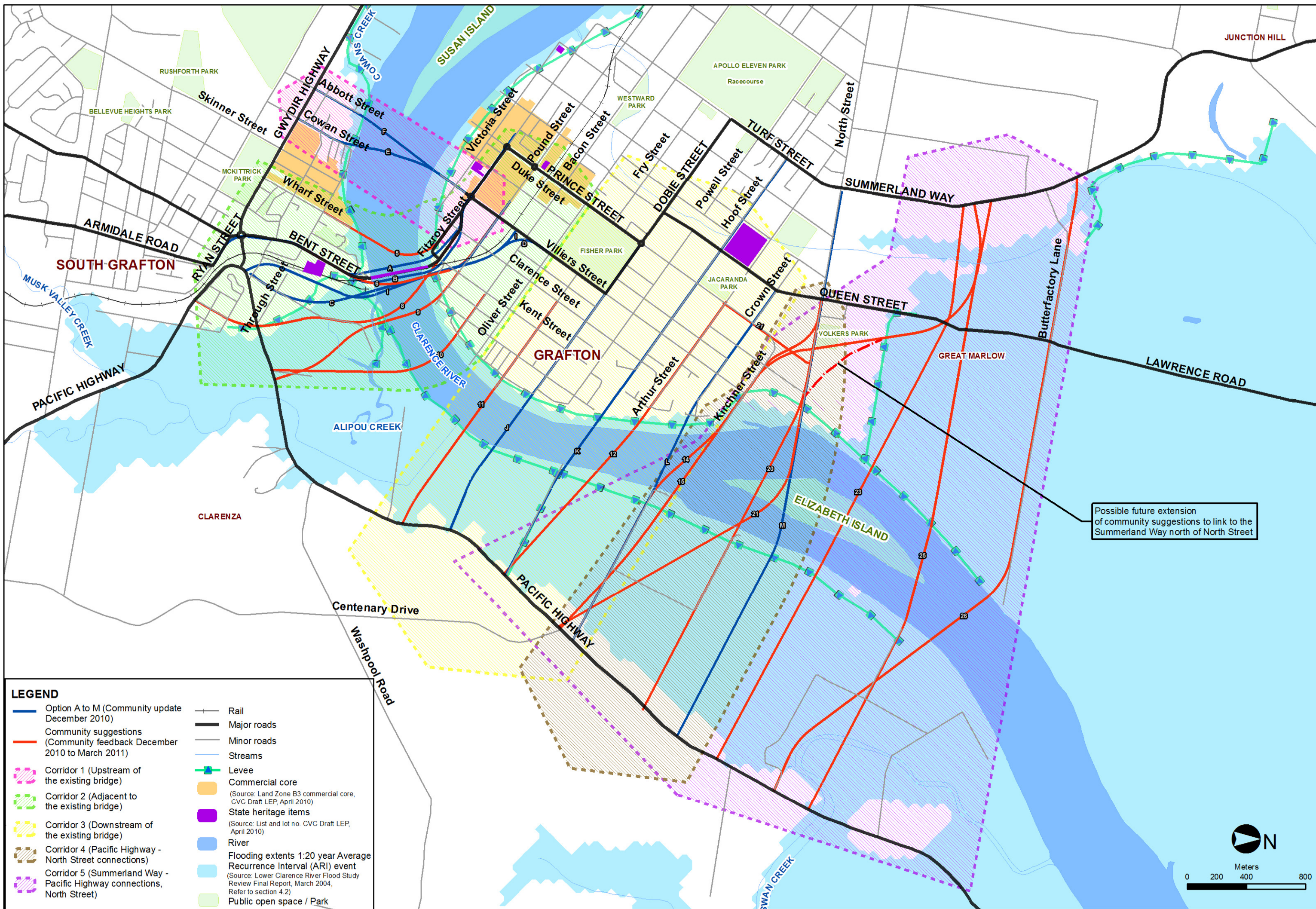


Feasibility Assessment Report Card

| Corridor | Suggestion | Engineering / Constructability issues | Land use and land use zoning impacts | Aboriginal Heritage impacts | Impacts on native plants and animals | Flooding impacts | Comments | Conclusion |
|------------|------------|---------------------------------------|--------------------------------------|-----------------------------|--------------------------------------|---|---|------------------------------------|
| | | | | | | | | |
| Corridor 1 | 1 | | | X | X | | Impacts on Aboriginal heritage and ecology on Susan Island. | Does not merit further assessment. |
| | 2 | X | | | | X | Highly skewed bridge (angle of bridge from perpendicular to river) leading to structural complications and potential impacts on navigation and flooding. Constructability complications due to geometry of structure (small radius curves and combinations of curves and straights). | Does not merit further assessment. |
| | 3 | | X | | | | Impacts on Prince Street (shopping precinct not suitable for through traffic) and impacts on Aboriginal heritage and ecology on Susan Island | Does not merit further assessment. |
| | 4 | X | X | | | X | Impacts on Prince Street and Skinner Street (shopping precincts not suitable for through traffic). Highly skewed bridge (angle of bridge from perpendicular to river) leading to structural complications and potential impacts on navigation and flooding. Constructability complications due to geometry of structure (small radius curves and combinations of curves and straights). | Does not merit further assessment. |
| | 28 | | X | | | | Impacts on Prince Street (shopping precinct not suitable for through traffic). Constructability complications due to geometry of structure (small radius curves and combinations of curves and straights). | Does not merit further assessment. |
| | E | | | | | | Feasible. | Suitable for further assessment. |
| Corridor 2 | F | | | | | | Feasible. | Suitable for further assessment. |
| | 5 | | | | | | Feasible. | Suitable for further assessment. |
| | 6 | | | | | | Feasible. | Suitable for further assessment. |
| | 7 | X | X | | | | Conflict with major infrastructure (Existing Grafton Bridge). Difficulties of compliance with design standards due to grade required to cross over existing Bridge. | Does not merit further assessment. |
| | 8 | | | | | | Feasible. | Suitable for further assessment. |
| | 9 | | | | | | Feasible. | Suitable for further assessment. |
| | 10 | | | | | | Feasible. | Suitable for further assessment. |
| | A | | | | | | Feasible. | Suitable for further assessment. |
| | B | | | | | | Feasible. | Suitable for further assessment. |
| | C | | | | | | Feasible. | Suitable for further assessment. |
| | D | | | | | | Feasible. | Suitable for further assessment. |
| | G | X | | | | | Constructability complications due to geometry of structure (small radius curves and combinations of curves and straights). | Does not merit further assessment. |
| H | X | | | | | Traffic lanes on lower deck of existing bridge would not comply with current design standards for clearance, lane width etc. | Does not merit further assessment. | |
| Corridor 3 | I | | | | | | Feasible. | Suitable for further assessment. |
| | 11 | | | | | | Feasible. | Suitable for further assessment. |
| | 12 | | | | | | Feasible. | Suitable for further assessment. |
| | J | | | | | | Feasible. | Suitable for further assessment. |
| Corridor 4 | K | | | | | | Feasible. | Suitable for further assessment. |
| | L | | | | | | Feasible. | Suitable for further assessment. |
| | 13 | X | | | | X | Highly skewed bridge (angle of bridge from perpendicular to river) leading to structural complications and potential impacts on navigation and flooding. | Does not merit further assessment. |
| | 14 | | | | | | Feasible. Note Suggestion 14 could be extended through to the Summerland Way along an alignment similar to that of Suggestion 15 between North Street and the Summerland Way to the north of North Street. | Suitable for further assessment. |
