

UPGRADING THE STRZELECKI TRACK PROMISES WIDESPREAD BENEFITS



► Stabiliser mixing lime into the floodways.

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► IMAGES COURTESY T&J CONSTRUCTIONS PTY LTD

One of South Australia's biggest regional road projects is heading for a milestone in 2021 when works to seal the first 50 kilometres of the Strzelecki Track from the southern end are completed.

The 472-kilometre Strzelecki Track is one of the most heavily used unsealed roads in the far northeast of the state being a supply link for oil and gas facilities located near Moomba in the Cooper Basin and a transport corridor for outback communities, tourism and pastoralists.

South Australian government funded works to seal the first 50 kilometres of the Strzelecki Track started in September 2020. The \$10 million investment is not only improving freight productivity and increasing road safety, it is also creating jobs and supporting local business.

The upgraded Strzelecki Track will be on the existing alignment, and have targeted floodway works along the road.

Based in Green Fields in Adelaide's north, T&J Constructions has delivered other projects in SA on behalf of the Department for Infrastructure and Transport, such as upgrades to Innamincka Airstrip (April 2020) and Dillon's Highway (August 2020).

The company described the Strzelecki Track as corrugated and rutted with bulldust holes and was often closed after rain events. T&J Constructions has been requested by the department to provide reactive maintenance works where water ponded during inclement weather.

Equipment for Stage 1 comprised three graders, two 20-tonne rollers, a 25-tonne excavator, four watercarts and one 25-tonne wheel loader. Local hotels were used for accommodation and meals, and local subcontractors such as Rabig Bulk Haulage from Whyalla for watercarts. Two culverts were sent for recycling.

TT&J Constructions said it was proud to be part of such an iconic project. "It has provided an opportunity to showcase our ability to produce quality work on a project that will improve the safety of the route for all road users."

Table drains along both sides of the road were cut and the fill material was moisture-conditioned and placed onto the existing road. Using this in-situ material won from the formation of the table drains, the road was then formed and compacted to achieve the typical cross-section and levels. All floodways were lime-stabilised to strengthen the pavement.

A culvert stormwater crossing was installed. On completion of the final forming, compaction testing and surveying verification was undertaken prior to sealing by the department. The new road was then furnished with guide posts and the relevant road signage.

► Formation works on the Strzelecki Track.

