



Australian Government



Nation Building Program



Transport  
Roads & Maritime  
Services



# Pacific Highway upgrade

Six month report card (January – June 2013)

# Overview



This report provides an update on Pacific Highway upgrade progress to 30 June 2013.

The Pacific Highway corridor connects Sydney and Brisbane and is a major contributor to Australia's economic activity. The road is a vital piece of the nation's infrastructure and is a key link in the National Land Transport Network.

With the opening of the Holbrook bypass on the Hume Highway (expected to occur in August 2013) and the Bulahdelah upgrade on the Pacific Highway in June 2013, there will be a multi-lane, divided highway link between Melbourne and Sydney and from Sydney through to Port Macquarie on the NSW North Coast.

At the northern end of this transport link, work currently under way between Ballina and Byron Bay means there will soon be a multi-lane, divided highway between Ballina and Brisbane.

The Australian and NSW governments have provided funding to:

- Finish building the Pacific Highway upgrade from Port Macquarie to Woolgoolga north of Coffs Harbour.
- Fully prepare the section of the Pacific Highway between Woolgoolga and Ballina for construction.

This means we are now closing in on the final section of what will be a high standard road link for the full length of the Melbourne-Sydney-Brisbane transport corridor.

An upgraded Pacific Highway must continue to service the needs of the travelling public and achieve transport efficiencies, while also ensuring ecological sustainability and meeting the needs of the coastal communities that live along the highway.

The Australian and NSW governments have been jointly upgrading the Pacific Highway since 1996. There is a shared commitment from both governments to finish its upgrading to a four-lane divided road as soon as possible.



Bulahdelah upgrade – open to traffic

# Overview



Since 2008/09, the Australian and NSW governments have agreed on a \$7.92 billion program of work to upgrade the Pacific Highway to four-lane divided road standard. The Australian Government is contributing \$5.41 billion and the NSW Government is contributing \$2.51 billion.

Current funding commitments will ensure that:

- More than three out of every four kilometres on the highway will be dual carriageway.
- All planning and preconstruction work will be completed on the remaining Woolgoolga to Ballina section.

The Pacific Highway upgrade is being completed in three priority phases:

**Priority one** is to complete a four-lane divided highway between Hexham and Port Macquarie, around the growing suburbs of Coffs Harbour and between Ballina and the Queensland border.

Priority one is targeted for completion by the end of 2014. With the recent opening of the Bulahdelah upgrade in June, there is now a four-lane divided road between Hexham and Port Macquarie.

The section around Coffs Harbour between Raleigh and Woolgoolga is also on track for completion in 2014 once the Sapphire to Woolgoolga upgrade opens to traffic.

The Tintenbar to Ewingsdale upgrade will be the last project to complete a four-lane divided road between Ballina and the Queensland border. Finishing this upgrade will mark the completion of priority one.

While construction is advancing, timing for opening this final 17 kilometre section will be greatly dependent on the amount of wet weather experienced during the next 18 months.

**Priority two** is the next phase of the Pacific Highway upgrade. It involves completing a four-lane divided highway between Port Macquarie and Raleigh (south of Coffs Harbour). Priority two is targeted for completion by the end of 2016, subject to wet weather and obtaining all necessary government approvals for construction.

Good progress is already being made on priority two with the March opening of the Kempsey bypass. Other projects needed to complete this section are now in the tendering and preconstruction phase.

**Priority three** is the final phase of the Pacific Highway upgrade. It involves completing a four-lane divided highway between Woolgoolga (north of Coffs Harbour) and Ballina.

Planning and preconstruction activities continue on this section to allow major work to start when additional funding is made available.



Sapphire to Woolgoolga upgrade – Headlands Road overpass at Sapphire – open to traffic

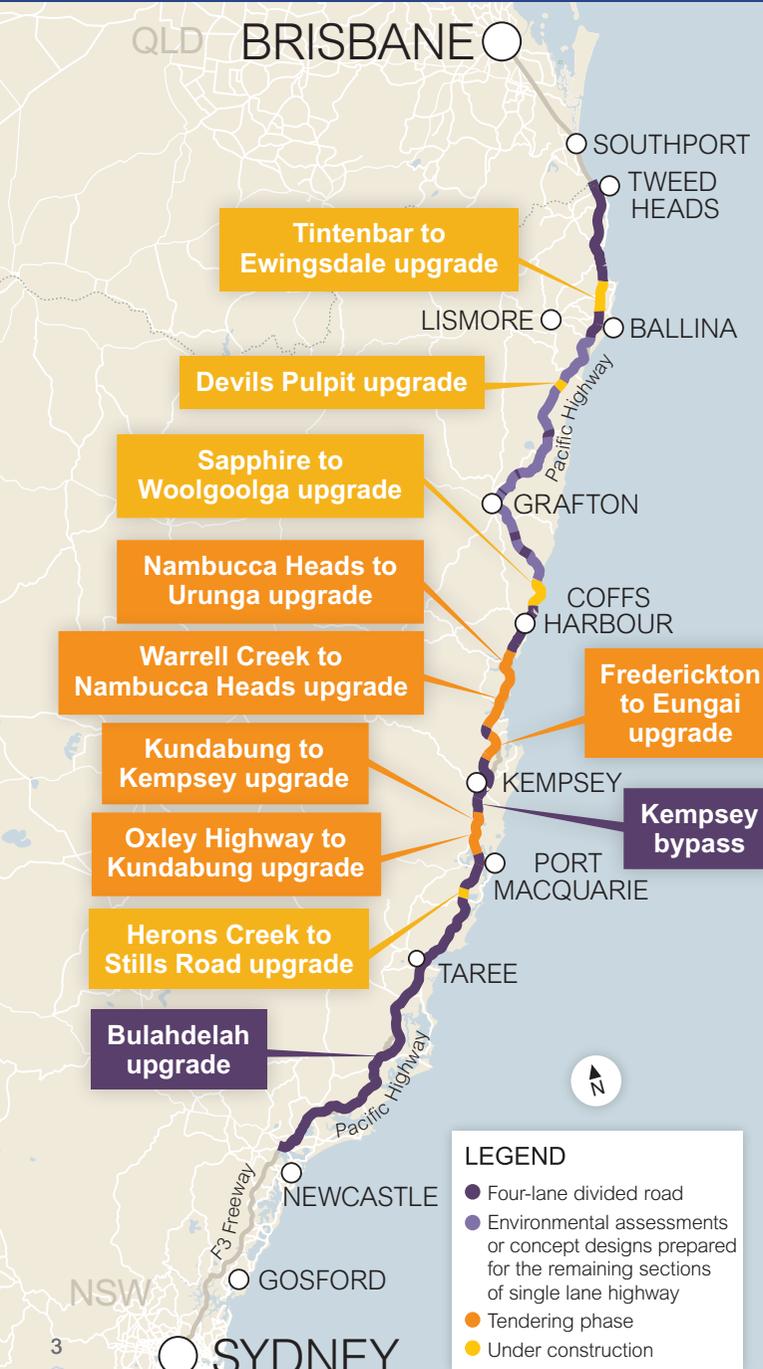


Tintenbar to Ewingsdale upgrade – tunnel work at the southern entrance to the St Helena twin tunnels



Kempsey bypass – open to traffic

# Current status



As at the end of June 2013, about 56 per cent of the final length of highway between Hexham and the Queensland border is now a four-lane divided road.

