

Agenda



Transport
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- 6.30pm Housekeeping and introductions.
- 6.35pm Revised Berry bypass alignment.
- 6.40pm Working group discussion
- » Known issues
 - » Commitments
 - » Urban Design
 - » Suggestions for investigations
 - » Way forward
- 8pm Close

Facilitator – Lucy Cole Edelstein, Straight Talk.

Workshop leader – Adam Berry, RMS.

Urban Designer - David Appleby, CM+

Project Communications – Carla Brookes, RMS.

Project Environmental Assessment – Julian Watson, RMS.

Meeting notes – Kerri Hale & Angela Malpass, AECOM.

Foxground Berry Bypass Project Manager - Ron de Rooy, RMS.

Bridge and Interchange

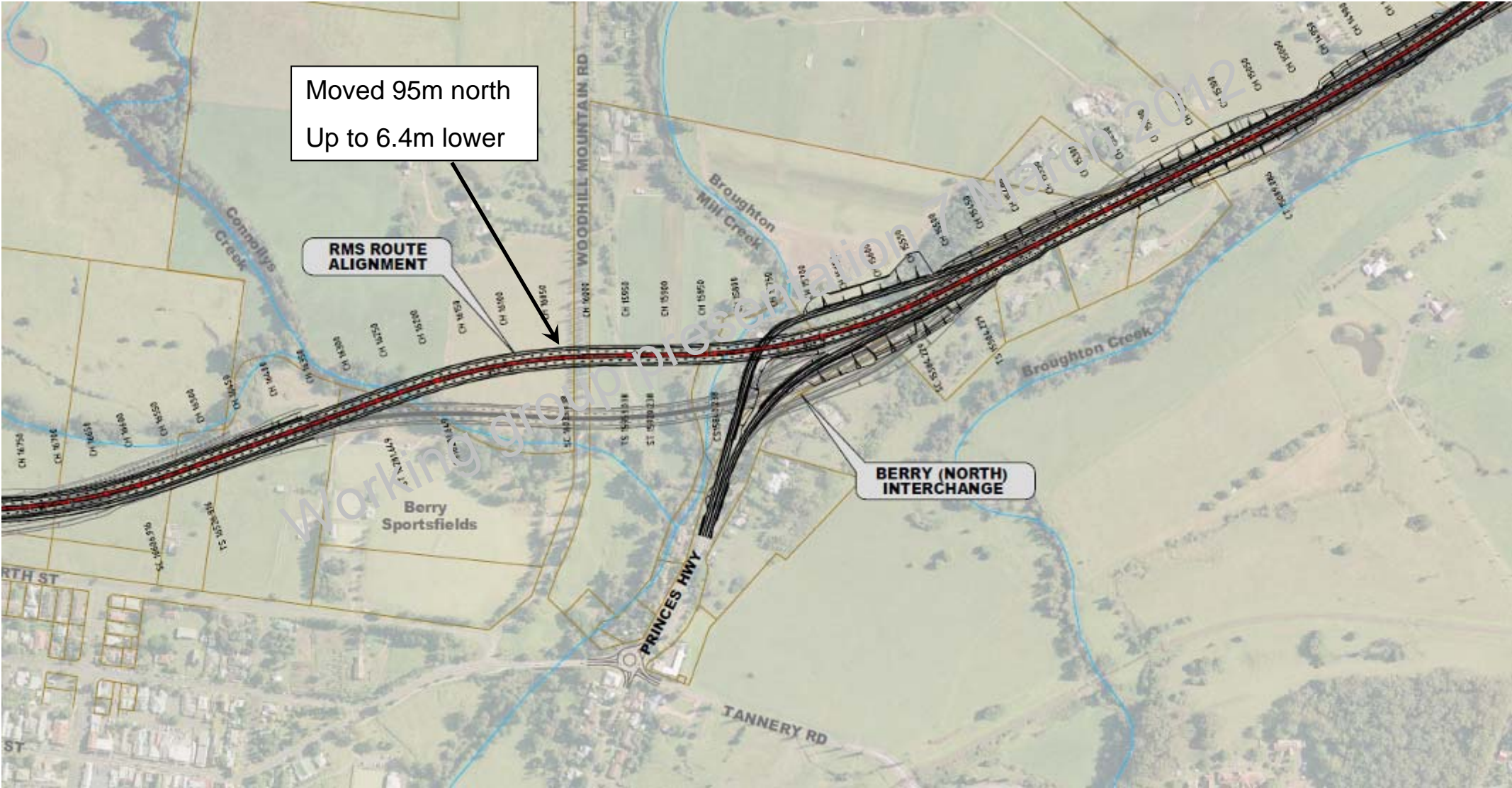


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Moved 95m north
Up to 6.4m lower

