



Australian Government

BUILDING OUR FUTURE



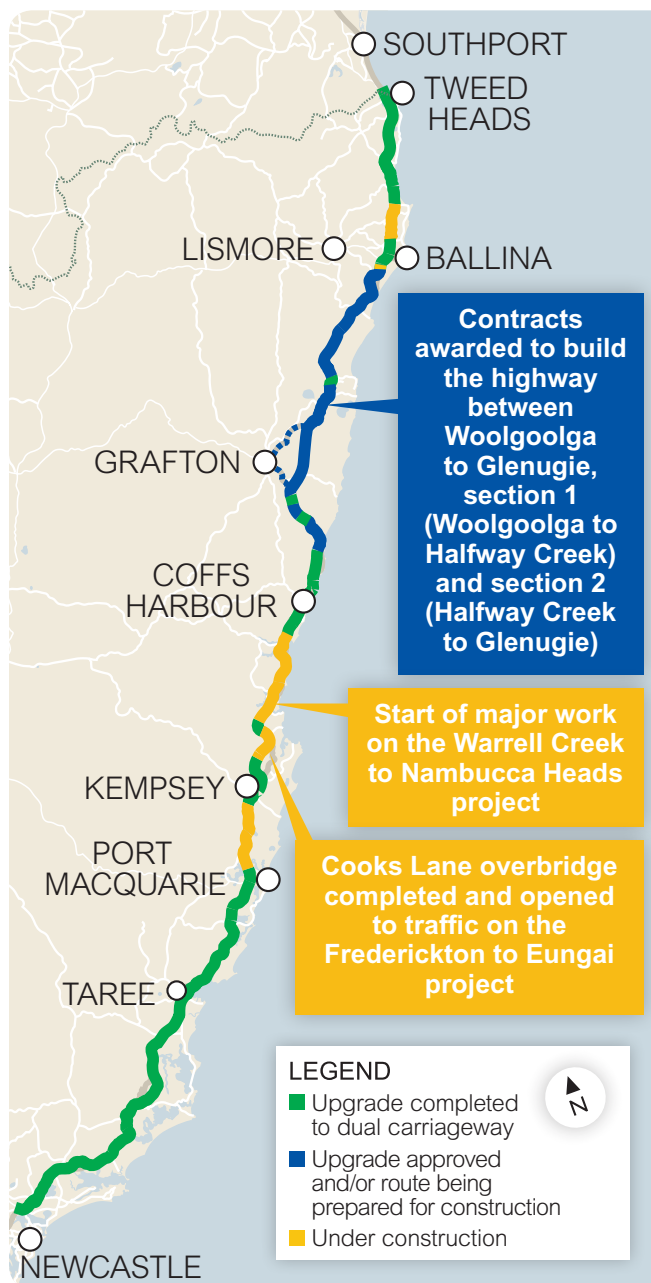
The new state
of business



Pacific Highway upgrade

Achievement report **December 2014**

Steel reinforcements ready and in place for road pavement along the southbound carriageway at Bangalow on the Tintenbar to Ewingsdale project



Pacific Highway upgrade

This report will provide you with information about Pacific Highway upgrade projects, including the current status and key activities.

As of 31 December 2014, 397 kilometres are four lane divided road and about 123 kilometres are being built. The remaining sections of two lane highway are being prepared for major work.

About 60 per cent of the final highway length is now four lane divided road.



123 km of highway under construction during December 2014.



An average of 2194 construction workers on site.



For overall upgrading strategy refer to the second last page.

Port Macquarie to Coffs Harbour – projects being built

Contractors:

Lend Lease

Form of contract:

Design and build

Workers on site: 250**Pieces of large machinery:** 60**Start date of major construction:**

October 2014

Expected completion date:

2017 (weather permitting)

Project value: \$820 million**Australian Government contribution:**

\$542.4 million *

NSW State Government contribution:

\$277.6 million *

* Contribution amounts may vary from year to year.