Between January and June 2013, major work was under way on six upgrade projects (about 73 kilometres). Following completion of the Kempsey bypass in March and opening of the Bulahdelah upgrade in June, about 50 kilometres remain under construction. Minor finishing work continues on sections of the new highway at Bulahdelah.

The remaining two-lane sections of the highway are being prepared for construction.

Safety work continues on sections yet to be upgraded.

Key pieces of infrastructure opened during the past six months include:

- The 14.5km Kempsey bypass.
- The 8.5km Bulahdelah upgrade (with finishing work under way).
- The Woolgoolga Creek Road, Bark Hut Road and Headlands Road overpasses on the Sapphire to Woolgoolga upgrade.
- Two major traffic switches were completed between Sapphire and Woolgoolga which opened about 12 kilometres of new highway to two-way traffic.



Sapphire to Woolgoolga upgrade – Bark Hut Road overpass – open to traffic



# Upgrade outcomes

## Where are we now?

At 30 June 2013:

**368 kilometres** are four-lane divided highway – about 56 per cent.

**50 kilometres** are being built.

**The remaining sections** of two-lane highway are being prepared for major work.

For the first half of 2013, there was an average of **1150** people working on the various construction projects.

With just under 900 workers on site in June 2013, employment on the Pacific Highway upgrade is at the lowest it has been for a few years. This is due to the completion of projects including the Glenugie upgrade, Ballina bypass and the Banora Point upgrade last year and the Kempsey and Bulahdelah bypasses since the start of 2013.

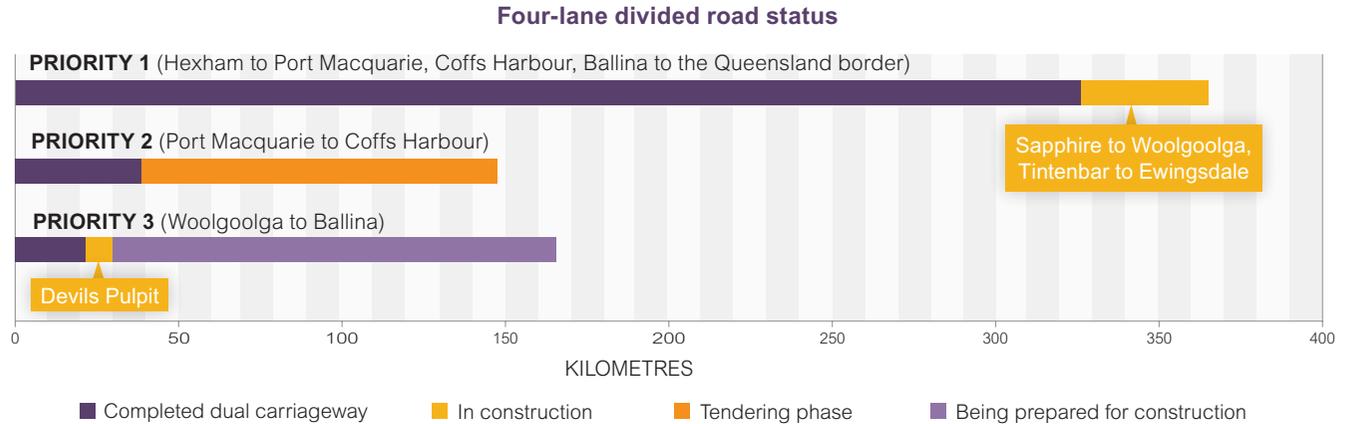
Numbers will increase again as new construction projects such as the Frederickton to Eungai and Nambucca Heads to Urunga upgrades start major work later this year.

The peak employment period is expected to come in 2015 where an estimated 3,500 workers will be employed on construction sites along the highway.

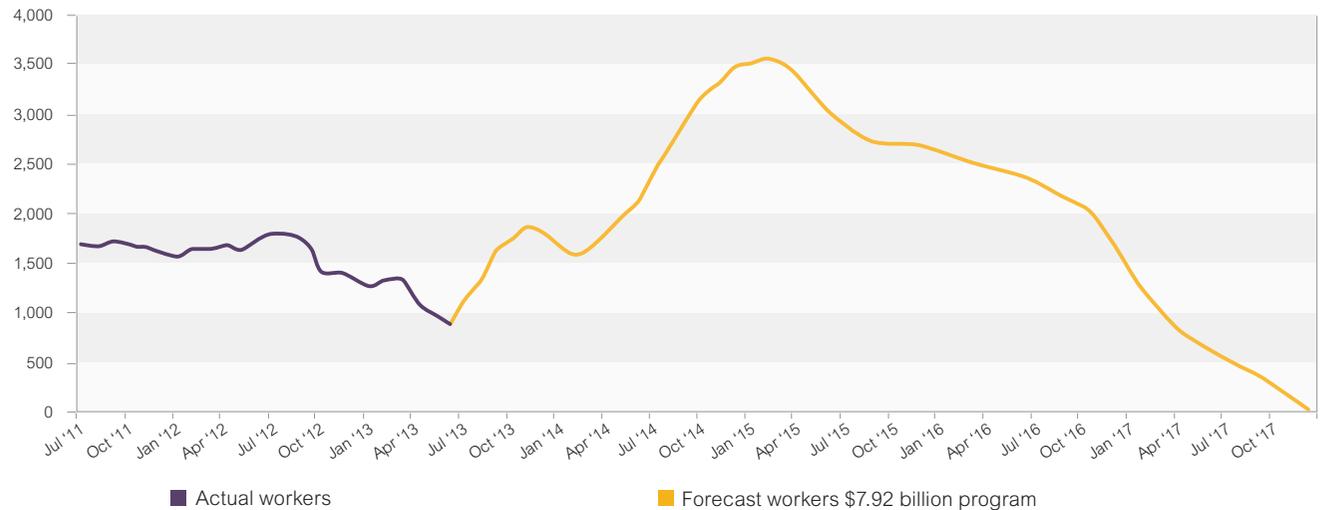
The Pacific Highway upgrade has participation plans in place for all of its construction projects that are aimed at encouraging Aboriginal employment opportunities including apprenticeship and traineeship programs.

## Four-lane divided road status

The graph below shows the status of completing highway priorities 1, 2 and 3.



## Direct jobs created by the Pacific Highway upgrade



The graph above shows actual and predicted workers on site.

Future predictions have been estimated on the basis of 2.12 direct jobs per million dollars budgeted each year and future cash flows.

It is anticipated that the number of indirect jobs would be three times the number of direct jobs.

# Upgrade outcomes



Kempsey bypass – safety barriers being installed



Kempsey bypass – line marking of Macleay River and floodplain bridge

## Expenditure update

The graph below shows progress towards the \$871.7 million budget allocated for the upgrade work. For the financial year ending 30 June 2013, \$942 million (108 per cent of the 2012/13 budget) was spent.

