

# Woolgoolga to Wells Crossing



## Upgrading the Pacific Highway

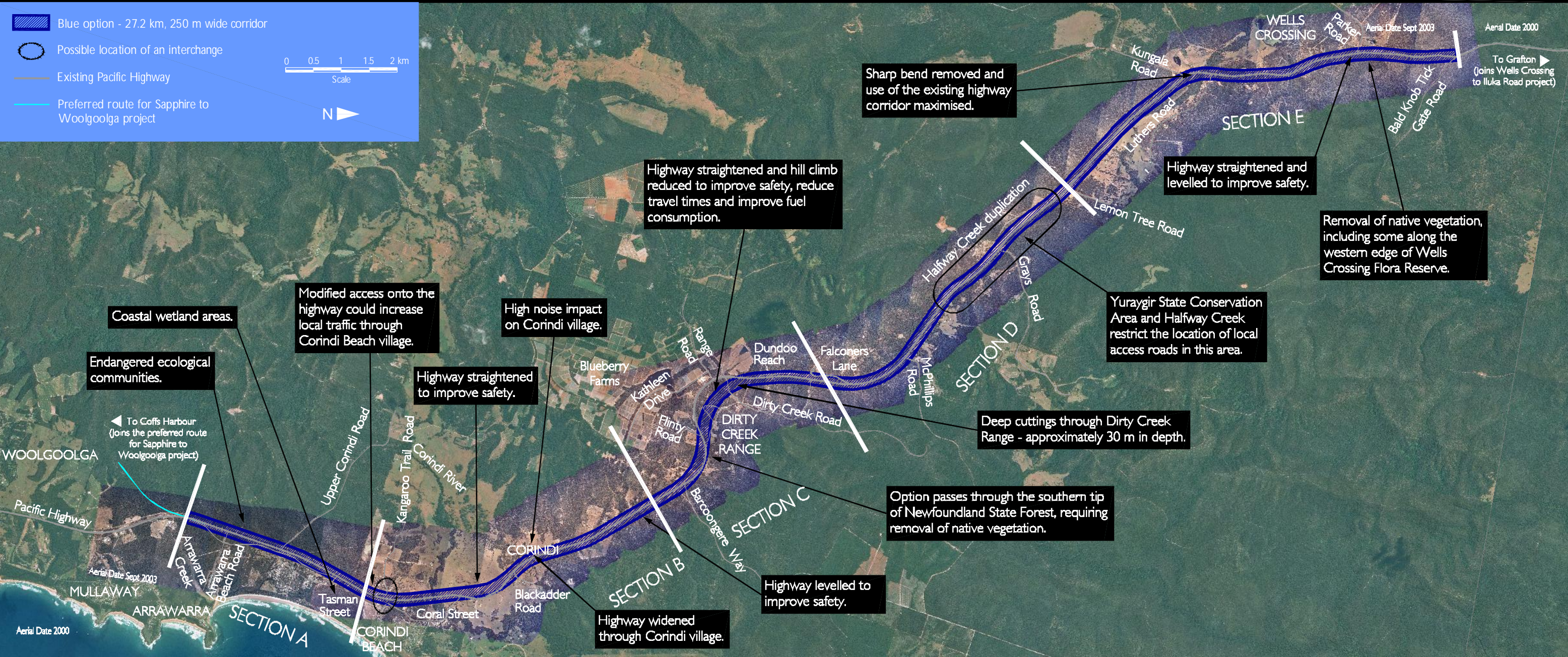
### LEGEND

- Blue option - 27.2 km, 250 m wide corridor
- Possible location of an interchange
- Existing Pacific Highway
- Preferred route for Sapphire to Woolgoolga project

Scale: 0 0.5 1 1.5 2 km

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### BLUE OPTION



SECTION A	3.5 km	SECTION B	5.6 km	SECTION C	4.4 km	SECTION D	5.8 km	SECTION E	7.9 km
<p><i>Blue and green options have the same alignment in section A.</i></p> <ul style="list-style-type: none"> <li>§ Reconstruction of the existing highway to create the new southbound carriageway and provision of a new northbound carriageway to the west, limiting property acquisitions.</li> <li>§ Potential to upgrade the old Pacific Highway (Eggin's Drive) to provide a local access road between Corindi Beach and Arrawarra to improve safety.</li> <li>§ Construction would need to take place while the highway is still in use, as this option largely follows the existing highway alignment. This would cause disruption and delay to road users.</li> </ul>		<ul style="list-style-type: none"> <li>§ One new carriageway to the west, between Tasman Street and the Corindi River, and then to the east, from Corindi to just south of Barcoongere Way. Between the Corindi River and Blackadder Road, provision of two new carriageways to the west to improve safety.</li> <li>§ Potential to use the existing highway, between the Corindi River and Blackadder Road, to provide a local access road between Corindi and Corindi Beach, to improve safety.</li> <li>§ Most of the construction would need to take place while the highway is still in use. This would cause disruption and delay to road users.</li> </ul>		<ul style="list-style-type: none"> <li>§ Two new carriageways to the west of the existing highway, from just south of Barcoongere Way to Flinty Road, and to the east, from Flinty Road to Dundoo Reach, to improve safety by removing sharp bends. Reconstruction of the existing highway between Dundoo Reach and 400 m south of Falconers Lane to create the new southbound carriageway and provision of a new northbound carriageway to the west, minimising property acquisitions.</li> <li>§ Minimal disruption and delay to road users as the majority of construction would take place adjacent to the existing highway.</li> </ul>		<ul style="list-style-type: none"> <li>§ Reconstruction of the existing highway to create the new southbound carriageway and provision of a new northbound carriageway to the west, limiting property acquisitions. This alignment would join the recently completed Halfway Creek duplication.</li> <li>§ Local access roads may be required to replace existing access arrangements to improve safety.</li> <li>§ Most of the construction would need to take place while the highway is still in use, as this option largely follows the existing highway. This would cause disruption and delay to road users.</li> </ul>		<ul style="list-style-type: none"> <li>§ Reconstruction of the existing highway between Lemon Tree Road and Kungala Road to create the new southbound carriageway and provision of a new northbound carriageway to the west. Widening of the existing highway from Kungala Road to Bald Knob Tick Gate Road, creating two new carriageways.</li> <li>§ Local access roads may be required to replace existing access arrangements between Kungala Road and Parker Road to improve safety. This is likely to involve property acquisitions.</li> <li>§ Most of the construction would need to take place while the highway is still in use. This would cause disruption and delay to road users.</li> </ul>	