

SEPTEMBER 2012

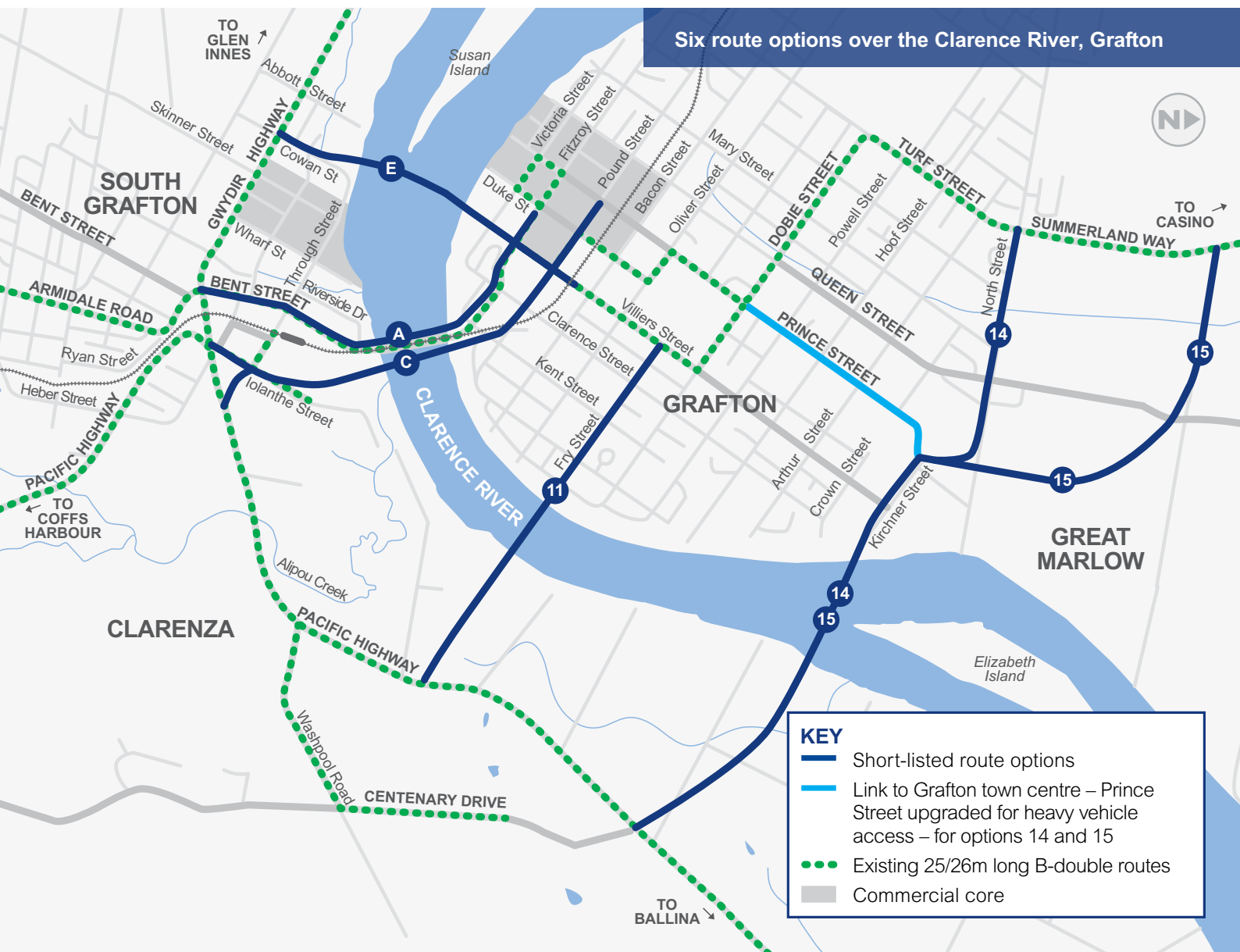
Additional crossing of the Clarence River at Grafton – Route Options Display

Roads and Maritime Services is seeking your input on the six short-listed route options for an additional crossing of the Clarence River at Grafton.

The *Route Options Development Report* (September 2012) is now available. Comments are invited by 10 October 2012.

In this update:

- A summary of the six route options for community comment.
- Route option maps.
- Upcoming community consultation activities.
- Summary of what's in the *Route Options Development Report*.
- Information on how a preferred route will be decided and an invitation to participate in that process.



Update on the project

This project is to identify an additional crossing of the Clarence River at Grafton to address short-term and long-term transport needs.

Further investigations have been carried out on the six short-listed options announced in January 2012. These include field investigations, traffic, flood and noise modelling and further refinements to the six options.

The *Route Options Development Report* (September 2012) describes these investigations.

Your feedback is important to us. To understand issues in the community associated with the six options, we ask some questions in this brochure (back page).

What's in the Route Options Development Report?

The *Route Options Development Report*:

- Builds on information from the *Preliminary Route Options Report – Final* (January 2012) and investigations undertaken since then.
- Assesses the six options using field investigations and modelling undertaken since the announcement of the options in January 2012.
- Describes the preliminary concept designs for each of the six options.
- Includes technical papers on:
 - Traffic assessment
 - Flooding assessment
 - Geotechnical investigations
 - Landscape and urban character assessment
 - Social and economic assessment
 - Aboriginal and non-Aboriginal heritage assessments
 - Flora and fauna assessment
 - Noise assessment
 - Cost estimates and value for money assessment.
- Outlines the next steps to identify a preferred location of an additional crossing of the Clarence River at Grafton.



We encourage you to take a look at this report. The report is on the project website or contact the project team.

