



Australian Government



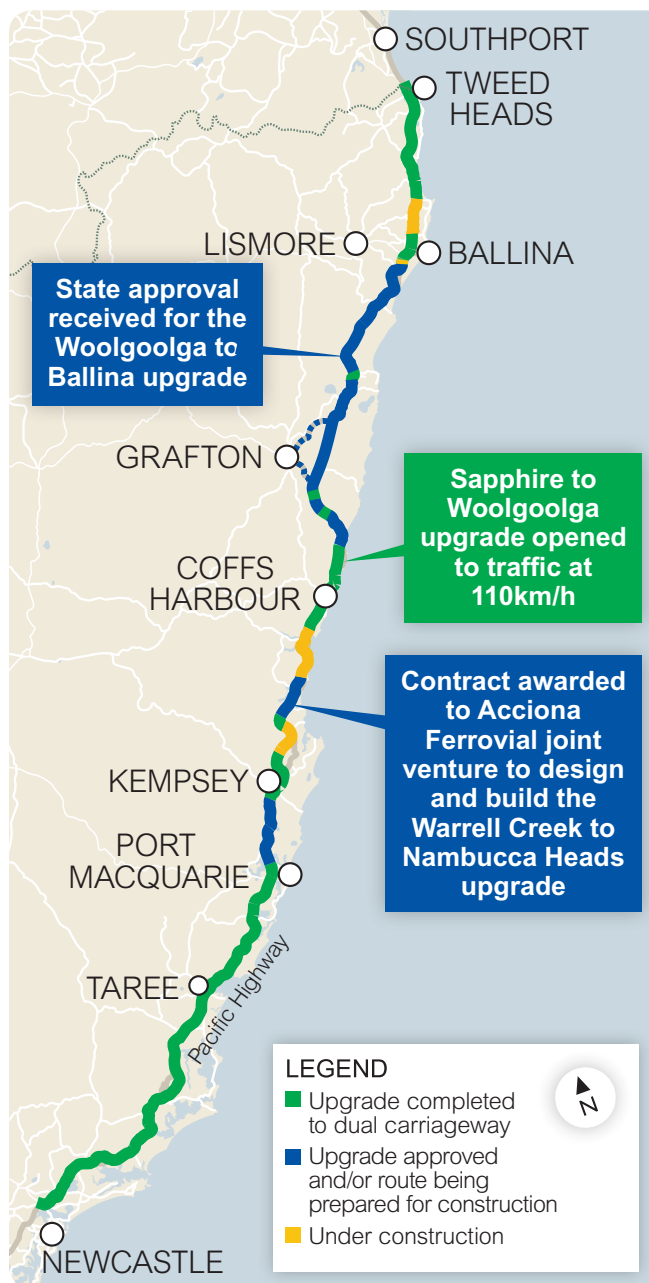
The new state
of business



Pacific Highway upgrade

Achievement report **June/July 2014**

Frederickton to Eungai - continuation of base paving at northern end of the 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 July 2014, 397 kilometres are four lane divided road and about 64 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.



80 km of highway under construction during July 2014.



An average of 1703 construction workers on site.



For overall upgrading strategy refer to the second last page.



Recently opened

Contractors:

Leighton Fulton Hogan joint venture

Form of contract:

Design and build

Workers on site: 40**Pieces of machinery:** 6**Start date of major construction:**

August 2010

Completion date:

July 2014

Project value: \$850 million**Australian Government contribution:**

\$705 million *

NSW State Government contribution:

\$145 million *

* Contribution amounts may vary from year to year



The noise mound being
built north of Sapphire Beach

Sapphire to Woolgoolga upgrade

Background

The Sapphire to Woolgoolga upgrade was approved on 13 January 2009.

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

It provides a four lane divided highway extending about 25 kilometres from Campbell Close at Sapphire to Arrawarra Beach Road at Arrawarra.

Key construction activities during June/July 2014

Two days were lost to wet weather during this time. 

