



Australian Government



**Transport**  
Roads & Maritime  
Services



# Pacific Highway upgrade

Six month report card (July – December 2012)



# Overview



This report provides an update on progress on the Pacific Highway until 31 December 2012.

The Pacific Highway corridor is a major contributor to Australia's economic activity. The road is a vital piece of the nation's infrastructure and is included 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 travelling public, while also achieving transport efficiencies, ensuring ecological sustainability and meeting the needs of the coastal communities who live alongside 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 a four-lane divided highway as soon as possible.

Available funding is being directed to the areas of highest priority in terms of crash histories and traffic volumes while work also continues to be carried out to keep existing two-lane sections as safe as possible.

The Pacific Highway upgrade is being completed in three key priorities:

**Priority one** is to complete a four-lane divided highway between Hexham and Port Macquarie, around the growing suburbs of Coffs Harbour and between Ballina and the Queensland border.

**Priority two** is to complete a four-lane divided highway between Port Macquarie and Raleigh (south of Coffs Harbour).

**Priority three** is to complete a four-lane divided highway between Woolgoolga (north of Coffs Harbour) and Ballina.

Projects currently under construction will see the completion of **priority one** and a significant start on **priority two** by the end of 2014.



Wilson Park landbridge now completed (September 2012)

Since 2008/09, the Australian and NSW governments have agreed to contribute \$7.92 billion towards upgrading the Pacific Highway to four-lane divided road standard. The Australian Government is contributing \$5.41 billion and the NSW Government is contributing \$2.51 billion.

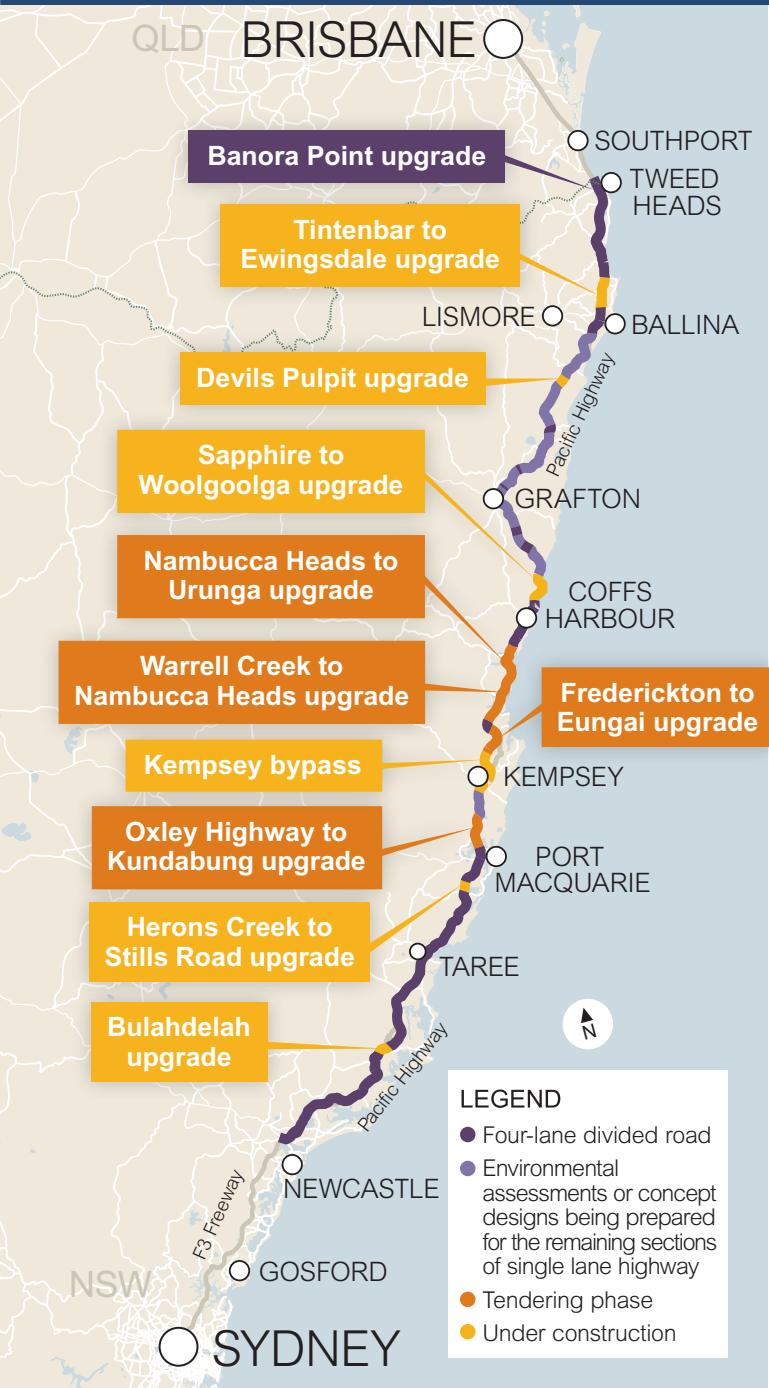
This commitment will ensure the completion of dual carriageway of 76 per cent of the highway and the completion of all planning and pre-construction works on the remaining unduplicated section between Woolgoolga and Ballina.

The upgrade program is a major generator of employment for areas along the east coast with between 1400 and 1800 staff working on upgrade projects over the last six months from Bulahdelah to Banora Point.



The southern interchange at Kempsey bypass (December 2012)

# Current status



At the end of December 2012, more than half of the final length of the highway between Hexham and the Queensland border was a four-lane divided highway.

Between July and December 2012, major work was under way on six upgrade projects. Following the recent completion of the Banora Point upgrade and the start of major construction on the Tintenbar to Ewingsdale upgrade, 73 kilometres are currently under construction.

The remaining single-lane sections of the highway are being prepared for construction.

Safety work is being completed on sections that are yet to be upgraded.

Key pieces of infrastructure opened during the last six months include:

- Final completion of the 2.5 kilometre Banora Point upgrade, including the new Wilson Park landbridge which is now available for community use.

- The Greys Road overbridge on the Sapphire to Woolgoolga upgrade.
- The South Kempsey interchange on the Kempsey bypass.
- The Bombah Point Road bridge at Bulahdelah.
- A section of the new northbound highway between Wootton Way and the Bulahdelah Golf Club turnoff (under two-way traffic) to allow for the existing highway to be rebuilt into new southbound lanes.

