



AGENDA: MEETING 2

NO.	AGENDA ITEM	TOPIC LEADER
1	Open meeting, welcome	Todd Beavis
2	Actions from last meeting	Todd Beavis
3	Adoption of minutes	Todd Beavis
4	Conversations with community	Group
5	Design process and timeline	Ed Walker
6	Break	
7	Presentation of options considered	Ed Walker
8	Community requirements	Ed Walker
9	Other business	Todd Beavis
10	Future meetings	Todd Beavis
11	Close meeting	Todd Beavis



Inland Rail

Enhancing the North East Rail line to allow for double-stacked freight train clearance

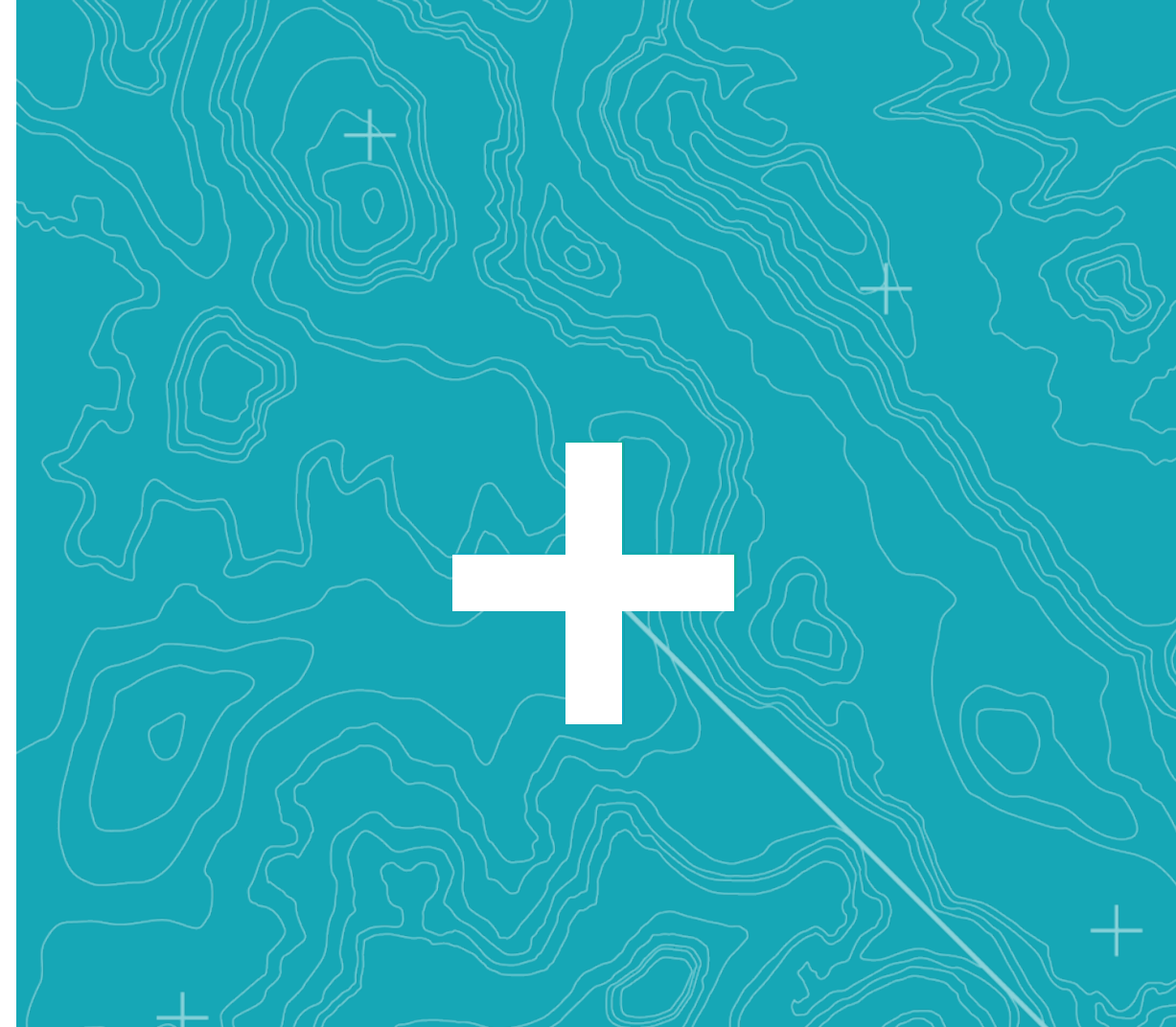
ACTIONS FROM LAST MEETING

NO. ACTIONS

- 1 Delete section 7.6 regarding “proxy members”
- 2 Delete footnote reference “confidential”
- 3 Copy of presentation
- 4 Check decibels for passenger/freight
- 5 Check vibration levels

