

Display locations

The access options will be on display from **Monday 13 October 2008** until **Friday 31 October 2008** at the following locations:

- **Kiama Council**
11 Manning Street, Kiama
Monday to Friday from 9am to 4pm
- **Shoalhaven City Council**
36 Bridge Street, Nowra
Monday to Friday from 9am to 5pm
- **Kiama Library**
7 Railway Parade, Kiama
Monday, Wednesday, Thursday and Friday from 9.30am to 5.30pm
Tuesday from 9.30am to 8pm
Saturday from 9.30am to 2pm.
- **Berry project office** (Broughton Court)
Shop 3/113 Queen Street, Berry
Monday to Friday from 9am to 4pm

Staffed displays

Members of the project team will be available to discuss the options in more detail at:

Berry

- **Berry project office** (Broughton Court)
Shop 3/113 Queen Street, Berry
Monday to Friday, 13 October to 31 October 2008 from 9am to 4pm (weekdays only)
Saturday 18 October 2008 from 10am to 1pm.

Gerringong

- **Gerringong Town Hall**
Fern Street, Gerringong
Monday 13 October to Friday 17 October 2008 from 9am to 4pm.
- **Saint George's Anglican Church**
Corner of Fern and Blackwood streets, Gerringong
Saturday 18 October 2008 from 10am to 1pm.

Information sessions

The community is encouraged to take advantage of the opportunity to interact directly with the project team and study specialists who will be available to discuss the preferred option and access options in more detail. There will also be 3D flyovers of the access options and the preferred option as well as key constraint maps.

Berry

- **Wednesday 22 October 2008**
5pm to 8pm
Berry Agricultural Pavilion, Berry Showground
Corner of Albany and Victoria Streets, Berry
- **Saturday 25 October 2008**
9am to noon
Berry Agricultural Pavilion, Berry Showground
Corner of Albany and Victoria Streets, Berry

Gerringong

- **Thursday 23 October 2008**
5pm to 8pm
Gerringong Town Hall
Fern Street, Gerringong
- **Saturday 25 October 2008**
1pm to 4pm
Gerringong School Hall
12 Archibald Street, Gerringong

Access value management workshop

A value management workshop will be held on **11 and 12 November 2008** to compare and evaluate access options for each town.

The workshop will be conducted by an independent facilitator in conjunction with the RTA. Workshop participants will include representatives from government agencies, the transport industry, local council, the Aboriginal community and other community members.

The RTA is seeking expressions of interest from community members to participate in the workshops.

To register your interest, please fill out an application form available at the Berry project office, community information sessions or by download from the RTA's Gerringong to Bomaderry website. The deadline for expressions of interest is **25 October 2008**.

A meeting to select community participants for the value management workshops will be held on **Wednesday 29 October 2008** at 6pm.

Have your say

Feedback on the Gerringong and Berry access options is encouraged and welcome. Please return the feedback form or a written submission by close of business **Thursday 6 November 2008**.

Detailed reports available

The *Route Options Submissions Report* and the *Preferred Option Report* are available on the project website or by contacting the project team or the RTA (see contact details below).

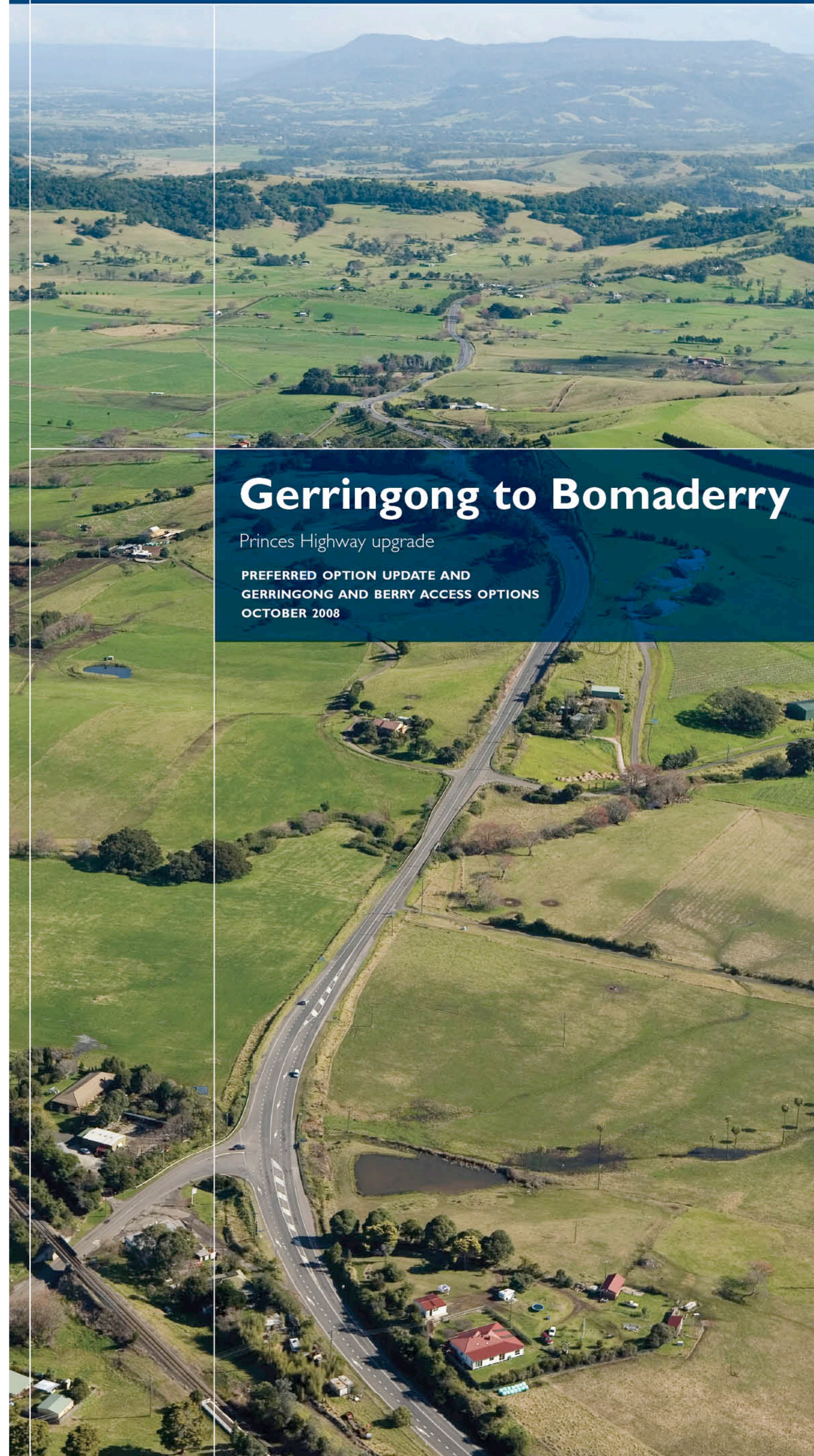
For more information:

Email Gerringong_to_Bomaderry@maunsell.com / **web** www.rta.nsw.gov.au

Phone 1800 506 976 (free call) project information line

Gerringong to Bomaderry project Maunsell, P.O. Box Q410, QVB Post Office, Sydney NSW 2000

Berry project office (Broughton Court) shop 3/113 Queen Street, Berry NSW 2535



Upgrade overview

The Roads and Traffic Authority (RTA) is planning a program for the upgrade of the Princes Highway between Gerringong and Bomaderry. A preferred route option for the highway upgrade has been identified and options for access to Gerringong and Berry are now on display for community comment.

