

**ENGINEERING & INFRASTRUCTURE SERVICES**

**ATTACHMENT B**

**CEDAR PARTY CREEK BRIDGE  
REPLACEMENT – PREFERRED DESIGN  
OPTION**

**ORDINARY MEETING**

**28 JUNE 2017**



# Flyers / Posters

**Have your say...**

**on options for the Cedar Party Creek Bridge**

**MidCoast Council**



The Cedar Party Creek Bridge is the gateway to Wingham and is used by over 10,000 motorists every day. With the ageing timber bridge nearing the end of its serviceable life, we need to plan for the future.

Drop in to one of our pop-up sessions or:

- Filed out the background to this important project
- Explore the eight different options
- Comment on the opportunities and challenges of each option
- Provide your feedback and complete a survey

There is no need to RSVP, and drop in any time during the listed dates on the right.

If you can't make it, visit our website from 27 April to view the same information and complete the survey by Wednesday 17 May 2023.

**We'll be at the CWA rooms in Isabella St Wingham on:**

**Thursday 27 April 12pm to 6pm**  
**Friday 28 April 12pm to 6pm**  
**Saturday 29 April 8am to 12pm**  
**Monday 1 May 7am to 12pm**  
**Tuesday 2 May 7am to 12pm**  
**Wednesday 3 May 7am to 12pm**

**midcoast.nsw.gov.au**  
 council@midcoast.nsw.gov.au

See more for more information on what we're doing for Wingham at [www.midcoast.nsw.gov.au/council/councilbriefings](http://www.midcoast.nsw.gov.au/council/councilbriefings)



**COUNCIL OFFICE**  
 Forster Street | PO Box 480 Tarze 2430 | 6539 2100  
 100 King Street | PO Box 111 Gloucester 2422 | 6538 5250  
 100 King Street | PO Box 482 Tarze 2430 | 6532 5359

A5 leaflets dropped in letterboxes across Wingham

**Have your say...**

**on options for the Cedar Party Creek Bridge**

**MidCoast Council**

**Drop in to one of the sessions below to:**

- Find out the background to this important project
- Explore the eight different options
- Comment on the opportunities & challenges of each option
- Provide your feedback and complete a survey

**Can't make it? Visit our website from 27 April for fully detailed information on all options and to complete the survey.**

**Drop in at: CWA rooms Isabella St Wingham**

**Thursday 27 April + Friday 28 April, 12pm to 6pm**  
**Saturday 29 April, 8am to 12pm**  
**Monday 1 May + Tuesday 2 May + Wednesday 3 May, 7am to 12pm**

**midcoast.nsw.gov.au**  
 midcoast@nsw.gov.au

**Forster** | 4 Breeze Parade | PO Box 450 Forster 2428 | 6591 7222  
**Gloucester** | 89 King Street | PO 11 Gloucester 2422 | 6538 5250  
**Tarze** | 2 Putney Street | PO Box 482 Tarze 2430 | 6532 5359

A3 / A4 posters displayed in Wingham shops and businesses

# Directional Signage

Have your say... 

**Open now** 



**Cedar Party Creek Bridge**

Drop in to find out about design options for its replacement and complete the survey

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Saturday 29 April, 8am to 12pm  
Monday 1 May + Tuesday 2 May + Wednesday 3 May, 7am to 12pm

[midcoast.nsw.gov.au](http://midcoast.nsw.gov.au)  
[midcoast@nsw.gov.au](mailto:midcoast@nsw.gov.au)

Forster | 4 Breese Parade | PO Box 450 Forster 2428 | 6591 7222  
Gloucester | 89 King Street | PO 11 Gloucester 2422 | 6538 5230  
Taree | 2 Pulteney Street | PO Box 482 Taree 2430 | 6592 5399

Have your say... 

 **Open now**



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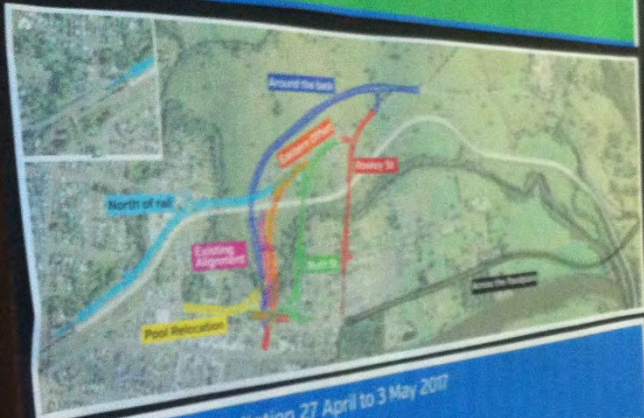
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A-Frame signage  
outside pop-up consultation  
[CWA Rooms, Wingham]