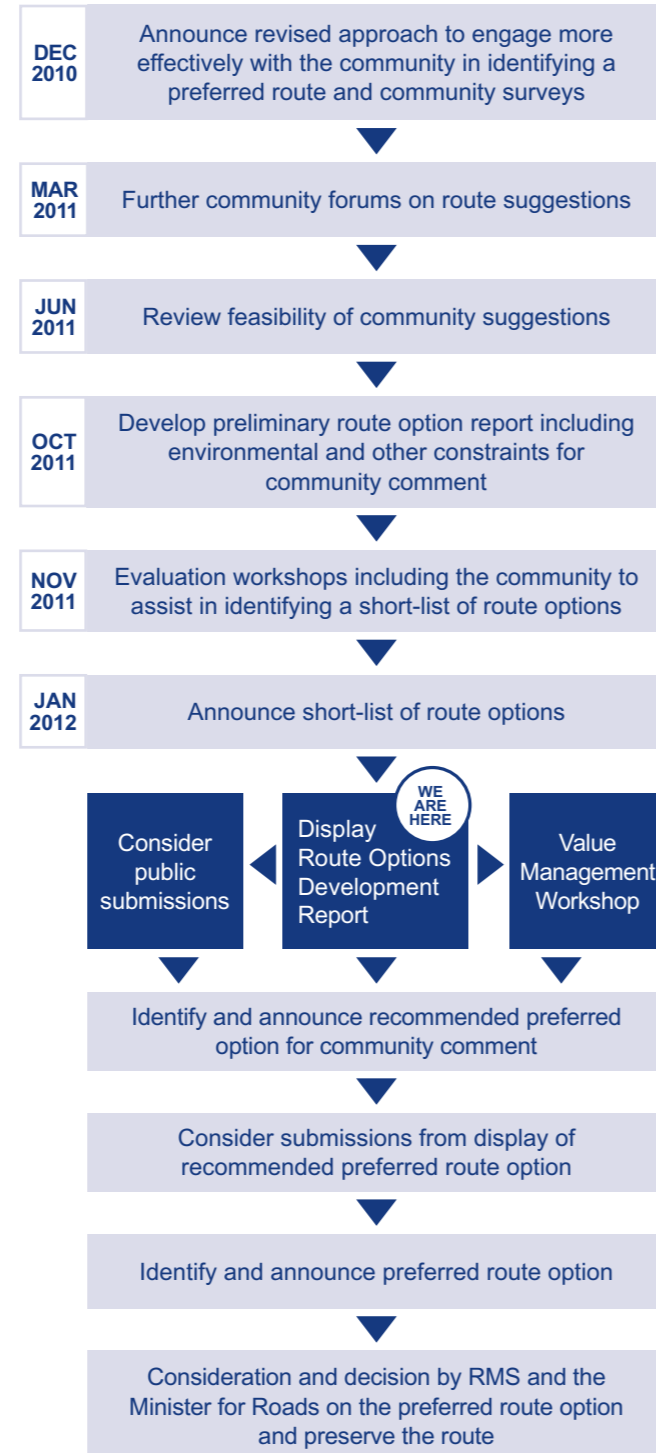
Process from here

Community comments on the six options, the investigations undertaken and the outcomes of a value management workshop will help a decision on the preferred route option.

RMS is targeting to identify the recommended preferred option by the end of 2012.

Your feedback on the recommended preferred option will be considered before a final decision is made on the preferred option for an additional crossing of the Clarence River at Grafton.

The process to identify the preferred option is shown in the flowchart below.



Following a decision to proceed with the project an environmental assessment would be prepared.

Upcoming community consultation activities

Get involved to help select the preferred option.

Staffed displays – Grafton Shoppingworld

Community updates are available to pick up.

Information displays

These are informal sessions. You are invited to drop in any time during the session. The team can take your feedback and answer any questions you may have about the project or how it may impact on you.

Maps and reports will be available to assist in discussions.

Public forum

The public forum will have a facilitator and community presentations. The audience can ask questions to the RMS team and any other presenter.

You can also watch a recording of the public forum shortly after the event on the Grafton Bridge project website.

Talk back radio

Tune into 2GF to hear members of the project team and stakeholders discuss key issues associated with planning for the additional crossing and answer questions from the community.

Date to be advertised on the project website.

Dates to mark in your calendar

Staffed display Grafton Shoppingworld	13 September 10am to 5pm
Public forum Grafton Community Centre	18 September 6pm to 8pm
Information display Grafton Community Centre	19 September 11am to 2pm and 3pm to 6pm
Information display South Grafton Ex-Servicemen's Club	25 September 10am to 2pm
Staffed display Grafton Shoppingworld	4 October 10am to 5pm
Nominations due Value Management workshop	10 October
Comment period closes Community feedback due	10 October

Value management workshop

A workshop with participants from the project team, Council, government agencies, other key stakeholders and the community will be held on **Tuesday 23 and Wednesday 24 October 2012**.

At this workshop participants will assess the six route options based on the outcomes of the technical and environmental investigations (reported in the *Route Options Development Report*) and the issues raised in the submissions received from the display of the report.

The workshop will input to the identification of a recommended preferred option.

How will the community participants be selected?

Attendance is limited. To register your interest in the workshop please complete and send the attached reply paid form by **10 October 2012**.

Community members who nominate need to attend a briefing on **Tuesday 16 October 2012**, where the workshop participants will be identified and their roles and responsibilities explained in greater detail.

We will ask people to self select to attend the workshop. If everyone can't agree, then we could draw from a hat – to ensure fairness. If you attend, you are not being asked to represent a group or an area. We just want you to examine and discuss the issues.

Short-listed options including possible staging opportunities

The plans on the following pages show the key features of the six short-listed options.

The plans show the upgrades required for each option to cater for predicted traffic volumes in 2049 (30 years after the assumed date of opening in 2019 of the additional crossing).

Only some of the upgrades (e.g. intersection upgrades and road widening) shown would be required when the additional crossing is opened to traffic. Further upgrades could be undertaken when required to cater for increases in traffic volumes. A possible first stage for each option is shown in the *Route Options Development Report* (September 2012) and will be considered in more detail as part of the environmental assessment for the preferred option.

All options assume that, by the time the additional crossing is open to traffic, South Grafton would have been bypassed by the upgrade of the Pacific Highway between Glenugie and Tyndale.

