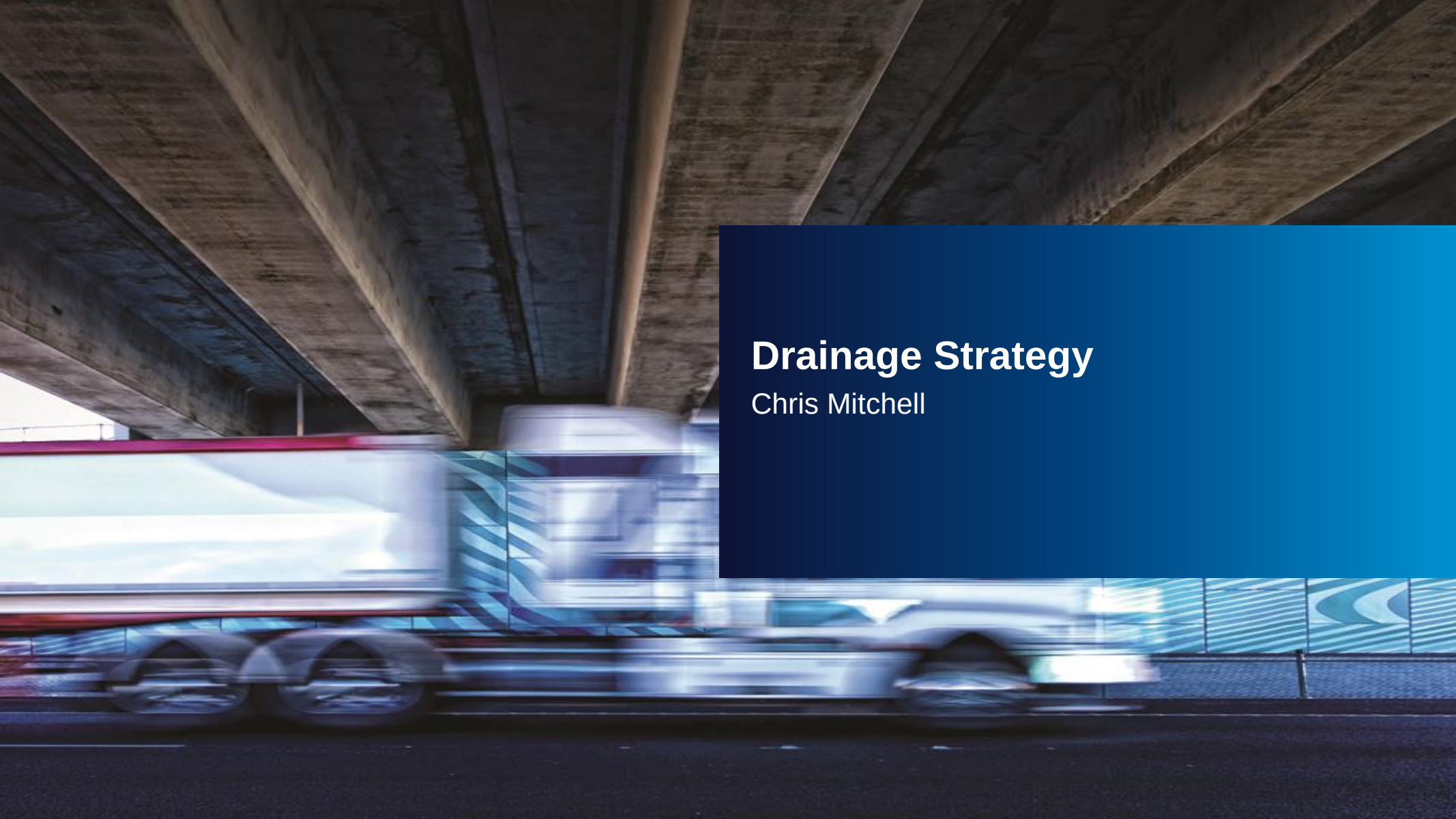
Neil McCarthy & Padraic Murphy

Environmental Update

- All field investigations complete,
- Technical Reports being processed through review process,
- Environmental Referral to the EPA and DotEE late February/Early March.

Noise Modelling

- Noise Monitoring has been completed;
- Noise Model has been calibrated to the existing conditions with good similarity;
- Model data is based on forecast traffic volumes for 2041;
- Chip seal surface on BORR, Dense Graded Asphalt on Raymond Rd;
- Day time noise is the controlling factor;
- Sensitive Receptors have been identified that will experience noise above the 55 dB Target and the 60 dB Limit;
- BORR team will consult with these affected parties directly before releasing data further.



