



Australian Government

BUILDING OUR FUTURE



Transport for NSW

Woolgoolga to Ballina Pacific Highway upgrade

Local access - Project update



December 2020

IN THIS UPDATE

- upgrade standards explained
- changes to local access
- signage
- area specific local access information

Upgrade standards

The design for the 155 kilometre section of Pacific Highway upgrade between Woolgoolga and Ballina is a combination of an arterial standard (referred to as Class A) and a motorway standard (referred to as Class M).

The design for Woolgoolga to Ballina allows Class A sections to be upgraded to Class M in the future.

Class A comprises of two lanes in each direction and retains some direct local access. Posted speed limits may vary depending on the road environment.

Class M in comparison, has a posted speed of 110 kilometres per hour and access to the motorway is only available from grade-separated interchanges.



These interchanges involve one road passing over another, with ramps allowing for access between the roads.

About 100 kilometres of the upgrade between Woolgoolga and Ballina is Class M and the remaining 55 kilometres is Class A.

Changes to local access

Transport for NSW seeks to provide the best local access possible while delivering a balance of engineering, safety, environment and community outcomes.

On Woolgoolga to Ballina, overpasses and underpasses are used in Class A and Class M sections to maintain access to local roads where possible.

Interchanges

Access to Class M roads is via grade-separated interchanges only. Between Woolgoolga and Ballina there are three different types of interchanges:

- Full interchange - motorists can travel in all directions using two roundabouts
- Half interchange - motorists can only travel to and from one direction
- Split interchange - motorists use two half interchanges in close proximity to travel in all directions

Intersections

In the Class A sections access to the upgrade can be via a number of different at-grade intersection types.

When choosing what type of at-grade intersection to provide, road designers consider safety factors and operational performance aiming to provide the safest treatment with an accompanying level of mobility.

For this reason, all seagull type T-intersections have been removed as part of the Woolgoolga to Ballina upgrade. A seagull type T-intersection provides both right and left turns in and out of local roads. By removing this type of intersection, potential conflict points are reduced creating a safer driving experience.

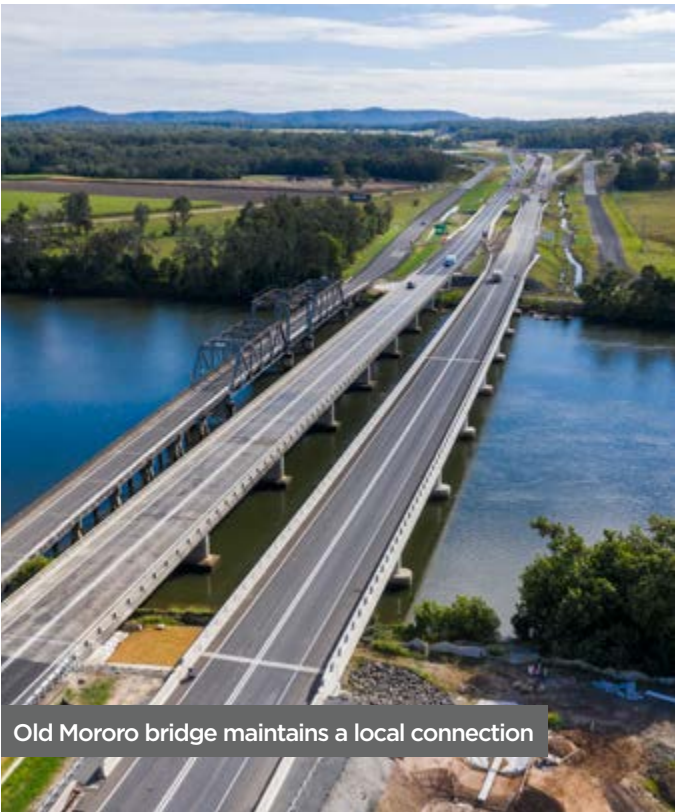
In general, property accesses that directly intersect with Class A sections of the upgraded highway have been restricted to left in and left out only. U-turn facilities have been built to maintain functionality. In some areas, right in access to a local road is available as part of a U-turn facility.

Traffic movements for local access on W2B



Service and access roads

Service roads are located next to the upgrade to separate local and highway traffic. In some areas the existing highway has become a service road and will provide an alternate route for local and regional drivers who elect not to use the upgraded highway.



Signage

Signage is an important part of designing a road and assists in the safe and efficient use of the road network. It is also relevant to cater for the needs of road users including services, tourist and bypassed towns signs.

In developing the directional signage plan for the upgrade, Transport for NSW sought feedback from local business and community groups. The signage installed provides information about the services available in bypassed towns, existing tourist drives, attractions and precincts and information about routes through bypassed towns that may be taken as an alternative to the highway.

The directional signage plan is available on the project website pacifichighway.nsw.gov.au. Changes to signs may be made for operational reasons.



Types of signs

- Guide signs (white writing on green background)
- Tourist signs (white writing on brown background)
- Services signs (white writing on blue background)



Woolgoolga to Halfway Creek

14 KILOMETRES

This section provides 14 kilometres of dual carriageway between Woolgoolga and Halfway Creek.

It is a combination of Class A and Class M standard where the new route deviates to the west of the former highway through the Corindi River floodplain.

In the Class A section access is maintained with upgraded intersections. For Class M, access is available at the Range Road interchange and overpasses or underpasses maintain access to local roads.

Achieving dual objectives

The Pacific Highway upgrade improves safety by replacing sections of two-lane undivided road with a four-lane dual carriageway.