The additional expenditure was mainly due to good progress from drier weather late in 2012, the settlement of a large contract claim, bringing forward the Frederickton to Eungai upgrade and early completion of the Kempsey bypass.

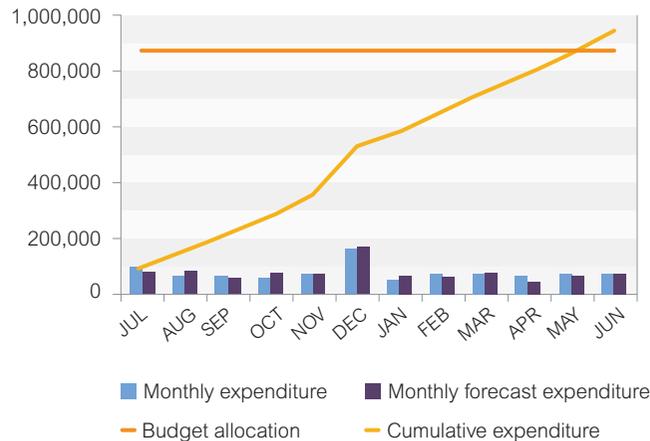
Additional spending in the 2012/13 financial year has gone a long way to offset the under-run in 2011/12 which was largely attributed to poor weather conditions.

The 2013/14 budget provides \$987 million of federal and state funding to continue the upgrading of the Pacific Highway.

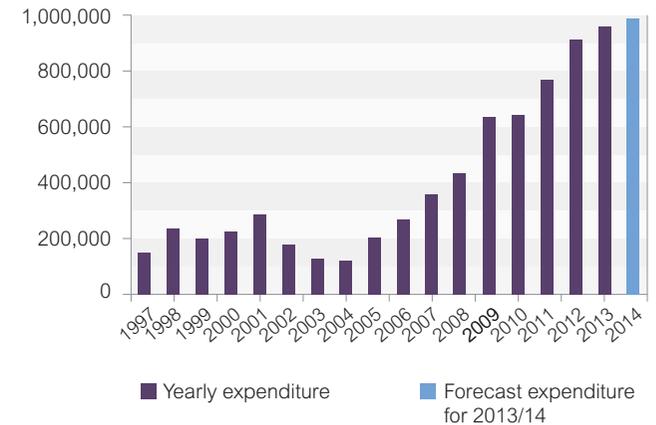
The graph below shows the expenditure on the Pacific Highway since the upgrade program began. Spending has steadily increased since planning for the remaining sections of the highway upgrade started in 2004 and is expected to continue to increase over the next few years as more projects move into construction.

The graph also shows monthly spending against forecasts and generally there has been a close match between the two.

Pacific Highway Program expenditure by month July 2012 – June 2013



Pacific Highway Program expenditure by year



# Upgrade outcomes



## Wet weather

Information gathered for the 2012/13 financial year shows that of the 318 available working days, an average 79 days were lost to wet weather.

This means construction teams experienced an average of 25 per cent wet weather.

While the end of 2012 recorded improved patterns, significant wet weather was experienced during the first half of 2013 with two major floods on the NSW North Coast.

In the past six months, an average of 44 days was lost to wet weather across the construction projects (about 40 per cent of their available working time). Teams were able to work about 68 out of 112 available working days, averaged across the construction projects and noting that the Kempsey bypass finished in March 2013.

Some projects fared better than this and some projects were worse. For example, the Tintenbar to Ewingsdale upgrade lost 76 days to wet weather, well above the program average.

RMS is working with its industry partners to try to recover this lost time.



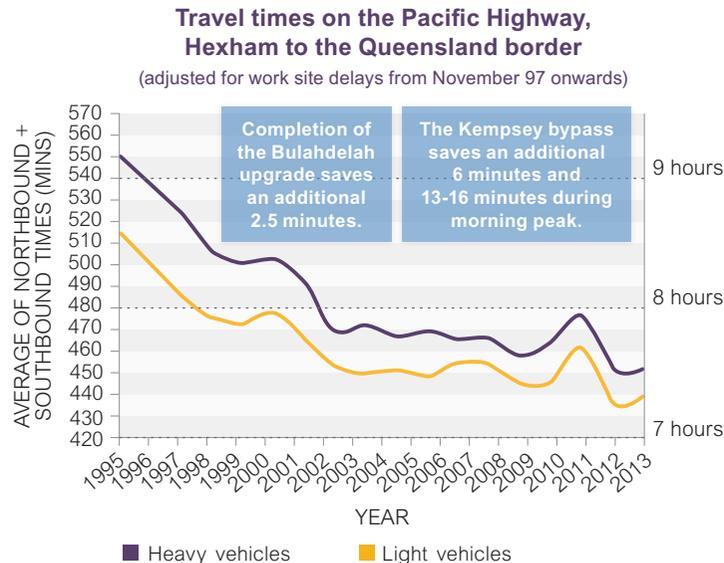
## Travel times

Since the start of the Pacific Highway upgrade program in the mid 1990s travel time between Hexham and the Queensland border has been tracked.

End of 2012 travel time surveys showed travel times are becoming shorter, with light vehicles saving 80 minutes and heavy vehicles saving 90 minutes, compared to when the upgrade program started.

With the Kempsey bypass opening in March 2013, an estimated additional six minutes in travel time (and 13 to 16 minutes during morning peak traffic) have been saved due to bypassing the town centre's 50 km/h speed limit and avoiding three traffic signals.

A further two and a half minutes is expected to be saved following the final completion of the Bulahdelah upgrade. This is due to a higher and more consistent travel speed and the bypass being slightly shorter than the existing highway.



## Crashes

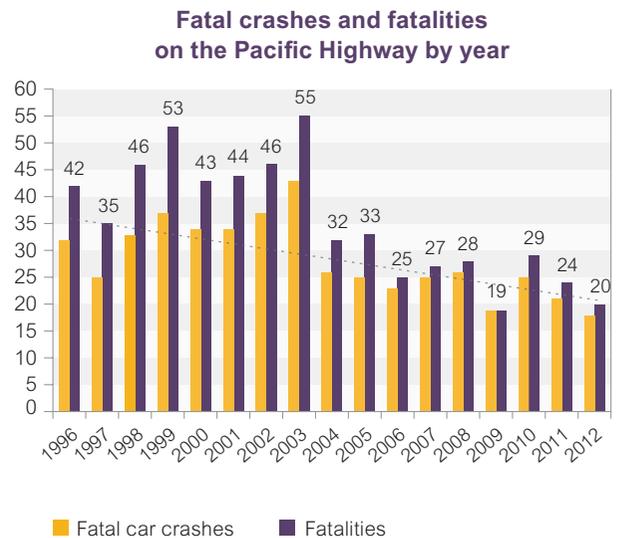
Since the start of the Pacific Highway upgrade, fatal crashes have almost halved, down from the mid 40s to the 20s in recent years.

In 2012, 20 people died in 18 fatal crashes. This compares with the previous five year average of 25.