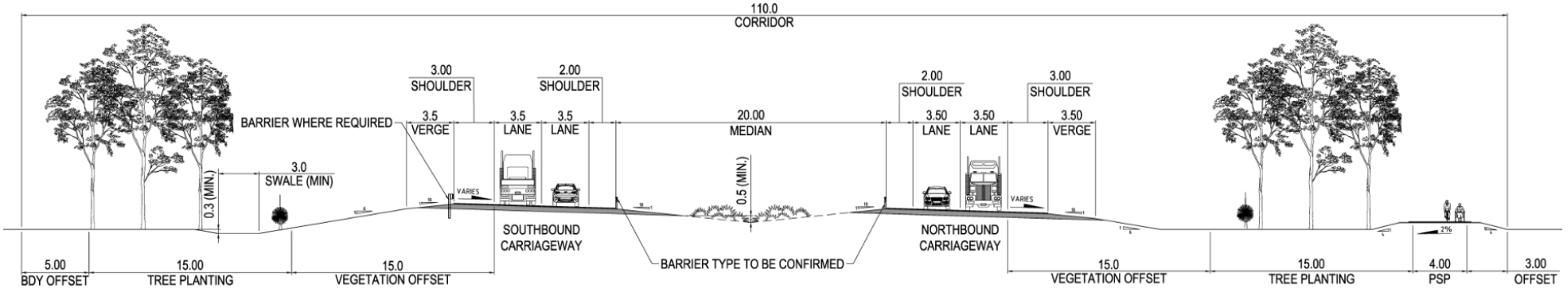
Drainage Strategy

Chris Mitchell

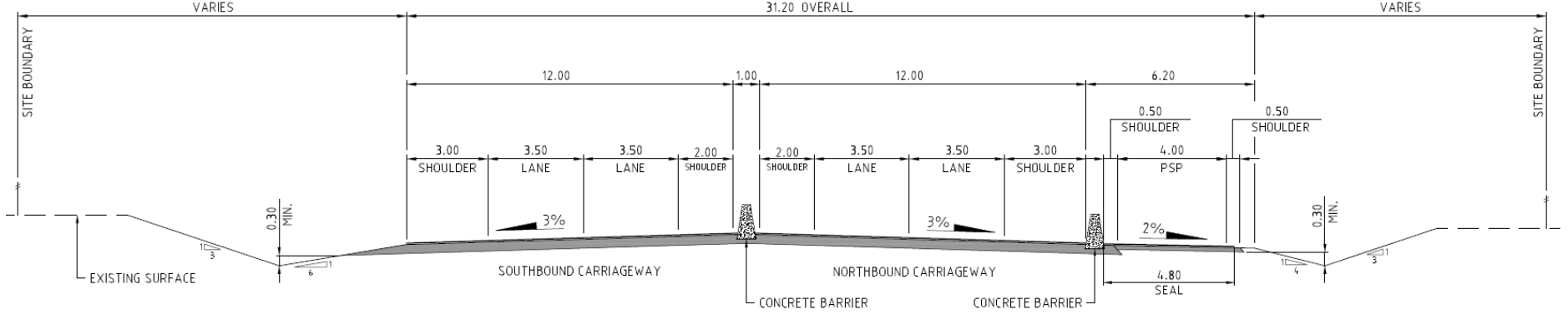
Strategy General

- For Ultimate Design
- Unkerbed where possible with runoff to swales/verge
- Kerbed where required for geometric/delineation or scour control
- Kerbed sections discharge to small frequent event basins or direct to verge depending on location

