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EDITION SEVEN JUNE 2013

goldlinq
Gold Coast Light Rail

LinQed



Nightworks on Smith Street Bridge, Southport

News from the Gold Coast light rail

Welcome to the June 2013 edition of LinQed. This month, as we mark two years since GoldLinQ was awarded the Gold Coast light rail contract, we're pleased to report that the light rail corridor is on track. Once complete, the system will be capable of moving 75,000 passengers a day, positioning the region for future growth.

In this edition of LinQed we showcase some of the construction progress across the corridor as well as highlighting the three new Gold Coast bridges that are being built as part of the project.

We profile Jarc, a local Gold Coast business involved with the project and highlight a great sustainability initiative which sees GoldLinQ

working in partnership with the Gold Coast City Council to help save the city's magnificent beaches.

Lastly, Bombardier Transportation (BT) provides an update on their activities and the arrival of the first tram, and we find out what is happening over the next few months from operators of the system, KDR Gold Coast.

Enjoy this edition of LinQed and remember you can keep up-to-date with the progress of construction through the website at www.goldlinq.com.au or call the project hotline 1800 967 377*.

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Construction on track in 2013

Update on progress...



Broadbeach - before

Tracks being laid on Remembrance Drive, Broadbeach

Project update

To date, the Gold Coast light rail team has:

- Poured over 15,238 cubic metres of concrete, that's more than six Olympic swimming pools.
- Laid 11,534 linear metres of track or more than 96 football fields end on end.
- Installed 764 piles.
- Crossed 27 intersections.
- Installed 125 overhead line poles.

Underground service upgrades and relocations continue along the corridor as GoldLinQ work to future-proof the city. Above ground, construction on the project has seen rapid progress and recognisable elements of the light rail system, including station construction and track are emerging across the Gold Coast.

Southport

Did you know the Depot building in Southport spans 4,000 square metres and is being built from 1,700 cubic metres of concrete and 320 tonnes of steel reinforcement?

The Depot has undergone a dramatic transformation since construction began in 2011, with the track path visible and main building is nearing completion.

Surfers Paradise

Vehicles are now travelling over light rail tracks in the heart of Surfers Paradise, marking the beginning of an exciting new phase in Surfers' history.



Southport - before

The Depot during earthworks



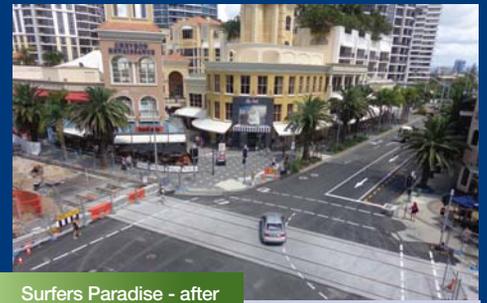
Surfers Paradise - before

Elkhorn Avenue during public utility works



Southport - after

The Depot under construction with building and rail works visible.



Surfers Paradise - after

Tracks have been laid over Elkhorn Avenue

Despite heavy rains and big winds during summer the Gold Coast light rail team has successfully reopened Elkhorn Avenue to traffic, with tracks laid through the intersection reinstating direct access to Chevron Island from Surfers Paradise Boulevard.

Broadbeach

Construction has raced ahead in the project's

southern precinct. The Gold Coast Highway median is now laid with rail or being prepared for rail installation from Remembrance Drive south to Pacific Fair.

For further progress please see our website and Flickr galleries www.flickr.com/photos/gclightrail.

New bridges set to LinQ the Gold Coast

GoldLinQ is building three major bridges as part of Stage one of the Gold Coast light rail. The new bridges that will LinQ the system along the 13-kilometre corridor include:

- Light rail vehicle bridge (LRV) – Nerang River;
- Shared pedestrian and cycle bridge – Nerang River; and
- The Smith Street viaduct* - Southport.

Piling activities have been undertaken for each bridge. On the Nerang River a revolutionary world-class drilling system from Germany, better known as the RCD (Reverse Circulation Drill) is being used. The internationally acclaimed system uses compressed air to drill and excavate piles in an economic and efficient manner.

GoldLinQ will build the two Nerang River bridges parallel to the Gold Coast Bridge (also known as the Sundale Bridge), with the LRV bridge on the western side and a shared pedestrian and cycle bridge on the eastern side.

At a length of 375 metres and a width of 8.5 metres, the LRV bridge will consist of 13 piers (raised concrete supports), with an average of 32 metre spans between the piers. The pier locations on the LRV and shared pedestrian and cycle bridge will match the existing Gold Coast Bridge.

