



## PORT RIVER EXPRESSWAY COMMUNITY UPDATE

Construction of Stages 2 & 3 of the Port River Expressway (road and rail bridges across the Port River) and associated road and rail works are well underway, with completion of both expected by the end of the year.

Details of these works and important information regarding changes in traffic conditions as a result of the project are provided below.

### Roadworks - Western Project Site

In the coming months work will commence on roadworks located on the western project site. The two main locations are:

- Victoria Road and Wills Street

In April a dedicated left-hand turning lane will be constructed on Wills Street at the south east corner of the intersection of Wills Street and Victoria Road to allow free flow for heavy vehicles.

- Victoria Road, Nelson Street, Elder Road and Semaphore Road

The intersection of Victoria Road, Nelson Street, Semaphore Road and Elder Road will be realigned, reconstructed and signals installed to connect the Port Centre to the Port River Expressway. See map reference one. The southern end of the existing Victoria Road will become a service road. See map reference two.

Nelson Street will be extended to meet the new alignment of Victoria Road, creating a second signalised intersection between Nelson Street, Victoria Road and the Port River Expressway. See map reference three.

These two intersections and the section of the Port River Expressway which joins Victoria Road will be open to traffic once works are completed mid 2007. Late in 2007, once the road bridge is constructed, the expressway link to Victoria Road across the Port River can be completed.

Rail works will continue on the western project site on the bridge approach structures and links into the existing line at Stirling Street. Once the rail bridge is operational, freight trains will no longer operate along Semaphore Road and across Victoria Road. This section of rail line back to Glanville station will be decommissioned and the Semaphore Road level crossing removed.

### Roadworks - Eastern Project Site

With the majority of construction nearing completion on the eastern side of the Port River, works are now progressing toward completing the approach to the road bridge and finalising the associated local roadworks including:

- Eastern Parade, Grand Trunkway and Perkins Drive intersection

To complete these works and connect the newly aligned intersection to the existing Eastern Parade, sections of Eastern Parade and the Grand Trunkway were closed to through traffic between 19 February to 5 March 2007.

The closures allowed for the resurfacing of Grand Trunkway and the construction of a designated left-hand lane from Grand Trunkway into Eastern Parade.

- Ocean Steamers Road

On 28 January 2007 Ocean Steamers Road from Santo Parade to Francis Street was closed to allow for this section to be re-surfaced and for the connection into the expressway to be constructed.

- Francis Street

Francis Street between the intersection with Perkins Drive and Ocean Steamers Road is undergoing intense construction activity as the approach to the Port River Expressway road bridge begins to take shape.

### Bridge works

In late March/early April a crawler crane with a maximum 600 tonnes lifting capacity mounted on a 80 metre by 30 metre barge, will be floated from the ASC wharf to the bridge construction site to lift in the bridge beams and the decking for the road and rail bridges. The crane will be rigged to provide the required lifting capacity of 225 tonnes with a 30 metre radius, and will be one of the largest water-based cranes in Australia.

The majority of the machinery components for both the road and rail bridges have been delivered, with installation of the rail bridge mechanisms to commence in the near future.

- Rail Bridge Approaches

Over 50 per cent of the works have been completed for the construction of the free-standing elevated approach for the rail bridge which continues 600 metres from the rail bascule (the opening section of the bridge) on the eastern side of the river.

On the western side of the river, works to install piers to support the 350 metre free-standing elevated approach that continues from the rail bascule and connects into the existing rail line to Outer Harbor are well advanced.

- Rail Bridge

The bascule leaf (opening section) for the rail bridge consists of two welded steel box girders, horizontal bracing, bridge decking and the counterweight that form the support for the rail line. The girders will be lifted into place using the barge-mounted crane. The counterweight is designed to ensure efficient opening and closing of the bridge, in a similar fashion to a see-saw, and will be attached to the end of the girders once they are in place.

Prefabricated sections of the rail deck will then be lifted onto the girders. Once the deck surface is complete, and the rail line installed, the rail bridge will be commissioned via an iterative process of balancing the counterweight. The operating systems, with links between the site, Australian Rail Track Corporation's Train Control Centre and the department's Traffic Control Centre, will also be commissioned.

- Road Bridge Approaches

In December 2006 18 pre-stressed concrete beams, each 60 tonnes and 30 metres long, were erected to form the first two spans of the fixed portion of the road bridge over the eastern wharf area.

- Road Bridge

From the fixed spans of the road bridge, a further two concrete spans will extend over the Port River to connect to the opening section of the bridge. On the western side of the opening section, a further four concrete spans will continue on the western bank to complete the bridge structure.

In mid March a 1000m<sup>3</sup> concrete pour, taking approximately 9 hours, was undertaken to complete the pile cap which ties all the piles together and ensures support for the pier for the opening section of the bridge. Following this concrete pour, construction on the walls of the bascule pier will begin.

### Rail works

The level crossing is now fully operational at Eastern Parade, Grand Trunkway and Perkins Drive. In the coming months, the GWA (formerly Australian Rail Group) site office on the northern corner of Eastern Parade and Grand Trunkway will be removed and relocated. This will coincide with construction of the embankments for the rail line between the Port Flat Yard and the rail bridge. Following these works the installation of the rail line will commence and continue across the Rail Bridge.



At the western approach to the rail bridge, the embankments have been completed and the elevated approach structure is well advanced in preparation for the installation of rail line.

Also on the western side of the Port River, works are progressing on the installation of signals and a new level crossing at Stirling Street off Elder Road.

### Further information

There are several ways you can find out more about the Port River Expressway project and provide comments and feedback. Updates of project progress will be available on the project website at: [www.dtei.sa.gov.au](http://www.dtei.sa.gov.au).

If you would like to speak to a representative from Abigroup Contractors Pty Ltd about construction issues or general issues relating to the project please call 1300 130 653.

Alternatively, email the Port River Expressway team at: [PortRiverExpressway@saugov.sa.gov.au](mailto:PortRiverExpressway@saugov.sa.gov.au) or write to: Port River Expressway Project Team, Department for Transport, Energy and Infrastructure, PO Box 1, Walkerville SA 5081

Funding for the \$178 million Port River Expressway Road and Rail Bridges involves a joint contribution from State and Australian Governments through the AusLink Investment Program.