Typical Ultimate Cross-Section

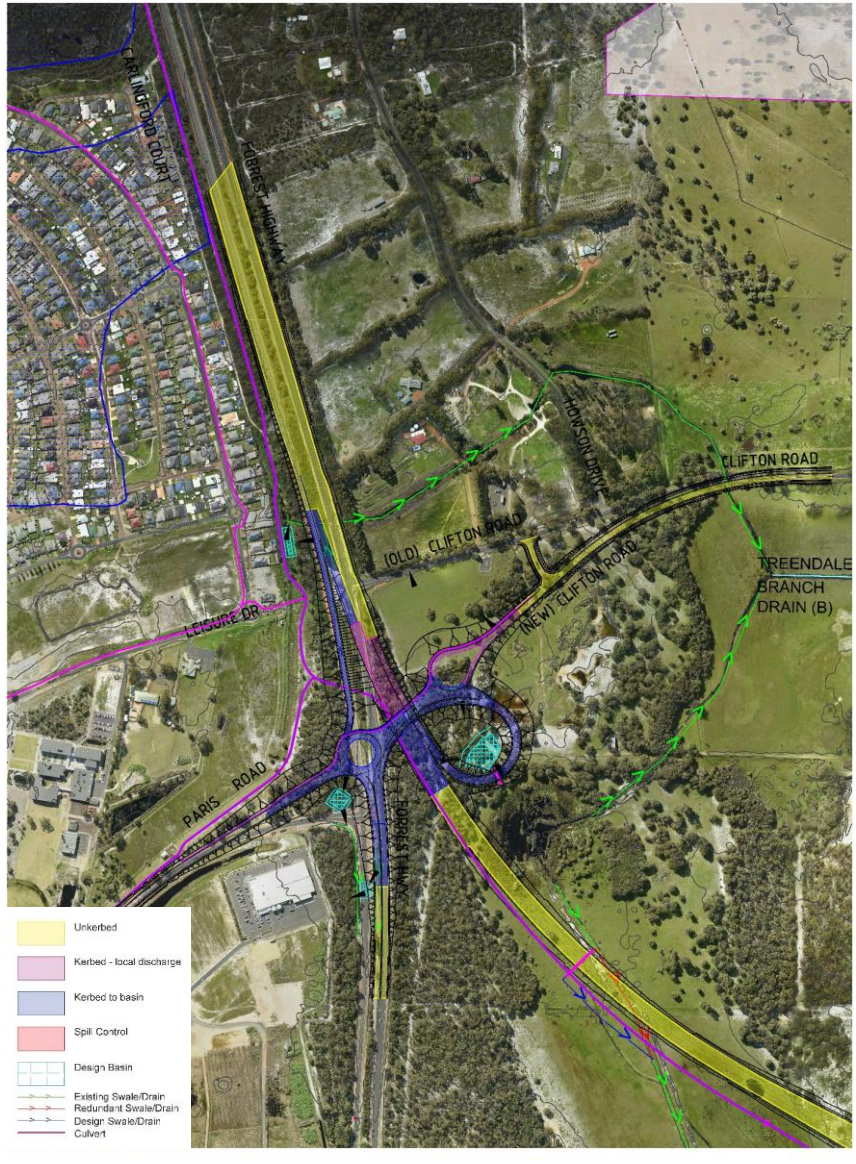


Typical Ultimate Section - Constrained



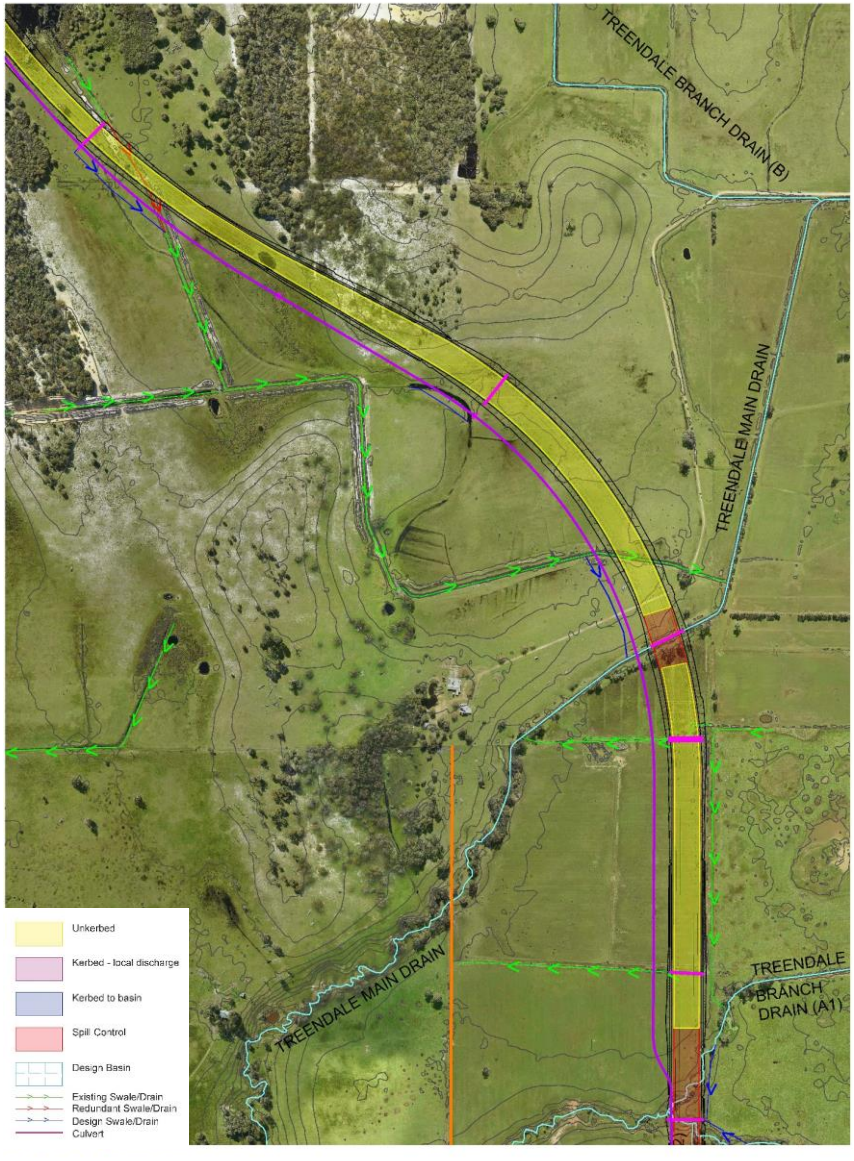
BORR/Forrest Hwy Interchange

- Interchange kerbed for geometric / road safety
- No Wetlands (CC or RE)
- Unkerbed – runoff into swales/adjacent area



