

# Tunnel & Stations Community Update

December 2020

The Cross River Rail Tunnel & Stations contractor CBGU D&C JV is delivering the underground twin tunnels and new stations for Cross River Rail.



## Transforming Brisbane's rail network

### | Cross River Rail's tunnels and stations sites are starting to take shape.

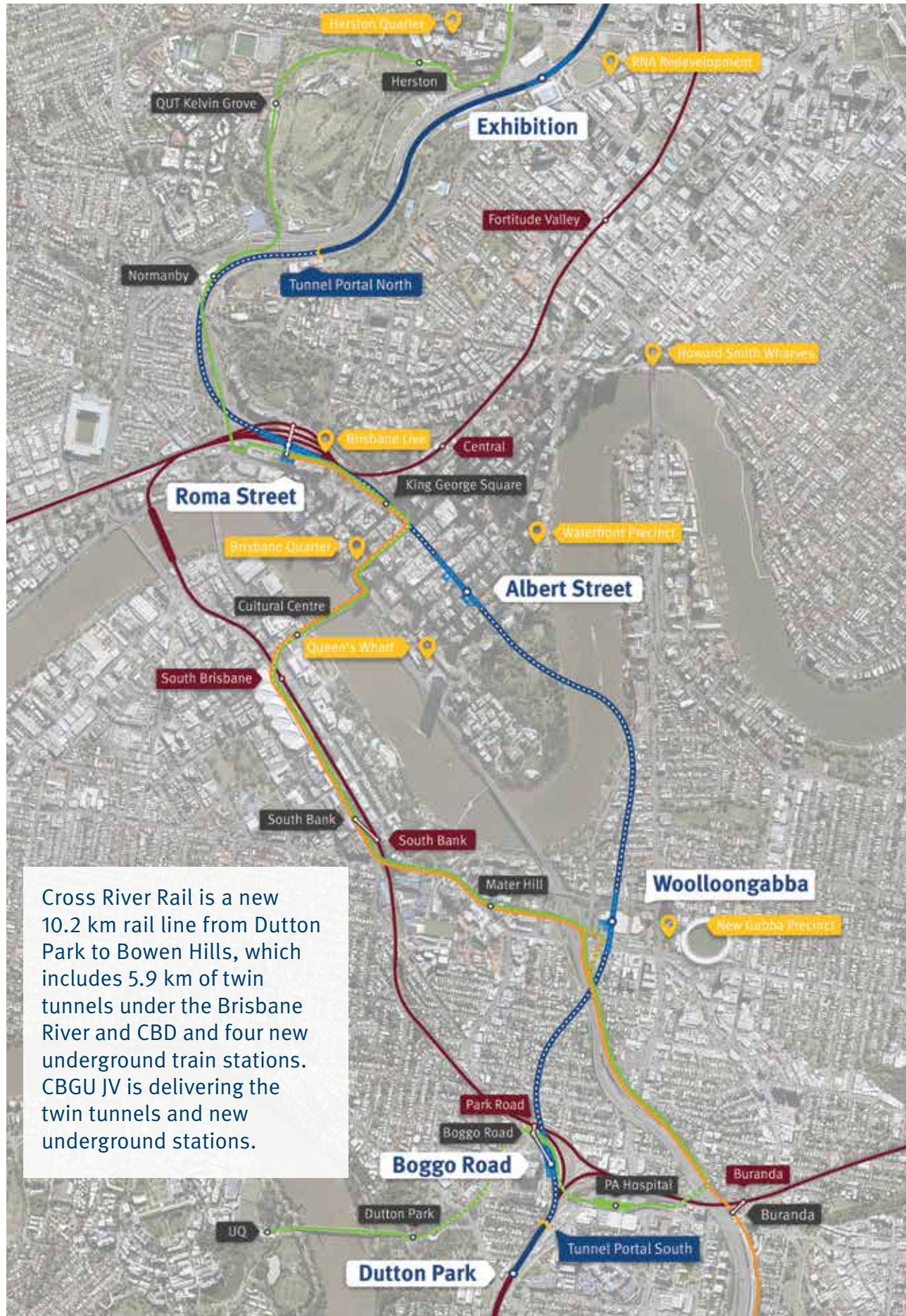
Now 18 months into construction, the Tunnel and Stations team has made major inroads into the transformation of Brisbane's rail network. The team is now progressing construction of four new underground stations at Boggo Road, Woolloongabba, Albert Street and Roma Street and the 5.9km tunnel that will connect them.

This update provides an overview of milestones achieved and what's coming up across the Project.

The CBGU JV Community Relations team continues to work proactively to keep surrounding residents and businesses up-to-date with construction activities. If you have a concern or feedback you would like to share with them, please contact the team on 1800 010 875.