Upgrade objectives

The objectives for the upgrade of the Princes Highway between Gerringong and Bomaderry are to:

1. Improve road safety.
2. Improve traffic efficiency on the Princes Highway between Gerringong and Bomaderry.
3. Support regional and local economic development.
4. Provide value for money.
5. Enhance potential beneficial environmental effects and manage potential adverse environmental impacts.
6. Optimise the benefits and minimise adverse impacts on the local social environment.

These project objectives will also guide the development and assessment of access options for Gerringong and Berry.

Preferred option update

A preferred route option for the upgrade of the Princes Highway between Gerringong and Bomaderry has been determined following extensive assessments and investigations of the feasible options.

The preferred option is shown on pages 2 to 4 of this community update and covers the entire length of the study area. It uses the following sections previously identified:

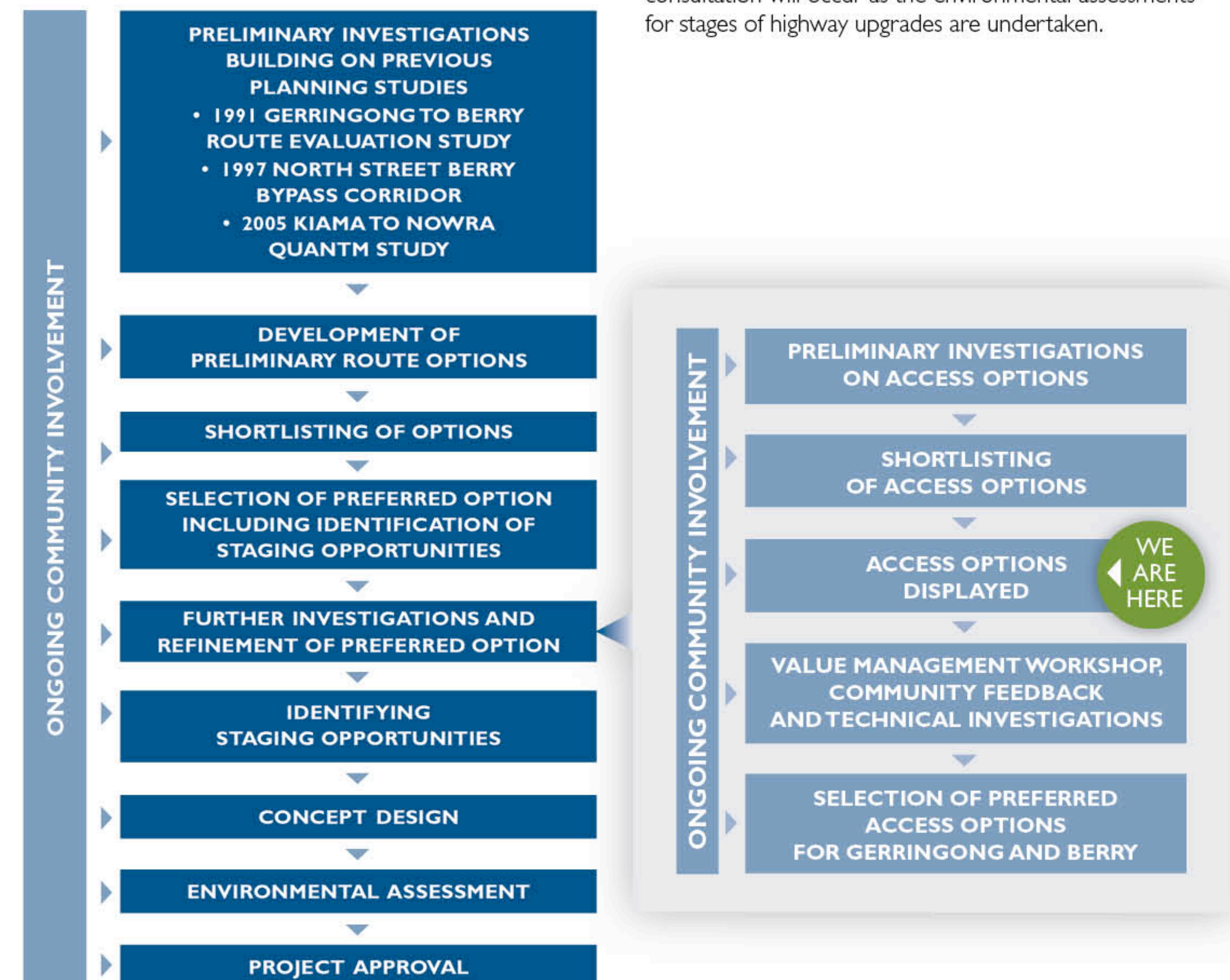
- The Red route.
- The common parts of the Green and Pink routes.
- The modified Orange route.
- The Purple route.

The preferred option identification process has considered community submissions, technical investigations and outcomes of the project's value management study

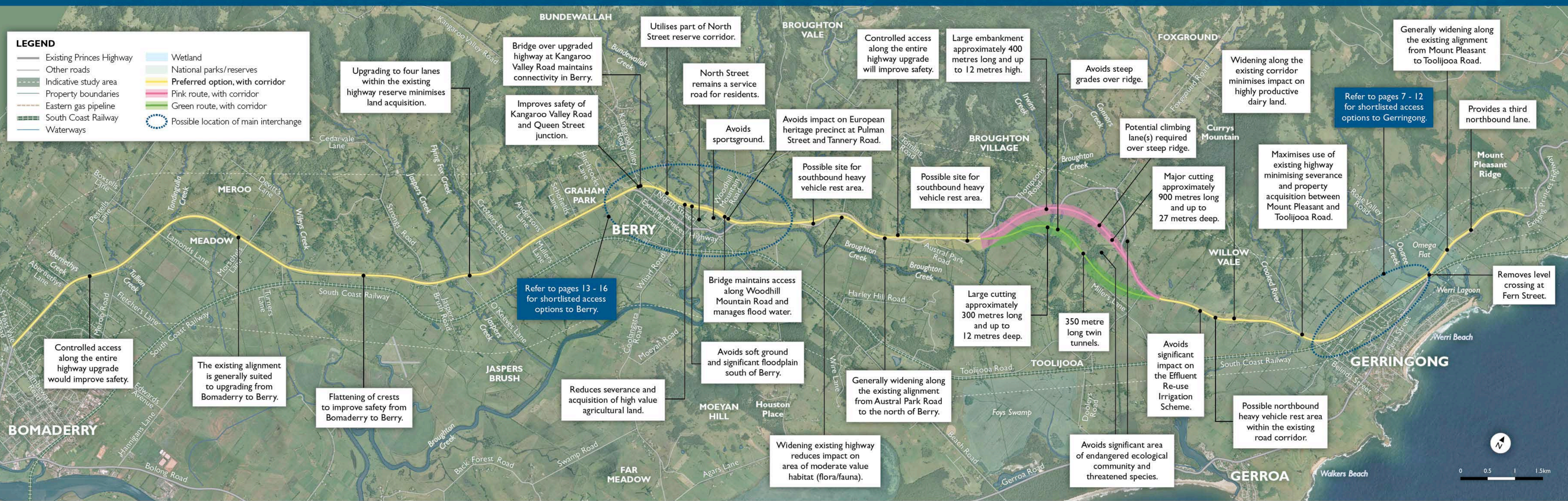
Further work is required to determine:

- The best route along a small section of the preferred option, covered by the separate parts of the Green and Pink routes. This will involve further investigation of environmental impacts, geotechnical conditions and road safety and operational issues.
- Access to Gerringong and Berry. This will be addressed through community consultation, technical investigations and a value management process in November. Please refer to pages 7 to 16 of this community update.
- The individual projects, or stages, comprising the upgrade.