ADOPTION OF MINUTES

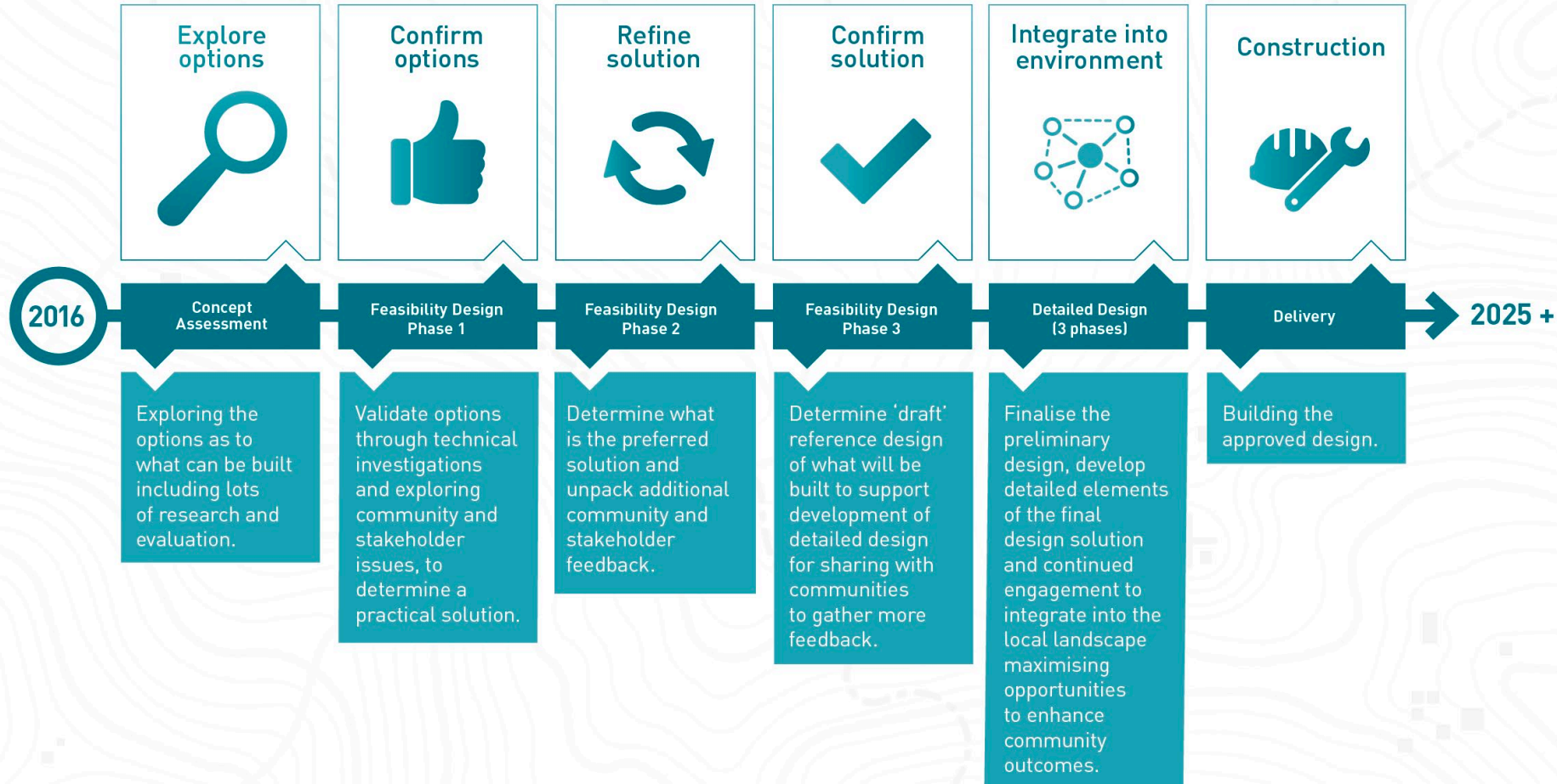
- Will include attendance, apologies, declarations of interest; and a record of topics discussed and assigned actions.
- Be reviewed and approved for circulation to members by ARTC and the Chair.
- **Be circulated to all members for review and to confirm accuracy. Any request for major changes to the minutes must be sent in writing to ARTC and forward to the Chair, to be tabled for agreement at the next Working Group meeting.**
- Be published on the ARTC website once approved. Any confidential information will be redacted from the minutes published on the ARTC website.