Wishing you a Merry Christmas from the team at Tunnel and Stations!





Cross River Rail is a new 10.2 km rail line from Dutton Park to Bowen Hills, which includes 5.9 km of twin tunnels under the Brisbane River and CBD and four new underground train stations. CBGU JV is delivering the twin tunnels and new underground stations.

Cover image: The new underground station at Woolloongabba.



Rachel (Senior Project Engineer) and Nicolas (Graduate Engineer) overseeing piling for the new Services Building shaft.

During July 2019 and December 2020 a major transformation of the Roma Street site was underway with the team now working on the new underground station cavern and Services Building shaft. Demolition of buildings, including the Brisbane Transit Centre and Hotel Jen, is almost complete.

The Roma Street station site has recycled **97%** of all demolition waste, including:

 **4,840 tonnes of metal** (4.8 million kgs)  
**90,552 tonnes of concrete** (90.5 million kgs)

### But where does it all go?

The concrete goes to a recycling plant at Willawong, where it is crushed up and often used as subbase material in road construction projects.



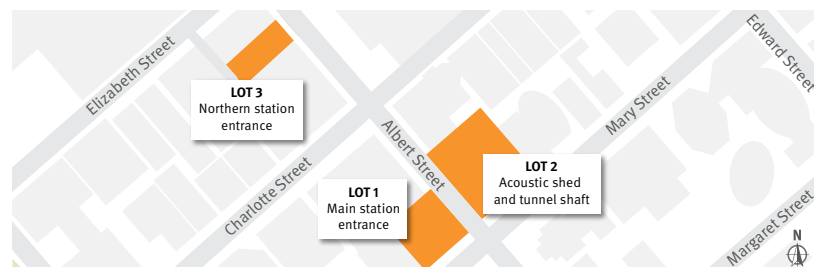
- ROMA STREET**
- 2020**
    - Roma Street footbridge**  
Demolished March 2020
    - Tunnel access shaft**  
Excavated April 2020
    - Acoustic shed**  
Installed April 2020
    - Hotel Jen and East Tower**  
Demolished October 2020
    - Brisbane Transit Centre**  
Demolished December 2020
  - 2021**
    - Underground station cavern**  
Excavation Ongoing
    - Station building**  
Piling excavation January 2021
    - Tower cranes**  
Established Early 2021
    - TBM at Roma Street**  
Arrives Mid-2021
    - Station building**  
Construction Late 2021





In December, works on Albert Street Station, in the heart of Brisbane's CBD, are now split across three sites.

- 2020**
- Lot 2 piling  
Commenced February 2020
  - Lot 1 demolition  
Completed March 2020
  - Acoustic shed  
Completed July 2020
  - Roadheader excavation  
Commenced August 2020
  - Lot 3 demolition  
Completed December 2020
- 2021**
- Lot 3 piling  
Commence January 2021
  - Platform cavern excavation  
Completed May 2021
  - TBM breakthrough  
May 2021
  - Lot 1 excavation  
Complete August 2021
  - Lot 3 excavation  
Complete October 2021



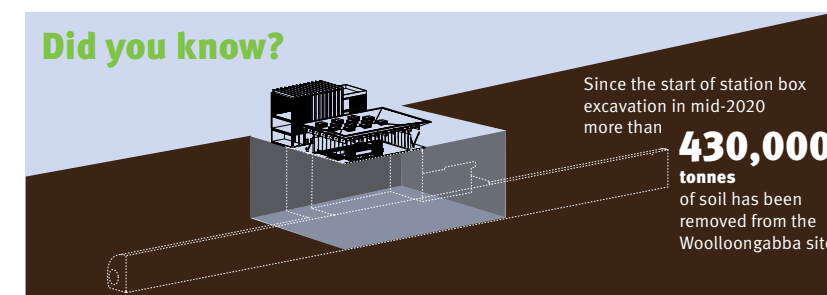
The giant acoustic shed on the corner of Albert and Mary Streets is specially designed to minimise noise impacts. It houses the shaft which provides access to the underground station cavern.

Deep in the shaft – some 31 metres underground – our tunnelling team is using a roadheader to excavate the area that will be home to the future underground station.

Gabba locals will have noticed a major transformation of the station site in recent months as it prepares for the arrival of the project's two massive tunnel boring machines. Having been tested at a facility on Brisbane's north side, the TBMs are making their way to the Gabba throughout December to start tunnelling in early 2021.



Site Engineer Mathieson checks progress on the Woolloongabba station box.