Clearing work north of the Cooperabung Hill

Oxley Highway to Kundabung upgrade

Background

The Oxley Highway to Kundabung project is the southern section of the Oxley Highway to Kempsey upgrade, which was approved by the NSW Minister for Planning and Infrastructure in 2012 and the Federal Department of the Environment in January 2014.

The Oxley Highway to Kundabung project involves building 23 kilometres of four lane divided road, including bridges over the Hastings and Wilson rivers.

The project is jointly funded by the Australian and NSW Governments.

Key construction activities during December 2014

One day was lost to wet weather during this time. 

- Design work continued, with a number of design packages at “Issued for Construction” status
- Additional geotechnical investigations were completed
- Office accommodation and site facilities completed at the main site compound, about 800m north of the Hastings River
- Consultation with affected property owners continued
- Clearing and mulching continued near Blackmans Point turnoff and Cooperabung Hill
- Topsoil stripping and earthworks started
- Traffic barriers installation continued, and 80km/h speed zones erected in preparation for clearing and earthworks
- Boundary fencing continued
- Soft soil treatments started on the floodplain, south of Glen Ewan Road and north of the Hastings River
- Telstra and Nextgen utility relocation work completed to ensure the new corridor is free from utilities that could affect work near Bill Hill Road.

Oxley Highway to Kundabung upgrade



Preparation of a culvert foundation north of the Hastings River



Placement of deep wick drains in the soft soil treatment area south of Glen Ewan Road, on the Hastings River floodplain



Building sediment controls at Cooperabung Hill



Relocating the Telstra optic fibre cables to a position clear of the new road alignment

Port Macquarie to Coffs Harbour – projects being built

Contractors:

Ferrovial Agroman

Form of contract: Build only

Workers on site: 66

Pieces of large machinery: 28

Start date of major construction:
August 2014

Expected completion date:
Mid 2015

Project value: forms part of the Oxley Highway to Kempsey upgrade



Looking north from the main cut

Sancrox interchange

Background

The Sancrox interchange is early work for the Oxley Highway to Kempsey project.

It includes building local service roads and a bridge over the Pacific Highway at Sancrox about 600 metres south of the existing Sancrox Road intersection.

Key construction activities during December 2014

2.5 days were lost to wet weather during this time. 

- Widening of Sancrox Road continued
- Drainage work continued
- Earthworks on new access roads continued
- Concrete poured for centre bridge pier.