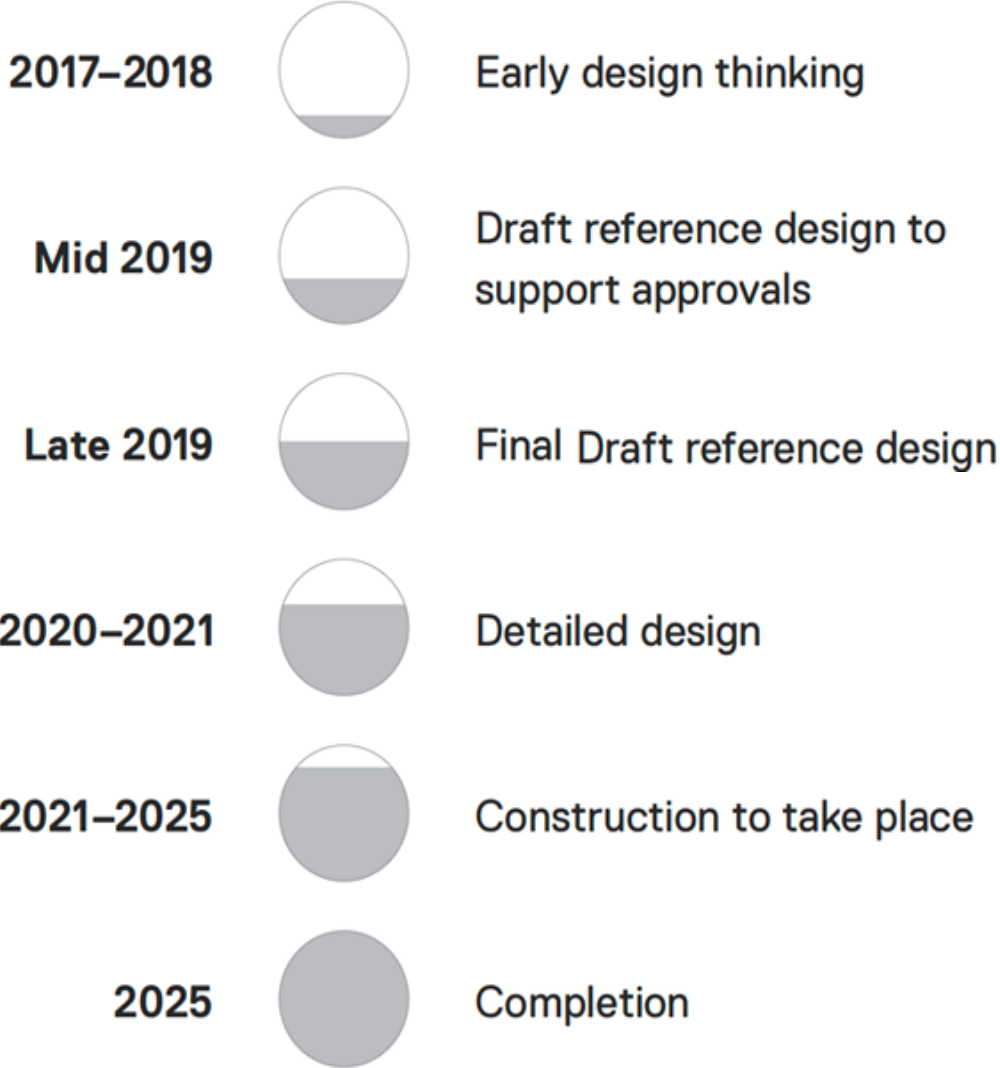
NOISE AND VIBRATION

- Inland Rail have voluntarily adopted the most stringent policy in Australia – NSW EPA Rail Infrastructure Noise Guideline (RING) for the assessment of noise impacts in the Victorian section of Inland Rail.
- Where passenger tracks are being moved – noise levels have also been assessed against Victorian Passenger Rail Infrastructure Noise Policy (PRINP) on a voluntary basis
- Noise and vibration assessment included:
 - Baseline noise monitoring to understand existing noise levels (early 2019)
 - Modelling of noise levels for 2025 (opening) and 2040 (double stacked trains at full capacity) – predict potential noise and vibration impacts (ongoing)
- Further assessment will be undertaken on preferred solution – results will be shared with EWG prior to confirmation of preferred option

INLAND RAIL PROCESS TIMELINE



PROJECT STATUS



PROJECT STATUS - EUROA

- Following community feedback - including the Working Group and Council – we are revisiting the Feasibility Design process
- Currently at **Confirm options** (Feasibility Design Phase 1) - validating options through technical investigations and community / stakeholder feedback
- Next we will **Refine solution** (Feasibility Design Phase 2) - determine the preferred solution
- Following further community and stakeholder feedback, **Confirm solution** (Feasibility Design Phase 3) – this will be our draft reference design
- This draft design will be used as basis for development of detailed design and to gather further feedback
- Our aim is to work with you to have the preferred design ready before the end of the year
- Further community engagement and detailed design process will be discussed at the next meeting

OPTIONS CONSIDERED

We have investigated the following options for Euroa:

- Bridge removal
- Track lowering
- Road under rail
- Rail over road
- Bridge replacement

Replacing the bridge with a level crossing was ruled out early during Concept Assessment as it:

- Does not meet our safety requirements
- Unlikely to be approved by the Victorian Government or Office of the National Rail Safety Regulator

ASSESSING THE OPTIONS

There are a number of factors we need to consider when assessing design options, these are:

- Project scope
- Technical viability
- Construction and operational safety
- Impact on rail operations
- Construction cost and timeline
- Environment and heritage impacts
- Community and property impacts
- Approvals and stakeholder risk

BRIDGE REMOVAL (NO CROSSING)

Description of works

- Existing bridge is demolished
- Re-routing of C366 Euroa Shepparton Road

Construction impacts

- Significant road impacts

Benefits

- Easy to construct
- Cost (\$)

Disadvantages

- Highest impact – inc. vehicle access to station
- Major impact on connectivity – removes ability to cross the tracks
- Major road reconstruction required
- Community and safety risks from traffic changes
- Potential impact on local businesses

Description of works

- Lower the tracks so higher trains can fit under the existing bridge
- Track reconfiguration - relocation of east track parallel to west track
- Significant work to mitigate risk of flooding
- Rebuild station buildings and platforms -
 - Extension of the eastern platform
 - New western platform
- Rebuild underpasses (2) as overpasses