Crash data for 2012 also shows there were 811 overall recorded crashes on the highway. This is lower than the previous five year average of around 877.

Preliminary data for the first half of 2013 shows there have been 10 fatal crashes with 13 people killed between January and June of this year.

All 2012 crash data is now available and trends in fatal crashes and casualty (fatal and injury combined) crashes are now able to be reported from the start of the program in 1996 to the end of 2012. Traffic has increased by just over 60 per cent for the same period.



# Finishing the job



Completing a four-lane divided highway between Hexham and the NSW/Queensland border remains an important issue for local communities and is a priority for the NSW State and Australian governments.

Once the Tintenbar to Ewingsdale upgrade opens to traffic and priority one is complete, it is also expected that:

- 412 kilometres of the Pacific Highway will be open to a four-lane divided road standard.
- Another 104 kilometres of new highway will be under construction.
- Substantial progress will be made in preparing the remaining length of the existing highway for major work.



Tintenbar to Ewingsdale upgrade – concrete being poured for bridge at Minor Creek

- Current funding will allow work to continue and ensure a four-lane divided highway will be open to traffic between Hexham (near Newcastle) and Woolgoolga (north of Coffs Harbour) and between Ballina and the Queensland border by the end of 2016 (subject to weather).
- Funding is also being provided to complete or advance a number of key activities on the highway between Woolgoolga and Ballina including planning work, land acquisitions, preliminary investigations and early soil settlement and preconstruction work on critical sections. Some sections of four-lane divided highway are already in place at Halfway Creek and Glenugie and soon to be completed at Devils Pulpit (south of Ballina).



Kempsey bypass – first traffic travelling on the southbound lanes near the southern interchange

## Key project milestones – how are we travelling?

Did we do what we said we would between January and June of this year?

### Open to traffic:

- ✓ Open the Bulahdelah upgrade to traffic (opened in June with finishing work under way).
- ✓ Open the Kempsey bypass to traffic.
- ✗ Open the Bago Road interchange on the Herons Creek to Stills Road upgrade (Work largely complete, excessive wet weather delayed progress).

In addition to the milestones identified in the last report card, we have also:

- ✓ Opened about 12 kilometres of new highway to two-lane traffic and the Woolgoolga Creek Road, Bark Hut Road and Headlands Road overpasses on the Sapphire to Woolgoolga upgrade.

### Major construction work progress:

- ✓ Start to establish the construction site for the Frederickton to Eungai upgrade.
- ✓ Completed major traffic switch for the Sapphire to Woolgoolga upgrade.
- ✗ Completed major traffic switches for the Herons Creek to Stills Road and Devils Pulpit upgrades. (Temporary traffic switch completed on Herons Creek to Stills Road upgrade. Ongoing wet weather has delayed major traffic switches).
- ✓ Complete a number of major overbridges on the Sapphire to Woolgoolga upgrade.

# Finishing the job



- ✓ Started major excavation work on the St Helena twin tunnels.

In addition to the milestones identified in the last report card, we have also:

- ✓ Started controlled blasting work on the twin tunnels at St Helena hill.
- ✓ Progressed work on two other major upgrade projects at Herons Creek and Devils Pulpit.

## Preparation for major construction work:

- ✓ Award a contract for the design and construction of the Nambucca Heads to Urunga upgrade.
- ✗ Start preconstruction work on soft soil areas for the Nambucca Heads to Urunga upgrade (preliminary work under way and construction environmental management plan being prepared).
- ✓ Invite tenders from a shortlist of prequalified companies to design and build the Oxley Highway to Kundabung upgrade.
- ✓ Invite tenders from a shortlist of prequalified companies to design and build the Warrell Creek to Nambucca Heads upgrade. (tendering process started for an alternative contract model to encourage a higher level of competition and to address a recently identified flying fox colony).
- ✗ Award a contract for early construction of the Sancrox Road interchange on the Oxley Highway to Kundabung upgrade (subject to federal environmental approval being obtained for the Oxley Highway to Kempsey upgrade).

- ✓ Invite tenders for early enabling work between Pimlico and Teven roads, near Ballina.

- ✓ Continue land acquisitions.

In addition to the milestones identified in the last report card, we have also:

- ✓ Completed detailed design for the Kundabung to Kempsey upgrade.
- ✓ Completed geotechnical investigations for the Warrell Creek to Nambucca Heads upgrade.
- ✓ Closed tenders for early enabling work between Pimlico and Teven roads.

## Plan for remaining sections:

- ✓ Complete detailed design work on the Woolgoolga to Glenugie section (detailed design completed. Section at Corindi under review).
- ✓ Start detailed survey work for the Glenugie to Ballina section.
- ✓ Continue land acquisitions.

In addition to the milestones identified in the last report card, we have also:

- ✓ Lodged the submissions and preferred project report for the Woolgoolga to Ballina upgrade with the NSW Department of Planning and Infrastructure and the Federal Department of Sustainability, Environment, Water, Population and Communities (SEWPaC).
- ✓ Closed tenders for detailed design work on a number of other soft soil sections between Woolgoolga and Ballina.
- ✓ Started improvement work at Old Post Office Lane near Ulmarra, as part of the safety and minor work program.

## In the next six months (July – December 2013) RMS will:

### Open to traffic:

- ✓ The 3.5km Herons Creek to Stills Road upgrade.

### Achieve major work progress:

- ✓ Start to build the Frederickton to Eungai and Nambucca Heads to Urunga upgrades.
- ✓ Start to build the Sancrox Road interchange (subject to federal environmental approval).
- ✓ Open further overbridges on the Sapphire to Woolgoolga upgrade.
- ✓ Complete a major traffic switch on the Devils Pulpit upgrade.

### Prepare for major work:

- ✓ Invite tenders and award a construction contract for the Kundabung to Kempsey upgrade.
- ✓ Announce a preferred tenderer for the Oxley Highway to Kundabung and Warrell Creek to Nambucca Heads upgrades.

### Plan for remaining sections:

- ✓ Finish safety improvement and shoulder widening work at Old Post Office Lane, near Ulmarra.
- ✓ Award a contract for detailed design work on a number of soft soil sections between Woolgoolga and Ballina.
- ✓ Award a contract for early work between Pimlico and Teven roads, near Ballina.

# Community



## How are we travelling?

Between January and June 2013, RMS and its project teams have:

- ✓ Attended more than 211 community and stakeholder meetings or information sessions.
- ✓ Carried out about 1406 individual meetings with property owners and other stakeholders.
- ✓ Maintained 69 static displays.
- ✓ Issued 12 community updates (including progress advertisements).
- ✓ Distributed about 274 separate letters to householders and traffic updates.
- ✓ Held 16 community events (including site tours and opening events).

## Kempsey and Bulahdelah community fun days

In March and June 2013, RMS had the chance to thank the local communities of Kempsey and Bulahdelah by hosting community fun days to celebrate the completion of major highway bypasses for those towns.

From start to finish, the journey to prepare and deliver a major highway upgrade project can take many years. Community fun days are one way RMS and its industry partners can thank a community for its support during the development and construction of major infrastructure projects like those on the Pacific Highway.

