

# Frequently asked questions

## Construction

### What is the purpose of the Gawler East Link Road?

The Gawler East Link Road (GELR) Project will support planned residential expansion/growth in the Gawler East Development Area as identified in the 30-Year Plan for Greater Adelaide, the Gawler Growth Areas Transport Framework 2009 and the Town of Gawler Development Plan.

The project will provide flexibility for future growth of population, as well as allow full development of Gawler East. It will support economic activity in Gawler and enhance connectivity between current and future developments, commercial and school precincts, and create approximately 110 local construction employment opportunities through the life of the project in line with SA's Industry Participation Policy.

The benefits of the GELR will include:

- Direct access for commuters to Main North Road without needing to travel through the Gawler Town Centre;
- Reduction in congestion and travel times on the local road network;
- Less likelihood of crashes in the Gawler Township;
- Reduction of vehicle emissions caused by travel delays;
- Creates access for potential future extensions off the link road.

### How much will the project cost?

The total budget for the GELR Project is \$55 million.

### Where will the GELR alignment go?

The 5.5 kilometre road will connect Main North Road with residential developments in Gawler East, Gawler South and Evanston Park at Calton Road.

### When did construction commence?

Some early works, such as service relocation works commenced in mid-2018. A sod turning event held on 23 November 2018 marked the commencement of construction works.

### When will the project be completed?

It is anticipated that the GELR will be open to the public in late December 2019, with project completion estimated February-March 2020, weather permitting.

## **Will there be traffic impacts and road closures during construction and how will these be managed?**

Construction will be coordinated to balance the needs of commuters, road users, residents and businesses to reduce disruption as much as possible. To minimise traffic impacts, construction work will be undertaken as a combination of day and night works. Night works will be managed to minimise disturbance to the local community as much as possible and adjacent residents will be provided with advance notice. Signage and traffic management will be in place when local traffic movements are impacted. The project will make every effort to minimise impacts and ensure that access to properties is maintained throughout the works.

## **How will access to properties be managed during construction?**

The project will make every effort to minimise impacts to property access throughout the works. If access to a property is temporarily impacted, the property owner will be advised in advance and alternative arrangements made where possible.

## **Will there be much work at night?**

Works are primarily scheduled to occur during the day, however, some night works are required to minimise the impact to road users and to allow the works to be completed safely and efficiently. All reasonable and practicable measures will be undertaken to lessen disruption to local residents. When night works are required to be undertaken, adjacent residents will be provided with advance notice.

## **How is dust being managed during construction?**

Whilst some dust is unavoidable during major construction works, the project has implemented an Air Quality and Dust Management Plan (AQDMP), which outlines the strategies to minimise the generation of dust including, but not limited to:

- Staging of clearing to minimise duration of disturbed ground;
- Monitoring weather forecast and not undertaking dust generating activities during adverse weather;
- Reduced vehicle speeds when traveling on unsealed tracks;
- Utilise watercarts for dust suppression.

The project currently has two watercarts being used to suppress dust, with plans to provide additional watercarts as earthwork operations increase.

As part of the AQDMP, the project also uses real time dust monitors. The dust monitors are placed in strategic locations to measure dust levels during construction activities and, if required, construction methods will be changed to reduce impacts.

## **How will vibration be managed during works?**

During construction, you may feel vibration from construction activities, however, experiencing vibration does not mean that structural damage to properties will occur. To help minimise the effects of construction vibration, a range of measures are in place including:

- Where possible, operating equipment on the lowest effective vibration setting;
- Maintaining low speed limits for construction trucks and machinery;
- Maintaining equipment to minimise vibration;
- Placing vibration monitoring equipment in strategic locations to monitor vibration levels to ensure they do not exceed compliance levels.

### **How is noise being managed during construction?**

Construction noise cannot be eliminated altogether, however, works will be managed to lessen disturbance. To help minimise the effects of construction noise, a range of measures are in place including:

- Providing advance notice of works;
- Scheduling the noisiest activities during the day or early evening, where possible;
- Maintaining machinery to a high standard to reduce noise levels;
- Using low noise reversing squawker instead of traditional beeper;
- Using arterial roads to transport materials to and from the construction zone;
- Enclosing stationary small plant and equipment (such as generators) to reduce noise;
- Operating equipment on the lowest effective setting;
- Maintaining low speed limits for construction trucks and machinery;
- Placing noise monitoring equipment in strategic locations to monitor noise levels to ensure they do not exceed compliance levels.

### **How are long term noise impacts from increased traffic being managed?**

Following finalisation of the design (estimated early-mid 2019), an assessment for traffic noise will be undertaken by an Acoustic Engineer, in line with the process described in DPTI's Road Traffic Noise Guidelines. These Guidelines consider the levels recommended by the World Health Organisation (1999) and are endorsed by the Environment Protection Authority (EPA). If the traffic noise modelling assessment determines that noise treatments are required, an Acoustic Engineer will recommend appropriate treatments. Traffic noise mitigation measures can include fencing, earth mounds, or, in some cases, treatments to dwelling facades such as door and window seals and secondary glazing. Where required, any noise treatments will be determined in consultation with the property owner/s.

### **Will vegetation need to be removed?**

Some vegetation will need to be removed to facilitate the construction of the GELR Project. The design and location of the new road minimises the impact on trees as much as possible, while still achieving the goals of the project. Vegetation removals will be offset via a combination of re-planting during the construction phase of the project and payments to various planting funds.

Prior to the commencement of vegetation removal works, the relevant areas will be inspected and, where possible, any identified fauna will be relocated to a nearby suitable habitat. The Project Team will work closely with the relevant authorities, local councils and interested parties to minimise and manage impacts to vegetation and wildlife habitats.

### **Will pedestrian access be maintained during construction?**

Pedestrian access throughout the site will change at times to accommodate work areas, clear signage and traffic management will be in place to direct pedestrians.

### **Will services such as water, gas or power be affected during construction?**

Early service relocations works are occurring prior to the main road construction to ensure all essential services are moved, upgraded and out of the way prior to major construction works. Any planned outages of services will be advised in writing via the service provider prior to the works commencing.

### **What will the speed limit be of the GELR?**

Once open, the GELR will be sign posted at 50km/h.

### **How many and what type of bridges are being built?**

There will be one bridge constructed over the South Para River. It is approximately 90 metres long. The bridge carries two traffic lanes, two bike lanes and one footpath.

A BEBO Arch (precast concrete arch structure) will also be constructed over the gully crossing along the link road alignment.

### **When will a more detailed project plan be released?**

Once the design and landscaping for the project is finalised, a further plan will be released.

### **Will the project reinstate driveway access to properties that have had their driveway affected by the project?**

Where existing council approved driveways have been impacted by the GELR Project, these will be reinstated, like for like within the property boundary and standard concrete along the road corridor, once works in the area are completed.

### **Will there be traffic lights along Main North Road?**

The intersection of Main North Road with Potts Road and Para Road will include new traffic signals as well as an intersection upgrade.

### **How do I contact the project or seek further information?**

To ask a question, provide feedback or register for project updates please see contact us via:

**Phone:** 1300 282 939

**Email:** [dpti.gelr@sa.gov.au](mailto:dpti.gelr@sa.gov.au)

**Website:** [www.infrastructure.sa.gov.au/gelr](http://www.infrastructure.sa.gov.au/gelr)

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