

# Project Update

## Springfield Parkway and Springfield Greenbank Arterial Duplication Project

October 2024



The upgrade of Springfield Parkway and Springfield Greenbank Arterial in Springfield Central is advancing. As the largest road upgrade in council's history, both roads will be duplicated from two to four lanes to meet increased growth in the region. The project is being completed in three stages with Stage 1 complete, Stage 3 currently under peak construction and Stage 2 at early works stage.

### STAGE 2

#### Springfield Parkway duplication from Topaz Road to Springfield Greenbank Arterial Stage 1 Intersection, Springfield.

Road users driving on Springfield Parkway cannot see the extensive drainage and services network that lies beneath the road surface. Before peak construction of the duplication of Springfield Parkway commences, upgrades and futureproofing of these networks are essential to ensure communities are connected and futureproofed to meet increased demand as the region grows. Service relocations to be completed above and below ground for the Stage 2 Upgrade are:

- Energex HV
- Urban Utilities Watermain realignment
- APA Gas realignment and upgrade
- Communications upgrade including Telstra, NBN, TPG and Optus.

In addition to this, existing stormwater drainage networks will be upgraded, coupled with new drainage network construction to effectively manage stormwater runoff and Opossum Creek flows.



Stage 2 – Culvert works

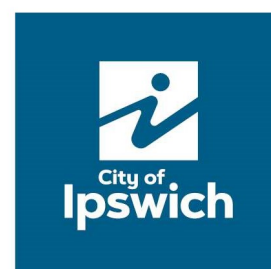
The upgrade of the triple cell 3.6 Metre culverts and concrete head wall as part of Stage 2 early works is now complete and functioning. Culverts are used to capture and channel water under roadways and with significant rainfall over the past few years the need to upgrade and futureproof these culverts to manage higher volumes of water was a priority for council.

Located under Springfield Parkway south of Bridgewater Road Roundabout, the 3.6m culverts, new base slab, head and wing walls have required over 160 cubic metres of concrete and 20 tonnes of steel to reinforce the culvert and create its supporting structures.

This construction enhances the culverts performance in carrying and effectively channelling higher volumes of water during rain and storm events ready for the summer storm season.



Stage 2 – Culvert, head and wing wall completion



## STAGE 3

### **Springfield Greenbank Arterial from Eden Station Drive to Sinnathamby Boulevard, Springfield Central**

Construction of Stage 3 is on track with an expected completion of December 2024, weather permitting. When complete Stage 3 will deliver:

- Road widening for the length of this section to include a total of four lanes
- The roundabout at Springfield Greenbank Arterial/Main Street/Centenary Highway Exit 32 off-ramp will be upgraded to a signalised intersection
- New entry and exit points will be constructed at the existing Springfield Central Park'n'Ride car park
- On road cycle lanes of 2m width will be constructed along the road corridor in both directions
- Shared pathways for pedestrians and cycles will be constructed ranging from 1.5-3m.

Night works are currently underway to start the traffic signalisation of the Main Street, Exit 32 Centenary Motorway off ramp, Sinnathamby Boulevard and Springfield Greenbank Arterial intersection. This intersection and signalisation work also includes the Springfield Central Park'n'Ride exit and pedestrian crossing. The signal poles for the intersection have been installed with electrical cabling works to progress. It is anticipated the signals will go live in early December, weather permitting.



*Traffic pole and signal installation Main Street intersection*

Despite recent storms providing heavy rain, the team is currently progressing installation and completion across concreting, electrical, guardrail, signage, fencing, pavement, stone pitching and landscaping throughout all areas of Stage 3.

These works will culminate in the final layer of asphaltting and line marking signalling the duplication completion of Stage 3.

Centre median concrete formation works in Stage 3 are in progress. Some sections of the median will remain as soil for landscaping plantings. The median will provide a continued divided safe barrier for motorists travelling along Springfield Greenbank Arterial.



*Centre median concreting Springfield Greenbank Arterial*

### **Landscaping**

Landscaping can improve road safety by use of strategically placed trees and shrubs to delineate road boundaries, prevent headlight glare from oncoming traffic, reduce noise and act as windbreaks. With the start of spring, landscaping planting is occurring throughout Stage 3.

Council has selected a wide variety of over 10,000 native and endemic shrubs, plants and trees for landscaping as part of the road corridor design for this project to ensure a safe motorist, cyclist and pedestrian friendly environment.



*Stage 3 Landscaping Main Street*

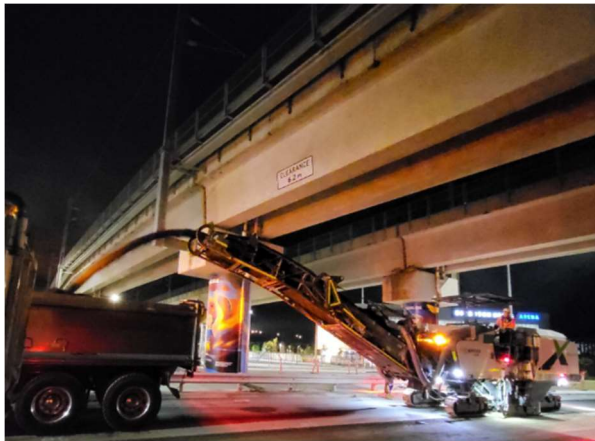


## Recycled Asphalt Pavement

In a commitment to innovative sustainability within Stage 3 of the project, recycled asphalt pavement (RAP) has been used in the road construction to add structural strength, flexibility and performance to the finished road.