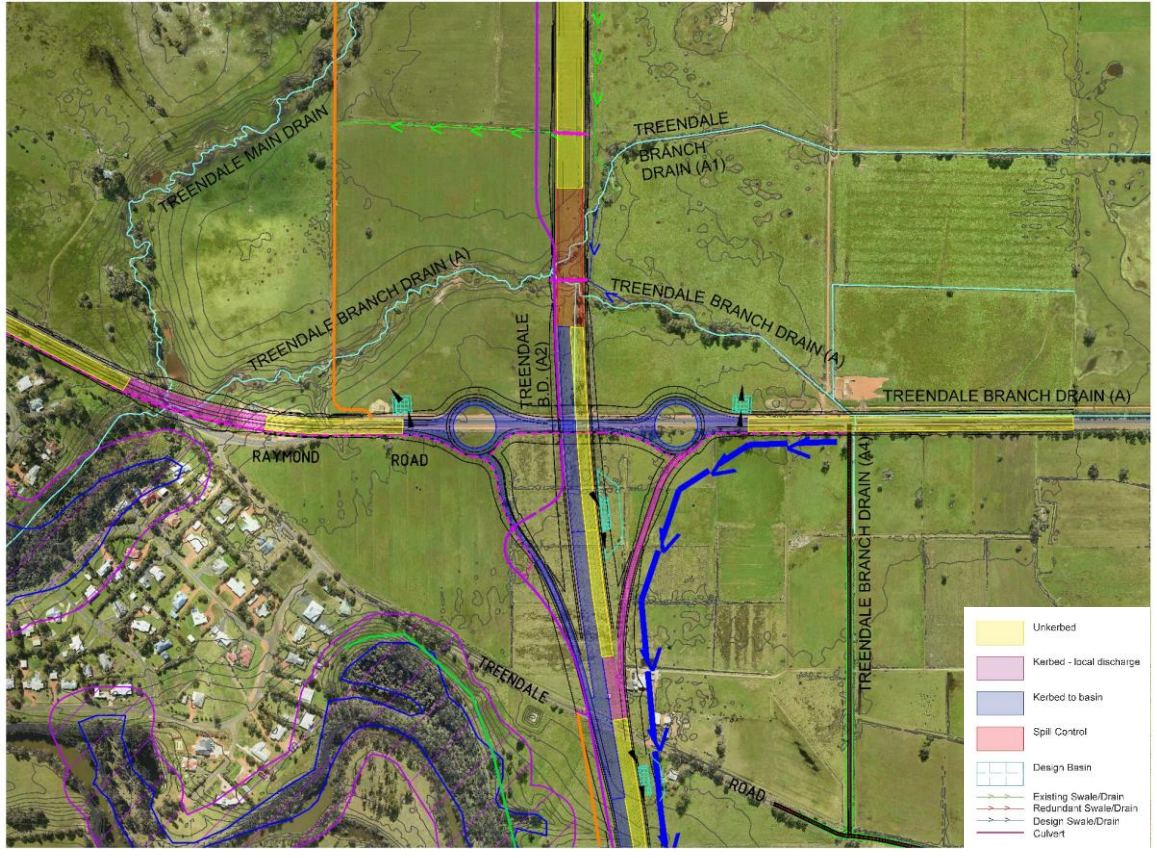
BORR/Forrest to Raymond

- Alignment crosses Treendale Main Drain, Branch Drain A & Branch Drain A1
- No Wetlands (CC or RE)
- Unkerbed – runoff into swales
- Kerbed/oil spill trapping at Water Corp Drains
- Some drain realignments required



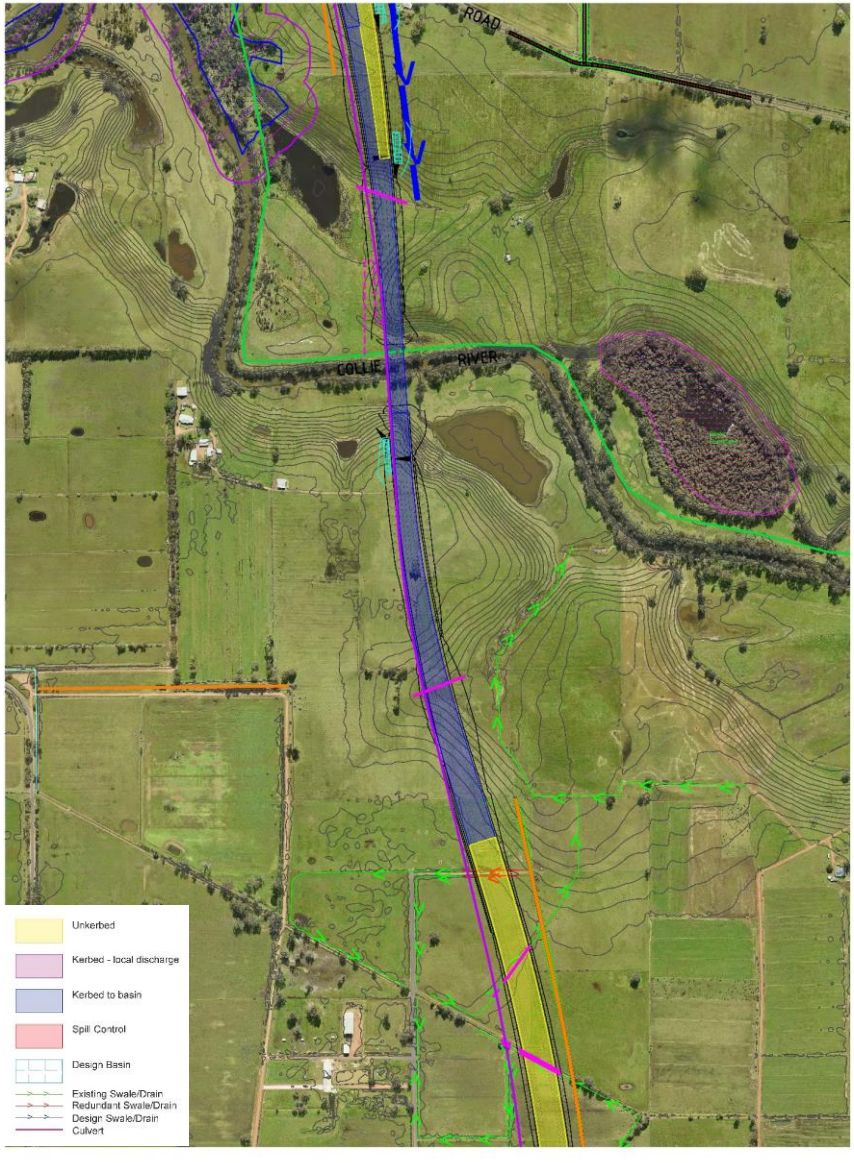
Raymond Rd Interchange

- Crosses Treendale Main Drain system
- Collie River to south
- High flow diversion drain on east side
- Unkerbed main alignment in cut routed through basins for protection of Collie River



