



Australian Government

BUILDING OUR FUTURE



Pacific Highway upgrade

Achievement report **August 2018**



Aerial view of Shark Creek bridge at Shark Creek looking south

Overview of the upgrade



Pacific Highway upgrade

This report will provide you with information about Pacific Highway upgrade projects, including the current status and key activities.

As of 31st August 2018, about 81% of the final 657 kilometre length of the Pacific Highway are four lane divided road. The remaining kilometres are all in major construction and are on schedule to open before or during 2020.



about **81%** of highway length now four lane divided road

3,273 workers on site



129km of highway being built

For more detailed information visit the project website at www.rms.nsw.gov.au/pacific or call the Pacific Highway office on **1800 653 092**

Port Macquarie to Coffs Harbour

The upgrade of the remaining six kilometres of the Pacific Highway to four lane divided road between Port Macquarie and Coffs Harbour was opened to traffic in June 2018. Five projects worth more than \$3.3 billion are now open to traffic.

The 26 kilometre Frederickton to Eungai project opened to traffic in May 2016, the Nambucca Heads to Urunga project in July 2016, the 14 kilometre Kundabung to Kempsey project opened to four lanes in October 2017, the 23 kilometre Oxley Highway to Kundabung section opened progressively between November 2017 and March 2018, and 14 kilometres of the Warrell Creek to Nambucca Heads section opened in December 2017. The remaining six kilometres of the Warrell Creek to Nambucca Heads section opened to traffic in June 2018. The summaries on the following pages outline progress in completing this section of the Pacific Highway upgrade, including key building activities.

Port Macquarie to Coffs Harbour

Project snapshot

Contractors: Pacifico (Acciona Ferrovial joint venture)

Form of contract: Design and build

Workers on site: 113

Pieces of large machinery: 15

Start date of major construction: December 2014

Expected completion date: 14 km Macksville bypass opened late 2017, remaining six km opened in June 2018

Project value: \$830 million

Australian Government contribution: \$415 million*

NSW State Government contribution: \$415 million*

*Contribution amounts may vary from year to year

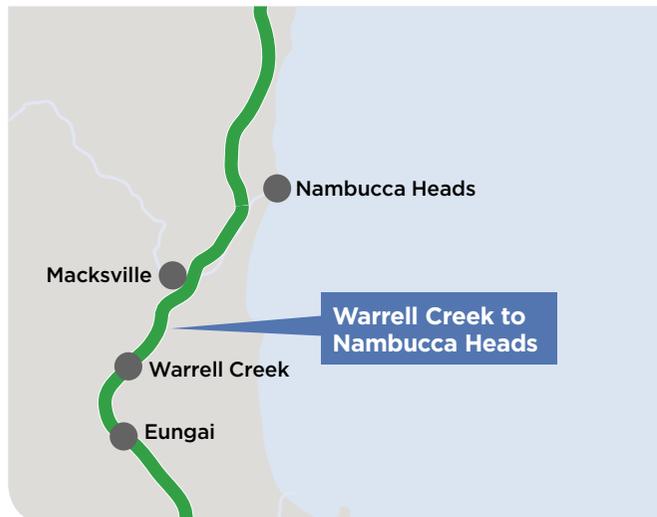
Warrell Creek to Nambucca Heads

Background

The Warrell Creek to Nambucca Heads project is the second stage of the Warrell Creek to Urunga upgrade, which was approved by the NSW Minister for Planning and Infrastructure in 2011. The Federal Department of the Environment approved this upgrade in December 2014. The project is jointly funded by the Australian and NSW governments. The 20 kilometre project involves upgrading the existing highway to a four lane divided road between the Allgobera deviation, south of Warrell Creek, to just south of the North Coast railway line where it joins the Nambucca Heads to Urunga upgrade.

Key activities/progress in August 2018

- started waste concrete crushing work at the old Precast Yard site near Old Coast Road
- property adjustment work continues
- a traffic contra flow was in place to allow defect repair and maintenance work in the northern section of the project
- continued finishing work and fencing along Giinagay Way
- remediation work continues at the Albert Road stockpile site
- started dismantling of the Donnellyville construction site compound
- ongoing minor finishing work and defect repairs.