- South Woolgoolga southbound off-ramp roundabout completed
- Building of the noise mound north of Sapphire Beach continued
- Emerald Heights roundabout completed
- Local road work completed
- Laying of the low noise road surface completed
- Meetings held with residents to discuss property adjustments including fencing and access arrangements
- Installation of directional signage completed
- Opening of the new highway to 110km/h.

OPEN
TO TRAFFIC

Sapphire to Woolgoolga upgrade recently opened



Port Macquarie to Coffs Harbour – projects being prepared for major work



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Oxley Highway to Kundabung

Contractors: Lend Lease

Form of contract: Design and build

Expected start date:
Second half of 2014

Expected completion date:
2017, weather permitting

Project value: \$820 million

Kundabung to Kempsey

Contractors:

McConnell Dowell/OHL joint venture

Form of contract: Build only

Expected start date:
Second half of 2014

Expected completion date:
2017, weather permitting

Project value: \$230 million



Clearing work under way at the Sancrox interchange project

Oxley Highway to Kempsey upgrade

The Oxley Highway to Kempsey upgrade was approved by the NSW Minister for Planning and Infrastructure in February 2012 and the Federal Department of the Environment in January 2014.

It will provide about 37 kilometres of four lane divided highway between the Oxley Highway at Port Macquarie and the Kempsey bypass.

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

Oxley Highway to Kundabung

Activities under way during June/July 2014

- Detailed design work continued
- Supplementary ground survey to support the detailed design continued
- Project plans including the Construction Environmental Management Plan were developed and reviewed by other Government agencies
- Land acquisitions continued.

Sancrox interchange

- Construction Environment Management Plan approved by the State Department of Planning and Environment
- Construction work started
- Flora and Fauna Management Plan approved by the Federal Department of the Environment
- Modifications to the existing Pacific Highway completed allowing for stockpile access to a site north of the Hastings River.

Kundabung to Kempsey

Activities under way during June/July 2014

- Project plans, including the Construction Environment Management Plan, were developed and reviewed by other government agencies
- Land acquisitions continued.

Port Macquarier to Coffs Harbour – projects being built



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Contractors:

Thiess Pty Ltd

Form of contract:

Design and build

Workers on site:

480

Pieces of large machinery:

165

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.



Looking south along the
main alignment near Mill Lane

Frederickton to Eungai upgrade


Background

The Frederickton to Eungai upgrade is the second stage of the Kempsey to Eungai upgrade, which was approved in 2008.

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 June/July 2014

Nine days were lost to wet weather during this time. 

- 0.85 million cubic metres of earthworks excavated, moved and placed averaging over 22,000 cubic metres per day for days worked
- Concrete road surfacing started at the northern end of the project
- Bridgework continued and 33 per cent complete
- Mill Lane overbridge completed and ready for bridge girders to be lifted into place
- Piling work completed for the three bridges across the Collombatti floodplain

- Culverts and other drainage structures continued and 50 per cent complete
- Boundary and fauna fencing continued and first length of Phascogale fencing built
- Off site manufacture of precast concrete components such as bridge girders continued and near completion
- Cleared mulch has been transported off site for beneficial reuse
- The northern end of Access Road A (linking Seashore Lane and Mill Lane) open to traffic.

Frederickton to Eungai upgrade



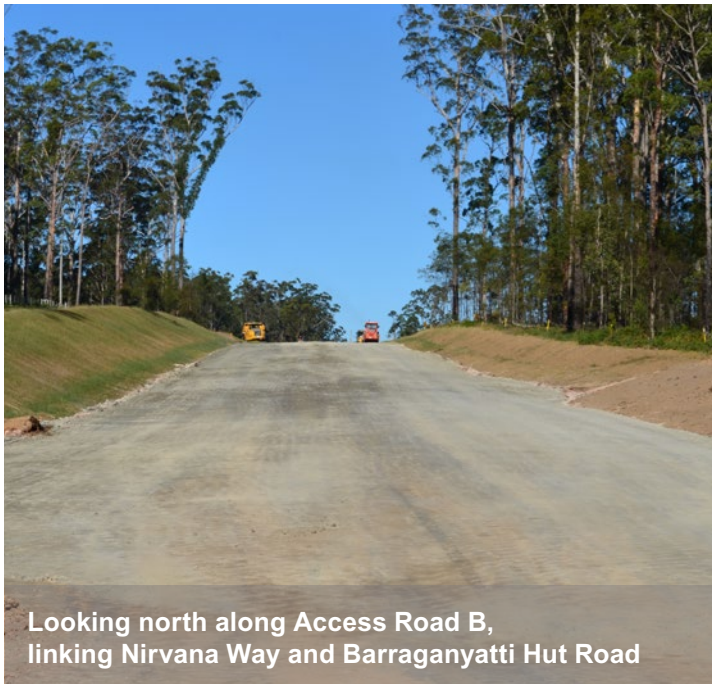
Looking south at the Collombatti floodplain twin bridges during early stages of construction



