

# Gerringong to Bomaderry

Princes Highway upgrade



A New South Wales Government Initiative



COMMUNITY UPDATE

JUNE 2009



## Preferred option finalised

The preferred option for the future upgrade has now been finalised with the selection of the Pink route in the vicinity of Toolijooa ridge and the preferred access arrangements for the towns of Gerringong and Berry. The RTA took extensive technical investigations, community feedback and value management studies into consideration when finalising the preferred option.

### Upgrade objectives

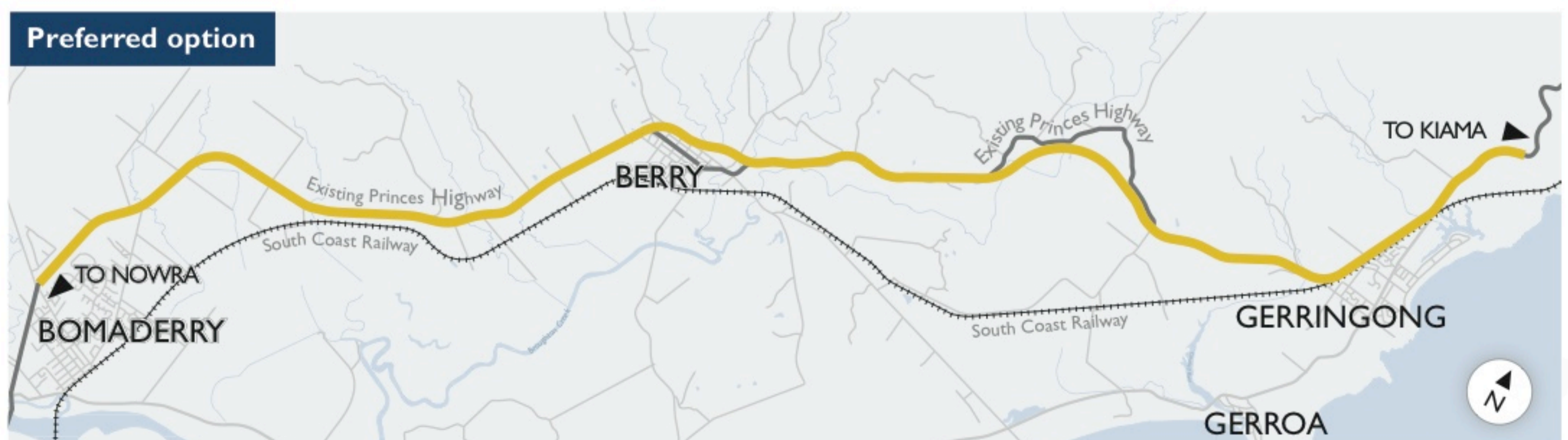
The objectives for the planned upgrade of the Princes Highway between Gerringong and Bomaderry are to:

