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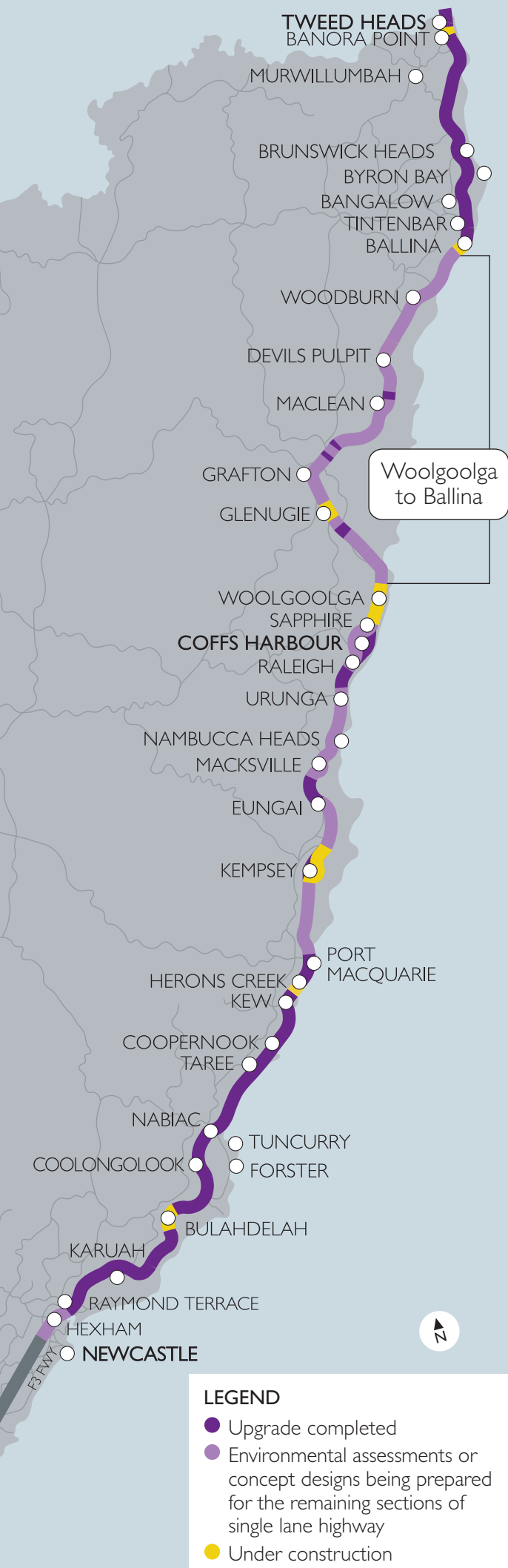
Upgrading the Pacific Highway

# Woolgoolga to Ballina

Refined concept design

Community update

October 2011



## Completing the upgrade of the Pacific Highway

The Pacific Highway is part of the National Land Transport Network. The Australian and NSW governments have currently committed \$4.84 billion to 2014 to continue upgrading the Pacific Highway.

Currently, 337 kilometres are completed as a four lane divided highway, 67 kilometres are under construction, and about 128 kilometres are being prepared for construction. Planning is also being progressed on the remaining sections of the highway.

## This community update

This community update describes the concept design for the Woolgoolga to Ballina upgrade. The concept design combines four previous highway planning projects:

- Woolgoolga to Wells Crossing (displayed April 2008).
- Wells Crossing to Iluka Road (displayed January 2009).
- Iluka Road to Woodburn (displayed July 2008).
- Woodburn to Ballina (displayed March 2008).

The community update describes a number of refinements that have been made following the display of the previous concept designs.

The concept design for the Woolgoolga to Ballina upgrade will be on display for community comment until Friday 4 November 2011.

## Project background

The Woolgoolga to Ballina project would upgrade about 155 kilometres of highway. The project starts approximately six kilometres north of Woolgoolga (north of Coffs Harbour) and ends approximately six kilometres south of Ballina.

The upgrade does not include the Glenugie and Devils Pulpit sections of highway that are soon to start or under construction.

The RTA has formed a project team alliance with Sinclair Knight Merz and Aurecon to:

- Review and refine the concept designs for the four previously developed projects.
- Combine the four previously developed projects into one overall upgrade design.
- Confirm land acquisition needs and begin the process with landowners willing to initiate negotiations.
- Undertake an environmental impact assessment of the project.

## Refined concept design report available

The *Woolgoolga to Ballina upgrade, refined concept design report* outlines the design refinements that have been made to the previously displayed designs.

The report is on the website or contact the project team (see contact details on back page).