Macleay Valley Way being built



Looking south at the southbound rest area being built near Cooks Lane



Looking north along Access Road B, linking Nirvana Way and Barraganyatti Hut Road



Laying concrete road surface at the northern end of the project



Piling work on the Collombatti floodplain twin bridge



Looking north from Mill Lane along the main alignment

Port Macquarie to Coffs Harbour – projects being prepared for major work



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Contractors: Acciona Ferrovial joint venture

Form of contract: Design and build

Expected start date:
Second half of 2014

Expected completion date:
2017, weather permitting

Project value: \$830 million



The existing Macksville Bridge

Warrell Creek to Nambucca Heads

Background

The Warrell Creek to Nambucca Heads upgrade was approved by the NSW Minister for Planning and Infrastructure in 2011 as part of the larger Warrell Creek to Urunga project. 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 railway line.

Activities carried out during June/July 2014

- Award of design and build contract to Acciona Ferrovial joint venture
- Detailed design work continued
- Environmental studies progressed, including the preparation of the Construction Environmental Management Plan and Environmental Protection Licence
- Process to install at-resident noise treatments continued
- Work continued to identify and assess biodiversity offset properties
- Referral under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) displayed for community comment. The further information required by the Department of the Environment is being finalised.

Port Macquarier to Coffs Harbour – projects being built



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Contractors:

Lend Lease

Form of contract:

Design and build

Workers on site:

845

Pieces of large machinery:

265

Start date of 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.



Drainage work south of Kalang River

Nambucca Heads to Urunga upgrade

Background

The Nambucca Heads to Urunga upgrade 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 June/July 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
- Soft soil treatment work continued on both sides of Deep Creek
- Realignment of Boggy Creek continued
- Realignment of Cow Creek started
- Intersection upgrade work completed at Boggy Creek and Valla Roads
- Piling and abutments for the Ballards Road overpass completed
- Drilling and blasting continued at Tower Road in Newry State Forest
- Temporary diversion of Martells Road opened to traffic
- Work continued on the temporary bridge over the Kalang River
- Piling for the permanent bridges over the Kalang River started
- Work continued on the Short Cut Road overpass bridge abutment fill
- Clearing work completed.

For more detailed information visit the project website at www.rms.nsw.gov.au/pacific or call the project information line on 1800 668 240

Nambucca Heads to Urunga upgrade



Crushing material along the new alignment



Earthwork south of Short Cut Road



Cow Creek drainage work



First pile on the Kalang River bridges

Woolgoolga to Ballina – projects being prepared for major work



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Woolgoolga to Ballina

Background

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

The 155 kilometres project involves upgrading the existing highway to 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 carried out during June /July 2014

- Detailed ground surveys continued
- Design of soft soil early work sites continued
- Threatened species baseline surveys continued
- Land acquisition continued
- Aboriginal focus group and BBQ held to discuss employment opportunities on the project
- Ecological assessment and nest box management surveys continued
- Groundwater monitoring carried out across project.



Existing highway at Shark Creek

Woolgoolga to Ballina – projects being built



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Contractors: Leighton Contractors

Form of contract: Build only

Workers on site: 110

Pieces of large machinery: 11

Start date of construction:
November 2013

Expected completion date:
Mid 2016

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

Pimlico to Teven upgrade

Background

The Pimlico to Teven project will upgrade about 2.3 kilometres of the Pacific Highway between Pimlico Road and Teven Road. This 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 will involve building bridges over Duck and Emigrant creeks, providing about two kilometres of new road on the Pacific Highway 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 June/July 2014

No days were lost to wet weather during this time. 

