

A SMOOTH SUCCESS

Staging the Logan Motorway Pavement Improvement Program (stage one) presented an opportunity for Seymour Whyte to demonstrate its capacity for professional work ethics, and focus on safety and community when conducting works of this scale.

MAIN CONSTRUCTION COMPANY : Seymour Whyte
CONSTRUCTION VALUE : \$50 Million
COMPLETION DATE : Mid 2014



The \$50 million project involves pavement rehabilitation and auxiliary works for a 13km stretch of the Logan Motorway (westbound) between the Mt Lindesay Highway and Ipswich Motorway. This section of road is the first in a series of sections to be resurfaced across the Logan and Gateway Extension motorways, by Queensland Motorways Ltd. Reeves Civil Consulting is the project's contract administrator.

Scope of works for Seymour Whyte focuses on the western carriageway, and includes re-surfacing the mainline road plus on and offramps, shoulder reconstruction, guardrails, turn out bays, and upgrading all signage. As the company delivering the first package, it offers Seymour Whyte the chance to set a high benchmark for remaining works in following years, a position that Seymour Whyte is fully aware of.

"Our project duration is approximately 14 months, and the other packages will be released by Queensland Motorways over the next seven years. There is a high level focus on us to demonstrate that the overarching Pavement Improvement Program is off to a good start in maintaining the flow of traffic, while also ensuring that major industrial businesses and local resident stakeholders are informed of the project and have confidence that it is being well executed, Project Manager Joe Barker explains.

One of the highest priorities for this project is the continuous flow of traffic safely and easily through the worksite areas. As Joe Barker comments, "traffic management and the staging around that traffic management are key components to this job. If traffic staging isn't set up well, then you instantly have problems. A simple thing, such as someone leaving a sign uncovered at the end of the shift, can have a direct impact on the flow of traffic through site, so it's critical that we plan each shift very well, and all things are accounted for," he said.

Executing the shifts, traffic management as well as the movement of equipment, is planned down to the minute. "As we are building along very confined corridors, we may only have several metres to move all sorts of trucks and equipment and materials through it. We need to be able to plan our works to make sure we don't get left without room to get in or out. So working in those constrained spaces - that's one of the big issues."

Community engagement is a top priority for Seymour Whyte, and this project is no exception. With a Community

Liaison Officer as part of the management team, engaging with businesses in the area, and operating with an objective to minimise disruption for their daily operations, is all part of the planning procedure. "We are working in an industrial area with hundreds of truck movements crossing through the site, requiring daily access."

"In a section of re-build works, Seymour Whyte completed mill and fill activity under a major weekend closure where westbound motorway traffic was detoured and over one kilometre of motorway was reconstructed at half the carriageway width and the full depth. With multiple detours and traffic staging, a detailed communications strategy was successfully delivered to facilitate these works," he said.

Working five day and night shifts per week, with a labour force totaling around 60, Seymour Whyte remain committed to reviewing each work day's safety operations, and considering what can be improved upon.

"Along with the safety of motorists, we also have to consider in our staging the safety of our workers operating behind barriers, our site entry and exit points, and on and offramps. We spend a lot of time planning and monitoring, making sure these project components are operating well and are refined as we move forward," he said.

Seymour Whyte have a range of high-profile works currently in construction including the Gateway Additional Lane project (QLD), Toowoomba Range Batter Cut Remediation project (QLD), Central Coast Highway Upgrade (NSW) and recently awarded Smith Street/Olsen Avenue Interchange project (QLD).

Seymour Whyte is also diversifying beyond its core civil construction business with the acquisition of Rob Carr Pty Ltd - leaders in underground pipe and service installations with specialist capabilities in pipe construction, micro-tunnelling, deep shaft and service installations. These capabilities, together with their established presence in QLD, NSW, and WA complement Seymour Whyte's expertise in the transport, resources and utilities sectors. Find out more at www.seymourwhyte.com.au



SOLID FOUNDATION OF EXPERIENCE

Preparation is the key to success, and a company that played their part in the preparation stage for the Logan Motorway Upgrade was Queensland's SouthEast Profiling. Awarded the contract for full preparation of the surface prior to the new road being laid, this relatively new company continues to win jobs in infrastructure development due to their passion for making sure a job is done on time and to the best standard possible.

The motorway upgrade was a challenging project due to it being a busy roadway in the South-East of Queensland. Reaching from Brisbane to Ipswich, this upgrade required traffic to be shutdown for an entire weekend with one side of the highway being used for all traffic, which then was swapped over. During that time intense weekend, SouthEast Profiling stepped in, prepared the surface for the new road to be laid down, which once completed, repeated for the other side of the motorway.

"We were on a tight schedule to do that, as we came in on the Friday night, we dug 3,500 tonne of material, and they had to re-lay all of

that by 5am Monday morning, to open the highway back up. So it was a really tight schedule. Its just one of those jobs where you've got to go in, and everything's got to work smoothly." South East Profiling was established in late 2009, and has burgeoned from operating with one machine to 5 machines in 5 years, including Wirtgen Profilers, W100, W200 and W210.