## Refined concept design

The refined concept design for the Woolgoolga to Ballina upgrade will be used to prepare an environmental assessment under planning legislation.

This concept design has been refined following further environmental studies and community consultation.

The refinements have resulted in some changes to the project boundaries. Key areas where refinements have been made are:

- New bridge to be provided over the highway alignment for Sherwood Creek Road, just south of Corindi. This change was necessary to connect Sherwood Creek Road (west of the highway) with the local road network (Eggins Road east of highway).
- Two roundabouts will be provided at the interchange at Range Road, Corindi and the intersection moved east to improve performance and safety.
- Interchange at Eight Mile Lane has been relocated to reduce the number of bridge structures and avoid a major realignment of Picaninny Creek and Pheasants Creek.
- The size of the interchange at Tyndale has been reduced by lowering the alignment grade and reducing the height of the cutting. This has reduced the amount of fill required, improved the safety of the off ramp for traffic to Grafton and reduced the size of the footprint in an area of sensitive vegetation.
- The local access road at Goodwood Street will now pass over the proposed highway at the Maclean interchange. This reduces the height of the main alignment, improves amenity and reduces material requirements for the project. A roundabout at Jubilee Street has also been added to improve traffic flow and safety.
- An alternative interchange arrangement at Harwood and Yamba has been considered to improve local traffic flow.
- Two roundabouts will be provided to improve performance and safety at the Iluka Road interchange.
- Two roundabouts will be provided at the interchange at Broadwater Evans Head Road to improve performance and safety.
- At the interchange at Wardell (Coolgardie Road), two roundabouts will be provided to improve performance and safety.
- The highway alignment has been moved 50 metres east near Pillar Valley to reduce the number of bridge structures following revised flood modelling. More detail on these findings is available in the *Refined Concept Design Report, October 2011*.

- Changes to a number of bridges along the alignment following more comprehensive flood modelling across the project area. More detail on these refinements is available in the *Refined Concept Design Report, October 2011*.

## Design features

The design for this 155 km section of highway is a combination of an arterial (called class A) and a motorway (called class M) standard highway.

Class A retains some local access to the highway. These accesses are proposed to be rationalised to meet safety requirements.

Class M access to the highway would only be available from an interchange. Sections of the highway that deviate from the existing highway eg: between Glenugie and Tyndale would be class M.

Class A sections would be upgraded to class M when warranted by increased traffic volumes and when funding becomes available.

The speed limit would be posted at 100 km/h or 110 km/h, depending on final design of the access arrangements. Other features of the concept design include:

- Ten grade separated interchanges to provide safe access onto the highway in each direction.
- Major bridges crossing the Clarence and Richmond rivers.
- Overbridges and service roads to maintain local access.
- Wildlife crossings to encourage animals to travel over and under the upgraded highway.
- 1 in 20 year minimum flood immunity across the major floodplains and 1 in 100 year minimum flood immunity across the remaining areas.