Project teams continue to liaise with communities and stakeholders about projects and address environmental, planning and other concerns relating to the upgrade.

During the reporting period, Roads and Maritime Services (RMS) and its project team and alliance partners held a number of site tours at Kempsey and Bulahdelah and a major community event at Banora Point to mark the final completion of the project and thank the community for their patience during the building process.



Newly built bridges over the Herons Creek floodway (south) and Herons Creek (north) will form part of a new service road



# Current status



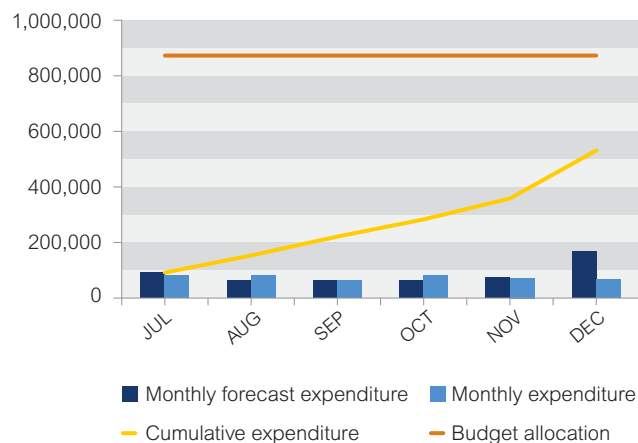
## Expenditure update

The graph below shows progress of expenditure towards the budget allocation of \$873.7 million. In the six months to the end of December 2012, \$528 million (60.5% of the 2012/13 budget) had been spent, well in front of the pro-rata rate.

Due to good progress on works from drier weather and the settlement of a large contract claim, we now expect to spend around \$960 million in the financial year.

The graph also shows monthly expenditure against forecasts and generally there has been a close match between the two.

**PACIFIC HIGHWAY PROGRAM  
JULY 2012 - DECEMBER 2012**



## Wet weather update

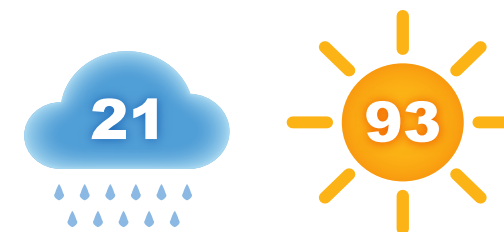
The last six months have been drier than the previous 12 month period in 2011/2012.

In the last six months, from July 2012 to December 2012, only 21 days were lost to wet weather, which means project teams were able to work 93 days out of 114 available working days.

The next report card will be able to provide a more detailed update on any impacts from wet weather experienced for the full 2012/13 financial year.

**WORK DAYS  
JULY 2012 - DECEMBER 2012**

From 114 available working days



# Current status



## Between July and December 2012, we have:

### Opened to traffic:

- ✓ The Banora Point upgrade.
- ✓ The Greys Road bridge near Coffs Harbour and Bombah Point Road bridge at Bulahdelah.
- ✓ A northbound section of new highway at Bulahdelah, for two-way use while the southbound lanes are rebuilt.
- ✓ Safety and flood immunity improvement works at Farlows Flat (near Yamba).

### Progressed work on:

- ✓ Started major construction on the Tintenbar to Ewingsdale upgrade.
- ✓ Advanced major work on five other upgrade projects, including bypasses of Bulahdelah, Kempsey, Frederickton and Woolgoolga.
- ✓ Continued building the longest road bridge in Australia, across the Macleay River and floodplain near Kempsey.
- ✓ Completed major traffic switches on the Bulahdelah and Kempsey bypass projects and a number of additional temporary traffic switches on the Herons Creek to Stills Road and Sapphire to Woolgoolga upgrades.

### Prepared for construction:

- ✓ Awarded a contract for the design and construction of the Frederickton to Eungai upgrade.
- ✓ Selected a preferred tenderer for the Nambucca Heads to Urunga upgrade, with a contract expected to be awarded in early 2013.
- ✓ Started the procurement processes for the design and construction of the Oxley Highway to Kundabung and Warrell Creek to Nambucca Heads upgrades.

### Planned for construction:

- ✓ Displayed the environmental impact statement for the Woolgoolga to Ballina upgrade, for public comment.
- ✓ Continued land acquisitions.

### Continued safety and minor works:

- ✓ Completed flood immunity improvement work at Farlows Flat (near Maclean).
- ✓ Started preliminary survey work for safety improvements at Old Post Office Lane near Ulmarra.



Bulahdelah – traffic being switched onto new northbound carriageway



Looking south from the abutment of the Macleay River and floodplain bridge

# Upgrade outcomes



## Where are we now?

At 31 December 2012:

**346 kilometres** are dual carriageway – about 52 per cent.

**73 kilometres** are being built.

**105 kilometres** have received planning approval and are being prepared for construction.

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

For the second half of 2012, there was an average of **1700** people working on the various construction projects.