OPTION E

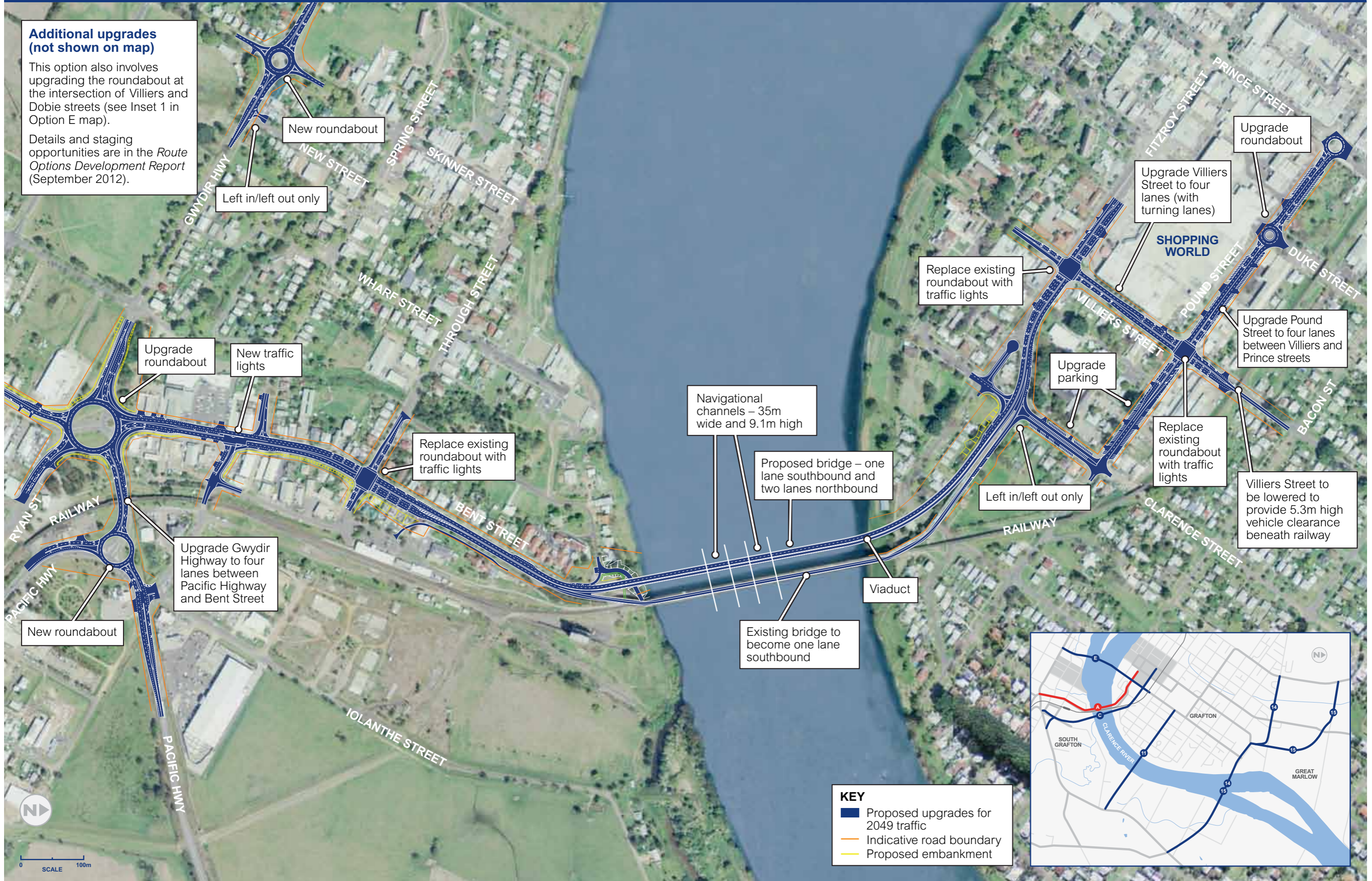


OPTION A

Additional upgrades (not shown on map)

This option also involves upgrading the roundabout at the intersection of Villiers and Dobie streets (see Inset 1 in Option E map).

Details and staging opportunities are in the *Route Options Development Report* (September 2012).



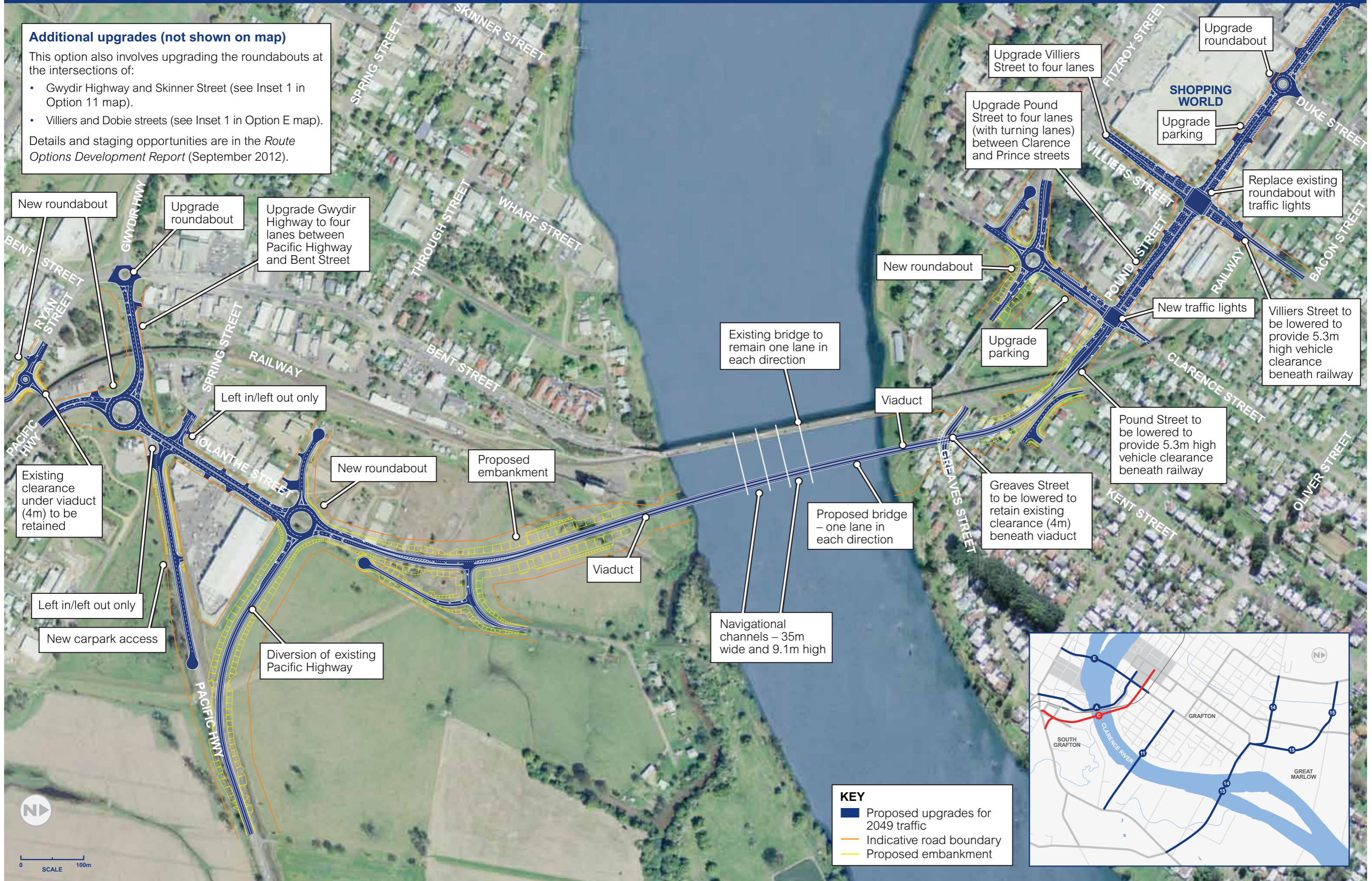
OPTION C

Additional upgrades (not shown on map)

