

Regency Road to Pym Street Project

REGENCY ROAD OVERPASS FACT SHEET



REGENCY ROAD OVERPASS

The Regency Road to Pym Street (R2P) Project is a part of the North-South Corridor and will create an at-grade (at road level) motorway from the existing South Road Superway north of Regency Road, an overpass over Regency Road, and an at-grade motorway from Regency Road to Pym Street, transitioning into the lowered motorway (Torrens Road to River Torrens Project).

The Regency Road overpass will provide North-South Motorway access over Regency Road, with three lanes in each direction on the overpass and two lanes in each direction on the surface roads underneath.

The overpass

The Regency Road overpass will be 27 metres wide and provide 5.6 metres of clearance for large vehicles travelling underneath. The on and off ramps of the overpass start approximately 300 metres north of Regency Road (near Peekarra Street) and 270 metres south of Regency Road (near Rugby Avenue / Minerva Crescent).

Concrete road barriers, 1.25 metres in height, will be installed in the middle of the overpass to separate northbound and southbound traffic, and along both sides of the overpass.

Construction and installation

Most of the Regency Road overpass will be assembled 'off site' at the Polonia Reserve. The overpass will be constructed in two halves: the northbound, and southbound bridge spans. Each will be 84 metres long and weigh up to 1,300 tonnes each.

While the bridge spans are being constructed off site, the on and off ramps, and structures that support the bridge spans, will be constructed at the intersection.

Once assembled, the bridge spans will be transported using Self Propelled Module Transporters (SPMTs) and lowered onto the newly constructed concrete piers.



Artist Impressions of Regency Road Overpass – Landscaping shown in mature state

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Constructing the bridge in this way significantly reduces the impact to the community and traffic, and minimises the need for night works and road closures if the overpass were to be built on site at its final location.

It also reduces works carried out at height over South Road and Regency Road, improving safety for construction workers and road users. This installation method was used in the Darlington Upgrade Project.

Following installation of the bridge spans, the wearing course (final layer of asphalt) will be laid. After the wearing course has been laid, the middle concrete road barriers will be installed to separate the northbound and

southbound traffic.

Traffic access will be maintained at all times, excepting for the time of the SPMT installation of the overpass bridge spans, which will see a temporary closure of the intersection.

Regency Road traffic movements

All traffic movements, including the addition of signalised U-turns on South Road, will be permitted under the Regency Road overpass at project completion.



Darlington Upgrade Project – Overpass installation using SPMTs

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