In addition, commencing in 2009, further community consultation will occur as the environmental assessments for stages of highway upgrades are undertaken.



Gerringong to Bomaderry preferred option



Preferred option

Mount Pleasant to south Gerringong

Red route

- Generally follows the existing highway corridor.
- Would minimise property acquisition and severance.
- Would improve flood immunity across Omega Flat.
- Controlled access provisions would improve safety at local roads and property accesses.

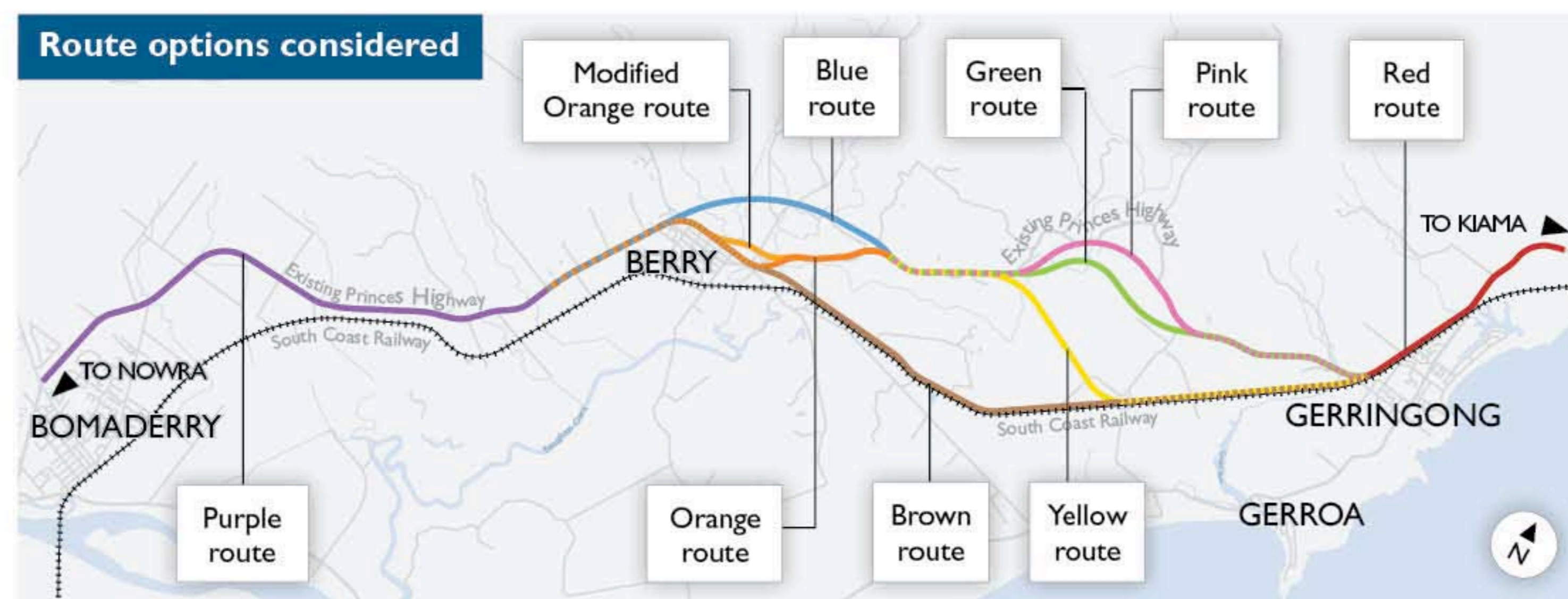
South Gerringong to north Berry

Pink route

- Avoids area of high significance habitat (flora and fauna).
- Would potentially impact on heritage listed Broughton Creek Bridge.
- Would include three crossings of Broughton Creek.
- Would include potential climbing lane(s) near Foxground due to steeper road grades.
- Large scale earthworks would have high visual impacts.
- Earthworks would be less costly than a tunnel.

Green route

- Tunnel would avoid area of high significance habitat (flora and fauna) and maintain fauna corridor above.
- Tunnel would reduce property severance and acquisition as well as noise and visual impact on surrounding communities.
- Tunnel would improve road safety by limiting steep sections.
- High strength rock would be suitable for tunnelling.
- Tunnel would be more costly than earthworks.
- Would include three crossings of Broughton Creek.
- Would avoid the need for a climbing lane(s) at Foxground.



Berry township bypass

Modified Orange route

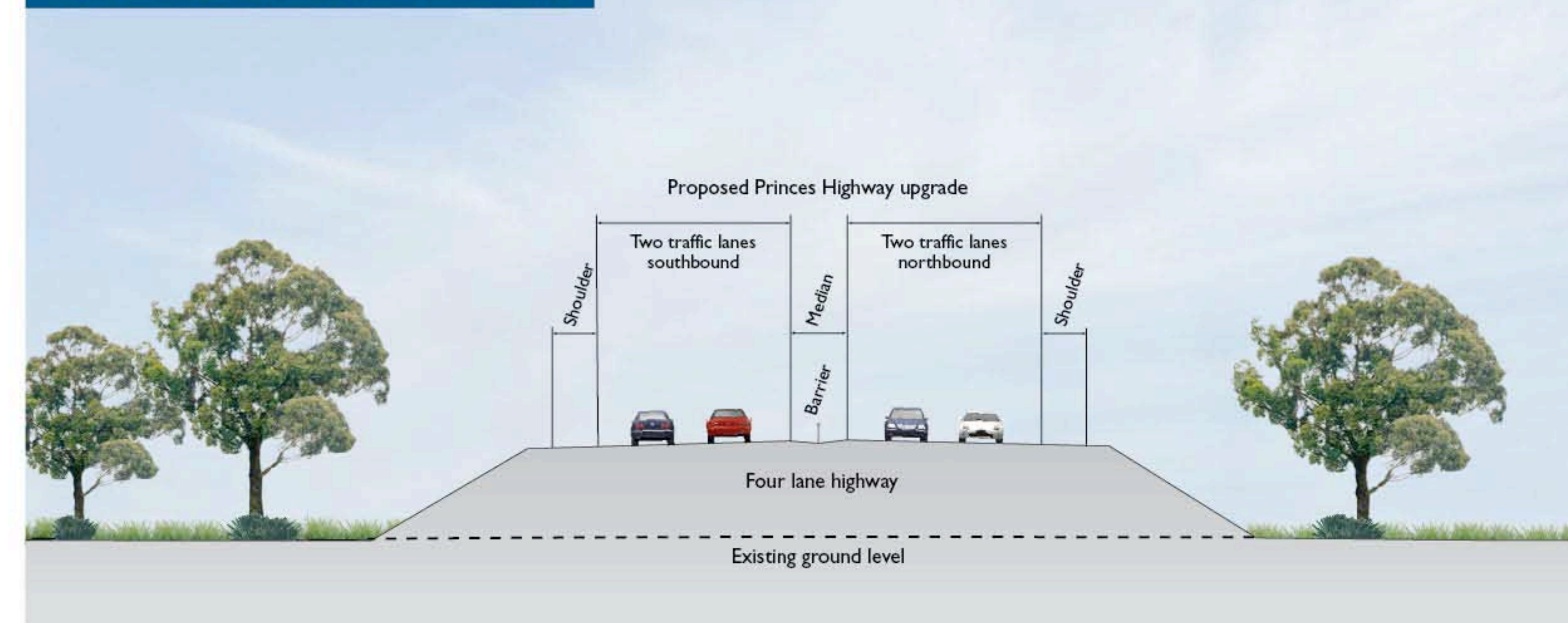
- Would improve pedestrian safety and amenity within Berry shopping precinct.
- Would use part of existing North Street corridor as identified in current land use planning.
- North Street would remain as a service road for residents.
- Would retain visual connection to Berry township.
- Would avoid Pulman Street heritage precinct.
- Would avoid sportsground and limit impact on Camp Quality memorial park.
- Would move bridge away from Pulman Street heritage precinct.
- Would offer opportunity to mitigate flooding impacts at Berry.