| | 17 | X | | | | X | Constructability complications due to geometry of viaduct (small radius curves and combinations of curves and straights). High skew of viaduct may impact on flooding. | Does not merit further assessment. |
| | 18 | X | X | | | | Conflict with major infrastructure (sewage treatment plant). | Does not merit further assessment. |
| | 20 | | | | | | Feasible. Note in the future Locality 20 could be extended through to the Summerland Way along an alignment similar to that of Locality 15 between North Street and the Summerland Way to the north of North Street. | Suitable for further assessment. |
| 21 | | | | | | Feasible. Skew of viaduct could lead to structural complications and potential impacts on flooding. Design and/or alignment of suggestion may be able to be refined to reduce potential structural complications and flooding impacts. Note in the future Locality 21 could be extended through to the Summerland Way along an alignment similar to that of Locality 15 between North Street and the Summerland Way to the north of North Street. | Suitable for further assessment. | |
| Corridor 5 | M | | | | | | Feasible. Note in the future Locality M could be extended through to the Summerland Way along an alignment similar to that of Locality 15 between North Street and the Summerland Way to the north of North Street. | Suitable for further assessment. |
| | 15 | | | | | | Feasible. Note Locality 15 between North Street and the Summerland Way to the north of North Street could be considered to be an extension of Locality M, 14, 20 and 21. | Suitable for further assessment. |
| | 16 | X | | | | X | Highly skewed bridge (angle of bridge from perpendicular to river) leading to structural complications and potential impacts on navigation and flooding. Constructability complications due to geometry of structure (small radius curves and combinations of curves and straights). | Does not merit further assessment. |
| | 19 | X | | | | X | Highly skewed bridge (angle of bridge from perpendicular to river) leading to structural complications. Length of bridge over river and skew potential impacts on navigation and flooding. | Does not merit further assessment. |
| | 22 | X | | | | X | Highly skewed bridge (angle of bridge from perpendicular to river) leading to structural complications. Length of bridge over river and skew potential impacts on navigation and flooding. | Does not merit further assessment. |
| | 23 | | | | | | Feasible. | Suitable for further assessment. |
| | 24 | X | | | | X | Highly skewed bridge and viaduct (angle of structures from perpendicular to river) leading to structural complications and potential impacts on navigation and flooding. | Does not merit further assessment. |
| | 25 | | | | | | Feasible. Note concern over skew of bridge, length of viaduct crossing and need to cross Swan Creek twice. | Suitable for further assessment. |
| 26 | | | | | | Feasible. Note concern over length of viaduct crossing. | Suitable for further assessment. | |
| 27 | X | | | | X | Highly skewed bridge and viaduct (angle of structures from perpendicular to river) leading to structural complications and potential impacts on navigation and flooding. | Does not merit further assessment. | |



LEGEND

- | | | | |
|--|---|--|---|
| | Option A to M (Community update December 2010) | | Rail |
| | Community suggestions (Community feedback December 2010 to March 2011) | | Major roads |
| | Corridor 1 (Upstream of the existing bridge) | | Minor roads |
| | Corridor 2 (Adjacent to the existing bridge) | | Streams |
| | Corridor 3 (Downstream of the existing bridge) | | Levee |
| | Corridor 4 (Pacific Highway - North Street connections) | | Commercial core <small>(Source: Land Zone B3 commercial core, CVC Draft LEP, April 2010)</small> |
| | Corridor 5 (Summerland Way - Pacific Highway connections, North Street) | | State heritage items <small>(Source: List and lot no. CVC Draft LEP, April 2010)</small> |
| | | | River |
| | | | Flooding extents 1:20 year Average Recurrence Interval (ARI) event <small>(Source: Lower Clarence River Flood Study Review Final Report, March 2004, Refer to section 4.2)</small> |
| | | | Public open space / Park |

Possible future extension of community suggestions to link to the Summerland Way north of North Street



Meters
0 200 400 800