OPEN TO TRAFFIC

For more detailed information visit the project website at www.rms.nsw.gov.au/pacific or call the Pacific Highway office on **1800 653 092**

Warrell Creek to Nambucca Heads



Traffic contra flow in the northern part of the project near Corkwood Road



Demobilising the Donnellyville site office



Examining pavement work on a driveway during property adjustment inspections



Examining the position of earth bunds on forestry trails as part of the completion work



Measuring the height of fence wire during property adjustment inspections

Warrell Creek to Nambucca Heads artefact reburial

The Aboriginal cultural heritage assessment report (CHAR) for the Warrell Creek to Urunga project, and for subsequent design refinements for the Warrell Creek to Nambucca Heads (WC2NH) project recommended the archaeological salvage of Aboriginal cultural heritage material at a number of sites impacted by the project.

An Aboriginal focus group (AFG) was established for the project to facilitate consultation with Aboriginal stakeholders throughout planning and construction. The group determined that all cultural material recovered during salvaging would be removed off-site for detailed analysis. Once analysed the material would be returned to the registered Aboriginal Stakeholders for reburial as close as possible to the places where they were salvaged.

In total there were 13 sites where artefacts were retrieved during the Warrell Creek to Urunga project. Artefacts from 10 of these had been reburied in 2016 leaving artefacts from three WC2NH sites near Butchers, Stoney and Warrell Creeks and within the Unkya Local Aboriginal Land Council area to be reburied. The artefacts to be reburied were principally flakes with a small number of core tools and a hammerstone.

An AGF meeting was held at the project on 24 July 2018 to discuss the procedures and locations of the artefact reburial with the Unkya LALC. After some discussion and with particular attention to the nature of the proposed locations in respect to potential future disturbance, the possibility of flooding and or water erosion plus distance

from the sites they emanated from, three appropriate areas were identified. These all achieved the desired outcomes to have them placed as close as possible to the area they were salvaged and to remain on Roads and Maritime Service land.

The reburial of 125 artefacts was undertaken successfully the following day in company with local Gumbaynggirr people who had been involved in the salvage.

A melaleuca tree was also planted at each site. Site cards for the locations have been prepared and have been submitted to the Office of Environmental Heritage for the AHIMS Registrar.



Reburial and tree planting

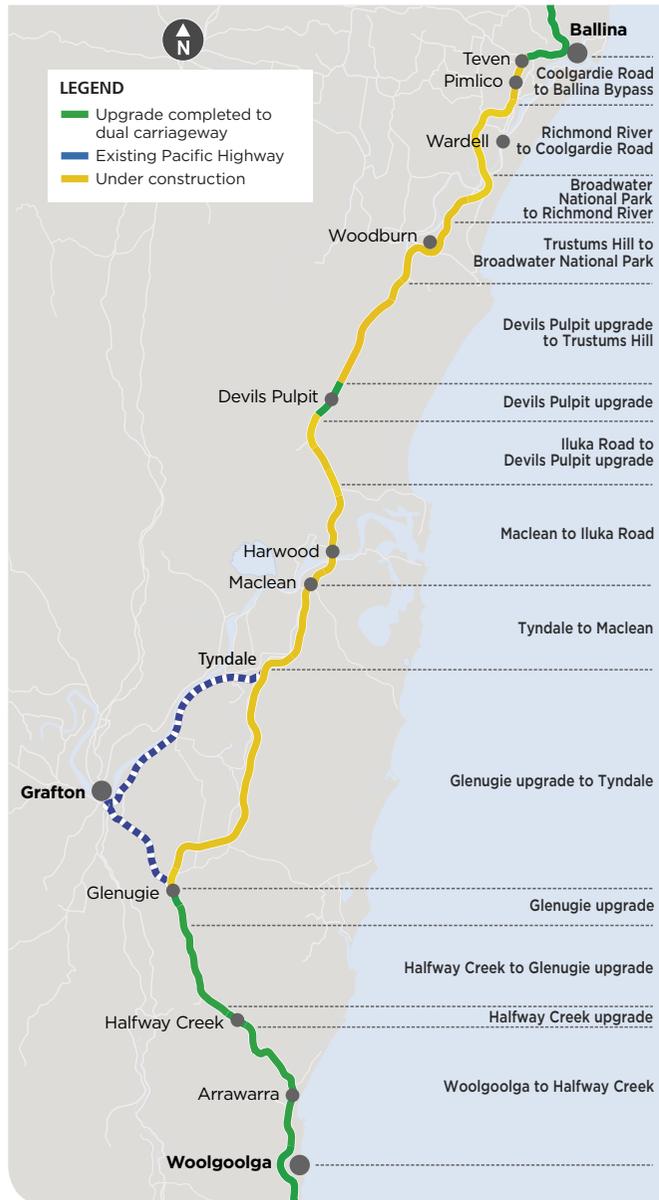
For more detailed information visit the project website at www.rms.nsw.gov.au/pacific and environment news at www.rms.nsw.gov.au/projects/pacific-highway/environment/news.html or call the Pacific Highway office on 1800 653 092

Woolgoolga to Ballina

The 155 kilometre upgrade between Woolgoolga and Ballina is the last highway link between Hexham and the Queensland border to be upgraded to four lanes. Twenty six kilometres opened in 2017 and the remaining sections are due to open before or during 2020.

