



## MONTHLY CONSTRUCTION UPDATE

### SOUTH YARRA

#### APRIL 2019

During April, major infrastructure upgrades continue for the Metro Tunnel as we prepare our network for bigger, better trains and deliver improvements for passengers across Victoria. The Metro Tunnel will untangle the City Loop, which means more trains, more often for people travelling to and from the suburbs. These upgrades will include 24/7 works from 12am, Saturday 6 April to 4am, Wednesday 24 April. Included with this monthly update is a 24/7 works guide, which provides a more detailed summary of the nature and timing of these activities.

#### Construction snapshot

Construction works will include:

- Extensive 24/7 works in the rail corridors
- Piling works to construct the tunnel boring machine (TBM) retrieval shaft near Osborne Street
- Piling works along the southern edge of the Cranbourne / Pakenham and Frankston corridor and in the South Yarra Siding Reserve
- Creating an access ramp from the rail reserve beside Arthur Street into the rail corridor
- Constructing retaining walls along both sides of the Cranbourne / Pakenham and Frankston corridor.

Further information on these works can be found overleaf or at [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)

#### Project Information Line

# 1800 105 105

24 hours a day, 7 days a week  
Press 2 for Metro Tunnel

#### When are we working?



#### Normal construction hours

7am to 6pm, Monday to Friday  
7am to 1pm, Saturdays

Some activities may be required to continue slightly past these hours. All efforts will be made to complete activities as scheduled.



#### Out of hours

Some works are required to take place out of normal construction hours. The timing of these works are outlined in the construction information overleaf.



#### 24 hours

24 hour works are sometimes required during peak construction activities. These are timed to minimise disruptions to the train, tram and road networks where possible. The timing of these works are outlined in the construction information overleaf.

# WORKS IN YOUR AREA

## Piling works

### Osborne Street

7am to 10pm until Thursday, 18 April



- Works to construct the walls of the TBM retrieval shaft will continue, with piling along the Osborne Street side of the Sandringham rail corridor
- These extended work hours are required to ensure that the piling is complete in time for the Sandringham rail line shutdown
- These works will involve the use of piling rigs and concrete pumps, and are expected to generate medium to high levels of noise.
- The site will be shut down from Thursday 18 to Sunday 28 April, reopening under normal construction hours on 29 April.

### Rail reserve between William and Chambers streets

Ongoing to 5 April 2019



- Piling will be undertaken to construct the northern retaining wall within the Cranbourne / Pakenham and Frankston rail corridor, next to the William Street bridge
- Once poured and set, each pile will be 'broken back' (levelled off) using a jackhammer and excavator, and a capping beam will be installed to prevent the piles from moving
- These works are expected to generate medium to high levels of noise, medium levels of vibration, and some dust, especially during the process of breaking back each pile. There will be an increase in the number of trucks accessing the site as concrete is poured and supplies delivered.
- Please note that these works will continue into the 24/7 works period which starts on Saturday, 6 April. For more information, please see the included 24/7 works guide.

### South Yarra Siding Reserve

Ongoing to early June 2019



- Piling will be undertaken in the South Yarra Siding Reserve to support the future construction of the descent into the tunnel entrance
- Once poured and set, each pile will be 'broken back' (levelled off) using a jackhammer and excavator, and a capping beam will be installed to prevent the piles from moving
- These works are expected to generate medium to high levels of noise, medium levels of vibration, and some dust, especially during the process of breaking back each pile. There will be an increase in the number of trucks accessing the site as concrete is poured and supplies delivered.
- Please note that these works will begin during the 24/7 works period which starts on Saturday, 6 April. For more information, please see the included 24/7 works guide.

## Access ramp works

### Arthur Street

Ongoing to Friday, 5 April



- An access ramp will be constructed from the rail reserve into the Cranbourne / Pakenham and Frankston rail corridor to enable trucks to safely access the corridor
- These works will involve the use of excavators and rollers, and are expected to generate medium levels of noise and occasional high levels of vibration.

## Retaining wall works

### Rail reserve between William Street and Chapel Street

Ongoing to mid-June



- Retaining walls will be installed along the northern and southern edges of the Cranbourne / Pakenham and Frankston rail corridor, to ensure the structural stability of the embankment beside the rail lines
- Embankments in the rail reserve will be excavated and soil nails installed before concrete is sprayed on the area
- These works will involve the use of excavators, soil nail rigs and concrete pumps, and are expected to generate medium levels of noise.
- Please note that these works will be partly undertaken during the 24/7 works period which starts on Saturday, 6 April. For more information, please see the included works guide.