Delivering large events of this kind takes a significant amount of planning in the lead up to the big day. RMS develops a range of communication tools including a communication strategy for the event, a safety and risk analysis, flyers, website updates, advertisements, as well as a commemorative opening brochure and souvenirs.

A high level of local involvement is also key to having a successful community event and RMS and its project teams work closely with key community groups, local residents, councils and businesses as part of planning for the day.

RMS continues to work with the community during the event to ensure that everything runs smoothly, from coordinating official proceedings on the day to managing parking and transportation to and from the event, as needed.



Kempsey bypass community day

## Key facts and figures:

### Kempsey bypass community day

**When:** 10 March 2013.

**Venue:** Macleay River and floodplain bridge.

**Number of people:** 7000.

#### Activities:

- Bus tours of the new 14.5km highway.
- Walking the longest road bridge in Australia.
- Big machines on display.
- Live entertainment, sausage sizzle, face painters and jumping castle.

### Bulahdelah bypass community day

**When:** 22 June 2013.

**Venue:** Alum Mountain Park.

**Number of people:** 400.

#### Activities:

- Bus tours of the new 8.5 kilometre highway.
- Sausage sizzle on the day and live entertainment.
- Special performances by Bulahdelah Central School and St Josephs Catholic School.

RMS would like to thank all those who came along to the community fun days and all the local organisations and services that were involved in making them such a great success.

The relationship between RMS and local communities doesn't stop when the project is opened to traffic. RMS continues to work with local communities, councils and other project stakeholders well beyond construction.

# Environment



## How are we travelling?

Between January and June 2013, RMS and its project teams have:

- ✓ Bought about 865 hectares of land in the Kempsey region for use in Pacific Highway upgrade biodiversity offsetting programs. This land contains a high percentage of Endangered Ecological Communities, listed under state legislation, and is home to known populations of threatened species.
- ✓ Established a biodiversity offsets database made up of properties available on the commercial market, owners who have expressed an interest in selling and/or managing their land for biodiversity offsetting as well as RMS owned land obtained through acquisition process for the Pacific Highway upgrade. At present this database includes more than 30,000 hectares of potential offset land. RMS is working with the Office of Environment and Heritage to prioritise properties for further ecological assessment and suitability in meeting Pacific Highway offset requirements.
- ✓ Successful establishment of Lowland Rainforest revegetation and rehabilitation as part of the Tintenbar to Ewingsdale project. RMS has also carried out successful riparian restoration work on residual land it owns as part of a wider catchment management initiative in the sensitive drinking water catchment of Emigrant Creek.
- ✓ Completed the first round of monitoring for animal underpasses on the Glenugie upgrade (using motion-sensitive infra-red cameras which have recorded target species using the

underpasses including the threatened *Rufus Bettong*). A Whiptail Wallaby was also recorded using one of the culvert underpasses, which could be the first record of this species using this style of underpass.

- ✓ Found a colony of threatened micro bats successfully roosting in a man-made underpass structure. Initial estimates put this colony at more than 200 individuals.
- ✓ Won the Sustainability Leadership Award at the United Nations Association of Australia World Environment Day Awards 2013 and a CCF Earth Award for the Kempsey Bypass Alliance.
- ✓ Developed and successfully used a 100 per cent containment and recapture method for concrete and construction water runoff (which involved purpose-built floating pontoons) during the demolition of the bridge at Double Crossing Creek which is located in the sensitive Solitary Island Marine Park.
- ✓ Built resting areas within a culvert at Tinderbox Creek (as part of the Tintenbar to Ewingsdale upgrade) assisting with fish passage through the culvert. This was designed in close consultation with Department of Primary Industries (Fisheries).

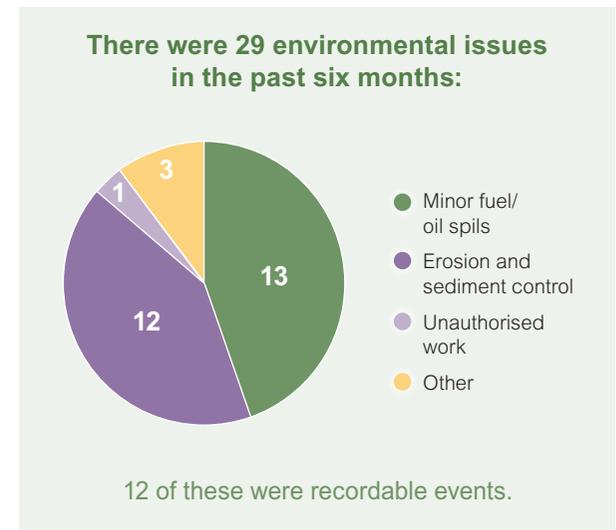
## Environmental issues for the past six months

Environmental incidents recorded between January and June 2013 relate to:

- Minor fuel and hydraulic oil spills from machinery on construction sites and compounds.
- Erosion and sediment control (water quality) issues within construction sites.

- Unauthorised work (i.e. outside of approved areas and/or construction hours).
- Other issues relating to air quality, heritage and waste management.

Heavy rain created 10 reportable events, where significant rainfall (greater than 100mm in a 24 hour period) exceeded the capacity of sediment controls on the construction sites.



About 40 environmental inspections were carried out for the project sites from Bulahdelah to Ewingsdale. More than 75 per cent of these inspections recorded a 'green' status, which indicates the sites were demonstrating good environmental practice with no or very low priority issues identified.

# Workplace health and safety



RMS and its industry partners have a Workplace Health and Safety (WHS) commitment to all workers on RMS work sites.

WHS is an important part of the overall Pacific Highway upgrade by providing a safe workplace where workers expect to go home each day in the same or better condition than when they left.

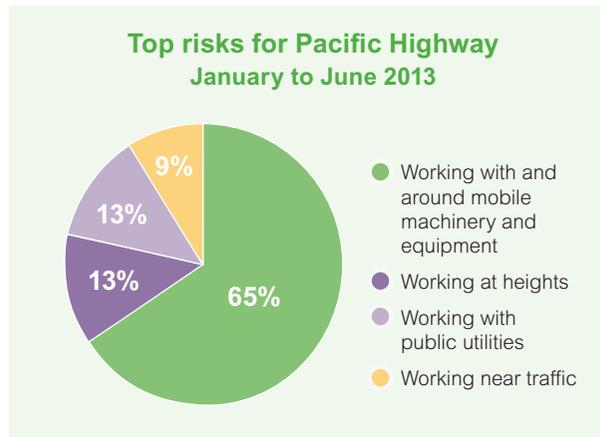
Strong leadership and effective planning, including health and safety, has been demonstrated in several projects that have been completed ahead of time and maintained a positive health and safety performance.

## How are we travelling?

Between January and June 2013, RMS and its project teams have:

- Worked more than 1.9 million hours.
- Had one lost time injury.
- Had 158 working days lost due to injuries from previous periods.
- Proactively planned and actioned 6,035 safety observations/audits.
- Provided 80 first aid treatments.
- Recorded 66 serious events.

