

### Brighton Bypass Southern Section and Transport Hub

**Client:** Department of Infrastructure, Energy and Resources

**Duration:** Apr 2009 – May 2011

**Contract Value:** \$102M

The Brighton bypass is the largest road infrastructure project undertaken in Tasmania with a total of 9km of dual carriageway constructed on the Midland Hwy.

The southern section involved the design and construction of a 3.4km section of the Midland Hwy including two interchanges to service the Brighton township and industrial estate and two rail underpasses.

The Brighton transport hub is a modern road and rail freight distribution centre designed to enable efficient transport of goods in and out of southern Tasmania. Hub works included access roads, 6km of new rail, locomotive maintenance facilities, container handling areas and 25,000m<sup>2</sup> of hardstand. Approximately 1.1 million cubic metres of earthworks were balanced across the project, with more than 240,000 tonnes of material crushed onsite for the production of road base.

Hazell Bros and John Holland were awarded the project in joint venture. Hazell Bros' role in the project involved:

- Transport – all tippers, float moves, material supply.
- Earthmoving – earthmoving equipment, operators for hired equipment, GPS/total station-controlled machinery.
- Civil – construction of bridges and all minor concrete structures.
- Quarry – supply of base A material for road base and coordination of all onsite crushing (for sub-base 1 (road base), sub-base 2 (road base), rock spalls (for rock lining drains)).
- Concrete – mobile batching plant located onsite for all concrete works, including concrete supply for the overpass super T-beams.

The project was delivered 11 months ahead of schedule, a remarkable achievement considering the many engineering challenges faced during the construction phase. These included blasting only metres away from businesses and heritage properties, significant beam lifts and working around high-pressure gas mains.

The JV's shared vision of safety first and no harm was rigorously applied and resulted in an impeccable safety record, that included zero LTIs recorded in excess of 377,000 working hours.