Construction

- Significant community and passenger impacts

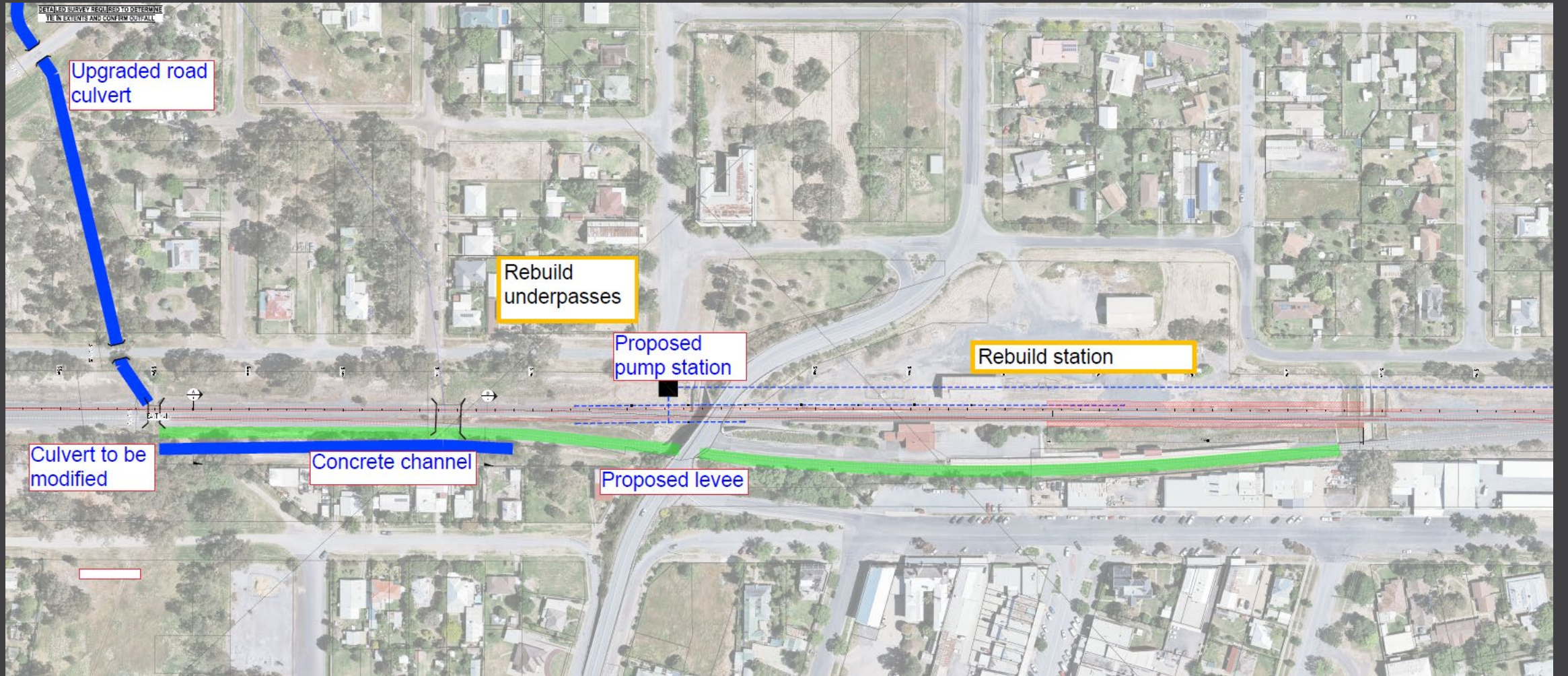
Benefits

- Existing access maintained - no impact on traffic movements
- No change to visual amenity of existing bridge

