



Australian Government

Nation Building Program



Transport  
Roads & Maritime  
Services



# Pacific Highway upgrade

Six month report card (July – December 2011)





The 669 kilometre Pacific Highway corridor is a major contributor to Australia's economic activity. As one of Australia's most significant interstate highways, the road is a vital piece of national infrastructure. It has been recognised as such through its inclusion in the National Land Transport Network. The eastern seaboard of NSW is also one of the fastest growing areas in the country. An upgraded Pacific Highway must continue to service the needs of the traveling public, while also achieving transport efficiencies, ensuring ecological sustainability and meeting the needs of the coastal communities who live along side the highway.

The Australian and NSW governments have been jointly upgrading the Pacific Highway since 1996. There is a shared commitment from both governments to finish its upgrading to four-lane divided highway as soon as possible, with 2016 identified as the desired target completion date.

The Pacific Highway at Billinudgel, 1997



# Summary

At the end of December 2011 more than half of the final length of the Pacific Highway between Hexham and the Queensland border was a four-lane divided highway.

Between July and December 2011 major work was under way on seven upgrade projects, which will make up around 70 kilometres of the completed highway. Work on safety upgrades to sections yet to be upgraded is also being carried out.

During the reporting period sections of the Ballina bypass project were opened to traffic, as was a major section of the Glenugie upgrade.

Five projects were being prepared for major work in the second half of 2011 and planning was being carried out for four others.

Project teams continue to work not only to complete the upgrade work itself, but to liaise with communities and stakeholders about projects and to address environmental, planning and other concerns relating to projects.

During the reporting period Roads and Maritime Services (RMS) held its first live online community consultation event about the Pacific Highway upgrade, bringing community liaison online and making it accessible to many more people.

Work to upgrade the Pacific Highway continues, but since the upgrade program started in the mid 1990s, major improvements have been generated in travel times and road safety.



Ceremony prior to Ballina bypass section being opened



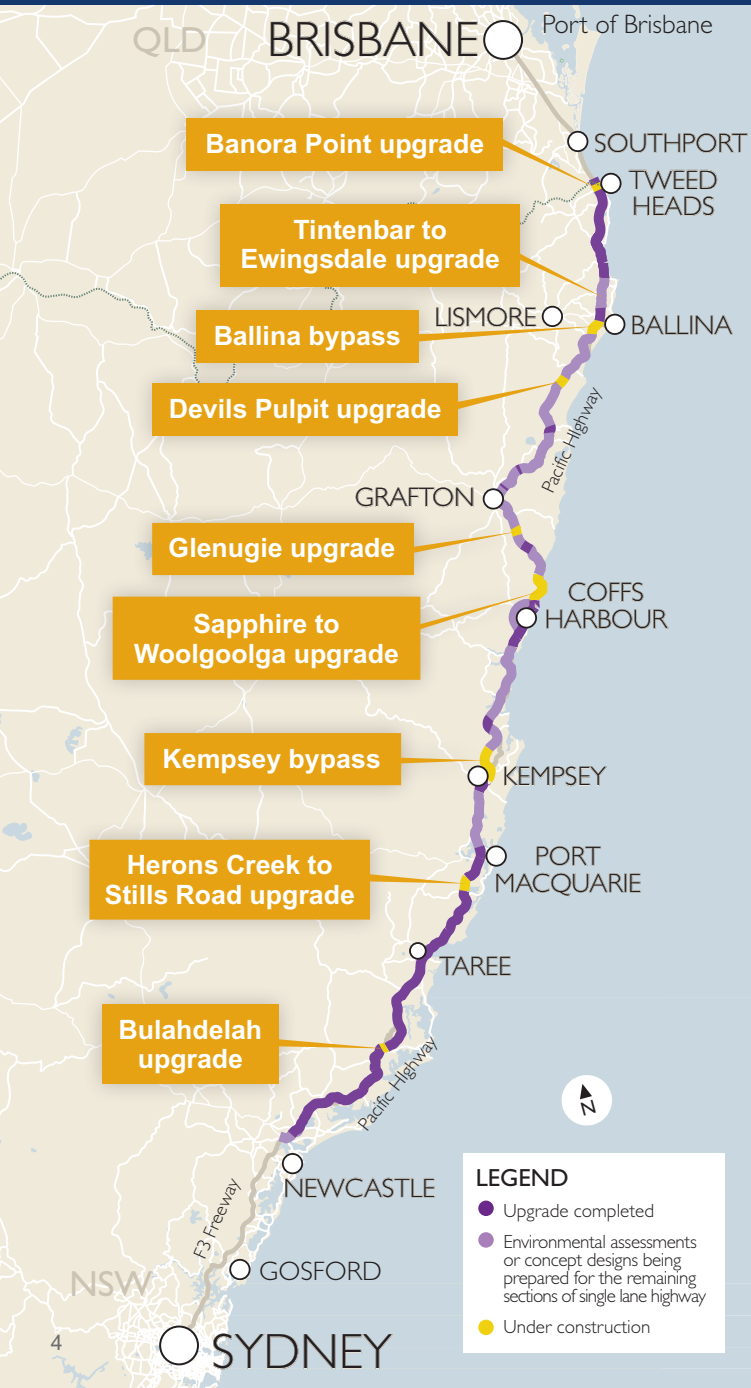
Construction team on the Macleay River and floodplain bridge



Live webcast



# Current status



Since July 2009, the NSW and Australian Governments have invested \$5.14 billion to further upgrade the Pacific Highway.

As at the end of December 2011, more than half of the final length of the highway between Hexham and the Queensland border is now four-lane divided road.

Major work is under way on another 68 kilometres.

Major work on another 17 kilometres will start in the first half of 2012.

Contract processes for major work have started on another 26.5 kilometres.

All remaining single-lane sections are being prepared for major building work.

Travel time surveys conducted at the end of 2011 showed since the start of the Pacific Highway upgrade program in the mid 1990s, light vehicles have saved an average of around 80 minutes and heavy vehicles have saved an average of around 90 minutes in travel time between Hexham and the Queensland border. These include travel time savings generated by the recently opened Ballina bypass of between 10 and 12 minutes.