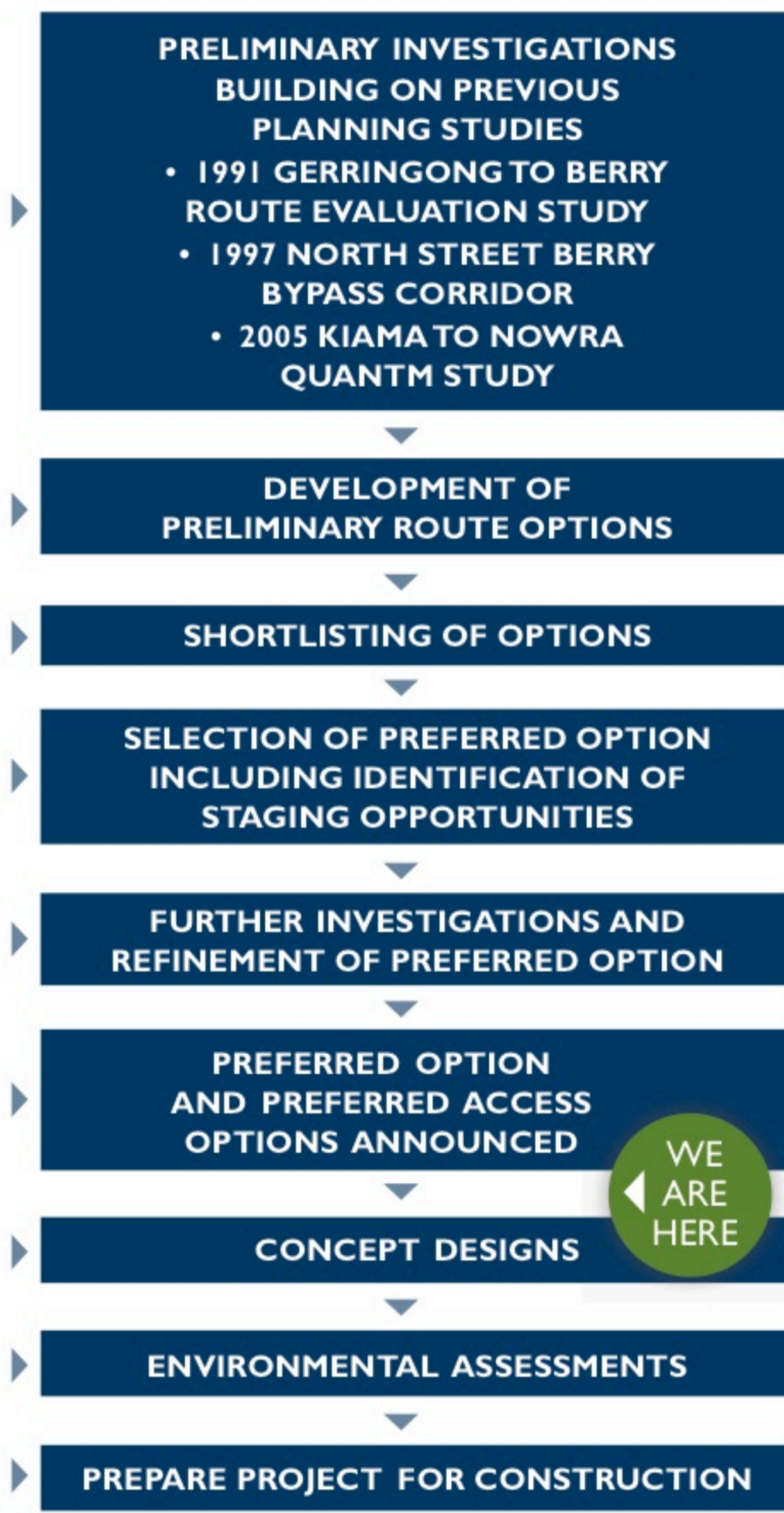
1. Improve road safety.
2. Improve traffic efficiency on the Princes Highway between Gerringong and Bomaderry.
3. Support regional and local economic development.
4. Provide value for money.
5. Enhance potential beneficial environmental effects and manage potential adverse environmental impacts.
6. Optimise the benefits and minimise adverse impacts on the local social environment.

### Pink route selected as preferred option

In October 2008 a preferred option for the majority of the highway upgrade was announced by the New South Wales Government. Between Toolijooa Road and Austral Park Road however, two options remained under consideration, known as the Pink and Green routes. Following further investigations into environmental impacts, geotechnical conditions, road safety and operational issues, the Pink route has been selected as the preferred option for upgrading the Princes Highway over Toolijooa ridge.

This finalises the determination of the preferred option from Mount Pleasant in the north to Bomaderry in the south (shown below).





## Pink route

The upgraded highway would climb the lower parts of Toolijooa ridge west of Gerringong before cutting through the higher parts in depths up to 30 metres. The highway would then descend on the south side of the ridge crossing Broughton Creek at three locations before connecting with the preferred option near Austral Park Road.

The Pink route would provide significant road safety, traffic efficiency and travel time improvements over the existing highway. The Green route offered marginally more benefits but at an additional construction cost estimated at \$75 - 90 million. It would also have been more costly to maintain and operate in the long-term.

