



**BARDAVCOL**

SINCE 1975

**AGILE. EXPERIENCED. TRUSTED.**



**BARDAVCOL HAS BEEN PROUDLY DELIVERING THE CIVIL INFRASTRUCTURE THAT HAS SHAPED OUR COMMUNITIES SINCE 1975.**

As a multi-disciplinary construction services company, we deliver tailored solutions that span Early Contractor Involvement and Design & Construct through to Construct Only projects.

We have a team of experienced professionals who are among the best problem solvers in the business. Our success has been built on true collaboration with our partners and we pride ourselves on our ability to respond effectively to the scope every time.

Our record for excellence means we are entrusted with major projects by public and private clients including the South Australian Department for Infrastructure and Transport, SA Water, Renewal SA, the Australian Rail Track Corporation, Flinders Ports, multiple Local Government Authorities, Department for Environment and Water and the Department of Defence.

Bardavcol's extensive portfolio incorporates all civil construction disciplines including dams, marinas and wetlands, roads, bridges and transport construction, rail infrastructure and general civil infrastructure.

A rigorous approach to compliance has been a hallmark of our five decades of doing business. Bardavcol was one of the first road construction contractors to achieve full triple certification under QSE Management Systems, we were the first multi-disciplinary construction services company in Australia to achieve Federal Safety Accreditation and our commitment to continuous improvement means we are currently accredited to the latest ISO 45001 standard.

We are proud of our history, which has been recognised by the Civil Contractors Federation South Australia with a President's Lifetime Achievement Award.

But we are also relentlessly future-focused.

We are constantly reviewing, investing and evolving to meet the needs of our clients. By efficiently managing our own modern fleet of plant and equipment, we can respond quickly at scale. Our high levels of pre-qualification make us task ready. And the skillset of our team and the depth of our project knowledge means we can tackle the most complex challenges.

**WE ARE AGILE, WE ARE EXPERIENCED, WE ARE TRUSTED.  
WE ARE BARDAVCOL.**

## OUR DIFFERENCE

### CULTURE OF SAFETY AS A DRIVER

Safety is embedded in our culture and is a continual commitment that sees us consistently achieve LTIFR performance above the industry average. Everyone at Bardavcol is empowered to enact change in the organisation through consultation mechanisms that are integrated into each phase of operation, from planning through to implementation. Daily site meetings, weekly resource dashboards, Safety Committee, Emergency Planning Committee, Supervisor and Project Manager meetings deliver a fusion of strategic and operational governance.

### AN INTENSE FOCUS ON RISK MIGRATION

The management of critical risk potential is fundamental to the provision of a safe work environment. We apply strict control gates to areas of high risk. Activities are permit-based with specific rules of engagement and clear boundaries of communication, responsibility and accountability.

### INCLUSION AND DIVERSITY

Bardavcol was one of the earliest civil contractors to develop and promote diversity policies. In addition to our commitment to Anti-Discrimination, Equal Opportunity, Anti-Age Discrimination, Anti-Disability, Racial and Sex Discrimination, we have continued that commitment by developing a Modern (Anti) Slavery Policy in line with ILO Convention 182. Aboriginal Heritage and workforce participation has been an important aspect of Bardavcol's inclusion and opportunity program. Our indigenous targeted subcontractor selection process ensures our project teams proactively consider Aboriginal contractors wherever possible. When working in potentially sacred or Indigenous sensitive areas, we ensure Aboriginal monitors are included to safeguard Aboriginal heritage items of significance.

### COMMUNITY

We ensure that local communities are effectively engaged to ensure they are part of the communication cycle and benefit from the work we do - and giving back to community is in our DNA. For example, when catastrophic fire enveloped the Cudlee Creek community in the Adelaide Hills destroying over 70 homes and 25,000 hectares of district, we supplied earthmoving equipment to ensure live-stock water supplies were maintained for the critical first 10 days of the emergency. For more than 45 years, we have delivered a work experience program for university graduates and high school students. We have a long-established traineeship and apprenticeship development pathway and collaborate with the University of Adelaide to host site visits to our sites. We prioritise the wellbeing of our people and contractors and are proud to support the Mates in Construction suicide prevention and support program.

### 25 YEARS OF ISO ACCREDITATION

Bardavcol has been at the forefront of developing and maintaining governance systems for over a quarter of a century. We were among the first to achieve ISO 9001 Certification in 1998 and followed it with further certifications in safety systems (AS4801) and Environmental Management (ISO 14001). In 2007 we became the first multi-disciplinary construction services company in Australia to achieve Federal Safety Accreditation and we are currently accredited to the latest ISO 45001 standard.

