RECAP:

• Two workshops – 27 Oct & 7 Nov
• Team of experts and facilitator
• BR options review, development and feedback
• RMS to further develop and test feasibility of a set of objectives
• Independent report of process and outcomes to be published 2 Dec
The Bridge & Cutting

What we considered:

• 1600m length of road and bridge examined (CH14800 to CH16400)
• BR 3 as benchmark to develop road geometry
• Adopt shallowest climbing grade possible from the west (approx 3%)
• Horizontal main line alignment adjustments to north and/or south to avoid or minimise property impacts
• Avoid or minimise use of additional concrete structures (bridges or walls)
• Optimise vertical grades to on and off ramps
• Optimise ramps to utilise existing topography
What we considered:

• Eliminate obtrusive noise barriers
• Maintain natural barriers where possible to minimise noise
• Reduce number of bridge expansion joints (avoid Minamurra bridge scenario)
• Bridge piers to stand on hidden (buried) piled foundations
• Target the vertical profile of the bridge to be as near to 4.6m vehicle clearance above Woodhill Mountain Road as possible
• Adjusting the vertical and/or horizontal alignment of Woodhill Mountain Road
• Explore both twin (side by side) and single bridge options
• Explore bridge type concepts using different types of span beams
The Bridge & Cutting

What we considered:

• Using the existing Princes Highway as the southbound off ramp
• Moving the northbound on ramp as far north as possible
• Adjusting the mainline further north at the sculptures to avoid the existing south facing cutting
• Making the cutting slopes as steep as possible
• Minimising very low gradients to avoid aquaplaning on the bridge
• Safe drainage and disposal of surface water runoff
• Safe sight line distances for drivers
The Bridge & Cutting

Current Status: HORIZONTAL ALIGNMENT

• Vertical alignment regraded to 3%
• East abutment to western limit
• Excess cut over fill 12,000m³
• Mohawk area between SB off ramp and mainline
• Fill batters or retaining structures or combination of both at some locations
Current Status: VERTICAL ALIGNMENT
**Status:** Moved north up to 95m; lowered up to 6.4m
Berry Bridge Section – Plank Construction

FOR CRG CONSIDERATION
Berry Bridge Section – Super Tee Construction
RMS acquired properties

BR3/4 ALIGNMENT
<table>
<thead>
<tr>
<th><strong>NOVEMBER</strong></th>
<th><strong>DECEMBER</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>14</td>
<td>16</td>
</tr>
<tr>
<td>18</td>
<td>17</td>
</tr>
<tr>
<td>10</td>
<td>20</td>
</tr>
<tr>
<td>20</td>
<td>22</td>
</tr>
<tr>
<td>23</td>
<td>24</td>
</tr>
<tr>
<td>26</td>
<td>27</td>
</tr>
<tr>
<td>30</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>3</td>
</tr>
</tbody>
</table>

**ACTIONS OUT OF BERRY BRIDGE & N INTER WSHOPS**
- Refinements to BR 3 bridge and interchange options including engineering bridge and road design
- Development of preliminary architectural bridge design options
- Strategic cost estimating
- Publish workshop process & outcomes report

**CRG UPDATE MEETING NO. 6**

**NORTH STREET PRECINCT DEVELOPMENT**
- Road design (include KV/Rd Interchange)
- Complete review of drainage design
- Strategic cost estimating
- Document the investigations and outcomes including:
  - Consultation process; community preferences; engineering considerations; environmental considerations; cost outcomes
- Publish report

**COMMUNITY MEETING**
- Receive community submissions
- Collate and review submissions
- RMS Executive briefing
- Briefings to Minister and RMS CE

**ANNOUNCE PREFERRED ALIGNMENT FOR BERRY BYPASS**