

Expressway

Stages 2&3

Port River Expressway

Opening Bridges



Expressway

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AUSLINK

Building our National Transport Future



Government
of South Australia



Port River Expressway

Project Overview

The Port River Expressway project is an important strategic transport route for South Australia. It will contribute to South Australia's economic development by providing an expressway and new road and rail bridge connections across the Port River.

The project will link the state's major port and rail terminals at the port of Adelaide directly with the AusLink National Network to Perth and Darwin via Port Wakefield Road, the National Network to Sydney and Melbourne and also the interstate mainline rail network.

The Port River Expressway comprises three stages:

- **Stage 1** consists of a 5.5 kilometre four-lane expressway link between South Road and Francis Street with an overpass at each of the junctions of South Road, Hanson Road and Eastern Parade.
- **Stage 2** consists of a four lane high-level, opening road bridge across the Port River between Docks 1 and 2, linking Stage 1 at Francis Street to Victoria Road. Changes will be made to Nelson Street and Semaphore Road to connect to the new road link.

- **Stage 3** consists of a single track, dual gauge, high-level, opening rail bridge across the Port River, north of the road bridge, with connections to the existing rail system.

Benefits

The Port River Expressway project will:

- accommodate the vision for the port's future;
- link South Australia's export enterprises and industrial areas with key transport routes and facilities supporting future growth in exports;
- contribute to the future prosperity of the state's tourism industry and urban regeneration of Port Adelaide by reducing heavy traffic through the Port Adelaide Centre; and
- reduce travel time for motorists travelling from Port Wakefield Road and Salisbury Highway to the LeFevre Peninsula by up to 15 minutes.

Stage 1

Stage 1 of the \$91.5 million Port River Expressway was opened to traffic on 19 July 2005. The 5.5 kilometre four-lane expressway link between South Road and Francis Street is expected to carry approximately 40,000 vehicles in five to six years time. It will alleviate the current congestion problems on South Road, Cormack Road and Grand Junction Road.

Funding for Stage 1 of the project was a joint contribution between State and Australian governments under the *Roads of National Importance Program (RONI)*.

Open



Stages

Stages 2 and 3

Stages 2 and 3 of the Port River Expressway (road and rail bridges) incorporates the following design features:

- a four-lane road bridge approximately 300 metres in length with eight fixed spans;
- a shared path for pedestrians and cyclists;
- a single track, dual gauge rail bridge approximately 770 metres in length with 37 fixed spans;
- ten metres clearance to Mean Sea Level (approximately 8 metres above high water) to allow tourist boats and smaller vessels unlimited passage;
- opening spans to provide a 30 metre opening to allow tall ships and larger vessels passage;
- a clear zone of 11 metres wide from the wharf edge and a minimum of 4.6 metres in height under the bridge to allow for public boardwalks around the waterfront which will be developed as part of the Port Adelaide Waterfront Redevelopment;

- an 'open' feeling through the spacing and dimensions of piers providing access around and under the bridges to minimise the impact on the surrounding environment;
- a large window (glass curtain wall) to facilitate viewing of the bridges' opening mechanisms;
- viewing platforms on the road bridge, with stairs providing access from wharf level;
- 70 seconds to open or close with back up mechanisms in the event of a power failure; and
- fendering between the two bridges to provide protection of the bridge piers.

Project Timing

Abigroup Contactors Pty Ltd was awarded the contract in early July 2005 to design, construct and maintain the road and rail bridges across the Port River.

Project Program

- site establishment August 2005;
- start of local roadworks and railworks November 2005;
- start of piling in the Port River December 2005;
- Stage 3 completion (railworks) mid 2007; and
- Stage 2 completion (roadworks) late 2007.

Funding

Funding for the \$178 million project involves a joint contribution from the State and Australian governments under the *AusLink Investment Program*.

Tolls will not be applied to the bridges.

ing Bridges



2 & 3





Environmental Considerations

Environmental Considerations

The Port River Expressway has proven to be one of the most environmentally complex and challenging road projects in South Australia's history. The project is unlike any other due to its geotechnical and environmental elements. Respect for the environment has guided every aspect of planning, design and construction activities.

Stage 1 of the Port River Expressway project highlighted the way in which recycled materials can be successfully incorporated into a roadworks project. A total of 1.7 million tonnes of recycled material was used for Stage 1 roadworks, which is equivalent to 75,000 fully loaded semi trailers.

An Environmental Management Plan has been developed for Stages 2 and 3 of the project, outlining an extensive range of environmental management measures to ensure construction of the bridges and related infrastructure is undertaken in an environmentally sensitive manner.

Key environmental issues considered in the Environmental Management Plan include:

- construction noise and vibration (including impacts to adjacent residents and impacts on dolphins and other marine life);
- noise during the operations phase;
- land contamination;
- soil erosion;
- disposal of stormwater;
- resource use; and
- recycling.

The Big Picture

The Port River Expressway project is the first stage of a comprehensive \$1 billion program of works initiated by the South Australian government with the support of the Australian government's \$12.7 billion *AusLink Investment Program*. The improvements reinforce the port of Adelaide and Osborne Maritime Precinct as a vibrant centre of activity and a world-class import/export hub for the state.

Included in the program of works are: a new Grain Terminal; a Deep Sea Grain Wharf; a deepened Outer Harbor shipping channel; development of the Osborne Maritime Precinct resulting from the Air Warfare Destroyer contract; the upgrade of the LeFevre Peninsula rail freight corridor; the provision of LeFevre Peninsula headworks; the development of the Largs North Marine Precinct; improvements to the South Road Corridor; and construction of the Northern Expressway from Salisbury Highway to Gawler via Port Wakefield Road.



Further Information

There are several ways you can find out more about the Port River Expressway project and provide comments and suggestions. Updates of progress associated with the project will be provided through the project website at: 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

Email the Port River Expressway project team:

PortRiverExpressway@saugov.sa.gov.au

or write to:

Port River Expressway Project Team

Department for Transport, Energy and Infrastructure

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The information provided by the Department for Transport, Energy and Infrastructure in this brochure is for general information only and is true and correct at the time of printing.

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