

Contract No.: NSW-T-C-1695

Sefton Dive is making progress in accordance with its current revised program, with structural works at Cooper Road Bridge nearing completion and retaining wall piling at Tewinga Road and Wellington Road progressing.

The Earthworks and Retaining Wall package E&RWI has opened up a number of areas for site clearing and grubbing with all areas defined by our fence and barrier system and temporary sheet piling is under way on the retaining wall at Hector Street.

The Bridgeworks Project BR1 is poised to commence work where able, initially on Chester Hill Road. The supplier of precast concrete elements has been engaged and manufacture is under way.

Sefton Dive

February 2009 has seen some reasonable progress with piling works to retaining walls along Tewinga & Wellington Roads plus rocknail and shotcrete installation to the embankments either side of Cooper Road bridge. Works during the next couple of months will be predominantly piling and capping beams to retaining walls PW5, 6 & 7, underpinning works to Cooper Rd bridge and embankment stabilisation on the northern side of the proposed Up Goods line.

A specialist piling company will also be used for the remaining Underbridge piles with their heavy duty low-height rig.

Progress to date includes: -

- Delineation fencing installation Auburn Rd Bridge to 75m east of level crossing (100%)
- Underbridge pile P7 (100%), PI (70%) [*possession dependent*]
- New stanchion footing pile GP2 (100%) [*possession dependent*]
- Stage IA bulk excavation under and adjacent Cooper Rd Bridge (100%)
- Stage IA Cooper Rd Bridge underpinning piling & anchors (100%)
- Stage IA embankment rocknails & shotcrete installation (70%)
- PW5 retaining wall piling (100%)
- PW6 retaining wall piling (25%)

E&RWI

During February the project is progressing mainly through preliminary and foundation works. Main activities that were ongoing incorporate: Installation of the delineation fencing developed throughout Stages 4 & 5; Clearing and grubbing progressed along the project; removal of top soil is developing through Sites 1; 2; 3 & 7; Sheet piling for RW100 etc.

Progress to date includes: -

Stage 2 - Woods Road Sefton to Chester Hill Road Chester Hill

I. **Site I** (Woods Rd to Sefton Station)

- Delineation fencing inside Rail Corridor completed
- Delineation fencing outside rail Corridor completed

- Site 1 satellite compounds established
- Clearing and grubbing completed
- Stripping of top soil completed
- Initial setout completed
- Services validation – only minor verifications to be completed
- 2. **Site 2** (Sefton Station to Hector St)
 - Delineation fencing inside Rail Corridor completed
 - Chainwire fencing outside rail Corridor
 - Site 2 satellite compounds established
 - Jersey barrier delineation fencing west of Sefton Station entrance completed.
 - Clearing and grubbing completed
 - Stripping of top soil completed
 - Initial setout completed
 - Services validation completed
- 3. **Site 3** (Hector St to Chester Hill Rd)
 - West of Hector Street clearing and grubbing completed for area adjacent RW-100.
 - Initial environment setout established for mentioned area.
 - Clearing and grubbing complete
 - Stripping of top soil completed in area required
 - Temporary sheet piling at RW100 stage 1 advanced
 - Noise wall piling at Sefton station is underway.

Stage 3- Chester Hill Road to Woodville Road

- 4. **Site 4** (Chester Hill Rd to Miller St)
 - Delineation fencing inside corridor completed 20%.
 - Clearing and grubbing completed
 - Services validation – only minor verifications to be completed
- 5. **Site 5** (Miller RD to Llewellyn Ave Culvert)
 - Delineation fencing inside corridor completed 90%
 - Clearing and grubbing completed
 - Services validation – only minor verifications to be completed
- 6. **Site 6** (Llewellyn Ave Culvert to Villawood Station)
 - Delineation fencing inside corridor completed 30%
 - Services validation – only minor verifications to be completed