The Pink route has been selected as the option that provides the greatest benefits at the best value for money.

### Features

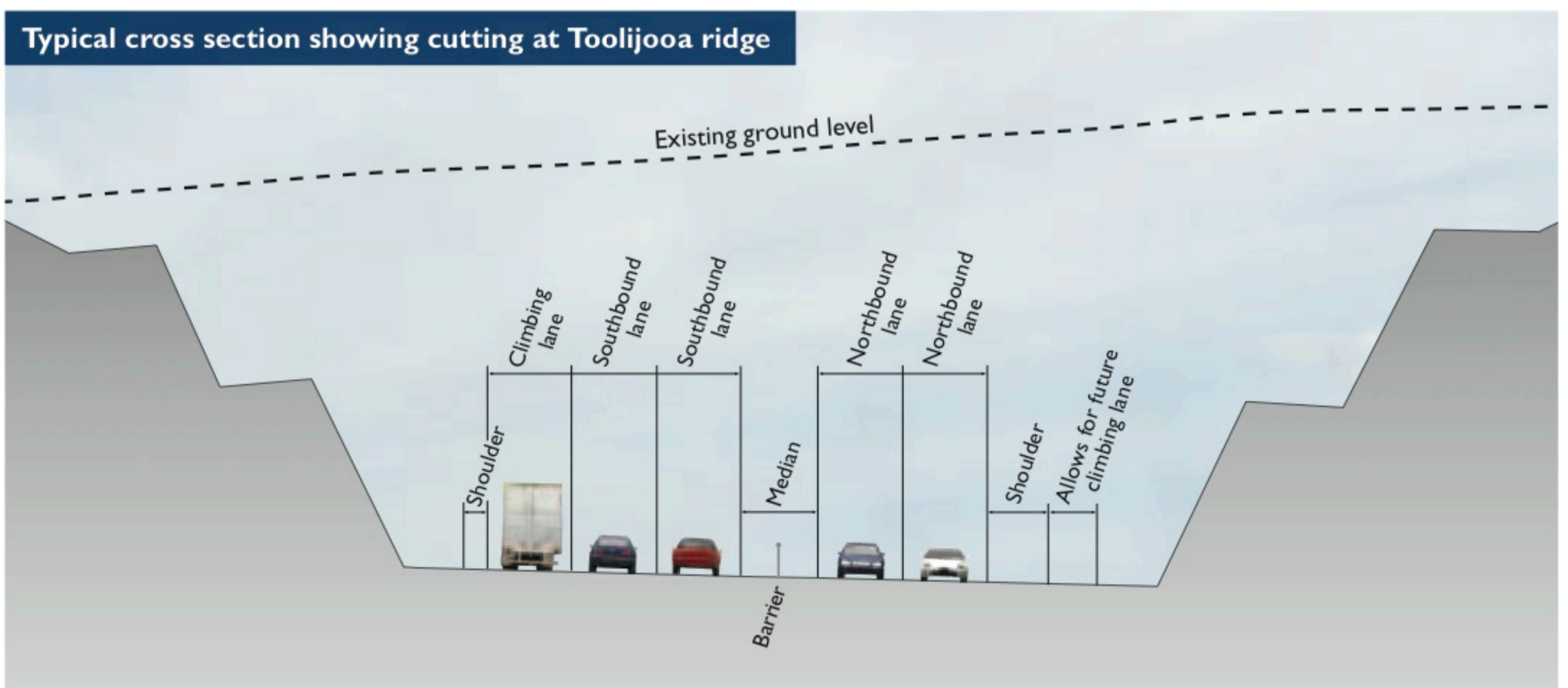
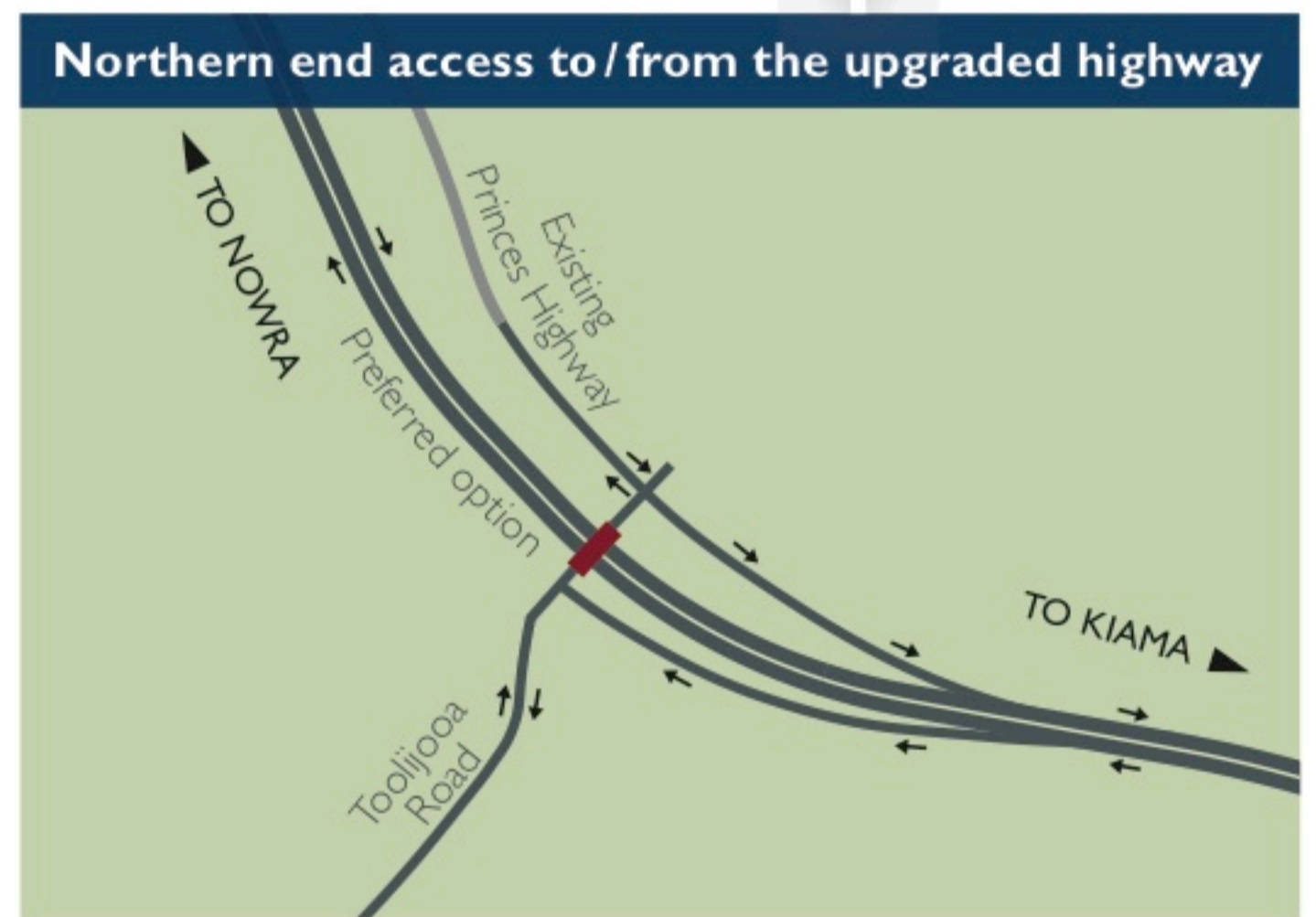
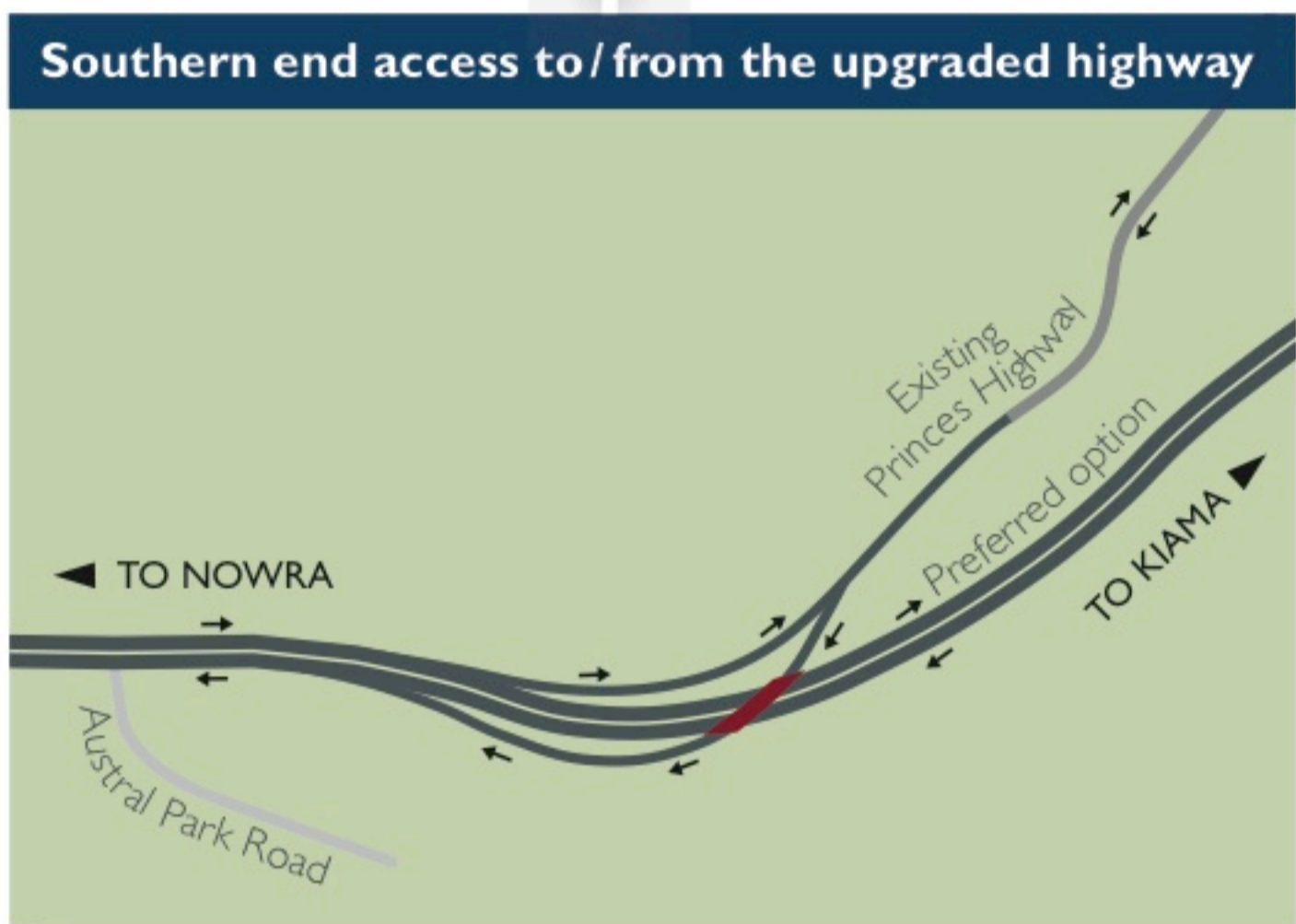