RAP is a sustainable paving solution where old asphalt materials are removed from roads, processed, and reused in new pavement projects. RAP involves crushing and screening the reclaimed asphalt into a size that can be incorporated into new asphalt mixtures.

Using RAP in this project has provided numerous sustainable outcomes through reducing the need for new materials, reducing landfill waste, using less energy to produce new asphalt while conserving natural resources.



*Recycled Asphalt Pavement Work Springfield Greenbank Arterial*

## Springfield Parkway Springfield Greenbank Arterial for Cyclists and Pedestrians

In order to meet the growing travel demands of Ipswich and achieve a better quality of life for the community, council recognise that greater emphasis be given to promoting and realising the opportunities and benefits associated with more sustainable forms of travel such as active transport, including walking and cycling. As a result, council has developed an Active Transport Action Plan (a key action of iGO, the City of Ipswich Transport Plan) to guide the planning, delivery and promotion of facilities and programs to encourage more people to walk and cycle for transport purposes in Ipswich.



In a commitment to improve cycling and pedestrian links to business, retail, educational, sporting and public transport within the Springfield community, council is upgrading the width and length of shared pathways and bikeways. As part of the project each stage has made the following sustainable provisions:

### Stage 1

- On road cycle lanes of 2m width constructed on the road corridor in both directions
- A 3m wide shared pathway for cyclists and pedestrians constructed
- Tactile wayfinding on pathways

### Stage 2

- On road cycle lanes of 2m width will be constructed along the road corridor in both directions
- A 3m wide shared pathway for cyclists and pedestrians will be constructed

### Stage 3

- On road cycle lanes of 2m width will be constructed along the road corridor in both directions
- A 3m wide shared pathway for cyclists and pedestrians will be constructed
- Tactile wayfinding to public transport for people with a disability

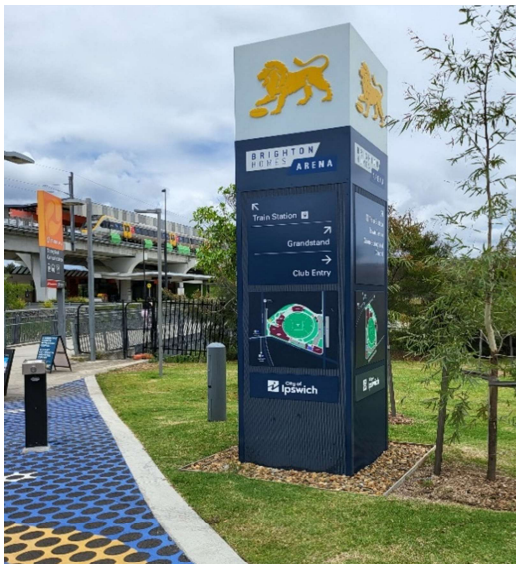
The additional width will provide safe passage between cyclists and pedestrians and improve congestion during peak times as the population grows. Road design across Ipswich considers active sustainable transport networks to improve transport options and connections for the localised and travelling community. To learn more about future pedestrian and cycle networks in Ipswich visit - [iGO-Active-Transport-Action-Plan.pdf \(ipswich.qld.gov.au\)](https://ipswich.qld.gov.au/IGO-Active-Transport-Action-Plan.pdf)

## Wayfinding across the project

Incorporated into shared pathway and bikeway routes is wayfinding. Wayfinding is the process of how people orientate and navigate pathways and spaces. Wayfinding assists people and people with a disability through tactiles and signage, some with braille to arrive at their destination. Wayfinding is incorporated into all stages of the project from the Springfield Central Park'n'Ride to Springfield Central Station, to Springfield Central Stadium and to Brighton Homes Arena.



There are four types of wayfinding signs, identification, directional, informational, and regulatory. As standalone signs, they serve a specific role as part of the greater wayfinding system, informing each other. There are several locations across Stage 1 and 3 that have wayfinding signage and/or have tactile pavers installed. These tactiles provide safe pedestrian routes between public transport, sporting and business networks across Springfield Central and will be incorporated into Stage 2 construction.



*Wayfinding signage Springfield Central*

More information about wayfinding across the Ipswich region can be found in the Ipswich Active Transport and Wayfinding Strategy - [ICCWayfindingStrategy V6-160818](#)

## Brisbane Lions collaboration



*Brisbane Lions mural painting Springfield Greenbank Arterial*

In the peak of Stage 3 construction, the team have continued to collaborate with the Brisbane Lions to manage final mural painting, construction and major events including recent fan days. Traffic and pedestrian safety during game days and events is crucial and the council team is committed to ensuring the construction works do not impact stadium operations.

Congratulations to the Brisbane Lions grand final winners! The team is fully behind the AFWL Brisbane Lions team to go all the way and will continue to work with them for the women's fan day. Go Lions!



*Brisbane Lions grand final winners fan day*

## Thank You

The project team appreciates your patience and understanding as we construct this major infrastructure project within the Springfield community.

## Contact Us

To find out more about the project, you can contact us or by visiting the dedicated project webpage via QR link below:

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