Sancrox interchange upgrade



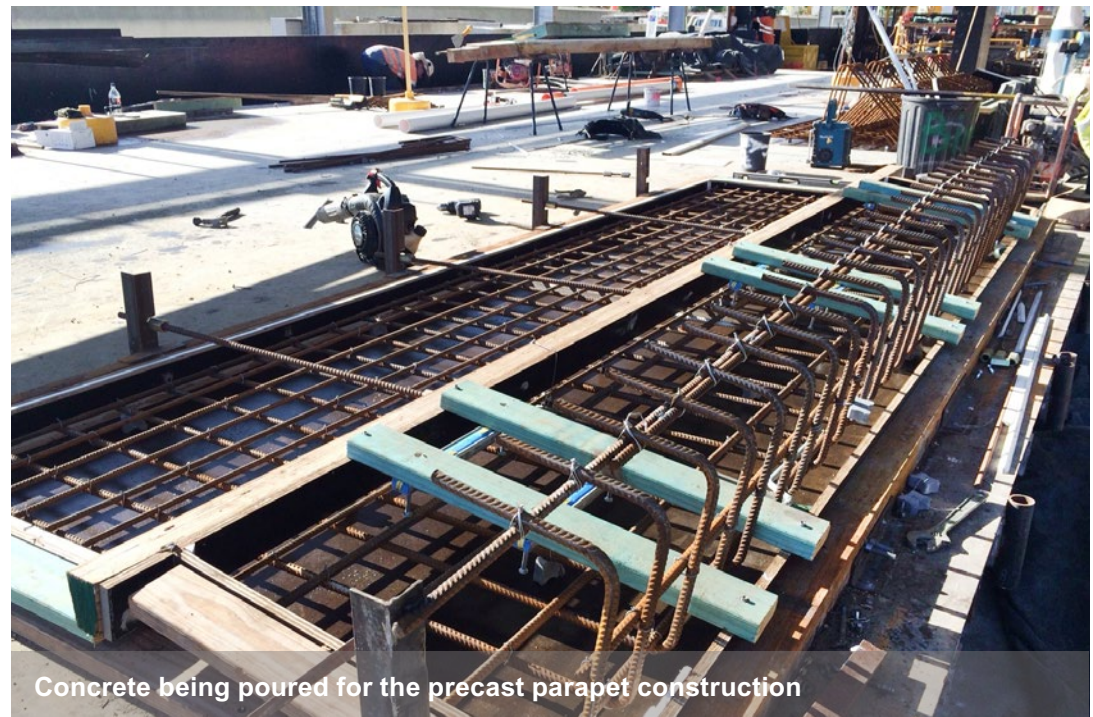
Looking south from the main cut



Looking north from the north west roundabout



Looking north from the south east roundabout



Concrete being poured for the precast parapet construction

Port Macquarie to Coffs Harbour – projects being built

Contractors:

McConnell Dowell OHL joint venture

Form of contract:

Build only

Workers on site: 118**Pieces of large machinery:** 48**Start date of major construction:**

November 2014

Expected completion date:

2017 (weather permitting)

Project value: \$230 million**Australian Government contribution:**

\$115 million *

NSW State Government contribution:

\$115 million *

* Contribution amounts may vary from year to year.



Clearing work being carried out on Mobs Road

Kundabung to Kempsey upgrade

Background

The Kundabung to Kempsey project is the northern section of the Oxley Highway to Kempsey upgrade, which was approved by the NSW Minister for Planning and Infrastructure in 2012 and the Federal Department of the Environment in January 2014.

It involves building 14 kilometres of four lane divided road, including a new interchange at Kundabung and new rest areas.

The project is jointly funded by the Australian and NSW Governments.

Key construction activities during December 2014

Two days were lost to wet weather during this time. 

- Clearing work continued
- Utility adjustments started
- Installation of erosion and sedimentation controls started.

Kundabung to Kempsey upgrade



Clearing work about 15km south of Kempsey near Mingaletta turn on the Pacific Highway



Clean water drain and rock access on Mobs Road



Clearing for the Kundabung rest area

Port Macquarie to Coffs Harbour – projects being built

Contractors:

Thiess Pty Ltd

Form of contract:

Design and build

Workers on site: 430**Pieces of large machinery:** 150**Start date of major construction:**

August 2013

Expected completion date:

2016 (weather permitting)

Project value: \$675 million**Australian Government contribution:**

\$337.5 million *

NSW State Government contribution:

\$337.5 million *

* Contribution amounts may vary from year to year.



Installing subsoil drainage south of Johnsons Creek

Frederickton to Eungai upgrade

Background

The Frederickton to Eungai project is the second stage of the Kempsey to Eungai upgrade, which was approved in 2008. The Kempsey bypass was the first stage and opened to traffic in March 2013.

The project is jointly funded by the Australian and NSW Governments.

It will provide about 26.5 kilometres of four lane divided road from the completed Kempsey bypass to Eungai Rail.

Key construction activities during December 2014

Eight days were lost to wet weather during this time. 

- Bulk earthworks nearing completion with most cuttings on site completed. The scraper fleet returned to site to remove areas of excess fill used as surcharge loading in soft soil areas prone to early initial settlement
- Earthworks placed to date was close to the final estimated total amount of 2.82 million cubic metres
- Concrete paving continued at the southern end of the project and started near the future rest areas around Cooks Lane, with 25,000 cubic metres out of a total of 213,000 cubic metres placed
- Bridgework construction continued and was 55% complete
- The Cooks Lane overbridge was completed and opened to traffic
- Work for the Kemps Access overbridge was mostly complete and pile driving recommenced at the bridges over the Collombatti Creek and floodplain
- Work on culverts and other drainage structures continued and was 75% complete
- Boundary and fauna fencing continued
- Off site manufacture of precast concrete components, such as bridge girders, continued
- Work continued on the former Pacific Highway alignment adjacent to the recent traffic switch of Pacific Highway traffic onto the future alignment of Macleay Valley Way.

