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 View 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 15 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 15 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 plan 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 downloading from the RTA’s Gerringong to Bomaderry website. The deadline for expressions of interest is 30 November 2008.

A meeting to select community participants for the value management workshops will be held on Wednesday 29 October 2008 at 4pm.

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 Submission 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@reunet.com / web: www.rta.nsw.gov.au
Phone: 1800 505 976 (free call) project information line

Gerringong to Bomaderry project: Reunet PO Box 4190, QVB Post Office, Sydney NSW 2000
Berry project office: Broughton County Shop 3/113 Queen Street, Berry NSW 2531

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

Pink route
- Avoids area of high significance habitat (flora and fauna).
- Would potentially impact on heritage-listed Broughton Creek Bridges.
- Would include three crossings of Broughton Creek.
- Would include potential lighting and noise near foreground due to steepness of 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 tunneling.
- Tunnel would be more costly than earthworks.
- Would include three crossings of Broughton Creek.
- Would avoid the need for a climbing lane(s) at foreground.

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 sporting ground 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 Gerringong to north Berry

South Berry to Bomaderry

Purple route
- Generally follows the existing highway corridor.
- Would generally use existing widened road corridor minimizing property acquisition and severance.
- Controlled access provisions would improve safety at local roads and property accesses.
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 overlaid 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 access option GI

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 Rowlin's Road - a 700 metre backtrack.
- 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 (Rowlin's 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.

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

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.

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

GERRINGONG

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### Gerrinong access option G2

**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.

**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.

### 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 Gerrinong.

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

- 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

#### 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.
- 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.

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

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

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

#### Legend
- Preferred option (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

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

**Entering Berry**

**B1 from Nowra (northbound)**
- Construction cost estimated at $2.4 million in 2008 dollars.
- Potentially directly affects two properties.
- Northbound off-ramp via Huntingdale Park Estate.

**B2 from Nowra (northbound)**
- 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.

**B3 from Nowra (northbound)**
- 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.

**B4 from Kiama (southbound)**
- Construction cost estimated at $0.9 million in 2008 dollars.
- Potentially directly affects three properties.
- Southbound off-ramp to Alexandra Street.
- 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.

**B5 from Kiama (southbound)**
- Construction cost estimated at $5.3 million in 2008 dollars.
- Potentially directly affects five properties.
- Southbound off-ramp from upgraded highway to existing highway.
- 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.

**Key features**
- 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.

**Opportunities**
- 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.

**Considerations**
- 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.
- 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.
Berry access options - exiting Berry

**Exiting Berry**

**B6 to Kiama (northbound)**
- Construction cost estimated at $7.6 million in 2008 dollars.
- Potentially directly affects one property.
- Northbound on-load ramp from Woodhill Mountain Road.

**B7 to Kiama (northbound)**
- Construction cost estimated at $7.5 million in 2008 dollars.
- Potentially directly affects seven properties.
- Northbound on-ramp from existing highway to upgraded highway.

**B8 to Nowra (southbound)**
- Construction cost estimated at $2.4 million in 2008 dollars.
-Potentially directly affects one property.
- Southbound on-ramp from Queen Street.

**B9 to Nowra (southbound)**
- Construction cost estimated at $0.9 million in 2008 dollars.
- Potentially directly affects four properties.
- Southbound on-ramp from Alexandra Street.

**Key features**
- Would locate northbound on-ramp away from residential areas.
- Would use existing exit and maintain existing local northbound traffic patterns through Berry.
- Would maintain existing local southbound traffic patterns through Berry.
- Would offer potential to provide an additional northbound on-ramp to the upgraded highway from Kangaroo Valley Road.

**Opportunities**
- Would use existing exit and maintain existing local northbound traffic patterns through Berry.
- Would use existing east and maintain existing southbound traffic patterns through Berry.
- Would offer potential to provide an additional northbound on-ramp to the upgraded highway from Kangaroo Valley Road.
- Make 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.

**Considerations**
- 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.
- 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 BS.
- Would impact on Mark Radium Park.

**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.