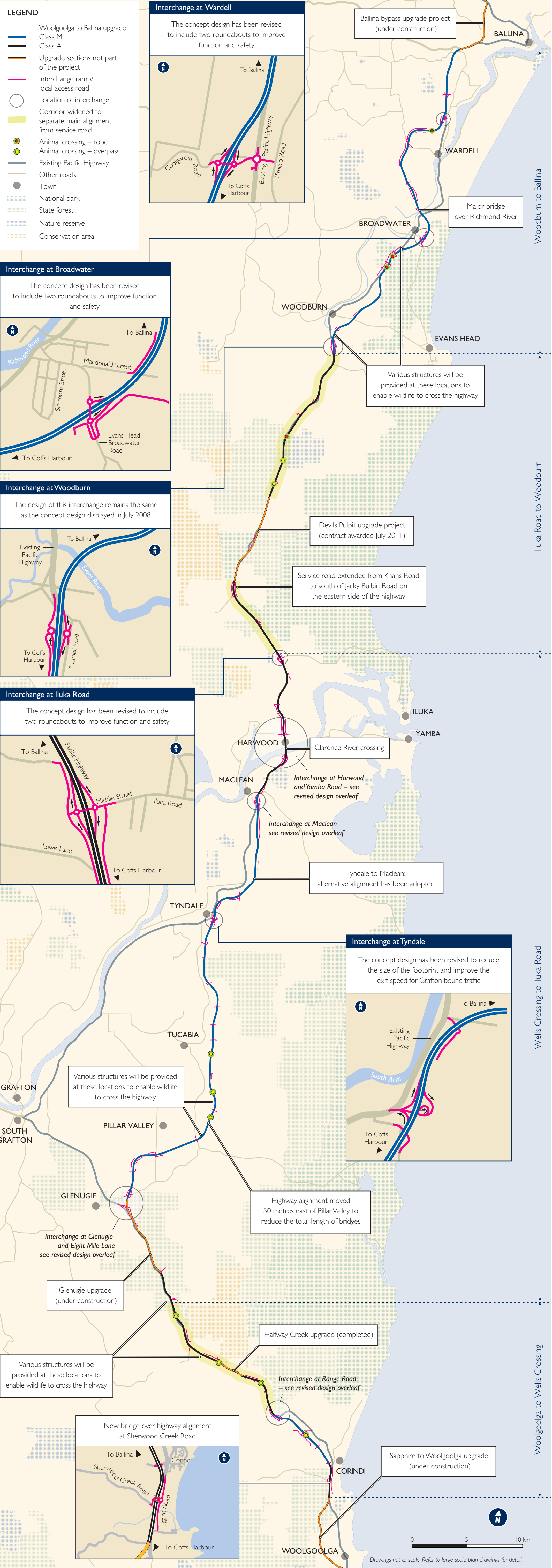
## Minimising the potential impacts

There are a range of measures to minimise or mitigate the potential effects of the upgrade on the environment and community. These include:

- Avoiding areas with endangered ecological communities and threatened species.
- Minimising the amount of land acquired from private and commercial properties.
- Protecting commercial activities through well planned access arrangements.
- Maintaining access to recreation and tourism areas.
- Considering noise mitigation measures for affected property owners.
- Engaging an independent specialist to undertake further flood modelling to minimise changes to the existing flood patterns.