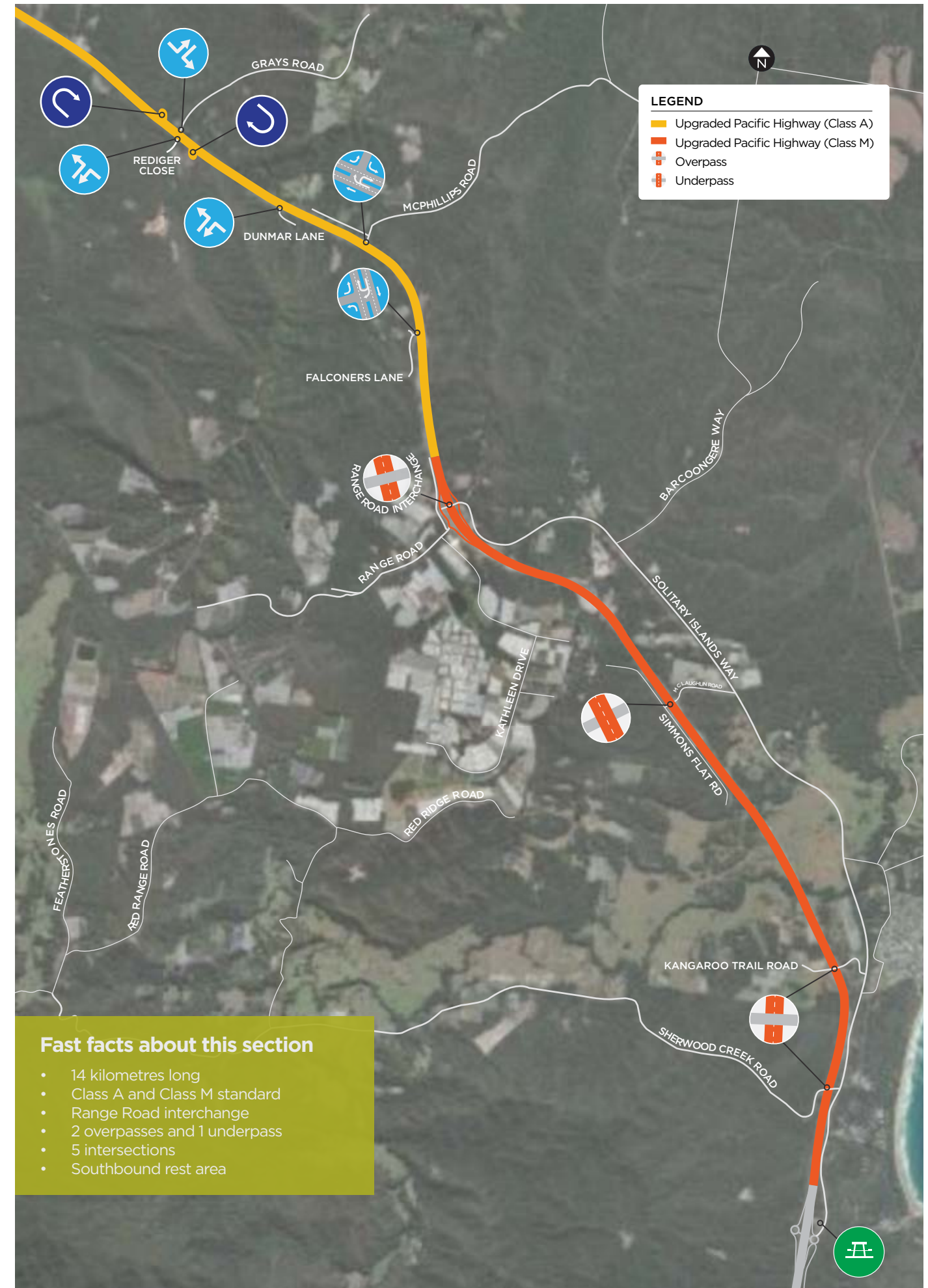
This provides safer and more reliable travel for motorists while maintaining connections for local communities.

The death toll on the Pacific Highway has reduced by more than 75 percent since the upgrade started in 1996.



Range Road interchange

Local access arrangements





Halfway Creek to Glenugie

12 KILOMETRES

This section provides 12 kilometres of dual carriageway between Halfway Creek and Glenugie.

It includes a number of upgraded intersections and has been built to Class A standard. U-turn facilities are provided for north and southbound travel.

The upgraded intersections allow safer access to and from the highway and improved access for local communities.

Back to the future

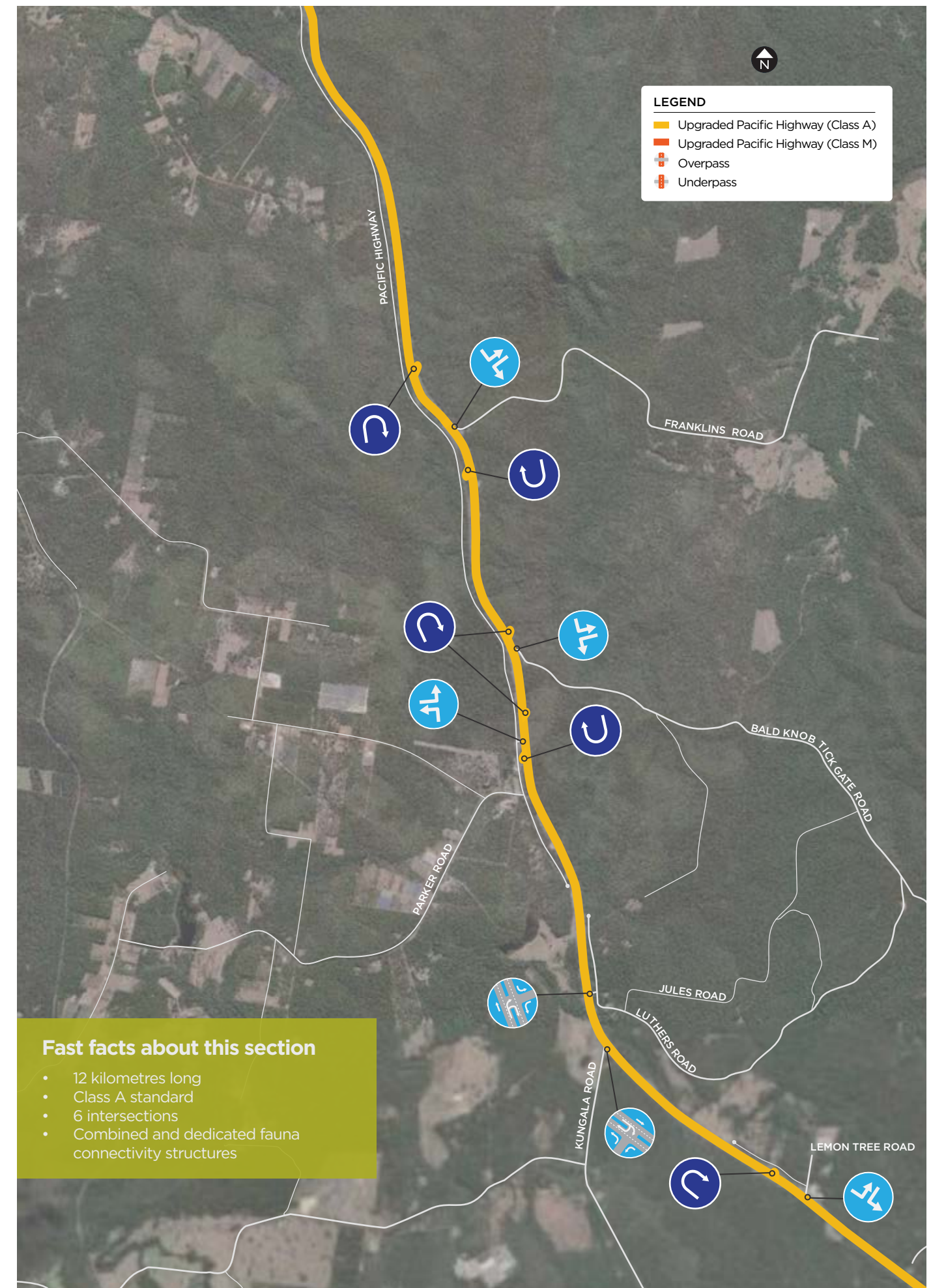
While this section opened to traffic in 2017, design refinements saw an eight kilometre stretch of the northbound carriageway upgraded to median-separated dual carriageway during 2019 and 2020.

Transport for NSW will continue to assess the need for future upgrades in line with increased traffic volumes, regional development and population growth.



New carriageway near Kungala Road, looking south

Local access arrangements



Fast facts about this section

- 12 kilometres long
- Class A standard
- 6 intersections
- Combined and dedicated fauna connectivity structures



Glenugie to Tyndale

36 KILOMETRES

This section provides 36 kilometres of dual carriageway between Glenugie and Tyndale.

