

ROUTE OPTIONS

Existing interchange at Ewingsdale, retained with all options.

There are two options approaching the St Helena Tunnel, approach Option T1 and Option T2.

Approach Option T1 uses the existing highway for approximately 900 metres at a grade of 6% before entering the tunnel at a flatter grade.

Approach Option T2 requires a new highway alignment with a grade of 4.4% before entering the tunnel.

"Option B modified" identified in the Bangalow - St Helena project has not been included in the shortlist due to relative poor performance.

All options incorporate a tunnel under St Helena Road.

The tunnel would be approximately 200 to 300 metres long.

Option A2 connects to the existing Bangalow bypass.

Option A2 follows a corridor zoned for future highway development.

Option A2 and B2 pass through the edge of state significant farmland as defined by the Department of Planning.

Option B2 uses a section of corridor zoned for future highway development.

Option B2 incorporates large viaducts up to 300m in length.

Option A1 passes between Newrybar village and Newrybar School.

Option B1 passes Newrybar School to the east.

Option A1 generally follows the existing Pacific Highway corridor.

Options A1 and B1 traverse a range of horticulture including macadamias, stone fruit, coffee and grazing land.

Options A1 and B1 pass through Emigrant Creek Dam drinking water catchment (as defined by Rous Water).

Options A1 and B1 could incorporate an interchange at Ross Lane.

Option C/D could incorporate an interchange at either Ross Lane or Sandy Flat.

Option A/B uses the northern 2.7km of the approved Ballina bypass which climbs the escarpment at grades of up to 5.9% over 1.3km.

Options B2, C1 and D1 pass through the saddle on Tinderbox Rd.

Option C1 passes through state significant farmland as defined by the Department of Planning.

Option C1 traverses an area of geological instability as it climbs the escarpment with a grade of 4.5% for 2.5km.

Options C1 traverses a range of horticulture including macadamias, stone fruit, coffee and grazing land.

Option D1 climbs the escarpment along a spurline with a grade of 4.5% for 1.8km.

Option C/D remains close to the base of the escarpment.

Generally flat with minimal grades.

Traverses potentially deep soft soils.

Skirts the edge of flood prone land.

Option D is the longest option by 2.3km.

Traverses 8km of flood prone land.

Requires a large number of drainage structures.

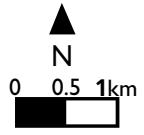
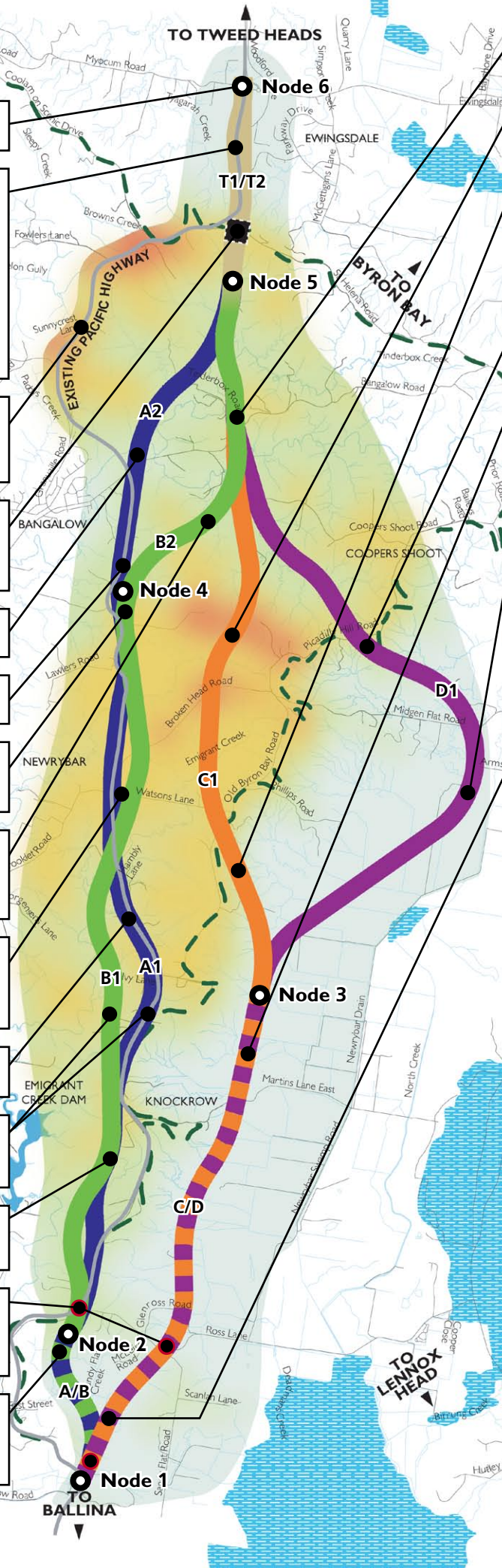
Traverses 800m of potentially deep soft soils.

Passes through sugar cane, macadamia and grazing land.

Option C/D passes through the area identified for future residential (zoned as 1(d) investigation zone).

Passes through a saddle at Ross Lane.

Connects to the approved Ballina bypass at Sandy Flat Road.



LEGEND
Indicative corridor options are 250m wide. (This is greater than the corridor width actually required).

- Existing Pacific Highway
- Regional and Local Roads
- SEPP 14 Wetland
- Escarpment Edge
- Possible Interchange Location
- Node
- Option A / Blue
- Option B / Green
- Option C / Orange
- Option D / Purple
- Common Option

Note: more information on the study area is shown at the displays and in the Route Options Development Report. See back page for information.