

# MEDIA RELEASE



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## **New Sir Leo Hielscher Bridge opens six months ahead of schedule**

The Leighton Abigroup Joint Venture (LAJV) has completed construction of Brisbane's new Sir Leo Hielscher Bridge six months ahead of schedule, with the new bridge opening to traffic on 24 May.

The official opening and naming of the new bridge was celebrated with a Community Day on Sunday, May 16, with thousands of Queenslanders taking the opportunity to walk across the new 1.6km bridge.

Like its twin, the second Gateway Bridge has been named in honour of Sir Leo Hielscher: a long-serving Queensland public servant.

Attending the official naming ceremony on May 16 were Leighton Contractors Managing Director, Peter McMorrow and Abigroup Managing Director, David Jurd. Both agreed their respective companies were extremely proud to be part of the Joint Venture that has designed and constructed this critical north-south connection over the Brisbane River.

Mr McMorrow said the completion of the Sir Leo Hielscher Bridge is a significant milestone for the project team.

"We are delighted to deliver the new bridge six months ahead of schedule, an achievement we can attribute to the expertise of our design and construction teams and to production efficiencies associated with the construction methods we employed.

"It took five and a half years to construct the original Gateway Bridge but thanks to modern construction methods such as the use of match casting of bridge segments for the approach span, the new bridge was completed in three and a half years.

"We are proud to be working in partnership with the Queensland Government and Queensland Motorways to deliver much needed bridge and road infrastructure improvements that provide significant benefits to motorists, businesses and the broader community in South East Queensland," Mr McMorrow said.

Abigroup Managing Director David Jurd said the new Sir Leo Hielscher Bridge is the centrepiece of the \$2.12 billion Gateway Upgrade Project which has been progressively delivered over the past few years.

"So far the Leighton Abigroup Joint Venture has delivered seven kilometres of new motorway north of the Brisbane River, the second iconic Sir Leo Hielscher Bridge and most recently, twelve kilometres of upgrades of the Gateway Motorway between Lytton Road and Mt Gravatt-Capalaba Road," Mr Jurd said.

The Joint Venture has also recently been awarded an additional 4km of motorway upgrade south of Mt Gravatt-Capalaba Road.

"These additional works, which include the widening of the motorway from four to six-lanes between Mt Gravatt-Capalaba Road and Miles Platting Road and improvements to the Mt

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Gravatt-Capalaba Road interchange, are well underway with construction due for completion in mid 2011," Mr Jurd said.

The new Sir Leo Hielscher Bridge initially opened to four southbound lanes, with all six lanes scheduled to be opened to traffic in August.

The second bridge has been constructed 50m downstream from the existing Sir Leo Hielscher Bridge and has the same distinctive shape, determined in part by the 80m air traffic requirement and the 57m nautical or shipping clearance requirement - a narrow envelope in which to construct a long bridge.

Like its twin, the new bridge stands at 64.5m at its highest point over the Brisbane River but the new bridge is wider - 27m compared to 22m. This is to accommodate a shared pedestrian and cycle way which features four rest areas offering a place to relax and take in the views west to Brisbane City and east to Moreton Bay.

A different construction methodology has been used to accommodate the extra width. Rather than a single box girder design, the new bridge uses a twin box girder system.

The 750m northern approach and 350m southern approach spans were built using a segmental match-casting method while the balanced cantilever 260m main span and 130m side spans were built using a cast in-situ construction method.

The two main piers were constructed utilising purpose-built islands in the Brisbane River. Now that bridge construction is completed the rock islands will be re-positioned with the rock used to create arrester islands around the main piers of both the new and existing Gateway bridges.

The bridge is constructed on 17 piers, ranging in height from 17m to 54m. Around 157,000 tonnes of concrete and 11,600 tonnes of reinforced steel have been used to complete the bridge's superstructure and substructure.

Refurbishment work on the existing bridge has now commenced. During the refurbishment three lanes will remain open during peak times with the refurbishment works expected to be completed in six months.

The Gateway Upgrade Project is a Queensland Government initiative being delivered by Queensland Motorways with design and construction by the Leighton Abigroup Joint Venture.

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