Roads and Maritime Services, Pacific Complete and its contractor partners are working together to deliver the project. The delivery partner model is based on the approach used to oversee construction of infrastructure for the London Olympics and supports collaboration and innovation by bringing businesses, workers, consumers and suppliers together. It encourages the best ideas and solutions from the private sector while also drawing on Roads and Maritime's knowledge to ensure better engineering and design, customer outcomes and public value.

Woolgoolga to Ballina



Woolgoolga to Ballina

Background

The Woolgoolga to Ballina upgrade was approved by the NSW Minister for Planning in June 2014 and the Federal Minister for the Environment in August 2014. Of the 155 kilometre project, 26 kilometres are open to traffic, and when complete will provide a four lane divided road from the northern end of the Woolgoolga Bypass to the southern end of the Ballina Bypass. The project is jointly funded by the Australian and NSW governments.

Procurement

- awarded foamed bitumen package for work between Maclean and Iluka Road, Mororo
- awarded wire rope and guardrail package for work between Maclean and Iluka Road, Mororo
- further at house noise package released for tender.

3,223 total workers*



* including workers not on site working across the whole Woolgoolga to Ballina project

Successes / achievements for August 2018

- vegetation removal 96 percent complete
- bulk earthwork is 76 percent complete with 0.7 million cubic metres moved this month
- 73 percent of the 155 bridges are in construction with 16 bridges complete
- review of Asphalt Supply Strategy started.

Environment

- environmental inspections successful with no significant issues recorded.

Stakeholder and Community Engagement

- community engagement survey started
- first community e-newsletter distributed
- social media post on the last girder installation for the new bridge over the Clarence River reached about 90,000 people
- project team attended the Clarence Valley Jobs Expo to encourage people to consider a career in the construction industry.

For more detailed information visit the project website at www.rms.nsw.gov.au/pacific or call the Pacific Highway office on 1800 653 092

Woolgoolga to Ballina



Glenugie to Maclean

Background

The Glenugie to Maclean section of the Woolgoolga to Ballina Pacific Highway upgrade extends more than 48 kilometres. Diverging from the existing Pacific Highway at Glenugie the new alignment heads east passing through Pillar Valley joining the existing Pacific Highway at Maclean. The upgrade in this location includes the Glenugie, Tyndale and Maclean interchanges.

Key activities/progress in August 2018

- foundation paving work started south of Shark Creek
- bridge work started at Somervale Road and Champions Creek, Tucabia
- Bostock Road overpass, Pillar Valley was completed
- Wooli Road overpass, Pillar Valley was opened to traffic.



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Glenugie to Maclean



Wooli Road overpass open to traffic



Backfilling next to drainage work at Glenugie



Placement of material south of Edwards Drain at Maclean



Material stockpiling at the interchange at Maclean

Woolgoolga to Ballina



Maclean to Devils Pulpit

Background

The Maclean to Devils Pulpit section of the Woolgoolga to Ballina Pacific Highway upgrade extends about 27 kilometres. The upgrade in this location generally follows the existing Pacific Highway and includes Yamba, Harwood and Iluka interchanges.

Key activities/progress in August 2018

- agreed procurement program for remaining unawarded packages
- carried out paving trial in section between Iluka Road and Devils Pulpit
- completed piling at Mororo bridge and started installing Super T girders.



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Maclean to Devils Pulpit



Work on drainage in Chatsworth North



Work progressing on bridge over Clarence River North Arm at Mororo



Paving trial between Iluka Road and Devils Pulpit

Woolgoolga to Ballina



Devils Pulpit to Broadwater

Background

The Devils Pulpit to Broadwater section of the Woolgoolga to Ballina Pacific Highway upgrade begins about 13 kilometres north of Mororo Road and extends about 34 kilometres north to the new bridge over the Richmond River. In this area the upgrade bypasses Woodburn and Broadwater and includes Broadwater and Woodburn interchanges.