Preliminary crash data for 2011 also shows crashes are continuing to trend downwards. In 2011 the preliminary figures show there were 25 fatalities compared to the mid 1990's when fatalities were in the high 40s.

The upgrade program is a major generator of employment for regional areas along the east coast, with between 1500 and 1600 staff working on upgrade projects from Bulahdelah to Banora Point over the last six months.

# Current status

**Between July and December 2011, we have:**

**Opened to traffic:**

- ✓ progressively opened various sections of the Ballina bypass, including the town bypass section
- ✓ opened a major section of the Glenugie upgrade, south of Grafton

**Work progress:**

- ✓ advanced major work on the seven upgrade projects, including bypasses of Bulahdelah, Kempsey, Frederickton, Woolgoolga and Ballina
- ✓ started building the longest bridge in Australia, across the Macleay River and floodplain near Kempsey
- ✓ completed major traffic switches at the Sapphire to Woolgoolga and Banora Point upgrades as part of major work

**Preparation:**

- ✓ awarded a building contract for and started work on the Devils Pulpit upgrade, between Grafton and Ballina
- ✓ awarded a building contract for the Tintenbar to Ewingsdale upgrade
- ✓ started geotechnical studies for the Oxley Highway to Kempsey and Frederickton to Eungai upgrades
- ✓ invited registrations of interest for building the Frederickton to Eungai upgrade
- ✓ invited registrations of interest for detailed design for Woolgoolga to Glenugie and Kundabung to Kempsey upgrade sections
- ✓ invited tenders for geotechnical studies for the Woolgoolga to Ballina upgrade

**Planning:**

- ✓ received planning approval for the Warrell Creek to Urunga upgrade
- ✓ announced the concept design for the 155 kilometre Woolgoolga to Ballina upgrade

**Interim safety work:**

- ✓ completed safety improvements at Martells Road and Blackadder Creek
- ✓ started work at Swan Creek and Ballard Road



Earthworks at the Kempsey bypass



Community day for the Ballina bypass opening, at the Teven Road interchange



First girder installed over the Myall River at the Bulahdelah upgrade

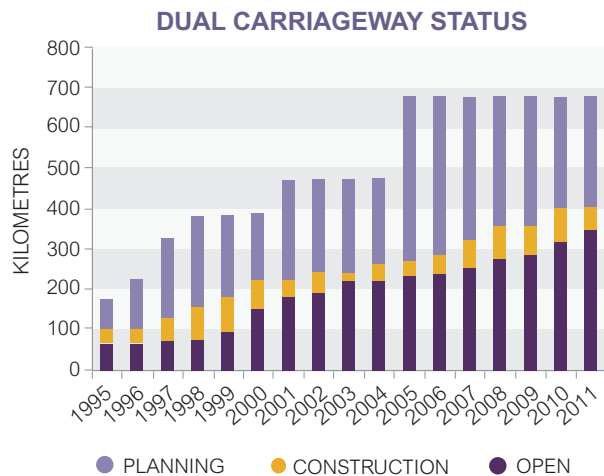


# Upgrade outcomes



## Dual carriageway status

The graph below shows the status of completing highway upgrades, since the start of the upgrade program.



## Where are we now?

At 31 December 2011:

341 kilometres are dual carriageway - about 51 per cent.

68 kilometres are being built.

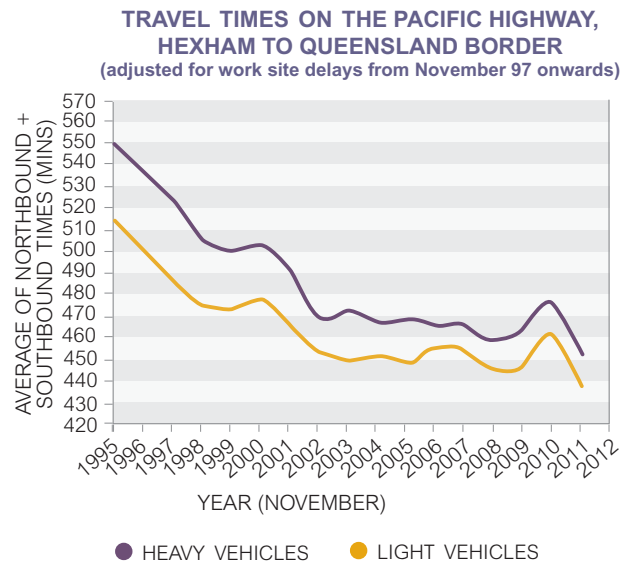
The remaining sections of single-lane highway are being prepared for major work.

At the end of 2011 there were 1625 workers on site.

## Travel times

Since the start of the Pacific Highway upgrade program in the mid 1990s travel time between Hexham and the Queensland border has been tracked.

Travel time surveys conducted at the end of 2011 show travel times are becoming shorter, with light vehicles saving an average of around 80 minutes and heavy minutes saving an average of around 90 minutes compared to when the upgrade program started in 1996. These savings include between 10 and 12 minutes from the recently opened Ballina bypass.



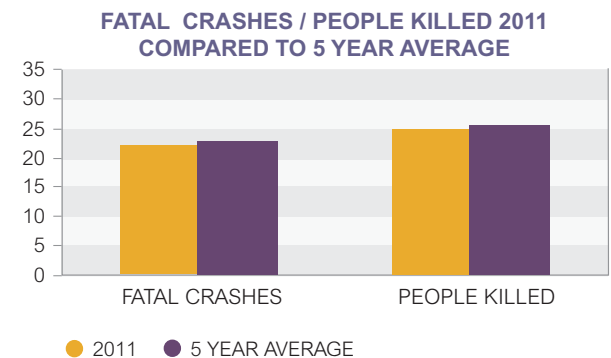
## Crashes

Since the start of the Pacific Highway upgrade program, fatal crashes have been almost halved, down from the mid 40s to the 20s in recent years.