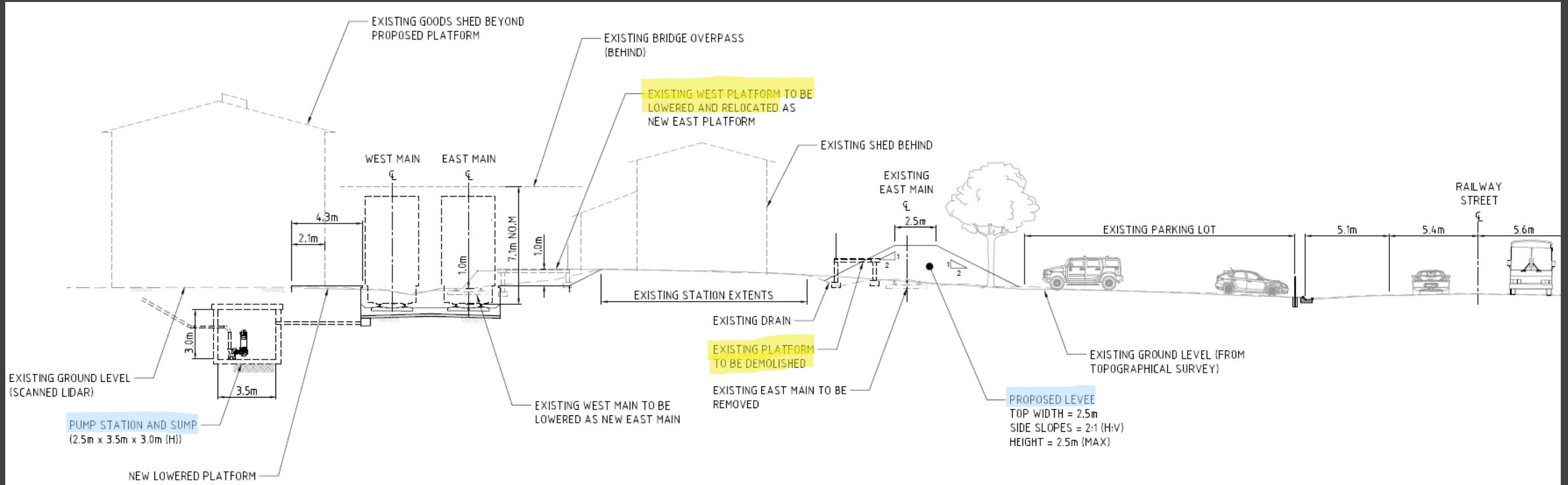
Disadvantages

- Significant scope of works
- Requires relocation of town infrastructure – including sewer and water main
- High cost (\$\$\$\$\$)

TRACK LOWERING



TRACK LOWERING



Description

- Existing road bridge removed
- Closure of existing access at Nelson St, Railway St and station access ramp
- Modification or relocation of pedestrian underpass
- Major works – streets raised, intersections and properties impacted

Construction

- Disruption to traffic and train services

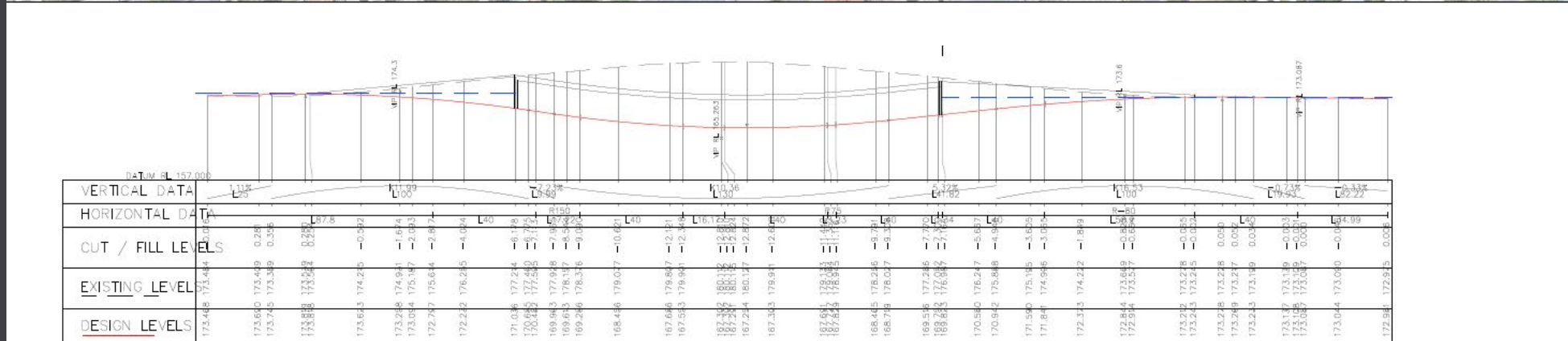
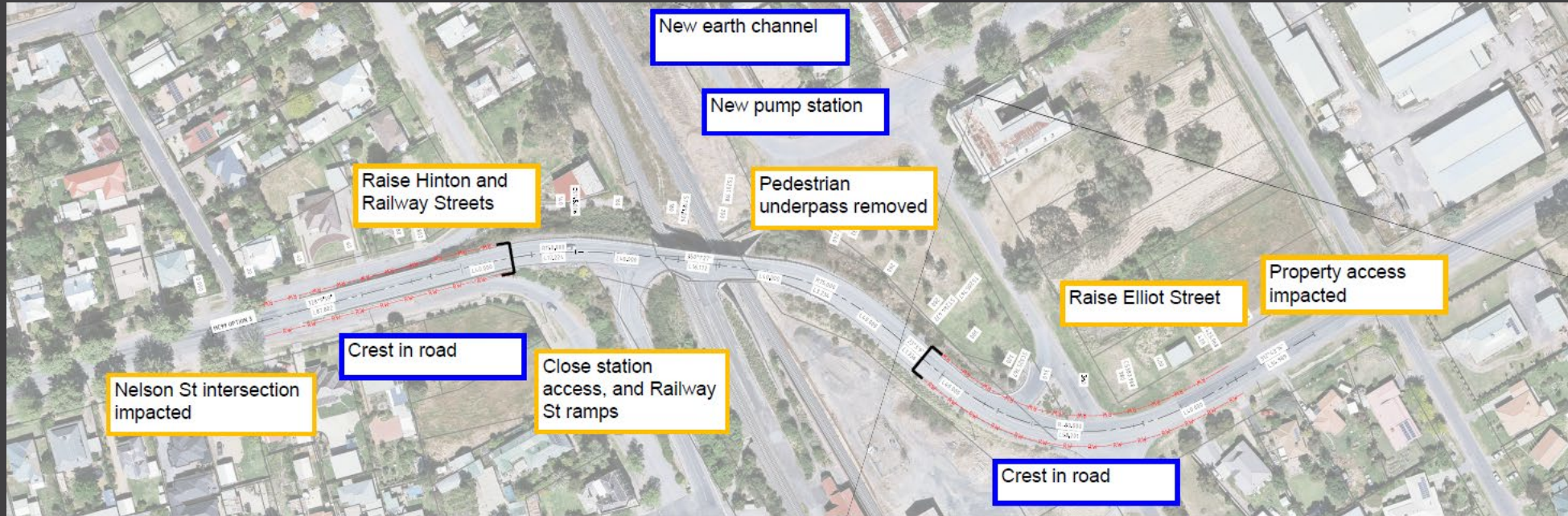
Benefits

