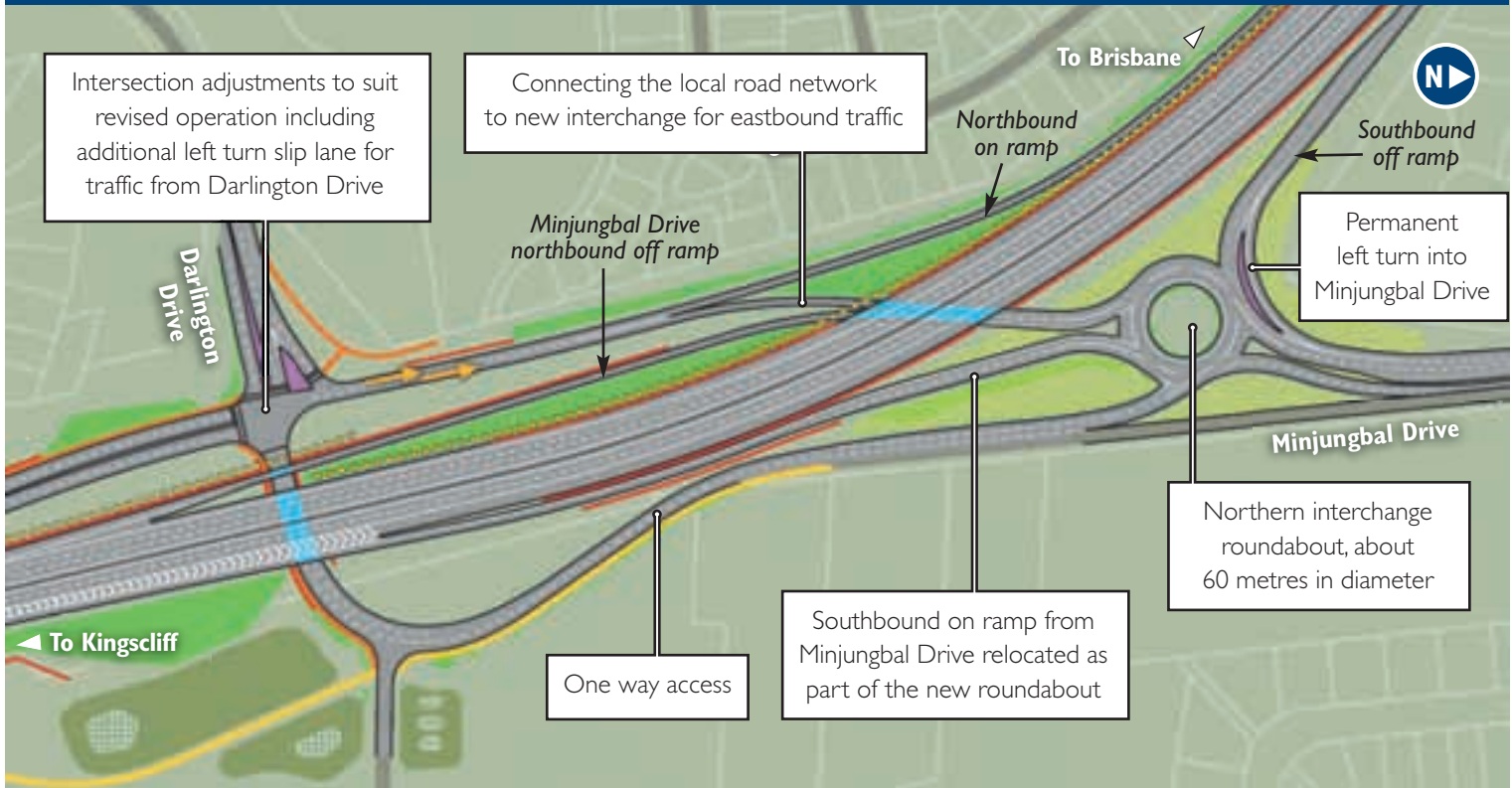
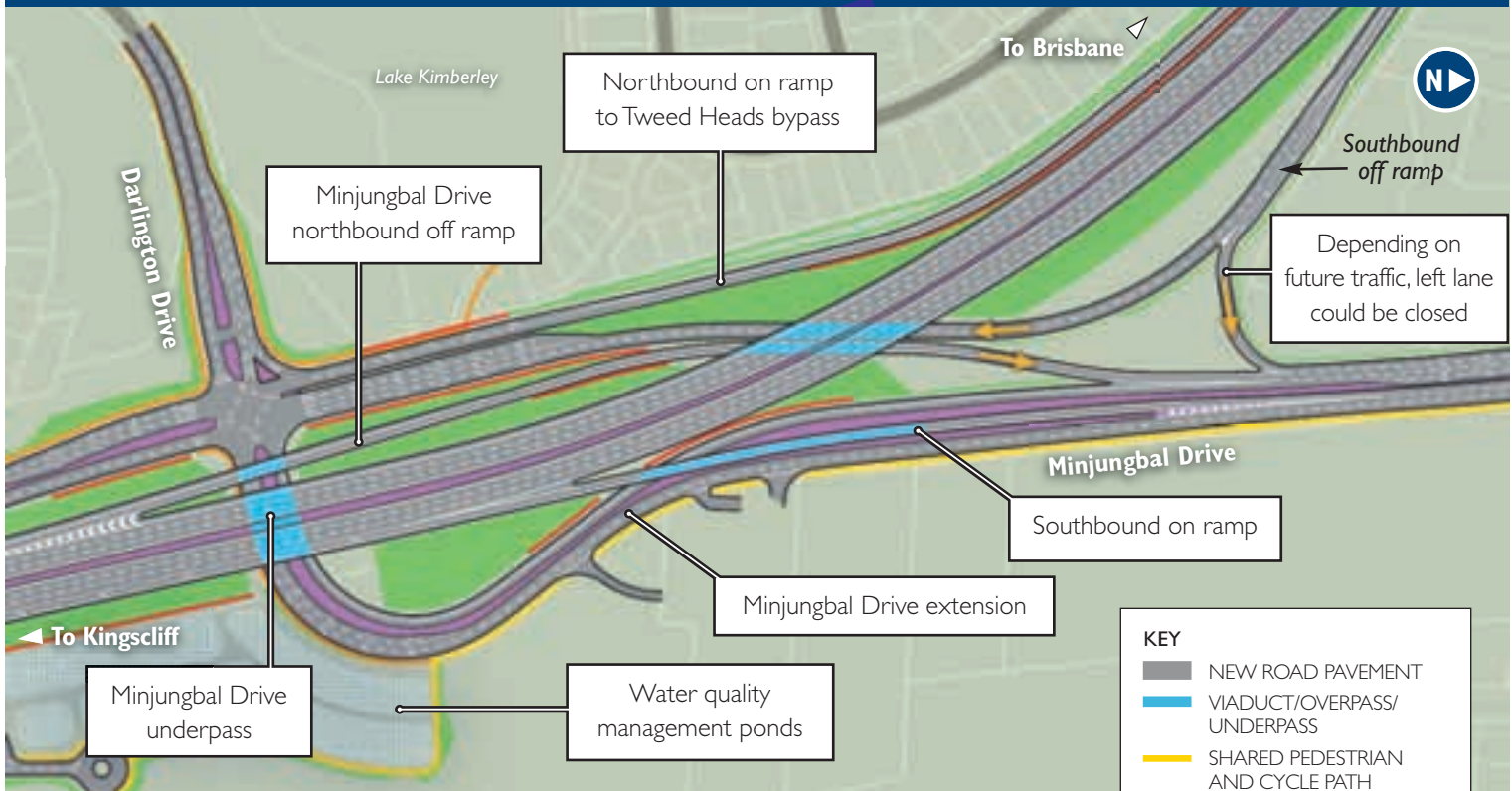