South Berry to Bomaderry

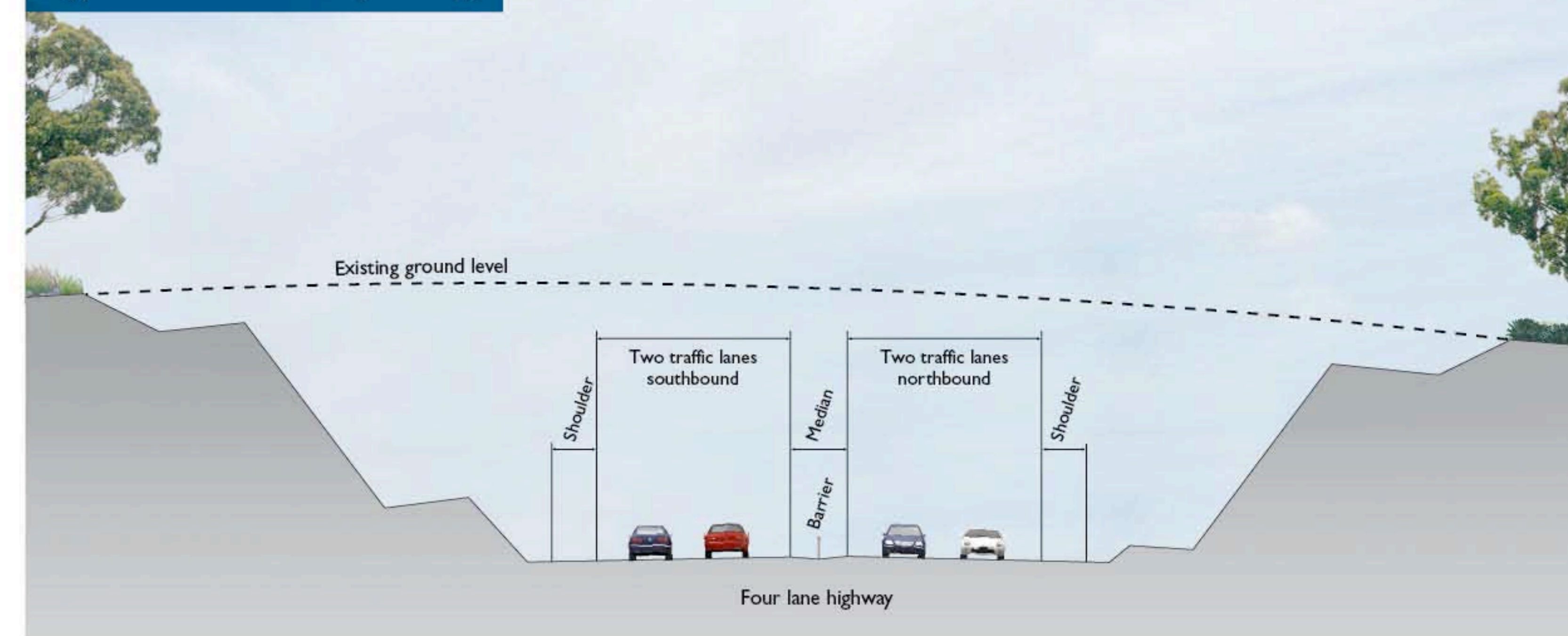
Purple route

- Generally follows the existing highway corridor.
- Would generally use existing widened road corridor minimising property acquisition and severance.
- Controlled access provisions would improve safety at local roads and property accesses.

Typical cross section (embankment)



Typical cross section (cutting)



Options to access Gerringong and Berry

This community update also presents the shortlisted options for future access between the upgraded highway and both Gerringong and Berry.

The access options for each town will be on display until **Friday 31 October 2008**. Details on the location and timing of displays, information sessions and the access value management study are on page 17 of this community update.

Your participation and comments are an important part of the process to identify the preferred access options. Responses from community members, businesses and interest groups are welcome and encouraged. Feedback forms for each town have been provided with this brochure to assist you in commenting on the options.

Developing options

The RTA developed the options shown overleaf through:

- Technical investigations.
- Discussions with local councils and emergency services representatives.
- Community feedback.
- Outcomes of a value management workshop on the highway upgrade options.

Short-listed access options

At Gerringong there are three access options, called G1, G2 and G3.

1. Consider the options G1, G2 and G3.
2. Fill in the survey or **tell us your preferences and why**.

At Berry there are several options for the four access movements:

- Northbound and southbound **into** the township.
 - Northbound and southbound **out of** the township.
1. Consider your preferences for **entering** Berry.
 2. Consider your preferences for **exiting** from Berry to the highway.

2. Fill in the survey or **tell us your preferences and why**.
The shaded yellow dotted area on the maps for each access point shows the potential area that **may** be affected. The actual footprint of each ramp will be provided during the concept design stage.

What is the process to identify the preferred access option for each town?

The preferred access option for each town will be decided after consideration of community feedback, a value management study and technical investigations.

The flow chart below shows how the display of the short listed town accesses fits into the access study process.



GERRINGONG

BERRY

Gerringong access option G1



Gerringong access option G1

- Key features**
- Construction cost estimated at \$14.6 million in 2008 dollars.
 - Potentially directly affects nine properties.

- Opportunities**
- Would have low visual and environmental impact.
 - Would provide potential for alternate or additional southbound on-ramp from Belinda Street.
 - Potential southbound on-ramp would retain established southbound movement.

- Considerations**
- Single access point to and from the highway. Vehicles can leave the highway southbound, enter the shopping area and re-access the highway via Belinda Street and Rowlins Road - a 700 metre backtrack.

South

- Would remove existing access for all traffic at Belinda Street.
- Would add U-turn facility for Belinda Street.

- Would have low visual and environmental impact.
- Would provide potential for alternate or additional southbound on-ramp from Belinda Street.
- Potential southbound on-ramp would retain established southbound movement.

- Current inadequate clearance under rail bridge for high vehicles.
- Would change location of the southern access to Gerringong.
- Steep incline from rail underpass.
- Belinda Street is prone to flooding.

Central

- New interchange in the vicinity of Sims Road with overpass to Gerringong above rail and highway.
- All turning movements to and from Gerringong and Sims Road.

- Overpass would use existing elevated topography minimising construction cost and enhancing safety.
- Would provide safe and easy access to Sims Road.
- Would improve access for heavy vehicles to Gerringong's industrial area (Rowlins Road).
- Would provide flood immune access.
- Would make provision for high vehicles.
- Can see the town of Gerringong prior to the exit ramps which may assist with spontaneous stopping and purchasing.

- Would alter traffic flow through Gerringong with additional traffic on some roads: Bridges Road, Rowlins Road and Blackwood Street.
- Central interchange would occupy a large area of land.
- Would impact pedestrian and bicycle route along Rowlins Road.