# Displays

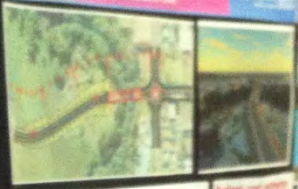


## Next Steps



- Community consultation 27 April to 3 May 2017
- Complete survey:
  - > at consultation
  - > online at [www.midcoast.nsw.gov.au/CedarPartyCreekBridge](http://www.midcoast.nsw.gov.au/CedarPartyCreekBridge)
  - > via hard copy at our Taree Customer Service Centre or Taree or Wingham Library
- Survey collation and analysis of community feedback - May 2017
- Report to Council to endorse preferred option - June 2017
- Proceed to detailed design for the preferred option - July 2017
- Complete design - end of 2017
- Seek grant funding opportunities for construction - 2018

## Preferred option 2: Existing alignment



Pros	Cons	Budget cost estimate
Cost effective	Option 2 is the most cost-effective	Major 2017 Minor 2018 Total 2017-2018
Least change to the least affected region	Minimal impact on the environment	
Can be implemented with a minimum of disruption to the community	Minimal impact on the environment	
	Minimal impact on the environment	



## Background: Current situation



### Current Situation

- Timber bridge constructed in 1960s
- Deck replaced with a Stress Laminated Timber deck in 1994
- Replacement required in the next 10 years
- Services over 10,000 vehicles/day [100+ heavy vehicles]
- Weight limits could be imposed to maintain safety

Via a **NSW - Fixing Country Roads** freight related grant, we have the opportunity now to investigate options and complete a design that allows us to apply for another grant to fund construction.



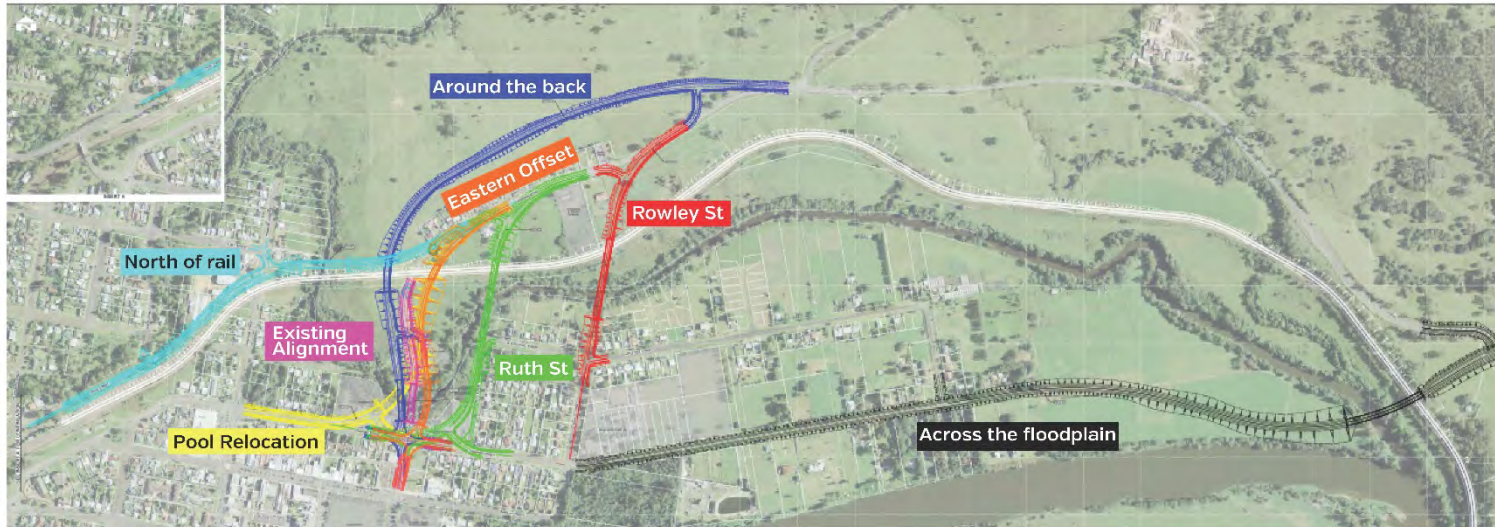
### Key Considerations

- Important access to Wingham
- Confusing intersection - priority right turn for heavy vehicles
- On a Regional freight route
- Currently impacted by flooding [average 1 in 5 years]
- Adjacent to a level rail crossing [boom gates]
- Community impact during construction phase

To be considered for funding, a new bridge design will need to demonstrate improvements on the current bridge - it's an opportunity to address a number of key issues.