## Travel times

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

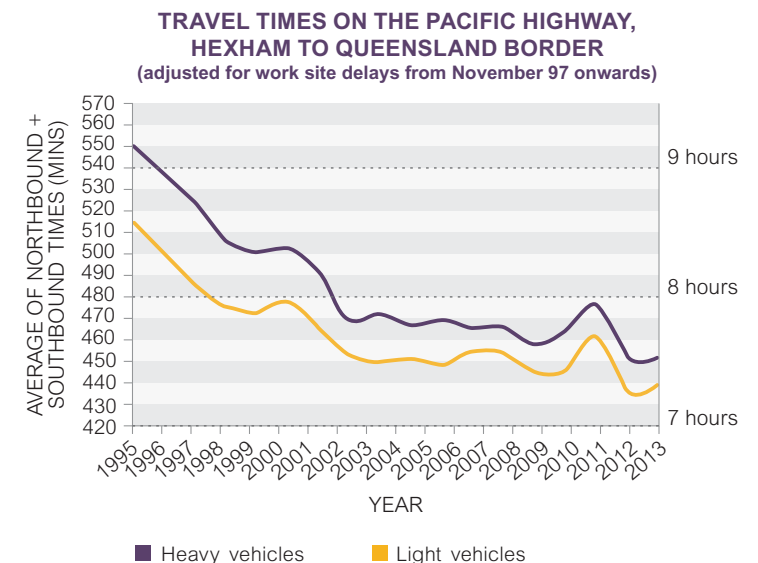
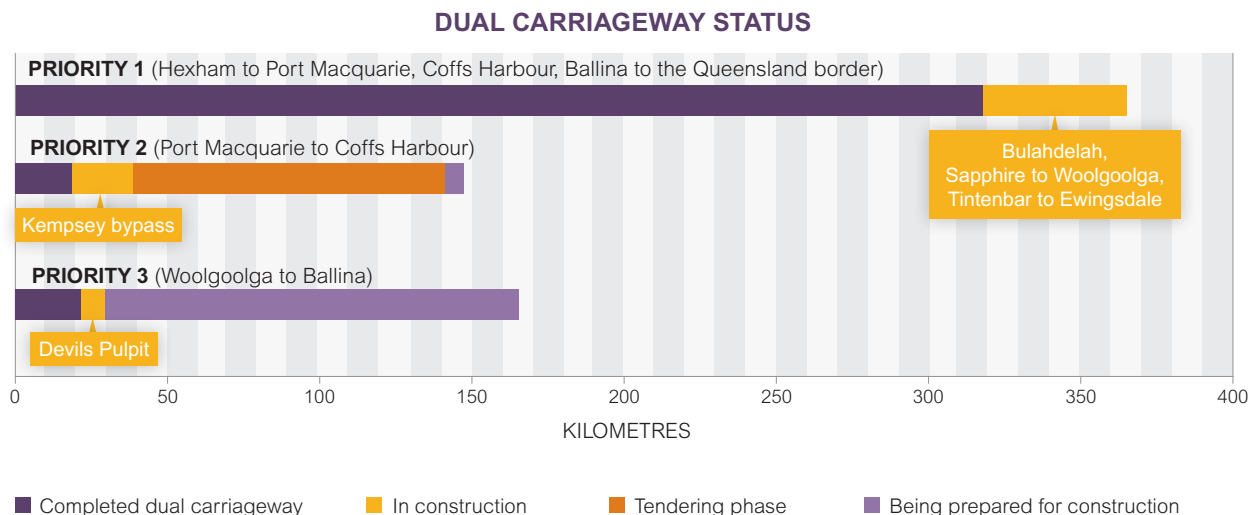
Travel time surveys conducted at the end of 2012 show average travel time savings are slightly decreased for heavy vehicles and increased slightly for light vehicles. These changes are not considered to be significant and most likely reflect natural variation in traffic and conditions between surveys.

When examining trends in travel time, increases in traffic levels and areas of reduced speed limits (such as the 50km/h urban speed limit in towns yet to be bypassed) need to be considered.

Travel times are expected to decrease by a further 10 to 15 minutes when the Kempsey and Bulahdelah bypasses are completed in the first half of 2013, with more savings expected during peak holiday times.

## Dual carriageway status

The graph below shows the status of completing highway priorities 1, 2 and 3.





# Upgrade outcomes

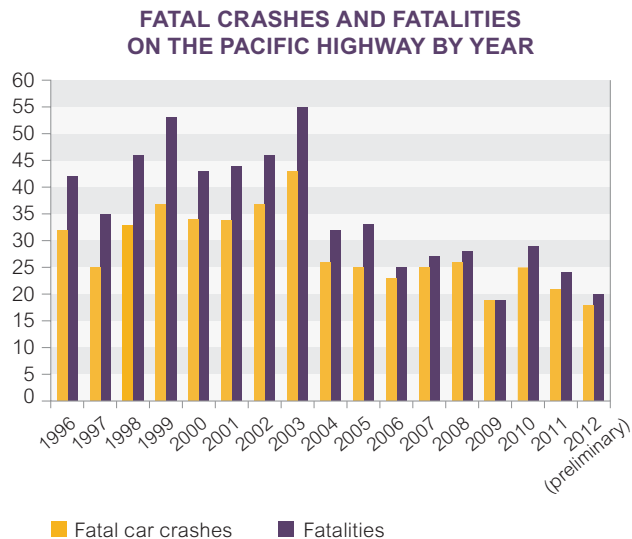


## Crashes

Preliminary information shows there were 18 fatal crashes with 20 fatalities during 2012. This figure includes 10 fatal crashes with 10 fatalities during the second half of the year.

The number of fatalities in 2012 improves on the average of the previous five years (just under 26 per year) and is the second lowest in over forty years (there were 19 fatalities in 2009).

Further information on injury and non-injury crashes for 2012 will be available in the July 2013 six month report card, by which time the crash data set will have been finalised.



## Driving a better highway – projects opened to traffic in 2012



# Finishing the job



Early completion of a four-lane divided highway between Hexham and the NSW/ Queensland border remains an important issue for local communities and is a priority for the NSW State and Australian governments.

By the end of 2014:

- 63 per cent of the highway will be opened to a four-lane divided highway standard.
- Another 16 per cent will be under construction.
- The remaining 21 per cent will be fully prepared for construction.

Current funding commitments will go a long way towards completing the upgrade.

Funding has now been provided that will ensure a four-lane divided highway will be completed between Hexham (near Newcastle) and Woolgoolga (north of Coffs Harbour) and between Ballina and the Queensland border by 2016.

Funding is also being provided to advance early settlement for soft soil areas and preconstruction works on critical sections of the remaining single lane highway between Woolgoolga and Ballina.

Discussions are continuing on the outstanding funds required to finish the job.

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



Finishing work under way on shared user path for the Banora Point upgrade

## Key project milestones – how are we travelling?

Did we do what we said we would between July and December of this year?

### Open to traffic:

- ✓ Complete finishing work for the Banora Point upgrade.
- ✓ Complete the Farlows Flat flood immunity improvement work (near Maclean) as part of the safety and minor works program.

### Major construction work progress:

- ✓ Start major construction on the Tintenbar to Ewingsdale upgrade.
- ✗ Complete major traffic switches for the Bulahdelah, Herons Creek to Stills Road and Sapphire to Woolgoolga upgrades. (Major switches were completed for Bulahdelah and Sapphire to Woolgoolga. However, the Herons Creek to Stills Road project has experienced delays due to site contamination experienced in the first part of the year. As a result, a major traffic switch was not able to be achieved by December 2012).
- ✓ Advance construction of the Kempsey bypass, including completing major bridge crossing of the Macleay River and concrete paving.