- Minor reduction in road noise

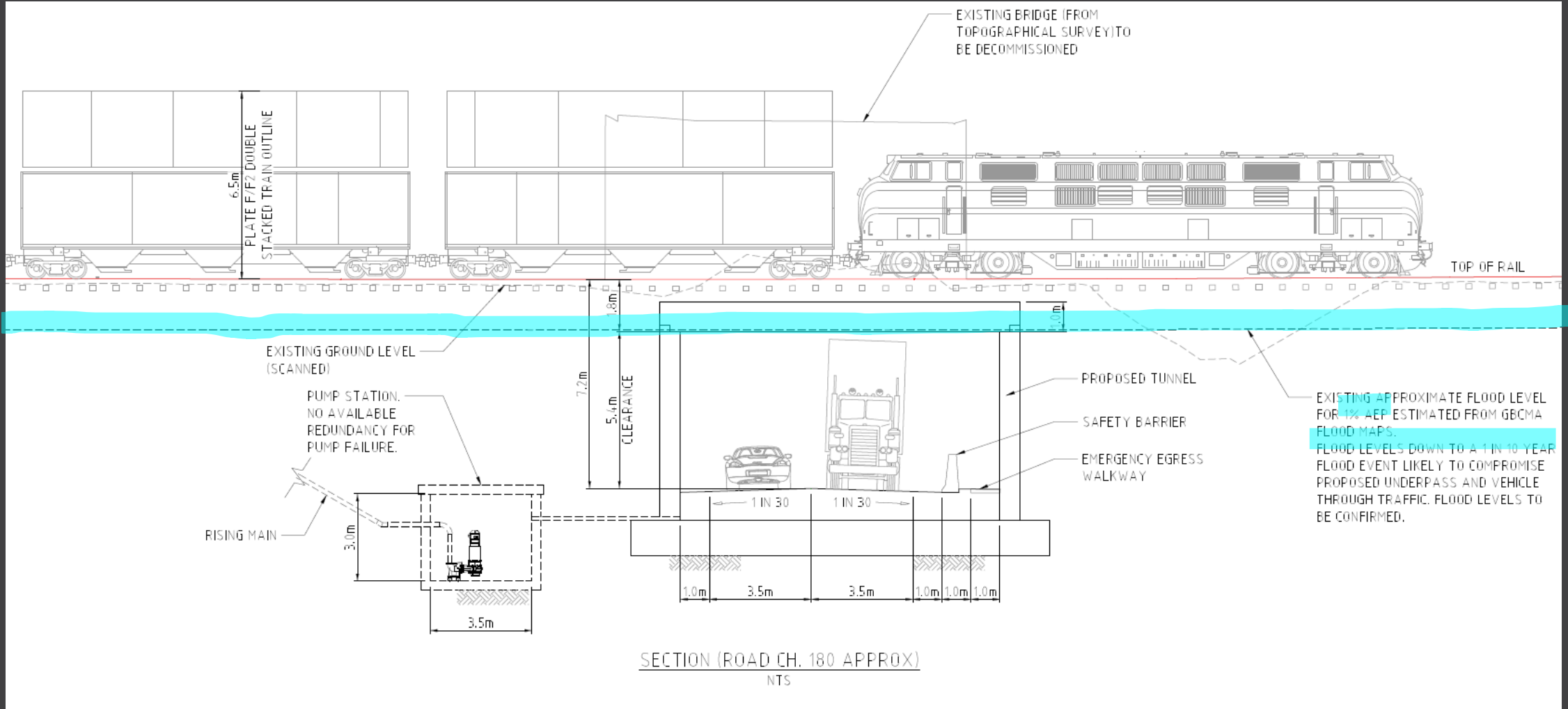
Challenges

- Changed station access – no direct vehicle access to station
- Relocation of gas pipeline
- Significant work to mitigate risk of flooding – large pumps and sumps, potential levees
- High cost (\$\$\$\$\$)

ROAD UNDER RAIL



ROAD UNDER RAIL



RAIL OVER ROAD (SKYRAIL)

Description

- Extent of works (2.2k)
- New elevated station (240m long)