# Background: Eight options and criteria



## Eight options

- As part of the design and investigation phase, a range of options was narrowed down to eight.
- These form the starting point for the potential future replacement of the Cedar Party Creek Bridge
- Each comes with a complex set of opportunities and constraints.
- Take time to be guided through each option in detail and help us identify the preferred option.

## Funding Criteria

Refurbish existing

Replace bridge

• Improve flood access



• Improve freight route



• Provision to remove level crossing



• Improve intersection



• Improve an asset

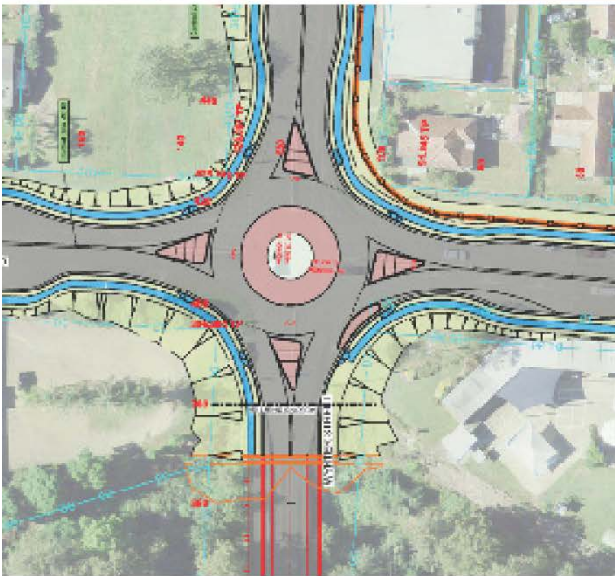


• Availability of grants





# The Roundabout



- All options that include the current Wynter St / Combined St intersection have a common roundabout design
- The roundabout requires a large volume of fill on the low side and a large cut on the high side
- Significant retaining walls would be required on the south / west corner of the roundabout
- It is a single lane roundabout with a mountable central island for trucks.





# Around the Back

Timeframe: 11 months

Detours: Local detours to permit roundabout construction

Budget with rail overpass \$39.2M  
without overpass \$20.4



## Pros

## Cons

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Can be constructed offline (partially)</li> <li>• Minimal impact to Chrissy Gollan Park</li> <li>• Less visual/noise impact on existing residences</li> <li>• Will enable future subdivision development</li> </ul> | <ul style="list-style-type: none"> <li>• Only an option if constructed with rail overpass</li> <li>• Additional 1km of road construction [\$]</li> <li>• Staging of roundabout complicated/costly</li> <li>• Impact of roundabout on properties [acquisition]</li> <li>• Visual impact and costly retaining walls</li> </ul> |
|--|--|



# Rowley Street

Timeframe: 12 months

Detours: None  
Traffic control to permit road connections at Wingham Rd and Rowley St

Budget with rail overpass \$28.9M  
without overpass N/A



## Pros

## Cons

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Provides for a neat and visually aesthetic solution</li> <li>• Can be constructed offline</li> <li>• Includes railway overpass</li> </ul> | <ul style="list-style-type: none"> <li>• Diverts traffic past school and numerous residents</li> <li>• Long and expensive bridge structure (120m)</li> <li>• Requires upgrade to intersection of Rowley and Combined St</li> <li>• Chrissy Gollan Park removed</li> </ul> |
|--|---|



# Ruth Street

Timeframe: 12 months

Detours: None

Traffic control to permit road connections at Combined / Wynter St and Wingham Rd

Budget with rail overpass **\$35.8M**  
without overpass **N/A**



## Pros

- Constructed offline - minimises disruption
- Removes a turning manoeuvre for majority
- Easier for heavy vehicles to move through town - safer
- Includes railway overpass

## Cons

- Takes traffic past Ruth St residents
- New road height - approx. roof height
- Complicated - long and expensive bridge structure [140m]
- Chrissy Gollan Park removed



# North of rail

Timeframe: 11 months

Detours: Local detours to permit construction on Price St

Budget with rail overpass **\$25.6M**  
without overpass **N/A**



## Pros

- Decommission two existing level crossings
- Only requires one small bridge

## Cons

- Unappealing town entrance - bypasses Wingham
- Diverts light vehicle traffic away from CBD
- Requires upgrade to Farquar Street for B Doubles plus acquisition/demolition of numerous properties
- Chrissy Gollan Park removed
- Primrose Street dissected [no access across rail]



