

Seymour Whyte Constructions Pty Ltd

TEMPORARY WORKS RISK ASSESSMENT

Project Name: Palm Beach to Tugun (PB2T)Project No: 022005Temporary Works Reference No: 5

Associated Lot Number(s): _____

Category of the Temporary Works

Crane (or equivalent) stabiliser pads

Purpose of the Temporary Works

Crane Pad for Piling CFA's at BR 07 & BR 08

Details of the Temporary Works

Detail the scope, conditions, and context of the temporary works: (eg area /time period covered, size, scale, heights loads, ground conditions, impact on adjacent structures etc)

Area: BRIDGE 07 Abutment B - Southbound (MC2100)

Scope: Installation of CFA's as detailed in Ground Improvements

Ground Conditions - Piling Pad - RSS Fill wrapped with GX 200/30 at 0.5m intervals perpendicular RW35 retaining wall and GX130/30 at 1m intervals at 1.0m perpendicular to BR07 Abut B. Ramp – Class A1 Embankment Fill capped with 200mm Gravel.

Temporary Works Risks

What are the risk produced by the temporary works during construction, after implementation, loading or switching and if applicable, during removal of the temporary works?

Temporary Works Risk:

- Drill rig collapse from pad failure.
- Unsuitable ground conditions resulting in ground failure under outriggers and subsequent Drill Rig tipping.
- Drill Rig collapse when raising masks.
- Auger crushing persons or equipment.
- Failure of auger drilling.
- High winds causing unsafe drilling conditions.
- Interaction with other mobile plant/ground personnel.

Considering the above risks, what is the overall raw risk level (before controls) using the following risk matrix:

		Consequence				
		C1	C2	C3	C4	C5
		Catastrophic	Major	Moderate	Minor	Insignificant
L1	Almost Certain	Extreme	Extreme	High	High	Medium
L2	Likely	Extreme	High	High	Medium	Medium
L3	Possible	High	High	Medium	Medium	Low
L4	Unlikely	High	Medium	Medium	Low	Low
L5	Rare	Medium	Medium	Low	Low	Low

(refer to any SWMS or Task Hazard review Card for Likelihood and Consequence definitions)

Likelihood: LikelyConsequence: MajorRisk Level: High

Conclusion

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With regards to:

- the type and details of the temporary works; and
 - the risks produced by the temporary works during construction, after implementation, loading or switching an if applicable, during removal,
- a Temporary Works Design certified by a RPEQ or equivalent is:

☒ Not Required, complete Temporary Works Controls below

☐ Required

Temporary Works Controls

Detail how the Temporary Works are to be controlled and managed without an RPEQ or equivalent certified design:

Failure of Road Pavement:

- Temporary works report/design signed off by an RPEQ engineer and to be approved by Temp Works Coordinator prior to the works.
- Ground to be monitored continuously supervisor to assess for changing conditions.

Kody.Ohea

Temporary Works Coordinator



17/06/2022

Name

Title/Role

Signature

Date

Considering the above controls, what is the overall residual risk level (after controls) using the following risk matrix:

		Consequence				
		C1	C2	C3	C4	C5
		Catastrophic	Major	Moderate	Minor	Insignificant
L1	Almost Certain	Extreme	Extreme	High	High	Medium
L2	Likely	Extreme	High	High	Medium	Medium
L3	Possible	High	High	Medium	Medium	Low
L4	Unlikely	High	Medium	Medium	Low	Low
L5	Rare	Medium	Medium	Low	Low	Low

(refer to any SWMS or Task Hazard review Card for Likelihood and Consequence definitions)

Likelihood: UnlikelyConsequence: ModerateRisk Level: Medium

Environmental Review (Sediment Ponds, Temporary Waterway Crossings Only)

Comments:

Name

Title/Role

Signature

Date

Risk Assessment Approval

Seymour Whyte Constructions Pty Ltd

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The above risk assessment is:

☒ Approved

☐ Approved as amended below

☐ Not Approved as noted below

S. ROGERS
Name

SE
Title/Role


Signature

17/6/22
Date

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I understand the risks and required controls associated with this Temporary Works Risk Assessment.
I have had the opportunity to ask questions on matters I did not understand.

At 17/06/2022



Photo 1. View of the CFA piling platform at BR07 Abut B.



Photo 2. Some minor deformation was observed on one area of the platform.

SITE INSPECTION REPORT

CLIENT INFORMATION

Project Name:	PB2T	Project No.:	A_033_SWC_028_PAC03
Project Element:	Site inspection	Instruction No.:	SIR-187- BR07 Abut B CFA Piling Pad
Location:	Palm Beach QLD, Australia	Site Contact Person:	Stephen Doyle
Company:	Seymour Whyte	Contact Details:	0428 038 025
Revision:	00		

INSPECTION DETAILS

Inspected By:	Mohammad Mirzahassan	Date:	2022-06-15
Proof roll test inspection of the temporary working platform condition at BR07 Abut B (RL6.3).			

OBSERVATIONS

Geoinventions Consulting Services (GCS) has been contacted by Seymour Whyte Construction (SWC) to conduct the inspection of the working platform for CFA Piling at BR07 Abut B (RL6.3). The following observations were made:

- The proposed location platform material is observed to be a well-compacted RSS material.
- A proof roll assessment was undertaken using a fully loaded 14 T single axle water cart.
- Some minor deformation was observed on one area of the platform.
- SWC has also requested GCS to inspect the ramp. It is understood that the general fill material on the ramp has been capped with a layer of granular material.
- Materials on the ramp were observed not to be well compacted.
- A proof roll test on the ramp showed a lot of deflection was observed along the ramp.

COMMENTS

Based on the site inspection conducted, the following comments were made:

- As there was some minimal deflection on the platform area, GCS require Min. 6.0m (L) x 2.4m (W) x 20mm (T) steel plate to be placed under the tracks and extraction foot of the piling rig during piling operation.
- A min. 1.5m edge distance from the edge of the outrigger pad to the protection wall shall be kept during the operation.
- SWC shall ensure the surface below the steel plates are well compacted and flat so the plates are in full contact with the surface.
- GCS recommend that the soft spots observed on the ramp be compacted and maintained prior to themobilisation.

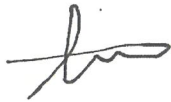
Issued by Mohammad Mirzahassan	Reviewed by Leo Cheng	Approved by Richard Gong
		
Geotechnical Engineer 16 Jun 2022, 9:46 a.m.	Geotechnical Engineer 16 Jun 2022, 7:03 p.m.	Principal Geotechnical Engineer 16 Jun 2022, 7:17 p.m.



Photo 3. Material on the ramp was observed not to be well compacted. During the proof roll test heaving and deflection was observed along the ramp.