

Project update

Coffs Harbour Bypass

September 2024



Australian Government

BUILDING AUSTRALIA



Soon we will breakthrough in the Gatelys Road tunnel

The Australian and NSW governments are funding the 14-kilometre Coffs Harbour bypass project. The bypass will boost the regional economy and improve connectivity, road transport efficiency and safety for all motorists.

Ready for a breakthrough at Gatelys Road Tunnel

The team will “breakthrough” in the Gatelys Road Tunnel soon. With the hit of a button and the blast of explosives, we will be able to see all the way through our longest tunnel after months of excavating from both ends.

So far, we have been excavating the top of the tunnel, called the heading. Next, we will do it all over again to excavate the bottom of the tunnel, known as the bench. Once excavation is complete, we will install underground utilities, complete paving, and begin fit out of the mechanical and electrical systems inside the tunnels.

Portal preparation continues at our Shephards Lane and Roberts Hill tunnels. This month, we will begin site establishment at the Shephards Lane Tunnel with excavation inside on track to start before the end of the year.

The team delivered tunnelling webinars during August. The webinar recording is now available on the project website, if you would like to learn more about how we are building the tunnels.








Longest bridge on track

At about 250 metres, the new bridge over the North Coast Railway line near Shephards Lane is our longest bridge being built for the bypass.

Piling for the new bridge started in mid-August and will continue through to early next year. The piles are about two metres in diameter, with the longest sitting on rock about 48 metres under the ground.

After piling, the team will pour concrete columns and headstocks, before the Super-T girders arrive from Macksville for lifting with a 600-tonne crane.

Bridge over the North Coast Railway line in numbers

-  **51** piles
-  **12** columns
-  **70** Super-T girders
-  **1350** m³ concrete for deck
-  **1200** tonnes asphalt pavement
-  **930** metres of concrete parapets
-  **2700** tonnes of reinforcing steel

The new bridge sits about 10 metres above the railway line.

The substructure (vertical bridge components) will include safety deflection barriers either side of the railway line to cater for the unlikely event of a train derailing in this area.

As part of detailed design, an additional span was added to the new bridge, replacing the retaining wall with a concrete abutment. This is a more efficient and cost-effective design offering improved construction outcomes for the community by significantly reducing truck movements of imported fill along Shephards Lane and minimising vibration from compaction.

Did you know?

As part of building the new bridge over the North Coast Railway line, the team replaced an existing drainage culvert using a mini tunnel boring machine which clawed through the dirt under the tracks.



Mini tunnel boring machine clawing through the dirt



Artist impression of the new bridge over the North Coast Railway line



One of the steel trusses for the new Luke Bowen pedestrian bridge

Steel trusses ready for lifting

We've been welding, painting and preparing for months, and now, the new Luke Bowen pedestrian bridge steel trusses are ready to be lifted into place in September and October.

The truss for the western ramp will be lifted first, followed by the eastern ramp and then the main span over the Pacific Highway. A replacement bridge is being built as it needs to span eight lanes of traffic whereas the current bridge only sits above four lanes.

Western ramp truss – 30 metres long
Main span truss – 60 metres long
Eastern ramp truss – 56 metres long



Scan the QR code to subscribe to our email distribution lists for specific dates, times and impacts to local roads.

The truss for the western ramp will be lifted during approved construction hours and will not impact highway traffic.

Lifting the truss for the eastern ramp will involve Pacific Highway traffic being moved onto one carriageway, one lane in each direction, and minor disruptions to nearby local roads.

Lifting the truss for the main span will also involve Pacific Highway traffic being moved onto one carriageway, followed by a temporary overnight closure of the Pacific Highway for heavy vehicles and a detour for light vehicles and emergency services via James Small Drive.

Heavy vehicles will be encouraged to avoid the area during the temporary closure, though parking bays will be provided for any unable to do so.

To minimise impacts, lifting the eastern ramp and main span will take place on separate Saturdays when traffic numbers are lower. Access to the north and southbound bus interchange and the existing footbridge will be impacted at times. Please subscribe to email updates for more information.

Changing traffic arrangements in Korora

The way you drive through Korora is set to change significantly during the coming months. There will be changes to access arrangements at several intersections and a move of highway traffic onto a new section of road.

Additionally, the project team will be carrying out about six months of night work between Charlesworth Bay Road and Campbell Close for upcoming traffic changes. This work will include relocating barriers, removing median and vegetation, changing guard rails, paving and line marking.

Changes to local access

- **Old Coast Road** intersection with the Pacific Highway will move about 250 metres north of its current location and be changed to operate as left in, left out only. Highway southbound motorists will need to detour through a new roundabout at Bruxner Park Road to access Old Coast Road. Old Coast Road motorists wanting to travel south on the highway, should detour using the Sapphire Beach Interchange.
- **Bruxner Park Road** intersection with the Pacific Highway will move about 60 metres north continuing to operate as left in, left out only. The Bruxner Park Road roundabout will temporarily provide limited turning movements.

There will be further changes to traffic throughout construction of the project and we will keep you updated as they get closer. Notifications and maps are available on the project website for specific work activities.

We acknowledge the increased travel times for motorists, however they are necessary to keep road users and the construction workforce safe while we build the bypass.

Please remember to plan your journey and ACT when driving near our worksite.

Project webinars

Get your dose of construction news from the comfort of home by joining our Coffs Harbour bypass webinars. Scan the QR code to register.



