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OAKLANDS CROSSING GRADE SEPARATION

MARCH NEWSLETTER

The Oaklands Crossing Grade Separation project has been in major construction for eight months and the team is working towards connecting the new station and rail line in April/ May 2019.

What has been happening recently?

Over the past couple of months, the station area has been busy with multiple work crews. Roofing contractors have been progressing with installation of sheeting on top of the canopy, as well as timber on the soffit (underside of the canopy).

Within the station, crews are installing services and constructing the pump station for drainage. Concrete pours and crane lifts have been taking place daily from Crozier Terrace to build ramps and to lift structures into position.

On the western side of Morphett Road, crews recently finished removing soil for the realigned rail corridor.

The last 5,000m³ of soil will be removed during the connection works in April/May 2019. This will be at both ends of the construction zone, near Warradale Railway Station (west) and Johnstone Road (east). This is where the new rail line will connect into the exiting rail line.

To the north of the level crossing on Morphett and Diagonal Roads, crews have been working on night shift to install

lighting cables and footings for light poles, as well as signals for the upgraded activated pedestrian crossing and traffic signals.

The project is also demolishing the kerb around the temporary car park next to Coles and on Dunrobin Road, to widen the road around the upgraded intersections.



Timber soffit in the new station



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Rail activity

Delivery of rail infrastructure to site continues. This includes overhead line equipment, rail track, sleepers and ballast.

Some equipment will be installed during March, with the remainder to be installed during the connection works in April and May.



Overhead line equipment (gantries) manufactured offsite at Bowhill Engineering

Works in March

Key works occurring in March and April include:

- Construct station, plaza, ramp and canopy
- Construct Addison Road car parks
- Continue Diagonal, Morphett and Dunrobin roads upgrades
- Install stormwater, street lighting and aboveground infrastructure (cabinets, traffic signal posts, control cabinets, fencing etc.)
- Start pedestrian rail crossing closure and upgrades
- Install rail infrastructure.



Connecting the new station and rail line

By building the new station 'offline' next to the existing station, the existing station can remain open for most of the project.

In order to connect the new station and rail line, the project needs to temporarily close the Seaford Line for three weeks. This is called an 'occupation' and will occur from after **last service Friday 12 April until last service Sunday 5 May 2019**.

During this closure, the project will complete the station and connect the new tracks to the existing tracks (near Johnstone Road, east of the station and Straun Avenue, west of the station). See map [here](#).



Rail track stored in the stockpile area, off Crozier Terrace

Impact to train services

During the Seaford Line closure, trains will run between Seaford Railway Station and Brighton Railway Station, with substitute buses between Brighton Railway Station and Adelaide Railway Station.

The Tonsley Line will also be temporarily closed, with substitute buses running between Tonsley Railway Station and Adelaide Railway Station.

Substitute buses will collect passengers from designated bus stops nearby to the stations.

Buses for Oaklands Railway Station will operate from Stop 29 Morphett Road- west side (City-bound) and Stop 28A Morphett Road- east side (Seaford-bound).

Information for substitute bus stops for each railway station and timetable changes will be available on the Adelaide Metro website <https://adelaidemetro.com.au/>. For any service queries please call the Adelaide Metro InfoLine on **1300 311 108**.

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Key stages of work during the occupation

Earthworks: Excavate the final 5,000m³ of soil and build retaining walls. This will allow track installation and connection to the existing rail line.

Rail works: Remove existing track and overhead equipment and replace with new infrastructure (tracks, sleepers, overhead lines, signal equipment etc.). This will be undertaken across the entire site, mainly between Johnstone Road and the Warradale Railway Station (marked on map overleaf). Further overhead line works will take place outside this area along the rail corridor. The level crossing boom gates will be removed, and new chain mesh fencing will be installed along the rail corridor.

The project will upgrade the rail tracks and sleepers through to the western end of the Warradale Railway Station. There will also be rail maintenance activities undertaken at the same time along the rail corridor, to make the most of the temporary closure and minimise service impacts.

Roadworks: Works will continue on the upgraded pedestrian crossing on Morphett Road (next to Coles) and speed and lane restrictions will be in place for all road works.

Pedestrian and cyclist rail crossings: Removal of the Carlton Street/Johnstone Road crossing. Temporary closure and upgrade of the three rail crossings at Warradale, Seventh Avenue and Hove. These will be replaced with activated crossings.

Station demolition: Removal of the old signal building (green building on Murray Terrace) and the old station will start during the occupation and continue through until mid-2019. Infrastructure from the station will be salvaged where possible.

Commissioning: Test trains will run on the new track and driver training will take place in early May, prior to opening the station.

Stockpile areas: Soil materials, ballast, machinery and infrastructure will continue to be stored in stockpile areas within the site. Key areas include off Crozier Terrace, Murray Terrace and within the rail corridor.

SA Water works: Water main relocation works within Morphett Road (north of the level crossing) will start in late April and take around four weeks to complete. Lane closures will be required to allow a safe work area.

See overleaf map for key work areas.

What happens after the occupation?

After the new station is open, the project will focus on the key activities:

- Continue the removal of the old station
- Final pathway, stair and ramp access to the station
- Road upgrade works (Dunrobin, Diagonal and Morphett roads)
- Build car parks, landscaping and reinstatement.