Pacific Highway upgrade –Woolgoolga to Ballina – Refined concept design

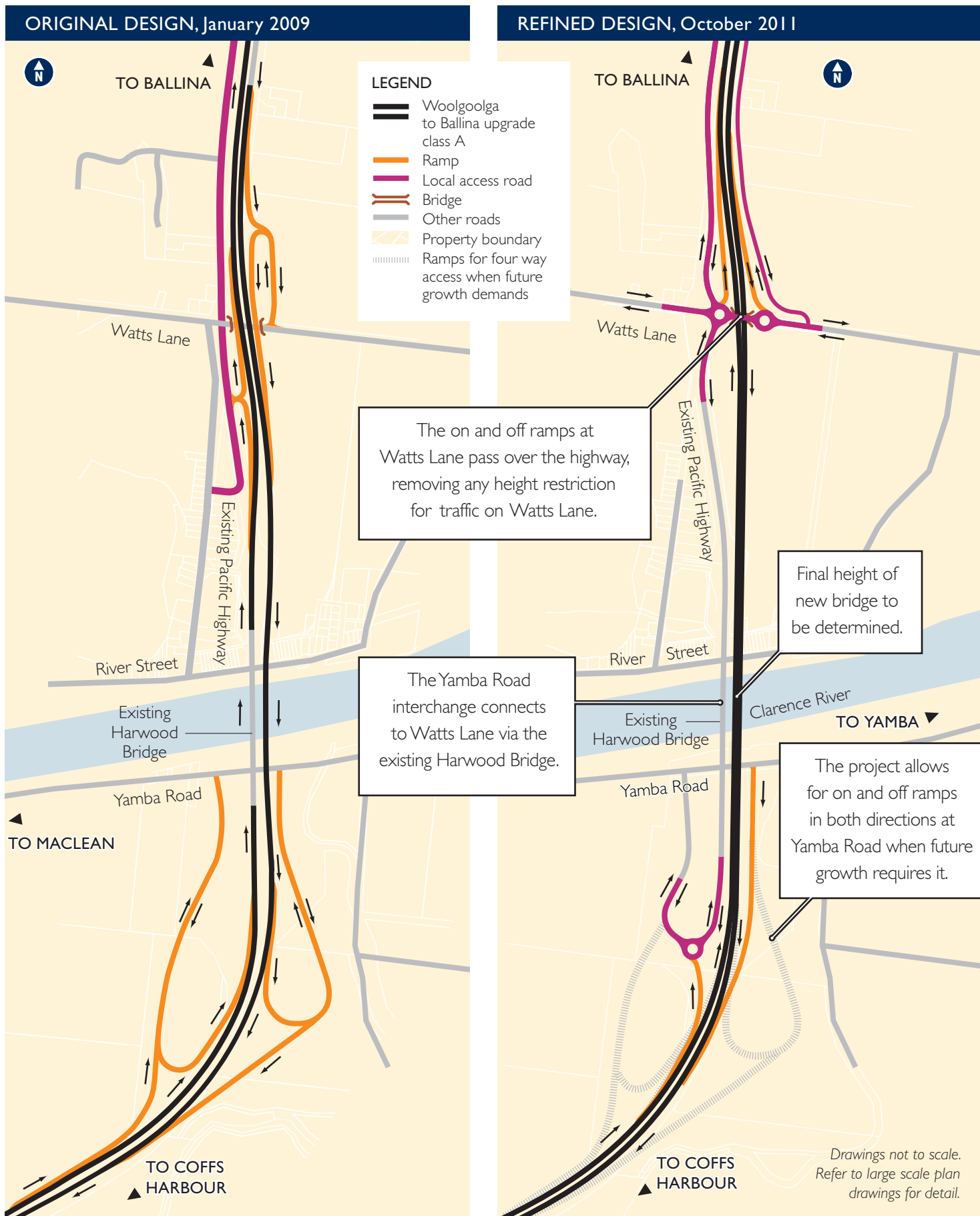




## Woolgoolga to Ballina Refined interchange design

## Interchange at Harwood and Yamba Road

The Harwood and Yamba Road interchanges have been combined, making each a half interchange. This refined design makes allowances for the interchange to be staged and upgraded in future when warranted.

