

MEDIA RELEASE

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Roadheaders decommissioned as NorthConnex tunnel excavation nears completion

NorthConnex has started to decommission its fleet of 20 roadheaders as excavation work on the underground motorway nears completion.

NorthConnex Construction Director Gavin Bradford said at peak, 20 roadheaders were used across the project to excavate about 21 kilometres of mainline tunnel joining the Hills M2 Motorway at West Pennant Hills with the M1 Pacific Motorway at Wahroonga.

“With less than one hundred metres of tunnelling to go, the first roadheader was recently decommissioned from the NorthConnex project at the Trelawney Street Compound,” Gavin said.

“To date we have decommissioned nine of the fleet, including Michelle, the roadheader that was used for the first tunnel breakthrough in 2017, and Dahlia, the last roadheader added to the project.”

NorthConnex Tunnels Senior Verifier Tayfe Hamwi said the project’s first decommissioned roadheader was lifted out of the Trelawney shaft and transported from site during a night time operation.

“During its time on the project, the roadheader excavated around 50 Olympic swimming pools worth of spoil from the section of tunnel between the Wilson Road and Trelawney Street sites,” Tayfe said.

“The machine weighs more than 100 tonnes and was dismantled at the bottom of the Trelawney shaft, 45 metres deep, and lifted in pieces to the surface.”

Gavin said the project’s remaining 11 roadheaders will be progressively decommissioned as excavation winds down.

“The project’s surface miner and remaining roadheaders are being used to remove the lower portion of the tunnel known as the bench.

“This benching work is well progressed and will be completed in the coming months. The focus for the project is now on completing the final concrete and shotcrete lining.”

For more information on tunnel progress, visit the project website: www.northconnex.com.au.



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Ends.

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A gantry is used to install the final lining for the northbound tunnel entry accessed from the Hills M2 Motorway.



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The roadheader was dismantled and lifted up Trelawney’s 45 metre shaft



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