

# Port River Expressway

Opening Bridges

Rail

Environmental

Road

## Community Update - September 2007

The Port River Expressway Road and Rail Bridges are rising from the depths of the Port River and edging their way closer to completion - marking the delivery of the biggest road project to be completed in South Australia since the Crafers Tunnels.

### RAIL UPDATE

In a spectacular series of events, major works were undertaken in early July 2007 to lift two giant steel girders which form the horizontal supports for the rail bridge deck. The girders were lifted into place using a 600 tonne barge-mounted crawler crane in the Port River and required precision positioning within 10mm tolerances – a magnificent engineering feat given the unpredictability of wave and wind movement, and given each girder weighed 200 tonnes and was 60 metres in length.

The photo below shows the first rail bridge girder being lowered into place in July 2007.



In an Australian first for a project of this scale, a shrink-fit process was undertaken to connect the rail bridge's trunnion and hub (the point at which the opening section of the bridges pivot) to the bridge girders.

The trunnion and hub assembly was shrunk by cooling it to -80°C using dry ice and alcohol and fitted to the bored hub housing which was heated to 140°C using electric blankets to expand the girder's diameter. The combination of heating and cooling ensured a rigid fit. Interestingly, an alcohol license was required for this work due to the excessive volume of ethanol used during the process!

The same process was recently undertaken with the road bridge.



One of the steps in the shrink-fit process

### ROAD UPDATE

In the near future, the machinery for the road bridge will be installed. The girders are due for delivery and installation in late September 2007 and work will then continue to complete the bridge deck.

### Eastern Project Site

The focus of work on the eastern side of the project site is on the completion of property entrances, medians, pedestrian crossings and shared pathways.

Work is on-going on the Francis Street approach to the road bridge, between Perkins Drive and Ocean Steamers Road. The section of Ocean Steamers Road south of Francis Street will be reconstructed

throughout September and November 2007 and an access track will be installed to allow permanent entry into Dock 2 from Ocean Steamers Road north of the project site.

### Western Project Site

A dedicated left turn lane has been installed at the south-eastern corner of the intersection of Victoria Road and Wills Street, allowing for a free-flow of vehicles through the intersection.

The reconstruction of Nelson Street is nearing completion and work continues on the intersection of Victoria Road, Nelson Street, Elder Road and Semaphore Road. Motorists are advised that the traffic diversion onto the north-bound carriageway of Victoria Road will remain in place for an extended period due to the associated rail works.



Recent aerial photo of the project site.

### FREQUENTLY ASKED QUESTIONS – VICTORIA ROAD

**Q:** Will the service road at the southern end of Victoria Road impact on Emergency Services access to this area?

**A:** No. The department and the contractor, Abigroup, have undertaken extensive consultation with local Emergency Services representatives to advise of the changes in access as a result of the service road. Emergency Services representatives have advised that the implementation of the service road will not impact on access to the area bound by Swiggs Street, Fletcher Road and Semaphore Road as comprehensive communications regarding the changes will be undertaken internally and routes altered accordingly. In addition, the rail level crossing at Semaphore Road, Nelson Street and Victoria Road is being removed which will improve travel times through this area.

**Q:** Why can't a road link be provided into the service road?

**A:** It would be extremely unsafe to have a road link from the Victoria Road service road into Semaphore Road for several reasons. Primarily, creating a left hand turn so close to the intersection of Semaphore Road and Nelson Street would be unsafe and could result in rear-end collisions as motorists heading east and indicating left into the service road could be mistaken for turning left into Nelson Street. Additionally, constructing a road link into the service road also creates the potential for motorists to use the service road as a 'rat-run' which is certainly not desirable for the department or local residents and businesses.

**Q:** Why not open up the southern end of Heath Street to improve access?

**A:** The southern section of Heath Street was turned into a cul-de-sac approximately 15 years ago as the 'five-way intersection' did not operate effectively and was extremely unsafe. The street will not be re-opened based on its previous poor safety record.

**Q:** What is being done to the junction of Victoria Road and Heath Street given that Swiggs Street, Martin Street and Walker Street are to become cul-de-sacs?

**A:** The right turn lane from Victoria Road into Heath Street is being doubled in length in order to cater for the expected increase in this right-turn movement. This design change is based on extensive traffic modelling and community demand.

**Q:** Will the traffic signals at the intersection of Semaphore Road, Nelson Street and Elder Road be co-ordinated with the intersection of the expressway and Nelson Street?

**A:** Yes. The signalling of these two intersections will be coordinated to ensure a smooth flow of traffic through this area.

### A MESSAGE FROM COMMUNITY LIAISON GROUP MEMBER, JOHN FORD

I have been a Port River Expressway Community Liaison Group (CLG) member just over a year now and I feel that my small input has assisted with decision making to the benefit of my community at Birkenhead.

As an artist moving to Port Adelaide, I found this area to be really special as it is home to the working class and the 'battler' and has an in-built pride in its past and heritage. The cultural and historical pride of our community is passionately protected, and like many other cultures whose livelihood depends upon progress, a special bond has grown with members of this community over the years.

It is important that major transport and infrastructure projects (such as the Port River Expressway) establish community liaison groups. This enables positive dialogue between the two parties and is very constructive and positive.

Personally, the responses to concerns of members of the Port River Expressway Community Liaison Group have always been received with courtesy and the utmost professionalism by the project team. Many of our concerns have been acted upon and changes implemented as a result.

It is very important that members of the Port Adelaide community join groups such as this so as to make sure the community has a voice in decision making.

As a Community Liaison Group member representing the Birkenhead area, I encourage you to contact me on 8449 3987 with any enquiries about the Port River Expressway project which I can feed into the project team.

Yours sincerely,

**JOHN FORD**

### 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), under Infrastructure.

If you would like to speak to a representative from Abigroup Contractors Pty Ltd 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

Thank you for your patience and co-operation during the construction of the Port River Expressway.



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