- Switched traffic onto the Pacific Highway diversion south of Duck Creek
- Installation of concrete injected columns and wick drain ground treatments started on the southern side of Duck Creek
- Sheet piling at Duck Creek completed
- Removed the old Pacific Highway south of Duck Creek and installed wick drain working platform
- Installation of concrete injected columns ground treatment completed on the eastern side of Duck Creek and
- completed the embankment construction which is now undergoing a two month settlement period
- Piling at pier 1 of Duck Creek bridge completed
- Working platform for deep soil mixing ground treatment completed
- Pier 1 at Emigrant Creek bridge completed
- Placed road surface at the northern tie-in to the Bruxner Highway
- Installation of the geotechnical monitoring instrumentation completed south of Duck Creek.



Removing the old Pacific Highway road surface

For more detailed information visit the project website at www.rms.nsw.gov.au/pacific or call the project information line on **1800 639 842**

Pimlico to Teven upgrade



Installing concrete injected columns east of Duck Creek



Installing wick drains and geotechnical instrumentation south of Duck Creek



Building the future Bruxner Highway interchange



Emigrant Creek bridge pier 1



Placing fill east of Duck Creek



Piling south of Duck Creek bridge Abutment A



Emigrant Creek bridge pier 1



Projects being built

Contractors: Lend Lease

Form of contract: Design and build

Workers on site: 134

Pieces of large machinery: 129

Start date of major construction:
September 2012

Expected completion date:
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.



Pouring ground floor slab at tunnel control centre

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 June/July 2014

23 days were lost to wet weather during this time. 

- Tunnel waterproofing and permanent lining continued
- Permanent landscaping started at Ewingsdale
- Mainline road surfacing started
- Drainage work continued across the project
- Bridge beams installed at Watsons Lane
- Community information session held on Intelligent Transport System signage
- Bridge work continued across the project

Tintenbar to Ewingsdale upgrade upgrade



Formwork for east wall of the southern tunnel portal



Steel fixing gantry at southern tunnel portal



Foundation treatment near Ivy Lane



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Environment



Inside the drainage arch at the Glenugie upgrade



Conference delegates visiting the fauna underpass near Little Arrawarra Creek on the Sapphire to Woolgoolga upgrade

Roads and Maritime wins best practice award for environmental design on the Pacific Highway

The inaugural conference of the Australasian Network for Ecology and Transportation met in Coffs Harbour during July to discuss research, design and implementation of environmental measures within transport infrastructure.

The Roads and Maritime Pacific Highway branch took a leading role in the conference and provided evidence of innovative practice through presentations, display posters and information brochures to the 140 delegates from eight different countries. The proximity of the conference to the Pacific Highway allowed the team to demonstrate this work further through field trips to three sites where environmental measures have been implemented.

This included a visit to a drainage arch under the Glenugie upgrade where the design was modified during construction so that it would also assist in wildlife connectivity. Monitoring data has since shown that it has been used by lizards, echidnas, bandicoots, kangaroos, wallabies and microbats, amongst other species.

They also visited a fish culvert and dedicated fauna underpass on the Sapphire to Woolgoolga project. The numerous fish culverts convey clean water under

the roadway and allow fish to move both up and downstream. This is one of 18 underpasses that provide dry passage for wildlife on the project.

The third visit was to the dedicated wildlife overbridge at Bonville. The overpass spans the upgraded highway and provides passage between the Bongil Bongil National Park and Pine Creek State Forest. It provides a vegetated passage for wildlife to cross. Post construction monitoring has shown that koalas have been present on the overpass.

The award for best practice recognised the significance of work on the Pacific Highway upgrade to protect wildlife and provide connectivity across the highway in environmentally sensitive areas. A crucial part of this work is post construction monitoring and evaluation to ensure that measures are evaluated for effectiveness and inform future design.

Four-lane divided road status