It deviates from the former highway more than any other section of the Woolgoolga to Ballina upgrade and is built to Class M standard. The new route bypasses South Grafton and Ulmarra and features the Glenugie and Tyndale split interchanges.

The bypassed section of the former highway between South Grafton and Maclean has been renamed Big River Way. Overpasses or underpasses maintain access to local roads.

What does a motorway look like?

A key principle of road design is that roads should be self explaining and easily differentiated by their appearance.

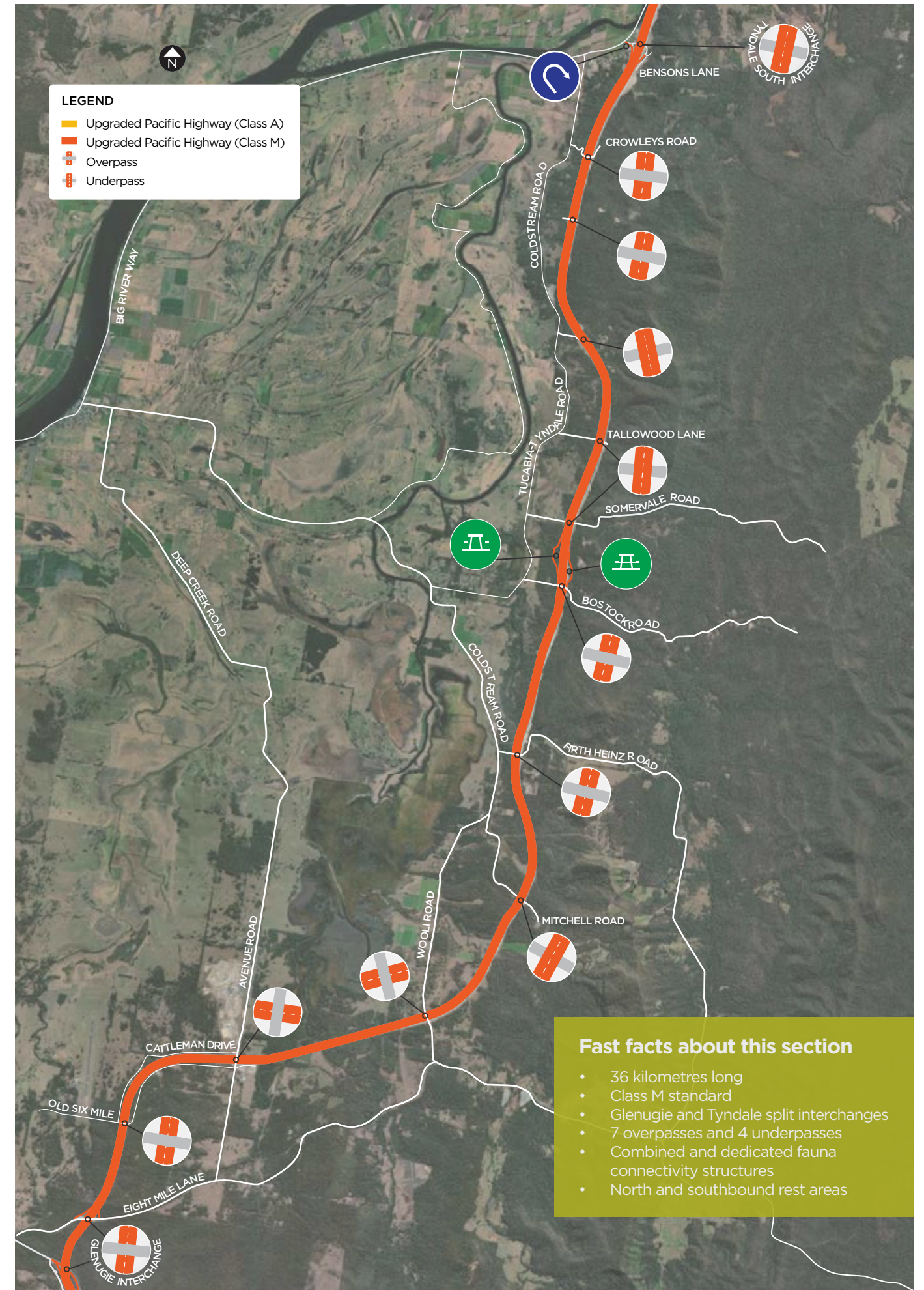
For this reason, engineering and traffic features, such as carriageway width, road markings, signage and street lighting are mostly consistent throughout a route.

A good example is the appearance of a motorway which features several wide lanes, no cross roads and no pedestrians. All of these characteristics are on display in the aerial view of the motorway near Tyndale below.



Aerial of the Tyndale north interchange

Local access arrangements





Tyndale to Maclean

12 KILOMETRES

This section provides 12 kilometres of dual carriageway between Tyndale and Maclean.

It starts at the Tyndale north interchange and continues north, joining the former highway at the Maclean interchange. It is built to Class M standard and includes the more than 800 metre long bridge over Shark Creek.

The bypassed section of the former highway between South Grafton and Maclean has been renamed Big River Way.

Access is available at the Tyndale north split interchange and Maclean interchange. Overpasses or underpasses maintain access to local roads.