Safety performance indicators show some good results during the past six months. For example, only one lost time injury was recorded during this time. Improved reporting of serious incidents and the preventative actions taken continues to reflect an improving health and safety culture.



About a third of the serious events recorded on the Pacific Highway fall within the top four serious event types for WHS. This demonstrates the importance of a strategy that focuses on high level risks.

Top 4 serious events types	Associated risk	Number
Large machinery / equipment	Working with and around mobile machinery	15
Slip / trip / fall	Working at heights	3
Utility strike	Working with public utilities	3
Motor vehicle accidents	Working near traffic	2



Bulahdelah upgrade – rock bolting work north of Bombah Point bridge

## Partnering with industry to make construction sites safer

RMS is working closely with its project teams to identify and target high level risks, which pose the biggest threat of injury to workers.

Three Pacific Highway WHS workshops have been held since May 2012 bringing together RMS and industry partners to work on preventing injuries caused by major workplace risks. All projects have focused on sharing and adopting practical solutions to key WHS risks, in particular by adopting strategies to prevent people working around mobile machinery and equipment.

Since 2011, the WHS strategy has focused on improved reporting of positive and negative health and safety information. The information from these reports has provided more reliable health and safety risk information for RMS and its industry partners to manage and lead prevention of workplace injuries.

# Projects open to traffic



**Contractor:**

Baulderstone

**Form of contract:**

Construction

**Average workers on site during the past six months:** 170

**Average pieces of large machinery on site during the past six months:** 62

**Start of major construction:**  
August 2010

**Open to traffic:**  
June 2013. Finishing work under way.

**Project value:** \$315 million

**Australian Government contribution:**  
\$303.6 million

**NSW State Government contribution:**  
\$11.4 million

## Bulahdelah upgrade

The Bulahdelah upgrade is jointly funded by the Australian and NSW governments.

The upgrade of the Pacific Highway at Bulahdelah involves building about 8.5 kilometres of four-lane divided highway with an eastern bypass of the Bulahdelah township.

The full bypass was opened to traffic to provide relief during the July school holidays peak travel period. The bypass was partially closed after the school holidays to allow for finishing work to be completed.

**12 days were lost to wet weather in the past six months.** ☁️

**January – June 2013, work progress:** 🚧

- ✓ Bypass opened to traffic.
- ✓ Concrete paving completed on the main highway alignment.
- ✓ Drainage and kerb installation completed.
- ✓ Permanent highway signs installed.
- ✓ Community day held to mark completion of the project.

**July – December 2013, expected work progress:** 🚧

Weather permitting ☀️

- ✓ Northbound lanes partially closed to complete finishing work.
- ✓ Asphalt paving on the final surface for the northbound lanes.
- ✓ Completion of noise walls.
- ✓ Completion of safety barriers.

**Community issues** 👥

- The project team is working through concerns relating to dust, noise, drainage and alleged property damage from work.

**Environmental issues** 🌿

- Ongoing monitoring of the threatened orchid species and animal species.



Traffic travelling across the Myall River

# Projects being built



**Contractor:**

BMD Constructions Pty Ltd

**Form of contract:**

Construction

**Average workers on site during the past six months:** 48

**Average pieces of large machinery on site during the past six months:** 35

**Start of major construction:**

March 2011

**Expected completion date:**

Second half of 2013  
(weather permitting) ☀️

**Project value:** \$60 million

**Australian Government contribution:**  
\$53 million \*

**NSW State Government contribution:**  
\$7 million \*

\* Contribution amounts may vary from year to year.



## Herons Creek to Stills Road upgrade

The Herons Creek to Stills Road upgrade project is jointly funded by the Australian and NSW governments. The project will upgrade three and a half kilometres of the northbound lanes for this existing section of four-lane divided road and a multi-level interchange at Bago Road.

**31 days were lost to wet weather** ☁️  
**in the past six months.**

**January – June 2013,** 🚧  
**work progress:**

- ✓ Concrete paving completed.
- ✓ Temporary traffic switches carried out to allow for construction work to continue, including building a fauna underpass beneath the existing highway.
- ✓ Herons Creek and interchange bridges completed.
- ✓ Rope bridge installation continued for fauna crossing.
- ✓ Topsoil and revegetation work continued.

**July – December 2013,** 🚧  
**expected work progress:**

**Weather permitting** ☀️

- ✓ Switch northbound traffic from the existing road to the new northbound highway lanes.
- ✓ Complete southbound fauna underpass and reopen the southbound highway to two lanes.
- ✓ Complete Bago Road interchange.
- ✓ Open full upgrade to traffic.

### Incident investigation – site contamination

RMS has remediated a suspected contamination area on the project which affected the health of a number of workers. The location of this site is where, in December 1980, a truck carrying a mixed load including radioactive waste, pesticide, food additives and other waste crashed on the Pacific Highway.

A third party auditor supports the findings that the construction site has been successfully remediated.

More information is available on the project website at [www.rms.nsw.gov.au/pacific](http://www.rms.nsw.gov.au/pacific) (by clicking on Herons Creek to Stills Road).

### Community issues

 👤

- Nil.

### Environmental issues

 🌿

- Site contamination issues being finalised.



Shoulder paving work on the Herons Creek to Stills Road upgrade

# Projects open to traffic



**Contractor:**

RMS formed an alliance with Leighton Contractors, AECOM and Coffey to build the Kempsey bypass.

The bridge over the Macleay River and floodplain was built by Abigroup Contractors under a separate design and construct contract.

**Form of contract:**

Alliance and design & construct contract

**Average workers on site during the past six months:** 209

**Average pieces of large machinery on site during the past six months:** 43

**Start of major construction:**

June 2010

**Opened to traffic:**

27 March 2013

**Project value:** \$618 million

**Australian Government contribution:**

Fully Federally funded  
(Building Australia Fund) \$618 million

## Kempsey bypass

Construction of the Kempsey bypass was funded by the Australian Government as part of the Building Australia Fund.

The 14.5 kilometre project is part of the larger Kempsey to Eungai upgrade, which extends from the existing four-lane divided road south of Kempsey to the existing four-lane divided road at Eungai Rail. The bridge over the Macleay River and floodplain is 3.2 kilometres long, making it the longest road bridge in Australia.

The bypass opened to traffic on 27 March 2013.

**27 days were lost to wet weather** ☁️  
**in the past six months.**

**January – June 2013, work progress:** 🚧

- ✓ Bypass opened to traffic.
- ✓ Community day held to mark completion of the upgrade project.
- ✓ Work continued on a future service road for the South Kempsey interchange.
- ✓ Finishing work carried out including topsoil and drainage installation.