North

- Would remove existing access for all traffic at Fern Street.

- Would increase safety by removing junction and rail level crossing at Fern Street.
- Would minimise visual and environmental impact.
- Would eliminate the flood prone access at Fern Street.

- Would change the location of the northern access to Gerringong.

Gerringong access option G2



Gerringong access option G2

- Key features**
- Construction cost estimated at \$20.5 million in 2008 dollars.
 - Potentially directly affects 11 properties.

Opportunities

- Would have low visual and environmental impact.
- Would maintain existing direct access to and from south Gerringong.

Considerations

- Can leave the highway southbound or northbound, enter the shopping area and re-access the highway without backtracking.

South

- Access at Belinda Street using existing rail underpass and new highway underpass.
- Southbound on-ramp from Belinda Street
- Would remove left turn in and right turn out from Belinda Street.

- Would have low visual and environmental impact.
- Would maintain existing direct access to and from south Gerringong.

- Steep incline from rail underpass for southbound on-ramp.
- Raised highway to allow underpass to cross Eastern Gas Pipeline.
- Some through traffic to and from 'the Sandtrack' currently using this route would pass through the Fern Street interchange.
- Additional drainage work would be required to provide flood immunity.
- Current inadequate clearance under rail bridge for high vehicles.

North

- Grade separated access at Fern Street using overpass of rail and highway.
- Southbound off-ramp to Fern Street.
- Northbound on-ramp from Fern Street using overpass.
- Removal of left turn out from Fern Street.

- Would increase safety by removing highway intersection and rail level crossing at Fern Street.
- Would maintain current northern access to and from Fern Street.
- Would retain established traffic movements.

- High visual impact of elevated structure in flat terrain.
- Would be difficult and expensive to construct due to low lying flood terrain and poor foundation conditions.
- Would have a risk of adverse environmental impact on wetlands.
- Additional drainage work would be required to provide flood immunity on Fern Street.

Gerringong access option G3



Gerringong access option G3

- Key features**
- Construction cost estimated at \$19.8 million in 2008 dollars.
 - Potentially directly affects 14 properties.

- Opportunities**
- Would have low visual and environmental impact.
 - Would retain established southbound movement.

- Considerations**
- Can leave the highway southbound, enter the shopping area and re-access the highway without backtracking.

South

- Southbound on-ramp only at Belinda Street.
- Would remove left in, right in and right out turns at Belinda Street.

- Would have low visual and environmental impact.
- Would retain established southbound movement.

- Steep incline from rail underpass for southbound on-ramp.
- Additional drainage work would be required to provide flood immunity.
- Current inadequate clearance under rail bridge for high vehicles.

Central

- Northbound off-ramp to Sims Road and via overpass to Gerringong.
- Northbound on-ramp from Sims Road using overpass.

- Half interchange would require less land to be purchased.
- Overpass would use existing elevated topography minimising construction cost and enhancing safety.
- Would have low environmental impact.
- Would provide safe and easy access to Sims Road.
- Northbound access to highway would be readily accessible from Gerringong.
- Would improve access for heavy vehicles to Gerringong's industrial area (Rowlins Road).

- Would alter traffic flow through Gerringong with additional traffic on some roads: Bridges Road, Rowlins Road and Blackwood Street, depending on signposting.