- 2020**
- Decline ramp and station box  
Excavation Early 2020
  - Roadheaders  
Arrived Mid-2020
  - Roadheader excavation  
Commenced Mid-2020
  - Tower crane  
Arrived Late 2020
  - TBMs  
Arrival December 2020
- 2021**
- TBM tunnelling  
Gabba to Spring Hill Early 2021
  - Roadheader tunnelling  
Gabba to Boggo Road Early 2021
  - Cross passages  
Excavation Early 2021
  - TBMs under Brisbane River  
Commences Mid-2021
  - TBMs at Albert Street  
Arrival Mid-2021





Storeman Ted keeping operations moving at Boggo Road.

Over at Boggo Road our site team is making steady progress. Surrounded by existing public transport infrastructure, and located near the Ecosciences Precinct, Old Boggo Road Gaol and the Leukaemia Foundation's ESA village, the team works hard to keep impacts to a minimum.

2020

- Temporary Outlook Park**  
Relocated April 2020
- Station box piling**  
Completed July 2020
- Station box**  
Excavation 65% complete
- Canopy tubes installation**  
Commenced November 2020
- First tower crane**  
Established December 2020

2021

- First tower crane**  
Assembly January 2021
- Northern cavern**  
Excavation February 2021
- Station building structure**  
Construction February 2021
- Second tower crane**  
Assembly May 2021
- Cavern lining**  
Commence June 2021



The Boggo Road station box is being excavated in a tight spacial footprint.



The Tunnel & Stations team has entered into a 'charity of choice' fundraising promise with the Leukaemia Foundation of Australia. Over the course of the project, the team will raise funds for important research and services through initiatives including the World's Greatest Shave.

The Leukaemia Foundation Dutton Park ESA accommodation village is located near the the Boggo Road station work site and is a visible reminder of the great work this charity performs for families everyday.

# The Tunnel Portals

The Northern and Southern Tunnel Portals are where trains will enter and exit the new Cross River Rail tunnels.

Over the past months, work has started at the Northern and Southern Tunnel Portals to establish work areas and commence construction of the concrete dive structures.

## The Southern Tunnel Portal

Just south of the Boggo Road site, work has started at the Southern Tunnel Portal, which is located adjacent to the PA Hospital. The team has now completed demolition of the existing Queensland Rail buildings and is starting to prepare the area for permanent works.

Work to prepare for the relocation of the sewer and stormwater main has also started near the southern work area, with microtunnelling expected to begin later this year.



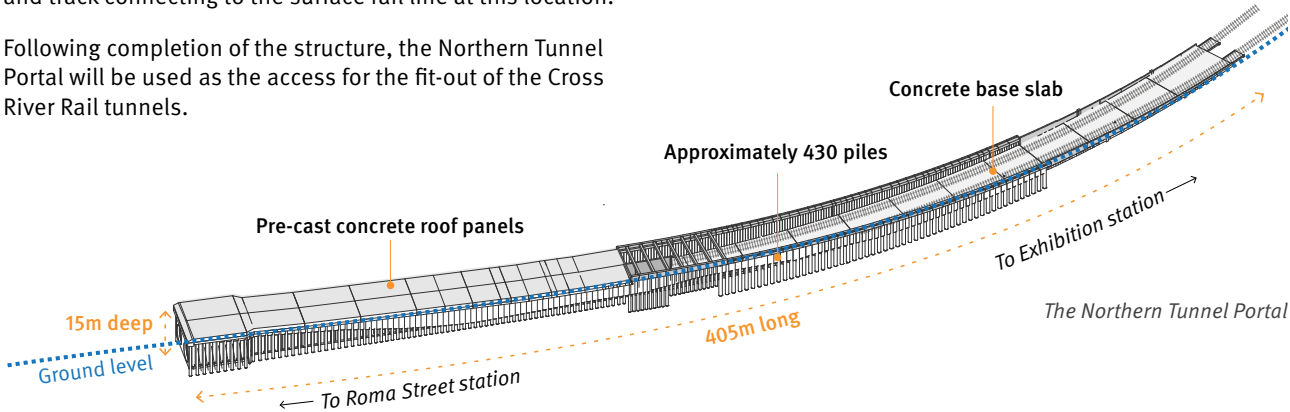
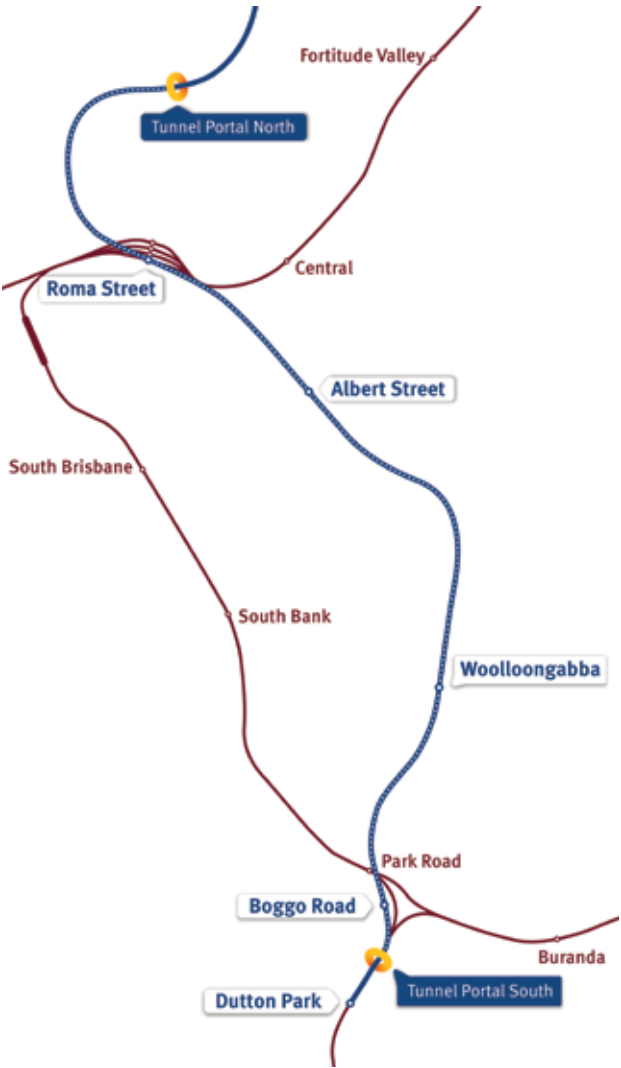
Location of the Southern Tunnel Portal

