

## Attachment E – Program and Project Objectives



### Pacific Highway Upgrade – Wells Crossing to Iluka Road Program and Project Objectives

Pacific Highway Upgrade Objectives	Wells Crossing to Iluka Project Objectives
<p><i>Significantly reduces road crashes and serious injuries.</i></p>	<ul style="list-style-type: none"> <li>▪ Develop a dual carriageway road with a route target crash rate of a minimum of 15 crashes per 100 MVK over the project length.</li> <li>▪ A concept design for a 100km/hr design speed for the vertical alignment and 110km/hr design speed for the horizontal alignment.</li> <li>▪ No access points between interchanges along the length of the project for Type A Freeway and minimise access points for Type B Freeway sections.</li> <li>▪ A route that can be upgraded to Type A standard in the future (as applicable).</li> <li>▪ Retain or replace existing rest areas within the study area.</li> </ul>
<p><i>Reduced travel times and delay.</i></p>	<ul style="list-style-type: none"> <li>▪ Provide a route that maximises the reduction in travel time for Pacific Highway traffic.</li> <li>▪ Provide intersections designed to at least a Level of Service LOS C, 20 years after opening for the 100<sup>th</sup> Highest Hourly Volume.</li> <li>▪ Minimise user delay from incidence and road closure on the Highway including from flooding.</li> <li>▪ Reduce delays from holiday congestion.</li> <li>▪ Minimise disruption and delay during construction.</li> </ul>
<p><i>Reduced freight transport costs.</i></p>	<ul style="list-style-type: none"> <li>▪ Provide a route which reduces overall freight transport costs of trucks using the Highway.</li> <li>▪ A route that meets or exceeds B-Double requirements.</li> </ul>

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<p><i>A community satisfied with the physical development of the route.</i></p>	<ul style="list-style-type: none"> <li>▪ Develop a project that meets the objectives of the Community and Stakeholders Involvement Plan and specifically the Criteria for Successful Projects.</li> <li>▪ Minimise the physical and traffic impacts of the route such as traffic noise levels, intrusion, community severance and access patterns.</li> <li>▪ Minimises the physical impacts on heritage (indigenous and non-indigenous) sites.</li> <li>▪ Provide transport developments which are complementary with land use.</li> <li>▪ Maintain access to affected properties and land during construction.</li> <li>▪ Upgrade and improve the existing highway where it is retained as part of the Project.</li> </ul>
<p><i>A route that supports economic development.</i></p>	<ul style="list-style-type: none"> <li>▪ Maintain accessibility for local industries to regional and interstate markets.</li> <li>▪ Maintain access to local and regional centres of economic importance.</li> <li>▪ Minimise the impacts on business/service facilities dependent on Pacific Highway traffic.</li> <li>▪ Provide a flood immunity on at least one carriageway between 1% AEP (target) and 20% AEP (absolute minimum).</li> </ul>
<p><i>Reconstruction of the route managed in accordance with ecologically sustainable development principles.</i></p>	<ul style="list-style-type: none"> <li>▪ Minimises the effects on sensitive habitats.</li> <li>▪ Minimise the effects on native vegetation.</li> <li>▪ A route that minimises impacts on National Parks.</li> <li>▪ A route which satisfies the principles of ESD.</li> </ul>
<p><i>Maximum effectiveness of expenditure.</i></p>	<ul style="list-style-type: none"> <li>▪ Minimise the Whole of Life Costs of the project.</li> <li>▪ Maximise the use of the existing road reserve for duplicated sections of the project where possible.</li> <li>▪ Benefit Cost Ratio of greater of 2.</li> <li>▪ Expenditure supports NSW State Government and Clarence Valley Council development policies.</li> </ul>