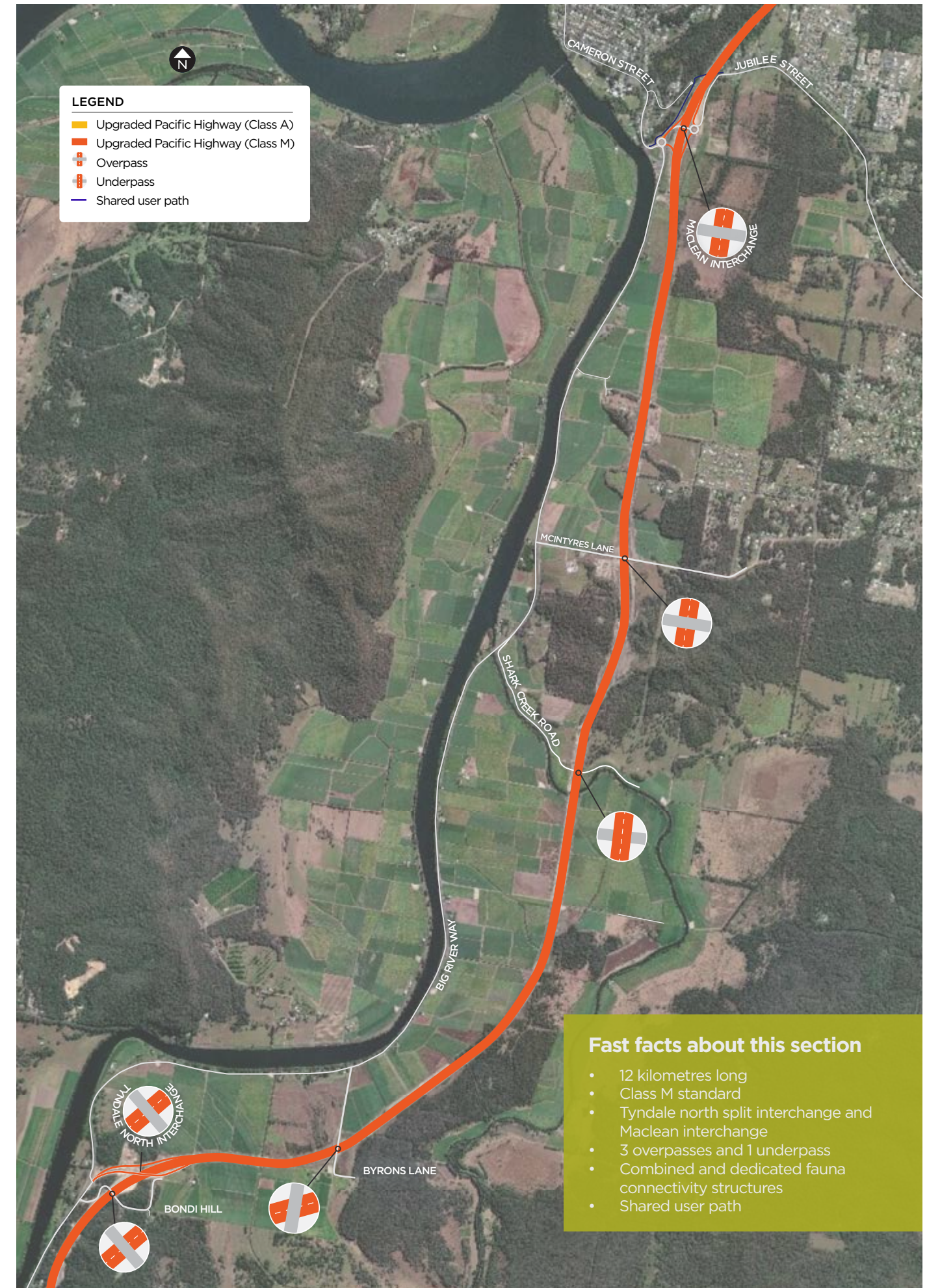
Shared user path

A shared user path is available between Cameron Street and Jubilee Street. This provides pedestrian and cyclist connection between Maclean and Townsend.



Aerial of the Maclean interchange

Local access arrangements





Maclean to Mororo

10.5 KILOMETRES

This section provides 10.5 kilometres of dual carriageway between Maclean and Mororo.

It is a duplication of the former highway and built to a combination of Class A and Class M standard.

This route features the Yamba, Harwood/Watts Lane split interchange and Iluka interchange.

It also includes a number intersections, overpasses and underpasses maintaining access to local roads.

Local connections

In some locations the former highway is used as a service road that provides an alternative for road users who elect not to use the upgraded highway.

The existing Harwood and Mororo bridges remain important features for local road users.

Separating highway and local traffic creates a safer environment for road users.



