

BRIDGEWATER BRIDGE (Alan Seath contribution)

These issues have emerged:

- The community roads in Old Bridgewater and Granton are far too complicated, illogical and fail to solve the problems they are intended to, rather, for the most part, they make them worse as well as creating other problems.
- This is more apparent with the roads in Granton where the traffic wanting to go to New Norfolk must drive around a long-complicated route that is quite unnecessary and makes no logical sense. One of the main problems in Granton is that you have large and long log trucks having to stop and start, creating a lot of noise with airbrakes and getting going each time, all as they hold up the other road users.
- Plus, one must come off the south bound bridge highway and go around a roundabout as the first part of their journey to New Norfolk. The problem is that log trucks being large and long, while the cabin may get around the roundabout, due to the drag of a long log truck, the back will in fact go over the roundabout. Then they go through a small tunnel under the highway and must stop for traffic from Black Snake Road. The noise generated by these trucks and buses will certainly affect the residence in the area.
- The community roads in Old Bridgewater are not much better. Especially the off/on ramps from the highway which cut through the western side of the cutting. First, these two roads serve no good purpose and complicate the Bridgewater Road systems, where log trucks and buses are concerned. But the big problem with these roads is that they cut through the western side of the highway cutting. The cutting is there for two purposes – (1) for the highway to go through and more importantly, (2) it acts as an affective noise barrier for Old Main Road. I (Alan) used to live 44B Old Main Road for 12 years and never at any time did I ever hear any of the highway traffic, even though my place backed on to it.
- So, removing the barrier for two roads that achieve nothing, opens the highway noise up to Old Bridgewater.

What do we do?

In both Bridgewater and Granton ramps on/off the bridge highway and to the Lyell Highway need to be simple, easy, direct and logical. They need to be easy to access and they need to deliver the traffic directly to its intended destination. Thus, doing away with the complicated routes to get anywhere. The result will be that traffic moves smoother and directly where it wants to go and on a much shorter route.

Granton:

In Granton, I've considered how a different design may work better. This would move the grade separation out of Blacksnake Lane and be much more efficient for Lyell Highway traffic.

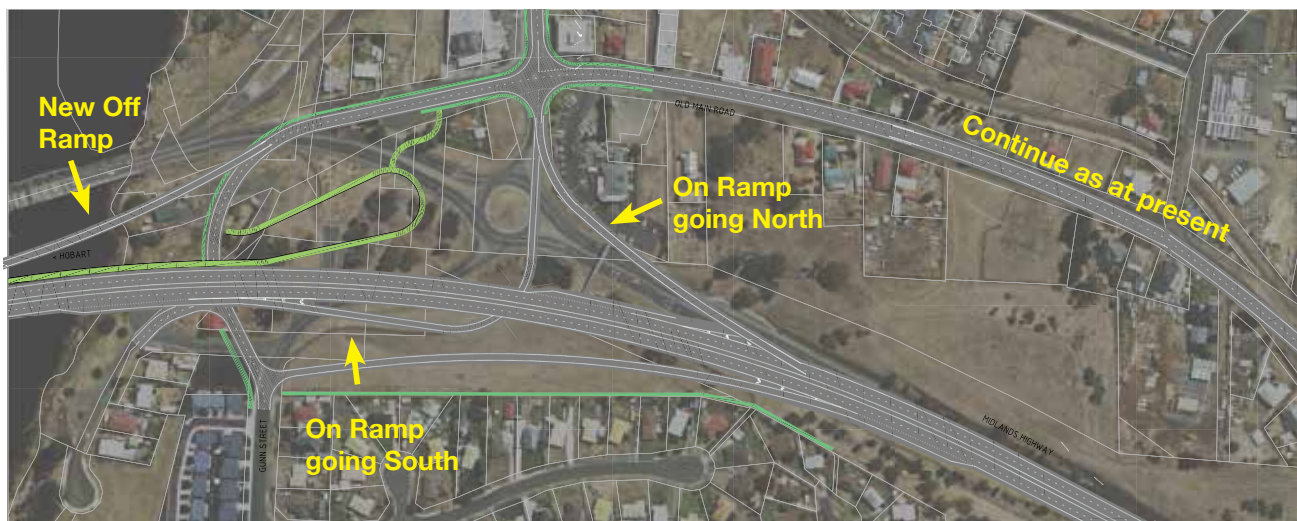


the Claremont Main Road coming from the Lyell Highway, while the right-hand divide goes west under the highway to the Lyell Highway to head west, also place an off ramp from the north bound highway on the western curve taking traffic directly down to the Lyell Highway where the two will merge and head west.

- Mean time, the left-hand divide will go in a short southern loop and down to meet and merge with the New Norfolk traffic on the Claremont Road heading for either Black Snake Road or Claremont and beyond. These two off ramps take traffic directly to where it needs to go.
- They cut out the need an off ramp going down to the roundabout, which is now not needed. They also cut out the need for a road to be excavated along below the cliff from Black Snake Road to the New Norfolk Road on the Black Snake Road side of the highway.
- Avoiding such a huge excavation for the road and securing the cliff. Thus, saving Millions in unnecessary cost. These two ramps also eliminate the need for the large off ramp that cuts through a large part of the old Dickinson family estate. They return the Black Snake, Claremont Main Road area back to its current operation system, which is the way it has been for years and it works well.
- Simple and direct! Thus, the whole idea of simplifying and going direct in this way, completely does away with unnecessary and complicated roads and saves millions of dollars in the process.

Bridgewater:

- In Old Bridgewater the biggest problem now is the two off/on ramps and roads that cut into the western side of the cutting from the highway. One way to stop this is to run an off ramp from the northern lane on the western side of the bridge down to the river end of Old Main Road, to merge with traffic from Gunn Street, which will then carry on around to Boyer Road, or carry on up Old Main Road Also, traffic going up Old Main Road, can carry on to the end and then merge with the traffic going north on the highway.
- However, a better alternative to this would be to use the extended Boyer Road, which goes under the highway, and divide it, before it goes under the highway, going around McDonalds toward the north, similar to the original 2000 bridge plan, and up an on ramp to merge with the north bound traffic on the highway.
- This alternative takes the traffic right away from Old Main Road, unless they are the residents who live there.
- These new roads completely do away with any need to cut into the western cutting to build two roads that are quite unnecessary and complicated.



- Also stops the barrier of traffic noise from the highway from being destroyed, thus preserving the quiet of Old Main Road.

- Also, these alternatives take the traffic directly and simply right to where they want to go without having to drive a complicated route. Simple and direct! Thus saving millions in unnecessary earthworks and road building.

Acceptance of ideas??

Over the past 10 years or so I have been involved with this project I have found that any ideas or alternatives that have been put forward have been met with “No, we can’t do that because it is too expensive”, “it’s outside the design requirements”, it’s outside the scope of this project”, “we can’t do that because we will have to move this out to there”, or, trucks will have to go up the hill” and so on...

Most of the reasons given are nothing more than excuses, and we are not taken seriously, so it is not looked at deeper to see if it might be feasible and work. The classic fob off!

On a billion dollar project such as this one, there should be no limits and every idea should be listened to and tested, unless obviously unacceptable, to see if they do work. There is no sense building a massive project such as this one unless the community roads are simple and easily accessible, which these in Granton and Old Bridgewater are not! They are far too complicated.

If these problems continue to be ignored and not seriously examined and addressed, then the bridge should not be built as it will not work, and it will be a waste of money, plus you will have a lot of very unhappy and frustrated communities.

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