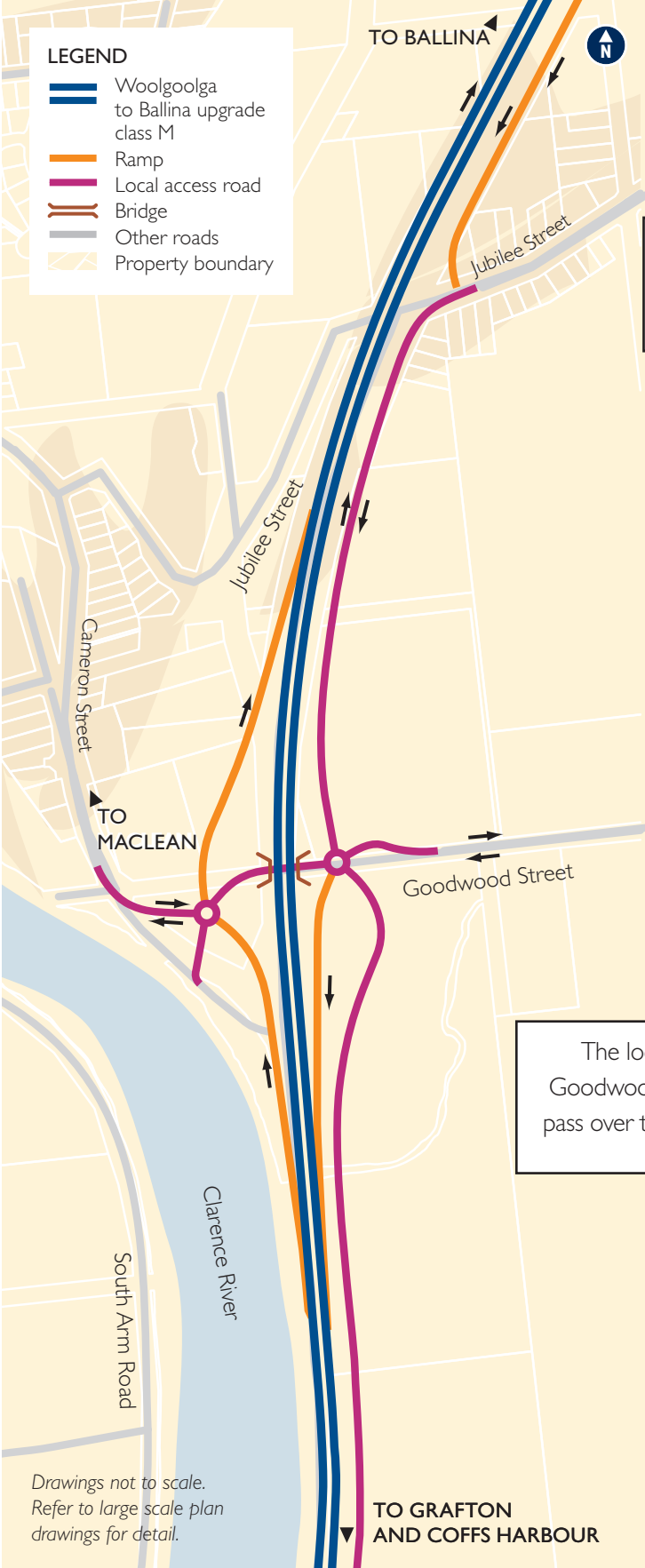


# Woolgoolga to Ballina Refined interchange design

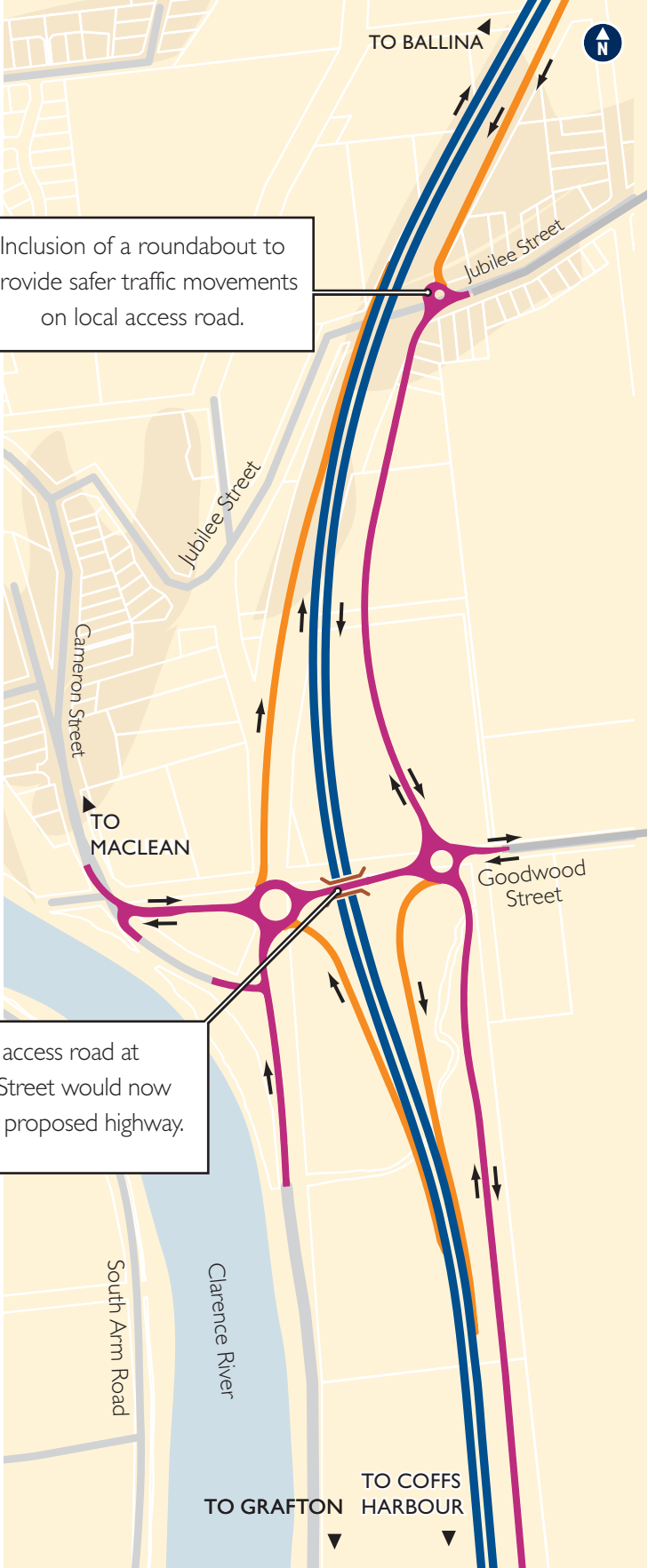
## Interchange at Maclean

The interchange at Maclean has been moved further east to incorporate the recently announced alternative alignment between Tyndale and Maclean.