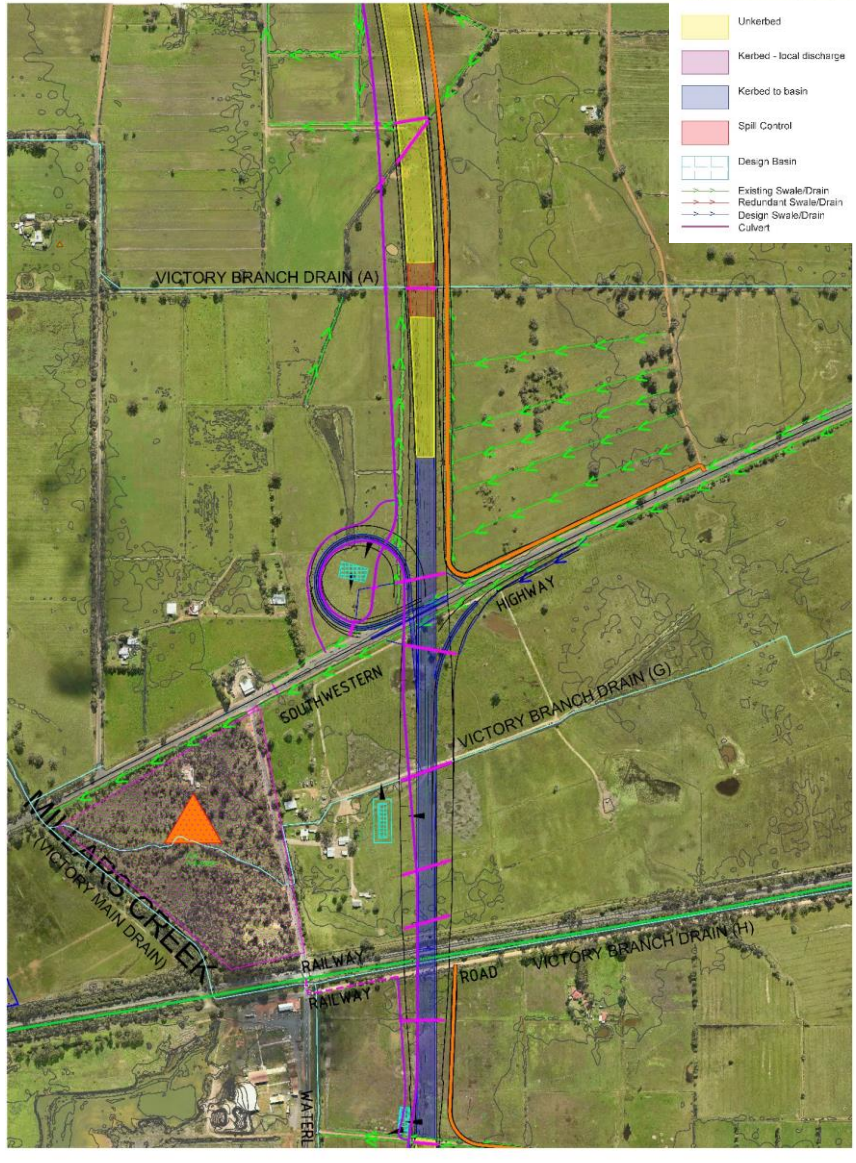
Collie River

- RE wetland east/upstream of alignment
- Kerbed adjacent to Collie River for runoff control and scour protection
- Kerbed sections discharge to small frequent rainfall event / oil spill basins



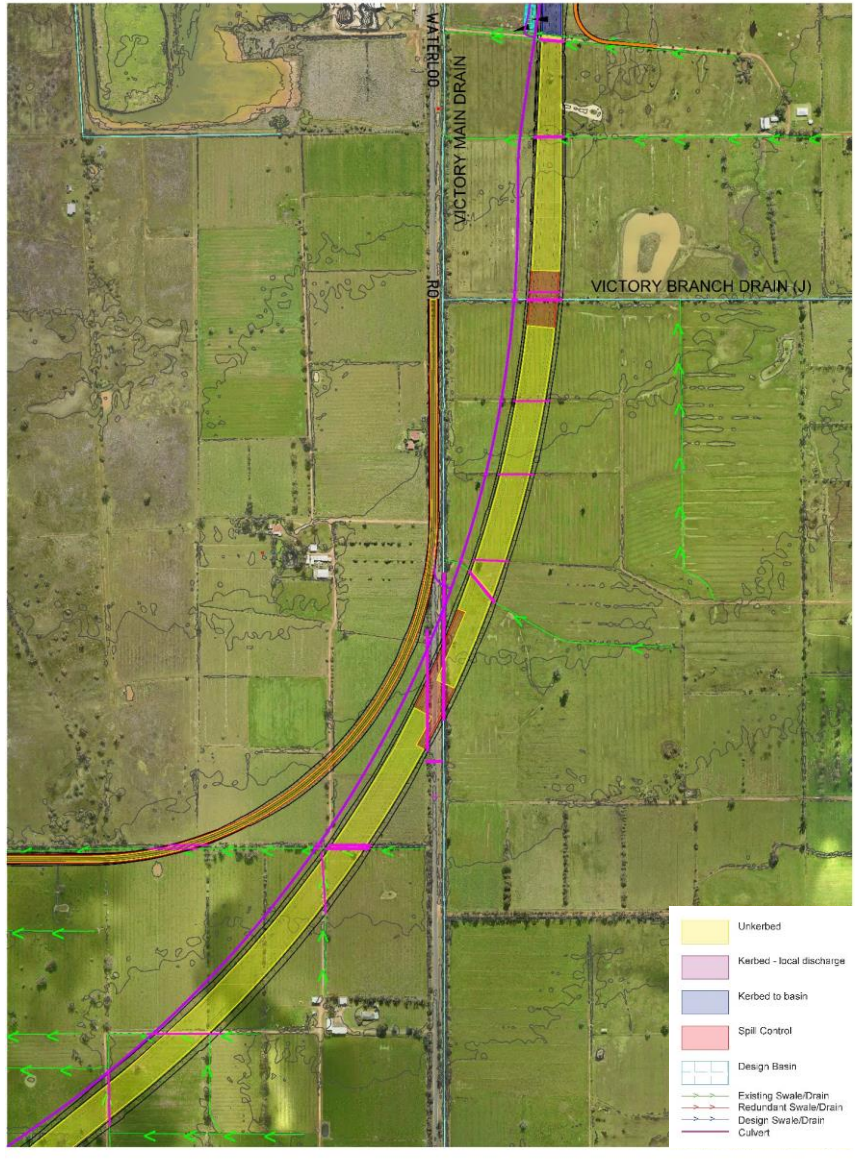
South Western Hwy to Railway Road

- BORR crosses Victory Branch Drains A, C & H
- Oil spill trapping at Water Corp drains
- RE Wetland & TEC to west of BORR
- Kerbed at approach to SWH & across rail for scour control
- Pit and pipe in kerbed sections discharge to small frequent event basins



