



**Project Update**

**August 2007**

## General news items

### QUICK FACTS

As of August 2007 the NPBH project has:

- cleared 54.8 kilometres of land equating to 78 per cent of the alignment;
- fenced 34.2 kilometres of land equating to 49 per cent of the alignment; and
- laid 54.8 kilometres of haulage road equating to 78 per cent of the alignment.

### DID YOU KNOW?

- The combined length of the two incrementally launched twin bridges –the Serpentine River bridge and the Murray River bridge is 768 metres?
- The total length of the 15 precast concrete bridges constructed on the NPBH will span a distance of nearly two kilometres?
- That 156 precast “Super T” beams used to support the 15 bridges will span a distance of nearly five kilometres?

### Moving in – The SGA project team relocates to Stakehill Road, Baldvis

The SGA project team will officially relocate to the project site office in Stakehill Road, Baldvis on Monday August 13 2007.

The relocation is viewed as an opportunity for team members previously located in Osborne Park to contribute at ground level and monitor progress of the NPBH on daily basis from the new site office location.

### Improved accessibility – completion of the roundabout at Stakehill Road

Construction of the roundabout on Stakehill Road has progressed rapidly with base course currently being laid. The road will be sealed and asphalted by mid August, and is expected to be open to traffic by Monday 13 August.

### Giving back to the environment – translocation of native grass trees

To date, the environmental team at SGA has coordinated the translocation of 127 native grass trees (formerly known as Black Boys) from the clearing zone into the road reserve.

Translocation of the grass trees is regarded as significant environmental achievement for the NPBH due to the volume of relocations and age of the trees involved. The average age of the grass trees ranges between 100 and 150 years. Repopulation of the trees is acknowledged as an integral commitment to sustainability within the project region.

Grass trees are relocated on an individual basis which generally involves a four step process including trimming, transportation, and sourcing suitable environments. All care is taken to reduce stress with replacement burrows dug in advance to ensure minimum disturbance.

The majority of transplants have taken place in the southern section of the NPBH project area as impact on the grass tree habitats within the northern region has been marginal along the alignment.

SGA will continue to relocate affected grass trees located within the NPBH alignment as part of its investment in the environment.

**NEW**  
**PerthBunbury**  
HIGHWAY



## Increased demand for materials – SGA sources another borrow pit

Works are progressing steadily with pits located in Baldivis, West Pinjarra and within the project site all operating at near capacity.

Progress towards the opening of the second stage of the Baldivis pit is currently underway with clearing of the area recently commencing. The second pit will be established to meet mounting demands on the existing pit and increase accessibility and portability of materials to the NPBH alignment. It is expected that the new borrow pit will be fully operational by December 2007.

The combined materials extracted from all three borrow pits include sand, ferricrete and limestone and equate to approximately two million tonnes of materials.

As a result of stock piling materials, hauling activity is expected to increase in the next few months when SGA commences stock piling crushed rock. The first stock piling area will be established in Baldivis and is expected to be in use for up to eight months.

Stock piling materials will enable the NPBH project to increase efficiencies and improve accessibility for its construction activity.

## Hauling operations – raw materials

Recent inclement weather conditions have slightly reduced truck numbers hauling materials for the NPBH. Present haulage operations between the northern and southern zone continue to utilise between approximately 150 and 160 trucks per day dependent on conditions.

To minimise community disruption, SGA has sought to utilise internal haulage roads to cart materials to the greatest extent possible.

## Further information

Please contact the Community Relations Team  
Phone: Project Infoline  
1800 671 211  
Email: [enquiries@sga.incite.com.au](mailto:enquiries@sga.incite.com.au)  
[www.sgalliance.com.au](http://www.sgalliance.com.au)

As the NPBH project progresses, sand haulage operations are expected to continue into 2008, with haulage of limestone and crushed rock along the alignment ongoing until the completion of the project.

## Developments in the northern section

### Northern section – snapshot

- 19.8 kilometres has been cleared.
- 9.2 kilometres has been fenced for both fauna and rural purposes
- 19.8 kilometres of haulage road has been laid.

### Rogers Road closure

Approval to close Rogers Road in Pinjarra, between Paterson Road and Fiegerts Road was formally granted by the Shire of Murray in July.

SGA prompted the road closure to ensure the safety of road users and construction workers was assured. The road closure will also allow cartage of both sand and limestone to be transported along the main alignment, reducing use of local roads.

On completion of the NPBH, Rogers Road will reopen to traffic, but will be closed by a cul-de-sac either side of the highway. The road closure will be supported by a comprehensive traffic management plan to support the transition.

## Developments in the southern section

### Southern section – snapshot

- 35 kilometres of land has been cleared.
- 25 kilometres of land has been fenced for fauna and rural purposes.
- 35 kilometres of internal haulage road has been laid.

## Pinjarra Interchange and road closure

Construction at the Pinjarra Interchange involves the importation of large volumes of fill materials to create and build the substantial embankment. Due to the significant volume of fill required to complete the works, transportation of materials is expected to be continuous during this time.

The embankment will require importation of approximately 950,000 tonnes of sand which will reach a staggering height of ten metres. Works are progressing steadily with an estimated three metres of sand already in place and one third of works complete. A further seven metres of sand will be required to finalise the interchange embankment with completion of bulk earthworks expected in early January 2008.

Works in this area have required management of existing water corporation services located along Pinjarra Road. The extensive works have involved the management of three existing supply services and involved the relocation of one above ground water pipe servicing Mandurah. Relocation of the pipe was required to accommodate construction of the new ramp of NPBH connecting to Pinjarra Road.

## Status of the Murray River bridge piling works

Piling works are continuing on the Murray River bridge located between Pinjarra Road and the Murray River. To date 70 piles have been driven into the northern side of the Murray River bridge. Another 94 piles will be driven into the ground to reinforce the bridge structure and to secure the foundations.

Piling works on the southern side of the Murray River bridge are expected to commence in the second week of August and be in progress for two months. The work will involve the installation of 96 piles on the southern section of the bridge.



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