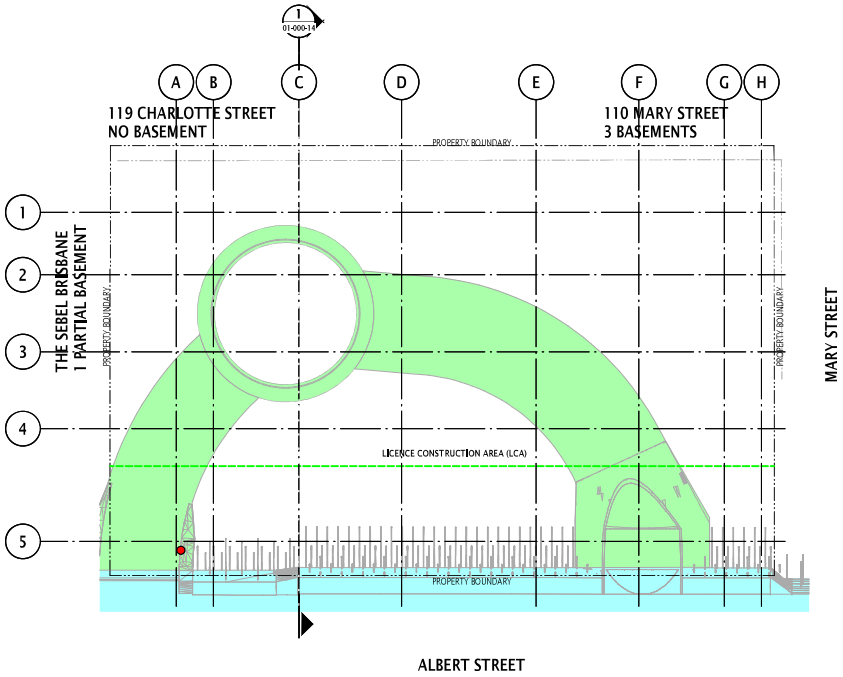
PRINT DRAWINGS IN COLOUR

PLANS AND DOCUMENTS referred to in the PDA DEVELOPMENT APPROVAL

Approval no: DEV2023/1374/3

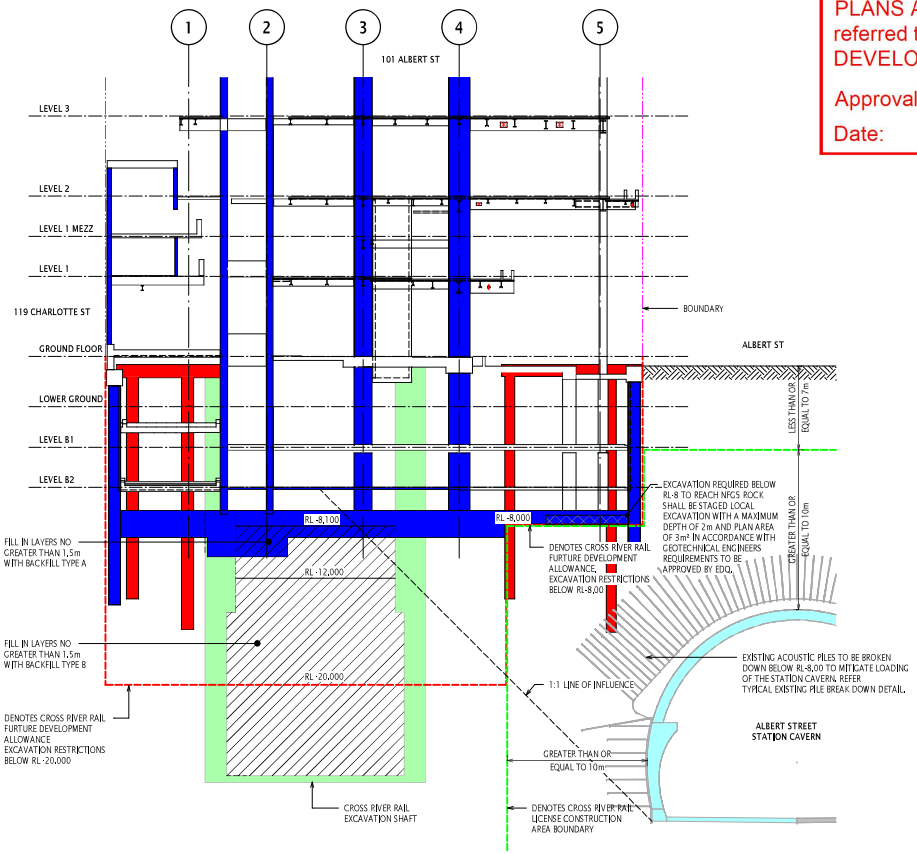
Date: 31-Oct-2025

Queensland Government



CRR ASSET AND PROPOSED DEVELOPMENT STRUCTURE PROXIMITY DIAGRAM - RL -20.0m

SCALE 1 : 250



SECTION 1

01-000-12

SCALE 1 : 200

NOTES:

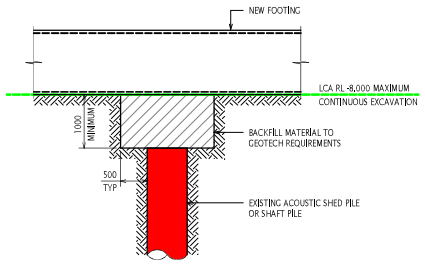
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL PROJECT DOCUMENTS INCLUDING BUT NOT LIMITED TO THE FOLLOWING:
   a. GENERAL AND CONSTRUCTION NOTES ON DRG ST-00-000-11
   b. GEOTECHNICAL REPORTS NOTED ON DRG ST-00-000-11,
   c. INSTRUMENTATION, VIBRATION AND MOVEMENT MONITORING REPORTS NOTED ON DRG ST-00-000-11,
   d. EDQ AND DA REQUIREMENTS NOTES ON DRG ST-00-000-11
   e. SHORING & RETENTION WALL NOTES ON DRG ST-00-000-12
   f. ROBERT BIRD GROUP CIVIL DRAWINGS.
2. RELIANCE INFORMATION SUCH AS, BUT NOT LIMITED TO, CROSS RIVER RAIL (CRR) DRAWINGS, MODELS, REPORTS AND DESIGN MANUALS, GEOTECHNICAL INFORMATION, GROUND WATER STUDIES, EXISTING SURVEY, EXISTING STRUCTURAL DRAWINGS ETC. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL RELIANCE INFORMATION ADOPTED IN THEIR CONTRUCTION METHODOLOGIES AND DESIGN OF D&C ELEMENTS.
3. ALL DESIGN LOAD, EXCAVATION, DISTORTION CRITERIA FOR THE CRR ALBERT STREET STATION CAVERN ARE TO BE STRICTLY FOLLOWED, THESE HAVE BEEN DISCUSSED IN THE RBG STRUCTURAL DESIGN BRIEF ALB-RBG-REP-ST-00-000-04. THE CRITERIA INCLUDES SUCH ITEMS AS MAXIMUM EXCAVATION LEVELS, MAXIMUM DESIGN LOADS IN AND OUTSIDE OF THE PROJECT SITE, MINIMUM CLEARANCE DISTANCE FROM THE STATION CAVERN TO THE PROJECT EXCAVATION, MAXIMUM CHANGE IN STRESS 1M ABOVE THE STATION CROWN, MAXIMUM LOADS AT SURFACE LEVEL AND STATION CAVERN STRESS AND DISTORTION LIMITS ETC.