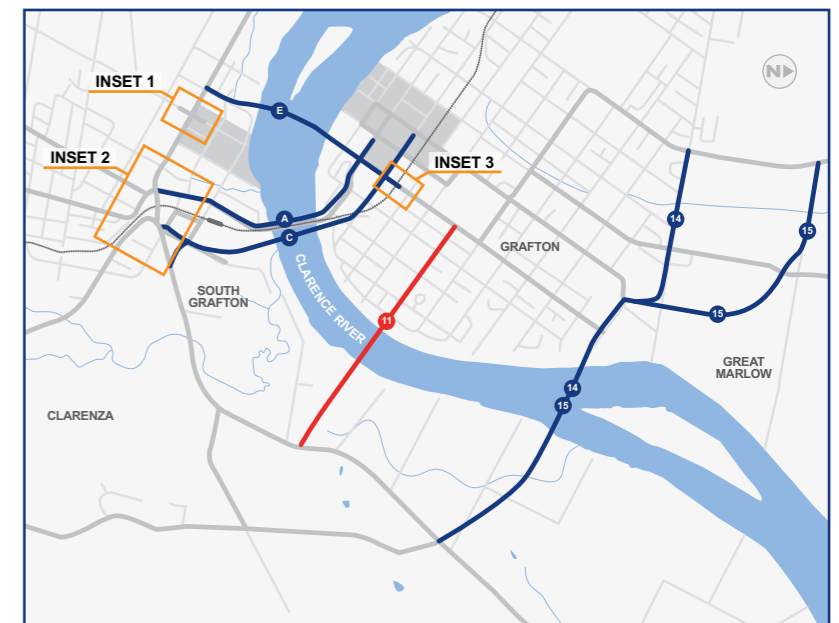
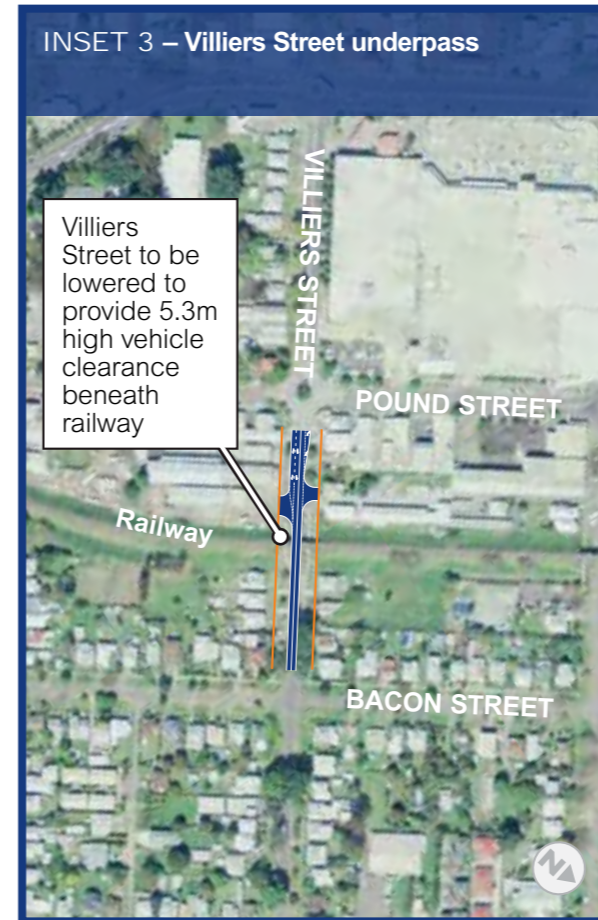
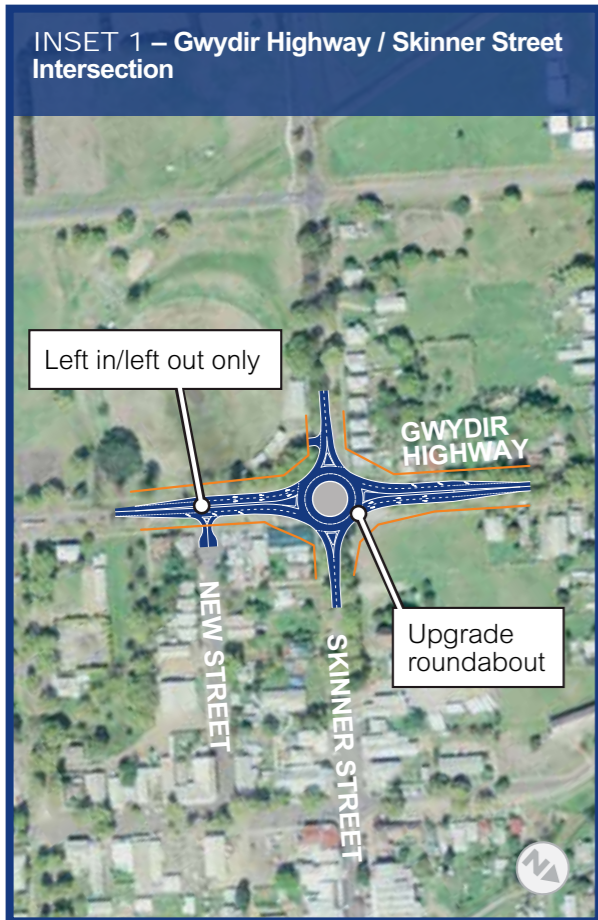
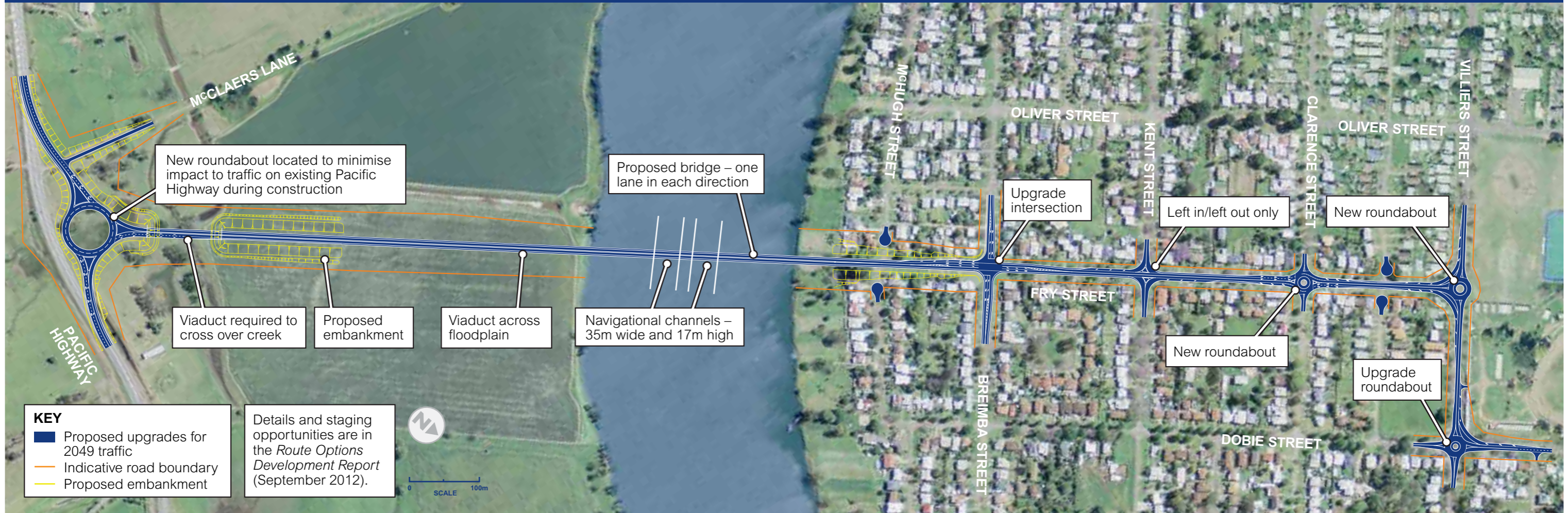
This option also involves upgrading the roundabouts at the intersections of:

