

1. Introduction

1.1 Background

The Woolgoolga to Wells Crossing project commenced route options development in November 2004. Four feasible route options (Blue, Green, Purple and Orange) were placed on public display in October and November 2005.

These options were assessed at a value management workshop in December 2005 and a recommendation made for the preferred route subject to resolution of a number of issues (refer to Section 7 of the preferred route report).

A refined Orange option was developed for Sections B and C to address some of the issues raised at the value management workshop, and was subject to further investigations.

A refined Orange option was developed for Section E to address concerns regarding Aboriginal owned lands, and was subject to further investigations.

A project team route selection workshop was conducted in March 2006, which assessed the five options (Blue, Green, Purple, Orange and refined Orange) and a recommendation made in regards to a preferred route, which included the refined Orange option in Sections B, C and E.

The RTA determined that the following option be recommended to the Minister for Roads to progress the project to the next phase. The preferred route displayed in August, September and October 2006 for each project section is summarised in the table below and shown on the following figure.

Table 1.1 The Preferred Route

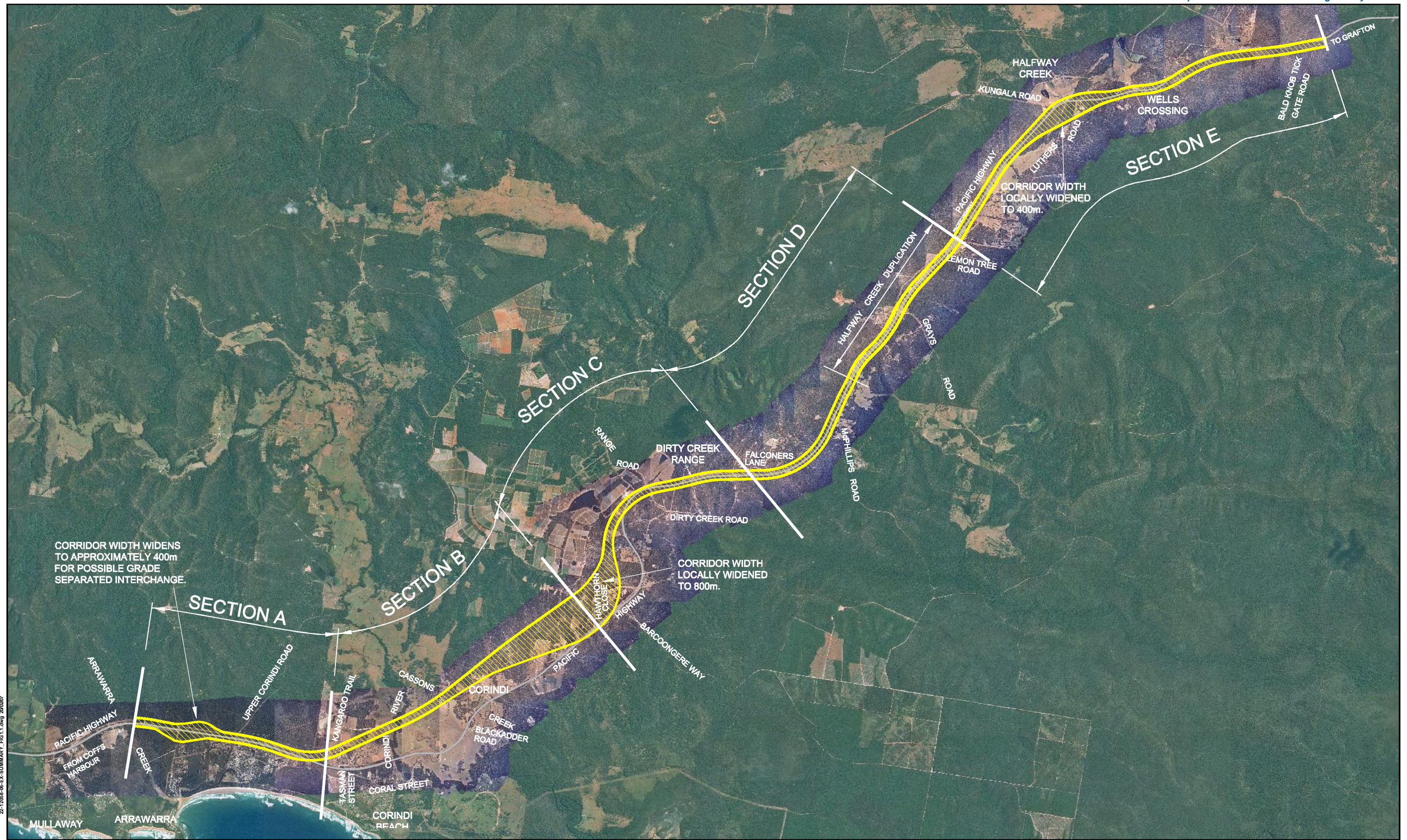
Section	Section Description	Preferred Option
A	Arrawarra Creek to Tasman St intersection	Orange option (common corridor)
B	Tasman St intersection to 500m south of Barcoongere Way	Combination of Orange and refined Orange options
C	500m south of Barcoongere Way to 400m south of Falconers Lane	Combination of Orange and Refined Orange options
D	400m south of Falconers Lane to Lemon Tree Road intersection	Blue option (common corridor)
E	Lemon Tree Road intersection to Bald Knob Tick Gate Road	Combination of Blue, Orange and refined Orange options.

A wider preferred route corridor was adopted through the northern part of Section B and the southern part of Section C to enable further investigations and assessment to be undertaken before a preferred alignment was determined. This wider corridor is defined by the refined Orange option to the west and the Orange option to the east.

A wider preferred corridor in Section E was subject to further detailed investigations, including Aboriginal heritage, engineering design and consultation with potentially affected parties, to determine the final alignment of the preferred route for concept design.

Following approval of the Minister for Roads the preferred route, including a wide corridor section, was displayed in August, September and October 2006.

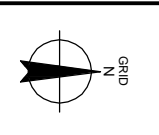
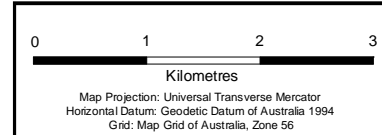
The project team has undertaken further investigations since the preferred route display to refine the preferred route.



CORRIDOR WIDTH WIDENS TO APPROXIMATELY 400m FOR POSSIBLE GRADE SEPARATED INTERCHANGE.

CORRIDOR WIDTH LOCALLY WIDENED TO 800m.

CORRIDOR WIDTH LOCALLY WIDENED TO 400m.



LEGEND	
	150m wide Corridor (unless noted otherwise)
	Existing Highway

Spatial layers courtesy of Coffs Harbour City Council, NSW Department of Lands, NSW Roads and Traffic Authority, Geoscience Australia, NSW Department of Environment and Conservation, NSW Department of Primary Industries.

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