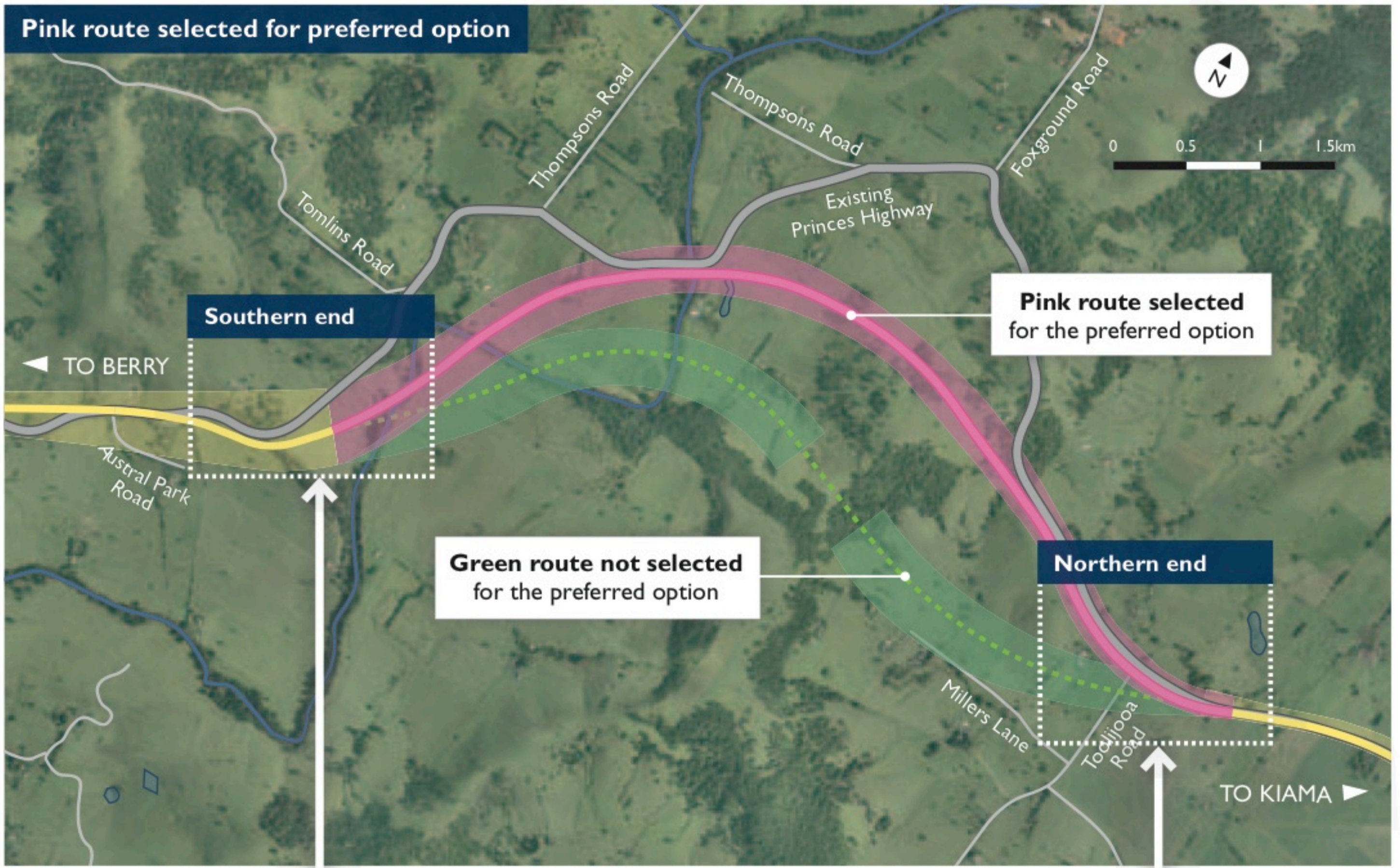
- Four lane 100km/h standard highway with median separation.
- Third southbound lane climbing up and across the ridge at Toolijooa.
- Allowance for future third northbound lane climbing up and across the ridge at Toolijooa.
- A major cutting approximately 900 metres long and up to 30 metres deep.
- A land bridge over the cutting to maintain an identified fauna corridor along Toolijooa ridge.
- New half-interchange with the old highway at Toolijooa Road.
- New half-interchange with the old highway near Austral Park Road.
- Large embankment approximately 400 metres long and up to 15 metres high in the vicinity of existing Broughton Creek bridge.