4. THE MINIMUM OF THE CRR ALBERT STREET STATION CAVERN LOAD CRITERIA AND GEOTECHNICAL CAPACITIES SHALL BE TAKEN FOR THE 101 ALBERT STREET DESIGN NOTING THAT IN SOME AREAS THE GEOTECHNICAL CAPACITY MAY GOVERN.
5. LOADS SHOWN ARE FOR THE DESIGN OF THE 101 ALBERT STREET BASEMENT AND SHORING AND RETENTION WALLS.
6. ALL LOADS ARE WORKING UNLESS STATED OTHERWISE.
7. EXISTING BUILDING FOOTING RL'S ARE APPROXIMATE, TO BE CONFIRMED ON SITE.
8. EXISTING BUILDING LOADS, SETOUT AND GEOMETRY HAVE BEEN BASED ON THE AVAILABLE HISTORIC DRAWINGS AND ARE APPROXIMATE ONLY. RBG CANNOT CONFIRM THE ACCURACY OF THESE DRAWINGS, WHETHER THEY REFLECT THE AS-BUILT STRUCTURES OR WHETHER THE STRUCTURES HAVE BEEN UNKNOWINGLY MODIFIED LATER. DETAILED SURVEY REQUIRED TO VERIFY.
9. EXISTING SERVICES TO BE SURVEYED AND LOAD SENSITIVE SERVICES CHECKED FOR LOADS PRIOR TO LOADS BEING APPLIED.
10. EDGE OF THE CRR STATION CAVERN TO BE SURVEYED AND CONFIRMED.
11. REFER TO ROBERT BIRD GROUP CIVIL ENGINEER BULK EARTHWORKS LAYOUT PLAN FOR DETAILS.
12. REFER TO THE ROBERT BIRD GROUP CIVIL ENGINEER FOR THE STORMWATER DIVERSION DETAILS.
13. REFER TO SERVICES CONSULTANT ADP FOR PLANT REMOVAL STRATEGY AND CRANE LOADS
14. NOT ALL EXISTING IN-GROUND STRUCTURE HAS BEEN SHOWN. FURTHER COORDINATION REQUIRED TO RESOLVE CLASHES BETWEEN NEW AND EXISTING IN-GROUND STRUCTURE.
15. NOT ALL EXISTING SERVICES HAVE BEEN SHOWN.