Aerial view of Mororo bridge and Chatsworth Road overpass looking south

Local access arrangements



Woolgoolga to Ballina Pacific Highway upgrade

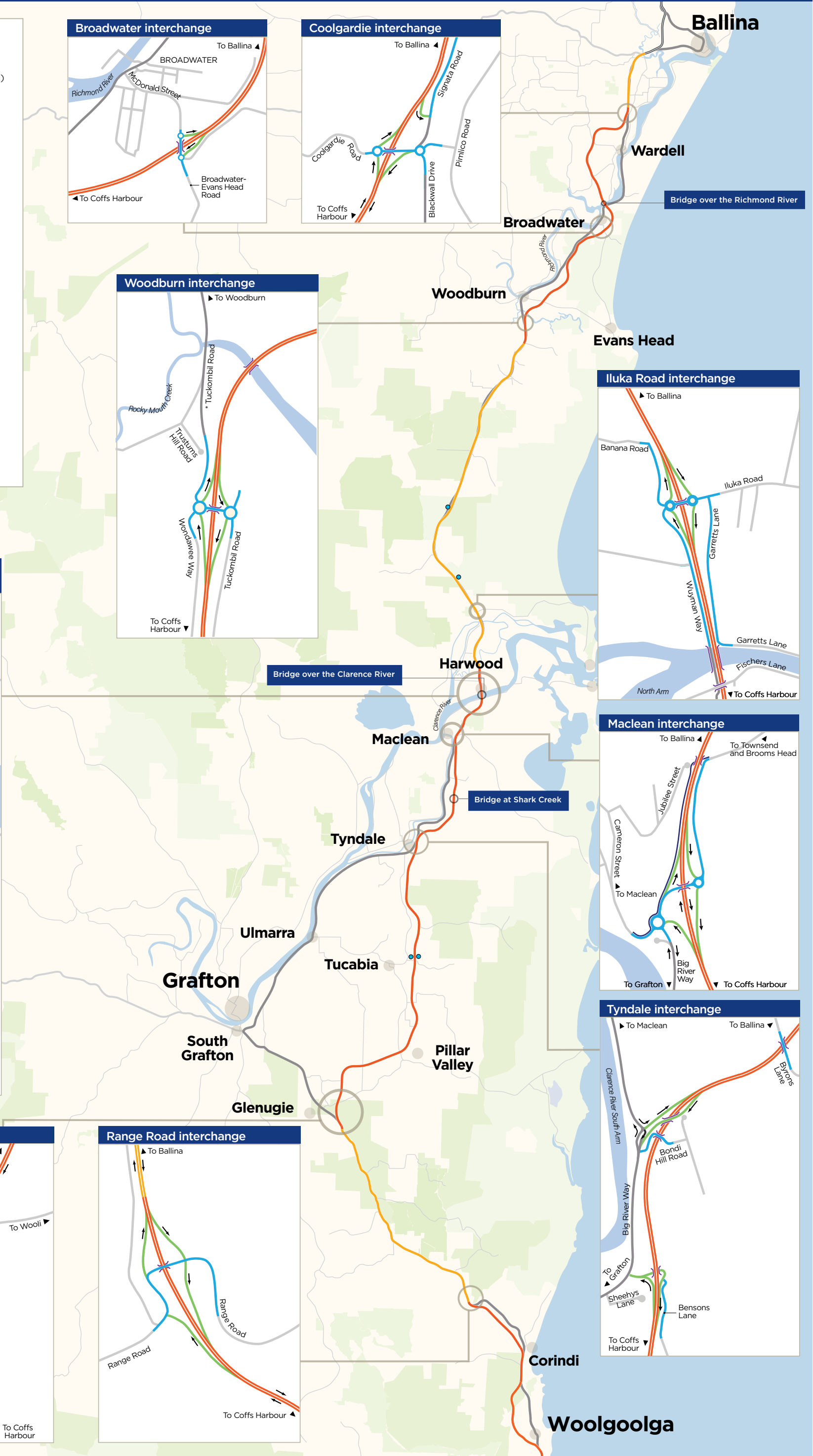
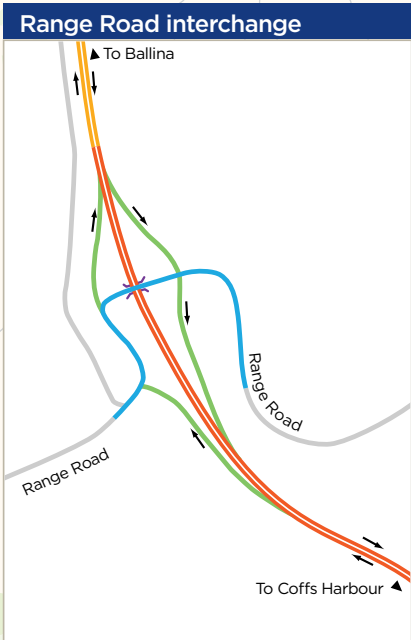
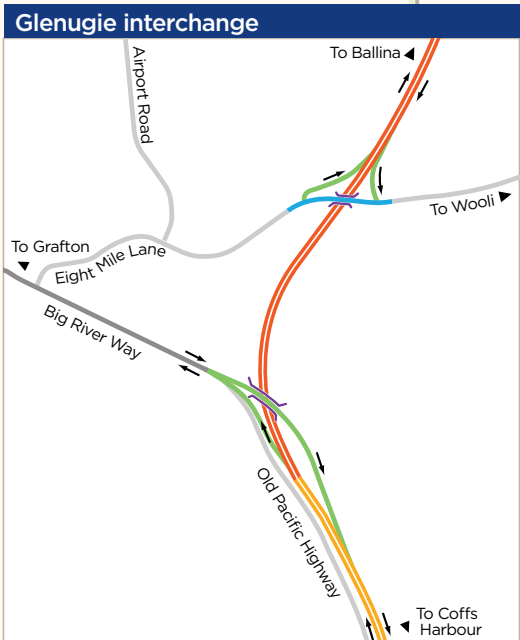
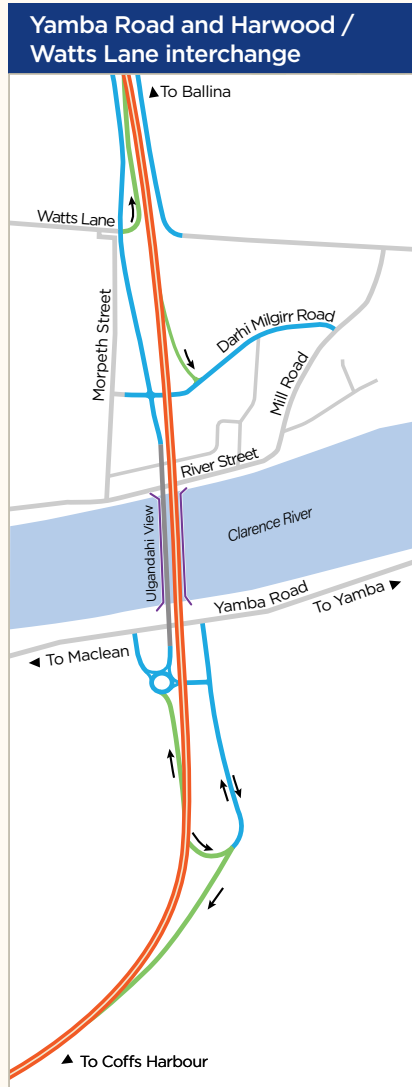
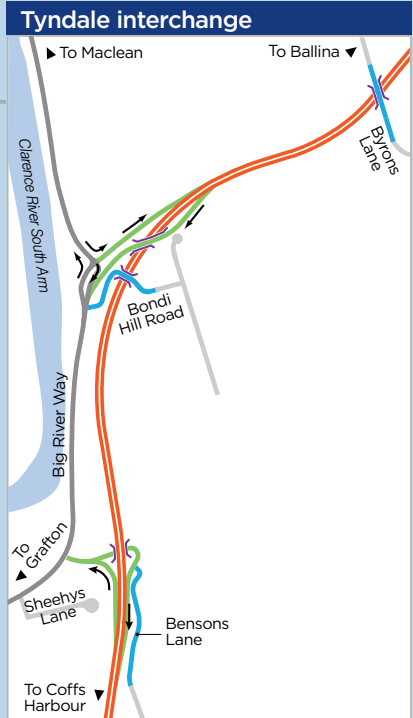
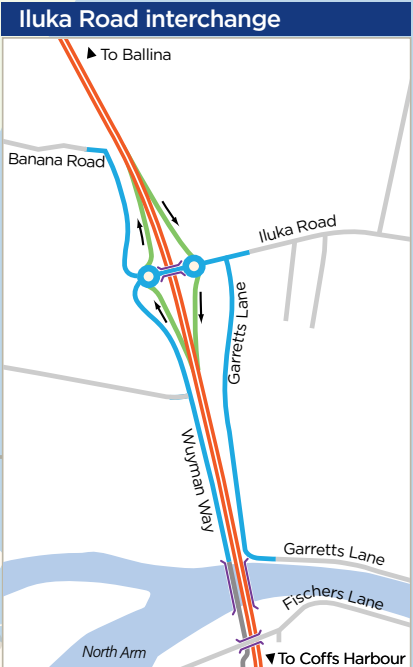
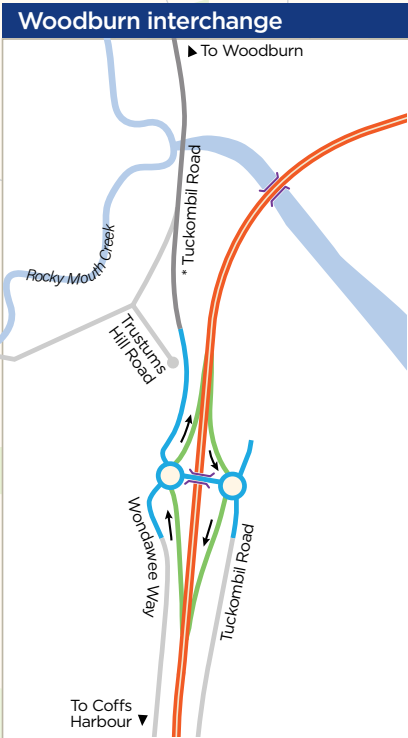
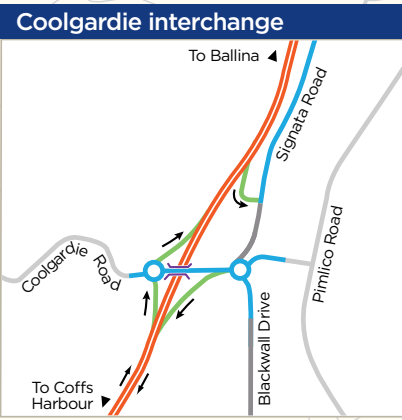
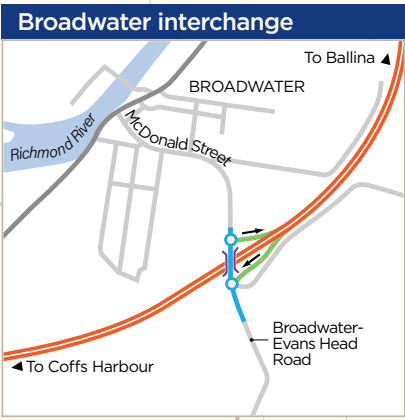
LEGEND (MAIN MAP)

- Motorway standard (Class M)
- Arterial road standard (Class A)
- Pacific Motorway
- Interchange location
- Rest area
- Former Pacific Highway
- Other roads
- Town
- National park
- Nature reserve
- State forest
- Conservation area

LEGEND (INSET MAPS)

- Class M
- Class A
- Former Pacific Highway
- Ramp
- New connection
- Shared user path
- Bridge
- Other roads
- Proposed road name

Note: Inset drawings not to scale





Mororo to Devils Pulpit

15 KILOMETRES

This section provides 15 kilometres of dual carriageway between Mororo and Devils Pulpit.