- Gwydir Highway and Skinner Street (see Inset 1 in Option 11 map).
- Villiers and Dobie streets (see Inset 1 in Option E map).

Details and staging opportunities are in the *Route Options Development Report* (September 2012).



OPTION 11



OPTION 14

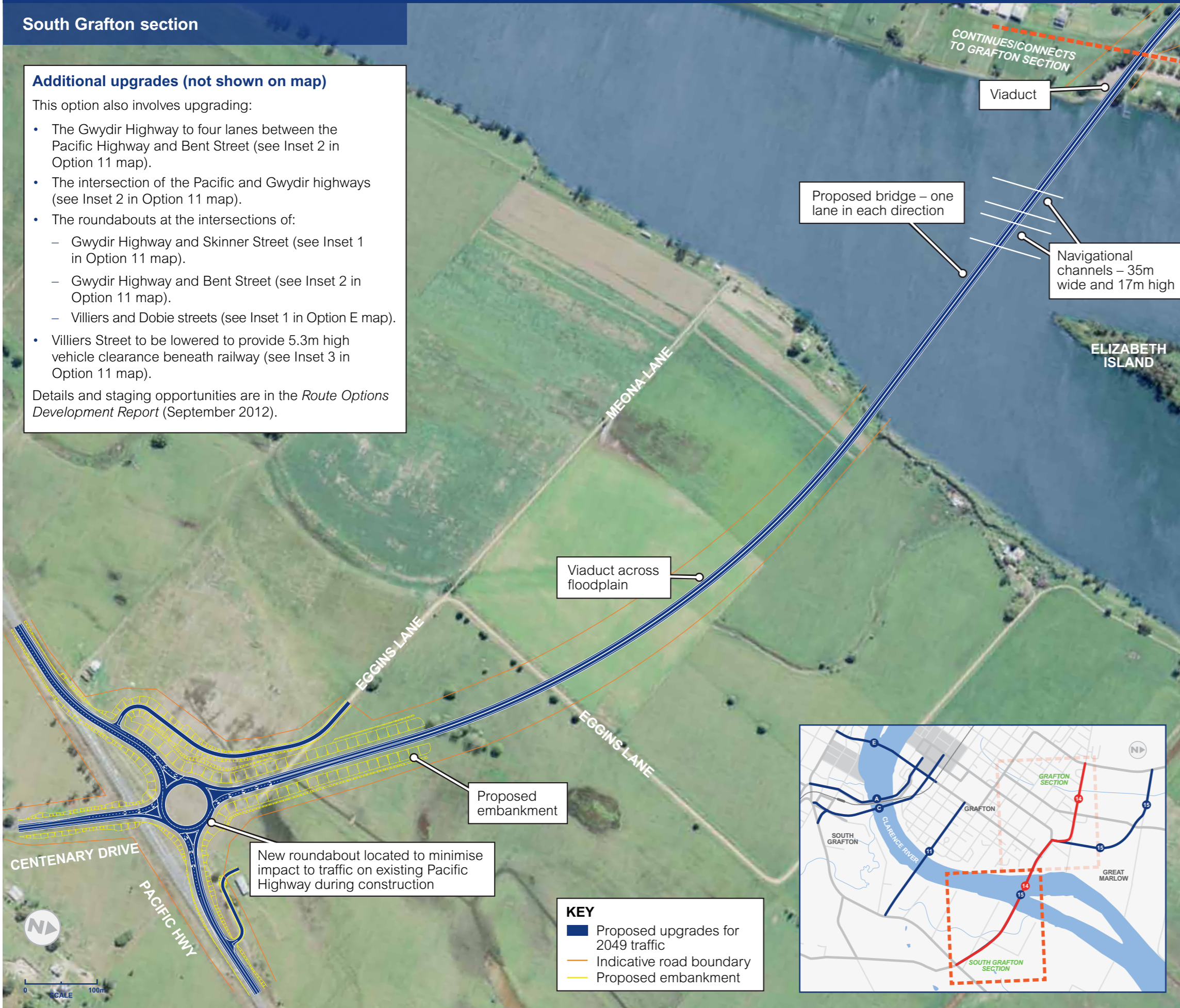
South Grafton section

Additional upgrades (not shown on map)