# Finishing the job



## Preparation for major construction work:

- ✓ Complete geotechnical investigations for the Frederickton to Eungai and Nambucca Heads to Urunga upgrades.
- ✓ Award a contract for the design and construction of the Frederickton to Eungai upgrade.
- ✓ Announce a preferred tenderer for the Nambucca Heads to Urunga upgrade.
- ✓ Announce a decision on the review of the alternative alignment at Macksville (as part of the Warrell Creek to Nambucca Heads project).
- ✓ Start the procurement process for the Warrell Creek to Nambucca Heads and Oxley Highway to Kundabung upgrades.
- ✗ Start the procurement process for early works for the Kundabung to Kempsey section. (Recent funding announcements mean that an early works contract is no longer needed and we can now start the procurement process for the full construction of this section in 2013).
- ✗ Start the process for selecting a contractor of the Sancrox Road interchange on the Oxley Highway to Kundabung section of the Pacific Highway. (RMS is currently awaiting approval from the Federal Department of Sustainability, Environment, Water, Population and Communities for the Oxley Highway to Kempsey upgrade).
- ✓ Continue land acquisitions.

## Plan for remaining sections:

- ✓ Display the environmental impact statement for the Woolgoolga to Ballina upgrade for public comment.
- ✓ Continue land acquisitions.

In addition to the commitments made in the July 2012 Pacific Highway report card, we have also:

- ✓ Completed a major traffic switch on the Kempsey bypass.

## In the next six months (January – June 2013) RMS will:

### Open to traffic:

- ✓ Open the Bulahdelah bypass to traffic.
- ✓ Open the Kempsey bypass to traffic.
- ✓ Open the Bago Road interchange on the Herons Creek to Stills Road upgrade.

### Achieve major work progress:

- ✓ Start to establish the construction site for the Frederickton to Eungai upgrade.
- ✓ Complete major traffic switches for the Herons Creek to Stills Road, Sapphire to Woolgoolga and Devils Pulpit upgrades.
- ✓ Complete a number of major overbridges on the Sapphire to Woolgoolga upgrade.
- ✓ Start major excavation work on the St Helena tunnel.

## Prepare for major work:

- ✓ Award a contract for the design and construction of the Nambucca Heads to Urunga upgrade.
- ✓ Start preconstruction work on soft soil areas for the Nambucca Heads to Urunga upgrade.
- ✓ Invite tenders from a shortlist of prequalified companies for the design and construction of the Oxley Highway to Kundabung and Warrell Creek to Nambucca Heads upgrades.
- ✓ Award a contract for construction of the Sancrox Road interchange on the Oxley Highway to Kundabung section of the Pacific Highway.
- ✓ Invite tenders for early enabling works from Pimlico to Teven Road, near Ballina.
- ✓ Continue land acquisitions.

## Plan for remaining sections:

- ✓ Complete detailed design for the Woolgoolga to Glenugie section.
- ✓ Start detailed survey work for the Glenugie to Ballina section.
- ✓ Continue land acquisitions.

# Community



## How are we travelling?

Between July and December 2012, RMS and its project teams have:

- ✓ Attended more than 140 community and stakeholder meetings or information sessions.
- ✓ Carried out about 1800 individual meetings with property owners and other stakeholders across the upgrade projects from Hexham to the Queensland border.
- ✓ Maintained 46 static displays.
- ✓ Issued 13 community updates (including progress advertisements).
- ✓ Distributed about 90 separate letters to householders and traffic updates.
- ✓ Held 12 community events (including site tours and opening events).



## Woolgoolga to Ballina environmental impact statement

In December 2012, an environmental impact statement (EIS) was placed on display for the largest ever section of the Pacific Highway upgrade.

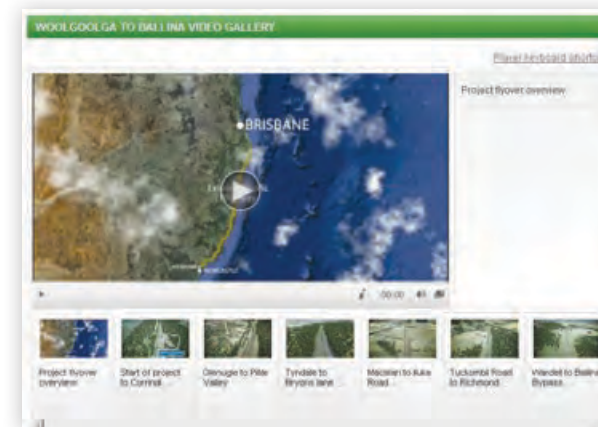
The Woolgoolga to Ballina upgrade is about 155 kilometres long and represents the last remaining length of single carriageway Pacific Highway for which planning approval is being sought.

The EIS is over 8,000 pages long and covers a diverse and extensive study area that includes both regional centres and rural communities.

As part of the EIS display, the project team provided a range of opportunities for the public to view the EIS, ask questions, and make comment. These communication tools included:

- **The Environmental Impact Statement report itself, including the main report and 10 additional technical working papers.**
- **An Environmental Impact Statement summary brochure.** Distributed to directly affected landowners and key stakeholders. Copies were also made available at the community information sessions and staffed displays.

- **A black and white flyer.** Sent to almost 10,000 local residents and stakeholders.
- **An emu fact sheet.** Prepared on special issues relating to potential impacts on the coastal emu.
- **Letters to directly affected landowners and key stakeholders.** 5,500 letters were sent.
- **Static displays** at about 40 locations within the project corridor.
- **Community information sessions / staffed displays.** Nine info sessions and 10 staffed displays were held across the study area.
- **Flooding focus group meetings.**
- **A project visualisation and real time 3D images** (available on the project website and at the community information sessions).
- **An online collaborative mapping tool** including constraints (updated since the concept design display in October 2011).