It is a duplication of the former highway and is built to Class A standard with a number of local roads providing direct access to the upgraded highway.

A number of property accesses also intersect the upgrade in this section via left in and left out only movements. U-turn facilities have been built to maintain functionality.

Intersection safety

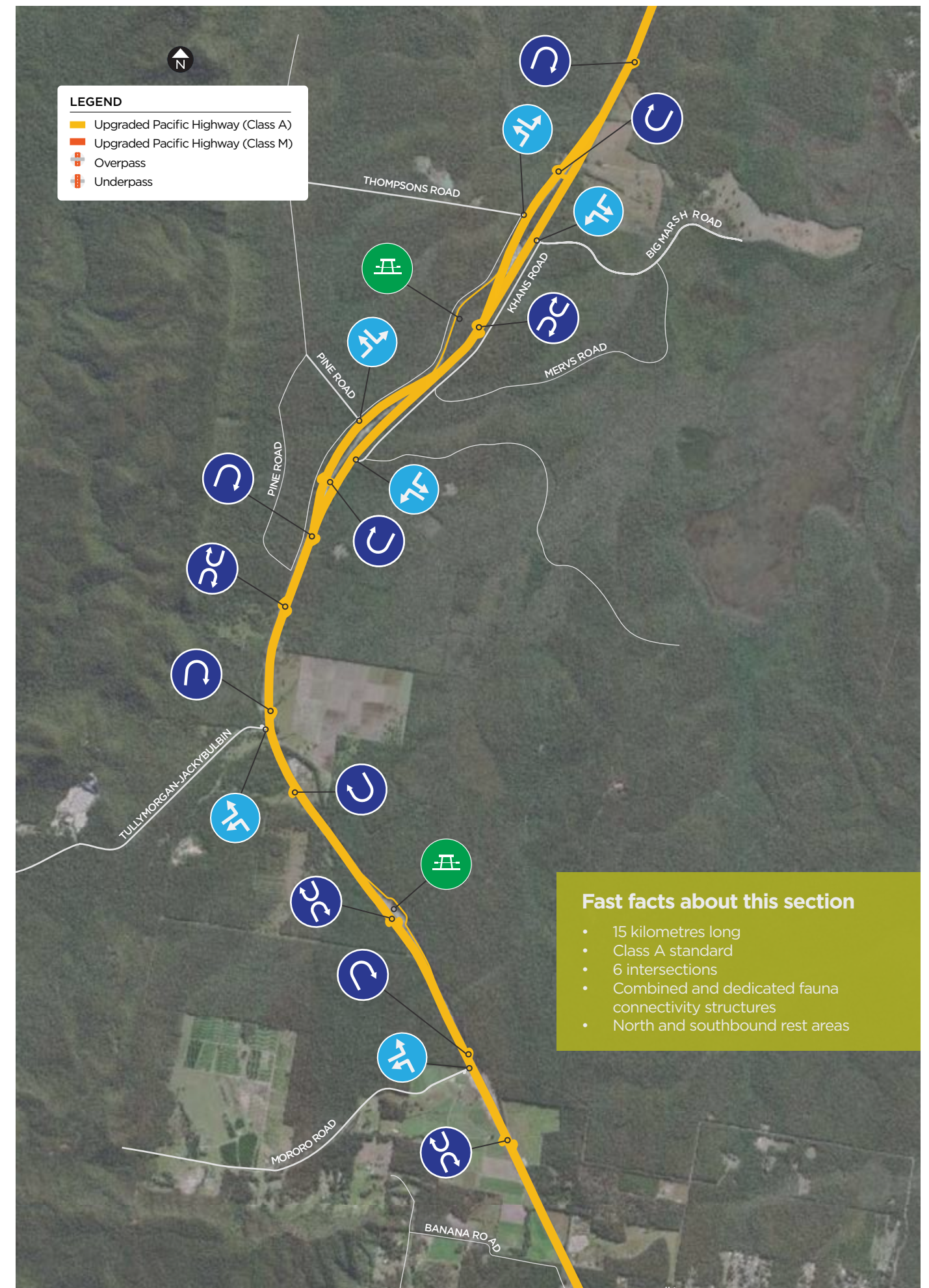
Many of the road crashes in NSW happen at intersections. It is very important that you approach an intersection at a speed that lets you give way to any vehicles in or approaching the intersection.

To minimise conflict points most intersections on the upgrade are restricted to left in and left out movements, with U-turn facilities provided.



Deceleration lane for left turn into Mororo Road and uturn facility

Local access arrangements





Devils Pulpit to Woodburn

15 KILOMETRES

This section provides 15 kilometres of dual carriageway between Devils Pulpit and Woodburn.

It is a duplication of the former highway, with minor deviations at Cypress Road and Whites Lane built to Class A standard.

Some local roads provide direct access to the upgraded highway.

A number of property accesses also intersect the upgrade in this section via left in and left out only movements. U-turn facilities have been built to maintain functionality.

Why only left in and left out?

By restricting movement to left in and left out, safety is improved as potential conflict points are removed. Where required, acceleration and deceleration lanes are provided.