ORIGINAL DESIGN, January 2009



REFINED DESIGN, October 2011

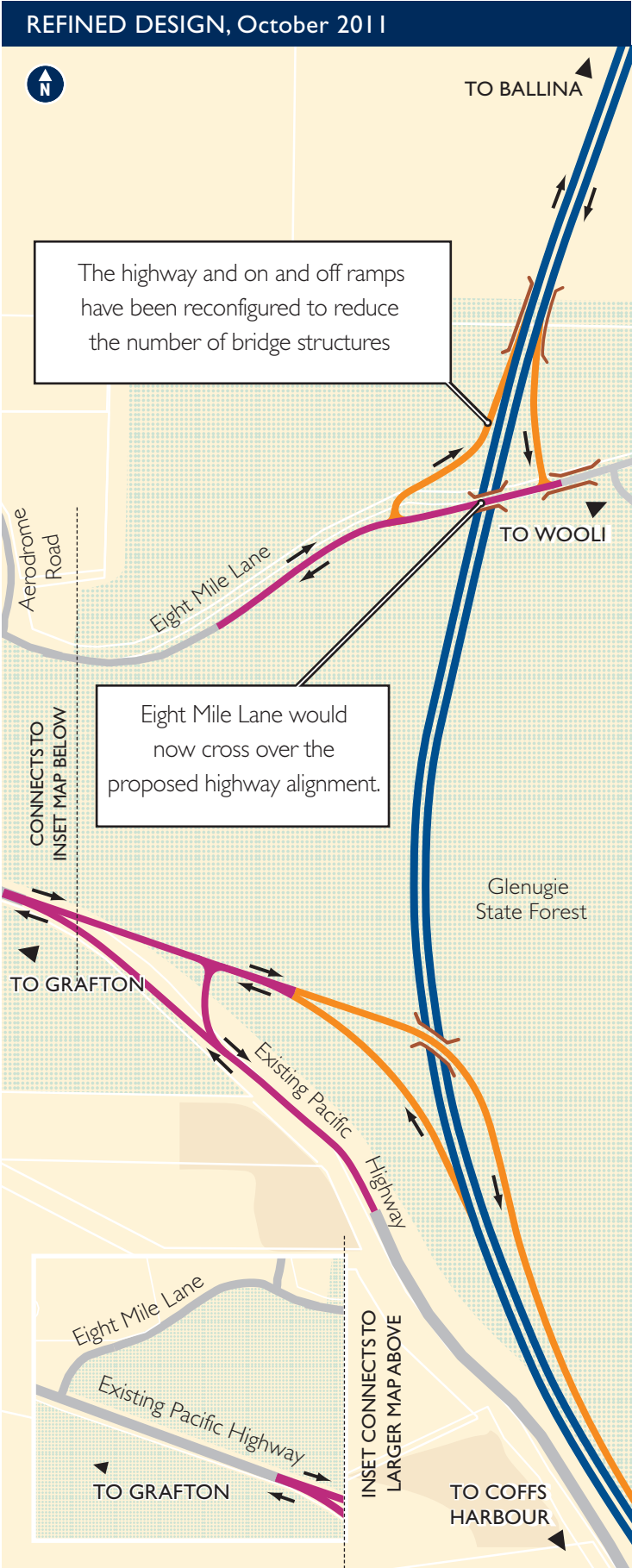
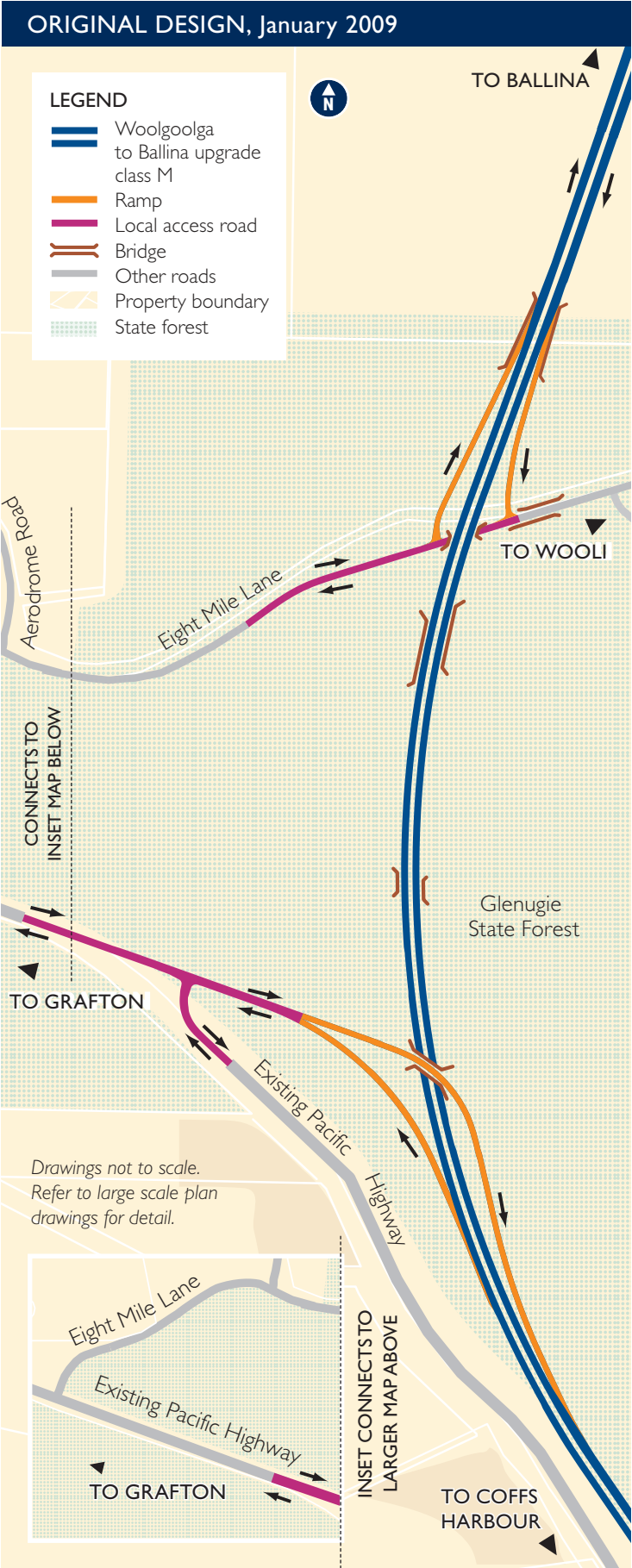