# Environment



## How are we travelling?

Between July and December 2012, RMS and its project teams have:

- ✓ Received endorsement from the Department of Planning and Infrastructure for a set of templates for the construction environmental management plan and associated sub-plans for use on both sections of the Warrell Creek to Urunga upgrade. It is anticipated that these templates might also be used on future upgrade projects to help provide a more consistent and streamlined approach.
- ✓ Used infra-red camera monitoring in partnership with the CSIRO to reveal a previously undiscovered but important role that bandicoots and swamp wallabies play in spreading the seeds of the threatened underground orchid at Bulahdelah.
- ✓ Installed 72 nesting boxes for native fauna including sugar gliders, squirrel gliders and native birds at Bulahdelah.
- ✓ Completed two fauna underpasses and a number of glider crossings at Kempsey. Over the coming months, additional fauna fencing, another fauna underpass, a rope-bridge crossing and further glider crossings will be installed.
- ✓ Implemented special measures at Tabbimoble to protect the habitat of the endangered Oxleyan Pygmy Perch.
- ✓ Successfully installed frog fencing in areas known to have populations of the threatened Giant Barred Frog. Monitoring to date has confirmed that the barrier is working.

- ✓ Successfully relocated a colony of bats from a culvert at Minor Creek as part of the Tintenbar to Ewingsdale upgrade.
- ✓ Successfully translocated the threatened Rusty plum species on the Sapphire to Woolgoolga upgrade.
- ✓ Rehabilitated Pound Yard Creek, also on the Sapphire to Woolgoolga upgrade, restoring natural channel habitats and fish passage. The project team also successfully rehabilitated mangrove habitat at Cunningham and Double Crossing creeks.
- ✓ Maximised the use of recycled water from Coffs Harbour City Council, reducing the use of natural water sources during construction.
- ✓ Won the Australasian International Erosion Control Association award for environmental excellence for the Banora Point upgrade.

## Environmental issues for the past six months

Environmental incidents recorded between July and December 2012 relate to:

- Minor fuel and hydraulic oil spills from machinery on construction sites and compounds.
- Erosion and sediment control (water quality) issues within construction sites.
- Unauthorised works (i.e. outside of approved areas and/or construction hours).
- Other issues relating to air quality, heritage and waste management.

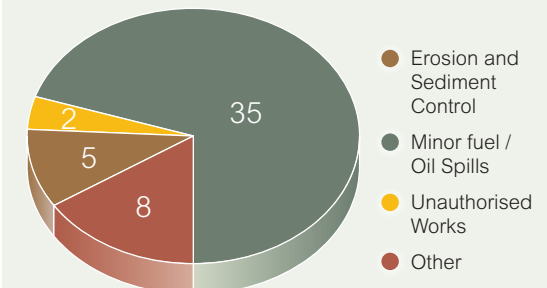
Wet weather conditions experienced earlier in 2011 and 2012 have improved over the last six month period, which has contributed to the drop in erosion and sedimentation control and water quality issues.



Sapphire to Woolgoolga upgrade – restoration of Woolgoolga Creek on the bypass section

About 78 environmental inspections were carried out for the project sites from Bulahdelah to Banora Point. Over 80 per cent of these inspections recorded a “green” status which indicates the sites were demonstrating good environmental practice with no or very low priority issues identified.

## THERE WERE 50 ENVIRONMENTAL ISSUES IN THE PAST SIX MONTHS:



# Projects being built



## Contractor:

Baulderstone

## Form of contract:

Construction

**Average workers on site during the past six months:** 190

**Average pieces of large plant on site during the past six months:** 70

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

## Expected completion date:

First half of 2013 (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 involves building about 8.5 kilometres of four-lane divided highway with an eastern bypass of the Bulahdelah township.

The Bulahdelah bypass has continued to experience significant wet weather delays in the last six months. It is now expected that a partial opening of the bypass will be in place by Easter 2013 to provide relief during this peak holiday travel period.

**38 days were lost to wet weather** ☁️  
**in the past six months.**

**July – December 2012,** 🏗️  
**work progress:**

- ✓ Two major traffic switches were completed, included opening the new southern interchange bridge and about three kilometres of new southbound highway to traffic (with one lane travelling in each direction).
- ✓ Bombah Point Road bridge opened to traffic.
- ✓ Major bridge work was completed on all 12 bridges for the project. Finishing work is under way.
- ✓ Blasting work was completed north of Bombah Point Road.
- ✓ Paving work continued across the project including the start of concrete paving at the northern end of the project.

**January – June 2013,** 🏗️  
**expected work progress:**

**Weather permitting** ☀️

- ✓ Drainage, paving, landscaping, noise walls and safety fence installation will be completed.
- ✓ Traffic will be switched onto the final southbound lanes north of the northern interchange and onto the final northbound lanes south of Booral Road.
- ✓ The bypass will be opened to traffic.
- ✓ Mountain Park will be reopened.

**Community issues** 👥

- ✓ The project team is working through concerns relating to dust, noise and other property impacts from work.

**Environmental issues** 🌿

- ✓ Ongoing monitoring of the threatened orchid species.



# Projects being built


**Contractor:**

BMD Constructions

**Form of contract:**

Construction

**Average workers on site during the past six months:** 58

**Average pieces of large plant on site during the past six months:** 33

**Start date of major construction:** March 2011

**Expected completion date:**

Second half of 2013  
(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.



## Herons Creek to Stills Road upgrade

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

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

**36 days were lost to wet weather** ☁️  
**in the past six months.**

**July – December 2012, work progress:**

- ✓ The newly aligned Bobs Creek Road was re-opened.
- ✓ The Boyds Road intersection with the Pacific Highway was permanently closed.
- ✓ Work was completed on a temporary diversion for Stills Road.
- ✓ Earthworks, drainage and bridge work continued across the project.
- ✓ Remediation work was successfully completed for a contaminated area on the site (see right for further details).
- ✓ Construction progress continues to recover from significant impacts in 2012 due to extensive wet weather and the need to investigate soil contamination.

**January – June 2013,** 🧑🏫  
**expected work progress:**

**Weather permitting** ☀️

- ✓ Completion of earthworks and drainage on the main upgrade section.
- ✓ Completion of the Herons Creek bridges.
- ✓ Start of concrete paving.

## Community issues

- ✓ 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 issues

**Incident investigation – possible site contamination**

RMS has successfully remediated an isolated area on the project which affected the health of a number of workers. This contamination area is where, in December 1980, a truck carrying a mixed load including radioactive waste, pesticide, food additives and other waste crashed on the Pacific Highway.

The remediation work was completed in accordance with a Remedial Action Plan that was developed for the site. The plan was reviewed in detail by independent specialists and the Environment Protection Authority (EPA). The EPA has advised that they are satisfied the site is suitable for continued construction works and future use as a roadway.