### COMMITTED TO SUSTAINABILITY

Sustainability in project design, implementation and lifecycle management is a key aspect of our focus. Our projects not only comply to the stringent environmental and sustainability laws and customer requirements but our internal governance standards. With the international ISO 14001 Environmental Standard certification at the core of our approach, we ensure to engage specialist biodiversity, threatened species and other experts to work in collaboration with us to safeguard the environment.





## ROADS, BRIDGES AND INFRASTRUCTURE



### FLAGSTAFF ROAD UPGRADE

Department for Infrastructure and Transport

\$16 million

**A much needed safety upgrade to a major arterial road used by approximately 21,000 motorists every day to commute to other parts of the city.**

Early works to assist with the relocation of electricity utility services underground (installation of pits and conduit).

Extension of an existing earthworks cutting to allow for additional lanes to Flagstaff Road of volumes in excess of 20,000m<sup>3</sup>.

Resurfacing of the existing road and installation of a new lane and shared user path and the decommissioning of an existing redundant overhead gantry signal system.

Installation of new storm water system, pavements, lighting, CCTV system, kerbs, guardrail, signage and pavement markings.

Construction of structures such as a section of structural retaining wall and a new pedestrian bridge.

### GAWLER EAST LINK ROAD



Department for Infrastructure and Transport

\$55 million

A new 3.6km link road connecting Potts Road to Calton Rd and a new residential development in Gawler's east.

Construction of a new 30m, three-span super-T precast bridge over South Para River.

Two new roundabouts and approaches from Potts Rd and One Tree Hill Rd, with provision for local resident access.

New signalised intersection at Main North Rd and Potts Rd intersection, including widening of existing road, lowering of existing pavement and realigning entry from Para Rd.

Asphalt resurfacing work along Main North Rd, including upgraded lighting, signage and pedestrian footpath and access.

New SAPN underground and overhead infrastructure replacing existing overhead network and Potts Rd upgrade.

### MAIN ROAD, CHERRY GARDENS



Department for Infrastructure and Transport

\$9.9 million

Main Road rehabilitation works which restored and improved existing road pavements, including targeted road widening and upgrades at selected locations.

The scope included traffic management and service location, vegetation clearing, demolition and earthworks, construction of new pavements, stormwater culvert extensions, kerb installation, asphalt plane and reinstate works, pavement marking, installation of safety barriers, retaining walls, and new guideposts and signage.

### MARION ROAD / SIR DONALD BRADMAN DRIVE INTERSECTION UPGRADE



Department for Infrastructure and Transport

\$13 million

Upgrade works at the intersection of Marion Road and Sir Donald Bradman Drive, a key junction linking the western suburbs, Adelaide Airport and the Adelaide CBD.

The project delivered improved traffic efficiency and capacity to meet current and future demand, enhanced safety for all road users, and better integrated pedestrian, cycling and public transport movements through the area, supported by extensive landscaping.

Works were delivered while maintaining significant traffic flows, preserving access to surrounding businesses affected by land acquisition, and ensuring uninterrupted access to Adelaide Airport, particularly during peak arrival and departure periods.

Well considered staging enabled 3 stages of site access and flexibility in essential service relocation.



## DAMS, WETLANDS AND WATERWAYS



### KANGAROO CREEK DAM SAFETY UPGRADE

#### SA Water

**\$93 million**

**Major safety upgrade to the existing concrete lined rock fill dam to meet the Australian National Committee on Large Dams (ANCOLD) requirements.**

Excavation of 300,000m<sup>3</sup> of rock to widen the spillway by up to 40m.

Extension of the outlet tunnel and pipe work by approximately 50m.

Buttressing of the existing rock fill embankment (200,000m<sup>3</sup>).

Raising of the embankment crest including extension of the concrete face slab using slip form techniques.

Significant concrete works (32,000m<sup>3</sup>) to line the spillway including temperature sensitive mass pours and ogee crest construction.

Construction of post tensioned anchors to the existing ogee crest.

Electrical, SCADA and security works.

### VICTORIA PARK WETLAND PROJECT



#### Brownhill and Keswick Creek Stormwater Board

**\$8.9 million**

The vision for the Victoria Park Wetlands is to manage upstream flows from the Keswick Creek to reduce the risk of flooding in the downstream areas whilst improving the amenity to Adelaide's Parklands.

The Victoria Park Wetlands includes:

Excavation of 120,000m<sup>3</sup> of material including 62,000m<sup>3</sup> as cut to fill.