# Eastern Offset

Timeframe: 12 months

Detours: Local detours to permit roundabout construction

**Budget** with rail overpass \$33.0M  
without overpass N/A

MidCoast Council



## Pros

## Cons

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Some of this project could be constructed offline</li> <li>• Includes railway overpass</li> </ul> | <ul style="list-style-type: none"> <li>• Only an option if constructed with rail overpass (significant cost)</li> <li>• Chrissy Gollan Park removed</li> <li>• Major property impact (acquisition of bowling club and three lots)</li> <li>• Roundabout staging complicated and costly</li> </ul> |
|--|---|



# Across the Floodplain

Timeframe: 14 months

Detours: Traffic control required to permit Wingham Rd connection & construction along East Combined St

**Budget** with rail overpass N/A  
without overpass N/A

MidCoast Council



## Pros

## Cons

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Can be constructed offline - minimal disruption</li> </ul> | <ul style="list-style-type: none"> <li>• Diverts traffic past school and residents</li> <li>• Requires massive amount of fill (or viaduct) to cross the floodplain</li> <li>• Unstable ground</li> <li>• Flood prone / flooding issues</li> </ul> |
|---|---|

# Preferred option 1: Pool relocation

Preferred for traffic flow and safety

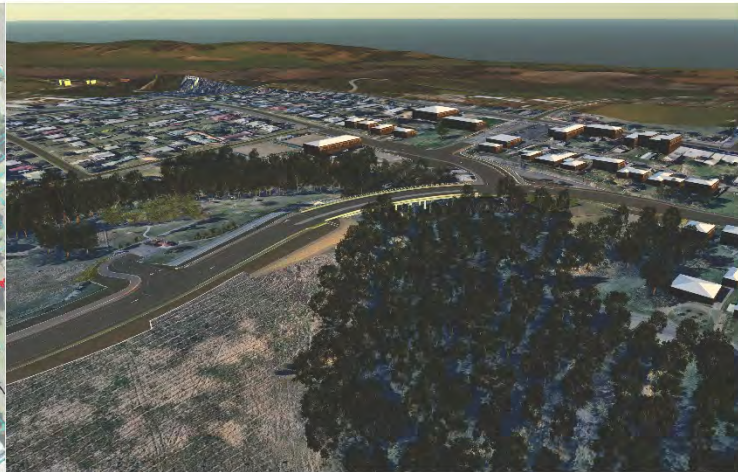
Construction timeframe: 10 months

Detours: No detour required

- Traffic control for around one month to enable connections to new road

Budget with rail overpass \$29.0M  
without overpass \$19.1M

MidCoast  
Council



## Pros

- Cost effective
- Attractive town entry
- Best option for cars trucks to manoeuvre
- Minimal land acquisition / retaining walls
- Constructed offline - option with least disruption to traffic
- Can be implemented without a bridge over the rail line

## Cons

- Pool to be relocated (funded in this project)
- Some impact on Chrissy Gollan Park
- Bridge located on a radius/extra width for turning lanes



## Budget cost estimates

Bridge cost (length 102m)	\$9.1M
Roadworks	\$8.5M
Pool relocation	\$1.5M



# A replacement pool for Wingham?



**Outdoor 50m pool**



**Outdoor 25m pool + childrens play area**

- Fixing Country Roads support the cost to relocate the swimming pool if this is the preferred option
- Swimming pool funding can not be more than a “like for like” replacement
- Pool estimate is \$1.5M to replace
- \$1.5M would provide either:
  - > a 50m 6 lane outdoor non heated swimming pool; or
  - > a 25m 6 lane pool with a covered children’s wet play area

**Spotlight on the pool:**

- Total visitations per year = 17,000 [93 per day]
- Maintenance cost = \$50,000 per year
- Operating cost = \$140,000 per year
- Significant upgrades required to extend the life of the pool