Construction

- Significant construction impacts

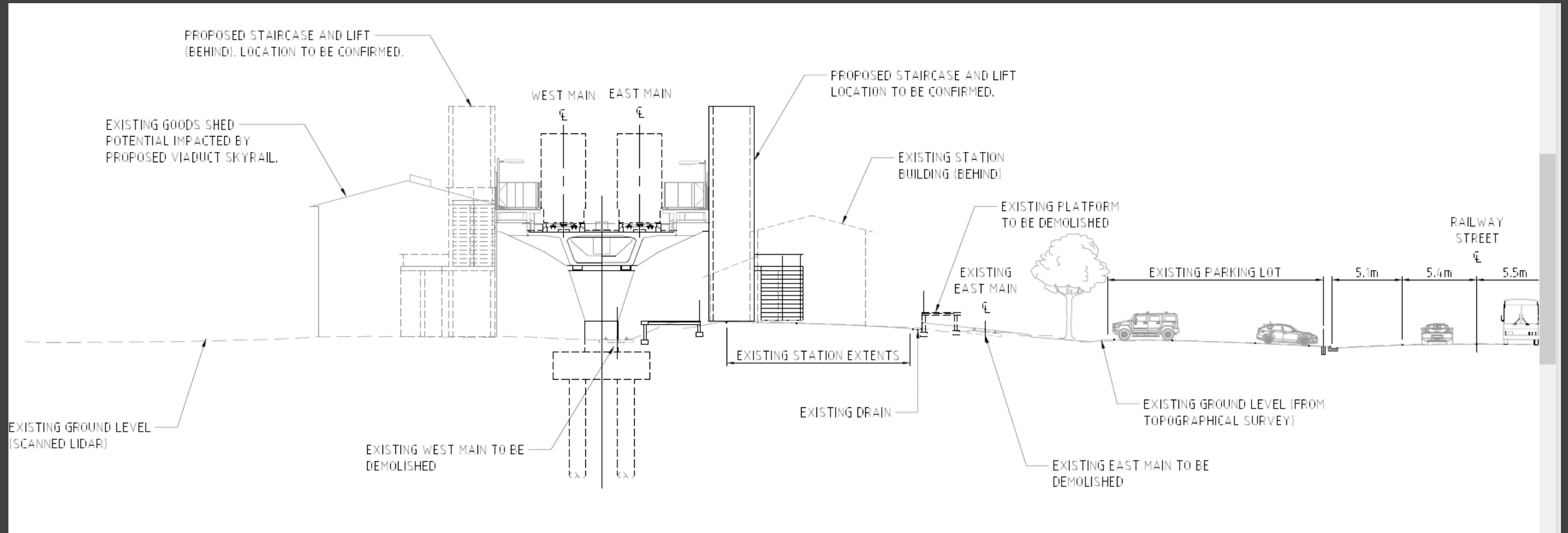
Benefits

- Addresses flooding issues

Challenges

- Significant challenges for visual and social amenity
- Very high cost (\$\$\$\$\$\$)

RAIL OVER ROAD (SKYRAIL)



BRIDGE REPLACEMENT

Description

- Current bridge replaced with higher bridge

Construction

- Bridge built offsite – minimising impacts on traffic
- No disruption to passenger and freight movements