Preliminary information shows there were 25 fatalities during 2011. This figure includes 11 fatal crashes with 13 fatalities during the second half of the year.

This compares with the latest five year average of 26 persons killed.

Further information on injury and non-injury crashes for 2011 will be available in the July 2012 six month report card, by which time the crash data for last year will have been finalised.



# Achieving the 2016 target



Crossing the Macleay River, Kempsey

The 2016 target completion date was one of the main issues raised by community members who participated in the November 2011 webcast about the Pacific Highway upgrade.

All commitments within the current \$4.84 billion five year program are on track to be completed by 2014. With this funding about 63 per cent of the Pacific Highway will be upgraded to a four-lane divided highway, with another seven per cent being built and the remaining sections being prepared for construction. With the NSW and Australian Governments providing \$5.14 billion towards the upgrade since July 2009, opening a four-lane divided highway between Hexham and the Queensland border by the end of 2016 is possible, but will require an estimated further \$7.4 billion in outturn dollars.

The NSW and Australian Governments have made funding available to complete all necessary planning, acquire properties and carry out other activities to prepare the remaining sections for major building work. Projects teams are in place to carry out this work.

Discussions are continuing on an inter-government agreement on completing the upgrading of the highway to a four-lane divided highway standard.

RMS will engage contractors to complete other major sections of the highway upgrade as soon as funding becomes available.



Construction of the Sapphire to Woolgoolga upgrade

## In the next six months (January to June 2012) RMS will:

### Open to traffic:

- ✓ open the final section of the Glenugie upgrade to traffic
- ✓ open the final section of the Ballina bypass to traffic
- ✓ open the Frederickton interchange, which is part of the Kempsey bypass
- ✓ open the Banora Point upgrade to traffic

### Major work progress:

- ✓ continue major work on 68 kilometres of highway including bypasses of Bulahdelah, Kempsey, Frederickton and Woolgoolga
- ✓ complete the Myall River bridges at Bulahdelah and open the Alum Mountain Park access bridge across the new highway for local use
- ✓ complete a southbound traffic switch at the Herons Creek to Stills Road upgrade
- ✓ start road surface work at the Kempsey bypass
- ✓ start building the Tintenbar to Ewingsdale upgrade

### Preparation for major work:

- ✓ complete geotechnical investigations for the Oxley Highway to Kempsey upgrade
- ✓ advance the tendering process to design and build the Frederickton to Eungai upgrade
- ✓ start detailed design work for the upgrade section from Kundabung to Kempsey
- ✓ start detailed design work for the upgrade section from Woolgoolga to Glenugie
- ✓ start geotechnical investigations for the Woolgoolga to Ballina upgrade
- ✓ advance the tendering process to design and build the Nambucca to Urunga upgrade

### Planning:

- ✓ obtain advice about planning approval for the Oxley Highway to Kempsey upgrade

# Community and environment



## How are we travelling?

Between July and December 2011, Roads and Maritime Services has:



An information session in progress



Pacific Highway upgrade, live webcast

## Community

- ✓ attended more than 65 individual meetings and information sessions
- ✓ held two static displays
- ✓ issued more than 10 community updates (including progress advertisements)
- ✓ distributed about 100 different letters to householders
- ✓ held 13 community events, including site tours and public service events
- ✓ held its first online consultation activities through the use of an online mapping tool to seek comments on the Woolgoolga to Ballina concept design
- ✓ held the first live webcast to answer questions about the Pacific Highway upgrade

## Live webcast

RMS held its first live webcast on 29 November 2011. Residents from along the length of the 677 kilometre highway were able to participate in the same online forum, ask questions and talk to each other about upgrade issues.

More than 130 people logged on to join the event, as a panel of five upgrade experts and a facilitator answered questions from the community. The discussion covered a wide variety of topics and extended beyond the original one hour timeframe. A copy of the webcast is available on the Pacific Highway website.

## Environment

- ✓ carried out over 65 environmental inspections for project sites on the highway from Bulahdelah to Banora Point. The vast majority of the results of these inspections identified low priority issues for resolution
- ✓ completed at least one detailed environmental systems and construction audit for each major project
- ✓ established a protected area of more than 200,000 square metres of mangrove and sea grass at Banora Point
- ✓ reviewed more than 40 project environmental assessments
- ✓ secured an extra 165 hectares of high conservation value biodiversity habitat
- ✓ developed a methodology for the removal of sedimentation basins at Ballina, which has been endorsed by the Soil Conservation Service and used across other projects
- ✓ successfully negotiated and developed a fauna crossing strategy for the Warrell Creek to Urunga upgrade
- ✓ successfully relocated the giant barred frog species on the Sapphire to Woolgoolga upgrade
- ✓ completed fauna studies for the Bonville upgrade which have found the animal structures are effective in helping animal movement for target koala and glider species



# Projects being built



## Contractors:

Boulderstone Pty Ltd

## Form of contract:

Construction

**Average workers on site during the past six months:** 282

**Average pieces of large plant on site during the past six months:** 94

**Start date of major work:**  
August 2010

## Expected completion date:

Late 2012 (weather permitting)

**Project value:** \$315 million

**Australian Government contribution:** \$303.6 million \*\*

**NSW State Government contribution:** \$11.4 million \*\*

\*\* Contribution amounts may vary from year to year.

## Bulahdelah upgrade

The Bulahdelah upgrade is jointly funded by the Australian and NSW governments.

The upgrade of the Pacific Highway at Bulahdelah will involve building about 8.5 kilometres of four-lane divided road with an eastern bypass of the Bulahdelah township.