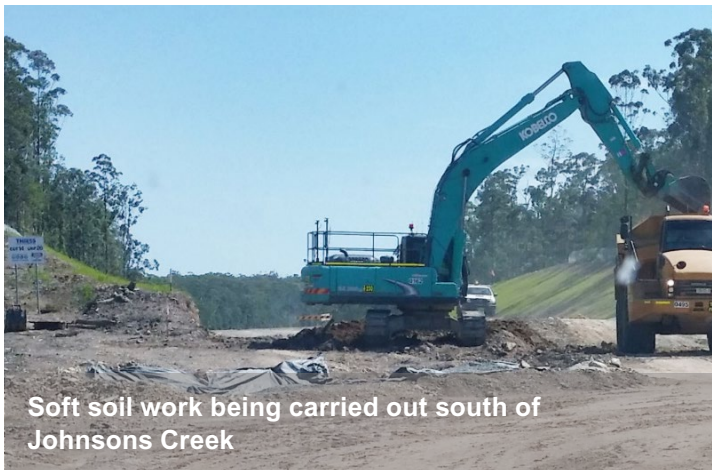
Frederickton to Eungai upgrade



Reinforced earth wall work continuing at the Seven Hills Road underpass



Driven piles being installed at bridge abutments for the bridge over Collombatti Creek, looking north



Soft soil work being carried out south of Johnsons Creek



The Cooks Lane overbridge is open to traffic



Concrete base paving being carried out beneath Cooks Lane overbridge, looking north



Temporary stockpiling of recycled access track material to be used for verge and median fill areas, south of Cooks Lane rest areas

Port Macquarie to Coffs Harbour – projects being built

Contractors: Acciona Ferrovial joint venture

Form of contract: Design and build

Workers on site: 112

Pieces of large machinery: 5

Start date of major construction:
December 2014

Expected completion date:
Late 2017 (weather permitting)

Project value: \$830 million

Australian Government contribution:
\$415 million *

NSW State Government contribution:
\$415 million *



Early work being carried out in preparation for building the site compound

Warrell Creek to Nambucca Heads

Background

The Warrell Creek to Nambucca Heads project is the second stage of the Warrell Creek to Urunga upgrade, which was approved by the NSW Minister for Planning and Infrastructure in 2011. The Federal Minister for the Environment approved this upgrade in December 2014.

The project is jointly funded by the Australian and NSW Governments.

The 20 kilometre project involves upgrading the existing highway to a four lane divided road between the Allgomera deviation, south of Warrell Creek and Nambucca Heads, just south of the North Coast railway line.

Key activities during December 2014

No days were lost to wet weather during this time. 

- Received federal environmental approval
- Construction Environmental Management Plan and sub-plans approved by the Department of Planning and Environment and Environmental Protection Licence issued by the Environment Protection Authority
- Sod turning ceremony held to mark the start of major work
- Detailed design work continued
- Additional geotechnical investigations progressed
- Process to install at-resident noise treatments continued
- Work to identify and assess biodiversity offset properties continued
- Installing flagging to protect sensitive environmental areas continued
- Installing nest boxes prior to the commencement of clearing continued
- Detailed site survey to support design continued
- Location and marking of utilities continued
- Consultation started regarding the proposed northern site compound on Old Coast Road, north Macksville, and proposed temporary construction access road between Boundary Street and Wedgewood Drive at south Macksville.

Warrell Creek to Nambucca Heads under construction



Project signage installed in December



Setting up the project site office at Warrell Creek



Environmental flagging installed to protect a heritage item



Nest boxes being installed on the project

Port Macquarie to Coffs Harbour – projects being built

Contractors:

Lend Lease

Form of contract:

Design and build

Workers on site: 850**Pieces of large machinery:** 279**Start date of major construction:**

November 2013

Expected completion date:

End 2016 (weather permitting)

Project value: \$780 million**Australian Government contribution:**

\$390 million *

NSW State Government contribution:

\$390 million *

* Contribution amounts may vary from year to year.



