



Project Update

September 2007

General news items

QUICK FACTS

To date the team has:

- cleared 57 kilometres of the NPBH equating to 81 per cent of the alignment;
- fenced 40 kilometres of rural land equating to 57 per cent of the alignment; and
- laid 57 kilometres of haul road equating to 81 per cent of the alignment.

DID YOU KNOW?

- 50,000 tonnes of limestone and sand are hauled onto the NPBH alignment each day;
- to date, approximately 3.5 million tonnes of sand have been carted onto the NPBH alignment;
- up to 150 haulage trucks are servicing the alignment daily; and
- construction of the NPBH utilises some 200 pieces of plant and equipment daily.

Seeds for the future – support for the Waterbird Conservation Group

SGA has donated 500 native seedlings of 11 species to the Waterbird Conservation Group (WCG) to be used in the Folly Pool Reserve, adjacent to the Safety Bay Road interchange. The WCG plan to plant the seedlings back into the Folly Road reserve to regenerate the natural habitat.

Northern Section

Safety and progress – temporary closure of Folly Road, between Kwinana Freeway and the western side of Young Road in Baldivis.

In the interests of safety for both road users and crews constructing the Safety Bay Road interchange, Folly Road will be closed to all traffic.

Construction of the interchange will involve the importation of large volumes of fill material to construct the bridge and provide access ramps for road users across the freeway. The closure is expected to be effective from the first week in October.



Construction underway at the Safety Bay Road interchange, Folly Rd, Baldivis

NEW
PerthBunbury
HIGHWAY



An aerial view of geofabric membrane laid at the Karnup Road interchange constructed as part of NPBH.

SGA creates a new wetlands – creation of Anstey wetlands, Baldivis

To offset the impact on existing wetlands SGA will create a wetland region in Baldivis. As part of a legacy project commitment, SGA has dedicated resources and materials to create a 20.4 hectare wetland consisting of 13 hectares of wetlands with the remaining 7.4 hectares utilised as transition land and dry land revival.

Located close to the Serpentine River, the wetland is expected to significantly boost the adjacent Bush Forever site, through the provision of extensive breeding habitat for waterbirds and to attract fauna back into the region.

The provision of fill material from this site will result in improved use of sustainable resources and reduce heavy traffic on local roads.

Construction of an interchange – Karnup Road interchange takes shape

Construction of the Karnup Road interchange has proved both dynamic and challenging for the Alliance, requiring significant design and engineering innovation due to the presence of soft clay soils within the construction zone.

Prior to commencement of construction, a series of geotechnical tests and soil evaluations were undertaken to identify ground capability and ascertain the most effective methods to construct the Karnup Road interchange which will support up to ten metres of embankment.

Based on preliminary findings, a combination of ground improvement treatments were identified to reduce long term settlement, increase stability and enable construction of substantial structures including a bridge. Initial design and analysis identified measures such as installing wick drains, constructing toe bunds and laying a geofabric membrane would allow for significant construction to take place within 12 months rather than the expected 3 years.

During the course of construction, the team will lay 90,000 metres of geofabric membrane material at Karnup Road to strengthen foundations to prevent catastrophic soil movements. The robust fabric is constructed of woven polymer fibres that stretch like a netted veil over the sand and are strategically positioned under the embankment.

19 kilometres of wick drains will be installed to accelerate the consolidation of soil compacting. While, installation of 85,000 cubic metres of toe bunds will secure the embankment base in preparation for construction. Constructing toe bunds is the most effective method to secure weakened soil and consists of placing piles of compacted earth at the base of an embankment.

Throughout the construction phase a geotechnical monitoring scheme will be implemented to monitor the ground behaviour as construction of the Karnup interchange progresses.

Southern Section

Piles of piles – piling status for the NPBH

Piling for the major bridges is well advanced with all 68 piles in place at the Serpentine River crossing and 75 per cent of the piles for the Murray River bridge now driven into the ground. Piling activity at the Murray River is complete on the northern and southern banks and piling for the Murray bridge will soon move to the central pier in the river, with works expected for completion in October.



Construction of the Serpentine River bridge in progress.

Further information



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