As owner-operators, the two establishing partners have over 40 years experience between them, with the other 6 staff have can similarly contribute years of experience. With experience in upgrades such as M1 at Springwood, numerous regional airports, and on-going contracts with asphalt construction companies, SouthEast Profiling will continue define quality work in Eastern states infrastructure developments.

For more information contact SouthEast Profiling, 99 Kempster St, Sandgate QLD 4017, phone 07 3269 1956, mobile 0447 028 383 email accounts@southeastprofiling.com.au



HYDROVAC WORK DOWN TO EARTH

Hydrovac Excavations offer a triple treat of services, covering Vacuum Excavations, Directional Drilling and Civil Construction. Awarded sub-contractor on the Logan Motorway Improvement Project from Seymour Whyte, Hydrovac Excavations delivered their Vacuum Excavation service living up to their reputation of reliability and safety first.

Prior to earthworks activity, identification of underground services is required so as to prohibit any contact and possible disaster from damaging of service pipes and cables. For the Logan Motorway, Hydrovac Excavation's contracted role was to locate and identify underground Infrastructure such as power, water and telecommunications, along the motorway route.

The Hydrovac procedure was a simple effective plan of procuring all DBYD plans, location of all infrastructure with an electronic locator and Ground Penetrating Radar (GPR), then using specialised purpose built vacuum trucks, the excess spoil around a plethora of infrastructure was easily removed in a timely and efficient manner to allow Seymour Whyte to get along with their tasks.

A standard that Hydrovac Excavations set themselves and demonstrate on every job is their commitment to safety first. Graham Povey, Vac Area Manager explains,

"For us, safety is intrinsic to our job. We carry out all checks before going to site - all the work method statements are all done prior, our plant assessment risks are all done prior- so making sure we've got fire extinguishers on there, we've got our first aid kits, and once on site, we then prepare the way for the next party to come along and do their job safely."

The company's contract with Seymour Whyte on this project is one of a number of previous jobs working together. Other current contracts for vacuum and civil works include the Defence Project at Enoggera Army Barracks, projects at Amberley Airforce Base and also a project at USQ, University of Southern Queensland.

For more information contact Hydrovac Excavations (AUST) Pty Ltd, phone 07 5433 1811, fax 07 5433 1911, email enquiries@hydrovac.com.au, website www.hydrovac.com.au





EFFECTIVE CONTROL

Gatekeepers and wayfinders are dedicated to safe maneuvering of those in transit, and is a position that Queensland's company Metro Traffic holds with responsibility. Concerned with the traffic control and safety on the Logan Motorway Improvement Project, the company engaged their experienced and highly trained staff for ensuring safe passage for motorway traffic and those through the work zone.

With the improvement project having started in April 2013 and expected completion June 2014, Metro Traffic has been involved in the program since the beginning. Specifically they were sub-contracted to supply the traffic control plans, traffic control staff, traffic control vehicles as well as key equipment such as truck-mounted attenuators. Effective supervision involved precise scheduling and planning, with dedicated traffic controllers as part of day and night teams.

'For us, it's all about providing a safe passage for traffic through worksites. Keeping the workers safe, as well as the traffic is a high priority for Metro Traffic. This is in line with our ethos of Safe Traffic Flow. We specialize in highway work, controlling traffic at speeds of up to 110km. We are

a traffic control company that has clearly demonstrated the ability to manage high risk areas of traffic control.'

Large network projects are what Metro Traffic as a company is designed to cope with, and has been their focus since their inception in 2003. With their fleet of TMAs (Truck Mounted Attenuators) along with a range of signage equipment, infrastructure projects that cover large networks are well handled.

Metro Traffic is involved in numerous other civil and construction works, including traffic control for Leighton on the South East Network and the Gateway Arterial Lane Extension at Deagon. Seymour Whyte is an on-going client for them, as is Boral, and they have involvement with other remote works going on at Mitchell, Charleville and Longreach.



For more information contact Metro Traffic, 3940 Pacific Highway, Service Road, Loganholme QLD 4129, phone 1300 731 431, fax 07 3805 8662, website www.metro-traffic.com.au

A NEW STANDARD OF EXCELLENCE

Clearing the way forward one may run into obstacles and heavy moving, or it can be a easy run. In either scenario, having the right equipment and force is integral to a job done with success. Powerclear is one company that has established itself in the area of vegetation management that can deal with all kinds of difficulties and requirements to shift what must be moved.

Working through the night, Powerclear removed vegetation as required along the route of the Logan Motorway for the Improvement Project. Following the environmental plan, Powerclear utilized their equipment of a Whole Tree Chipper and Excavation combination to clear what was mostly light to medium vegetation. While the clearance work was on the lighter side, the issue of working at night required awareness and precautionary attitude in regards to shadowed areas and unseen danger spots.

