

Northern Busway (Windsor to Kedron)

- Catering for 47,000 public transport trips per day by 2016 (rising to 78,000 in 2026)
- Allowing for a bus every 20 seconds in 2026
- Saving bus commuters 36 minutes a day
- Improving reliability with consistent trip times



smarter
ways to
move

Airport Link - Smooth ride ahead

- Avoiding 18 sets of traffic lights from CBD to Airport
- Saving up to 40% in travel time to Airport from Bowen Hills
- Reducing traffic on local streets by up to 40%
- Providing a safer drive – minimal weaving and merging



Major progress being achieved on Airport Link

Six months after the first issue of BrisConnections News was distributed I am pleased to report significant progress continues to be made to deliver the Airport Link, the Northern Busway (Windsor to Kedron) and the Airport Roundabout Upgrade by June 2012, the most comprehensive package of critical transport infrastructure for Brisbane.

Construction is advancing rapidly at five major precincts and there is great progress at three off-site manufacturing facilities supporting the project. Airport Link was 25% complete at the end of July, with nearly \$1 billion in total already expended on construction activity.

More than 400 professional engineers are finalising detailed designs to meet the ever increasing needs of the construction teams, to ensure that piling works and road diversions are complete as soon as possible along Lutwyche and Gympie Roads. This design work will also enable further site excavations

and the foundations for bridges at Bowen Hills and Lutwyche to progress rapidly. Acoustic (noise) and dust control sheds at Bowen Hills, Lutwyche/Windsor and Kedron are now operating.

Initial site preparation and piling for the Airport Roundabout Upgrade has also begun, well ahead of schedule. Construction of the Northern Busway (Windsor to Kedron) is underway, with piling and excavation work started.

Tunnelling at Truro Street, Windsor, has now reached the depth necessary for roadheaders to start on the mainline tunnels. In total 15 roadheaders, costing approximately \$4.5 million each will be used across this project.

Thiess John Holland has also commenced operations at Bald Hills, a pre-cast concrete facility which will ultimately supply over 21,000 items of concrete products including bridge beams, precast segments for the Airport Roundabout Upgrade and many thousands of barrier items and noise wall panels.

Construction update

The project has five distinctive precincts:

Airport Roundabout Upgrade

- Work has commenced on the Gateway overpass at the roundabout
- Final design includes a 800metre long fly over and a diamond shaped interchange.

Toombul/Clayfield

- The tunnel boring machine (TBM) launch box is well advanced in Kalinga Park with completion planned for early 2010
- Site preparation is taking place to prepare for cut and cover tunnels east of the rail line and the underground ventilation station
- Widening of Sandgate Road Bridge has begun
- Six metre high temporary noisewalls are currently being constructed.
- Work has commenced for the critical underpass beneath the North Coast Railway Link.

Kedron

- Roadheader tunnelling has commenced on the access ramp from Gympie Road to the eastbound mainline tunnel
- North of the Kedron Brook, a 'cut and cover' tunnel for the access ramp from Gympie Road is underway
- The Stafford Road ramp to the tunnel entrance has commenced

- A major traffic diversion was successfully completed on Lutwyche Road in July
- 24 hour tunnelling has begun.

Lutwyche/Windsor

- Work has commenced on the Northern Busway (Windsor to Kedron)
- Tunnelling at Truro Street is well advanced to the mainline tunnel, 40 metres underground. This has allowed the first of two out of four roadheaders to begin excavating in North and South directions
- Southbound tunnelling has progressed more than 50 metres
- 24 hour tunnelling continues.

