

GoldLinQ Survey and Geotechnical Investigations

Construction of Stage One of Queensland's first light rail system is planned to start in January 2012 upon completion of the early works being funded by the State that are currently underway.

GoldLinQ won the contract in June 2011 and has been busy working with the Queensland Government to ensure that processes, policies and final designs are in place before kick-off.

GoldLinQ is a group of companies consisting of KDR Gold Coast Pty Ltd, Bombardier Transportation Australia Pty Ltd, McConnell Dowell Constructors Pty Ltd and Plenary Group Pty Ltd. Collectively the companies have decades of experience delivering and operating rail projects across Australia and around the world. GoldLinQ will design, build, operate and maintain the light rail system.

McConnell Dowell (MacDow) and Bombardier Transportation (BT) Joint Venture are the design and construct delivery arm of the GoldLinQ consortium.



MacDow will design and deliver the civil works, track works, roadworks, bridges, station structures and buildings.

As part of the planning works, MacDow need to undertake geotechnical activities along the corridor.

Geotechnical activities

Geotechnical investigations are essential for all construction activities as it provides information on the ground conditions to finalise design and construction methodology.

After an initial desktop study and assessment the following investigation methods will be utilised along the Gold Coast Rapid Transit corridor; test pit excavations, boreholes and cone penetration tests (CPTs).



Typical drilling rig mounted on truck

The test pits are required primarily for newly laid pavement and include a shallow excavation. This will take approximately 4 hours per location to complete.

Bore holes are required to confirm geology and soil strengths and will be undertaken on both land and water. The drilling rig will be truck or barge mounted and should only be at each location for 1 day.

The CPTs will be carried out to determine material density strength, type and consistency of soils and to confirm that no obstructions exist. The equipment used will be truck mounted and will take 4 hours per location to complete.

All activities are being undertaken during daylight hours to minimise noise disturbance.

There may also be a need to close one lane for a short period. Traffic management will be in place to minimise delays to traffic. The location of the field tests has been carefully chosen to minimise disruption as far as possible.

Excavations will be backfilled and reinstated to existing pavement or landscaped conditions.

GoldLinQ will provide further detail on the construction program once these activities are completed and the construction program can be finalised with the State.

You can keep up to date with the progress of the light rail works through the website at www.goldcoastrapidtransit.qld.gov.au or call the project hotline on 1800 967 377.