

Timetables and fares

Once complete, Moreton Bay Rail will be a part of the TransLink network and regular TransLink fares will apply. TransLink will provide more information, including timetables, closer to completion.



Koala prior to being introduced to his new home

Koala translocation

In September, the project team celebrated the first release of koalas who were translocated as part of the project's comprehensive Koala Tagging and Monitoring Program.

The first koalas to be translocated, 'Sarah', 'Andrew', and 'Rhubarb' represent a significant milestone for the project as part of the safety and management of the koala population.

Currently there have been over 375 koalas tagged and monitored as part of the program. Each koala identified within the Moreton Bay Rail project footprint has been given a health check and fitted with a GPS radio tracking collar. This monitoring program allows real time tracking of koala movements, providing the team with ample information to enhance survival likelihood of koalas prior to being released or translocated. Koalas who are part of the translocation program will be further monitored for a minimum of 12 months after the date of being introduced into their new home.

Leading wildlife vet Dr John Hanger and his team from Endeavour Veterinary Ecology continue to work with the project to undertake this vast innovative program.

How is the rail track built?

On the Moreton Bay Rail project, the rail track is built using seven major construction activities:

Embankment and bridge construction

Much of the Moreton Bay Rail alignment will be built on earth embankment which forms the rail foundation. Bridges and culverts are needed to carry the rail line over existing roads, water courses and station facilities.

Laying concrete sleepers

Concrete rail sleepers are placed along the rail alignment as a base support for the rail. Sleepers are positioned by an excavator with a sleeper 'grab' attachment which picks up a set of sleepers and lays them in the correct configuration for the rail to then be attached.

Laying the rail

The steel rail is placed on top of the concrete sleepers and clipped into place by either a track mounted machine or by hand. The rail is then welded together forming a seamless rail track.

Ballast

Ballast is a specific type of rock used for supporting the sleepers and rail track, keeping them in place while trains run. Ballast is placed in between the rails, and under and between the sleepers, providing stability for the rail tracks.

Setting the rail

A specialist track mounted machine called a 'tamper' travels along the new track, lifting the tracks and then settling the ballast by vibration.

This sets the track into its final position. This method is repeated numerous times to stabilise the rail ready for operation.

Installing over-head equipment

Masts are installed along the rail alignment to support the equipment which provides electricity to operate trains.

Installing signalling equipment

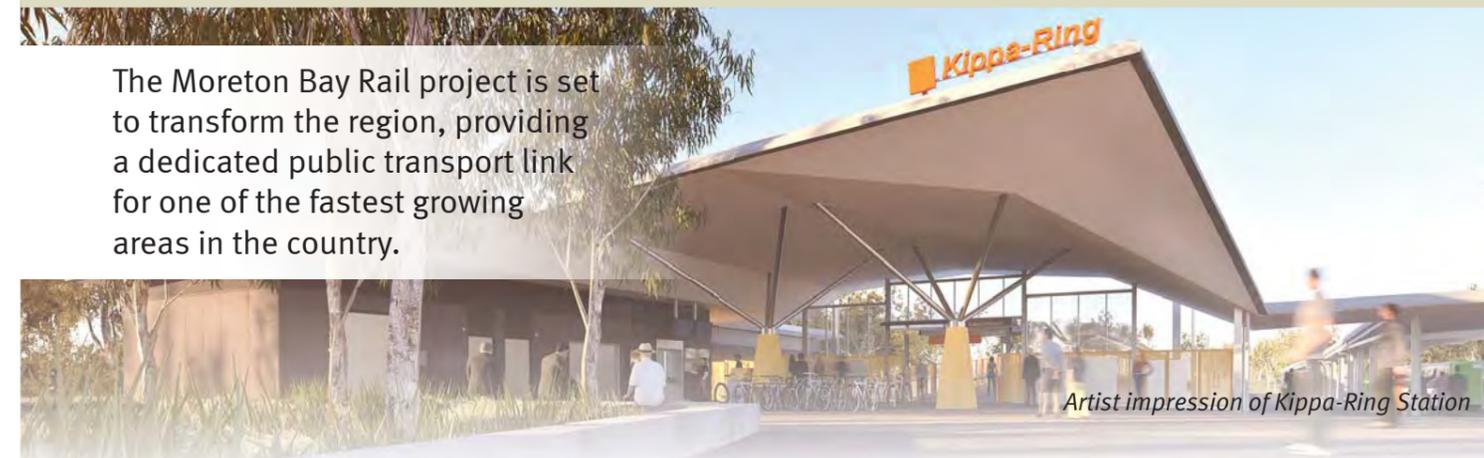
Signalling structures will be installed along the corridor which include huts, cabinets and signals. On the Moreton Bay Rail project, gantry signals will be installed between Lawnton and Petrie Stations as part of the Lawnton to Petrie track upgrade.