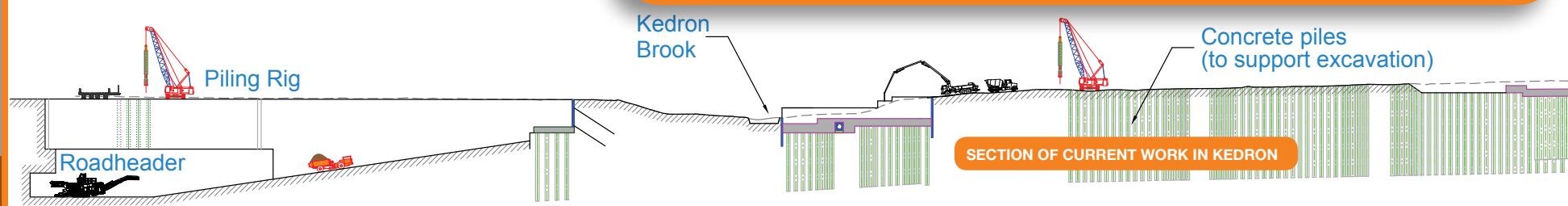
Bowen Hills

- Tunnelling continues at Bowen Hills from the tunnel entrance (ie portal). The northbound tunnel has progressed over 120 metres. The cross over to the southbound tunnel is imminent
- Services relocation works continue.



Construction timeline

- March 2009** → Roadheader tunnelling commenced at Truro Street, Windsor
- April 2009** → Roadheader tunnelling commenced at Bowen Hills
- Mid 2009** → Roadheader tunnelling commenced at Kedron
- January 2010** → First TBM arrives from Germany for assembly
- March 2010** → Completion of cut and cover structure and TBM launch box, Kalinga Park/Toombul
- May 2010** → First TBM begins tunnelling from Toombul heading west toward Lutwyche
- June 2010** → Second TBM begins tunnelling from Toombul heading west toward Lutwyche
- Early 2011** → TBMs removed from tunnel shaft at Chalk Street, Lutwyche
- Mid 2012** → Northern Busway (Windsor to Kedron) complete
- Mid 2012** → Airport Link Toll Road complete.





A facility processing approximately 100,000 tonnes of reinforcing steel for the project is operating at Northgate. These off-site production facilities are creating many job opportunities for Queensland.

BrisConnections and Thiess John Holland are conscious of the very real impacts the works are having on the community, especially given that virtually every site is in a densely populated urban environment, directly adjacent to houses and local commercial premises and all within a 3km radius of the CBD.

We acknowledge that despite all our efforts, it is not possible to eliminate all impacts, but BrisConnections and the Thiess John Holland team remain genuinely committed to managing this effectively. We welcome comment and constructive interaction with any and all concerned stakeholders.

Ultimately we need the co-operation of everybody to deliver this enormous project, the largest privately funded infrastructure project in Australian history. When completed, Airport Link will change the face of the Brisbane road network and will help to overcome many of the congestion and traffic issues Brisbane residents and drivers currently endure.

I look forward to continuing to provide you with regular updates on our progress as we deliver this vital infrastructure project for the benefit of all who live and work in Brisbane.

Raymond H Wilson
CEO BrisConnections

Why we are going underground

Many major cities throughout the world, use underground space for their infrastructure developments. By 2031 Brisbane's population is expected to grow to 4.4 million people from 2.8 million. Constructing transport infrastructure underground reduces the surface impact and increases the capacity, efficiency and sustainability of over expanding cities.

A key benefit of going underground is the reduced footprint on the natural environment.

Thiess John Holland, has minimised community, traffic and environmental impacts by going deeper underground and the tunnelled access ramps have avoided the need for a number of major above ground structures.

Examples are:

- The city to airport traffic lanes and ramps are underground as the alignment passes through Lutwyche, Kedron and Woollooin communities
- During part of the busway construction, underground driven (ie roadheader) tunnelling will reduce the impact on Lutwyche shopping precinct, Lutwyche Road and Chalk Street



- Underground work during construction means reduced noise and dust impacts on sensitive community facilities, such as schools. Originally the reference design was tunnelling through a school oval which our solution avoids.