Northern interchange design changes October 2010 – see box A on main map overleaf



Concept design in the environmental assessment February 2008

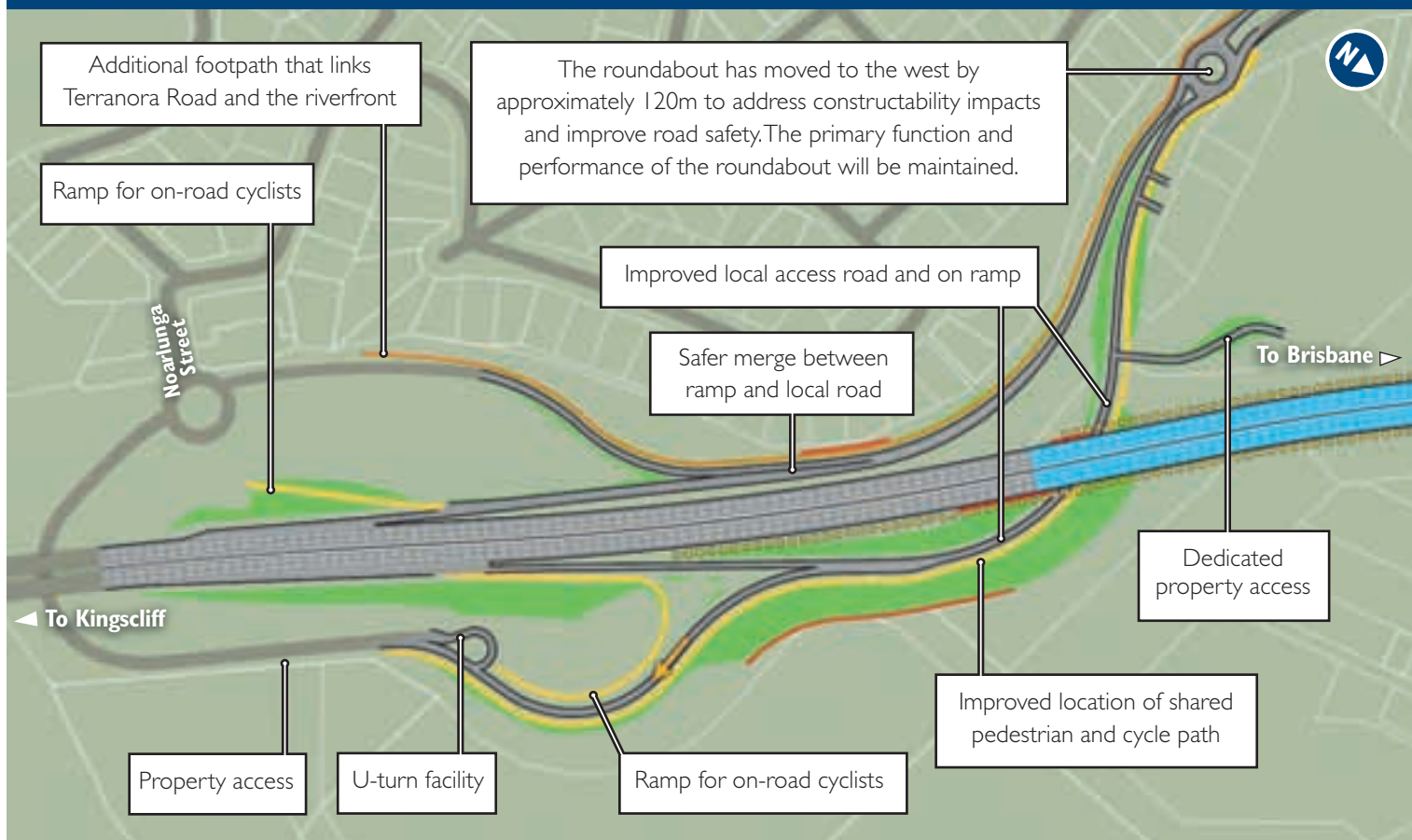


