

TRANS-WARRI/ODE-ITSEKIRI BRIDGE AND ACCESS ROADS PROJECT/PROGRESS OF WORK

On behalf of the State Government and people of Delta State, I **Hon. Otimeyin Adams** welcome the Governor's Forum to the Trans-Warri/Ode-Itsekiri Bridge Project.

In August, 2006, the Delta State Government led by His Excellency **Chief James Onanefe Ibori** approved the award of the contract for the construction of Trans-Warri/Ode-Itsekiri Bridges and Access Roads. This was necessitated in order to improve the lives of the people and also to leave a legacy for the benefit of the people of the state.

The contract was awarded to **Setraco (Nig) Ltd.** on the 22nd August, 2006 at an initial contract sum of **₦25,377,765,300.57** (Twenty Five Billion, Three Hundred and Seventy Seven Million, Seven Hundred and Sixty Five Thousand, Three Hundred Naira, Fifty Seven kobo).

2.0 The Project is in two sections, Section I and Section II (iii).

Section I is made up of the following;

Ubeji to Ode-Itsekiri with spurs to Ubeji, Ijala, Ugbodede, Orugbo, and Ajigba, Inorin, Usele.

2.1 Within Section I (18.903km) are 24 No.s Bridge structures which include a 1 No Navigable 700m long bridge across the Warri River.

2.2 Section II (iii) is 4.65km ode-itsekiri internal road network.

PROGRESS OF WORK

The contractor mobilized to site in 2006 and has established presence at the ubeji end of the project. After a brief break due to insecurity, the contractor commenced permanent work on the 20th of November, 2007. The underlisted have been achieved on site so far.

- (a) Bush clearing from Ch0 + 000 to Ch5 + 100;

- (b) Bush clearing Ubeji spur 450m, Ijala spur 700m;
- (c) Bush clearing (i) Diversion to ferry point on the Ijala sector – 1400m; (ii) Diversion to ferry point on the other side of Warri river – 900m;
- (d) Replacement of unsuitable material Ch0 + 000 to Ch4 +800;
- (e) Earth fill with dredged sand Ch0 + 000 Ch5 + 100; Diversion to ferry point 1400m, Ijala spur/extension 750/217m;
- (f) Binder course, sub – base, base 1100m on the Ubeji Ode-Itsekiri main alignment and 450 Ubeji spur.
- (g) Side drain within Ubeji town on the Ubeji Ode-Itsekiri alignment 1090m LHS and RHS, Ubeji spur – 400m
- (h) Drain cover casted and laved 885 No.s;
- (i) 4 No Bridges, BR 1, 2, 3, and 4 are completed.
- (j) Bridge 6 (BR 6) both abutment are completed, beams will be launched soon.
- (k) Bridge 7 (BR7) is still in piling stage.
- (l) Setting out of section from Ch5 + 100 + Ch 8 + 000 on the other side of Warri River on the Ubeji Ode-Itsekiri alignment;

2.3 It is important to note that, since the inception of the project, the lives of the people in the areas have been transformed. This is a fact that quite a number of skilled and unskilled workers have been employed into **Setraco (Nig) Ltd**. Also development have come to these areas and the land locked areas have hitherto been opened to commercial activities, for now Ifie, Aje-Etan and Ijala can be accessed by road from Ubeji and there is mass rush for land acquisition.

3.0 It will be recalled that after the award of the contract, the Nigerian Port Authority wrote to inform the Special Project Director that the River where the proposed main bridge intend to cross is an International Waterway and that the National Inland Waterways Authority (NIWA) who had earlier given clearance regarding vertical height and the main span horizontal width do not have jurisdiction over it. Further consultations were then made with the Federal Ministry of Transport who is known to have jurisdiction over the

international Waterways, and on the 16th January, 2007 a meeting was held by the Federal Ministry of Transport with Delta State representatives which include the Special Project Director, representatives of the Project Monitoring Team, the consultant **Gerik/Newkon Associates** and **Setraco**.

4.0 The Federal Ministry of Transport informed that vertical clearance height for navigation at the Warri River could be as high as 65m and as wide as 150m rather than the 15.8m vertical and 55m horizontal span in the award specification.

4.1 The clearance for the main bridge over the Warri River in the drawing did not meet the expectations of the Federal Ministry of Transport for International Waterways as it may not accommodate the largest possible shipping vessels in the foreseeable future.

5.0 At the meeting with the Federal Ministry of Transport, a decision was then taken to visit the bridge site at Le-Havre and Rouen near Paris in France, The primary objective of the visit was to confirm the available vertical clearance of the Normandy Bridges at Honfleur as directed by NPA, as well as other bridges for the purpose of comparison of characteristics of each of the bridges and those of the proposed Trans-Warri (Ode-Itsekiri Bridge project).

(a) The characteristics of the bridge as per the existing contract are as follows;

- | | | | |
|--------|--------------------------|---|---|
| (i) | Overall length of bridge | – | 700m |
| (ii) | Clearance height | – | 15.7m |
| (iii) | Width | – | 11m |
| (iv) | Slope | – | 3.75% |
| (v) | Central span | – | 60m |
| (vi) | Clearance Height | – | 15.7m |
| (vii) | Access viaducts | – | Not applicable |
| (viii) | Spans | – | 12 spans x 60m |
| (ix) | Pile cap | – | 7m x 7m x 3.5m depth
x 13 No.s |
| (x) | Piles | – | 13pile caps x 4 No.s x
2m diameter x 30m
length each. |

(b) The characteristics of the proposed cable stayed bridge for the Trans-Warri/Ode-Itsekiri Bridge project are as follows:

- (i) Overall length – 2,220metres
- (ii) Width – 23m
- (iii) Central span – 450m
- (iv) Access viaducts – 890m on either side
- (v) Slope – 4.5%

The table below shows the characteristics of the three bridges.

S/No.	Characteristics	Existing Design (m)	Normandy Bridge (France)	Proposed Cable stayed for Warri River Bridge
1	Overall Length (m)	700	2,141	2,222
2	Clearance Height (m)	15.7	50	50
3	Width (m)	11	23	23
4	Slope (%)	3.75	6.5	4.5
5	Central Span (m)	60	856	450
6	Access Viaducts	Not applicable	North 650m/26,000tonnes South 450/18,500tonnes	890 on either side
7	Spans (other than central span) (m)	12 spans x 60m each	58	48
8	Piles Cap (m)	7m x 7m x 3.5m depth x 13Nos.		To be determined from Design
9	Piles	13pile caps x 4Nos x 2m diameter x 30m length each	2m diameter x 14Nos per Pile cap	To be determined from Design

6.0 The principle of Normandy Bridge is to be adopted for the Trans Warri/Ode-itsekiri bridge project as most appropriate. It is worthy to note that the Federal Ministry of Transport has given approval for the proposed cable stayed bridge across the Warri River. Meanwhile **Setraco (Nig) Ltd.**, has sent in a Budget proposal for the variation order to replace the provided 700 x 11m Bridge at Ch4 + 975 across Warri River with 800 x 22.8m stayed cable + 1,656 x 19m Bridge.