## Traffic and transport impacts

### Traffic impacts

- Arthur Street will be reduced to a single lane intermittently until the end of May 2019. Traffic controllers will manage all vehicles under shuttle flow conditions during this time
- William, Oxford and Bond streets will be closed to through traffic, and parking removed, from Friday, 5 April until Thursday, 24 April to support the safe movement of trucks, pedestrians and other vehicles while major works are carried out.
- Local access to Arthur, William, Oxford and Bond street residents will be maintained by traffic controllers

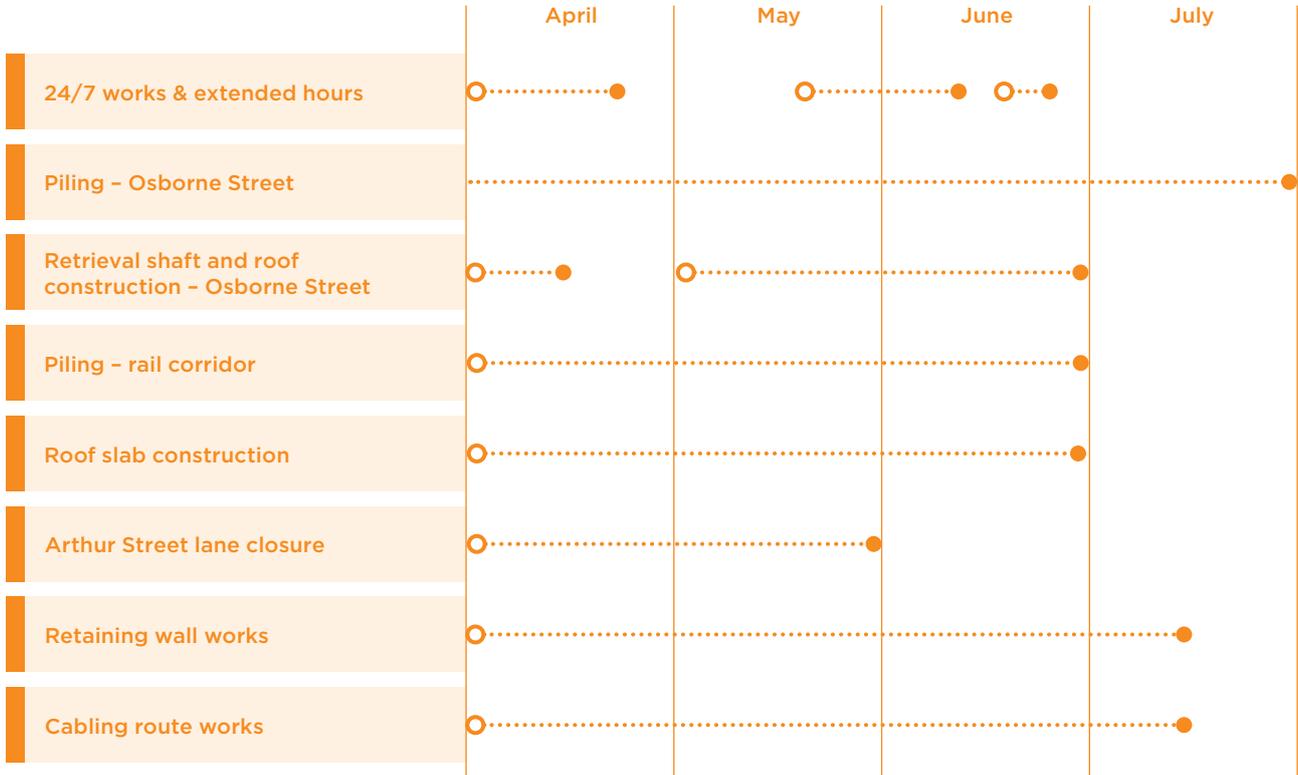
- Works in April will generate an increase in the number of truck movements around South Yarra, as materials and supplies are delivered, and excavated dirt and demolition debris is removed from site.

### Transport impacts

- Buses will replace trains on the Cranbourne / Pakenham, Frankston and Sandringham lines at various dates and times through April.
- Further extended disruptions of the Sandringham line are planned for May
- For journey planning, service information and up-to-date timetable information, visit [ptv.vic.gov.au](http://ptv.vic.gov.au) or call 1800 800 007.



