



NEWSLETTER

ISSUE 04 MAY 2017

We're building a
new underground
station right here



Construction is
underway on the
Metro Tunnel,
Victoria's biggest
ever public
transport project.

CONSTRUCTION RAMPS UP

Find out about disruptions in your area.



metrotunnel.vic.gov.au





WORKS UNDERWAY FOR THE METRO TUNNEL

It is a busy time on the Metro Tunnel as works ramp up.

City Square is now closed to the public, construction is underway at Franklin and A'Beckett streets near City Baths and RMIT and service relocations are continuing in Domain.

There will be unavoidable disruption for a number of years while we build the Metro Tunnel. Having visited Crossrail in London last year, I know these major works, can be carefully managed, to reduce and control impacts at surface level.

I also witnessed the resilience and willingness of Londoners to live with disruption during Crossrail's extended building phase because they recognise the long term benefits that come with a modern metro-style rail network.

We need to invest in Melbourne's public transport system to untangle the train network. Metro Tunnel takes three of our busiest rail lines - Cranbourne, Pakenham and Sunbury - through a new tunnel under the city, freeing up space in the City Loop so more trains can run, more often across Melbourne.

Later this year contracts will be awarded for the main Tunnel and Stations package of works and the Rail Systems package which includes high capacity signalling and platforms screen doors. Construction work on the 11 storey deep shafts at Franklin and A'Beckett streets will continue and building demolition to clear sites for major works next year will begin. There will be further road closures to support works in Parkville and Domain and the Route 8 tram will be rerouted from Domain Road to Toorak Road West via new tracks.

Thanks in advance for your patience as we get on with delivering this transformation of Melbourne's rail network. By creating space at the heart of the network, we can run more trains more often from the outer suburbs to where people need to go.

Evan Tattersall
Chief Executive Officer
Melbourne Metro Rail Authority

FIND OUT MORE

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

- metrotunnel.vic.gov.au
- 1800 551 927
- facebook.com/metrotunnel
- @metrotunnelvic

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		



HOW WILL YOU BENEFIT?

The Metro Tunnel unlocks the congested City Loop so more trains can run, more often from the outer suburbs to where people need to go.

Three of our busiest train lines – Sunbury, Cranbourne and Pakenham – will use a new tunnel under the city, freeing up space in the City Loop.

That means more trains can run to and from the suburbs and regional Victoria with less crowding and more reliable train services.

Five new underground stations will be built and new high capacity trains will operate on the new line. Two CBD connections will allow

passengers to easily interchange between the Metro Tunnel and City Loop services at Flinders Street and Melbourne Central stations.

At Domain an efficient train-tram interchange will relieve congestion and crowding on the busy St Kilda Road-Swanston Street tram corridor.

The City Loop has kept our train network free-flowing for a long time, but Melbourne's population is growing and the loop is nearly full.

The Victorian Government is building the Metro Tunnel to eliminate that bottleneck.

 More information on how you will benefit can be found at metro tunnel.vic.gov.au/about-the-project

WORKING ON THE METRO TUNNEL

The Metro Tunnel will create around 5,000 jobs. Employment opportunities on the project are easy to search with a dedicated careers section on the Metro Tunnel website, helping workers to find jobs that match their skills.

 To search for jobs on the Metro Tunnel visit metro tunnel.vic.gov.au/jobs

WORKS IN YOUR AREA

Work is underway to build the Metro Tunnel. Find out what is happening in your area and how you may be affected.



ARDEN

Staged demolition of vacant buildings within Government-owned land has begun to support construction of the new underground station.

Service relocations and tree removals are also taking place to clear the site. The river red gum tree on Laurens Street (near Boral) will not be impacted.

Works include the use of large machinery such as cranes and excavators. Excavation of the new underground station will start in 2018 and the site will also be used to launch Tunnel Boring Machines.



PARKVILLE

For station construction, Grattan Street (between Royal Parade and Leicester Street) will be closed from late 2017 for several years. This will require changes to the public transport network including the rerouting of bus routes 401, 402, 403, 505 and 546.

To prepare for the Grattan Street closure, changes to the local road network will allow traffic to flow more efficiently through the north of the city.