### Benefits of the Pink route

- Improves road safety by bypassing a winding and undulating section of the existing highway with a poor crash history.
- Improves travel times and traffic efficiency by providing additional lanes and overtaking opportunities.
- Maintains existing fauna corridor along Toolijooa ridge.
- Retains existing highway as a local road with direct access to the upgraded highway.
- Aligned adjacent to existing Broughton Creek bridge, maintaining heritage structure.



Steep and sharp corner on the existing Princes Highway near Foxground



# Access to Gerringong



## Preferred access arrangements for Gerringong and Berry

The RTA studied social, economic, environmental and engineering aspects to identify the most appropriate ways to connect Gerringong and Berry to the upgraded highway. Preliminary access options for each town were displayed in October 2008.

Community feedback led to a number of alternative arrangements being developed for Gerringong and considered during the selection process.

The project team considered the outcomes of a November 2008 value management workshop, community feedback and technical issues before selecting the preferred access arrangements.

The yellow shaded areas on the maps show the design corridor, or potential area that may be affected by the access arrangements. The actual footprint of each ramp will be finalised and provided to the community during the environmental assessment stage.

## Gerringong access arrangements

The preferred access arrangement for Gerringong is a modification of options displayed for community comment in October 2008.

It includes a southern interchange at Belinda Street linked to Willowvale and Baileys Roads by a service road and a northern interchange at Rose Valley Road linked to Fern Street by an access road.

### Southern access

#### Features

- Four-way movement:
  - Southbound off ramp to Belinda Street.
  - Southbound on ramp from Belinda Street.
  - Northbound off ramp to Willowvale Road/Belinda Street.
  - Northbound on ramp from Belinda Street.
- Underpass at Belinda Street.
- Provides two way service road between Willowvale Road and Belinda Street.
- Uses existing Belinda Street rail underpass.

### Benefits

- Separates local movements from highway movements.
- Accommodates cattle/farm access at Crooked River Bridge.
- Services south Gerringong, Gerroa and Shoalhaven Heads with all movements.
- All movements have improved flood immunity.
- Retains all existing traffic movements.
- The interchange at Willowvale Road provides safer access to Belinda Street and Gerringong.

### Northern access

#### Features

- Three way movement:
  - Southbound off ramp to Rose Valley Road/Fern Street.
  - Northbound off ramp to Rose Valley Road.
  - Northbound on ramp from Fern Street/Rose Valley Road.

- Provides two way service road between Rose Valley Road and Fern Street.
- Overpass for Rose Valley Road.
- Uses topography to minimise visual impact of the Rose Valley Road junction.
- Provides bus turning facility at Rose Valley Road.
- Eliminates level crossing with bridge over rail line.
- Southbound access at Fern Street removed due to low demand and good alternative via Belinda Street.

### Benefits

- Separates local movements from highway movements.
- Increased safety by removing at grade highway junctions and the rail level crossing at Fern Street.
- Interchange location at Rose Valley Road avoids poor ground conditions at Omega Flat.
- The interchange at Rose Valley Road provides safer access to Fern Street and Gerringong.

# Access to Berry



## Berry access arrangements

The preferred access arrangement for Berry involves six ramps, four of which provide entry and exit movements close to the existing access points.

The northern accesses closely follow the existing highway and rely on the flood-prone existing highway around Broughton Mill Creek.

To maintain access to Berry in times of flood, these two accesses would have flood immune alternatives.

The first would be a northbound ramp from Kangaroo Valley Road to the highway which would also cater for future residential development to the west and north-west of Berry.

The second would be a southbound ramp from the highway into Alexandra Street, which would provide a second chance access into Berry from the north.

## Southern access

### Features

- Three way movement:
  - Southbound on ramp from Queen and Victoria Street.
  - Northbound off ramp to Huntingdale Park Road.
  - Northbound on ramp from Kangaroo Valley Road.
- Kangaroo Valley Road overpass above upgraded highway.

### Benefits

- Maximises preservation of Mark Radium Park.
- Access to upgrade from Victoria Street facilitates egress from Mark Radium Park, The Arbour and Showground.
- Retains access to Mark Radium Park from Queen Street as rest stop.
- Off ramp to Huntingdale Park Road avoids less desirable 180 degree curves on other options.