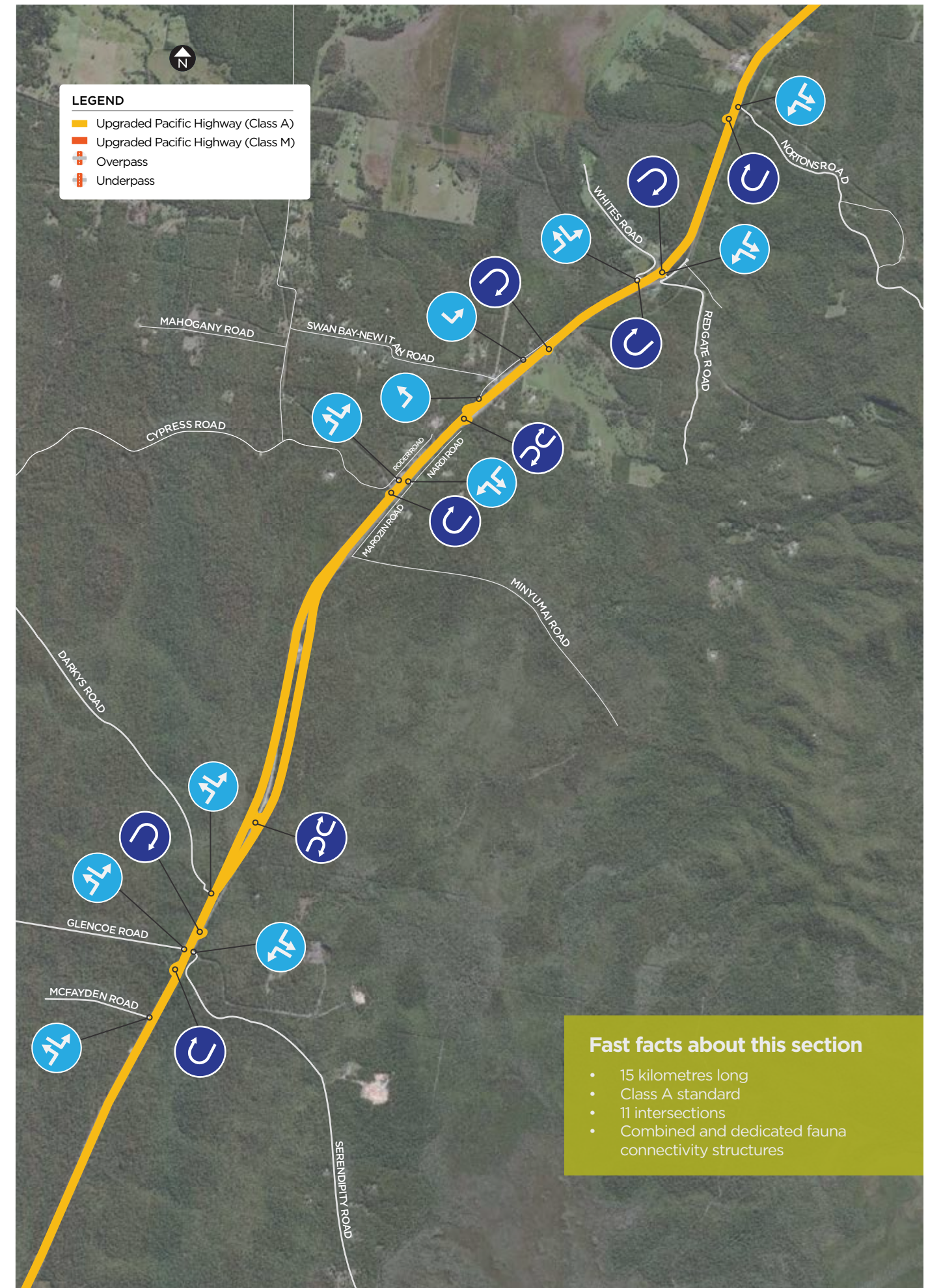
There are a number of direct property accesses in Class A sections of the upgrade. These are also restricted to left in and left out movements.

Restricting movements to left in and left out may also increase network efficiency by improving traffic flow.



New carriageway through Tabbimoble

Local access arrangements





Woodburn to Broadwater

12 KILOMETRES

This section provides 12 kilometres of dual carriageway between Woodburn and Broadwater.

It deviates from the former highway south of Woodburn and the majority of this section is built to Class M standard.

The new route bypasses Woodburn and provides access to and from the upgraded highway via the Woodburn interchange.

Bypassed towns

Diverting highway traffic around towns removes unnecessary through traffic and encourages a quiet, friendly and relaxed lifestyle.

Bypassed town signs are positioned close to interchanges on state roads. They are the largest NSW directional signs manufactured for tourism.

The initiative encourages travellers to stop and visit bypassed towns in rural and regional NSW, helping to drive economic activity once a highway bypass opens to traffic.



Aerial view of Woodburn interchange

Local access arrangements





Broadwater to Richmond River

8 KILOMETRES

This section provides eight kilometres of dual carriageway between Broadwater and the Richmond River. It deviates from the former highway to the east of Broadwater and is built to Class M standard.

A service road between Woodburn and Broadwater was built in 2017 for motorists to travel on while the former highway was upgraded. This service road has remained as a local road connecting Woodburn and Broadwater.

The new route bypasses Broadwater and features a northbound on ramp and southbound off ramp at the Broadwater half interchange.

Got to go over it

To maintain existing connections we've often had to go over or under the upgrade by building over and underpasses.

You may notice the unique new sugar conveyor bridge crossing the upgrade at Broadwater. A new screen has been installed to catch falling debris and allow maintenance of the conveyor.

The conveyor is more than five metres high and part of its design includes the capacity for safe maintenance without impacting road users.



The new sugar conveyor bridge at Broadwater

Local access arrangements



Fast facts about this section

- 8 kilometres long
- Class M standard
- Broadwater half interchange
- Combined and dedicated fauna connectivity structures



Richmond River to Pimlico

14 KILOMETRES

This section provides 14 kilometres of dual carriageway between the Richmond River and Pimlico. It deviates from the former highway and includes the new bridge over the Richmond River at Broadwater.

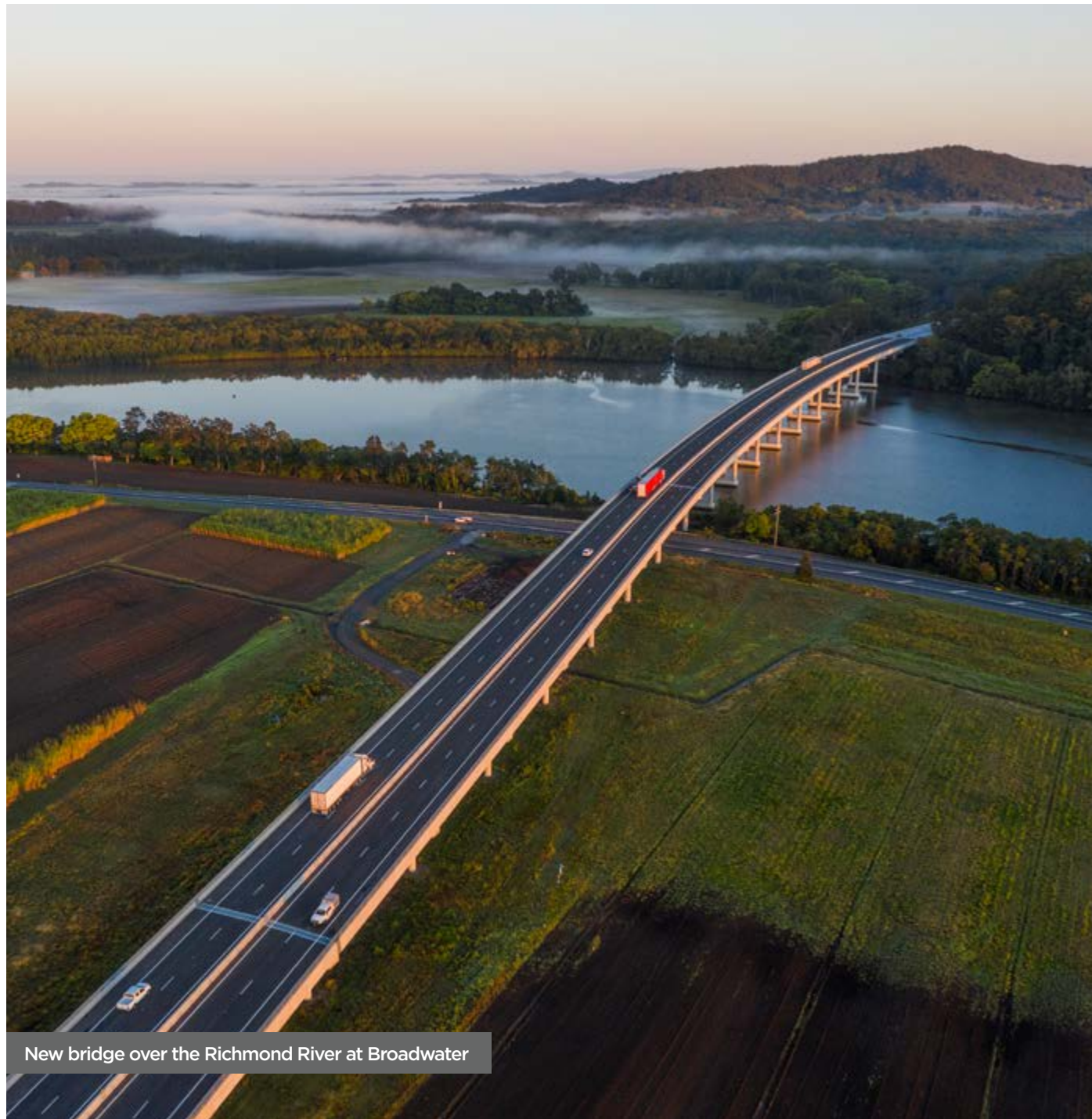
The new route bypasses Wardell and is built to Class M standard. The Coolgardie interchange allows access to and across the upgraded highway. Overpasses or underpasses maintain access to local roads.