# LOOK AHEAD FOR 2019



## More information

To find out more about the Metro Tunnel Project and register for future email updates:

-  [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)
-  1800 105 105 (24 hours a day, 7 days a week)  
Press 2 and follow the prompts
-  [facebook.com/metrotunnel](https://facebook.com/metrotunnel)
-  Subscribe to eNews or construction notification emails: [metrotunnel.vic.gov.au/subscribe](mailto:metrotunnel.vic.gov.au/subscribe)



**Interpreter Service**  
**(03) 9280 0700**

Arabic	العربية	Russian	Русский
Cantonese	廣東話	Serbian	Српски
Greek	Ελληνικά	Sinhalese	සිංහල
Italian	Italiano	Spanish	Español
Korean	한국어	Turkish	Türkçe
Macedonian	Македонски	Vietnamese	Tiếng Việt
Mandarin	普通话		

It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au) for the latest updates.



## 24/7 WORKS UPDATE

### SOUTH YARRA

**SATURDAY 6 APRIL TO WEDNESDAY 24 APRIL 2019**

From 12am Saturday 6 April to 4am Wednesday 24 April, 24/7 works will take place in South Yarra as part of construction of the eastern tunnel entrance. These works will take place in the Cranbourne/Pakenham and Frankston rail corridor between Toorak Road and Chapel Street.

#### Works snapshot

- Removing and replacing or upgrading signals, cabling, track and crushed rock from along the rail corridor
- Removing and upgrading redundant overhead structures and wiring
- Demolishing the William Street bridge
- Installing safety fencing and retaining walls along the edges of the Cranbourne / Pakenham and Frankston corridor
- Piling and installing the roof slab for the tunnel entrance.

For further information on these works please see the construction information overleaf or visit [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)