Types of tunnelling

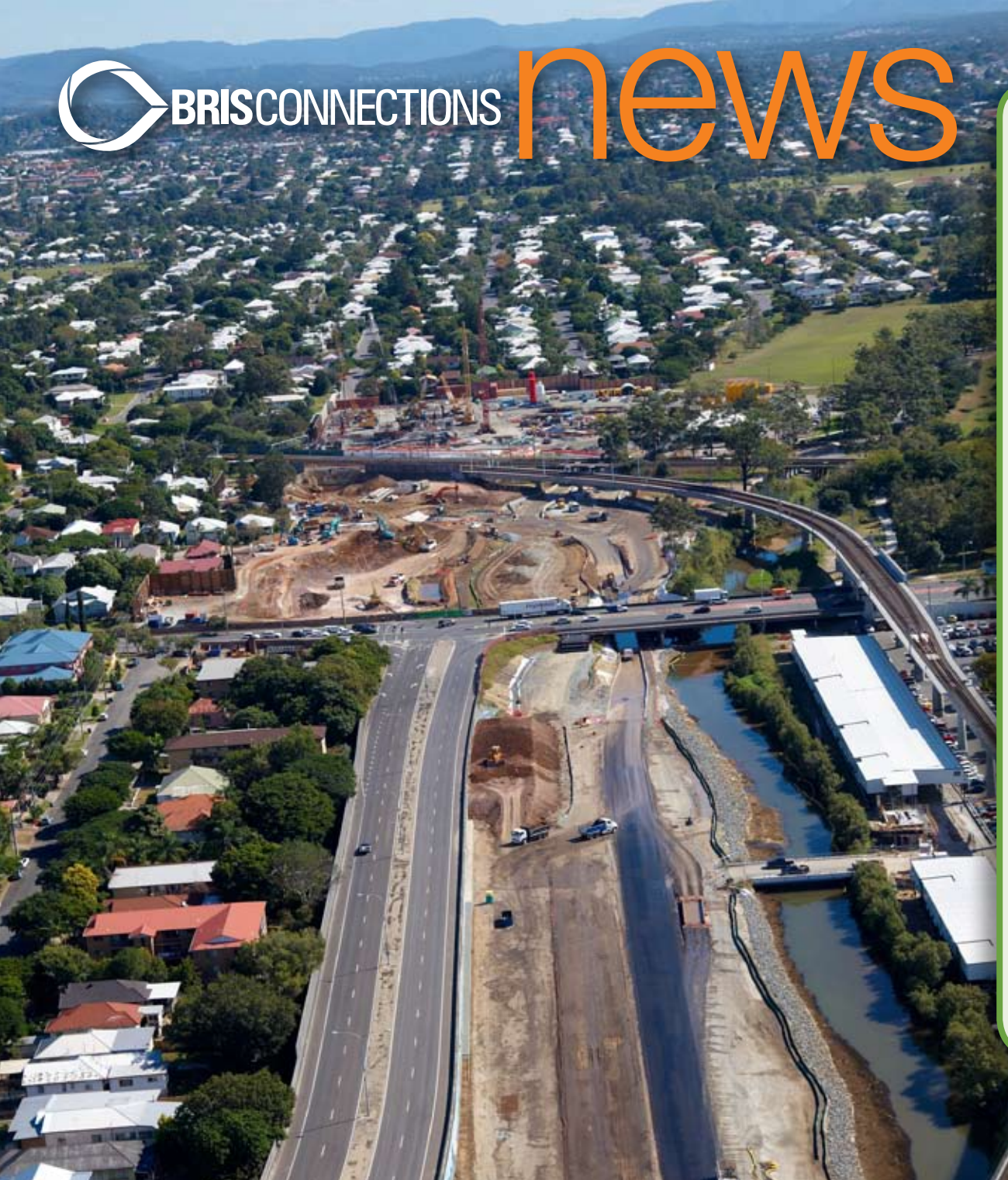
Construction will involve a combination of roadheaders, TBMs and 'cut and cover' tunnelling techniques. Each excavation method is chosen for its efficiency and suitability to local geology.