### Work progress – the past six months (July – December 2011):

- ✓ the first bridge girder was placed over the Myall River and significant progress has been made on the river crossing
- ✓ bridge work, road surface work, landscaping, animal fencing installation and controlled blasting are some of the other major activities which have been ongoing across the project

### Work progress – the next six months (January – June 2012):

- ✓ the Myall River bridges will be completed
- ✓ the Alum Mountain Park pedestrian and cyclist access bridge will be opened across the new highway for local use
- ✓ a traffic switch will separate traffic north of the northern interchange

### Community issues

- ✓ RMS is continuing to work with the community on issues relating to the economic viability of the town when the bypass is complete
- ✓ the project team is also continuing to work through concerns relating to dust, noise and other property impacts from the upgrade work
- ✓ concerns have also been raised about alleged damage to properties from upgrade work. These are being investigated and discussed with individual property owners

### Environmental issues

- ✓ there have been 22 separate applications made about the project under sections 9, 10 and 12 of the *Aboriginal and Torres Strait Islander Heritage Protection Act, 1984*. Of the 22 applications, 19 have been declined, withdrawn or declared invalid. A decision has not yet been made on the remaining three applications, which relate to Section 10 of the act



Looking south across the Myall River at the formwork required for the bridges

# Projects being built



## Contractors:

BMD Constructions Pty Ltd

## Form of contract:

Construction

**Average workers on site during the past six months:** 65

**Average pieces of large plant on site during the past six months:** 38

## Start date of major work:

March 2011

## Expected completion date:

Late 2012 (weather permitting)

**Project value:** \$60 million

**Australian Government contribution:** \$53 million \*\*

**NSW State Government contribution:** \$7 million \*\*

\*\* Contribution amounts may vary from year to year.

## Hérons Creek to Stills Road upgrade

The Herons Creek to Stills Road upgrade is jointly funded by the Australian and NSW governments.

The project will upgrade 3.5 kilometres of highway to four-lane divided road with a multi-level interchange at Bago Road.

The majority of the existing northbound road will become a two-way local service road, linking Bago Road, Burrawan Forest Drive, Herons Creek and local properties to the Bago Road interchange.

## Work progress – the past six months (July – December 2011):

- ✓ drainage installation, site establishment and earthwork are some of the other major activities which have been ongoing across the project
- ✓ bridge work is progressing well with bored pilings for the Herons Creek bridge and driven pilings for the Herons Creek floodway bridge both completed
- ✓ the road connections for the Bago Road overpass and the Herons Creek bridge have also been completed



Bridge work is progressing

## Work progress – the next six months (January – June 2012):

- ✓ a southbound traffic switch will be carried out

## Community

- ✓ the project team is continuing to work through concerns relating to road safety, dust, noise and other property impacts from work, including at Bobs Creek Road

## Environmental

- ✓ Nil



Super-T girders arriving



# Projects being built



## Contractors:

RMS has formed an alliance with Leighton Contractors, AECOM and Coffey Geotechnics to build the Kempsey bypass

The bridge over the Macleay River and floodplain is being built by Abigroup Contractors under a separate design and construct contract

## Form of contract:

Alliance and design & construct contract

**Average workers on site during the past six months:** 558

**Average pieces of large plant on site during the past six months:** 152

## Start date of major work:

June 2010

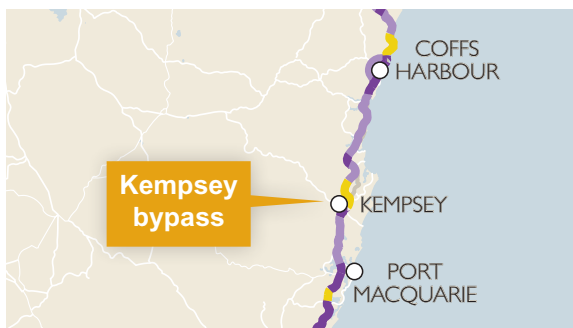
## Expected completion date:

Mid 2013 (weather permitting)

**Project value:** \$618 million

**Australian Government contribution:** Fully Federal Funding (Building Australia Fund) \$618million \*\*

\*\* Contribution amounts may vary from year to year.



## Kempsey bypass

As part of the Building Australia Fund, the Australian Government is funding the \$618 million Kempsey bypass.

The 14.5 kilometre bypass is part of the 40 kilometre Kempsey to Eungai project, which extends from the existing dual carriageway south of Kempsey to the existing dual carriageway at Eungai Rail.

The bridge over the Macleay River and floodplain will be 3.2 kilometres long, making it the longest bridge in Australia.

## Delivery methodology

The delivery method for the Kempsey bypass has provided significant benefits. By splitting the project into two separate contracts, an alliance contract for the main upgrade and minor bridge works and a design and construct contract to build the bridge over the Macleay River and floodplain, the project team has been able to get an early start on key activities and achieve a high level of flexibility in design solutions for the project. The project is now scheduled to open one year earlier than originally expected, in mid 2013, weather permitting.

## Work progress – the past six months (July – December 2011):

- ✓ work to build the main superstructure of the Macleay River and floodplain bridge started
- ✓ controlled blasting was completed in South Kempsey and at Crescent Head Road
- ✓ piling work started on the Old Station Road overpass
- ✓ flood mitigation work, in the form of house raising and building stock mounds, has been continuing at Frogmore

- ✓ bridge work, controlled blasting, earthwork and drainage and animal crossing installation work are some of the other major activities which have been ongoing
- ✓ the delivery and stockpiling of super-T girders for the bridges has started

## Work progress – the next six months (January – June 2012):

- ✓ flood mitigation work will be completed
- ✓ concrete paving will start
- ✓ major bridge work will near completion
- ✓ a major traffic switch will take place at Frederickton

## Community

- ✓ the project team is continuing to work through concerns relating to dust, noise and other property impacts from the upgrade work
- ✓ there have been a number of requests for a multi-level interchange to be built at Crescent Head Road

## Environmental

- ✓ Nil

# Projects being built



## Contractors:

Leighton Fulton Hogan joint venture

## Form of contract:

Design and construct contract

**Average workers on site during the past six months:** 340

**Average pieces of large plant on site during the past six months:** 234

## Start date of major work:

August 2010

## Expected completion date:

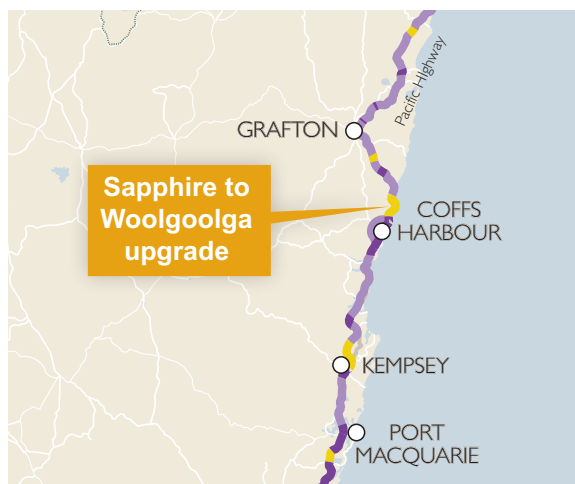
Early 2014 (weather permitting)

**Project value:** \$705 million

**Australian Government contribution:** \$632 million \*\*

**NSW State Government contribution:** \$73 million \*\*

\*\* Contribution amounts may vary from year to year.