# Preferred option 2: Existing alignment

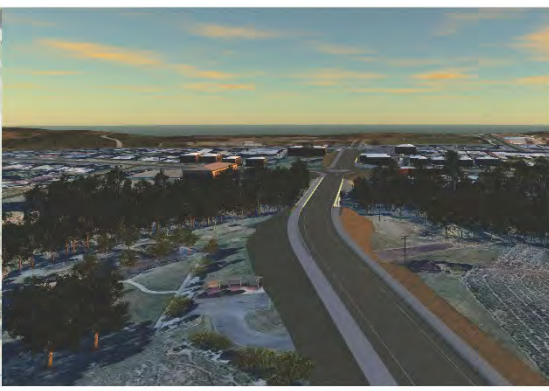
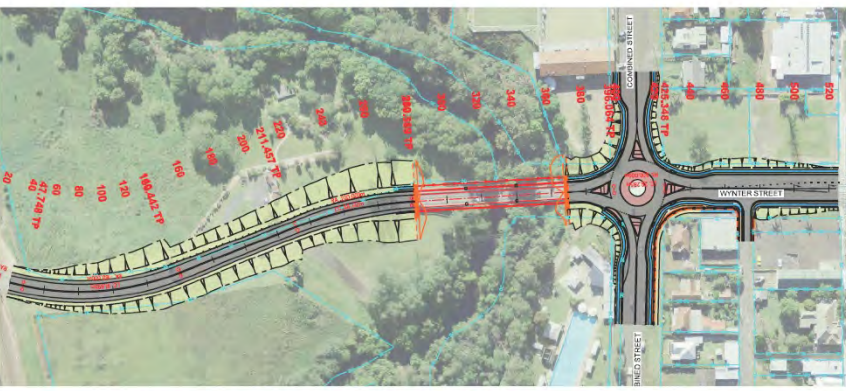
Preferred due to least impact on existing facilities

Construction timeframe: 12 months

**Detours:**

- 4 month detour for heavy vehicles via The Bucketts Way and Gloucester Rd (24km, 21 mins)
- Light vehicles via temporary bridge to Mortimer St.
- If in flood, detour via Tinonee if Bight Bridge is passable (otherwise Burrell Creek)

**Budget** with rail overpass **\$32.1M**  
without overpass **\$18.4M**



## Pros

- Cost effective
- Minimal change to the current approach to Wingham
- Can be implemented with or without a bridge over the rail line

## Cons

- Significant impact on traffic during construction
  - > Temporary bridge crossing connecting to Mortimer St for light vehicles for 6 months+
  - > Detour for semi-trailers and B-doubles via Gloucester Road for 6 months+ (additional time and running costs, deterioration of detour route)
- Visual impact - retaining walls and full concrete roundabout
- More difficult for trucks to manoeuvre
- Impact of roundabout on properties
- Impact to Chrissy Gollan Park

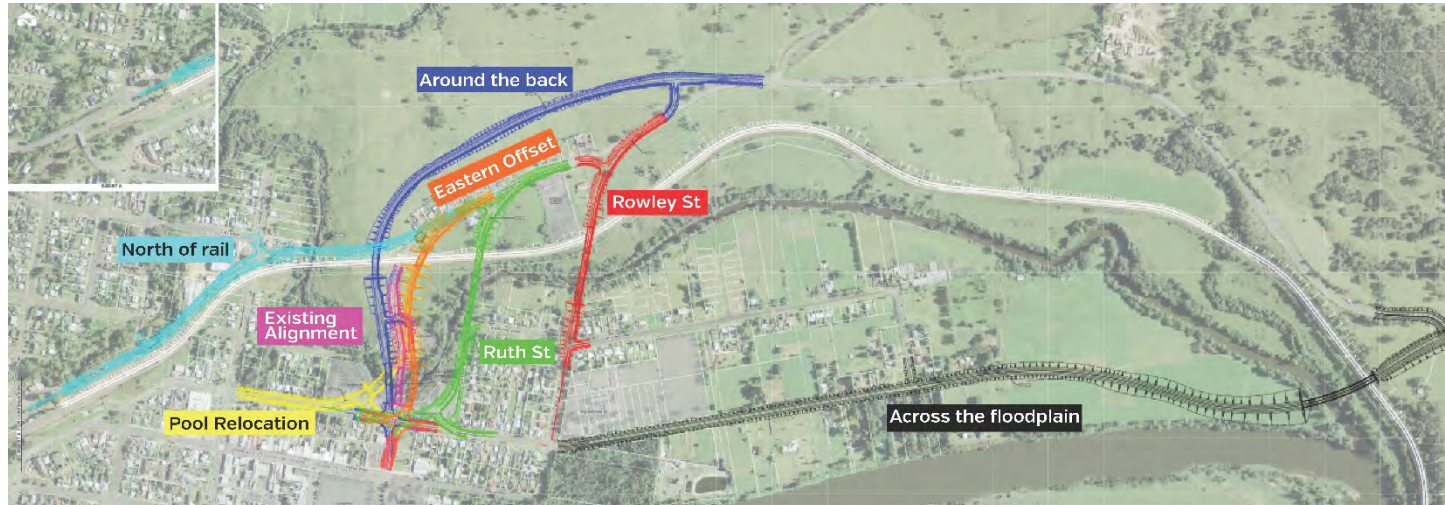


## Budget cost estimates

Bridge cost (length 88m)	\$7.3M
Roadworks	\$11.1M



## Next Steps



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