Roadheaders can be used in both hard and soft ground conditions. TBMs are used mainly in hard rock but specialist machines can also be designed for softer conditions as we have from Toombul to Lutwyche.

The first of the massive 14.8 metre diameter (the height of a four storey building) TBMs for Airport Link was tested in Germany in August, 2009. Each TBM will take up to 22 people to operate.

The first arrives in January next year, the second in March 2010. Both will be assembled at Kalinga Park near Toombul, where a below ground box structure is being built to launch them into the ground. TBM tunnelling is expected to commence in May 2010. These will be the largest TBMs ever used in Australia.





Working with the community

Thank you for your patience - we are working hard to establish closer links with the local communities. An enormous effort is being made to respond to every question or concern you may have. We appreciate your input and welcome your feedback.

Due to the unprecedented scale of the project during construction there are significant impacts on the neighbouring suburbs of Windsor, Kedron, Lutwyche, Clayfield, Bowen Hills and Toombul. Thiess John Holland is working closely with all affected stakeholders to mitigate the impact of the project during construction as well as on the local environment.

Thiess John Holland were selected as the contractor by BrisConnections due to their

extensive experience in managing design and construction projects in densely populated urban environments (e.g. Lane Cove Tunnel and Epping to Chatswood Rail Link in Sydney; EastLink in Melbourne; the Boggo Road Busway and Eleanor Schonell Bridge in Brisbane; and many other major projects, both nationally and internationally).

There is a dedicated community relations team who have the role of improving public awareness and providing information on the project by:

- Working closely with all project stakeholders
- Acting on complaints and concerns immediately (where possible)
- Facilitating regular Community Liaison Groups
- Holding consultation sessions with businesses and local communities
- Hosting information displays and regular project updates at the Visitor Centre and other venues
- Conducting presentations and briefings to the community and industry groups
- Publishing regular updates and newsletters about the project via SMS, email and letterbox drops
- To date more than 175,700 letters have been sent out to residents since construction commenced.



Message from BrisConnections' Chairman Trevor C Rowe AM D Univ



As we complete our first year as the developer and operator of the 45 year concession, the economic benefits of Airport Link are already apparent, with more than 1,900 people already directly employed on the project and over \$1 billion injected into the economy at large.

At the peak of construction, the on-site employees will increase to over 2,600 with consequent flow-ons to the Queensland economy, creating more than 10,000 jobs. In the current global economic climate this is very welcome news for Brisbane and the wider Queensland economy.

In addition, while less evident at present to those residents directly affected by the construction works, experience in other cities has shown property values along the route of these major economic transport facilities increase substantially as the works progress, and particularly after completion in the operations period.

We are also very focused on the early delivery of the publicly funded parts of the project. The Northern Busway will greatly improve public transport from the city to the North. The operation of the Airport Roundabout Upgrade and Gateway will improve access to the Airport and the Australia TradeCoast precinct, ultimately benefiting local commuters and travellers.

We value your continuing support for BrisConnections and completion of the massive task ahead.

EASING BRISBANE'S URBAN CONGESTION

All users of Brisbane's roads know our roads are congested and need to be improved. This was recognised in October 2006 when the Co-ordinator General for Infrastructure and Planning Queensland approved the Airport Link Project. The Airport Link Project is one of a number of key infrastructure projects currently being planned and built to address the gaps in Brisbane's transport network.

OVERALL BENEFITS

- Safer, faster more reliable travel to the CBD and Airport
- Less weaving and merging for motorists
- Creation of over 10,000 jobs in Brisbane and South East Queensland (during construction)
- Less congestion, less stress for motorists, overall better traffic network
- Opportunities for urban art forms to beautify the landscapes
- New busway stations will revitalise suburbs of Kedron and Lutwyche
- New pedestrian walkways and the cycleways will improve connectivity
- More parklands and greater areas for recreational use
- Shorter commuting times.



Register now for
Airport Link Project
SMS & EMAIL UPDATES at
www.brisconnections.com.au