Stage 4 – Villawood Station Road to Prospect Creek

- 7. **Site 7** (Villawood Station to Carramar Station)
 - Delineation fencing inside corridor completed 90%
 - Clearing and grubbing completed
 - Removal of top soil in progress
- 8. **Site 8** (Carramar Station to Prospect Creek)
 - Delineation fencing inside corridor completed 90%
 - Services validation – only minor verifications to be completed

Stage 5 – Prospect Creek to Bareena Street Cabramatta

- 9. **Site 9** (Prospect Creek to Bareena St)
 - Delineation fencing inside corridor completed 90%
 - Services validation completed

BRI

Arenco has undertaken an extensive services location and validation exercise with the services being pothole excavated and survey positioned at regular intervals. The survey data, along with spreadsheet reconciliation of services, has been prepared by Arenco for ARTC and their designers.

Woods Road and Hector Street Underbridges are affected by existing services. A redesign of the substructure at Hector Street appears to have reduced the quantity of service clashes but all structures are affected with the exception of the Abutments at Hector Street. Currently these bridgeworks will commence following acceptance of Traffic Management Controls..

Chester Hill Road bridge lengthening works commenced on 7th February 2009 following acceptance by relative authorities of Arenco Traffic Control Plan and progress has been good.

Miller Road Overbridge is affected by existing services. A redesign is pending to accommodate an existing gas main that crossed the existing bridge. Miller Road Overbridge works are programmed to commence in May 2009 after Chester Hill Road Overbridge and, hence, these bridgeworks have not commenced.

On Miller Road and Bareena Street Overbridges, Arenco has submitted Traffic Control Plans for approval, work will commence once approved.

Construction License has been acquired for all.

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Significant progress has been made during January 2009 on this contract with works commencing during the configuration 5 possession between 2nd and 19th January 2009.

Prospect Creek Bridge BR4, temporary sheet piling to abutments and pile work platforms were constructed during the possession and temporary works has progressed into the creek, although works have been significantly impeded by existing light poles and 33kv OHW, which should have been relocated prior to the start of works, and is now likely to be in May 2009.

The IFC drawings for the bridge structure have been issued and an experienced fabrication contractor engaged by Arenco, preparation of shop drawings has commenced.

Liverpool Piled Slab BR5 again has progressed with the completion of the alternate access to site through the Kimberley Clark complex, consequently the site facilities have been established at the level crossing on Elizabeth Street, Liverpool.

Some further site investigation has been carried out to determine the stability of the existing embankment with the intention of determining the optimum method of construction as some design changes on IFC drawings have made. Arenco in conjunction with Wagstaff Piling are developing a method of construction for the main area of slip on the embankment, our proposal will be presented shortly for the revised construction method. Piling works to the south end of the slab has commenced utilizing the originally designed method.

BR4

The January 2009 closedown possession was used successfully at Prospect Creek to install the sheet pile shoring wall at each abutment of the bridge. Large quantities of VENM select material has been imported for use as temporary embankment fill to enable the piling rig to establish and drive the long sheets.

The sheet piling temporary works will be completed by end of February 2009 and foundation works is scheduled to commence end of March 2009 following relocation of 33kV overhead wiring from South to North side of the bridge.

Structural Steel and Prestressed Precast Concrete subcontract packages have been awarded.

BR5

Work has commenced on south section of bridge. Earthworks in that area has been completed and piling is in progress. For the middle section, where the river bank is very steep we will be

submitting a proposal for the temporary works as well as permanent piling for the approval from the designers. On the north end earthworks are completed.

We have carried out further geotechnical investigations, on the south and north end CPT (cone penetrometers test) has been completed and the report is with ARTC and the Connell Wagner, as well as further boreholes report at the river bank section. These further investigations to get more information in order to understand better the behaviour and conditions of the embankment. ARTC is organizing further monitoring of the embankment to ensure its stability.

Progress to date includes;

- Tree clearing completed
- Survey check completed
- Service location completed
- Access completed
- Site establishment completed
- Earthworks at south and north end are completed
- Piling at south end in progress.