Two barges, the *Leanora* and *MDT121*, will be used to construct the bridges. A 32-metre long temporary bridge adjacent to the shared pedestrian and cycle bridge has also been built to help move machinery, equipment and materials to the barges.

In the Health and Knowledge precinct, the Smith Street viaduct is complete with the placement of the 48 girders (horizontal concrete spans that form the bridge), each weighing 64 tonnes and 31 metres in length. The installation of the girders was completed in 13 days overcoming unpredictable Queensland summer conditions including heatwaves torrential rain and wild winds.

In total, the viaduct spans 370 metres, and crosses over the Smith Street Motorway, one of the busiest roadways on the Gold Coast.

** A viaduct is a bridge consisting of a series of spans or arches supported by piers used to carry a road or railroad over a valley or space.*



Crossing Smith Street, Southport



Nerang River bridge works



The barge, *Leanora*, at work on the Nerang River



Jarc's Steve Hunter on site

LinQing the Gold Coast Community

Local business involvement

Jarc Industrial Enterprises

Construction of the Gold Coast light rail continues to provide direct benefits to the local economy.

The project is committed to local industry participation and is contributing to the economy through upskilling and labour hire as well as sourcing materials and plant equipment from the region. One of the Gold Coast businesses seeing benefits from the light rail system is Jarc Industrial Enterprises (Jarc).

On the Gold Coast light rail project, the Jarc team has been assisting design and construction joint venture partner McConnell Dowell with water and sewer main works, grouting of pipelines and repair work on footpaths.

Jarc Operations Manager, Greg Unwin said the biggest advantage of working on the light rail for Jarc has been the project's strong emphasis on safety.

"Through reviewing our safety systems our company has moved to a whole new level. This has assisted us to grow, which is fantastic. I think the light rail system will make the city cleaner and easier to move around. It will also provide valuable jobs," Mr Unwin said.

GoldLinQ's commitment to local industry participation has seen over \$145 million injected into the local economy since GoldLinQ was awarded the contract in June 2011.

Beaches coming back to life with GoldLinQ's assistance

The Gold Coast light rail project has pitched in to help save the Gold Coast's magnificent beaches after recent weather events washed away much of the coastline.

GoldLinQ is partnering with Gold Coast City Council to donate sand excavated from construction areas to assist with the council's beach replenishment program. CEO of GoldLinQ, Phil Mumford said this is a great initiative highlighting our project's commitment to delivering the system in a sustainable manner.

"We are removing quite a bit of sand along the 13-kilometre corridor to make way for the light rail. We're thrilled to be a small part of bringing the famous Gold Coast beaches back to life."

The project team has worked closely with council to set up a seamless process which has seen excess sand trucked to a number of locations where it is processed for quality and delivered to the beaches. Mayor Tom Tate said it has been phenomenal to have GoldLinQ on board supplying the city with high quality sand.

"Sand is being placed on Nobby Beach from a development site, along with a contribution from GoldLinQ to nourish the beach immediately in front of the Nobby SLSC," Cr Tate said. To date, the project has donated over 1,000 cubic metres of sand and will continue to work with Gold Coast City Council to identify other ways the project can support the community.



Trams on the open seas

With final tests wrapping up at the factory in Bautzen, Germany, logistics are being finalised for the delivery of the first tram to the Gold Coast.

The 43-metre, 60-tonne tram will first travel by road from Bautzen to Hamburg. At Hamburg, the tram will be loaded onto an ocean liner and make the long journey via ship to the Port of Brisbane. From Brisbane, the tram will travel down the Pacific Motorway and arrive in Southport in August where it will be positioned on to the tracks and moved to the Depot.



First tram leaving Bautzen, Germany

Preparing for the trams

GoldLinQ's Operations and Maintenance partner, KDR Gold Coast Pty Ltd (KDR), is preparing for the arrival of the first tram.

When the tram arrives at the Depot in Southport, the KDR team will perform comprehensive systems checks ahead of our new tram drivers commencing training.

Under the supervision of specialist European qualified light rail trainers, the new drivers will learn the specifics of our light rail system. Trams will be driven between the Depot and the Gold Coast University Hospital, starting safely at slow speeds to allow the community to become comfortable with trams in their neighbourhood.



What the tram will look like when crossing the Nerang and High Street intersection, Southport



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Gold Coast Light Rail

Gold Coast Light Rail in **REAL TIME**
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Australian Government
Nation Building Program



GOLDCOAST.



Queensland Government

Keep up-to-date with the progress of Queensland's first light rail and to sign up for updates visit goldlinq.com.au or call the project hotline on 1800 967 377* *Free call within Australia. Call charges may apply from mobile phones and payphones.