

Pipeline Track Twin Bridge Replacements



Client: Hobart City Council
Value: \$170,000
Completed: April 2015

THE HOBART CITY COUNCIL RELEASED THE PROJECT FOR THE TRACK TWIN BRIDGE REPLACEMENTS TO BOOST TOURISM AND FITNESS ALIKE. AT THE FOOT OF MOUNT WELLINGTON IN HOBART (TASMANIA), THE BRIDGES ARE LOCATED ON A TRACK THAT IS OFTEN UTILISED BY BUSH WALKERS AND BIKE RIDERS. THE SMALL NARROW BRIDGES REQUIRED AN UPGRADE, IMPROVING ACCESSIBILITY FOR PEDESTRIANS AND CYCLISTS TO SHARE THE PATHS. WITH OVER 40,000 VISITATIONS PER YEAR, IT WAS A MUCH AWAITED UPGRADE.

THE PROJECT

The narrow two pedestrian bridges (12m and 18m in length) were to be replaced with structural steel construction. The scope of works for this contract included the provision of plant, labour and materials required for the structural works outlined in the contract drawings. This includes but is not limited to:

- Partial demolition and removal of existing bridges;
- Construction of new bridges;
- Supply and installation of steel components including beams, supports and handrails;
- Supply and installation of new pipe supports to support the twin water mains;
- Supply and installation of FRP deck panels; and
- Minor maintenance work on the existing abutments.

The VEC Steel crew worked together with the structural designers to offer the Hobart City Council with a structure that would meet the

clients' requirements, and fit in well with the local surrounding environment of the bridges.

The limited accessibility to the site - 3m from the centre line of each bridge, plus the section of Pipeline Track required to access the bridges and any additional area for the purpose of temporary works, set down and storage - was one of the many challenges the crew had to plan around during construction.

As the track has a high volume of pedestrians and cyclists, the Pipeline Track in the vicinity of the works was to be closed during construction activities. Track closure was to only occur in periods between school holidays. The Track had to be reopened to pedestrians and cyclists during school holiday periods.

Launching the beams, using a tele handler and the utilisation of a UTV (side by side) were innovative solutions that the crew implemented to accommodate the project.

The existing abutments were made of sandstone back in the early 1870's, adding to the construction sites historical value.

The VEC team had to think on their feet, as even though it was a construct only contract, there were some issues that arose during the construction of the abutments. The VEC crew were able to adjust their program while the designers were busy amending the design, based on the feedback the VEC crew gave them.