Placement of 35,000m<sup>2</sup> of Geosynthetic Clay Liner.

Placement of 20,000m<sup>3</sup> of topsoil.

Construction of four timber boardwalk structures, concrete seating terraces and 2km of walking paths.

Placement of 86,000 Wetland plants and 22,500 surrounding plants.

### BREAKOUT CREEK STAGE 3 - REDEVELOPMENT



#### SA Water on behalf of project funding partners

**\$15 million**

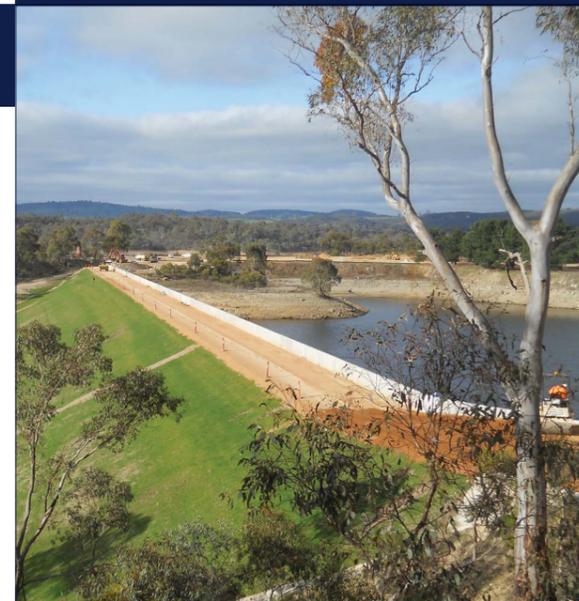
Construction of wetlands to capture and clean stormwater and manage high flows, removing weeds species while planting native vegetation to slow and treat water coming down the river.

Opening 15 hectares of fenced-off space for people to enjoy with construction of new trails, river crossings, picnic areas, lighting, signage and artwork.

Construction of habitat pools to create new healthy habitat for fish and bird species, and improve the water quality of the Torrens River.

Working with the traditional owners of the land, the Kurna people, to create new places to learn about Kurna culture and history.

### SOUTH PARA DAM SAFETY UPGRADE



#### SA Water

**\$5.7 million**

Excavate a section of the embankment between the top berm and the crest and construct a sand filter from the existing top berm to the crest level of the embankment.

Raise the crest level of the embankment by raising the embankment fill, combined with a concrete parapet wall.

Extension of the clay core at the left and right abutments and relocation of crest services.

Partial hydro-demolition of the existing ogee crest to enable the raising of the crest profile over the entire width of the spillway save for the 10m central section inclusive of 'active concrete cooling' of the ogee concrete mass.

Excavation of a cutoff trench at the upstream extent of the new spillway crest.

Installation of rock anchors in the cutoff trench and construction of a debris catcher for the spillway.



## RAIL INFRASTRUCTURE



### GAWLER RIVER RAIL BRIDGE REPLACEMENT

**Australian Rail Track Corporation (ARTC)**

**\$4 million**

**Design and construction of a rail bridge spanning the Gawler River, improving the capabilities of the line allowing for increased speed and axle loadings.**

Main Rail Occupation (60 hour window) was the only time the line was not operational. During this window, the existing bridge was removed, existing piers demolished, new bridge installed and new track installed, with trains recommencing immediately after the window had expired.

Construction of cast-in piles for new bridge abutments.

Construction of in situ concrete headstocks.

Widening of river cross-section and construction of scour protection.

A fabricated 27m single span steel bridge structure.

Precast concrete units forming the bridge deck and abutment beams.

### TORRENS RAIL JUNCTION



**Connexion Alliance**

**\$35 million**

Enabling works including access tracks and pads to cater for 100+ tonne piling rigs along both sides of the new 1.5km rail cutting.

Excavation of a 120,000 cubic metre rail cutting for the Outer Harbour Railway Line under the Gawler and ARTC lines and Park Tce.

Extensive stormwater drainage including jacked pipes under rail (with a 10m deep jacking pit) as well as 3km of HDPE track drainage.

Diversion of water main DN1200 DICL 230Lm welded.

Placement of 1.5km of new rail formation, capping and ballast for the dual-carriageway Outer Harbor line.

New pavements, lighting and traffic controls at Park Tce.

### MUNNO PARA RAILWAY STATION



**Department for Infrastructure and Transport**

**\$8.89 million**

Design and construction of the upgrade to the existing Munno Para Railway Station and car parking.

Demolishment of existing railway station.