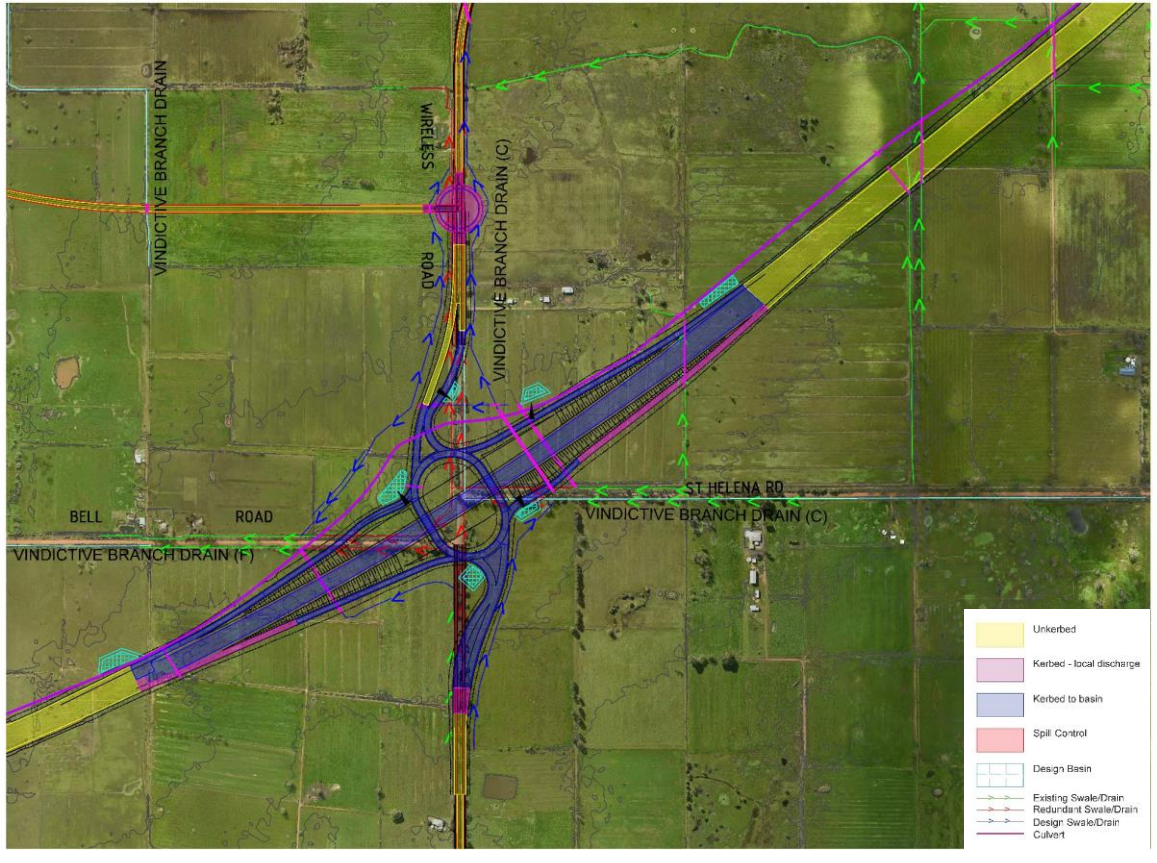
Railway Rd to Waterloo Interchange

- Crosses Victory Main Drain and Branch Drain J
- Unkerbed and discharges to adjacent swales / area
- No wetlands (CC or RE)
- Culverts required for continuity of:
  - Water Corporation Drains
  - Harvey Water Irrigation
  - Farm irrigation supply & drainage



