

Haughton River Floodplain Upgrade project

Construction update – December 2020

The Haughton River Floodplain Upgrade (HRF) project is progressing well. Works on-site have ramped up to take full advantage of dry conditions prior to the 2020/21 wet season.

During October and November 2020, great progress was made on completing areas of construction at risk to wet weather. The main focus to date has been on completing culverts under the Bruce Highway, progressing bridge structures, installing batter protection and finalising drains. These works will be ongoing to ensure we are in the best position to manage severe weather.

Also during October and November 2020 we:

- completed placement of deck spans at the Pink Lily Lagoon bridge and at the Upper Haughton/Hodel Road overpass (pictured, top)
- removed the temporary access structure in the Haughton River (remaining works to construct the new bridge will be done from the river banks)
- erected the final super T girder at the Haughton River bridge (pictured, bottom)
- continued installation of table drains across the project, to divert runoff to nearby watercourses
- completed all bridge substructure works at Shirbourne Road overpass, ready for placement of deck units
- completed pavement rehabilitation in the overtaking lanes
- completed 90 per cent of reinforced concrete box culverts throughout the project area, including all of the culverts under the Bruce Highway.



The Bruce Highway overpass of Upper Haughton/Hodel Road is taking shape – image courtesy of The Infrastructure Group



In total, 35 of these mammoth super T girders have been placed at the Haughton River Bridge – image courtesy of The Infrastructure Group



Pavement works in the overtaking lane are progressing well (photo as at late October, before works commenced on the opposite side) – image courtesy of The Infrastructure Group

The \$514.3 million Haughton River Floodplain Upgrade project is jointly funded by the Australian and Queensland governments on an 80:20 basis, with contributions of \$411.4 million and \$102.9 million, respectively.



Australian Government

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Shirbourne Road closure January 2021

The Bruce Highway overpass of Shirbourne Road is progressing well.

A large crane is required to lift deck units into place, to form part of the overpass super structure. Due to the clear zone required around the crane and other equipment needed for the works, sufficient space is not available for vehicles to safely travel through the Bruce Highway and Shirbourne Road intersection while these lifts occur.



The Bruce Highway intersection with Shirbourne Road will be closed to all traffic temporarily in January 2021 as we continue constructing the overpass – image courtesy of The Infrastructure Group

As a result, from Monday 11 January to Saturday 16 January 2021 the intersection will be closed to all traffic. During the closure, all inbound and outbound traffic will need to use the detour along Woodstock Giru Road and Garonne Road.

Subject to weather and construction conditions, night works or an extension of the closure may be required. We will keep the community informed of any updates via email and flyer drop to nearby residents.

Upcoming works

Works on the Houghton River Floodplain Upgrade project will cease on Thursday 17 December 2020, ahead of the Christmas closure period.

When works recommence on 4 January 2021 the following activities are due to occur (weather and construction conditions permitting):

LEGEND

- State-controlled roads
- Burdekin Shire roads
- On / off ramps
- Bridges
- Existing cane rail
- Water course

Highway overpass

- Complete kerb and bridge rail works
- Complete abutment relieving slabs

Highway overpass

- Temporarily close intersection to traffic (from 11 – 16 January 2021)
- Place all span two deck units

Horseshoe Lagoon

- Continue final works on the new bridge

Houghton River

- Complete kerb and bridge rail works
- Complete abutment relieving slabs
- Complete four (of a total six) link slabs

Pink Lily Lagoon

- Continue pouring decks and kerbs

Throughout the entire project area

- Continue construction of table drains and installation of drainage structures
- Apply asphalt and seal all sections of foamed stabilised bitumen
- Continue landscaping

