

## CONSTRUCTION TIMELINE



### OVERVIEW

- Project phases, timing and contracts
- Phase 1 - Ground improvement works
- Ground settlement
- Phase 2 – Airfield construction

CURRENT AS AT  
OCTOBER 2020

**Brisbane's new runway was built in two distinct phases: Phase 1 included the works necessary to effect the required ground improvements while Phase 2 represented the visible components like the runway and taxiway pavements and other airfield infrastructure.**

### BRISBANE'S NEW RUNWAY PHASE 1 — GROUND IMPROVEMENT WORKS (2012 – 2015) — COMPLETE



The ground improvement works were delivered in two main contracts: the Early Enabling Civil Works by BMD and the Dredging and Reclamation Works by Jan De Nul (Australia). It involved the following main components:

- New construction access roads.
- 360ha site footprint vegetation clearing.
- Major new drainage.
- 330,000 vertical wick drains driven into the poor underlying soils to fast track ground consolidation and improve soil strength.
- 11 million cubic metres of sand extracted from Middle Banks, Moreton Bay and placed at different heights across the site to achieve the required consistent ground settlement.
- More than 1,000 settlement monitoring plates installed to measure the performance of ground settlement.

- Sand platforms treated with stabilising agent to prevent windblown erosion.
- Temporary dredge mooring constructed in the Brisbane River (now dismantled).
- Temporary sand pipeline laid between Luggage Point and the new runway site to pump sand ashore (now dismantled).

Following completion of the ground improvement works, its performance was monitored against the predictive modelling to track progress for suitability for pavement construction:

- Sand and wick drains were left in place to consolidate underlying soils for up to four years.

See overleaf for Phase 2 information.



## **BRISBANE'S NEW RUNWAY PHASE 2 — PAVEMENT AND AIRFIELD CONSTRUCTION (2016 – 2020) — COMPLETE**

Phase 2 was delivered in three main contracts:

### **1. SEAWALL AND SITE ACCESS WORKS (AUG 2016 – EARLY 2017):**

- Construction access from Moreton Drive onto the new runway site.
- Upgraded existing dumped rock wall to an engineered seawall along Moreton Bay foreshore frontage.

### **2. DRYANDRA ROAD WORKS (JAN 2017 – OCT 2018):**

- Construction of the Dryandra Road underpass, which allows traffic to travel to the airport's northern facilities, while aircraft taxi above between the terminals and new runway.
- 1.1km of roadway for airside and landside traffic (four lanes) for access between the north and south of the link taxiways.

### **3. AIRFIELD WORKS (MID 2017 – 2020)**

The Airfield Works contained the bulk of the works to construct the airfield pavements and all other necessary infrastructure including key elements such as:

- The rehandling of approx. 5 million cubic metres of sand from the existing platforms once ground settlement was achieved.
- Construction of the runway – 3.3km x 60m.
- Construction of the taxiway system – 12km x 25m of taxiway pavements.
- The installation of airfield infrastructure including navigational aids, lighting, multiple utilities, signage, operations roads, airfield drainage and landscaping, security fencing and control systems.
- Flight testing and commissioning protocols.

The completion of the airfield works in April 2020 allowed parallel runway operations to commence on Sunday 12 July 2020.