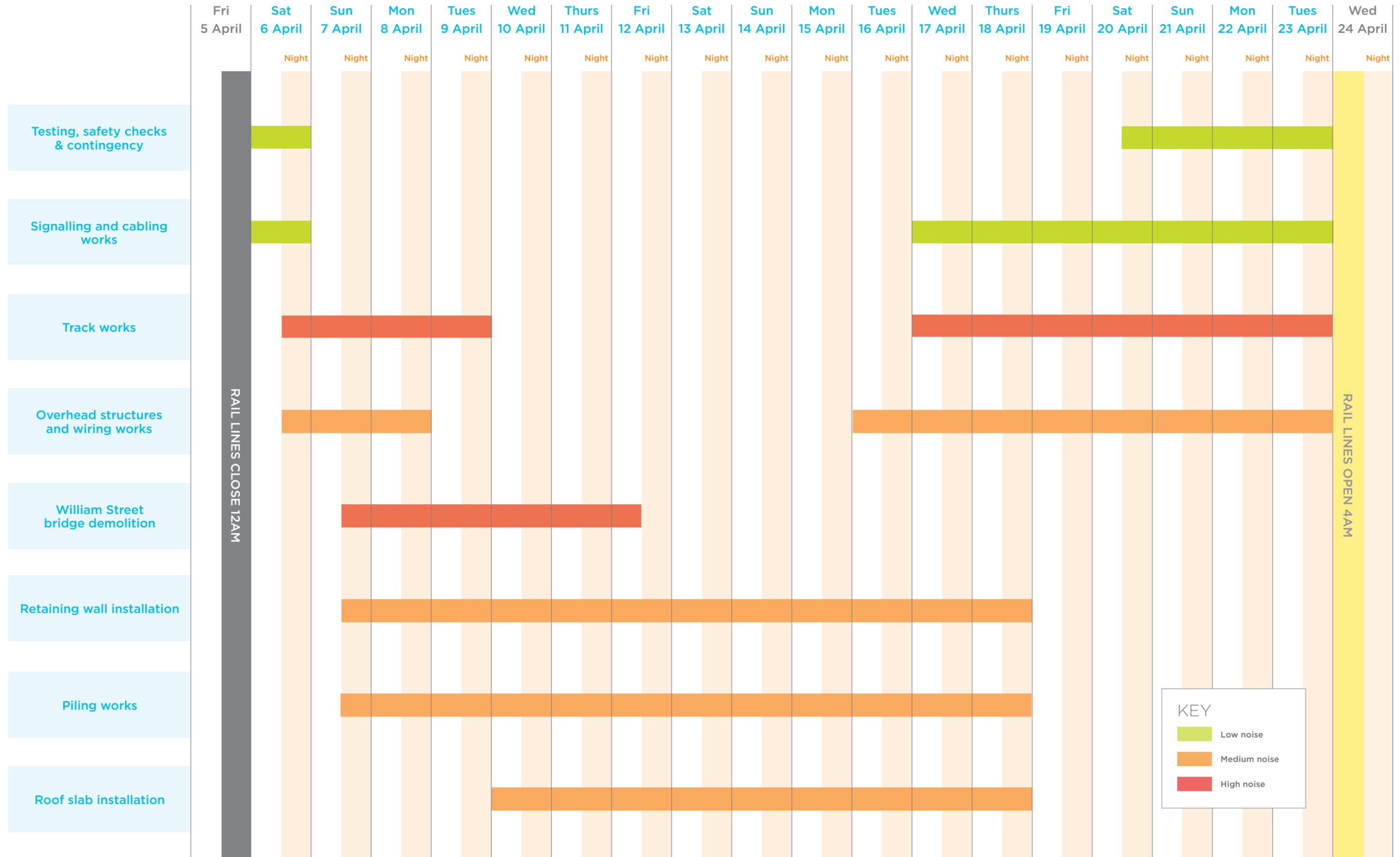
#### About this update

A guide to the timing of works is included overleaf.

Please be aware that this is a complex works program, which may change if time savings are made or issues arise.

Every effort will be made to inform directly affected residents if the timing of high-impact works changes significantly.

# WORKS SCHEDULE



# WORKS DESCRIPTION

## Testing, safety checks & contingency

- These works include disconnecting power and other services to the rail corridor at the start of the 24/7 works for the safety of all workers, and reconnecting them at the end
- Contingency is included to ensure that any work delays do not impact the scheduled reopening of passenger train services.

## Signalling & cabling

- Signals and utility cables will be moved before other works in the corridor begin, and reinstated at the end of the works
- These works will involve the use of excavators and hand tools.

## Track

- Steel rails, sleepers and crushed rock will be removed before piling and retaining wall works can begin in the rail corridor, and replaced at the end of the works period
- These works will involve the use of heavy machinery, including excavators and front-end loaders.

## Overhead structures & wiring

- Redundant overhead structures and wiring will be removed and upgraded
- These works will involve the use of cranes and elevated work platforms, excavators, piling rigs, jackhammers and hand tools.

## William Street bridge demolition

- Demolition of the bridge over the rail corridor at William Street will enable structural works and track realignment
- These works will involve the use of heavy machinery, including excavators, jackhammers, and demolition saws.

## Retaining walls

- Retaining walls will be installed along the edges of the rail corridor, to ensure the structural stability of the embankment beside the rail lines
- These works will involve the use of excavators, cranes, soil nail rigs, and concrete pumps
- Embankments in the rail corridor will be excavated and soil nails installed before concrete is sprayed on the area.

## Piling

- Piles will be installed to construct the walls of the eastern tunnel entrance and support the new alignment of the rail lines
- These works will include the use of excavators, piling rigs and concrete pumps.

## Roof slab

- This work is the first stage of the top-down, cut-and-cover construction of the tunnel entrance, which involves installing the roof before the entrance is excavated underneath it
- These works will include the use of excavators, cranes and concrete trucks.

### More information

To find out more about the Metro Tunnel Project and register for future email updates:

-  [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)
-  1800 105 105 (24 hours a day, 7 days a week)  
Press 2 and follow the prompts
-  [facebook.com/metrotunnel](https://facebook.com/metrotunnel)
-  Subscribe to eNews or construction notification emails: [metrotunnel.vic.gov.au/subscribe](mailto:metrotunnel.vic.gov.au/subscribe)



Arabic	العربية	Russian	Русский
Cantonese	廣東話	Serbian	Српски
Greek	Ελληνικά	Sinhalese	සිංහල
Italian	Italiano	Spanish	Español
Korean	한국어	Turkish	Türkçe
Macedonian	Македонски	Vietnamese	Tiếng Việt
Mandarin	普通话		

**Interpreter Service**

**(03) 9280 0700**

It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au) for the latest updates.