Queensberry Street will be widened to two traffic lanes in each direction between Elizabeth and Rathdowne streets. The bike lane on both sides of Queensberry Street will be retained.

A new gas main is being installed along Pelham and Bouverie streets. Temporary closures of Pelham Street (eastbound) and Bouverie Street are being implemented (northbound) as works progress.

 To find out more about works in your area sign up to the Metro Tunnel Project eNews online or visit metrotunnel.vic.gov.au/locations/works



CBD NORTH

Construction has begun on 11 storey deep shafts for a new underground station. Piling works are underway at Franklin and A'Beckett streets. Five massive piling rigs will be used.

Traffic management is in place for the closure of Franklin Street between Victoria and Swanston streets and the closure of A'Beckett Street between Swanston and Stewart streets. These closures will be in place for up to five years.



CBD SOUTH

City Square has now closed and fencing installed around its perimeter to enable the safe removal of trees, public monuments and artwork.

Brunetti Café at this location has closed, with a new store opening nearby on 1 August 2017 at 250 Flinders Lane. The public car park under City Square has also closed and work has started in preparation for demolition of this underground structure.

A massive acoustic shed will be installed over City Square next year to reduce noise, light and dust during 24-hour tunnelling and construction.



DOMAIN

Works are underway to move existing power and telecommunication cables, gas pipelines, stormwater drains, sewerage and water pipelines and mains away from the station site.

Works to reroute the Route 58 tram will take place in June and July 2017 with new tram tracks to be laid on Toorak Road West. Two new tram stops will be installed - one on Toorak Road West near Millswyn Street and one on St Kilda Road near the corner of Toorak Road West.

Domain Road will close from mid-2017 for up to five years and trams will be diverted along Toorak Road West using the new infrastructure. Some traffic delays are expected on St Kilda Road and Toorak Road West during the works.

ROAD NETWORK IMPROVEMENTS

We are working with VicRoads and local councils to deliver more than \$25 million in road and traffic management upgrades to keep Melbourne moving during construction.

Work will be undertaken in and around more than 250 locations across the CBD. Some parking will be removed near intersections, 'no stopping' zones introduced, more than 100 traffic lights across inner Melbourne will be re-programmed to improve traffic flow, and CCTV cameras will be installed on routes such as Kings Way and Queens Road to monitor traffic in real-time.

ACCESS SHAFT WORKS AT CBD NORTH

Access shafts to support construction of a new underground station at the north of the CBD are being created using a construction method called ‘piling’.

Piling involves the following steps:

- Step 1:** Using a piling rig to drill a steel lining into the ground to create a hole.
- Step 2** Excavating and removing ground material from inside the steel-lined hole.
- Step 3:** Placing a prefabricated steel reinforcement cage in the hole.
- Step 4:** Pouring concrete into the hole to strengthen it.

Once the concrete sets, the bored pile is complete.

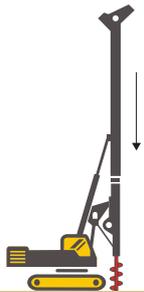
The access shafts will be more than 30 metres deep, with 100 piles for the supporting walls at the Franklin Street site and around 70 piles at the A’Beckett Street site.

The piles themselves will be up to 49 metres deep at Franklin Street and up to 40 metres deep at A’Beckett Street.

A shaft is also being constructed at City Square using the former car park underneath as the base.

The shafts will provide access to construct the new underground station and tunnels under Swanston Street without disrupting the roadway above.

SETTING UP THE RIG



NEW YORK EXPERT VISITS MELBOURNE



The President of the New York Metropolitan Transport Authority’s project arm Dr Michael Horodniceanu visited Melbourne in January to inspect sites on the Metro Tunnel and meet senior engineers.

The Metro Tunnel shares similarities with world leading tunnelling projects including Second Avenue Subway and East Side Access in New York.