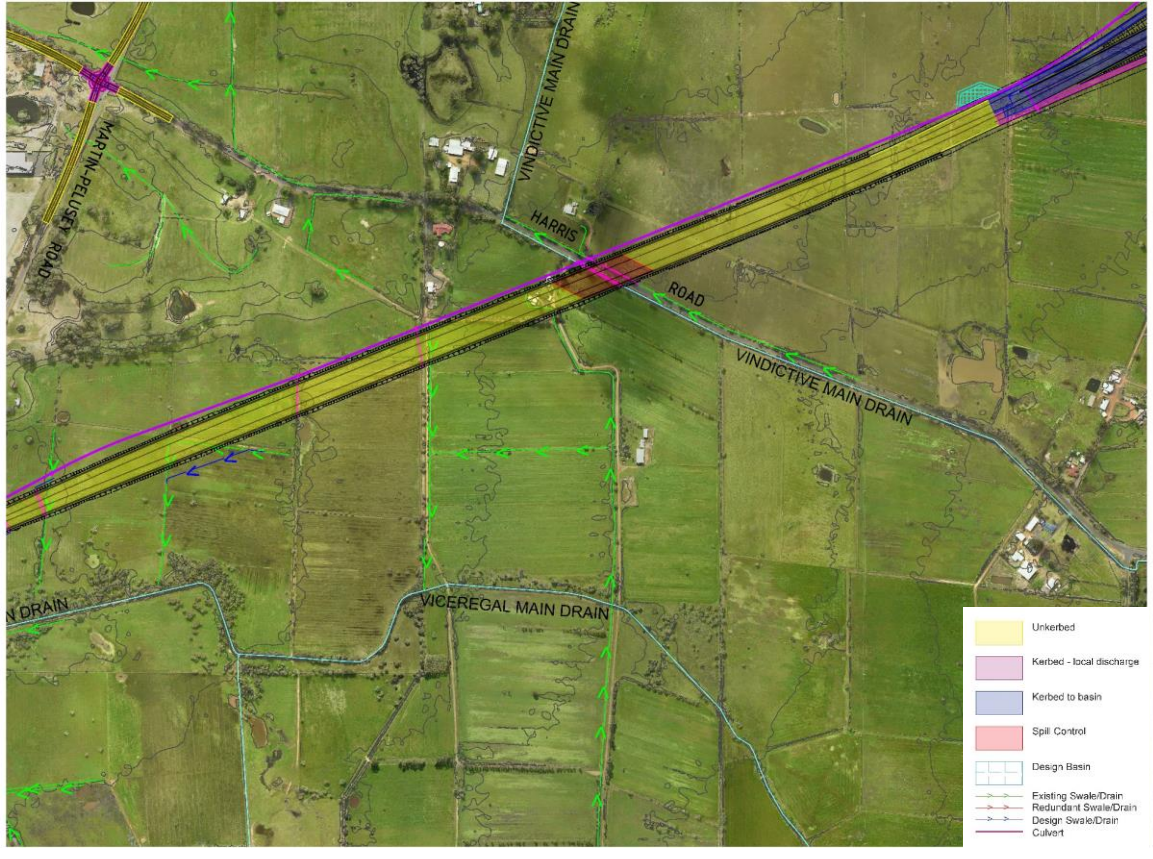
Waterloo Interchange

- Interchange over Vindictive Branch Drain C
- Interchange kerbed for delineation
- Basins for larger catchments & proximity to Water Corporation drains
- Elsewhere unkerbed



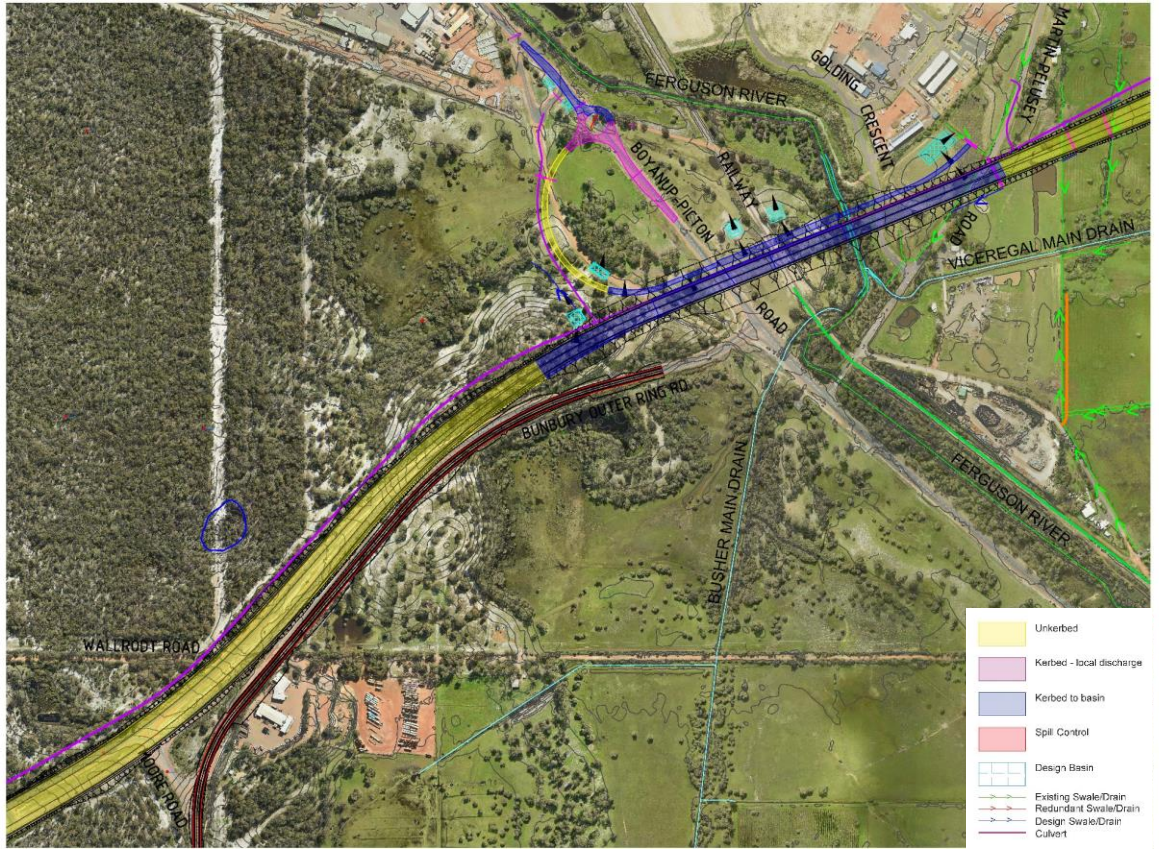
Waterloo Interchange to Ferguson River

- Crosses Vindictive Main Drain
- Unkerbed to swales/adjacent land
- Kerb/oil spill trapping at Main Drain
- No wetlands (CC or RE)