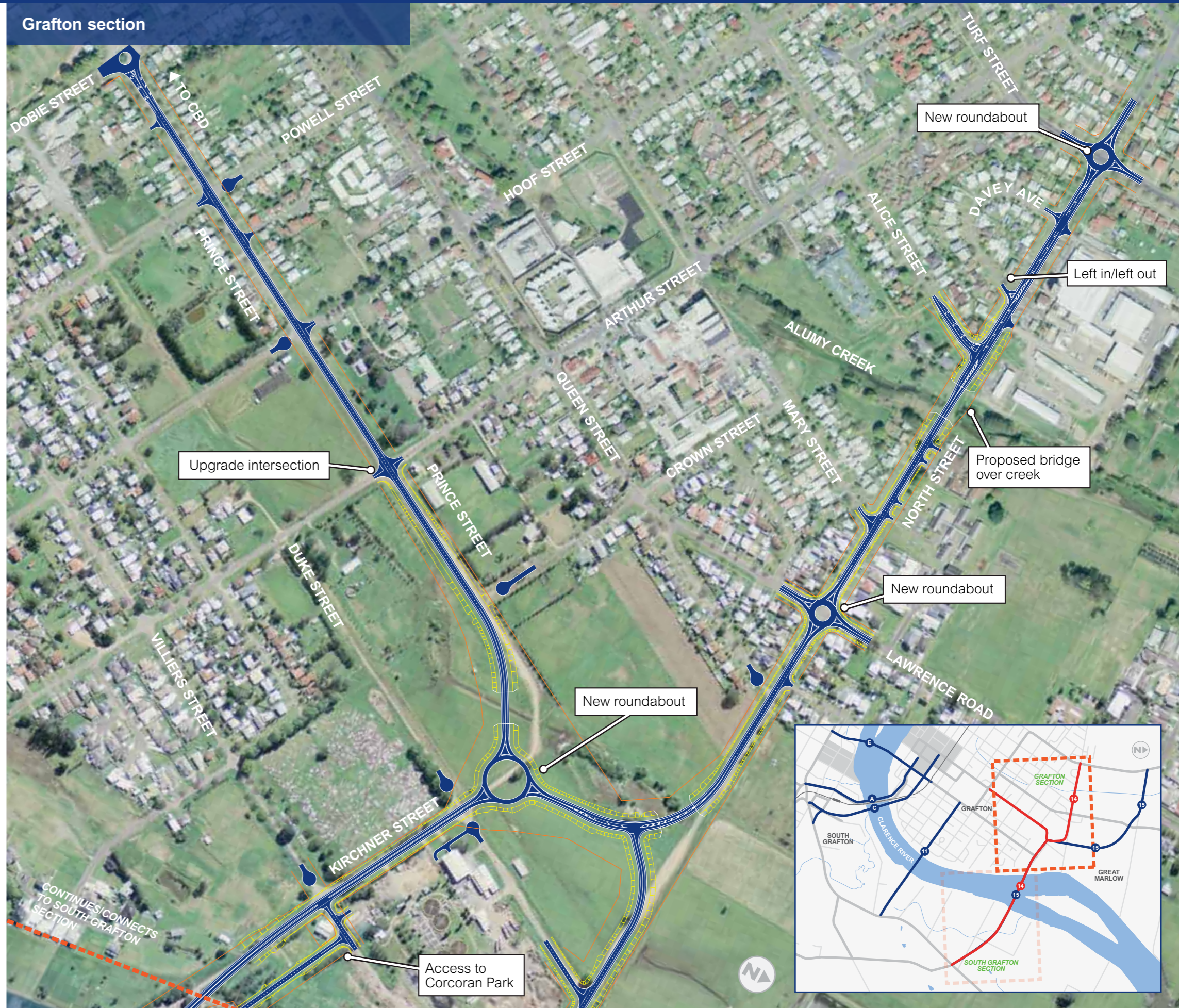
This option also involves upgrading:

- The Gwydir Highway to four lanes between the Pacific Highway and Bent Street (see Inset 2 in Option 11 map).
- The intersection of the Pacific and Gwydir highways (see Inset 2 in Option 11 map).
- The roundabouts at the intersections of:
 - Gwydir Highway and Skinner Street (see Inset 1 in Option 11 map).
 - Gwydir Highway and Bent Street (see Inset 2 in Option 11 map).
 - Villiers and Dobie streets (see Inset 1 in Option E map).
- Villiers Street to be lowered to provide 5.3m high vehicle clearance beneath railway (see Inset 3 in Option 11 map).

Details and staging opportunities are in the *Route Options Development Report* (September 2012).