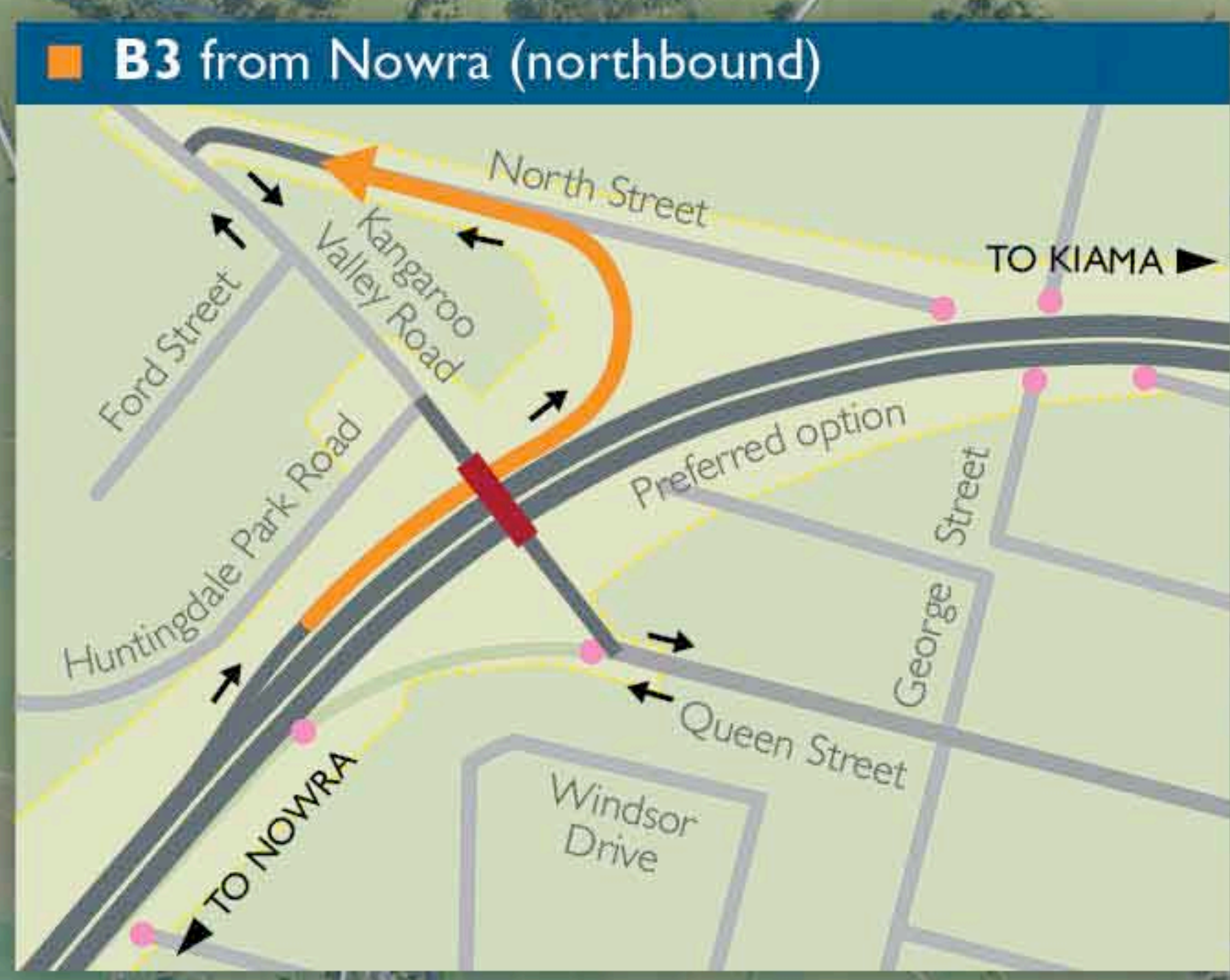
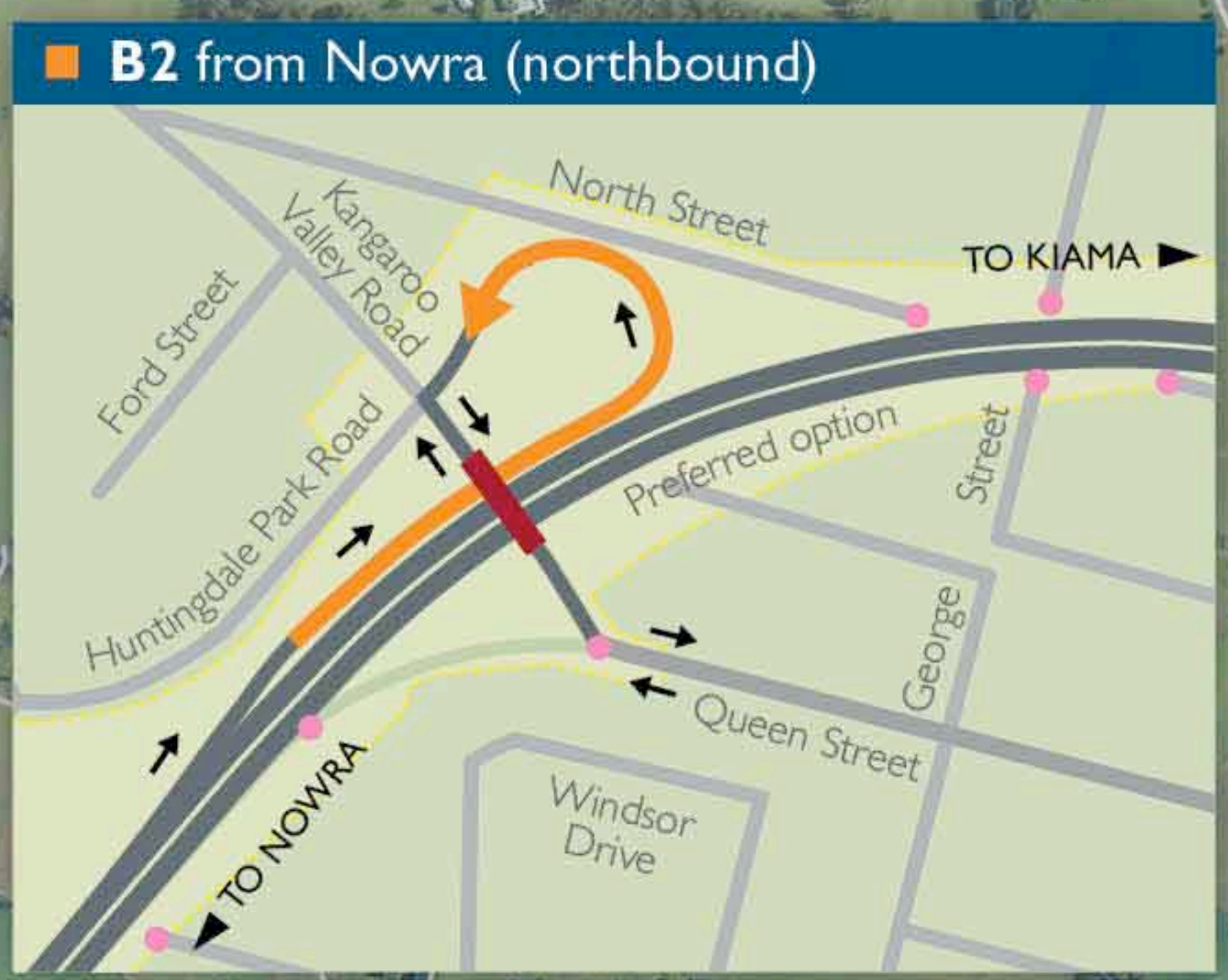
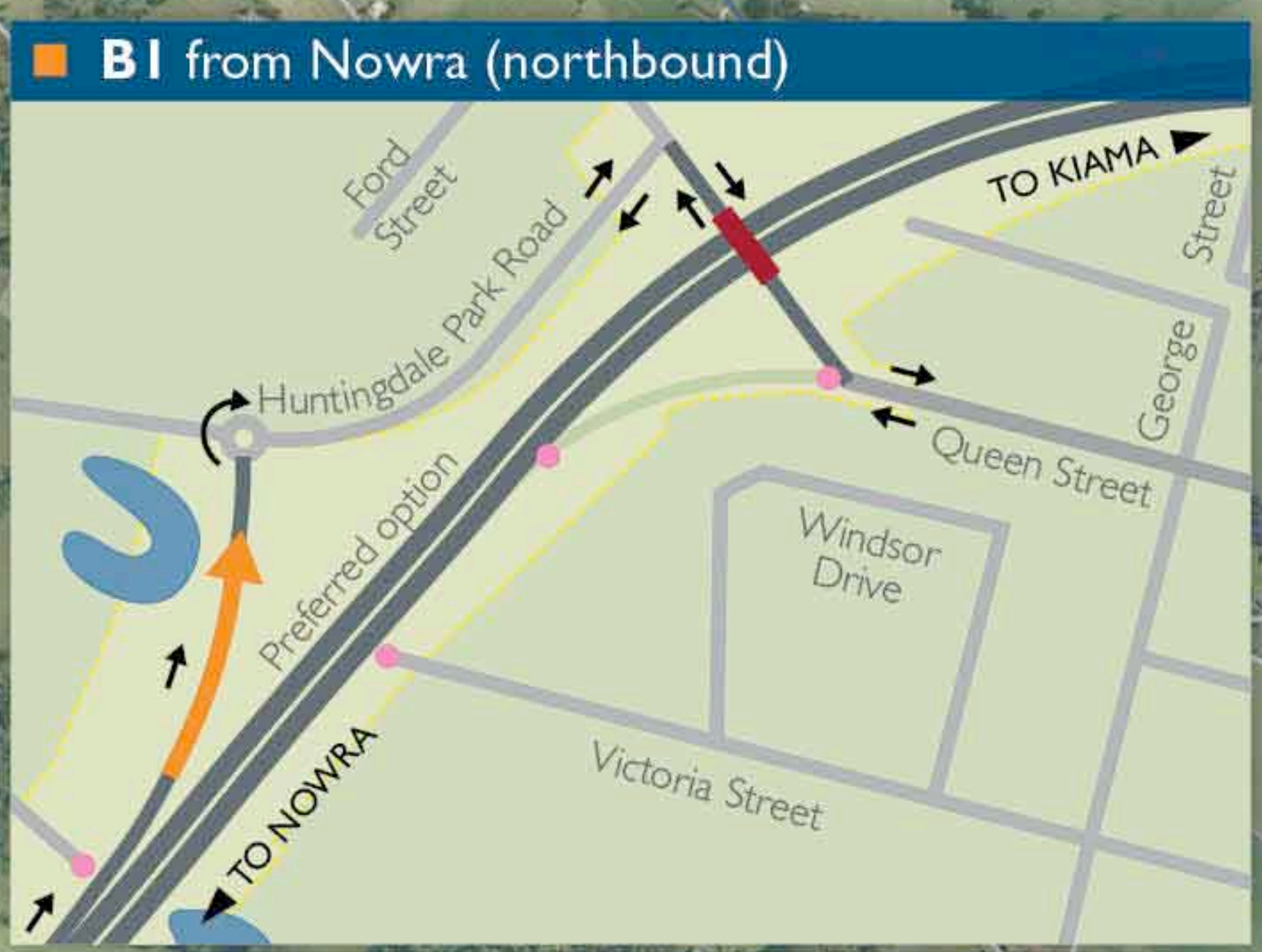
North

- Southbound access only to Fern Street via rail overpass.
- Would remove left and right turns out from Fern Street.

- Would maintain current southbound access to Fern Street.