## Sapphire to Woolgoolga upgrade

The Sapphire to Woolgoolga upgrade project is jointly funded by the Australian and NSW governments.

This project will provide a four-lane divided road extending about 25 kilometres from Campbell Close at Sapphire to Arrawarra Beach Road at Arrawarra.

## Work progress – the past six months (July – December 2011):

- ✓ the Hoys Road overbridge opened to traffic
- ✓ traffic was switched onto the Cunninghams Creek northbound bridge
- ✓ work to build the Moonee Beach interchange started
- ✓ bridge work, public utility relocation, clearing work, bulk earth work and drainage and controlled blasting are some of the other ongoing major activities

## Work progress – the next six months (January – June 2012):

- ✓ detailed design work will be completed
- ✓ ongoing activities include earthwork, drainage and clearing work

## Community issues

- ✓ concerns about construction and operational noise impacts from the project have been ongoing and were one of the main issues raised at the November 2011 webcast about the Pacific Highway upgrade. The operational noise report for the project was released in December 2011

- ✓ the project team is continuing to work through concerns relating to dust, noise and other property impacts from the upgrade work
- ✓ enhancement of the cycleway network through working closely with the local community, cycleway users and Coffs Harbour City Council

## Environmental issues

- ✓ the management of liquid waste runoff from recently mulched vegetation has been a challenge. There have been two incidents where affected water entered waterways after heavy rainfall. Mulch management protocols have been reviewed, site staff educated on the importance of containing the waste and practices have been revised



Earthwork continuing on the Moonee Beach interchange



# Projects being built



## Contractors:

RMS has formed an alliance with Macmahon Contractors and Arup

## Form of contract:

Alliance design and construct contract

**Average workers on site during the past six months:** 55

**Average pieces of large plant on site during the past six months:** 31

## Start date of major work:

March 2010

## Expected completion date:

February 2012 (weather permitting)

**Project value:** \$60 million

**Australian Government contribution:** \$54 million \*\*

**NSW State Government contribution:** \$6 million \*\*

\*\* Contribution amounts may vary from year to year.



## Glenugie upgrade

The Glenugie upgrade is jointly funded by the Australian and NSW governments.

The 7 kilometre Glenugie upgrade forms part of the larger Woolgoolga to Ballina project. This section extends from Franklins Road to Eight Mile Lane, about 15 kilometres south of Grafton.

## Work progress – the past six months (July – December 2011):

- ✓ installation of permanent signs and line marking has been completed
- ✓ a major traffic switch took place at the end of October, which opened 2.2 kilometres for four-lane divided road to traffic

## Work progress – the next six months (January – June 2012):

- ✓ the project will be fully opened to traffic
- ✓ finishing work will be completed

## Community

- ✓ RMS has been working with residents and the local bus company on both interim and final arrangements for the school bus route which will be used once the upgrade is fully open to traffic

## Environmental

- ✓ Nil



Traffic switch onto new section of road at Glenugie upgrade



Construction of concrete drainage structure

# Projects being built



## Contractors:

RMS has formed an alliance with Leighton Contractors, AECOM, SMEC and Coffey Geotechnics

## Form of contract:

Alliance design and construct contract

**Average workers on site during the past six months:** 130

**Average pieces of large plant on site during the past six months:** 71

## Start date of major work:

May 2008

## Expected completion date:

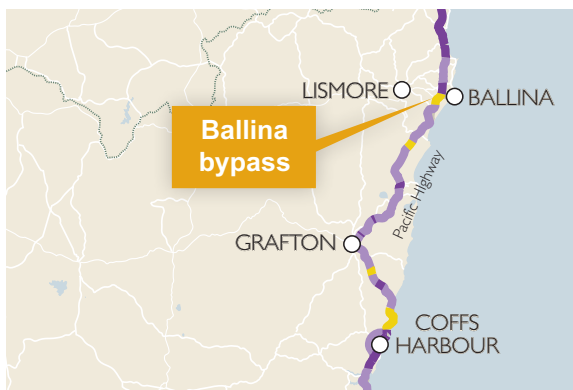
Open to traffic early 2012  
(weather permitting)

**Project value:** \$640 million

**Australian Government contribution:** \$450 million \*\*

**NSW State Government contribution:** \$190 million \*\*

\*\* Contribution amounts may vary from year to year.



## Ballina bypass

The Ballina bypass is jointly funded by the Australian and NSW governments.

The project will provide 11.5 kilometres of four-lane divided road, extending from south of Ballina at the intersection of the Bruxner and Pacific highways to north of Ballina at the Ross Lane intersection at Tintenbar.