Clearing and grubbing includes assisting the rehabilitation works by mulching the cleared vegetation and keeping it on site. In this way, environmental concerns remain part of the process. Powerclear was established ten years ago, and has been a vegetation management company that concentrates on government and utility work, including road ways, railway, power lines, and council parks

and street trees. Personnel skills offer an array of services from Consulting Arborists, certified climbing Arborist crews, Industrial height access crews and fauna spotters.

"Basically we can facilitate the vegetation works ranging from Level 5 consulting arborists right through to your large scale clearing and grubbing projects, for clients ranging from construction projects to government and utility projects" commented Campbell Brooke, the company's director.

With staff numbering around 90-100, Powerclear have depots dotted along the East Coast- stretching from Goulburn through to Brisbane and Sunshine Coast. Other current projects and clients include CMC Downer M1 Motorway upgrade, John Holland Devils Pulpit Pacific Motorway Upgrade, Lend Leases' Tugun Bypass and Coffs Harbour Asset Maintenance Contract, Leighton Boral Amey JV and Downer Mouchel Asset Maintenance Contracts.

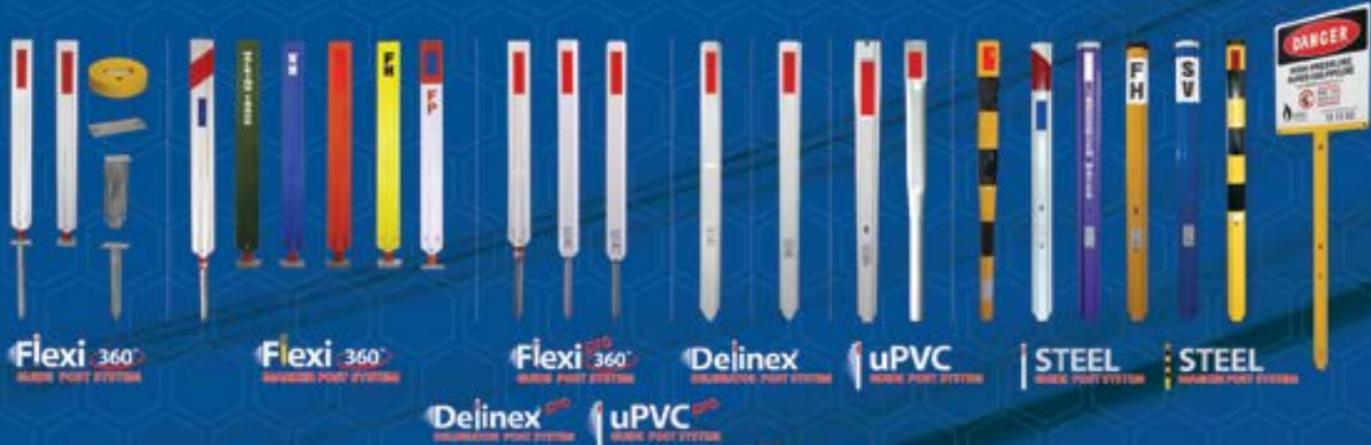
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SUCK IT UP PRINCESS

Revealing the concealed is an area of expertise from Tipper Vacuum Excavations Pty Ltd, a vacuum excavation, locating and CCTV operations company working on the Logan Motorway Improvement Project in southern Queensland.

Focusing on civil, infrastructure and utility works, TVE Pty Ltd offer their clients a range of services utilizing top quality equipment and highly-skilled workers, to ensure a competent and safe development throughout all stages of a project.

The Logan Motorway Project required TVE to conduct thorough and unobtrusive vacuum excavation along the highway routes hidden service points. With the upgrade concerned with widening the road, TVE were sub-contracted to locate services and utilities buried under the ground so as to ensure no contact was made between the services and machinery.

Working through the night and under traffic controlled conditions, TVE utilized their Locating equipment before exposing any services using high pressure water to liquefy the ground and high capacity vacuum to remove the soil and safely excavate around these services.

While the company's history began mostly with vacuum excavation contracts, their expertise has widened to cover a range of excavation services and equipment. These cater for requirements ranging from locating using Radio Detection and Ground Penetrating Radar (GPR), CCTV with recordable footage for pipeline inspection and reporting, jetting and drain cleaning, with staff also qualified to work in confined space.

A family owned company established in 2002 and located in South East Queensland, TVE has now evolved to employ around 11 staff and has on-going contracts with a number of councils and building companies. Other current operations range from large and small job scopes, with a major job focused on trenching and CCTV visuals at Enoggara Army Barracks, just west of Brisbane CBD. Other projects concerned with jetting and drain cleaning include developments at Yarrabilla and Delta.

For more information contact Tipper Vacuum Excavations Pty Ltd, 66-70 Sylvan Road, Parkridge South QLD 4125, phone 07 3802 2229, fax 07 3297 0009, email tve@live.com.au, website www.tve.com.au