- High visual impact of elevated structure in flat terrain.
- Would be difficult and expensive to construct due to low lying flood terrain and poor foundation conditions.
- Would have a risk of adverse environmental impact on wetlands.
- Additional drainage work would be required to provide flood immunity on Fern Street.

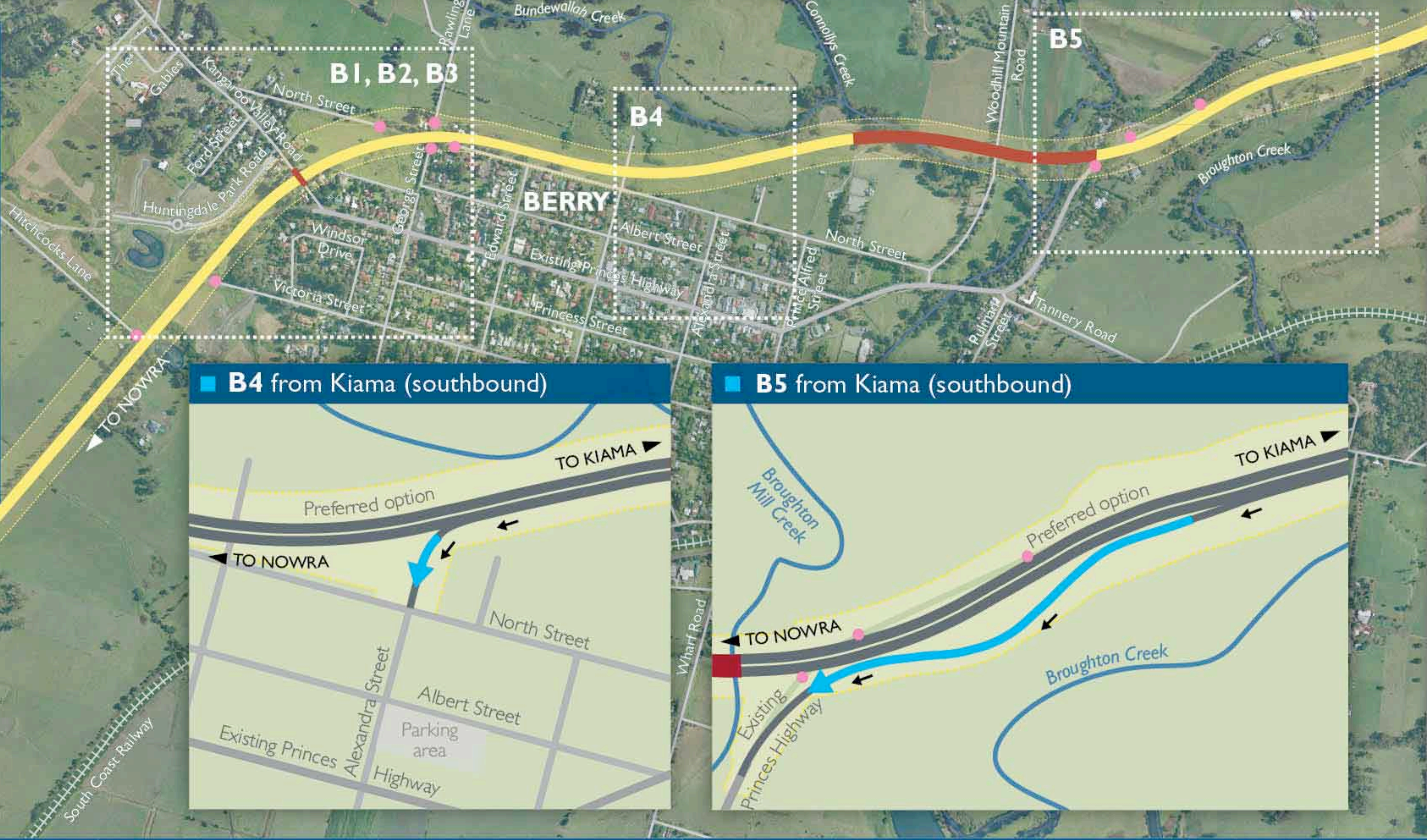
Berry access options - entering Berry



Berry

New access points will link the upgraded highway with the township. Four key access movements would be provided - northbound and southbound into the town and northbound and southbound out of the town.

Community feedback would help determine which of the four options best meets the project objectives.



LEGEND

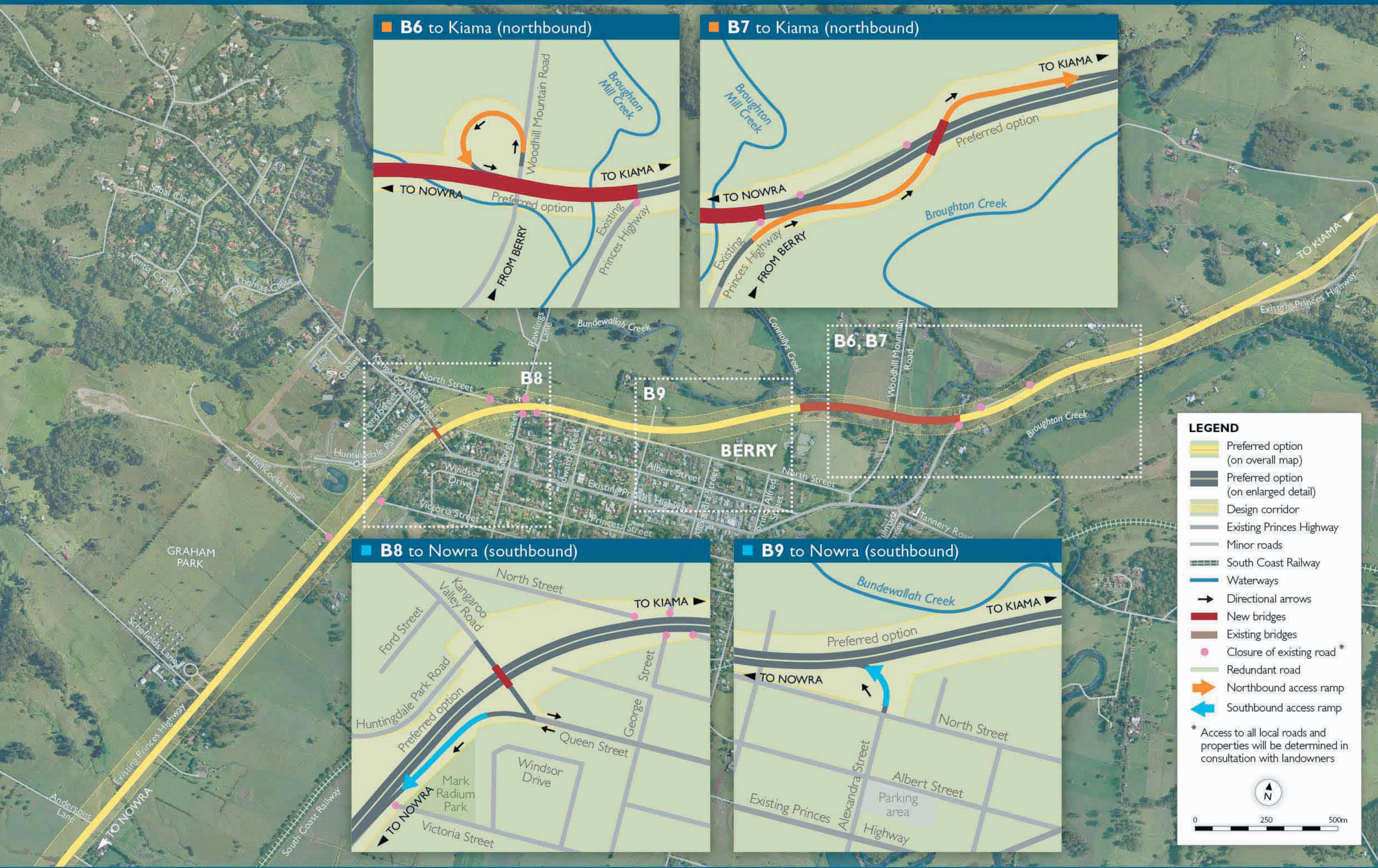
- Preferred option (on overall map)
- Preferred option (on enlarged detail)
- Design corridor
- Existing Princes Highway
- Minor roads
- South Coast Railway
- Waterways
- Directional arrows
- New bridges
- Existing bridges
- Closure of existing road *
- Redundant road
- Northbound access ramp
- Southbound access ramp