## Work progress – the past six months (July – December 2011):

- ✓ the second stage from Teven Road to Cumbalum interchange, including the bypass of Ballina itself, was opened on 29 November 2011
- ✓ the southbound section from Teven Road to the Bruxner Highway opened on 20 December 2011
- ✓ landscaping work and the installation of wire rope fencing continued
- ✓ a review of environmental factors was placed on display for the proposed Ballina rest area



First traffic entering the new highway on the Ballina bypass

## Work progress – the next six months (January – June 2012):

- ✓ the project will be fully opened to traffic
- ✓ finishing work will be completed

## Community

- ✓ concerns have been raised by some sections of the community about post opening noise from the road at the northern end of the project. An interim noise monitoring report has been released to the public
- ✓ the project team is continuing to work through concerns relating to dust, noise and other property impacts from the upgrade work



Emigrant Creek South bridge at southern tie-in

## Environmental

- ✓ Nil



# Projects being built



## Contractors:

RMS has formed an alliance with Abigroup Contractors, Seymour Whyte and SMEC

## Form of contract:

Alliance design and construct contract

**Average workers on site during the past six months:** 170

**Average pieces of large plant on site during the past six months:** 104

## Start date of major work:

December 2009

## Expected completion date:

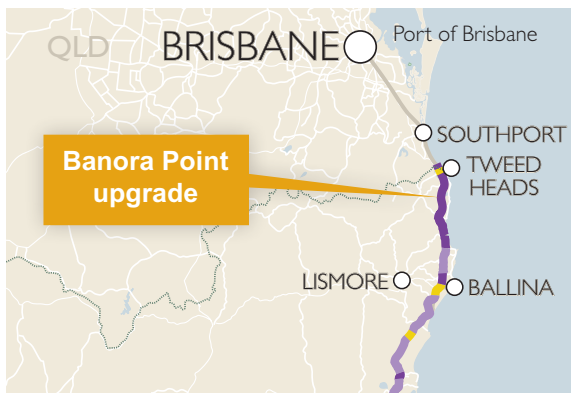
Open to traffic mid 2012  
(weather permitting)

**Project value:** \$359 million

**Australian Government contribution:** \$349 million \*\*

**NSW State Government contribution:** \$10 million \*\*

\*\* Contribution amounts may vary from year to year.



## Banora Point upgrade

The Banora Point upgrade is jointly funded by the Australian and NSW governments.

The upgrade extends for 2.5 kilometres between Barneys Point bridge and the southern end of the Tweed Heads bypass.

## Work progress – the past six months (July – December 2011):

- ✓ a traffic switch took place in November 2011 which opened the new southbound on ramp
- ✓ work on the Darlington Drive roundabout continued
- ✓ the new Darlington Drive underpass and the bridge over Minjungbal Drive were completed
- ✓ local road work was started on Minjungbal and Darlington Drive
- ✓ road surface work on the southbound highway from the northern interchange to the Laura Street bridge was completed
- ✓ the installation of super-T girders in the southern valley and on the main viaduct bridge over the central valley was completed
- ✓ blasting work, drainage work, the installation of noise walls, earthwork and road surface work are some of the other major activities which have been ongoing across the project

## Work progress – the next six months (January – June 2012):

- ✓ the project will be fully opened to highway traffic
- ✓ finishing work will be completed
- ✓ work will start on the Kirkwood Road extension, which is being managed by Tweed Shire Council separate from the Banora Point upgrade

## Community

- ✓ the project team is continuing to work through concerns relating to dust, noise and other property impacts

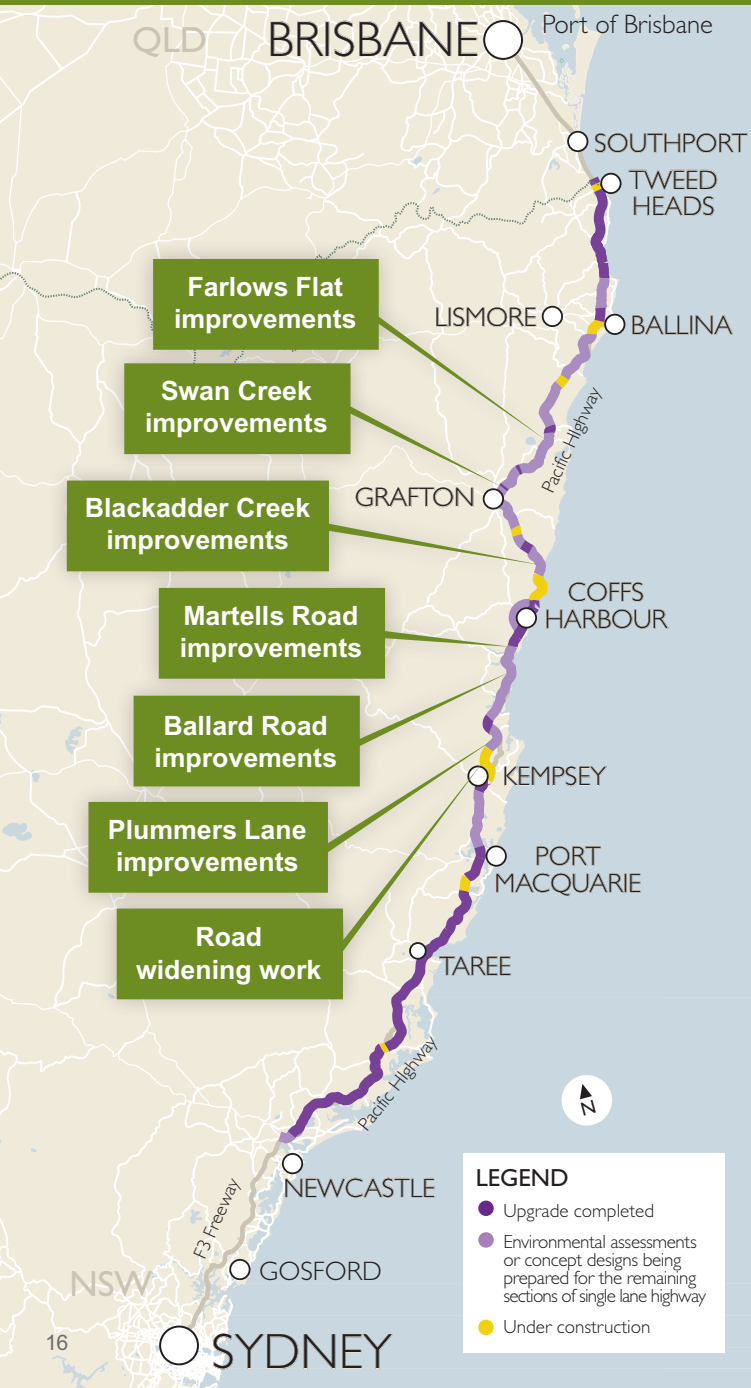
## Environmental

- ✓ a biodiversity offset package has been developed in consultation with stakeholders which has seen more than 200,000 square metres of natural habitat at the Kerosene inlet replenished. The inlet is located on Aboriginal owned land and sits near the mouth of the Tweed River



Southbound traffic switch at northern interchange

# Safety improvements



A program of safety improvement work has been developed as part of the Australian and NSW governments' \$5.14 billion commitment to upgrade the Pacific Highway during the five years to mid 2014, as part of the Nation Building Program and the Building Australia Fund.