Twin bridges being built over the Kalang River

Nambucca Heads to Urunga upgrade


Background

The Nambucca Heads to Urunga project is the first stage of the Warrell Creek to Urunga upgrade, which was approved by the NSW Minister for Planning and Infrastructure in 2011. The Federal Minister for the Environment approved this upgrade in November 2013.

The project is jointly funded by the Australian and NSW Governments.

It will provide about 22 kilometres of four lane divided road from Nambucca Heads to the existing Waterfall Way interchange at Raleigh.

Key construction activities during December 2014

Four days were lost to wet weather during this time 

- Detailed design work continued
- Field investigations continued
- Project boundary fencing work continued
- Drainage installation and bulk earthwork activities continued
- Bridge and earthworks on Ballards Road continued in readiness for traffic switch in the new year
- Bridge building at Deep Creek continued
- Realignments of Boggy and McGraths creeks were completed
- Realignment of Cow Creek continued
- Local access road between Deep Creek and East West Road opened to traffic
- Revegetation and hydro mulching of batters continued
- Haulage of materials over Kalang River temporary bridge continued
- Installation of pavement drainage continued north of the Kalang River and continued south of Ballards Road
- Girder deliveries continued and were completed for bridges over Cow Creek, Boggy Creek and Short Cut Road overpass
- Blasting of major cut continued.

Nambucca Heads to Urunga upgrade



Woolgoolga to Ballina – projects being prepared for major work



Existing highway at Shark Creek

Woolgoolga to Ballina

Background

The Woolgoolga to Ballina upgrade was approved by the NSW Minister for Planning in June 2014 and the Federal Minister for the Environment in August 2014.

The 155 kilometre project will provide a four lane divided road from the northern end of the Woolgoolga Bypass to the southern end of the Ballina Bypass.

The project is jointly funded by the Australian and NSW Governments and will be built in sections.

Activities underway during December 2014

Early work

- Early work continued including relocating utilities in Section 5 and Aboriginal salvage work in sections 7, 8 and 9.

Enabling work

- Award contracts to build the highway between Woolgoolga to Glenugie, section 1 (Woolgoolga to Halfway Creek) and section 2 (Halfway Creek to Glenugie)
- Tenders being assessed for the early work soft soil treatments – Wave 1 Yamba Road to Chatsworth Road
- Tenders issued for the early work soft soil treatments Wave 2 – Whytes Lane to Pimlico
- Registration of Interest called for design and build contract of the new bridge crossing the Clarence River at Harwood
- Installed trial emu fencing in Section 3 (Glenugie to Tyndale)

- Utility relocation works started in Section 1 (Woolgoolga to Halfway Creek)
- Comments on updated design for the Tyndale to Harwood section
- Additional geotechnical work completed in Section 5 (Maclean interchange to Iluka Road)
- Detailed ground surveys continued
- Design of soft soil early work Wave 3 (Shark Creek, Maclean)
- Salvage work continued
- Threatened species baseline surveys continued
- Agreements in place on 77% of land acquisitions, with negotiations continuing on the remainder
- Ecological survey carried out for biodiversity offsets.

Woolgoolga to Ballina – projects being built

Contractors: Leighton Contractors

Form of contract: Build only

Workers on site: 74

Pieces of large machinery: 14

Start date of major construction:
November 2013

Expected completion date:
Mid 2016

Project value: Forms part of the Woolgoolga to Ballina upgrade.



Erecting the form traveller on the northern side of Emigrant Creek

Pimlico to Teven upgrade

Background

The Pimlico to Teven project will upgrade about two kilometres of the Pacific Highway between Pimlico Road and Teven Road. This enabling work will facilitate the next phase of the highway upgrade, which is part of the overall Woolgoolga to Ballina project.