September community information session



Join us at our next community information session to ask any questions and talk about upcoming changes in your area.

Opal Cove, Opal Boulevard
Korora
Tuesday 17 September
4pm to 6:30pm

Remember to

ACT

when driving through the Coffs Harbour bypass

Keeping you moving safely

Monthly traffic updates

60

Traffic (bypass ahead)

Be Aware

Keep up to date with project information and the latest traffic changes.

Be Cautious

Follow signage, drive to the conditions and follow the direction of traffic control.

Allow more Time

Reduced speed limits and access changes are in place. Plan for minor delays and be patient on the road.



Upskilling local workers – Chris Robinson and Nahir Vasconcelos on site

Bypass brings jobs and upskills workers

The Coffs Harbour bypass has worked with more than 100 local businesses since major construction started.

Robinson Earthmoving was one of the first businesses engaged on the bypass. The Coffs Harbour-based business started by doing small jobs, such as digging test holes for geotechnical investigations.

By early 2023, the scope increased to include vegetation removal and mechanical excavation.

Today, Robinson Earthmoving has about 40 different pieces of plant on site, mainly the 50 to 80-tonne excavators you see building the foundation of the road.

“It’s certainly been a busy time for our business, and I think it has been really good for the region,” Robinson Earthmoving Owner Chris Robinson said.

“I was able to bring some of my staff, who are locals, back home to work on the bypass and this has been great for them and their families.”

One worker who has improved his skills while working on the bypass is Nahir Vasconcelos. Nahir is a 32-year-old operator, who has progressed from working on small excavators for landscaping jobs to working on 75-tonne excavators digging the road for a major project.

“It’s been so amazing to learn the three-dimension global positioning system that guides your digger’s blade,” Nahir said.

With these new skills and learning a lot from others on the project, I am confident I could go anywhere and work on any tier 1 construction job now.”

Final PDLP now available

The final Place Design and Landscape Plan (PDLP) is now available on the project website. The Plan showcases the “look and feel” of the completed bypass – including revegetation and landscaping design, artwork by Gumbaynggirr artists to be depicted on noise walls, and landmark features such as the new Luke Bowen pedestrian bridge and tunnel portals. Thank you to everyone who provided feedback on the draft Plan late last year. The Consultation Summary Report is also available online.

Asphalt batch plant under construction

Since August, the team has been busy building the temporary batch plant that will supply about 290,000-tonnes of asphalt for the bypass.

The batch plant is located within the project boundary, just west of the existing construction site compound on North Boambee Road. This is an ancillary site identified and approved in the Coffs Harbour bypass Environmental Impact Statement (EIS) and Amendment Report.

The batch plant is almost completed and will be operational from October 2024. The plant is expected to create up to 10 new jobs over the life of the project.

As with all our construction activities, the batch plant will have mitigations in place to manage dust, odours and noise. For more information, please read our fact sheet available online.

Construction update

Our current and upcoming construction activities are provided here. We appreciate your patience and thank you for your support while we work to complete the bypass.

Bypass wide

- Carrying out bulk earthworks and installing culverts and drains
- Building bridges including in-situ concrete pours and delivery and placement of precast elements
- Out of hours concrete pours for temperature, quality and safety reasons
- Controlled blasting to break hard rock
- Installing and relocating fencing, signage, linemarking and barriers
- Out of hours asphalt deliveries and paving of new sections of the Pacific Highway and local access roads
- Revegetating areas within the project boundary
- Continuing to build interchange roundabouts, including concrete pouring and saw cutting. Some out of hours work may be required
- Building and maintaining existing environmental controls, including some out of hours work
- Road maintenance of pavement and vegetation, and street sweeping, including some out of hours work
- Carrying out survey, geotechnical and pavement investigations, including some out of hours work
- Out of hours internal project haulage and route maintenance
- Out of hours heavy vehicle movements for deliveries of machinery and materials on approved routes and within the project boundary
- Out of hours plant and machinery maintenance and refuelling
- Drilling, hammering and shotcreting for tunnels, including extended hours on Saturdays.

North

- Building Gatelys Road Tunnel, including controlled blasting during approved construction hours and 24/7 operations. Additional out of hours work may be required outside the tunnel
- Realigning Mackays Road and West Korora Road, including some out of hours work
- Building Shephards Lane Tunnel, including controlled blasting during approved construction hours and 24/7 operations. Additional out of hours work may be required outside the tunnel
- Changing local road, pedestrian, and cyclist access to the Pacific Highway between Charlesworth Bay Road and Sapphire Beach Interchange
- Out of hours median, guard rail and vegetation removal and pavement building along the Pacific Highway between Charlesworth Bay Road and Sapphire Beach Interchange
- Out of hours traffic switches on the Pacific Highway to move road users into different lanes between Bruxner Park Road and Sapphire Beach Interchange.

South

- Preparing the Roberts Hill Tunnel portals, including building access points and some out of hours work
- Out of hours pavement removal and reconstruction on Isles Drive
- Building and operating a temporary asphalt batch plant within the construction boundary off North Boambee Road.

Contact us

For any enquiries or complaints, please contact the project team:



1800 550 621



community@chbteam.com.au



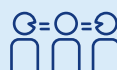
www.pacifichighway.nsw.gov.au/coffsharbourbypass



**Coffs Harbour Bypass project
PO Box 565, Toormina, NSW 2452**



**182 North Boambee Road,
North Boambee**



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 550 621**.