

RECAP:

- Two workshops – 27 Oct & 7 Nov
- Team of experts and facilitator
- BR options review, development and feedback
- RMS to further develop and test feasibility of a set of objectives
- Independent report of process and outcomes to be published 2 Dec

What we considered:

- 1600m length of road and bridge examined (CH14800 to CH16400)
- BR 3 as benchmark to develop road geometry
- Adopt shallowest climbing grade possible from the west (approx 3%)
- Horizontal main line alignment adjustments to north and/or south to avoid or minimise property impacts
- Avoid or minimise use of additional concrete structures (bridges or walls)
- Optimise vertical grades to on and off ramps
- Optimise ramps to utilise existing topography

What we considered:

- Eliminate obtrusive noise barriers
- Maintain natural barriers where possible to minimise noise
- Reduce number of bridge expansion joints (avoid Minamurra bridge scenario)
- Bridge piers to stand on hidden (buried) piled foundations
- Target the vertical profile of the bridge to be as near to 4.6m vehicle clearance above Woodhill Mountain Road as possible
- Adjusting the vertical and/or horizontal alignment of Woodhill Mountain Road
- Explore both twin (side by side) and single bridge options
- Explore bridge type concepts using different types of span beams

What we considered:

- Using the existing Princes Highway as the southbound off ramp
- Moving the northbound on ramp as far north as possible
- Adjusting the mainline further north at the sculptures to avoid the existing south facing cutting
- Making the cutting slopes as steep as possible
- Minimising very low gradients to avoid aquaplaning on the bridge
- Safe drainage and disposal of surface water runoff
- Safe sight line distances for drivers

The Bridge & Cutting



Transport
Roads & Maritime
Services

Current Status: HORIZONTAL ALIGNMENT



BR4

- Vertical alignment re-graded to 3%
- East abutment to western limit
- Excess cut over fill 12,000m³
- Mohawk area between SB off ramp and mainline
- Fill batters or retaining structures or combination of both at some locations

The Bridge & Cutting



Current Status: VERTICAL ALIGNMENT



Berry Bridge



Transport
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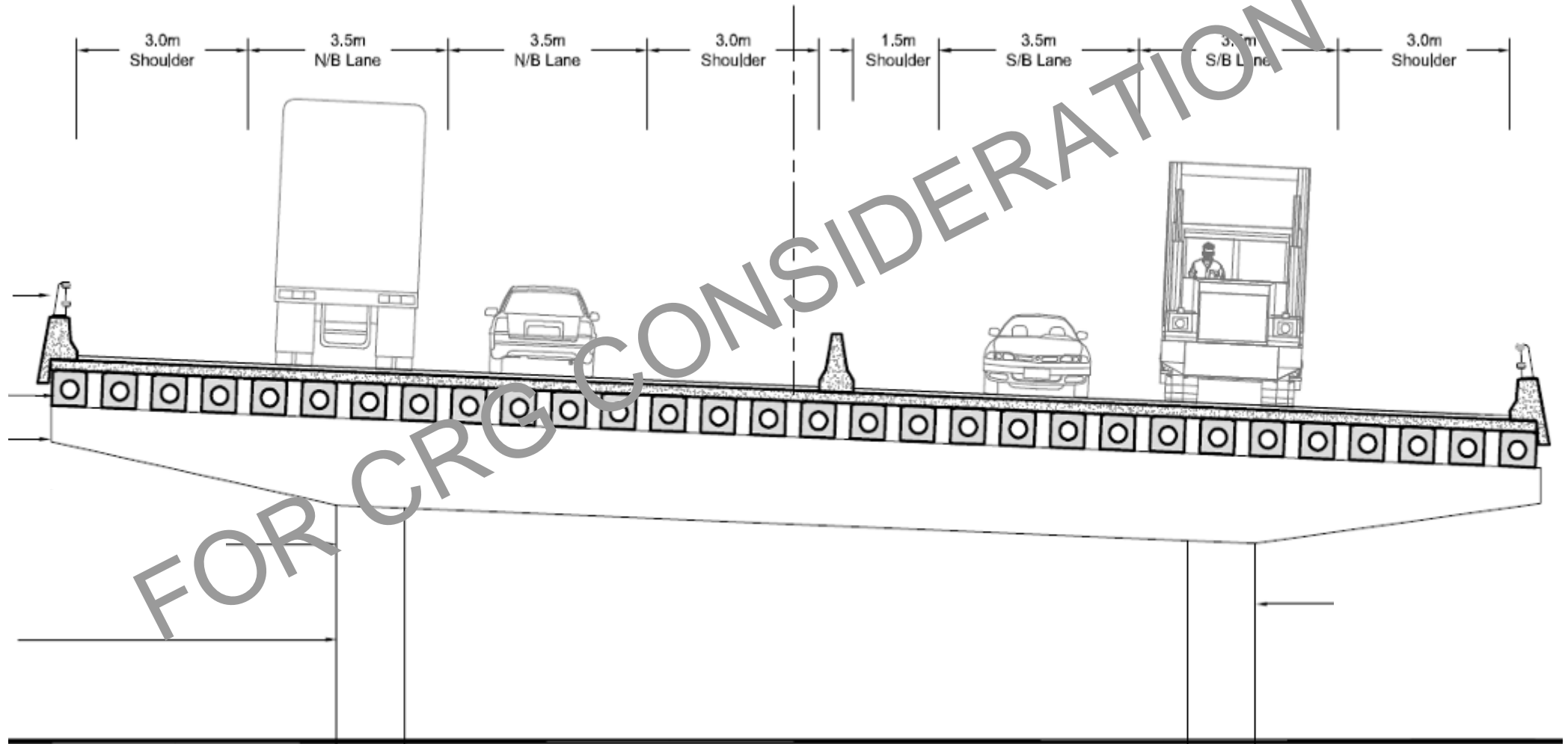
Status: Moved north up to 95m; lowered up to 6.4m