## The Northern Tunnel Portal

The Northern Tunnel Portal is located within the rail corridor at Normanby and adjacent to Victoria Park. This 405-metre-long concrete dive structure will be made up approximately 430 ground support piles.

The Tunnel Boring Machines (TBMs) which start at the Woolloongabba site, end their journey here, with the tunnel and track connecting to the surface rail line at this location.

Following completion of the structure, the Northern Tunnel Portal will be used as the access for the fit-out of the Cross River Rail tunnels.



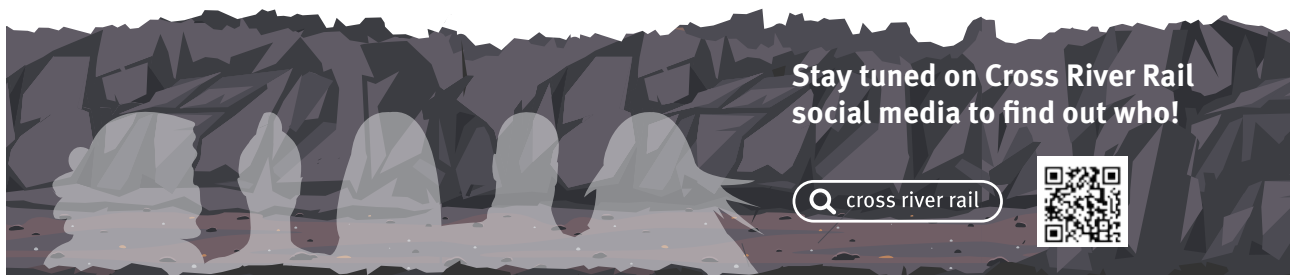




# Here come the TBMs

Two massive TBMs will be used to excavate the two Cross River Rail tunnels, heading north from the Woolloongabba site from January 2021. These 165m long mega-machines have been assembled and tested at a special construction site North of Brisbane and are now being transported piece by piece to Woolloongabba ready for launch.

**Our TBMs will be named after two ground-breaking Queensland women.**



Stay tuned on Cross River Rail social media to find out who!

cross river rail



*Precast concrete segments that will be used by the TBMs to line the twin tunnels.*

## Aboard the TBMs

A crew of up to 15 people, including the TBM operator will work on the TBM at any one time.

Operating 24 hours a day, seven days a week, each TBM is fully equipped with kitchen facilities, offices and toilets.

Travelling up to 40 metres per day, the TBMs progressively line the tunnel with curved concrete segments as they excavate and travel along their journey. When finished, the twin TBM tunnels will comprise of approximately 25,000 individual concrete segments, weighing a hefty 4.2 tonnes each!

### Who do I contact with an enquiry about construction?

**For all enquiries or complaints:** 24-hour project hotline  
1800 010 875

**Email:** [crossriverrail@cbgujv.com.au](mailto:crossriverrail@cbgujv.com.au)

**Visit:** [www.crossriverrail.qld.gov.au](http://www.crossriverrail.qld.gov.au)

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