RMS ROUTE ALIGNMENT

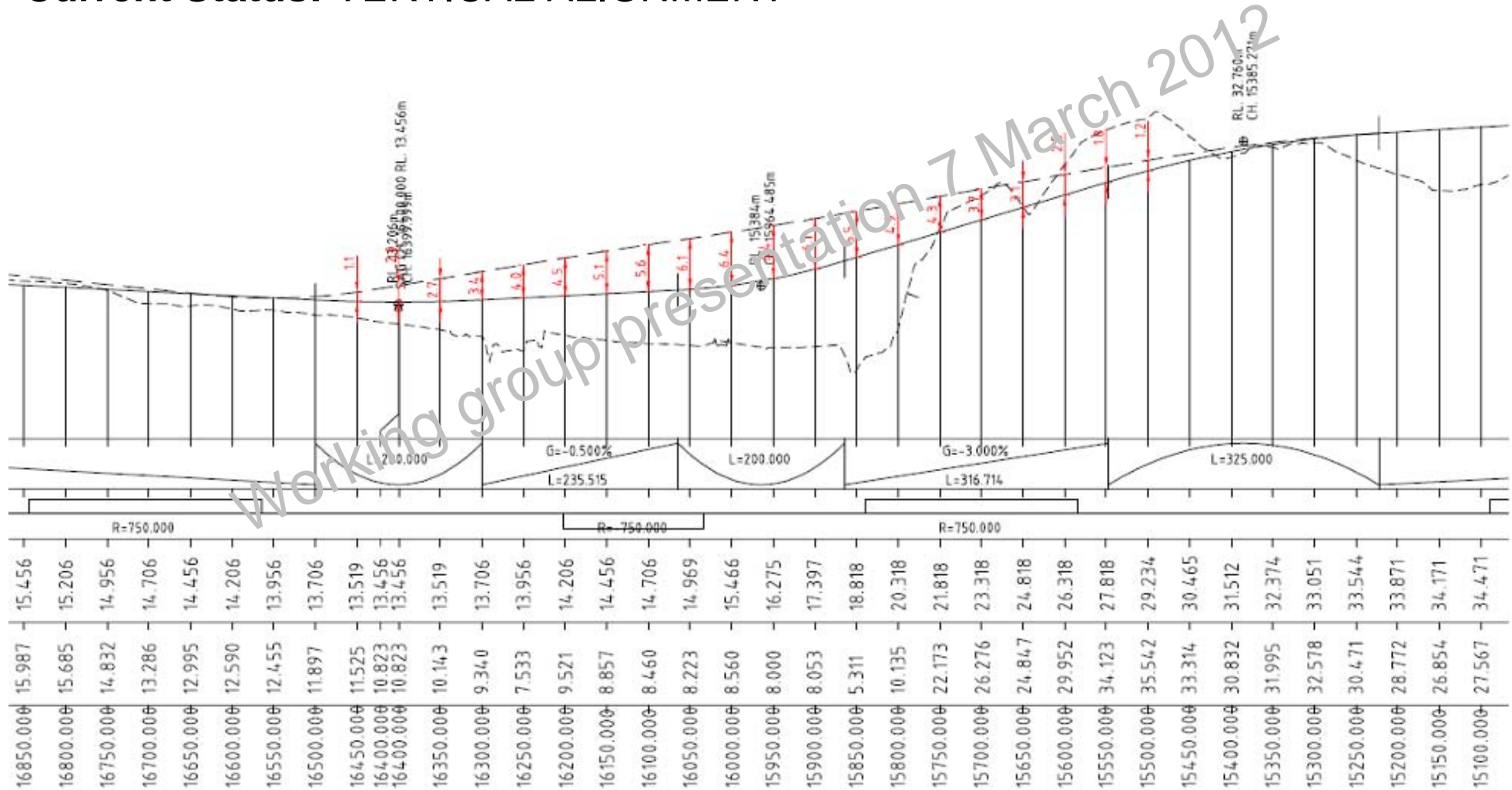
BERRY (NORTH) INTERCHANGE



The Bridge



Current Status: VERTICAL ALIGNMENT



Description of new alignment

Berry Bypass – East



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Example plank bridge

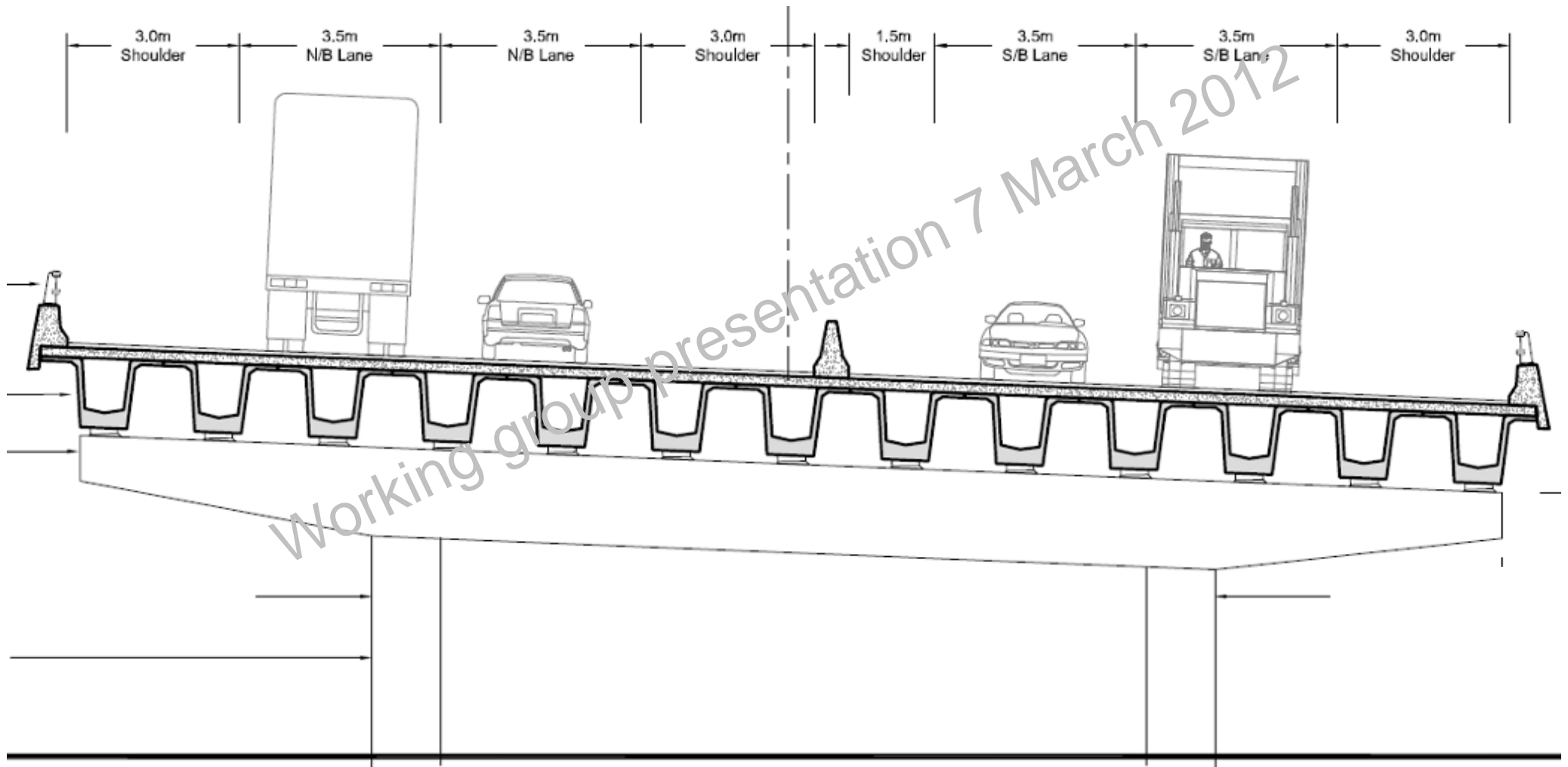


Example super-tee bridge

Berry Bridge Section – Super Tee Construction



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An objection was received to the adjustment of the alignment over Woodhill Mountain Road which moves the bridge 95 metres further north due to the potential noise impact on residents along Bong Bong Road.

Potential visual impact of the proposed Berry bridge over Woodhill Mountain Road and Broughton Mill Creek.

Lack of noise mitigation on the bridge and potential noise impacts on residents at the north side of town from traffic travelling along the bridge.

RMS will prepare a “reference design” which guides the detailed design and construction phases to ensure the bridge design improvements achieved through the community review group process can be realised in construction. This includes optimising the bridge design to minimise the number of expansion joints, and adopting a low noise bridge joint and road surface design.

RMS will involve the NSW Government Architect in the process of continuing the design of the Berry bridge. RMS will seek advice about options for incorporating heritage values into the bridge appearance and work with the community on this.

RMS will prepare an assessment of the construction and operational noise impacts of the bridge as part of the environmental assessment, and this will confirm the need or otherwise for noise structures.

Request for second northbound off-ramp in case the southern interchange northbound exit is missed. Without a second off-ramp the first opportunity to turn around is at Tindalls Lane which is too far away.

Request that land for the above off-ramp connecting the alignment to Woodhill Mountain Road be reserved now, for future provision.

Concerns about the potential noise impacts from southbound trucks breaking as they travel towards Tindalls Lane.

RMS will investigate traffic and transport issues including the likely future traffic demand for a second northbound off-ramp.

The design of the road will be optimised to reduce the need for heavy vehicles to use engine brakes. The RMS will also examine the construction and operational noise impacts.

These will be documented as part of the environmental assessment.

Urban Design – Principles



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Working group presentation 7 March 2012

Presentation by CM+