Berry Bridge Section – Plank Construction



Transport
Roads & Maritime
Services



Berry Bridge Section – Plank Construction



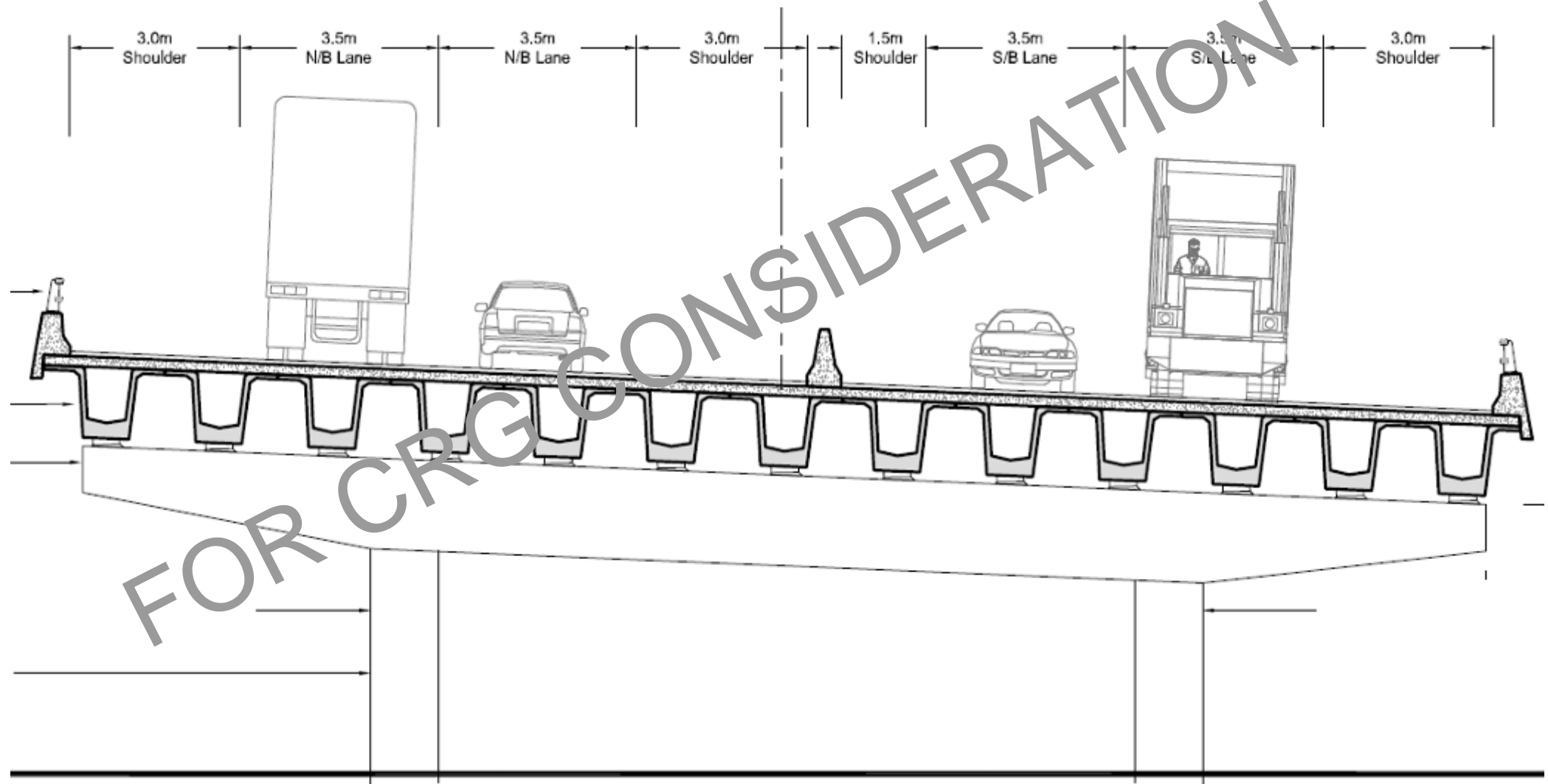
Transport
Roads & Maritime
Services



Berry Bridge Section – Super Tee Construction



Transport
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Berry Bridge Section – Super Tee Construction



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RMS acquired properties



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BR3 / 4 ALIGNMENT

The way forward



	NOVEMBER																	DECEMBER																																				
	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25												
ACTIONS OUT OF BERRY BRIDGE & N INTER WSHOPS																																																						
Refinements to BR 3 bridge and interchange options including: Engineering bridge and road design																																																						
Development of preliminary architectural bridge design options																																																						
Strategic cost estimating																																																						
Publish workshop process & outcomes report																																																						
CRG UPDATE MEETING NO. 6																																																						
NORTH STREET PRECINCT DEVELOPMENT																																																						
Road design (include KVRd Interchange)																																																						
Complete review of drainage design																																																						
Strategic cost estimating																																																						
Document the investigations and outcomes including the: Consultation process; community preferences; engineering considerations; environmental considerations; cost outcomes																																																						
Publish report																																																						
COMMUNITY MEETING																																																						
Receive community submissions																																																						
Collate and review submissions																																																						
RMS Executive briefing																																																						
Briefings to Minister and RMS CE																																																						
ANNOUNCE PREFERRED ALIGNMENT FOR BERRY BYPASS																																																						

FOR CRG CONSIDERATION