

26. Road user delay management

A key objective in the overall Pacific Highway upgrade program is to limit delays to motorists during construction. There is a possibility that the Woolgoolga to Wells Crossing project may be staged as two construction projects, namely:

- **Southern stage:** The southern project limit at Arrawarra Beach Road to the southern end of the existing Halfway Creek duplication near Dunmar Lane.
- **Northern stage:** The northern end of the existing Halfway Creek duplication near Lemon Tree Road to the northern project limit at Bald Knob Tick Gate Road (possibly extending into the adjoining Wells Crossing to Iluka Road project).

No alterations are proposed to the existing Halfway Creek duplication as part of the concept design for the arterial upgrade.

26.1 Southern stage

The concept design would result in construction clear of the existing highway for the most part from the vicinity of Tasman Street to Range Road with the exception of the construction of twin bridges over the existing highway south of Range Road. Delays to motorists associated with the construction of the twin bridges at this location are expected to be minimal, as construction techniques are likely to result in short duration road closures. It is envisaged that these closures would be scheduled at periods that result in a low impact to road users.

The concept design includes duplication to the westside from Arrawarra Beach Road to the vicinity of Eggins Close where a realignment to the west commences. The concept design allows for a 12 m wide median that would permit construction of the new carriageway clear of the existing highway in areas where duplication is proposed. However the concept design proposed in the vicinity of Eggins Close would require the constructor to give due consideration to construction phasing and traffic switching in order to limit the impact to motorists.

The concept design includes the realignment of the highway between Range Road and Dundoo Reach. The construction of the service road on the westside in this area first would allow it to be used for highway traffic during construction, therefore reducing delays to motorists.

Overall, construction of the southern stage has the potential for relatively minor delays to road users. It is likely that the existing posted speed limit on the existing highway through Corindi would remain in place during construction of the highway realignment to the west. Speed limits of 60 km/h and 80 km/h are likely adjacent to areas of duplication with short duration traffic control likely in the vicinity of Eggins Close and Range Road.

26.2 Northern stage

The concept design includes the duplication of the highway from the northern end of the existing Halfway Creek duplication to a point south of Kungala Road. As stated previously the provision of a 12 m wide median would permit construction of the new carriageway clear of the existing highway where duplication is proposed.

The concept design proposes realignment of the highway from the vicinity of Kungala Road to Wells Crossing. However unlike the major realignment on the Corindi floodplain the realignment in this area is in close proximity to the existing highway alignment and crosses it a several places. There is also the reconstruction of the bridges over Halfway Creek and the modifications to the intersections at Kungala Road and Luthers Road. Therefore the constructor would be required to give careful consideration to construction staging in order to limit road user delay.

The concept design includes a realignment of the highway to the east between Wells Crossing and to a point south of Bald Knob Tick Gate Road. This would permit construction clear of the existing highway in this area with minimal impact road user delay. It is envisaged that access arrangements at Parker Road would remain unchanged until traffic is switched to the upgraded highway alignment.

Overall, construction of the northern stage is likely to create some delays for road users. Careful consideration of construction staging and traffic management is required by the constructor, particularly in the vicinity of Kungala Road and Luthers Road, to limit potential delays.