- Second northbound on ramp services future growth area of Berry and provides northbound exit from Berry with improved flood immunity.
- Potential for bridge design to incorporate landscaping and dedicated cycle and pedestrian paths.

## Northern access

### Features

- Two way movement:
  - Two southbound off ramps to Berry.
  - One northbound on ramp from existing highway.
- Northbound on-ramp passes under the bridge over Woodhill Mountain Road.
- Uses topography to minimise visual impact by placing the upgrade in cut on the ridge.
- Compact ramp configuration.

- Southbound ramp into Berry using the existing highway to be designed and signposted as primary entry.
- Southbound ramp into Alexandra Street designed as flood immune alternative and second chance entry.

### Benefits

- Minimises height of highway bridge crossing Broughton Mill Creek and Woodhill Mountain Road.
- Maintains local north and southbound traffic patterns through Berry.
- Retains existing 'gateway' to Berry from the north.
- Provides southbound 'flood free' access.

**LEGEND**

- Preferred option (on overall map)
- Preferred option (on highlighted detail)
- Design corridor
- Existing Princes Highway
- Minor roads
- South Coast Railway
- Waterways
- Directional arrows
- New bridges
- Existing bridges
- Closure of existing road
- Redundant road

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## What are the next steps?

There will be further opportunities for the community to make comments on the upgrade program for the Princes Highway between Gerringong and Bomaderry. The RTA currently proposes that the upgrade program will comprise three separate projects for the purpose of concept design and environmental assessment.

The type of environmental assessment for each project will reflect the level of environmental impact.

### **Project A - from Mount Pleasant to Toolijooa Road.**

Concept design and environmental impact assessment are currently underway and are expected to be displayed for community comment in early 2010.

### **Project B - from Toolijooa Road to south of Berry.**

Concept design and environmental impact assessment are currently underway and are expected to be displayed for community comment following Project A.

### **Project C - from south of Berry to Bomaderry.**

Concept design and environmental investigations are currently underway for the purpose of defining the highway boundaries. Timing of display of concept design and environmental impact assessment for this project has not yet been decided.

## Construction

Subject to planning approval for each project, detailed design and land acquisition will be completed. A staging plan and construction schedule will be developed, taking into account available funding.

## Detailed reports available

*The Gerringong and Berry preferred town access options report and the Toolijooa ridge preferred option report are available on the project website or by contacting the project team or the RTA.*

The final aspects of the preferred option will be on display from **Monday 15 June 2009** to **Friday 26 June 2009** at the following locations:

## Staffed displays

RTA Berry Project Office  
Broughton Court  
Shop 3/113 Queen Street, Berry  
Monday to Friday 9am to 4pm  
Saturday 20 June 10am to 2pm

There will be maps of the preferred option and 3D animations of the access arrangements available for viewing.

## Other display locations

### **Kiama Council**

11 Manning Street, Kiama  
Monday to Friday 8.45am to 4.15pm

### **Shoalhaven City Council**

36 Bridge Street, Nowra  
Monday to Friday 9am to 5pm

### **Kiama Library**

7 Railway Parade, Kiama  
Monday, Wednesday, Thursday and Friday  
from 9.30am to 5.30pm  
Tuesday from 9.30am to 8pm  
Saturday from 9.30am to 2pm

### **Gerringong**

Shop 3, 129 Belinda Street, Gerringong

## Have your say

The RTA welcomes community feedback outside of the public display periods through any of the contact methods listed below. There will be further opportunity for community comment during the environmental impact assessment stages.

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### For more information:

**Email** [Gerringong\\_to\\_Bomaderry@aecom.com](mailto:Gerringong_to_Bomaderry@aecom.com) / **web** [www.rta.nsw.gov.au/gerringongtobomaderry](http://www.rta.nsw.gov.au/gerringongtobomaderry)

**Phone** 1800 506 976 (free call) project information line

**Gerringong to Bomaderry** AECOM, P.O. Box Q410, QVB Post Office, Sydney NSW 2000

**Berry project office** (Broughton Court) shop 3/113 Queen Street, Berry NSW 2535