**July – December 2013, expected work progress:** 🚧

Weather permitting ☀️

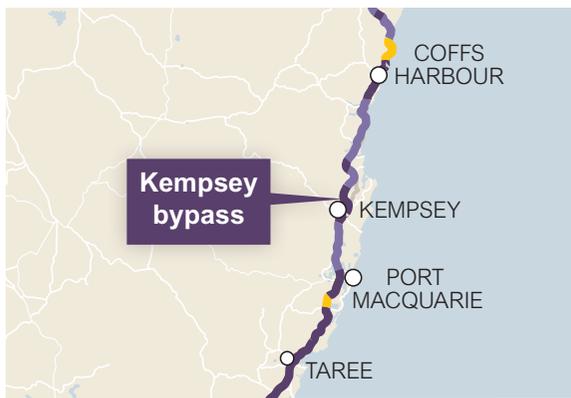
- ✓ Additional noise mitigation work will be carried out if required.
- ✓ Discussions will be held with Kempsey Shire Council about handing over the bypassed highway route.
- ✓ Post construction ecological monitoring will be carried out.

**Community issues** 👥

- Naming the bridge over the Macleay River and floodplain.
- The project team is working through concerns relating to noise and other alleged property damage from work.

**Environmental issues** 🌿

- The project team is monitoring wildlife safety on the highway following the opening of the bypass.



Looking south towards South Kempsey interchange after opening to traffic, March 2013

# Projects being built



**Contractor:**

Leighton Fulton Hogan joint venture

**Form of contract:**

Design and construct contract

**Average workers on site during the past six months:** 296

**Average pieces of large machinery on site during the past six months:** 230

**Start of major construction:**

August 2010

**Expected completion date:**

Second half of 2014  
(weather permitting) ☀️

**Project value:** \$850 million

**Australian Government contribution:**  
\$705 million \*

**NSW State Government contribution:**  
\$145 million \*

\* Contribution amounts may vary from year to year.

## Sapphire to Woolgoolga upgrade

The Sapphire to Woolgoolga upgrade is jointly funded by the Australian and NSW governments. It will provide a four-lane divided road for about 25 kilometres from Campbell Close at Sapphire to Arrawarra Beach Road at Arrawarra.

**53 days were lost to wet weather** ☁️🌧️  
**in the past six months.**

**January – June 2013,** 🚧  
**work progress:**

- ✓ Two major traffic switches were completed between Sapphire and Woolgoolga which opened about 12 kilometres of new highway to two-way traffic.
- ✓ Woolgoolga Creek Road, Bark Hut Road and Headlands Road overpasses opened to traffic.
- ✓ Interchange and overpass construction continued on other sections of the project.
- ✓ Construction continued on local roads.
- ✓ Bridge, pavement work, earthwork and drainage work continued.
- ✓ Controlled blasting continued northwest of Woolgoolga.

**July – December 2013,** 🚧  
**expected work progress:**

Weather permitting ☀️

- ✓ Additional overpasses will be opened to traffic.
- ✓ Construction will continue on local roads.
- ✓ Bridge, pavement, earthwork and drainage work will continue.
- ✓ Controlled blasting will continue northwest of Woolgoolga.

### Community issues

 👤

- The project team is working with the local community, Coffs Harbour City Council and key stakeholders to finalise a shared user path strategy.
- The project team is working through concerns relating to dust, noise, drainage and alleged property damage from work.

### Environmental issues

 🌿

- The project team is managing the permanent placement of surplus soil generated during work.



View of the concrete pavement looking north from Greys Road on the Woolgoolga bypass section

# Projects being built



**Contractor:**

John Holland

**Form of contract:**

Construct only contract

**Average workers on site during the past six months:** 79

**Average pieces of large machinery on site during the past six months:** 33

**Start of major construction:**

December 2011

**Expected completion date:**

Early 2014 (weather permitting) ☀️

**Project value:** \$80 million

**Australian Government contribution:**

\$62 million \*

**NSW State Government contribution:**

\$18 million \*

\* Contribution amounts may vary from year to year.

## Devils Pulpit upgrade

The Devils Pulpit upgrade is jointly funded by the Australian and NSW governments.

It includes upgrading about seven kilometres of highway to four-lane divided road between Grafton and Ballina.

It is located within the larger Woolgoolga to Ballina project.

**60 days were lost to wet weather** ☁️  
**in the past six months.**

**January – June 2013,** 🚧  
**work progress:**

- ✓ Earthwork completed on the middle and southern sections of the project and nearing completion on the final northern section.
- ✓ Paving work continued.
- ✓ Finishing work continued on the Tabbimoble bridges.
- ✓ Drainage installation work continued with a number of sections completed.

**July – December 2013,** 🚧  
**expected work progress:**

Weather permitting ☀️

- ✓ A major traffic switch will be completed.
- ✓ Bridge work and bulk earthwork will be completed.
- ✓ Concrete paving will continue.
- ✓ Surfacing work will start on the northern end of the project.
- ✓ Drainage work will continue under the existing highway.

**Community issues** 👥

- Nil.

**Environmental issues** 🌿

- Nil.



Start of initial concrete pavement layer



Lime stabilising work on the middle section of the project

# Projects being built



**Contractor:**

Baulderstone Pty Ltd

**Form of contract:**

Design and construct contract

**Average workers on site during the past six months:** 247

**Average pieces of large machinery on site during the past six months:** 190

**Start of major construction:**

September 2012

**Expected completion date:**

End of 2014 (weather permitting) ☀️

**Project value:** \$862 million

**Australian Government contribution:**

\$566.1 million

**NSW State Government contribution:**

\$295.9 million

## Tintenbar to Ewingsdale upgrade

The Tintenbar to Ewingsdale upgrade 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.

**76 days were lost to wet weather** ☁️  
**in the past six months.**

**January – June 2013,** 🚧  
**work progress:**

- ✓ Limited earthwork continued, due to ongoing wet weather.
- ✓ Excavation work continued on the entrances to the St Helena twin tunnels.
- ✓ Controlled blasting took place at the southern entrance to the twin tunnels.
- ✓ Bridge work continued at Emigrant, Skinners, Byron and Minor creeks and at Broken Head Road.
- ✓ Drainage installation work continued.



Looking down at what will be the southern entrance to the St Helena tunnels

**July – December 2013,** 🚧  
**expected work progress:**

**Weather permitting** ☀️

- ✓ Detailed design work will be completed.
- ✓ Excavation and controlled blasting work will continue on the twin tunnels at St Helena.
- ✓ Bridge work, drainage work and earthwork will continue across the project.

**Community issues** 👤

- The project team is working through issues relating to access, dust, other property impacts and business signage.

**Environmental issues** 🌿

- Nil.



Looking north at Emigrant Creek bridge work



# Safety improvements



While most of the funding will be directed to upgrading the highway to a four-lane divided road, there is a need to address road safety and traffic issues on two-lane sections.

Safety improvements are a part of the Australian and NSW governments' commitment to upgrade the Pacific Highway. Additional work is fully state funded.

Work is being delivered to improve safety until upgrades can be completed. Some of this work is also to reduce the delays caused by local and major flood events.

Work has started at Old Post Office Lane just north of Ulmarra. It involves widening the road, realigning the curve of the road and providing turning lanes at the Old Post Office Lane intersection.

**Contractor:**  
RMS Road and Fleet Services

**Average workers on site during the past six months:** 15

**Average pieces of large machinery on site during the past six months:** 18

**Start of major work:**  
November 2009

**Expected completion date:**  
Late 2014 (weather permitting) ☀

**Project value:** \$55 million

**January – June 2013,  work progress:**

- ✓ Utility adjustments were carried out at Old Post Office Lane.
- ✓ Shoulder widening work completed at Old Post Office Lane.