Reports from independent specialists were placed on the Pacific Highway website in September 2012.

The final independent report from Mr Brian Gilligan is expected shortly.

For more information visit the project website:

**[www.rms.nsw.gov.au/pacific](http://www.rms.nsw.gov.au/pacific)**

# Projects being built

## Contractor:

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

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: 660

## Average pieces of large plant on site during the past six months: 133

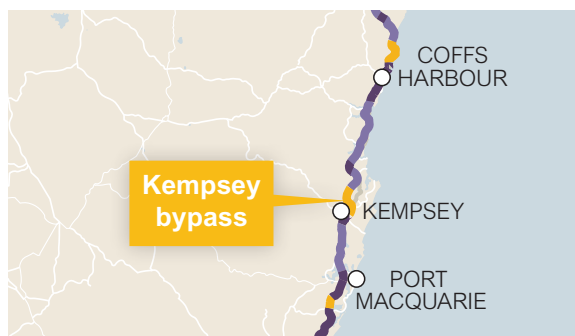
## Start date of major construction: June 2010

## Expected completion date: March 2013 (weather permitting) ☀

## Project value: \$618 million

## Australian Government contribution: Australian Government contribution: Fully Federally funded (Building Australia Fund) \$618 million \*\*

\*\* 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 bridge over the Macleay River and floodplain will be 3.2 kilometres long on completion, making it the longest bridge in Australia.

## 17 days were lost to wet weather ☁ in the past six months.

## Delivery methodology

The project has been split into two separate contracts:

- ✓ An alliance contract for the main roadwork and minor bridge work.
- ✓ A design and construct contract to build the bridge over the Macleay River and floodplain.

The project is now scheduled to open 15 months earlier than originally expected, in March 2013, weather permitting.

## July – December 2012, 🚧 work progress:

- ✓ Traffic was switched at the South Kempsey interchange to allow for completion of the interchange ramps.
- ✓ Major paving work continued across the project.
- ✓ The temporary rock platform was moved from the northern to the southern side of the river.
- ✓ The Macleay River and floodplain bridge was completed.
- ✓ Flood mitigation work was completed.
- ✓ Finishing work was under way across the project.

## January – June 2013, 🚧 expected work progress:

### Weather permitting ☀

- ✓ Paving, drainage and finishing work will be completed.
- ✓ The bypass will be opened to traffic.

## Community issues 👥

- ✓ The project team is working through the commemorative naming process for the Macleay River and floodplain bridge.

## Environmental issues 🌿

- ✓ Nil.



Looking south from pier 79 on the Macleay River and floodplain bridge



# Projects being built



## Contractor:

Leighton Fulton Hogan joint venture

## Form of contract:

Design and construct contract

**Average workers on site during the past six months:** 330

**Average pieces of large plant on site during the past six months:** 271

## Start date of major construction:

August 2010

## Expected completion date:

Second half of 2014

(weather permitting) ☀️

**Project value:** \$850 million \*

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

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

\* Increased due to variations in scope and settlement of project claims.

\*\* Contribution amounts to be adjusted for increased cost.

## 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 highway extending about 25 kilometres from Campbell Close at Sapphire to Arrawarra Beach Road at Arrawarra.

**23 days were lost to wet weather** ☁️  
**in the past six months.**

**July – December 2012,** 🚧  
**work progress:**

- ✓ The Greys Road overbridge was opened to local traffic.
- ✓ Other bridgework also continued with the southbound bridges at Cunninghams Creek and Skinners Creek now complete.
- ✓ A number of temporary traffic diversions and switches were put in place.
- ✓ A new section of local service road was opened between Gaudrons and Sugarmill roads.
- ✓ The Newmans Road underpass was opened.
- ✓ Concrete paving started.
- ✓ Controlled blasting continued about two kilometres northwest of Woolgoolga.
- ✓ Bulk earthworks and drainage work continued across the project.

**January – June 2013,** 🚧  
**expected work progress:**

**Weather permitting** ☀️

- ✓ A series of major traffic switches will take place that will move highway traffic onto new northbound lanes at the Arrawarra interchange, new northbound lanes from Graham Drive (south) to Graham Drive (north) and onto a new service road and southbound highway lanes between Emerald Beach and Sapphire.
- ✓ The Headlands Road, Moonee Beach and Woolgoolga Creek Road overbridges will be opened.

**Community issues** 👥

- ✓ The project team is working through concerns relating to noise, dust and other property impacts from the upgrade work.

**Environmental issues** 🌿

- ✓ Nil.



# Projects being built



## Contractor:

John Holland

## Form of contract:

Construct only

**Average workers on site during the past six months:** 90

**Average pieces of large plant on site during the past six months:** 40

## Start date of major construction:

December 2011

## Expected completion date:

Second half of 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.

## Devils Pulpit upgrade

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

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

**29 days were lost to wet weather** ☁️  
**in the past six months.**

**July – December 2012,** 🚧  
**work progress:**

- ✓ Utility relocations were completed.
- ✓ Clearing work was ongoing.
- ✓ Major earthwork started on site.
- ✓ Major culvert construction started.
- ✓ Manufacturing of bridge piles started.
- ✓ Site compounds were established.
- ✓ Sedimentation and erosion controls were established.

**January – June 2013,** 🚧  
**expected work progress:**  
Weather permitting ☀️

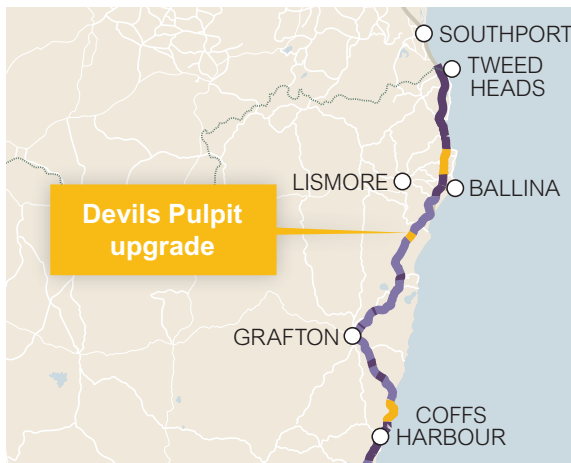
- ✓ Bulk earthworks will be completed.
- ✓ Transverse and longitudinal drainage will be completed on the main upgrade section.
- ✓ Concrete paving will start.