Example of rail being welded

Moreton Bay Rail project update

November 2014



Artist impression of Kippa-Ring Station

Project update

The new Moreton Bay Rail project is almost 12 months into construction and with over one million cubic metres of material moved along the corridor, the new rail line is taking its final shape. By late-2016, trains will run on the new rail line connection between Petrie and Kippa-Ring with six new stations along the way.

The project is steaming ahead with four out of 12 new bridges now with beams in place. These bridges will provide the essential connection required for the rail line, linking the rail line over roads, creeks and rivers.

With the rail foundation nearing completion early next year, track construction will start in early 2015 and will continue throughout the year.



Rail bridge beam lift over Bruce Highway - September 2014



Rail alignment earthwork at Mango Hill - September 2014



Australian Government



Moreton Bay
Regional Council



Queensland Government

Construction has now commenced across all six new stations along the project corridor at Kallangur, Murrumba Downs, Mango Hill, Mango Hill East, Rothwell and Kippa-Ring. In addition to the six new stations, Petrie Station is being upgraded to include a third platform as part of the new connection into the Moreton Bay Rail line.



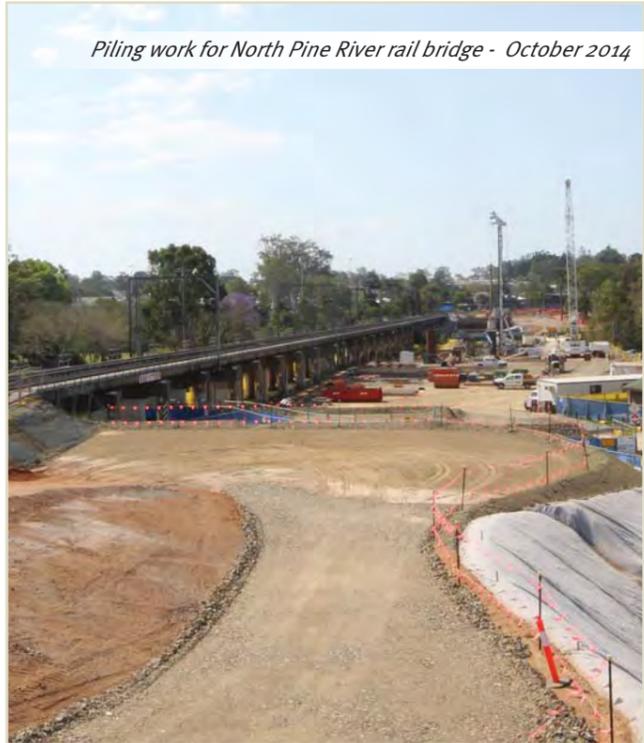
Rothwell Station precinct - September 2014

Works are progressing well on the local connectivity around the new rail line and stations including the crucial upgrade of Dohles Rocks Road between School and Ogg Roads. Dohles Rocks Road will be upgraded to four lanes, divided by a concrete median. The upgrade will include connections into the new Kallangur Station precinct, linking Dohles Rocks Road at Russell Street to Goodfellows Road at Duffield Road. Preparations are underway with the relocation of services being progressively undertaken between Russell Street and Ogg Road.