While most of this funding will be directed to upgrading the highway to a four-lane divided road, there is a need to address road safety and traffic issues on sections of two-lane highway which are not being upgraded as part of the current five year program.

A package of smaller work is being delivered to improve safety at these sections until upgrades can be completed. This work is also aimed at reducing the delays caused by local and major flood events.

## Contractors:

RMS Road and Fleet Services

**Average workers on site during the past six months:** 15

**Average pieces of large plant on site during the past six months:** 9

## Start date of major work:

November 2009

## Expected completion date:

Mid 2014 (weather permitting)

**Project value:** \$55 million

## Work progress – the past six months (July – December 2011):

- ✓ Martells Road improvements were completed
- ✓ Blackadder Creek improvements were opened to traffic
- ✓ work started on Swan Creek, Ballard Road and Farlows Flat improvements
- ✓ road widening work continued north of Kempsey at Clybucca

## Work progress – the next six months (January – June 2012):

- ✓ Swan Creek improvements will be opened to traffic

## Community

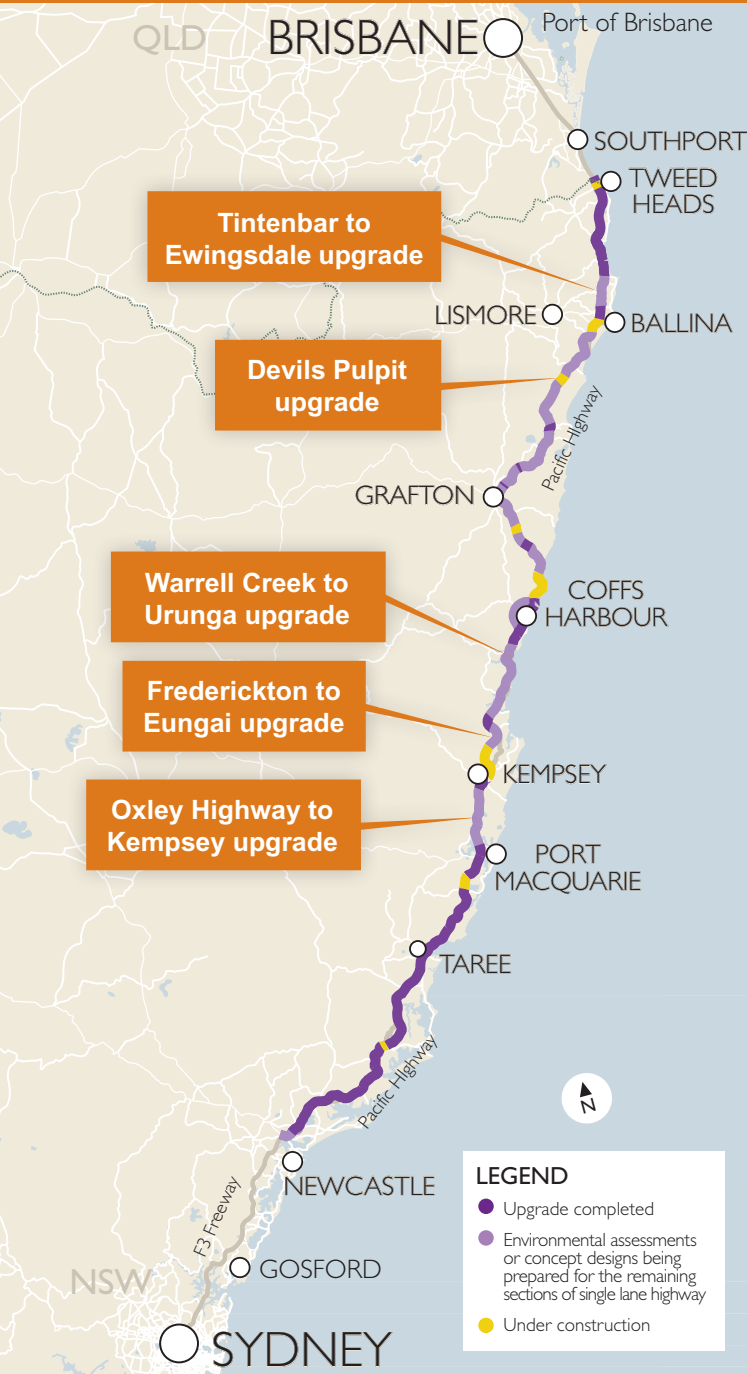
- ✓ Nil

## Environmental

- ✓ Nil



# Projects being prepared for major work



## Devils Pulpit upgrade

**Contractors:**  
John Holland Pty Ltd

**Start date of major work:**  
December 2011

**Expected completion date:**  
Mid 2013  
(weather permitting)

**Project value:**  
\$77 million

**Australian Government contribution:** \$62 million \*\*

**NSW State Government contribution:** \$15 million \*\*

\*\* Contribution amounts may vary from year to year.

The Devils Pulpit upgrade is jointly funded by the Australian and NSW governments.

It will provide more than 7 kilometres of four-lane divided road and additional wire rope fencing, north of Iluka Road (between Grafton and Ballina). The upgrade forms part of the larger Woolgoolga to Ballina project.