* Access to all local roads and properties will be determined in consultation with landowners

0 250 500m

Entering Berry	B1 from Nowra (northbound)	B2 from Nowra (northbound)	B3 from Nowra (northbound)	B4 from Kiama (southbound)	B5 from Kiama (southbound)
Key features	<ul style="list-style-type: none"> Construction cost estimated at \$2.4 million in 2008 dollars. Potentially directly affects two properties. Northbound off-ramp via Huntingdale Park Estate. 	<ul style="list-style-type: none"> Construction cost estimated at \$4.6 million in 2008 dollars. Potentially directly affects eight properties. Northbound off-ramp via loop under Kangaroo Valley Road overpass to Queen Street. 	<ul style="list-style-type: none"> Construction cost estimated at \$5.3 million in 2008 dollars. Potentially directly affects 20 properties. Northbound off-ramp via loop under Kangaroo Valley Road overpass to Queen Street. 	<ul style="list-style-type: none"> Construction cost estimated at \$0.9 million in 2008 dollars. Potentially directly affects three properties. Southbound off-ramp to Alexandra Street. 	<ul style="list-style-type: none"> Construction cost estimated at \$5.3 million in 2008 dollars. Potentially directly affects five properties. Southbound off-ramp from upgraded highway to existing highway.
Opportunities	<ul style="list-style-type: none"> Would provide good access to Kangaroo Valley Road. Would improve safety of Kangaroo Valley Road and Queen Street junction. Would make use of existing RTA acquired property. Would minimise span of Kangaroo Valley Road bridge. 	<ul style="list-style-type: none"> Would provide good access to Kangaroo Valley Road. Would improve safety of Kangaroo Valley Road and Queen Street junction. 	<ul style="list-style-type: none"> Would provide good access to Kangaroo Valley Road. Would improve safety of Kangaroo Valley Road and Queen Street junction. 	<ul style="list-style-type: none"> Would provide direct access to Berry central business district for southbound traffic. Would remove traffic from Pulman Street heritage precinct. Would be easy to construct. Enters Berry near an established parking area. 	<ul style="list-style-type: none"> Would maintain existing local southbound traffic patterns through Berry. Would use existing 'gateway' to Berry from the north. The exit ramp passes current features that indicate a 'gateway' to Berry. Through traffic or drivers choosing to stop and purchase supplies in Berry would drive on the main street and see town shops before stopping and choosing where to spend.
Considerations	<ul style="list-style-type: none"> Would enter in a residential area. 	<ul style="list-style-type: none"> Would enter in a residential area. Would occupy large area of urban land. Would require a wider highway excavation and longer bridge for Kangaroo Valley Road. 	<ul style="list-style-type: none"> Would enter in a residential area. Would occupy large area of urban land. Would require a wider highway excavation and longer bridge for Kangaroo Valley Road. May require property acquisition at North Street and Kangaroo Valley Road junction. 	<ul style="list-style-type: none"> Would enter in a residential area. Southbound access to northern Berry would be from Alexandra and North streets. Would alter local incoming traffic patterns throughout Berry. Both shoppers and local traffic would access the centre of Berry and disperse from that point. Drivers choosing to stop and purchase supplies in Berry would not drive on the main street before stopping and choosing where to spend. 	<ul style="list-style-type: none"> Would increase road footprint on visible narrow ridge. Existing highway near the bowling club is flood prone. Construction would be difficult. Would keep traffic close to Pulman Street heritage precinct. Would offer potential cost saving if combined with B7. Through traffic or drivers choosing to stop and purchase supplies in Berry would have to make that decision before they see Berry.

Berry access options - exiting Berry



Exiting Berry	B6 to Kiama (northbound)	B7 to Kiama (northbound)	B8 to Nowra (southbound)	B9 to Nowra (southbound)
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Exiting Berry	B6 to Kiama (northbound)	B7 to Kiama (northbound)	B8 to Nowra (southbound)	B9 to Nowra (southbound)
Key features	<ul style="list-style-type: none"> Construction cost estimated at \$7.6 million in 2008 dollars. Potentially directly affects one property. Northbound on-load ramp from Woodhill Mountain Road. 	<ul style="list-style-type: none"> Construction cost estimated at \$7.5 million in 2008 dollars. Potentially directly affects seven properties. Northbound on-ramp from existing highway to upgraded highway. 	<ul style="list-style-type: none"> Construction cost estimated at \$2.4 million in 2008 dollars. Potentially directly affects one property. Southbound on-ramp from Queen Street. 	<ul style="list-style-type: none"> Construction cost estimated at \$0.9 million in 2008 dollars. Potentially directly affects four properties. Southbound on-ramp from Alexandra Street.
Opportunities	<ul style="list-style-type: none"> Would locate northbound on-ramp away from residential areas. Would remove traffic from Pulman Street heritage precinct. Would avoid increased road footprint on visible narrow ridge. Would generally maintain existing local northbound traffic patterns through Berry. Would offer potential to provide an additional northbound on-ramp to the upgraded highway from Kangaroo Valley Road. 	<ul style="list-style-type: none"> Would use existing exit and maintain existing local northbound traffic patterns through Berry. Would locate northbound on-ramp away from residential areas. Would offer potential to provide an additional northbound on-ramp to the upgraded highway from Kangaroo Valley Road. 	<ul style="list-style-type: none"> Makes use of existing RTA highway corridor. Would maintain existing local southbound traffic patterns through Berry. Construction would be simple. Would form part of safety improvements for the Kangaroo Valley Road junction with Queen Street. Would minimise through traffic on local roads. 	<ul style="list-style-type: none"> Would minimise impacts on Mark Radium Park. Would make use of existing RTA highway corridor reserve. Construction would be simple. Would provide direct exit from Berry central business district.
Considerations	<ul style="list-style-type: none"> Would occupy large area of rural land. Would require an embankment and additional lane on highway bridge. Existing highway near the bowling club and Woodhill Mountain Road is flood prone. Access to ramp would require through-town movement. 	<ul style="list-style-type: none"> Overpass of upgrade would be required. Would increase road footprint on visible narrow ridge. Existing highway near the bowling club is flood prone. Access to ramp would require through-town movement. Construction would be difficult. Would keep traffic close to Pulman Street heritage precinct. Would offer potential cost saving if combined with B5. 	<ul style="list-style-type: none"> Would impact on Mark Radium Park. 	<ul style="list-style-type: none"> Southbound traffic originating west of Alexandra Street would have to travel north to use southbound on-ramp. Would alter local southbound traffic patterns throughout Berry. The entry and exit at the same location in the centre of town would remove the visibility for business located along the main street and away from this interchange.