**Community issues** 👥

- ✓ Nil.

**Environmental issues** 🌿

- ✓ Nil.



Start of four lane divided road construction



Culvert construction



# Projects being built

## Contractor:

Boulderstone

## Form of contract:

Design and construct

**Average workers on site during the past six months:** 118

**Average pieces of large plant on site during the past six months:** 60

**Start date of major construction:** September 2012

## Expected completion date:

Second half of 2014 (weather permitting) ☀️

**Project value:** \$862 million

**Australian Government contribution:** \$566.1 million \*\*

**NSW State Government contribution:** \$295.9 million \*\*

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



## Tintenbar to Ewingsdale upgrade

The Tintenbar to Ewingsdale upgrade is jointly funded by the Australian and NSW governments.

The upgrade will provide 17 kilometres of four-lane divided highway from the northern end of the Ballina bypass at Ross Lane to the Ewingsdale interchange.

**6 days were lost to wet weather** ☁️  
**in the past six months.**

**July – December 2012,** 🚧  
**work progress:**

- ✓ Major work started.
- ✓ Detailed design work continued.
- ✓ Bridge work started at Emigrant and Byron creeks.
- ✓ Trial blasting was carried out at St Helena Hill and in the Tinderbox Valley.
- ✓ Excavation work started at the southern entrance to the St Helena tunnel.
- ✓ Work on local road upgrades started.

**January – June 2013,** 🚧  
**expected work progress:**

**Weather permitting** ☀️

- ✓ Start major tunnel excavation work.
- ✓ Continue traffic management, bulk earthworks, drainage works, local road works, bridge works and tunnel work across the full length of the project.
- ✓ Continue detailed design work.
- ✓ Continue community consultation on the business signage strategy.

## Community issues

- ✓ Noise issues continued to be discussed.

## Environmental issues

- ✓ Nil.



Placement of pipe culvert units at works near Bangalow Road



Foundation treatment after excavating silt from the ponds at the old fish farm, Knockrow

# Projects being built

## Contractor:

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:** 50

**Average pieces of large plant on site during the past six months:** 30

**Start date of major construction:** December 2009

**Expected completion date:** Final completion December 2012

**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 project is jointly funded by the Australian and NSW governments.

The upgrade extends over about two and a half kilometres from the northern end of Barneys Point bridge to the southern end of the Tweed Heads bypass.

**6 days were lost to wet weather** ☁️  
in the past six months.

**January – June 2012,** 🚧  
**work progress:**

- ✓ The upgraded highway was fully opened to traffic.
- ✓ Finishing works were carried out on the new highway and other local roads.
- ✓ A community day was held on 22 September to mark the opening.
- ✓ Shared user path completed.
- ✓ Wilson Park landbridge opened to public use.

## Community issues

- ✓ The project team is continuing to work through concerns raised about alleged damage to properties from project work.

## Environmental issues

- ✓ Nil.



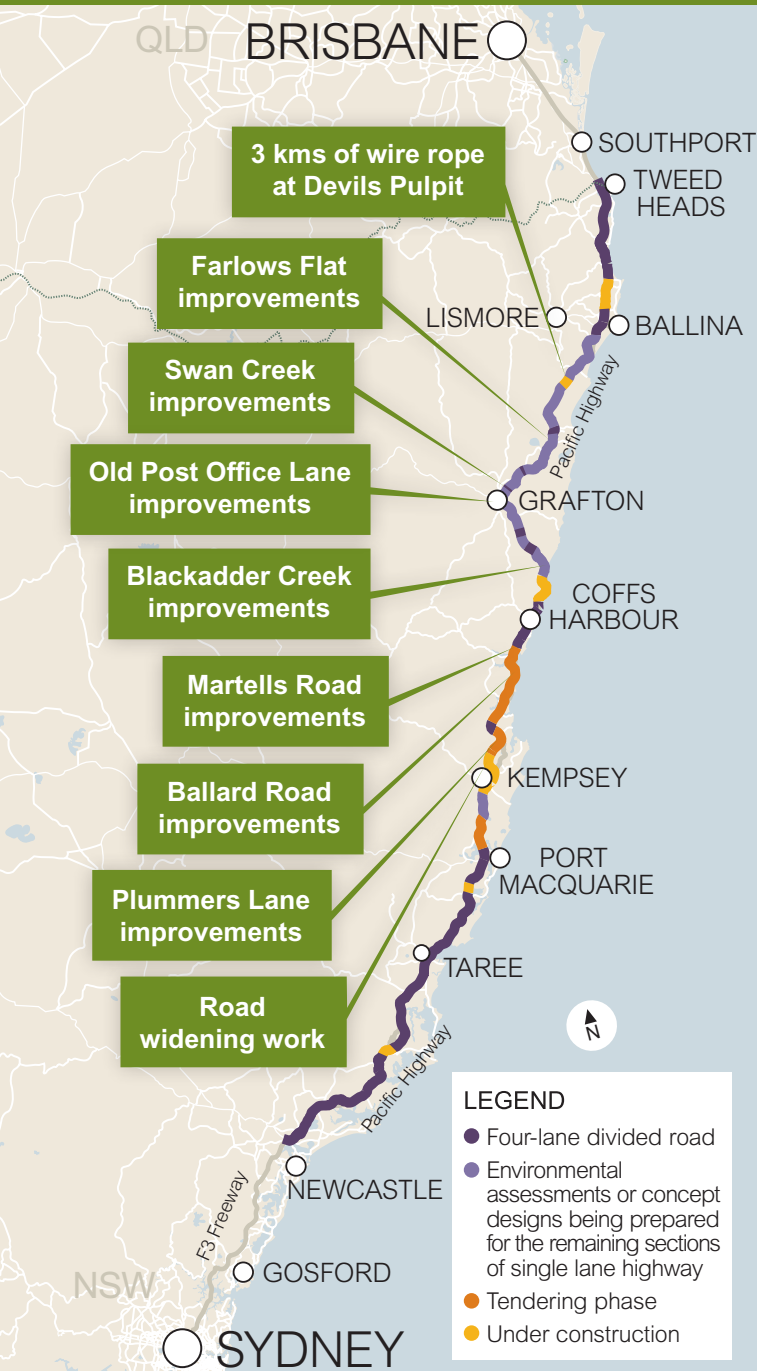
A community day was held in September 2012 for the opening of the Banora Point upgrade



Wilson Park landbridge now completed



# Safety improvements



While most of the funding will be directed to upgrading the highway to a four-lane divided highway, 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.

