

5. The Route Options

5.1 Description of the Route Options

5.1.1 Project Sections

Four options were developed as an outcome of the route options development process. The options are described below. An overview of the process used to develop these options is provided below.

The project is divided into five separate sections, (Sections A to E) as described in Table 5.1 below and as shown on Figure 5.1. There are lengths where all route options share the same corridor, as shown on Figure 5.2

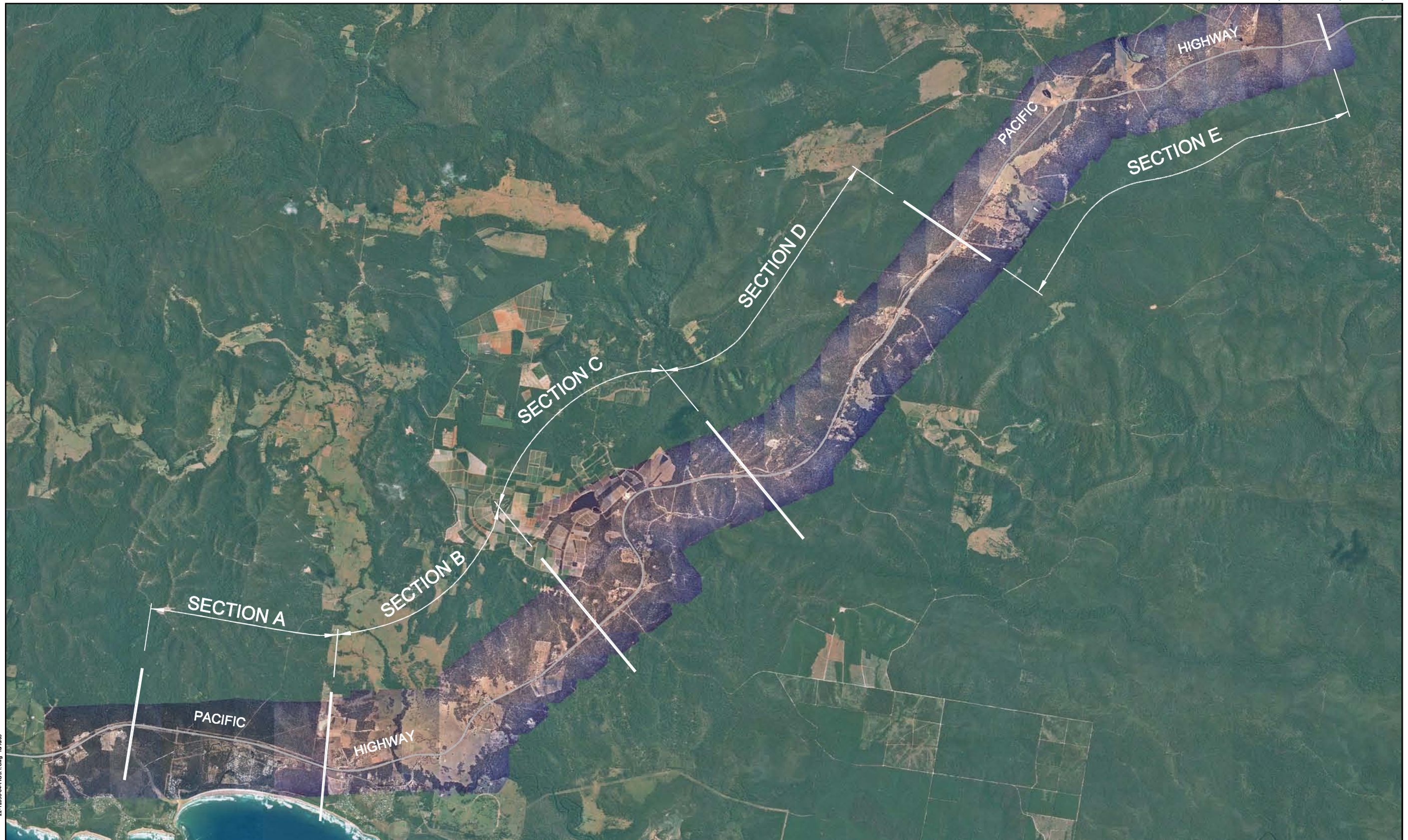
The preferred route for the upgrade may be a combination of these options.

Table 5.1 Project Sections

Section	Description
A	Arrawarra Creek to the Tasman Street intersection. Key features within this section include connection to the Sapphire to Woolgoolga project, Wedding Bells State Forest and the village of Arrawarra.
B	The Tasman Street intersection to 500 metres south of Barcoongere Way. Key features within this section include the villages of Corindi Beach and Corindi, and the floodplains of Corindi River and associated tributaries.
C	500 metres south of Barcoongere Way to 400 metres south of Falconers Lane. Key features within this section include Dirty Creek Range, extensive blueberry plantations and Newfoundland State Forest.
D	400 metres south of Falconers Lane to, and inclusive of the intersection with Lemon Tree Road. Key features within this section include Yuraygir State Conservation Area and the recently completed Halfway Creek duplication.
E	Lemon Tree Road to Bald Knob Tick Gate Road. Key features within this section include the locality of Halfway Creek, Yuraygir State Conservation Area, Newfoundland State Forest and Wells Crossing Flora Reserve.

The following route option descriptions describe, where required, the provision of new local access roads or the use of existing local access roads. Detailed investigations (environmental, community and engineering) have not been completed for the suggested local access roads. Those investigations will be undertaken once a preferred route is identified. Interchange locations would depend on the location of the preferred route and the interaction with the adjacent projects – Sapphire to Woolgoolga and Wells Crossing to Iluka Road. Some rationalisation of interchanges may occur with the aforementioned projects, depending on the timing of construction of the adjacent projects.

