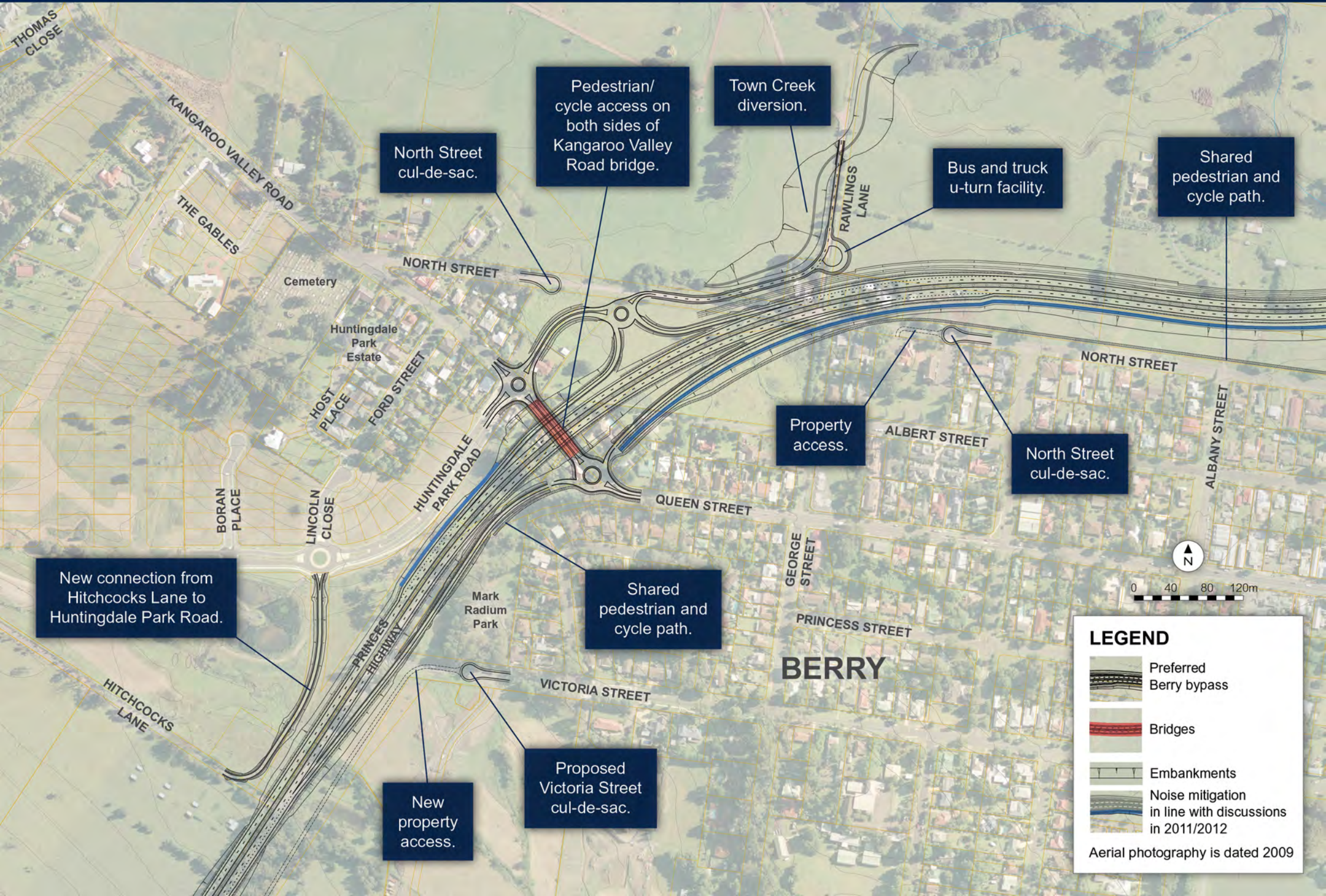


**Kangaroo Valley Road interchange concept design for environmental assessment**



Pedestrian/cycle access on both sides of Kangaroo Valley Road bridge.

Town Creek diversion.

Bus and truck u-turn facility.

Shared pedestrian and cycle path.

North Street cul-de-sac.

Property access.

North Street cul-de-sac.





New connection from Hitchcocks Lane to Huntingdale Park Road.

Shared pedestrian and cycle path.

New property access.

Proposed Victoria Street cul-de-sac.

**LEGEND**

-  Preferred Berry bypass
-  Bridges
-  Embankments
-  Noise mitigation in line with discussions in 2011/2012

Aerial photography is dated 2009



# Foxground and Berry bypass

Princes Highway



Transport  
Roads & Maritime  
Services

JUNE 2012

PREFERRED BERRY BYPASS ALIGNMENT



## Design improvements

- These design improvements:
- Would reduce noise and visual impacts on residences in Huntingdale Park Estate and Kangaroo Valley Road.
  - Would preserve Mark Radium Park as a local park.
  - Would reduce the amount of property acquisitions on Kangaroo Valley Road.
  - Would provide pedestrian connectivity from Kangaroo Valley Road to Mark Radium Park and Victoria, Queen and North streets.
  - Would help reduce flooding in Berry with the diversion of Town Creek.

Updated interchange design shown here is being developed with ongoing community discussions.

North Street cul-de-sac.

Property access.

North Street cul-de-sac.

Ongoing discussions to improve pedestrian access at Kangaroo Valley Road.

Updated design shows Victoria Street to be cul-de-sac'd. This is being developed with ongoing community discussions.

New connection being considered.

Property access.

## LEGEND

- Preferred Berry bypass
  - Bridges
  - Embankments
  - Noise mitigation in line with discussions in 2011/2012
- Aerial photography is dated 2009

Further investigations into potential impacts (eg noise) are ongoing.