Key activities/progress in August 2018

- progress on bridges near Oxleyan Pygmy Perch habitat progressing well with breeding season starting in September
- paving trial was completed
- controlled blasting trial at Lang Hill was completed
- installing columns for the Woodburn Evans Head Road overpass started.



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Devils Pulpit to Broadwater



Start of paving between Devils Pulpit and Broadwater



Superstructure complete on bridge south of New Italy



Work progresses on Woodburn cut

Woolgoolga to Ballina



Broadwater to Ballina Bypass

Background

The Broadwater to Ballina bypass section of the Woolgoolga to Ballina Pacific Highway extends more than 18 kilometres from the new bridge over the Richmond River to just south of the Teven Road interchange at Ballina.

Key activities/progress in August 2018

- relocated the traveler for the balanced cantilever bridge over Emigrant Creek to the southern section as the northern section was completed
- first spray seal completed between Coolgardie and Pimlico in preparation for concrete paving to start
- substructures on 12 of the 13 bridges are complete
- installing columns for the Whytes Lane overpass, Pimlico started.



0 days
lost to wet
weather



503 average
workers on site



360 average pieces of
machinery on site



about
55%
complete



4
contractor
companies
on site

For more detailed information visit the project website at www.rms.nsw.gov.au/pacific or call the Pacific Highway office on **1800 653 092**

Broadwater to Ballina Bypass



Relocating the traveller for the balanced cantilever bridge over Emigrant Creek Pimlico



Parapets being installed on twin bridges north of Old Bagotville Road



Spray sealing work on the new alignment at Wardell

Woolgoolga to Ballina



New bridge over the Clarence River at Harwood

Background

The bridge over the Clarence River at Harwood is part of the Woolgoolga to Ballina Pacific Highway upgrade. It involves building a 1.5 kilometre long, four lane divided bridge, about 20 metres east of the existing Harwood Bridge.

Key activities/progress in August 2018

- manufacturing of trans-floors was completed
- manufacturing of parapets was 50 percent completed
- deck pours started on the southern end of the bridge.



0 days
lost to wet
weather

309 average workers
on site



51 average pieces of
machinery on site



about
93%
complete



1
contractor
company
on site

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New bridge over Clarence River at Harwood



Working progressing on the bridge

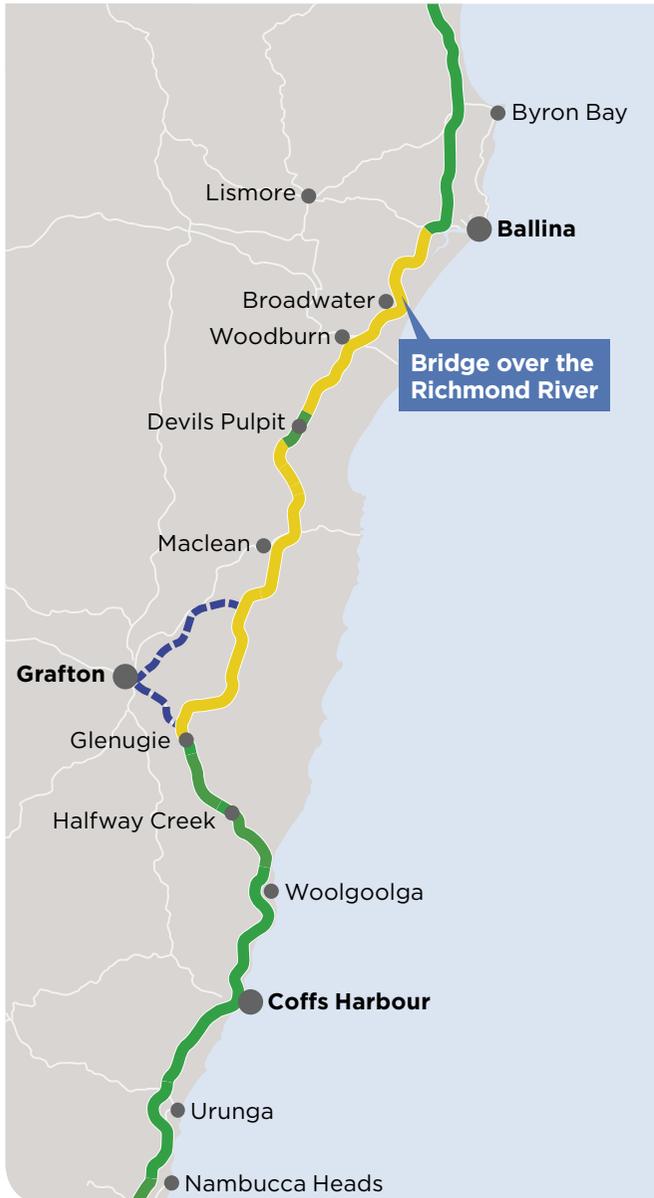


Guardrails being installed at the northern end of the bridge



Parapet installation at the southern end of the bridge

Woolgoolga to Ballina



New bridge over the Richmond River at Broadwater

Background

The bridge over the Richmond River at Broadwater will be one of two major bridges for the Woolgoolga to Ballina Pacific Highway upgrade.