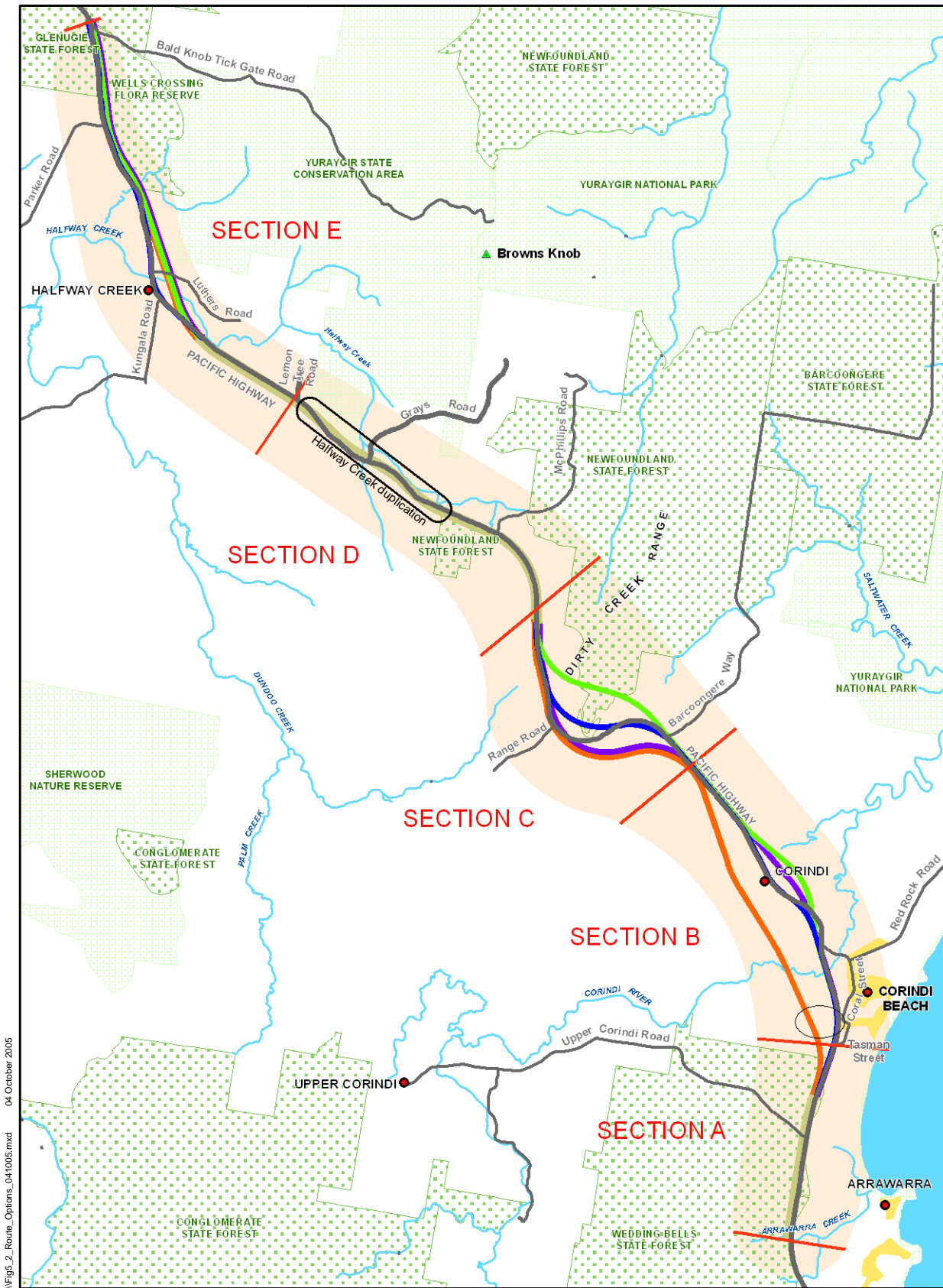
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<p>0 1 2 3 4 Kilometres</p> <p>Map Projection: Universal Transverse Mercator Horizontal Datum: Geoidetic Datum of Australia 1994 Grid: Map Grid of Australia, Zone 56</p>		<p>LEGEND</p>
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Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Environment and Conservation, NSW Forests, NSW Department of Lands and NSW Roads and Traffic Authority



\\Fig5_2_Route_Options_041005.mxd 04 October 2005

<p>SCALE 1:100,000</p> <p>0.5 0 0.5 1 1.5</p> <p>Kilometres</p> <p>Map Projection: Universal Transverse Mercator Horizontal Datum: Geostatic Datum of Australia 1994 Grid: Map Grid of Australia, Zone 56</p>	<p>GRID N</p>	<ul style="list-style-type: none"> — Blue option — Green option — Purple option — Orange option — Common corridor for all options 	<ul style="list-style-type: none"> Study Area Urban Area Possible interchange location 	<p>LEGEND</p> <ul style="list-style-type: none"> Highway; Main Rd ● Locality ▲ Hill/Mountain — River / Creek Nat Park / Reserve State Forest <p>Note Coloured options represent a 250m wide corridor, which includes 4 lanes. ie 2 lanes each way, separate by a landscaped area.</p>
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Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Lands, NSW Roads & Traffic Authority, Geoscience Australia, NSW Department of Environment & Conservation, NSW Department of Primary Industries.