Drawings not to scale.  
Refer to large scale plan  
drawings for detail.

# Woolgoolga to Ballina Refined interchange design

## Interchange at Glenugie and Eight Mile Lane

The alignment has been moved east to reduce environmental impacts.

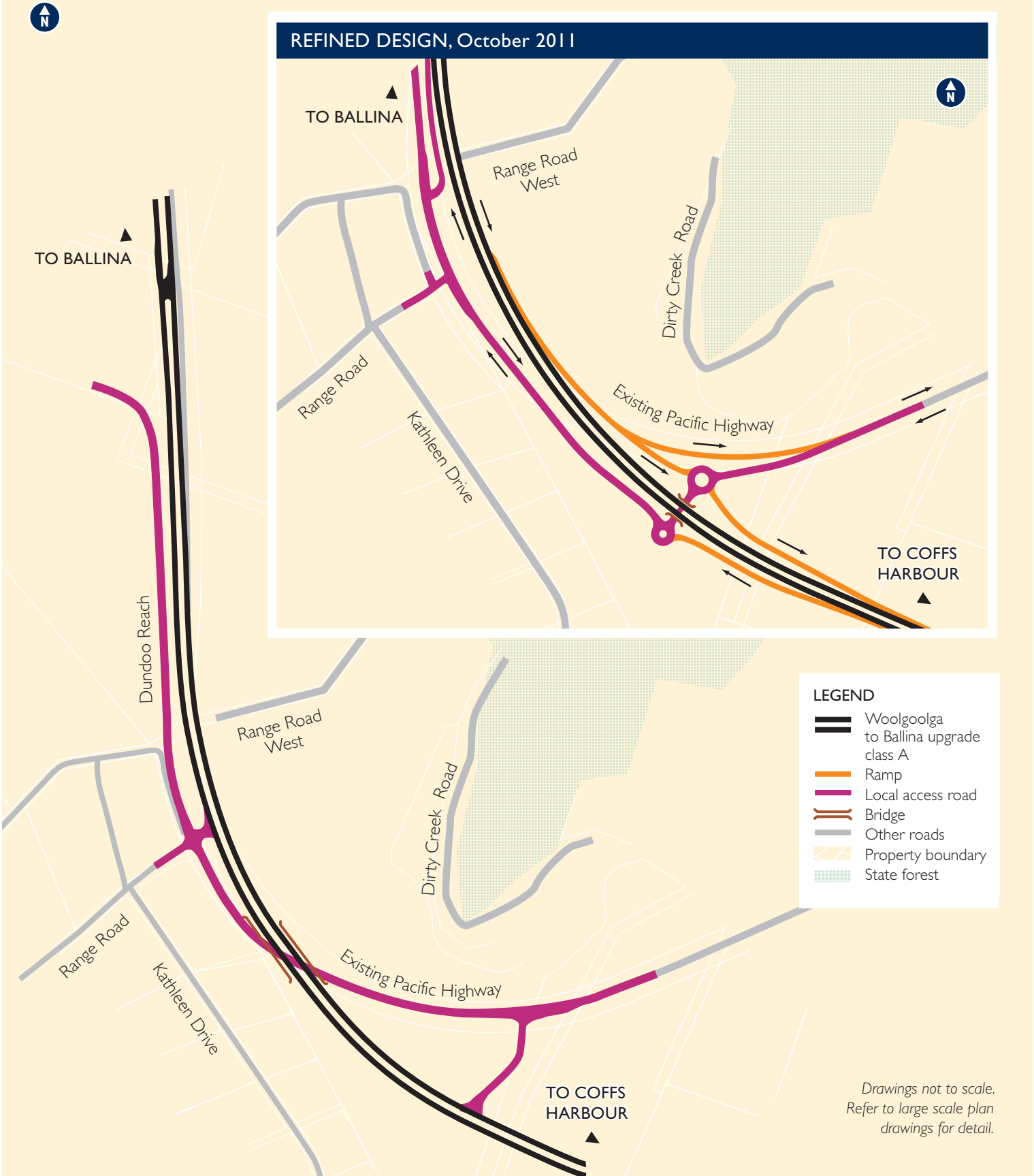


# Woolgoolga to Ballina Refined interchange design

## Interchange at Range Road

Two roundabouts have been added and the alignment has been moved slightly east. The existing Pacific Highway would become a service road and cross under the proposed highway alignment, providing access to Range Road.