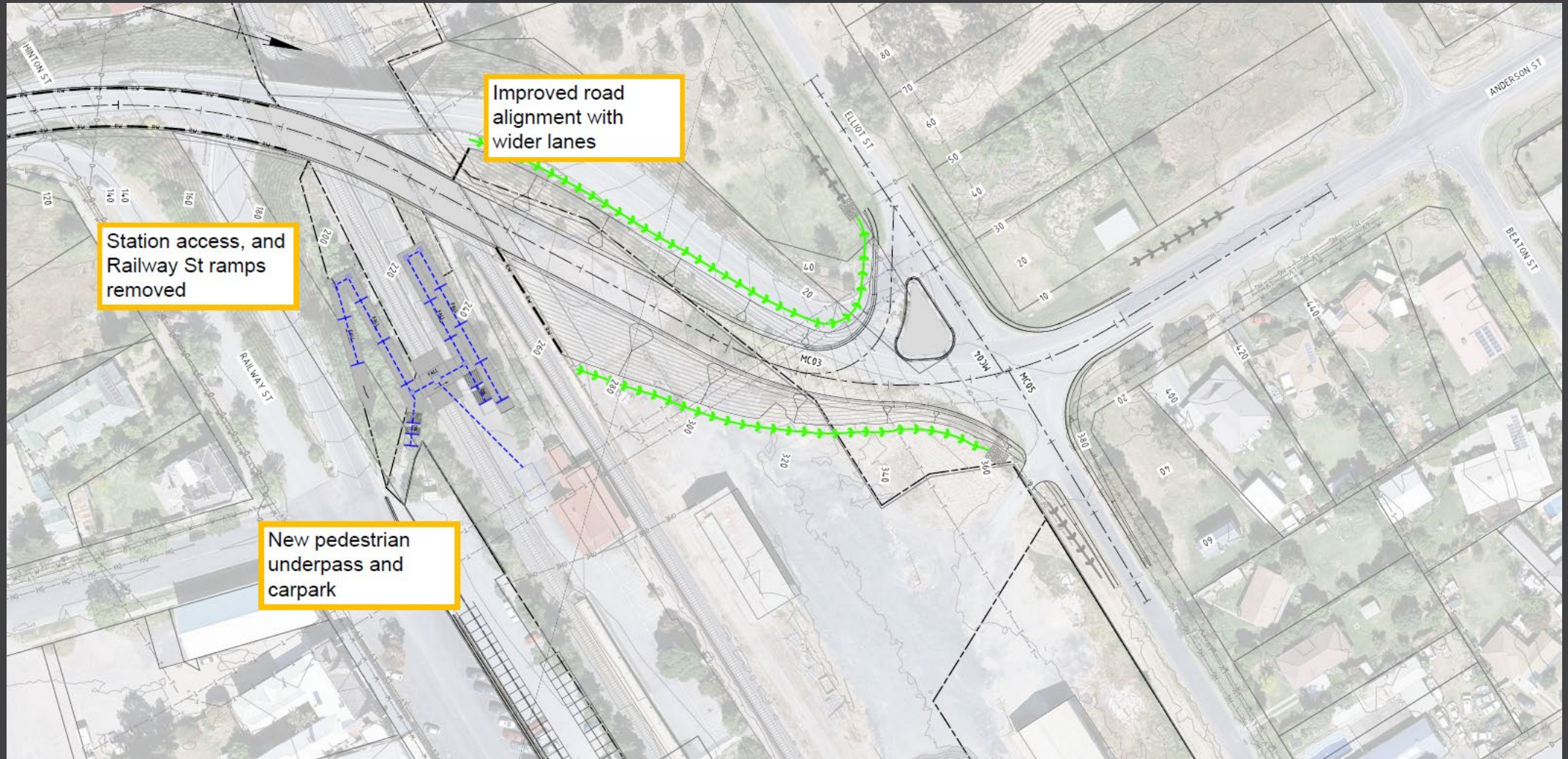
Benefits

- New, modern and safer bridge
- Improved road alignment – wider lanes
- Upgraded pedestrian access – DDA compliance
- Upgraded intersections
- Cost (\$\$)

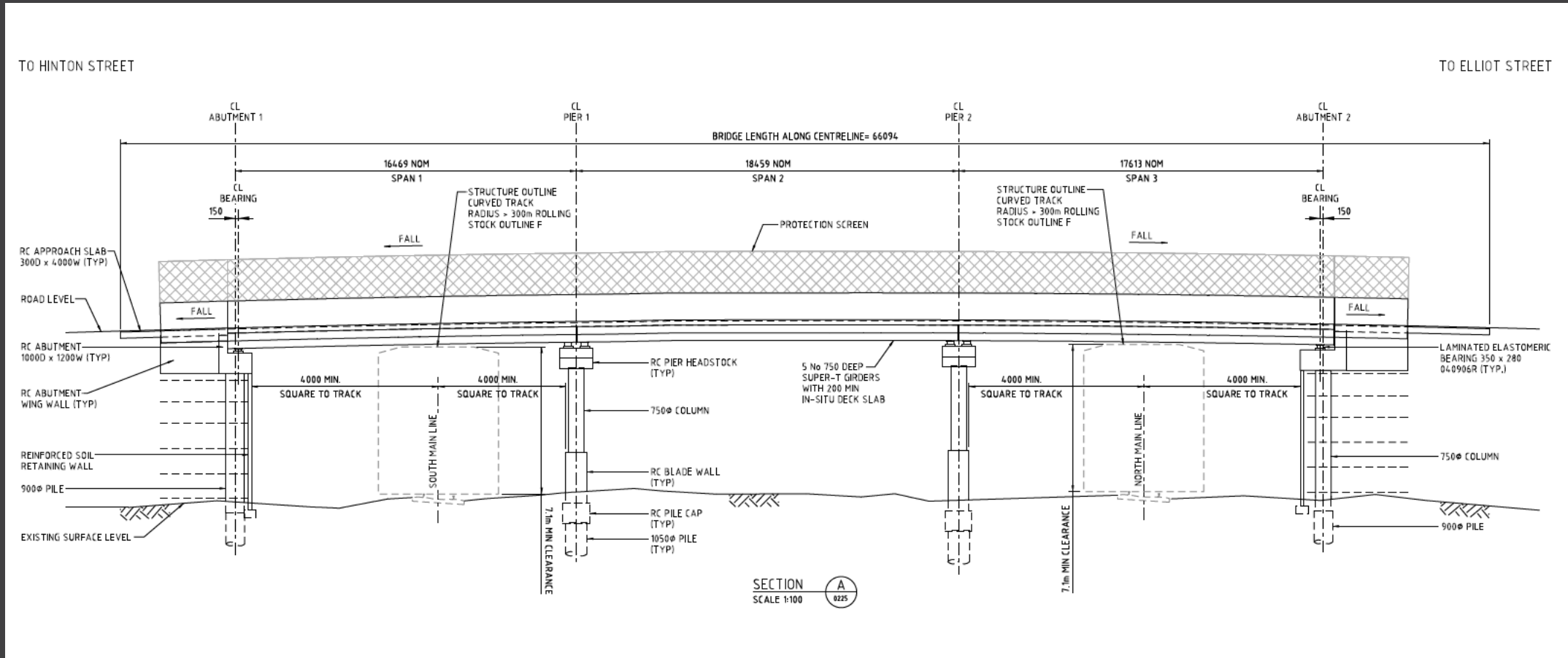
Disadvantages

- Impacts direct access to platform – station access road and Railway Street connections removed
- Potential for increased traffic on residential streets
- Visual impact of higher bridge

BRIDGE REPLACEMENT



BRIDGE REPLACEMENT



FUTURE MEETINGS

1. Topics for discussion
2. **Proposed date for next meeting: Monday, August 19 at 6pm**
Location to be discussed



Thank you for your participation