**July – December 2013,  expected work progress:**

- Weather permitting ☀
- ✓ Curve realignment, intersection improvements and shoulder widening work will be completed at Old Post Office Lane.



Pavement widening work at Old Post Office Lane

# Projects being prepared for major work: Priority 2



## Oxley Highway to Kempsey upgrade

The Oxley Highway to Kempsey upgrade is jointly funded by the Australian and NSW governments. The upgrade will provide about 37 kilometres of four-lane divided road between the Oxley Highway near Port Macquarie and the Kempsey bypass. The project is being built in two sections:

### Oxley Highway to Kundabung

#### January – June 2013, work progress:

- ✓ Comments closed on referral to SEWPaC.
- ✓ Tenders invited for design and construction.
- ✓ Geotechnical investigations and survey work to identify ground levels continued.
- ✓ Land acquisitions now 39 per cent complete.

#### July – December 2013, expected work progress:

- ✓ Geotechnical investigations and ground survey work will continue.
- ✓ Federal planning approval expected.
- ✓ Land acquisitions will continue.
- ✓ A contract will be awarded and construction will start on the Sancrox Road interchange.
- ✓ A preferred tenderer will be announced for design and construction.

#### Community issues

- Nil.

#### Environmental issues

- Obtaining federal environmental approval for the project to proceed.

### Kundabung to Kempsey

#### January – June 2013, work progress:

- ✓ Comments closed on referral to SEWPaC.
- ✓ Detailed design was completed.
- ✓ Geotechnical investigations and survey work to identify ground levels continued.
- ✓ Land acquisitions now 49 per cent complete.

#### July – December 2013, expected work progress:

- ✓ Tenders will be invited for construction.
- ✓ Geotechnical investigations and ground survey work will continue.
- ✓ Federal planning approval expected.
- ✓ Land acquisitions will continue.
- ✓ A contract will be awarded for construction.

#### Community issues

- Nil.

#### Environmental issues

- Obtaining federal environmental approval for the project to proceed.

# Projects being prepared for major work: Priority 2



## Frederickton to Eungai upgrade

The Frederickton to Eungai upgrade is jointly funded by the Australian and NSW governments.

The upgrade is stage two of the 40 kilometre Kempsey to Eungai project and will provide around 26 kilometres of four-lane divided road. Stage one, the Kempsey bypass, is open to traffic.

The Frederickton to Eungai upgrade will connect to the Kempsey bypass and will bypass the site of the 1989 Clybucca bus crash.

### January – June 2013, work progress:

- ✓ Early work started including construction of access tracks and boundary fences.
- ✓ Utility relocation and field investigations continued.
- ✓ Initial community information session held.
- ✓ Land acquisitions completed.

### July – December 2013, expected work progress:

- ✓ Major work will start, including clearing.
- ✓ Site establishment will continue.

### Community issues

- Some landowners have asked RMS to investigate drainage concerns.

### Environmental issues

- Obtaining approval for construction environmental management plan.

## Warrell Creek to Urunga upgrade

The Warrell Creek to Urunga upgrade is jointly funded by the Australian and NSW governments.

The 42 kilometre project involves an upgrade of the existing highway to four-lane divided highway from the existing Allgamera deviation, south of Warrell Creek, to the existing Waterfall Way interchange at Raleigh.

The project is being built in two sections:

### Warrell Creek to Nambucca Heads upgrade

#### January – June 2013, work progress:

- ✓ Geotechnical investigations and survey work to identify ground levels completed.
- ✓ Revised noise and flood modelling continued.
- ✓ Environmental investigations continued into a colony of flying foxes which has recently moved into an area on the approved project alignment.
- ✓ Expressions of interest called for early contractor involvement contract for design and construction.
- ✓ Land acquisitions now 79 per cent complete.

#### July – December 2013, expected work progress:

- ✓ A preferred tenderer will be announced for design and construction of the upgrade.
- ✓ Land acquisitions will continue.

### Community issues

- Some landowners have asked RMS to investigate drainage concerns.

### Environmental issues

- Environmental investigations continue to address flying fox colony.
- Obtaining federal environmental approval for the project to proceed.

### Nambucca Heads to Urunga upgrade

#### January – June 2013, work progress:

- ✓ A contract was awarded to Abigroup Contractors to design and build the upgrade.
- ✓ Detailed design work started.
- ✓ Utility relocations and field investigations continued.
- ✓ Noise mitigation work started.
- ✓ Land acquisitions completed.

#### July – December 2013, expected work progress:

- ✓ Detailed design work will continue.
- ✓ Noise mitigation work and utility relocations will continue.
- ✓ Preconstruction activities will start including intersection improvements for construction access, fencing and clearing.
- ✓ Utility relocations will continue.
- ✓ Major work will start.

### Community issues

- Nil.

### Environmental issues

- Nil.
- Obtaining federal environmental approval for the project to proceed.

# Projects in planning: Priority 3



## Woolgoolga to Ballina upgrade

The Woolgoolga to Ballina project is being prepared for construction and once completed will provide about 155 kilometres of upgraded four-lane divided road. It does not include the completed Glenugie upgrade or the Devils Pulpit upgrade (currently being built).

### January – June 2013, work progress:

- ✓ Comments closed on environmental impact statement.
- ✓ Submissions and preferred infrastructure report provided to the Department of Planning and Infrastructure and SEWPaC for consideration.
- ✓ Community comment invited on alternative options for the Maclean interchange.
- ✓ Geotechnical investigations and detailed design completed for Woolgoolga to Glenugie section.
- ✓ Tenders closed for detailed design for a number of soft soil sections.
- ✓ Tenders invited and closed for early work between Pimlico and Teven roads near Ballina.
- ✓ Land acquisitions now 48 per cent complete.

### July – December 2013, expected work progress:

Weather permitting 

- ✓ A contract will be awarded for detailed design for a number of soft soil sections.
- ✓ A contract will be awarded for early work between Pimlico and Teven Road near Ballina.
- ✓ Land acquisitions will continue.

### Community issues

- The project team is working through flooding concerns at Corindi.
- The project team is addressing issues raised by federal and state agencies in relation to the environmental impact statement.

### Environmental issues

- RMS has been reviewing the results of an emu monitoring program.

The F3 Freeway to Raymond Terrace upgrade, Failford Road to Tritton Road upgrade and Coffs Harbour bypass projects do not form part of the joint commitment to upgrade the Pacific Highway to four-lane divided highway.



carbon  
neutral



australian  
made



recycled

This paper is carbon neutral, Australian-made, recycled fibre, elemental chlorine free, pulp derived from sustainably managed sources.

---

### **For detailed information**

about any of the projects, visit the project website at **[www.rms.nsw.gov.au/pacific](http://www.rms.nsw.gov.au/pacific)** or call the Pacific Highway office on **1800 653 092** or **02 6640 1000**.

To receive progress information about work and initiatives on the highway, go to the website to register your details.

---