LEGEND:

- DENOTES CRR SHAFT AND ADIT STRUCTURE
- DENOTES CRR CAVERN STRUCTURE
- DENOTES CRR ACCOUSTIC SHED FOUNDATIONS
- DENOTES PROPOSED DEVELOPMENT STRUCTURE
- DENOTES BACKFILL TYPE A, REFER TO EDQ GEOTECHNICAL REPORTS FOR BACKFILL DESCRIPTION.
- DENOTES BACKFILL TYPE B, REFER TO EDQ GEOTECHNICAL REPORTS FOR BACKFILL DESCRIPTION.

80%DD NOTES:

1. THIS DRAWING IS BASED UPON THE AVAILABLE CRR INFORMATION AT THE TIME OF THIS DOCUMENT ISSUE. THE LOCATION AND SIZE OF CRR ASSETS ARE INDICATIVE ONLY AND TO BE CONFIRMED.
2. ALLOW FOR COST ASSOCIATED WITH MAKING GOOD OF THE SITE POST HANDOVER FROM CRR TO QIC. THIS MAY INCLUDE BUT IS NOT LIMITED TO, THE FOLLOWING WORKS:
   a. SURVEY OF THE TEMPORARY SHAFT AND ADITS (INCLUDING ROCK BOLTS AND ANCHORS); EXISTING ACOUSTIC SHED PILES; OTHER EXISTING INGROUND STRUCTURE, ADJACENT NEIGHBOURING BUILDINGS AT THE BOUNDARIES; AND STORMWATER LINE, SURVEY REQUIRED PRIOR TO ANY PILE DEMOLITION.
   b. DECOMMISSIONING, DEMOLITION AND REMOVAL OF THE FOLLOWING:
      - ALL ACOUSTIC SHED SUPERSTRUCTURE AND SUBSTRUCTURE INCLUDING PILE CAPS, PAD FOOTINGS, STRIP FOOTINGS, GROUND BEAMS AND SLABS.
      - THE TOP OF THE SHAFT INCLUDING THE TOP 1m OF SHAFT PILES;
      - THE TOP 1m OF ALL PILES ACROSS THE SITE;
      - ANY TEMPORARY INGROUND SERVICES SUCH AS SUMPS, TANKS, MANHOLES, ELECTRICAL, HYDRAULIC ETC;
      - DE-STRESSING OF ANY TEMPORARY ANCHORS; AND
      - QA AND ENGINEERING SIGN OFF COMPLETED.
   c. ENSURE NO CONTAMINATED MATERIAL DUE TO THE CRR WORKS REMAINS ONSITE INCLUDING CONTAMINATED SOIL BELOW THE ACOUSTIC SHED SLAB AND SERVICES STRUCTURE.
   d. THE DESIGN OF THE ALTERNATIVE RAFT FOUNDATION SYSTEM IS BASED ON THE TEMPORARY ACCESS SHAFT AND ADITS BEING BACKFILLED WITH 20MPa CONCRETE. THE ACTUAL BACKFILL MATERIAL WILL IMPACT ON THE FOUNDATION DESIGN AND NEEDS TO BE CONFIRMED WITH CRR. THE PREFERRED BACKFILL MATERIAL AND METHODOLOGY WOULD INCLUDE THE FOLLOWING:
      - THE TEMPORARY ADITS AND SHAFT SHOULD BE BACKFILLED PRIOR TO HANDOVER, WITH APPROPRIATE CARE TO ENSURE ALL VOIDS ARE FILLED. BACKFILLED AREAS TO ACHIEVE SIMILAR STIFFNESS TO SURROUNDING ROCK MASS TO ASSIST WITH RELATIVE UNIFORM DISTRIBUTION OF GROUND STRESSES.
      - CONTRACTOR TO ALLOW FOR TIME AND COST ASSOCIATED WITH REDESIGN OF THE FOUNDATION SYSTEM ONCE THE METHODOLOGY AND MATERIAL TO BE USED TO FILL ADITS AND ACCESS SHAFT HAS BEEN CONFIRMED.
   e. THE SITE GROUND SURFACE TO BE LEFT IN A LEVEL CONDITION AND THE SURFACE COMPACTED WITH A VIBRATORY ROLLER. THE GROUND SURFACE TO BE FREE DRAINING.
3. ALLOW FOR COST ASSOCIATED WITH REMOVAL OF ACOUSTIC SHED PILES DURING BULK EXCAVATION.
4. SHORING WALL PILES TO BE COORDINATED AROUND PERIMETER ACOUSTIC SHED PILES.
5. EXISTING ACOUSTIC PILES TO BE BROKEN DOWN BELOW RL-8.000 TO MITIGATE LOADING OF THE STATION CAVERN. REFER TYPICAL EXISTING PILE BREAK DOWN DETAIL. SIMILAR TO THE ACOUSTIC SHED PILES THE SHAFT PILES TO BE BROKEN DOWN MINIMUM 1m BELOW THE BASE OF NEW FOOTING LEVEL TO BE CONFIRMED BY THE GEOTECHNICAL ENGINEER.
6. BUILDING AND TEMPORARY WORKS LOADS FROM 101 ALBERT STREET SHALL NOT EXCEED THE ALBERT STREET STATION CAVERN MAXIMUM STRESS AND DEFORMATION LIMITS SET OUT IN THE CRR PSTR LOAD CASES.
7. LOCAL EXCAVATION REQUIRED BELOW RL-8.000 TO REACH NFGS ROCK SHALL BE STAGED LOCAL EXCAVATION WITH A MAXIMUM DEPTH OF 2m AND PLAN AREA OF 3m² IN ACCORDANCE WITH GEOTECHNICAL ENGINEERS REQUIREMENTS, TO BE APPROVED BY EDQ.



Rev	Revision Description	By	App	Date
T01	ISSUED FOR TENDER	SV	MA	24.02.25

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QIC

Project
101 ALBERT STREET, BRISBANE

Title
CRR ASSET PROXIMITY PLANS
SHEET 4

Date: Feb 2025	Drawn: S.VINEY
Scale at A1: 1:50, 1:200, 1:250	Designer: N.DOYLE/T.KATUNAR
	Design Checker: -
	Approved: M.AVERY

FOR TENDER - NOT FOR CONSTRUCTION

Drawing Number	Revision
ALB-RBG-DWG-ST-01-000-14	T01