Grafton section



OPTION 15

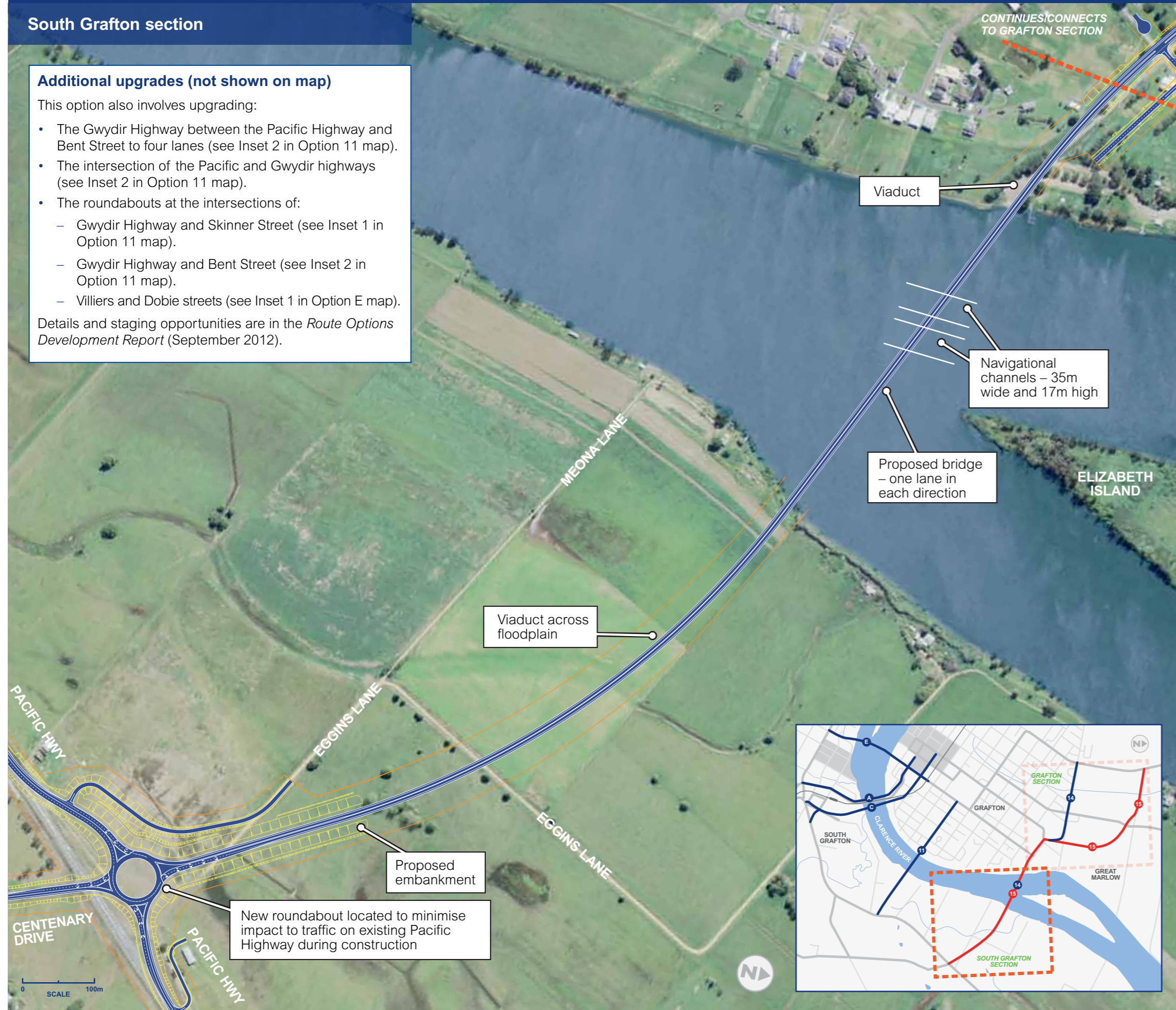
South Grafton section

Additional upgrades (not shown on map)

This option also involves upgrading:

- The Gwydir Highway between the Pacific Highway and Bent Street to four lanes (see Inset 2 in Option 11 map).
- The intersection of the Pacific and Gwydir highways (see Inset 2 in Option 11 map).
- The roundabouts at the intersections of:
 - Gwydir Highway and Skinner Street (see Inset 1 in Option 11 map).
 - Gwydir Highway and Bent Street (see Inset 2 in Option 11 map).
 - Villiers and Dobie streets (see Inset 1 in Option E map).

Details and staging opportunities are in the *Route Options Development Report* (September 2012).



Grafton section

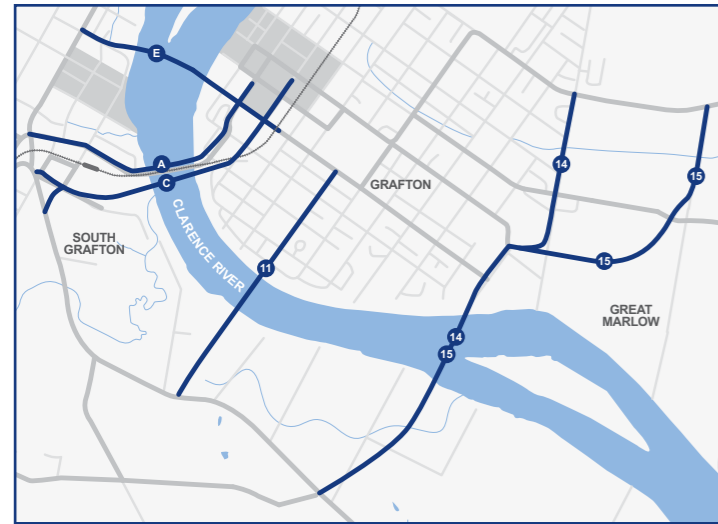
INSET 1 – Prince Street



Summary comparison of options (from upstream to downstream)

This snapshot considers some key themes raised by the community. It does not include all assessment results.

For more information and details of the assessment results please refer to the *Route Options Development Report* (Chapter six).



COMPARING THE OPTIONS

	OPTION E	OPTION A	OPTION C	OPTION 11	OPTION 14	OPTION 15
Traffic – Bridge utilisation Traffic volumes for 2 hour AM peak period (7am-9am) (both ways): Number of vehicles using the additional crossing (approximate % of total vehicles crossing the river) ¹ . • 2019 • 2049	2697 (66%) 5231 (65%)	3188 (78%) 5919 (74%)	2808 (67%) 5431 (68%)	1296 (32%) 3515 (45%)	936 (23%) 2673 (36%)	921 (22%) 2578 (35%)
Traffic – Reducing delays Average travel time between the Bent Street/Gwydir Highway intersection, South Grafton and Prince Street/Pound Street intersection, Grafton using the existing bridge, 30 years after opening (2049) in morning (AM) peak period (minutes). ²	7	8	7	8	14	14
Heavy vehicles Travel between the Pacific Highway/Tyson Street intersection, South Grafton and Summerland Way/Butterfactory Lane intersection, Grafton using the additional crossing: • Travel distance (km). • Travel time 30 years after opening (2049) in morning (AM) peak period (minutes).	9.1 15	8.7 14	8.4 13	10 11	10.5 10	10.3 10
Road Safety Number of issues identified in road safety audit: • High priority. • Medium priority. • Low priority.	2 9 7	3 13 7	1 10 4	3 8 4	2 7 5	2 7 5
Property impacts Number of potentially directly affected properties: • Residential • Businesses • Rural • Community • Total	16 7 0 8 31	21 21 0 15 57	24 4 2 12 42	22 1 2 5 30	6 2 7 5 20	1 1 14 6 22
Noise impacts 10 years after opening (2029) (without mitigation measures). Number of residential properties where noise levels ³ : • Are more than 50dBA at night ⁴ . • Increase by 12dB or more at night.	461 11	448 0	462 1	505 51	477 30	415 21
Aboriginal cultural heritage Impact on areas of Aboriginal cultural heritage.	None	None	Impact on the aesthetic value of 1 site – Golden Eel	None	Direct impact on 1 site – Great Marlow	Direct impact on 1 site – Great Marlow
Non-Aboriginal heritage Direct impact on non-Aboriginal heritage items and archaeological sites: • Items of State heritage significance (No.). • Other items (No.).	0 21	2 25	0 24	0 12	0 10	0 10
Environmental Potential direct impact on identified Endangered Ecological Communities (EEC) m ² .	100	550	1,450	14,250	22,000	37,500
Landscape and urban character	Maintains visual integrity of existing bridge. Would not fragment existing urban settlement patterns.	Impacts on views to, and visual character of, existing bridge. Would fragment existing urban settlement patterns.	Impacts on views to, and visual character of, existing bridge. Would significantly fragment existing urban settlement patterns.	Maintains visual integrity of existing bridge. Would significantly fragment existing urban settlement patterns.	Maintains visual integrity of existing bridge. Would fragment existing urban settlement patterns.	Maintains visual integrity of existing bridge. Would fragment existing urban settlement patterns.
Flooding Length of levees upstream of additional crossing that will need to be raised to retain existing flood protection (km) ⁵ .	11.75	16.70	18.10	19.50	16.50	16.50
Cost • Route option strategic cost estimates (\$M) (all upgrades at 2012). • Benefit cost ratio over 30 years from 2019 based on strategic cost estimates ⁶ .	215 1.6	231 1.3	231 1.6	210 1.7	304 1.0	340 0.9