### Work progress – the past six months (July – December 2011):

- ✓ a construction contract was awarded to John Holland Pty Ltd in July and ceremony to mark the start of early work was held on 13 December 2011

### Work progress – the next six months (January – June 2012):

- ✓ utility relocations will be completed
- ✓ further work will start on site



Marking the start of construction for Devils Pulpit

## Tintenbar to Ewingsdale upgrade

**Contractors:** Boulderstone

**Start date of major work:** April 2012

**Expected completion date:**  
Mid 2014 (weather permitting)

**Project value:** \$862 million \*\*

**Australian Government contribution:** \$428 million \*\*

**NSW State Government contribution:** \$434 million \*\*

\*\* Contribution amounts may vary from year to year.

The upgrade will provide 17 kilometres of four-lane divided road from the northern end of the Ballina bypass at Ross Lane to the Ewingsdale interchange. The project was approved in January 2010. A contract has been awarded to Boulderstone Pty Ltd to design and build the project.

### Work progress – the past six months (July – December 2011):

- ✓ a contract was awarded to Boulderstone Pty Ltd in October 2011. Major work is expected to start in the first half of 2012
- ✓ land acquisitions
- ✓ after requests from some sections of the community, RMS and the Bangalow working party have investigated alternative options for the interchange at Bangalow which was previously approved as part of the upgrade. Three options were placed on display in December 2011. Comments close 10 February 2012

### Work progress – the next six months (January – June 2012):

- ✓ major work will start

# Projects being prepared for major work



## Oxley Highway to Kempsey upgrade

The Oxley Highway to Kempsey upgrade will provide about 37 kilometres of four-lane divided road between the Oxley Highway at Port Macquarie and the Kempsey bypass.

Planning for the Oxley Highway to Kempsey upgrade is jointly funded by the Australian and NSW governments.

### Work progress – the past six months (July – December 2011):

- ✓ awaiting advice on planning approval
- ✓ ground and soil investigations and property acquisitions have started
- ✓ registrations of interest were invited for the preparation of detailed designs for the section between Kundabung and Kempsey
- ✓ land acquisitions

### Work progress – the next six months (January – June 2012):

- ✓ planning approval advice is anticipated
- ✓ detailed design work will start on the Kundabung to Kempsey section
- ✓ geotechnical investigations will be completed for the project
- ✓ continuing with land acquisitions

## Frederickton to Eungai upgrade

The Frederickton to Eungai upgrade is jointly funded by the Australian and NSW governments.

The Frederickton to Eungai upgrade is stage two of the 40 kilometre Kempsey to Eungai project and will provide around 26.5 kilometres of four-lane divided road. Stage one, the Kempsey bypass, is being built.

The Frederickton to Eungai upgrade, will connect to the Kempsey bypass and will bypass the site of the 1989 Clybucca bus crash.

### Work progress – the past six months (July – December 2011):

- ✓ geotechnical investigations started in July 2011
- ✓ registrations of interest to design and build the upgrade were invited in November 2011
- ✓ land acquisitions

### Work progress – the next six months (January – June 2012):

- ✓ detailed ground survey work will be completed
- ✓ tenders for the design and construction of the project will be invited from a shortlist of pre-qualified companies
- ✓ detailed geotechnical investigations will be completed
- ✓ continuing with land acquisitions

## Warrell Creek to Urunga upgrade

Planning for the Warrell Creek to Urunga upgrade is jointly funded by the Australian and NSW governments.

The 42 kilometre project involves an upgrade of the existing highway to four-lane divided road from the existing Allgomera deviation, south of Warrell Creek, to the existing Waterfall Way interchange at Raleigh.

RMS is carrying out a technical review of an eight kilometre section crossing the Nambucca River.

### Work progress – the past six months (July – December 2011):

- ✓ the project has been approved by the NSW Minister for Planning
- ✓ RMS has engaged Coffey Geotechnics to carry out additional geotechnical field investigations
- ✓ land acquisitions
- ✓ after a request by the NSW Deputy Premier, RMS is carrying out a technical review of an eight kilometre section which crosses the Nambucca River. A report on the review is due to be released in early 2012

### Work progress – the next six months (January – June 2012):

- ✓ registrations of interest for the design and construction of the 22 kilometre Nambucca Heads to Urunga section will be invited (achieved 23 January).
- ✓ invite tenders for design and construction
- ✓ the outcomes of the review into the alternative option for the Nambucca Heads section will be released
- ✓ continuing to prepare for major work through land acquisitions and field investigations



# Projects in planning



## Woolgoolga to Ballina upgrade

The Woolgoolga to Ballina project is made up of four previous Pacific Highway planning projects:

- Woolgoolga to Wells Crossing
- Wells Crossing to Iluka Road
- Iluka Road to Woodburn
- Woodburn to Ballina

The Woolgoolga to Ballina project will upgrade about 155 kilometres of highway to four-lane divided road.

The upgrade does not include the Glenugie and Devils Pulpit upgrades, which are now being built.



## Work progress – the past six months (July – December 2011):

- ✓ a refined concept design was placed on display for community comment
- ✓ the community was given the opportunity to provide feedback on the concept design using a new online mapping tool, which allowed them to link comments to specific sections of the design
- ✓ land acquisitions
- ✓ registrations of interest were invited for the preparation of detailed design work for the Woolgoolga to Glenugie section
- ✓ tenders were invited for the carrying out of geotechnical studies for the full length of the project

## Work progress – in the next six months (January – June 2012):

- ✓ geotechnical field investigations will start
- ✓ land acquisitions to continue
- ✓ finalise concept design and undertake environmental assessment



\* The F3 Freeway to Raymond Terrace upgrade, Failford Road to Tritton Road upgrade and Coffs Harbour bypass projects do not form part of the joint commitment to upgrade the Pacific Highway to four-lane divided road



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### For detailed information

about any of the projects, visit the project website at **[www.rms.nsw.gov.au/pacific](http://www.rms.nsw.gov.au/pacific)** or call the Pacific Highway office on **1800 653 092** or **02 6640 1000**  
To receive progress information about work and initiatives on the highway, go to the website to register your details.

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