This project is jointly funded by the Australian and NSW Governments.

The Pimlico to Teven project involves building bridges over Duck and Emigrant creeks and more than one kilometre of new road on the Bruxner Highway.

The project is being carried out in three stages. Stage one was completed by the Ballina Bypass Alliance.

Stage two is now under construction.

Stage three, which provides a four lane divided road, will be completed as part of the larger Woolgoolga to Ballina upgrade.

Key construction activities during December 2014

No days were lost to wet weather during this time. ☁️

- Completed piling at Duck Creek Bridge. All bridge piling works are now complete on the project.
- Started embankment construction north of Duck Creek
- Completed the southern half of the Emigrant Creek bridge spine and started mobilising to the northern side
- Property adjustment work continued
- Started building major culvert south of Duck Creek
- Duck Creek bridge northern abutment completed.

Pimlico to Teven upgrade



Excavation work has been carried out for the culvert south of Duck Creek



Work being carried out on the north abutment at Duck Creek



Piling at Duck Creek south



The southern half of the Emigrant Creek bridge spine is complete

Projects being built

Contractors: Lend Lease

Form of contract: Design and build

Workers on site: 262

Pieces of large machinery: 164

Start date of major construction:
September 2012

Expected completion date:
Second half of 2015 (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.



Automated verge placement at Knockrow

Tintenbar to Ewingsdale upgrade

Background

The Tintenbar to Ewingsdale upgrade was approved on 29 January 2010.

The project is jointly funded by the Australian and NSW Governments.

It will provide 17 kilometres of four lane divided road from the northern end of the Ballina bypass at Ross Lane to the existing Ewingsdale interchange.

Key construction activities during December 2014

Five days were lost to wet weather during this time. 

- Pacific Highway diversion at Ewingsdale implemented
- Portion of new southbound on-ramp at Ewingsdale interchange open to traffic
- Tunnel waterproofing and permanent lining continued
- Drainage work continued across the project
- Work on roundabout at Bangalow continued
- Bridge work continued across the project
- Mainline paving and saw cutting continued.

Tintenbar to Ewingsdale upgrade



Progress on the St Helena twin tunnels



Working being carried out to build an access road at Bangalow

Environment



Rock donated by Frederickton to Eungai upgrade



Logs donated from Frederickton to Eungai upgrade



Bellinger River restoration including rock fillets, timber logs, and stumps (Source OEH)

Reuse of highway clearing timber for riverbank restoration

Foreshore vegetation plays an important role in maintaining estuary health. It provides habitat for native fish and prevents bank erosion. Past foreshore vegetation clearing, which commenced in the mid 1800s, removed this fish habitat and led to bank erosion within the estuaries of the North Coast.

The Office of Environment and Heritage is undertaking riverbank restoration projects on sections of the Kalang, Nambucca, Macleay and Hastings rivers. Timber cleared for the Pacific Highway upgrade is being used in the riverbank restoration project, which aims to provide enhanced fish habitat and improved bank conditions over the next five years. The project involves constructing a wall using timber logs, stumps and large rock. Mangrove recruitment is then encouraged between the riverbank and rock wall.

The success of the project relies on the donation of timber logs and stumps, large rock, transportation and suitable stockpile sites. To date the Pacific Highway upgrade has made the following contributions:

- Frederickton to Eungai upgrade: Thiess donated 50 logs, 20 tree stumps and 150 tonnes of rock and transportation to the restoration site. This contributed to the restoration of about 300 metres of the Macleay River
- Nambucca Heads to Urunga upgrade: Lend Lease donated 400 logs and 80 tree stumps. This contributed to the restoration of about 500 metres of the Bellinger River
- Lend Lease and Roads and Maritime also contributed to the cost associated with providing a stockpile site at Kalang
- Future donations are proposed by Lend Lease from the Oxley Highway to Kundabung upgrade.



Macleay River at Jerseyville before restoration



Example of Macleay River restoration undertaken by the Office of Environment and Heritage (Source OEH)

Four-lane divided road status