Safety improvements are a part of the Australian and NSW governments' commitment to upgrade the Pacific Highway during the five years to mid 2014. Additional work is fully state funded.

Work is being delivered to improve safety until upgrades can be completed. Some of this work is also to reduce the delays caused by local and major flood events.

## Contractor:

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:** 18

## Start date of major work:

November 2009

## Expected completion date:

Mid 2014 (weather permitting) ☀️

**Project value:** \$55 million

## July – December 2012, 🚧 work progress:

- ✓ Farlows Flat flood immunity work was completed.
- ✓ Development work continued on improvements at Old Post Office Lane, near Ulmarra (north of Grafton).
- ✓ Preliminary survey work started.

## January – June 2013, 🚧 expected work progress:

Weather permitting ☀️

- ✓ Major work will start on intersection improvements and shoulder widening at Old Post Office Lane (near Ulmarra).



Completed improvement works at Farlows Flat



Loading gravel into the batch plant at Farlows Flat

# Projects being prepared for major work: Priority 2



## Oxley Highway to Kempsey upgrade


The Oxley Highway to Kempsey upgrade is jointly funded by the Australian and NSW governments. The upgrade will provide about 37 kilometres of four-lane divided road between the Oxley Highway near Port Macquarie and the Kempsey bypass.

The project is being built in two sections.

## Oxley Highway to Kundabung

**July – December 2012,**   
**work progress:**


- ✓ Detailed design work continued.
- ✓ Geotechnical field investigations and ground survey work continued.
- ✓ Land acquisitions continued with about 32 per cent now complete.
- ✓ Work continued on a referral to the Department of Sustainability, Environment, Water, Population and Communities.
- ✓ Registrations of interest were called for the design and construction of the upgrade.

**January – June 2013,**   
**expected work progress:**

**Weather permitting** 

- ✓ Tenders will be invited for the design and construction of the upgrade.
- ✓ Geotechnical investigation will continue.
- ✓ Land acquisitions will continue.
- ✓ A contract will be awarded for construction of the Sancrox Road interchange.
- ✓ Project expected to be determined by the Department of Sustainability, Environment, Water, Population and Communities.

## Kundabung to Kempsey

**July – December 2012,**   
**work progress:**

- ✓ Concept design completed.
- ✓ Detailed design work neared completion.
- ✓ Geotechnical field investigations and ground survey work continued.
- ✓ Land acquisitions continued with about 40 per cent now complete.
- ✓ Work continued on a referral to the Department of Sustainability, Environment, Water, Population and Communities.

**January – June 2013,**   
**expected work progress:**

**Weather permitting** 

- ✓ Tenders will be invited for construction of the upgrade.
- ✓ Detailed design work will be completed.
- ✓ Geotechnical field investigations will be completed.
- ✓ Land acquisitions will continue.
- ✓ Project expected to be determined by the Department of Sustainability, Environment, Water, Population and Communities.



# Projects being prepared for major work: Priority 2



## Frederickton to Eungai upgrade

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

The upgrade is stage two of the 40 kilometre Kempsey to Eungai project and will provide around 26 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.

### July – December 2012, work progress:

- ✓ A contract was awarded to the Thiess and Macmahon Contractors joint venture to design and build the upgrade.
- ✓ Initial geotechnical investigations and ground survey work was completed. Additional detailed survey investigations will be carried out by the contractor for the design and construction of the upgrade.
- ✓ Land acquisitions continued with about 95 per cent complete.

### January – June 2013, expected work progress: Weather permitting

- ✓ Detailed design work will start.
- ✓ Further detailed field investigations will be carried out.
- ✓ Land acquisitions will be completed.
- ✓ Preliminary site establishment and early works will start.

## Warrell Creek to Urunga upgrade

The Warrell Creek to Nambucca Heads 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 highway from the existing Allgomera deviation, south of Warrell Creek, to the existing Waterfall Way interchange at Raleigh.

The project is being built in two sections from Warrell Creek to Nambucca Heads and from Nambucca Heads to Urunga.

### Warrell Creek to Nambucca Heads upgrade

#### July – December 2012, work progress:

- ✓ A decision was made on the review of an alternative alignment for an eight kilometre section of the upgrade near Macksville.
- ✓ Geotechnical investigations and survey work continued.
- ✓ Land acquisitions continued with about 73 per cent complete.
- ✓ Registrations of interest were called for a design and construction contract.

#### January – June 2013, expected work progress: Weather permitting

- ✓ Tenders will be called for a design and construction contract.
- ✓ Geotechnical investigations will be completed.
- ✓ Land acquisitions will continue.
- ✓ Utility relocation work will start.

### Nambucca Heads to Urunga upgrade

#### July – December 2012, work progress:

- ✓ Abigroup Contractors was announced as the preferred tenderer to design and build the upgrade.
- ✓ Utility relocations started.
- ✓ Land acquisitions continued with 66 per cent now complete.

#### January – June 2013, expected work progress: Weather permitting

- ✓ A design and construct contract will be awarded.
- ✓ Detailed design work will start.
- ✓ Preconstruction work will start on soft soil areas around the Kalang River and other critical locations.
- ✓ Noise mitigation work will start.
- ✓ Land acquisitions will continue.

# Projects in planning: Priority 3



## 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 is being prepared for construction and will upgrade about 155 kilometres of highway to four-lane divided highway.

The upgrade does not include the completed Glenugie upgrade project or the Devils Pulpit upgrade (which is currently being built).



Aerial view of the existing highway at Mororo, proposed to be upgraded

\* 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 highway

## July – December 2012, work progress:

- ✓ The environmental impact statement was placed on display for community comment.
- ✓ Detailed design work continued for the Woolgoolga to Glenugie upgrade.
- ✓ Geotechnical field investigations neared completion.
- ✓ Land acquisitions continued with about 36 per cent now complete.

## January – June 2013, expected work progress:

### Weather permitting

- ✓ Submissions and Preferred Infrastructure Report will be finalised and planning approval will be sought.
- ✓ Geotechnical field investigations will be finalised (weather permitting).
- ✓ Detailed design will continue.
- ✓ Land acquisitions will continue.







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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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