



CLIENT

Gabrielli Constructions

LOCATION

Brookhouse Street, Cluden, Townsville

CONTRACT VALUE

\$2.3m

PROJECT DURATION

February 2016 – January 2017

PROJECT REFEREE

Adrian Gabrielli – Gabrielli Constructions Managing Director 07 4725 1100

Will Owens – Aurizon Project Representative 0424 169 126

PROJECT TEAM

Project Manager: Shane Meteyard/ Peter Bell
Site Supervisor: Trevor Stevenson/ Shaun Sheahan



PROJECT SYNOPSIS

- Clearing and grubbing of 16ha including some fauna relocation
- 108,000m² of ground surface treatment
- 2,000m³ of topsoil
- 66,000m² of hydromulching
- 13,000m³ of road, rail and freight handling shed excavation
- 532,000m³ of removal and replacement of unsuitable material
- 115,000m³ of road, rail and Intermodal pad and freight handling shed embankment
- 8,000m³ of rail capping pavement
- 9,600m³ Type 2.5 Unbound Pavement
- 2,500m³ Type 2.1 Unbound Pavement
- 3,000m³ Type 2.1 Cement Modified Base Pavement

- 7,500m³ Type 2.1 UCS 4.0 Mpa Cement Treated Base Pavement
- 1,900m³ Type 2.1 UCS 6.0 Mpa Cement Treated Base Pavement
- 33,300m² Bitumen Sealing
- 150t DG10 Asphalt
- 2,000t DG14 PMB Asphalt
- Construction of signalised intersection with TMR's Port Access Road
- 2,750m of kerbing and drainage channels
- Installation of signage, guard rail, road furniture and line marking.

Project Overview

Gabrielli Constructions along with Milray Contracting and GHD worked with AURIZON for 12 months to develop cost effective options for a Design and Construct Contract for the construction of a new freight handling facility as part of the Townsville Yard Consolidation Project. This project enabled Aurizon to close their yard adjacent to the Townsville CBD and new stadium project and consolidate their freight operations with their other operations at the Cluden site. Gabriellis were awarded the \$45 million project with Milray Contracting awarded the earthworks, pavements and construction of a new intersection with TMR's Townsville Port Access Road.

The site was essentially a greenfield site although it had been used previously during World War II as an Ordinance Camp. Some significant cultural artefacts had to be recorded and some shifted during the works. The existing sodic soils and the wet season did present some issues during construction placing pressure on the works program which required regular reprogramming to ensure construction was completed for the various other contract packages on site.

The project involved the construction of embankments, paving and surfacing for both road, rail, freight handling shed and the base for the 25,000m² post stressed concrete container forklift pad. To allow for site access for Type 2 road trains a signalised intersection was constructed with the TMR's Townsville Port Access Road. The majority of plant was supplied by Milray Contracting.