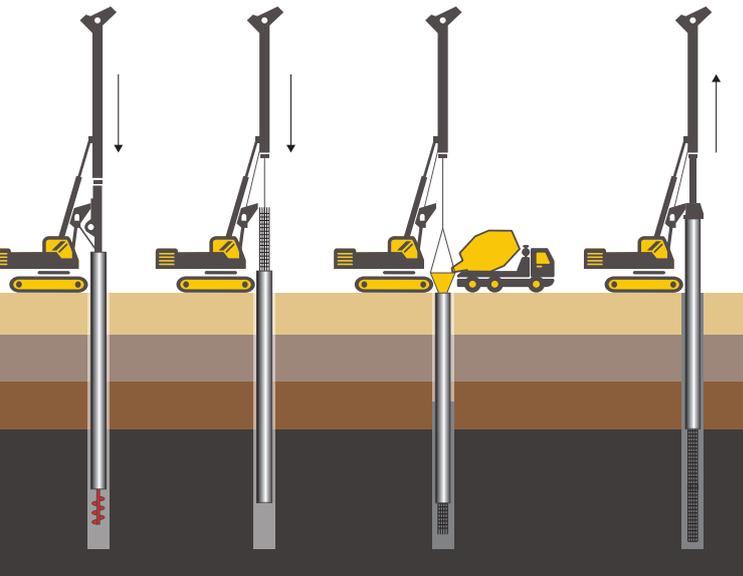
During his visit Dr Horodniceanu highlighted the importance of working closely with the community during construction.

[Read more about Dr Horodniceanu’s visit at *metro.tunnel.vic.gov.au/mtavisit*](https://metro.tunnel.vic.gov.au/mtavisit)



Piling Method

DRILLING & CASING INSERTION STEEL REINFORCEMENT INSERTION CONCRETE POURING WITH TREMIE PIPE CASING RETRACTION



Crossrail - Tottenham Court Road, London.

USING THE BEST TECHNOLOGY

Excavating the new Metro Tunnel will be a 24 hour, seven day a week job which will commence once acoustic sheds are installed. The tunnelling will take place under the heart of Melbourne and to reduce impacts on nearby residents and businesses, we are using the latest tunnelling technology to get the job done.

Tunnel Boring Machines (TBMs) and road headers are commonly used on tunnelling projects all over the world.

The latest model TBMs and road headers will be used to construct the Metro Tunnel. TBMs can cost as much as \$20 million each and are specially designed to suit local ground conditions and the diameter of the tunnels.

See how TBMs work by watching a video on tunnelling at metrotunnel.vic.gov.au/tunnelling

WORLD'S BEST BID TO BUILD METRO TUNNEL

The world's leading construction companies have submitted their bids to build the Tunnel and Stations Public Private Partnership (PPP) - the major component of the Metro Tunnel.

The proposals outline how the three shortlisted consortia plan to build twin 9km tunnels through the heart of the city and five underground stations at Arden, Parkville, CBD North, CBD South and Domain.

A partnership with the private sector is the most effective way to deliver the Tunnel and Stations on time and on budget. It drives innovation, best practice and value for money.

For more information on Metro Tunnel's major construction contracts visit metrotunnel.vic.gov.au



TREE PROTECTION

Trees are a significant element of Melbourne's liveability and we are protecting them as far as possible during construction.

For a mega project like the Metro Tunnel some tree removal is unavoidable. We will replant at least two trees for every tree removed as part of efforts to enhance long term tree canopy cover across Melbourne.

Mature trees will be protected using a number of methods including the use of underground boring where possible for service relocations and fencing for significant trees or where works are occurring within a Tree Protection Zone.

Metro Tunnel designs are continuing to evolve in an ongoing effort to reduce impacts on trees. 117 trees will no longer be impacted due to project design changes which protect 69 trees in Fawkner Park, 46 trees in Tom's Block and an additional two trees on Swanston Street.

When trees and vegetation are identified for removal, expert arborist advice is sought to firstly maximise tree retention, and to develop and oversee the implementation of Tree Protection Plans for trees that are not affected.

 Find out more about tree protection at metrotunnel.vic.gov.au/trees

A NEW HOME FOR ANIMALS

We are installing nest boxes in trees to give possums, birds, micro bats and other animals a new home to move into if local trees are needed to be removed for the delivery of this city-shaping public transport project.