

# AAPA 2017 SA OUTSTANDING PROJECT AWARD WINNER



**Downer**  
Relationships creating success



## RURAL ROUNDABOUT – NOARLUNGA TO VICTOR HARBOR ROAD, HINDMARSH VALLEY

The Noarlunga to Victor Harbor Road is a rural arterial road under the care and control of the Department of Planning Transport and Infrastructure, while Welch Road and Waterport Road are rural roads under the care and control of the City of Victor Harbor. The intersection is 3.5km north of the central business district of Victor Harbor.

The location's crash history reveals that between 2008 and 2014 there were a total of 20 accidents, including two fatalities and six injuries. One of the project's aims was to reduce the number of traffic accidents.

The 2014 state budget allocated \$100 million from the Motor Accident Commission to improve road safety across South Australia. The rural roundabout option was proposed by DPTI and approved by the Minister for Road Safety.

The project cost \$4.34 million and the new roundabout significantly improved safety. The staggered T-junctions at Welch and Waterport Roads have been reconfigured into a single lane roundabout. Other improvements include road lighting, drainage infrastructure, line marking, signage and the installation of safety barriers.

The project included earthworks, drainage, pavement, concrete works, lighting, surfacing, pavement marking and roadside furniture.

Detailed planning and staged construction were used to ensure that the junction was not shut down during construction.

The project was completed ahead of the schedule for the summer holiday season.

During construction, traffic management was a key consideration and the staging of works was carefully designed to keep traffic moving and enhance safe and productive construction. Traffic was monitored and lanes were modified to suit the traffic, particularly on days when no work was conducted. Lane modifications were responsive to the traffic needs and mobile bollards and lane narrowing techniques were used to control traffic flows.

The placement of surfacing treatments was scheduled and conducted in off-peak periods, including night works, for critical stages of the project.

Additional planning included:

- Construction noise, vibration management plan and night works management plans
- Waste minimisation, reuse and recycling strategy, with all excavated materials suitable for reuse incorporated back into the site as fill. In addition, asphalt surfacing works used reclaimed asphalt pavement
- Working around weather while meeting and exceeding specification requirements
- Ensuring that travel was not impeded and disruption kept to a minimum
- Downer staff recorded zero safety incidents on site.

Project information was filtered through to delivery teams via stakeholder meetings, programming meetings, project review and, crew toolbox meetings, and safety talks. Ongoing communication ensured that the project was delivered as agreed and aligned to final outcomes and objectives.