

4 Description of Corridor Options

4.1 Existing Highway Upgrade

The concept for an “ultimate” upgrade of the existing highway through Coffs Harbour is based on contemporary urban motorway schemes and has been developed to provide a dual-carriageway facility with grade-separated interchanges and overpasses at key locations for access to and from the highway and / or for local east-west traffic movements. These would be complemented by the provision of local north-south service roads or adjustments to existing local roads for access to properties and businesses along the existing corridor.

At this stage of the investigations, the Existing Highway Upgrade scenario is based on schematic design concepts. The scenario was developed to a form that is sufficient to allow a valid comparison with a possible bypass scenario within the Inner Bypass corridor.

The Existing Highway Upgrade concept as developed to date is illustrated in Figure 4.1 and the main features outlined as follows:

- A total of 9 grade-separated interchanges at:
 - Englands Road / Stadium Drive
 - North Boambee Road / Cook Drive
 - Thompsons Road / Halls Road
 - Combine Street / Albany Street
 - North of Coffs Creek near Beryl Street
 - Bray Street / Orlando Street
 - Arthur Street / Mastrocolas Road
 - Bruxner Park Road / James Small Drive south
 - Old Coast Road / James Small Drive north
- Rationalisation and connection of industrial area access roads on the southern outskirts of town between Englands Road and Thompsons Road
- Horizontal alignment improvements (larger radii) and widening between Thompsons Road and Albany Street
- Adjustment of local streets to provide service roads for motel and CBD access north of Combine Street
- Lowering of the highway (in an open slot arrangement) through the CBD area between Park Avenue and Coff Street
- Provision of a service road on the eastern side of the highway over the same length
- East / west overbridges at Park Avenue / Moonee Street and High Street / Harbour Drive
- A series of local road connections to provide service roads and property access between Coffs Creek and Orlando Street
- A 550 metre long tunnel through Macauleys Headland, with local traffic remaining on the existing highway.

4.2 Inner Bypass

Two alternative route options have been identified in both the southern and northern sections of the inner corridor. The four component routes are between 4.5km and 6.8km long with a common ‘cross-over point’ in the vicinity of Coramba Road, near its intersection with Bennetts Road. The northern and southern sections of the options are interchangeable and combine to form a total of four potential route options starting on the existing Pacific Highway just south of Englands Road, passing through the common point, and rejoining the Pacific Highway north of Coffs Harbour at Korora Hill. Each component has been designed so as to minimise negative impacts of the proposed roadway.



0 100 200m
SCALE