

Design workshop #2 meeting statement

On 7 November 2011 the second workshop for the engineering and architectural design of the Berry bridge and northern interchange took place. Industry experts and community members continued to actively work on the one proposed community based alignment option.

Discussions started with understanding the main outcomes of this process which is to have a preferred vertical and horizontal road alignment and recognise the preferred principles for the bridge design.

A presentation from Shoalhaven City Council was given to help understand the overarching principles of flood modelling and flood prevention for Berry and the Broughton Mill Creek catchment.

Investigations and development work arising from the first workshop were presented by RMS and the industry experts. The group's subsequent discussions formed the basis of the following alignment objectives:

- The community based alignment (BR3) at the eastern end is the base model for the main line horizontal geometry
- The refinement of the alignment at the northern interchange is to be further explored
- The gradient of the main line should be at or below 3% to manage noise impacts
- Maintain natural barriers where possible (noise benefits)
- Adjust the vertical and/or horizontal alignment of Woodhill Mountain Road to achieve vehicle clearance under the bridge

Various architectural and engineering bridge design options were looked at with the following objectives formed:

- Eliminate obtrusive noise barriers
- No more than three bridge expansion finger joints 300m apart to keep noise to a minimum
- Pile caps (if required) should be buried
- Explore both twin and single bridge options
- Explore at least two bridge type concepts around bridge planks and "super-tee" girders. Develop architectural concepts for each type.
- The bridge target alignment to achieve 4.6m clearance over Woodhill Mountain Road

The key outcomes of the workshop were to:

- Reduce the height of Berry bridge which has been lowered by approximately 7 metres with the northern interchange layout adjusted to accommodate this lowering.
- Agree to a set of design objectives to address the visual and noise impacts of the upgrade.

A report outlining the workshop process and outcomes will be published by the end of November.