Floodway

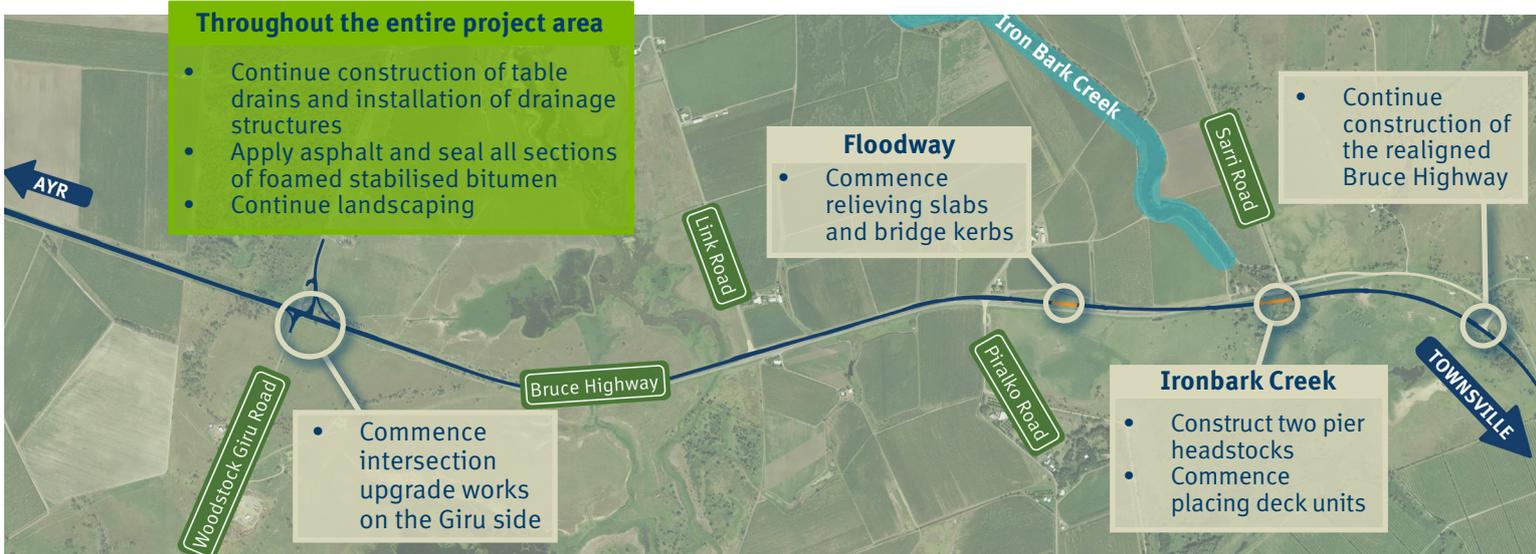
- Commence relieving slabs and bridge kerbs

- Continue construction of the realigned Bruce Highway

- Commence intersection upgrade works on the Giru side

Ironbark Creek

- Construct two pier headstocks
- Commence placing deck units



Preparing for the 2020/21 wet season

During planning for the HRF project we simulated a range of weather events (of varying severity) occurring with the project infrastructure in place. These simulations identified what impact, if any, the planned infrastructure would have on water levels at residences and on low long any land parcel would be inundated during severe weather, compared with the existing highway infrastructure.

Similar to last year, ahead of the 2020/21 wet season the project team has been busy reviewing the hydrology model and simulations considering current construction progress. This review will determine any impact on surrounding properties if severe weather affects site during the upcoming wet season.

Great progress has been made on the project throughout 2020 and the majority of in-ground works have now been completed, allowing embankments (which may have impeded floodwater drainage if left in place) to be removed.

We've also been hard at work constructing as many culverts as possible before the wet season, with around 90 per cent of culverts having been installed, backfilled and had rock protection applied.

The hydrology model review and simulations recommended minor works to optimise drainage in the event of wet weather over the coming months. These minor works include clearing drainage structures, installing batter and scour protection on bridges and overpasses, and reinstating levees. Some works have already been completed while others will be done by end of year.

Machinery will be available on-site and staff will be on call (including during the Christmas closure period) to undertake emergency preparation works if severe weather is forecast to affect the site. If you have any concerns about drainage and severe weather, including over the Christmas closure period, please continue to contact us using the details below.



Finalising culverts has been the priority ahead of the 2020/21 wet season, to ensure optimal drainage.



The temporary access structure, which was in place between the old Haughton River bridge and the new bridge, has been removed.

Haughton River Bridge preparations

The temporary access structure (TAS) in the Haughton River, from which we are constructing the new bridge, is being decommissioned and removed during November and December 2020. The TAS is no longer required for constructing the new wider and higher Haughton River Bridge, which can continue from the river banks.

Steel piles, which were driven into the river bed to support the TAS, are also being progressively removed where possible. However, some of the piles are sensitive to future construction activities in the Haughton River and cannot be removed until those activities are complete, in early or mid-2021.

The presence of these steel piles in the Haughton River has been factored into the hydrology model reviews and simulations outlined above.

We would like to take this time to thank you for your patience and collaboration in 2020. We wish you a very Merry Christmas and a prosperous New Year.

For further information and to provide feedback:

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