

Responses to visitor enquiries at Berry project office and calls to 1800 project information line from 25 June 2012 to 6 July 2012.

Q. Is this the final alignment? What will happen if someone comes along with another suggestion / alternative design?

A. The Minister for Roads and Ports announced on Monday 25 June that the northern alignment was the preferred option of the Berry bypass. This is the route RMS will now take it forward to the environmental assessment for approval by the Department of Planning and Infrastructure. The environmental assessment is an honest process and its final outcome cannot be pre-determined. Given all the work that has been completed in preparation for the environmental assessment it is unlikely that a different route would be approved.

Q. What happens now the northern route has been announced?

A. RMS will finalise the environmental assessment, which will be put on display for community comment, likely in late 2012. RMS will address all community comments / issues and produce a submission report to the satisfaction of the Director General of the Department of Planning and Infrastructure. A flow chart highlighting the way forward is located on the project website.

Q. What were the main cost drivers which resulted in the cost difference between the two routes?

A. The major cost differences between the two routes were earthworks and structures. The majority of the southern route was embankment with a fill deficit needing to be addressed. The total bridge deck area was 50% greater than the northern route.

Q. If Victoria Street is cul-de-sac'd at the western end how will residents access the Princes Highway?

A. Access to the upgraded Princes Highway will be via Queen Street and the southern and northern on ramps at the Kangaroo Valley Road junction. It is important to note RMS has no preference for either closing or keeping Victoria Street open. RMS has adopted the cul-de-sac'd option for the purpose of the environmental assessment, but will set property boundaries to accommodate Victoria Street open at the western end, should this be the outcome of the assessment.

Q. How will RMS ensure effective, safe pedestrian and cycle connectivity across the bridge at Kangaroo Valley Road?

A. Safe and effective pedestrian and cyclist connectivity has been a major issue and discussion point at the working group meetings. RMS has worked with the community to ensure all stakeholder concerns have been addressed at the Kangaroo Valley Road interchange. RMS will

provide pedestrian / cycle footpaths on both sides of the Kangaroo Valley Road bridge and is reviewing ways to improve connectivity from this area to the rest of town.

Q. What is RMS' timescale for construction and completion of the Foxground and Berry bypass?

A. The environmental assessment will be finalised and displayed for community comment for a period of at least 30 days. RMS hopes to obtain approval by the Department of Planning and Infrastructure for the project by mid 2013. Following approval RMS can then progress the design to construction, anticipated to commence late 2014 with a construction period of around three years.

Q. What will happen if RMS cannot provide adequate access to my property?

A. RMS is required to provide all properties which currently have access to the Princes Highway with continued access. This could either be direct left-in, left-out access or via an access road.

In the rare event that reasonable access cannot be provided, RMS will need to consult with individual property owners regarding the purchase of the property.

Q. What does RMS plan for the unsealed section of George Street? Will this be upgraded and connected to North Street?

RMS has no plans to upgrade the unsealed section of George Street and connect it to North Street. Depending on the impact of construction works on properties in this area temporary access may need to be constructed to the site from Albert Street.

As per the plans published by RMS on 25 June 2012, North Street will be cul-de-sac'd in the vicinity of the Catholic Church.

Q. If a shared walk way / cycle way is provided along the residual land at North Street would this area be lit?

The provision of a shared walk way / cycle way still needs to be progressed by the urban design team. Community concern about impacts such as potential light spill will be addressed in the environmental assessment. To ensure pedestrian safety in urban areas, some form of lighting is usually provided for pedestrian facilities, with consideration given to shielding residences.