Table notes

- For Option A the new bridge would be two lanes northbound and one lane southbound, and the existing bridge would become one lane southbound only. For the other five options, the new bridge would be one lane northbound and one lane southbound, and the existing bridge would remain as one lane northbound and one lane southbound.
- Typical recorded travel times between the Bent Street/Gwydir Highway intersection South Grafton and Prince Street/Pound Street intersection Grafton in the morning (AM) peak earlier in 2012 were between 8 and 10 minutes.
- Only includes receivers identified in the Noise Assessment technical paper (September 2012).
- Includes 468 properties that would exceed 50 dBA at night if no additional crossing was built.
- Maximum height of increase for all options is less than or equal to 0.1 metre. For Option C, drainage mitigation measures would be required to provide the required flood immunity for the underpass of the railway viaduct between Kent and Clarence streets.
- A benefit cost ratio (BCR) that is greater than one indicates that the road user benefits exceed the cost.

Next step: to recommend a preferred route option

Each of these six options provide opportunities and challenges. The preferred route to cross the Clarence River and any road connections will be selected by assessing which option represents the most appropriate balance between functional, social, environmental, engineering and cost factors.

Comments received, the investigations carried out, and the outcomes of a value management workshop will all be inputs to the decision on a recommended preferred option, which is expected later in 2012.

Community feedback on the recommended preferred option will be invited. This feedback will be considered before a final decision is made on the preferred option.

Interactive maps – take a look

Interactive maps on the website have been updated. The maps show the six options and the potential issues and constraints around them. The information is from the *Route Option Development Report*. Please click on the link from the project website.



Contact the project team

Phone: 1800 633 332 (toll free)

Email: griftonbridge@rms.nsw.gov.au

Write to: Chris Clark, RMS Project Manager
PO Box 546 Grafton NSW 2460

Or visit the shop front at the Pacific Highway office for more information at 21 Prince Street, Grafton (opposite Westpac Bank), Monday to Friday, 8.30am to 4.30pm.

To find out where the nearest display location is near you visit the project website www.rms.nsw.gov.au/griftonbridge

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All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not to be published. Otherwise RMS will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by RMS at the Pacific Highway office. You have the right to access and correct the information if you believe that it is incorrect.

For further enquiries

Grafton Bridge project team

T 1800 633 332 | E griftonbridge@rms.nsw.gov.au

www.rms.nsw.gov.au

September 2012
RMS 12.219

Nomination to attend the value management workshop

Prior to nominating, please carefully consider your suitability based on the following self assessment criteria:

- Ability to commit the necessary time (you cannot substitute other people if you can't make it) to:
 - A pre-workshop briefing planned for **Tuesday 16 October 2012** from 6pm to 8pm at Grafton Community Centre.
 - Day one of the workshop planned for **Tuesday 23 October 2012** from 9am to 4pm (lunch included).
 - Day two of the workshop planned for **Wednesday 24 October 2012** from 9am to 4pm (lunch included).
- You represent yourself and participate as an individual.
- You agree to contribute within the agreed structure of the workshop.
- You acknowledge there will be a diversity of views and agree to allow all participants to contribute equally.
- You give a genuine commitment to achieving the best outcome.
- You agree with common courtesy and will treat others with respect throughout all dealings.
- You are either:
 1. A property owner, residential or business owner/tenant within Grafton/South Grafton, Clarenza or Junction Hill; or
 2. A regular bridge user that does not live in the vicinity of one of the route options.
- You have studied the *Route Options Development Report* and are familiar with the project.

Outcomes from the workshop will be reported back to participants as part of the release of the Preferred Route Option Report.

Nominations close 10 October.

I hereby nominate myself to participate in the value management workshop.

I am a property owner or resident (primary residency), or business owner/tenant impacted on or near one of the route options (please tick).

Option E

Option 11

Option A

Option 14

Option C

Option 15

Or, I am a regular bridge user living at: _____

I am able to commit my time for the pre workshop briefing on Tuesday 16 October from 6pm to 8pm, and the value management workshop on Tuesday 23 and Wednesday 24 October 2012 from 9am to 4pm.

Personal details

Name: _____

Address: _____

Suburb: _____

Postcode: _____

State: _____

Phone Number: _____

Mobile Number: _____

Please indicate best phone number and time for contact. _____

Email address: _____

For further information or to speak to a member of the project team, please call 1800 633 332 (toll free).

Feedback

We would like to hear your views on the six short-listed options; in particular, we'd like to know:

- What do you think is the most important consideration when determining the preferred route option?
- What do you like about some of the options?
- What don't you like about some of the options?

Please provide your feedback in writing by **10 October 2012**. Submissions may be sent attached to this reply paid envelope, emailed to graftonbridge@rms.nsw.gov.au, submitted via the project website, or hand delivered to the Pacific Highway Office at 21 Prince Street, Grafton.

To mail this questionnaire fold along the dotted lines and seal with clear tape.

Mail your completed form (no stamp required) to the address below.

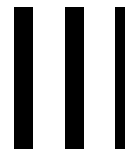
FOLD HERE FIRST



Transport
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