Beneficial changes to the northern interchange

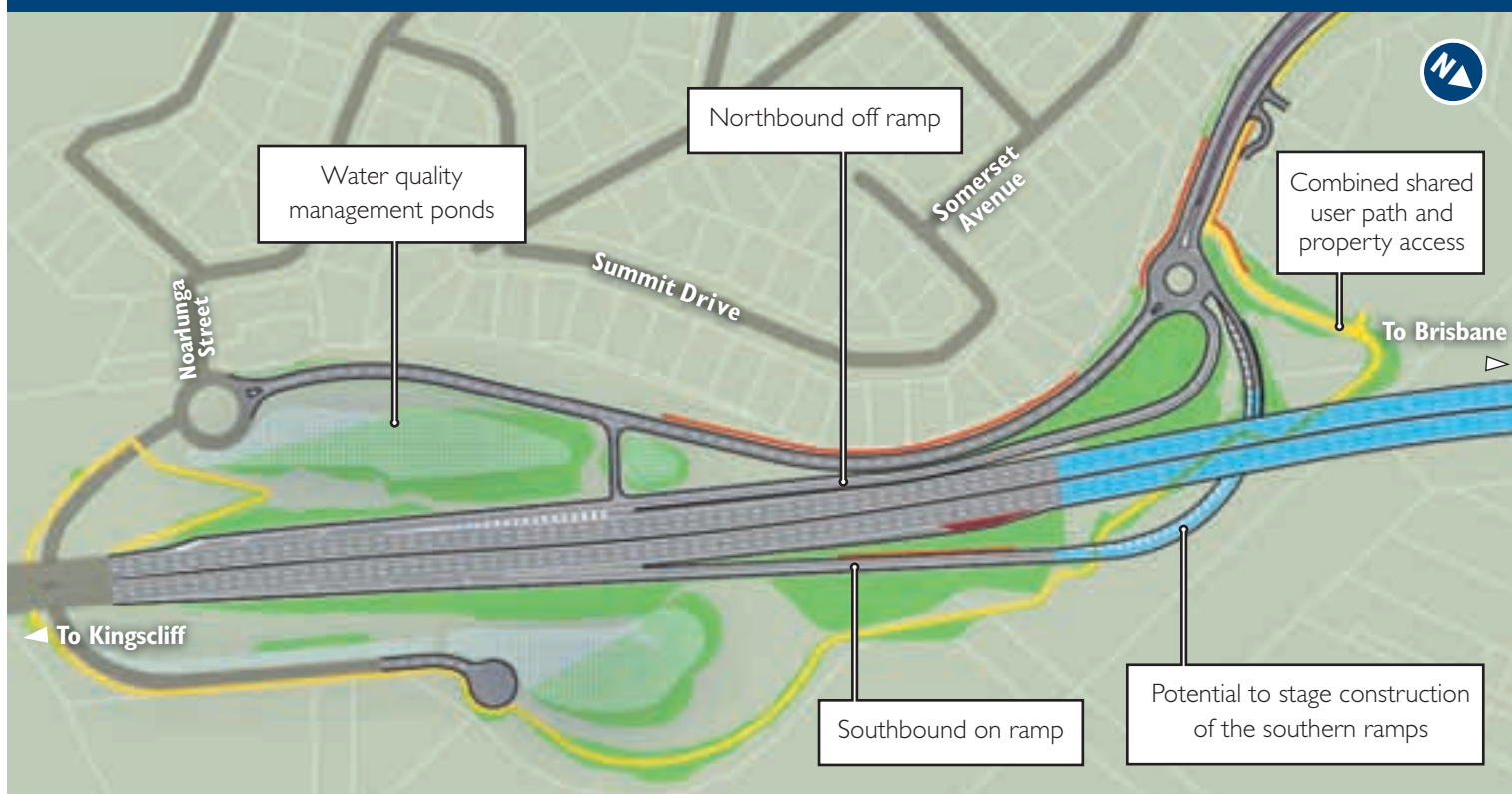
Changes to the design of the northern interchange are shown alongside the proposal displayed in February 2008. The changes:

- Have similar traffic performance objectives.
- Minimise disruption to the local community and businesses during construction.
- Improve access to Shallow Bay Drive.
- Improve urban design at the entry to Minjungbal Drive.
- Improve functionality of the interchange through the provision of a U-turn at the roundabout.
- Provide a permanent left turn lane from the southbound off ramp into Minjungbal Drive.

Southern interchange design changes October 2010 – see box C on main map at right



Concept design in the environmental assessment February 2008



Beneficial changes to the southern interchange

Changes to the design of the southern interchange are shown alongside the proposal displayed in February 2008. The changes:

- Are a more functional layout to suit the narrow highway corridor.
- Deliver the ultimate southern interchange instead of a staged delivery that was an option in the environmental assessment.
- Mean a smaller footprint at the southern interchange, resulting in reduced impacts on heritage walls, the existing cutting and retaining walls.
- Reduce construction impacts by relocating the roundabout approximately 120 metres to the west. The new location will maintain the same level access and traffic performance.

Banora Point upgrade refinements to the design



Beneficial changes to other areas of the project

- Improvements between the landbridge, retaining walls and Wilson Park providing better urban design outcomes, connection of pedestrian paths and structural design.
- Improved access to council's sewer pump station.
- Wider shoulder between Barneys Point bridge to the north of Laura Street improving road safety and incident management issues.

Refinements to the landbridge at Wilson Park



Artist's impression showing the new highway under the landbridge (looking north). The 75 metre landbridge has been lowered by 3 metres and provides a connection between east and west Banora Point.

Aerial view of refined design September 2010 – see box B on main drawing inside fold out



The upgrade

The upgrade extends about 2.5 kilometres from the northern end of Barneys Point bridge to the southern end of the Tweed Heads bypass.

Key features of the upgrade include:

- A six-lane divided carriageway, with an improved alignment and a posted speed limit of 100 km/h.
- Use of the existing Pacific Highway as a local access road.
- Connection of south-facing ramps at Barneys Point bridge with a southern interchange roundabout.
- The re-shaping of Wilson Park to provide greater use of the green space and easy access to all areas. This includes the re-establishment of parklands and a shared pedestrian/cycle path across the 75 metre wide landbridge. This will also provide a connection between east and west Banora Point.
- A viaduct about 330 metres long across the central valley south of Sexton Hill.
- Realignment of Laura Street to meet with Short Street and the existing Pacific Highway at a four-way signalised intersection.
- A refined northern interchange with north-facing ramps connecting to the Darlington Drive intersection and a new gateway roundabout. South-facing ramps connecting directly to the new gateway roundabout at Minjungbal Drive and an extension of Minjungbal Drive, passing below the proposed upgrade and connecting to Darlington Drive.
- Realignment and upgrade of the existing coastal pedestrian/cycle route through Banora Point.

Artist's impression showing new design of the northern interchange (looking south). See box A on main drawing inside fold out.

