



Avenue through Bjørvika

When the E18 was sent underground through the Opera Tunnel, this made it possible to transform the road system in the entire Bjørvika area into a system of streets suitable for urban development. The Norwegian Public Roads Administration was given the responsibility for building the new road network, which consists of Dronning Eufemias gate, Kong Håkon 5 gate and Langkaigata.

Aas-Jakobsen was the lead consultant, assisted by the following sub-consultants: ViaNova PT, Geovita, ElectroNova, Dronninga Landskap, ECT, Birger Heyerdahl Sivilarkitekter and Sweco.

The project involved demolishing the Bispelokket intersection, renovating adjacent parts of Nylandsveien bridge and developing new city streets. Dronning Eufemias gate has been described as 'the avenue through Bjørvika'. The street has a total width of 43.2 metres, and contains a tramway, general traffic lane, bus lane and cycle lane in each direction, as well as two extremely wide pavements. Because of extremely difficult ground conditions, with ground prone to settlement, Dronning Eufemias gate was constructed on a concrete slab foundation (around 30,000 m² in area), with piles down to rock (around 1000 piles, with a total length of around 40 kilometres). All the streets have been surfaced to a high standard, and have been extensively planted. A total of around 600 trees have been planted on this contract. As land that has been reclaimed from the sea and infilled with material from the mediaeval period, Bjørvika is extremely interesting from an archaeological aspect. Preliminary archaeological surveys were performed before the start of construction work, and some excavation work was performed during the construction period. While construction of the road system was underway, other development work was also taking place, which meant that a number of modifications were needed in order to interface with future developments in the new district. These complex interface issues required close coordination work between a large number of different parties. Bjørvika Stage 2 was a highly interdisciplinary project, and one of the first transport projects to use 3D as a central tool in the design and execution.

The work was performed in 10 main phases and 25 traffic phases in order to provide the best possible traffic flow for drivers, cyclists and pedestrians. Close coordination with archaeological authorities and adjacent developers and agencies also allowed the streets to be opened as planned in June 2015.

The Bjørvika project delivered streets of a high quality, providing an excellent basis for the future implementation of Norway's biggest urban development project.

Project name:
Bjørvika Stage 2

Project period:
2009-2015

Owner:
Statens vegvesen Region øst

Client:
Statens vegvesen Region øst

In brief:
Detailed design, construction plan, tender documentation, basis for work and supervision during the construction period

Project size:
ca. 700 MNOK

Contact:

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