



Appendix A

Route options display

Completing the upgrade of the Pacific Highway

All options

Blue Option

Green Option

Purple Option

Orange Option

Study area characteristics

Completing the upgrade of the Pacific Highway



The identification of all remaining route options to upgrade the Pacific Highway between the F3 Freeway and Tweed Heads is a key step in moves to complete the upgrade of the highway.

With the \$2.2 billion Pacific Highway Upgrade Program in place since 1996 almost 230 kilometres of the highway are now double-lane divided road. A further 225 kilometres of new highway have been approved for construction or have had a preferred upgrade route identified.

Five projects have been announced in October 2005:

- F3 Freeway to Raymond Terrace
- Oxley Highway to Kempsey
- Woolgoolga to Wells Crossing
- Wells Crossing to Iluka Road
- Tintenbar to Ewingsdale

This is the final group of five projects which are proceeding to the route selection phase in October 2005. These five projects, along with the sections Macksville to Urunga and Woodburn to Ballina will provide preferred routes for the final 230 kilometres of the highway. This will provide planning certainty for local communities and pave the way for a construction program to complete the upgrade of the Pacific Highway.

Another three projects

- Iluka Road to Woodburn
- Failford Road to Tritton Road
- Herons Creek to Stills Road

are being prepared for project approval. The expansion of the existing highway to dual carriageway facility has been discussed with the adjacent communities.

The Pacific Highway is a road of national importance. Its upgrading is funded by State and Federal governments.

For the 10 years to June 2006 the NSW Government will have contributed \$1.66 billion and the Federal Government will have contributed \$660 million. For the next three years the Federal Government will match the State Government's contribution of \$160 million/year.

As the Pacific Highway forms part of a national network the Federal Government should increase its contribution to be in line with its funding of other roads. Under Auslink, other highways on the national network are receiving 80% funding from the Federal Government.

To complete a high standard highway upgrade by 2016 at least \$8 billion is required. The Federal Government needs to increase its annual contribution by \$480 million to meet the goal of 2016 and ensure that the Pacific Highway is funded on the same basis as other highways.

Beyond 2006

The RTA is planning for the long term by providing a high standard road, described as a motorway. A key feature involves being able to separate local traffic from through or long distance traffic. This means roads that provide a lower speed alternative are located alongside the motorway that is designed for a speed of 110km/hr. Local traffic can get onto the motorway at regular grade separated interchanges.

