

## **Northern Connector – the political journey for the first major concrete pavement in Adelaide**

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### **ABSTRACT**

During the Northern Connector tender phase, the South Australian Government took on a unique approach that was open to considering design solutions that were performance based rather than prescribing the pavement solutions. Essential factors in determining the most effective design solution for the Northern Connector project included minimising whole of life costings, maximising local content and creating employment opportunities for South Australians, particularly in the northern suburbs of Adelaide. The successful tenderer Lendlease promoted a concrete pavement solution that was selected on the basis that this solution provides superior benefits for each of these essential factors when compared to an asphalt pavement. The selection of the new pavement type required many perceptions and concerns to be overcome. These included noise and rideability issues and long-term performance characteristics of a non-flexible pavement through a challenging geotechnical environment, including portions of a salt manufacturing site, soft soil areas and wetlands.

This paper documents the journey in Adelaide, South Australia from being a traditional flexible pavement state to delivering its first major concrete motorway, that requires approximately 175,000 cubic metres of concrete for the 3 lane dual carriageway road pavement. The successful delivery of this project will provide a sound foundation for further opportunities to implement concrete pavement solutions on future infrastructure projects in South Australia.