It involves building a one kilometre long, four lane divided road bridge, about 500 metres north of Broadwater.

Key activities/progress in August 2018

- southern land girder installation was completed
- precasting of parapets has started
- first marine-based girder placed.



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New bridge over the Richmond River at Broadwater



Pilecaps completed for the marine section of the bridge

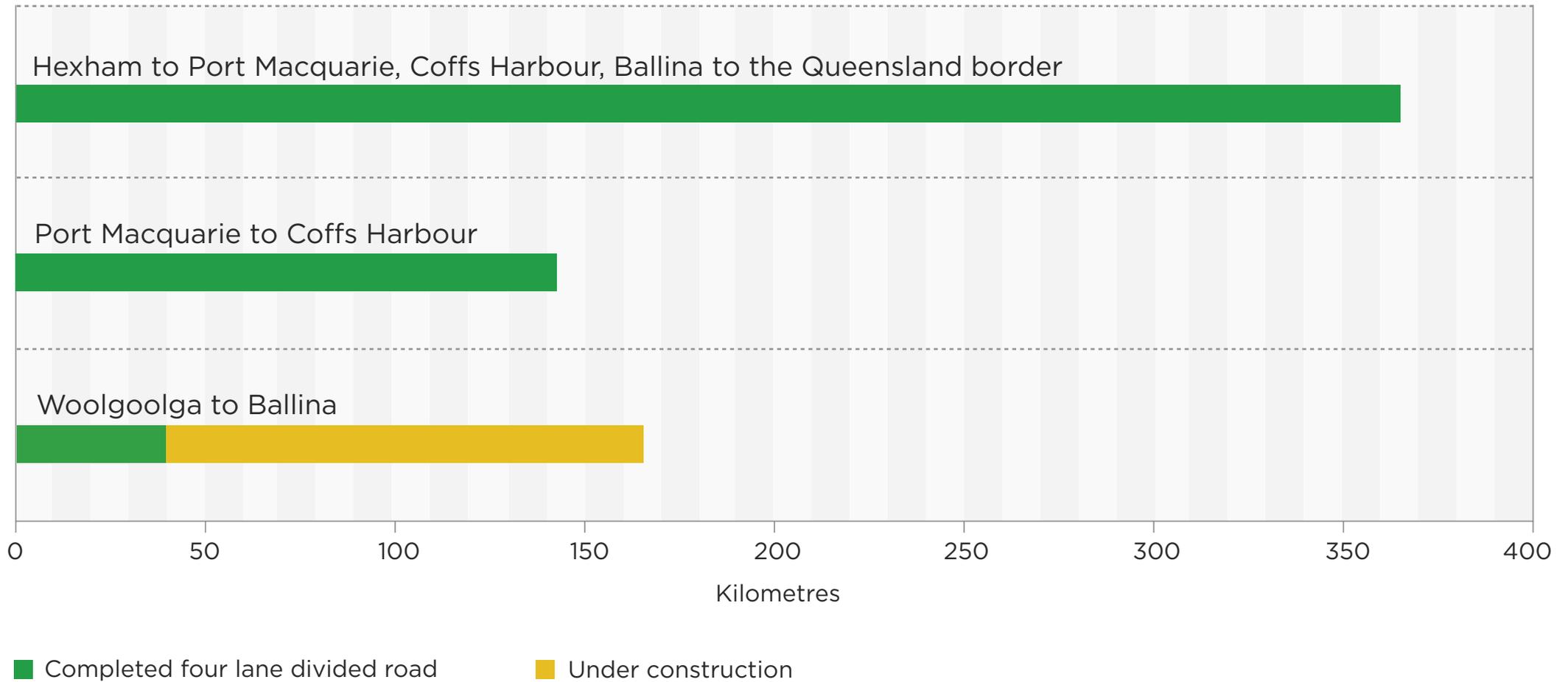


Two cranes used to lift Super T girders



Steel reinforcement being placed for deck

Four lane divided route status





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