ORIGINAL DESIGN, April 2008





## Stay involved

The RTA will continue to consult with landowners and the community about the concept design. This may include establishing focus groups to continue to work on the design and measures to reduce noise, visual and flooding impacts.

Your comments on the concept design are invited and can be sent to the address shown in the contact information box (see below). All community input will be considered during the development of the environmental assessment.

## Display locations

The concept design is on display for community comment until Friday 4 November 2011 at:

- Woolgoolga Library, Ganderton Street, Woolgoolga (Mon-Fri, 9.30am – 5pm, Sat 9.30am – 12 noon).
- RTA Pacific Highway Office, 21 Prince Street, Grafton (Mon-Fri, 8.30am – 4.30pm).
- Tucabia village store, 12 Cordini Street, Tucabia (Mon-Fri, 8.30am – 5pm).
- Plantation Motel, Pacific Highway, Tyndale (Mon-Fri, 11am – 4pm).
- Maclean Civic Hall, 50 River Street, Maclean (Mon-Fri, 8.30am – 4pm).
- Yamba community hall, 45 Wooli Street, Yamba (Mon-Fri, 9am – 4pm).
- New Italy Museum complex, 8275 Pacific Highway, Woodburn (Sun-Tues, Thurs-Sat, 9am – 5pm).
- Woodburn Bowling Club, Richmond Street, Woodburn (Wed-Mon 4–7.30pm, Tues 9am–1pm and 4–8pm).
- Evans Head Pacific Motor Inn, 38 Woodburn Street, Evans Head (Mon-Fri, 8.30am to 5pm).
- Broadwater Sunrise Caravan Park, 74-92 Pacific Highway, Broadwater (Mon-Fri, 8 – 12 noon [ring bell]).
- RTA Ballina Motor Registry, Ballina West shopping centre (Shops 1–4 and 12–13), Pacific Highway, Ballina (Thu-Mon, 4pm–7.30pm, Tues 9am–1pm and 4–8pm).

## Take part in an online community discussion!

An online community discussion from Monday 10 October to Friday 4 November 2011. Add your comments, share your knowledge and join the discussion about the concept design for this project. Go to the project website (see contact details to the right).

### Roads and Traffic Authority of New South Wales

**Privacy:** The Roads and Traffic Authority ("RTA") is subject to the *Privacy and Personal Information Protection Act 1998* ("PPIP Act") which requires that we comply with the Information Privacy Principles set out in the PPIP Act.

All information in correspondence is collected for the sole purpose of assisting in the assessment of this proposal. The information received, including names and addresses of respondents, may be published in subsequent documents unless a clear indication is given in the correspondence that all or part of that information is not published. Otherwise the RTA will only disclose your personal information, without your consent, if authorised by the law. Your personal information will be held by the RTA at 21 Prince Street Grafton NSW 2460. You have the right to access and correct the information if you believe that it is incorrect.

## Staffed displays

Project staff will be available to discuss the concept design in more detail on:

- Wednesday 19 October 2011, 1pm–7pm  
Yarrowarra Aboriginal cultural centre, Red Rock Road, Corindi.
- Thursday 20 October 2011, 1pm–7pm  
Grafton Community Centre, 59 Duke Street, Grafton.
- Friday 21 October 2011, 1pm–7pm  
Woodburn Memorial Hall, River Street, Woodburn.
- Saturday 22 October 2011, 9am–1pm  
Maclean Civic Hall, 50 River Street, Maclean.

## What happens next?

The project team will consider community issues and ideas on the concept design. An environmental assessment will then be undertaken to assess impacts and displayed for community comment in 2012. Next the project is considered for approval.

The RTA will continue to refine the design during the environmental assessment and detailed design phases of work.



## For more information

### Communications Manager

Kylie Cochrane, PO Box 164, St Leonards NSW 1590

T Project information line **1800 778 900** (toll free)

F **(02) 9928 2502** | E **w2balliance@globalskm.com**

### RTA Project Manager Garry McPherson,

RTA Pacific Highway Office, 21 Prince Street, Grafton NSW 2460

T **(02) 6640 1000** | F **(02) 6640 1001**

More information is available at [www.rta.nsw.gov.au/pacific](http://www.rta.nsw.gov.au/pacific)