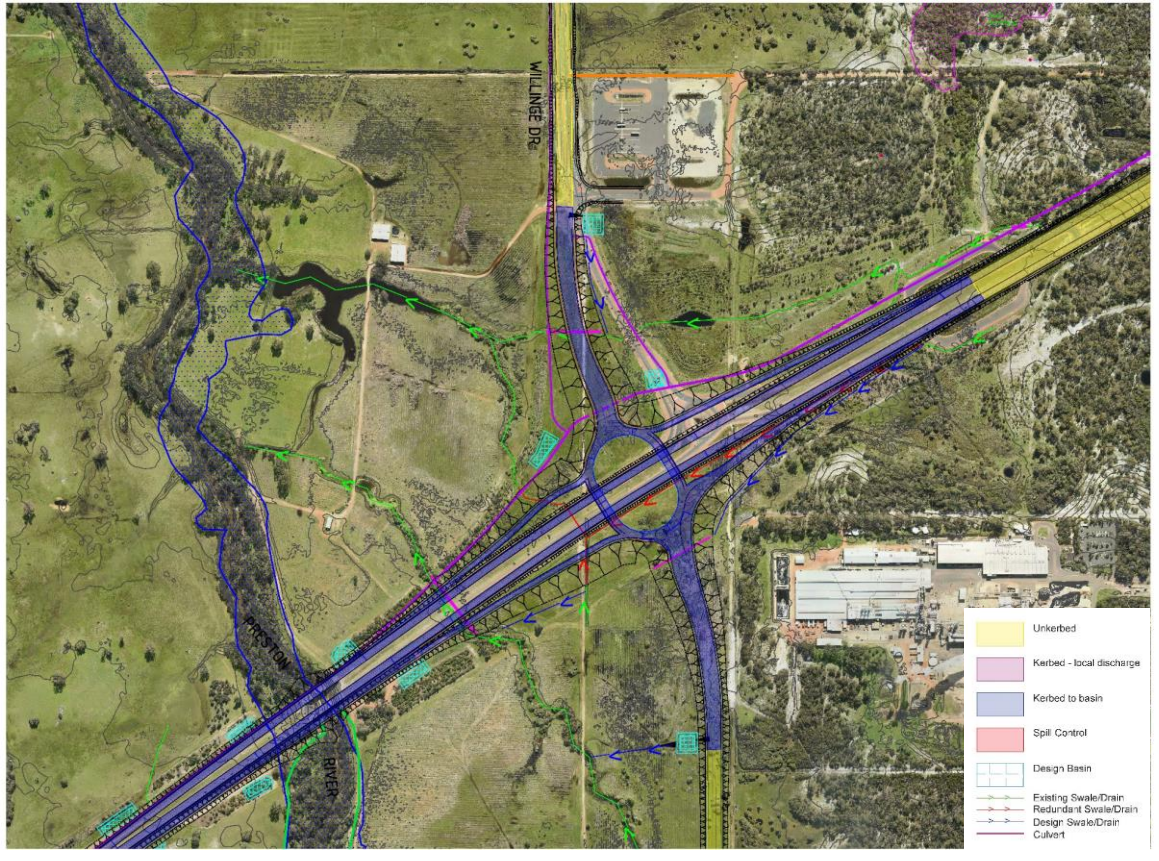
Ferguson River

- Crossing of Ferguson River
- Kerbed on approach and across Boyanup-Picton Rd to control scour
- Kerbed sections to small frequent event basins
- Unkerbed south of Boyanup-Picton Rd.



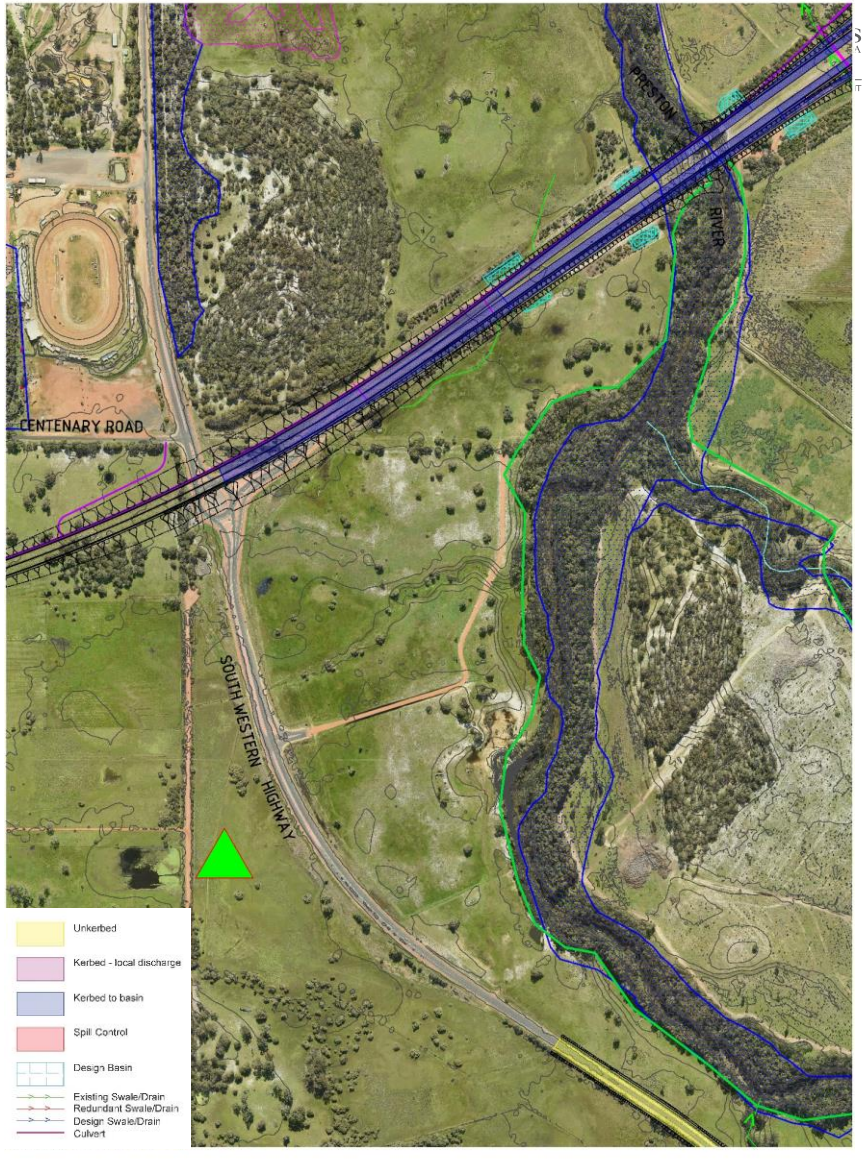
Willinge Drive Interchange

- Kerbed for geometric considerations / scour control
- Preston River crossing kerbed and discharged to small frequent event basins



South Western Highway (South)

- Kerbed for scour control at South Western Highway and proximity to Preston River to the east
- Kerbed sections discharge to small frequent rainfall event basins adjacent highway and Preston River



Willinge Drive Extension & SWH Roundabout

- Crosses Gavins Gully Main Drain and Preston River
- Unkerbed where possible
- Kerbing/spill control at Preston River and Gavins Gully Main Drain