

This is an abbreviated version of the Issues, Actions and Outcomes Register. We have produced this plain English version to help understand the main outcomes for the issues of most interest.

As this version includes the items that have created the most interest, please note these are not all of the items that have been addressed through the fuller version of the Issues, Actions and Outcomes Register.

Key:

- Property Acquisition
 Deviating route south of sewage works
 Earthworks
 Kangaroo Valley Road pedestrian access
 Structures and flood access
- Application of allowances for climate change (sea-levels and rain intensity)

Major community suggestions	Colour coding correlates with the full version of the Issues, Actions and Outcomes Register	Outcome
1. Can costs for the southern suggestion be credited with the resale value of properties acquired (or to be acquired) on the northern preferred route - the difference could be \$20m?	Property acquisition	The estimate for the southern suggestion includes a credit for the resale of properties already purchased for the northern preferred route. The estimate for each route includes all property acquisition costs incurred to date. The property equation includes total costs (acquisitions and disposals) on both alignments. The contingency applied to property acquisition costs has been determined in consultation with the independent reviewer. The details of the methodology used for determining property costs are included in the TIG report.
2. Can we deviate to the south of the sewerage treatment works in order to create more clearance to the Miller Dairy on Wharf Road?	Deviating route south of sewage works	This proposed deviation has been assessed by the technical investigation group and has been included as a provisional item in the cost estimate.
3. Suggestion that the needed imported fill for the southern route can be brought from the Toolijooa cut.	Earthworks	The volume of material to be removed from the Toolijooa cut does not create an excess available for haulage to the south of Berry. The mass haul analysis indicates that all the material removed from the Toolijooa cut is required in the adjacent fills/embankments.

<p>4. Southern suggestion viaduct could be shortened by up to 500m by replacing a middle section with an island embankment (as done on the northern preferred route).</p>	<p>Earthworks</p>	<p>An island embankment has been assessed as a provisional item for the southern suggestion.</p>
<p>5. Mr Bruce Ramsey's April 30 submission.</p>	<p>Earthworks</p>	<p>At the request of the Independent Reviewer, the TIG checked the compliance of the design to ensure that it was compliant with AustRoads (international best-practice) guidelines and the relevant RMS design policies. The submission was found to be non-compliant and no improvements or benefits to the existing southern route were able to be derived.</p>
<p>6. Single access point across the highway at Kangaroo Valley Road interchange is insufficient; costings should include additional pedestrian connection points.</p>	<p>Kangaroo Valley Road Pedestrian Access</p>	<p>RMS will continue to examine possible improvements to pedestrian connectivity during the environmental assessment process and the subsequent detailed design process should this route be chosen.</p> <p>RMS will provide a cross-section of the Kangaroo Valley Road bridge showing pedestrian connectivity in the environmental assessment.</p>
<p>7. Are several short bridge structures required between Schofields Lane and Croziers Road to avoid flooding?</p>	<p>Structures and Flood Access</p>	<p>The Northern route provides access in a 1 in 100 year flood event. To make a valid like for like comparison the Southern route must be tested to similar standards.</p>
<p>8. If the southern route had flood immune access, would this require an upgrade of the highway from town to the southern interchange? What would this cost be and should it be included in the costings?</p>	<p>Structures and Flood Access</p>	<p>The TIG has produced a preliminary design that identifies the road adjustments required for the southern option to provide 1 in 100 year flood immune access to Berry. The designs have been adjusted accordingly, with the details shown in the cost estimate section of the report being produced. Under existing conditions there are five waterway crossings between Victoria Street and Croziers Road, consisting of pipe or box culverts. Under both the northern and southern route options these existing culverts will be replaced with larger culverts or bridges to provide 1 in 100 year ARI flood immunity to the upgraded highway whilst minimising adverse flood impacts on adjacent development. The choice between a bridge or culvert crossing is based on the size and environmental significance of the waterway. The design approach adopted is consistent for both the northern and southern route options.</p>

<p>9. Have there been different assumptions between Berry and Gerringong projects?</p>	<p>Application of allowances for climate change (sea-levels and rain intensity)</p>	<p>The assumptions made for the Gerringong upgrade and the Foxground and Berry bypass are the same regarding rainfall and climate change. The level of documentation is different. The level of documentation in a Review of Environmental Factors (Gerringong) is different to that required for an Environmental Impact Study (Foxground and Berry).</p>
<p>10. Easements under the railway to be considered to improve floods topping the railway.</p>	<p>Application of allowances for climate change (sea-levels and rain intensity)</p>	<p>It is RailCorp's responsibility to make necessary changes to the railway embankment to reduce the impacts of flooding. The matter would be referred to RailCorp.</p>