Landscaping

At the Drop-in Community Information Session in February, residents were able to view the proposed [landscaping schedule](#) and discuss with the project team.

Landscaping design will balance the use of indigenous and non-indigenous species and include semi-mature trees to help offset the loss of mature vegetation. Grasses, ground covers and shrubs will also be used.

The landscaping has been designed to adhere to safety standards for proximity to rail lines and all plantings will be irrigated for two years, to maximise the ability of plants to thrive. We will provide more information on landscaping in the coming months.



Two tree species from the proposed landscaping schedule



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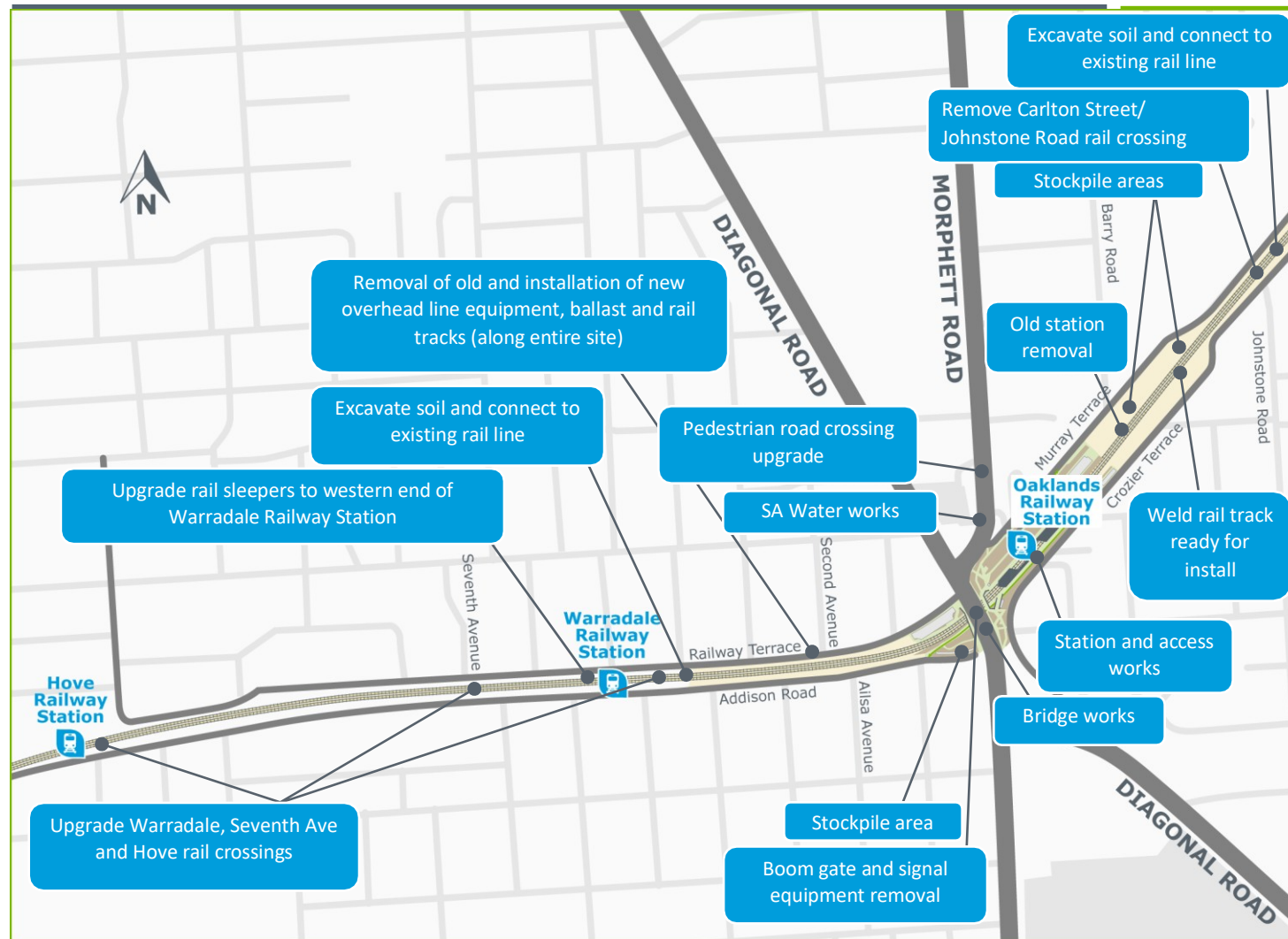
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Traffic management

Speed and lane restrictions, road closures and detours will continue, with traffic management at worksites to advise commuters of changed traffic conditions.

Traffic changes will be in place during the day and night, for the full three weeks. Please take care and observe signage when travelling through the area.

Real-time traffic alerts

For real-time traffic information download the addinsight app for Apple or Android or visit the Traffic SA website at www.traffic.sa.gov.au



More information

If you would like to further information around works happening in the occupation, please contact the team using details below.

We are available to meet with you to provide details specific to your area of interest. Registration for email updates can be done via our website or by contacting the team.



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