Significant project management with various multi-disciplinary subcontracted works undertaken.

Construction undertaken during a restricted period of rail closure requiring integration of activities with unrelated works being undertaken within the rail corridor.

Interface and integration with subdivision works being undertaken for the 'Playford Alive' urban development project on an immediately adjacent site.

### LIGHT RIVER RAIL BRIDGE REPLACEMENT



**Australian Rail Track Corporation (ARTC)**

**\$5.5 million**

Replacement of the Light River Rail Bridge at Korunye between Adelaide and Crystal Brook at the end of its service life.

Delivered by Bardavcol under a Design & Construction contract with ARTC, the project involved removal of the existing structure and construction of a new 28m steel through-span bridge supported by reinforced concrete piled abutments and pile caps.

The bridge features a ballasted deck with precast concrete panels and was designed to accommodate 300LA rail traffic loads with a 100-year design life, with existing structure demolished and replaced within a 60-hour rail shutdown over the Easter weekend.



## GENERAL CIVIL



### FISHERMAN BAY DEVELOPMENT WORKS

#### **Fisherman Bay Management**

**\$16.9 million**

**Design and construction of new infrastructure within Fisherman Bay to enable freeholding of 430 allotments.**

Construction of 1.4km of new seawalls comprising earth levee, rock lined revetments and precast concrete walls.

Construction of stormwater drainage network including roadside swales, detention and retention basins and over 4km of concrete pipes.

Installation of vacuum and gravity sewer network with property connections at every allotment.

Construction of Vacuum Pump Station to link up new sewer network with existing council operated rising main.

New road pavement construction and resurfacing of existing roads.

Reconstruction and raising of existing boat ramp.

### TRINITY VALLEY DRAINAGE UPGRADE STAGE 4



#### **City of Norwood, Payneham and St Peters**

**\$7 million**

The Trinity Valley Stormwater Drainage Upgrade involved the installation of new stormwater drainage infrastructure.

The project was undertaken to reduce the risk of flooding and potential damage to local properties by increasing the capacity of the stormwater drainage infrastructure to accommodate 1-in-100-year storm events, while utilising council reserves and streets for temporary stormwater detention.

Stage 4 included the construction of a detention basin within St Morris Reserve, and the installation of new culverts, pipes and pits within the roadway on Glynburn Rd, Third Ave, Green St, Seventh Ave and Gage St, whilst maintaining access for residents and local businesses.

The project also included the upgrade of St Morris Reserve in association with the construction of the detention basin.

The Reserve upgrade included new playground equipment, shade sails, toilets, landscaping and recreation facilities.

### EAST GRAND TRUNKWAY CIVIL WORKS STAGES 1 & 2



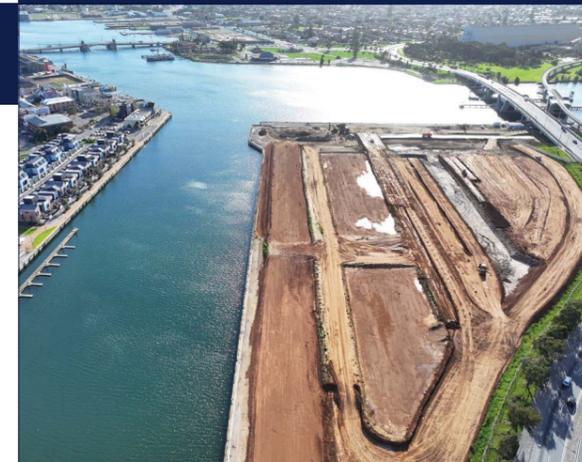
#### **Renewal SA**

**\$22 million**

Construction of an industrial subdivision to create seven future allotments. Works involved significant site preparation and bulk earthworks, including cut and fill, controlled and surcharge fill placement, impact rolling, preloading and settlement monitoring.

The project also included construction of new road pavements and kerbing, granular and asphaltic pavements, stormwater drainage, water and sewer reticulation, electrical and lighting services, and installation of all subdivision infrastructure while working around sensitive assets including the SEA Gas Pipeline, Penrice Brine Pipeline and AGL high voltage cables.

### PORT APPROACH SOUTH STAGES 3 AND 4



#### **Renewal SA**

**\$6.1 million**

Site demolition and clearing of existing infrastructure including structures, pavements and underground services.

Site wide ground remediation including excavation to depths up to 2.0m.

Placement and compaction of existing and locally imported material under Level 1 Geotechnical supervision.

Preloading of nominated areas inclusive of long term settlement monitoring.





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