The former highway bridge crossing at Wardell now forms part of the local road network, providing an alternative route for road users.

Changing it up

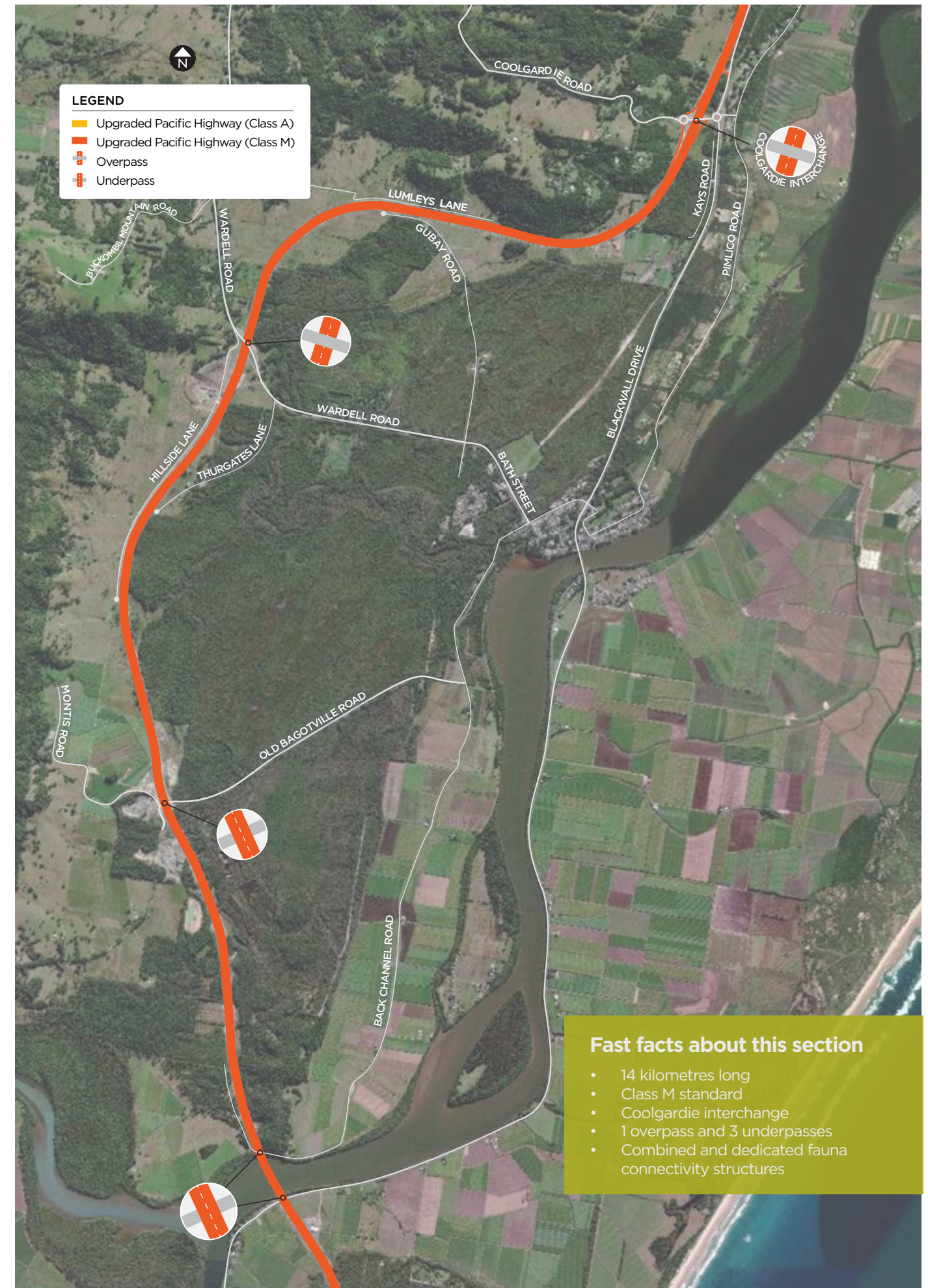
There are nine interchanges between Woolgoolga and Ballina. Interchanges provide access to the upgrade in a safe and effective way.

Interchanges improve network efficiency by reducing or eliminating traffic conflicts that would occur if grade separation were not provided.



New bridge over the Richmond River at Broadwater

Local access arrangements



Fast facts about this section

- 14 kilometres long
- Class M standard
- Coolgardie interchange
- 1 overpass and 3 underpasses
- Combined and dedicated fauna connectivity structures



Pimlico to West Ballina

6.5 KILOMETRES

This section provides 6.5 kilometres of dual carriageway between Pimlico and West Ballina.

It is a duplication of the former highway and is built to Class M standard to the south, with the remainder upgraded to Class A standard. It includes the bridge over Emigrant Creek – the only balanced cantilever bridge between Woolgoolga and Ballina.

Direct access to the upgraded highway is available from some local roads with the Coolgardie interchange also available further south.

Know your road name

The upgrade has given rise to a number of new local road names. New local road names are published in the NSW Government Gazette and local newspapers as they are finalised.

Property owners affected by the changes will receive a letter from the relevant local council with formal notification of their new address. Councils will provide new address information to Australia Post, Australian Electoral Commission, Australian Taxation Office and emergency services.



Bridges over Emigrant Creek, looking south

Local access arrangements



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This document contains important information about a transport project in your area. If you require the services of an interpreter, please contact the Translating and Interpreting Service on 131 450 and ask them to call the Woolgoolga to Ballina upgrade on 1800 778 900. The interpreter will then assist you with translation.