Artist impression: Kallangur Station showing the new connection road between Dohles Rocks Road and Goodfellows Road

Work on the Lawnton to Petrie track upgrade is full speed ahead with construction underway of the new four track rail bridge over the North Pine River. In conjunction with building the new bridge, Leis Parade will be realigned closer to the North Pine River under the new bridge. The new rail bridge and realignment of Leis Parade are due for completion in late-2015.



Piling work for North Pine River rail bridge - October 2014

About the project

The Moreton Bay Rail project will deliver a 12.6 km dual-track passenger rail line between Petrie and Kippa-Ring, including six new stations along the route. Major construction has started and the project is planned to be operational by late 2016, weather permitting.

The Lawnton to Petrie upgrade project will also be delivered as part of the project. The upgrade of the track between Lawnton and Petrie stations and additional work in the rail corridor is required to integrate the new Moreton Bay Rail services as well as supporting the freight network. Thiess Pty Ltd was awarded the contract to design and build the project.

For more information

For more information on the Moreton Bay Rail project please contact our team on:

- Telephone:** 1800 096 821*
- Email:** moretonbayrail_info@thiess.com.au
- Web:** www.moretonbayrail.qld.gov.au

*Free call within Australia. Check with your service provider for call costs.

Subscribe to the project E-news

You can subscribe to the project E-news by visiting the project website www.moretonbayrail.qld.gov.au or by contacting the project team on 1800 096 821*.

Noise walls

As part of the Moreton Bay Rail project, a noise assessment has been undertaken along the rail corridor between Lawnton and Kippa-Ring stations.

In addition, where the project upgrades existing roads or builds new roads, such as the station access roads, noise assessments are also undertaken.

Where assessments show that predicted noise from rail operations will exceed the State Government rail and / or road noise guidelines, noise walls will be considered.

Following completion of the relevant noise assessments, the project team is proceeding with the technical design of noise walls at required locations. Construction of noise walls in their identified locations will proceed where practical and in accordance with State Government guidelines. Not all areas along the rail corridor will require noise walls.

What does the noise assessment look at?

When assessing the future rail or road noise, the following items are considered:

- Frequency of passing trains or vehicles including the type of vehicle ie truck, car, bus.
- Vehicle speeds.
- Type of road surface.
- Location of homes and other noise sensitive places relative to the rail or road.
- Surrounding landscape.
- Noise reflection from buildings or other manmade barriers.
- Noise from other sources.
- How and where noise walls will be physically built and whether construction is practical and feasible.

What is considered a noise-sensitive place?

Noise sensitive places that are assessed for rail and/or road noise include:

- A residential dwelling.
- A library, childcare centre, kindergarten, school or other educational institution.
- A hospital, surgery or other medical institution.

What will the noise wall look like?

Generally, noise walls for the project will be built with steel posts and concrete panels. Above is photo of a similar noise wall to that which will be built as part of the project.

For more information on noise walls as part of the project, please contact the project team or attend one of the information sessions being held in your area. Information session locations and times are detailed on the right of this page.



Example of a concrete noise wall

Thank you

The Department of Transport and Main Roads thanks the community for their ongoing patience and cooperation during the construction of the Moreton Bay Rail project.

Staffed project displays

The project team invites you to attend one of the below information sessions to find out more about the Moreton Bay Rail project.

Where	When
Mango Hill Progress Association Hall Chermside Road, Mango Hill	Monday 10 Nov 10am - 2 pm
Grace Lutheran College (Chapel Cafe) Mewes Road, Rothwell	Tuesday 11 Nov 10am - 2 pm
Pine Rivers Bears Football Club Mundin Street, Petrie	Thursday 13 Nov 4pm - 7pm
Grace Lutheran College (Chapel Cafe) Mewes Road, Rothwell	Saturday 15 Nov 10am - 1.30 pm
John Oxley Community Hall Ogg Road, Murrumba Downs	Wednesday 19 Nov 10am - 2pm

The project understands community members are not always able to attend information sessions, however the project team is available to speak to you on 1800 096 821* or via email, moretonbayrail_info@thiess.com.au