

# STAGE 1 BEVERIDGE TO ALBURY

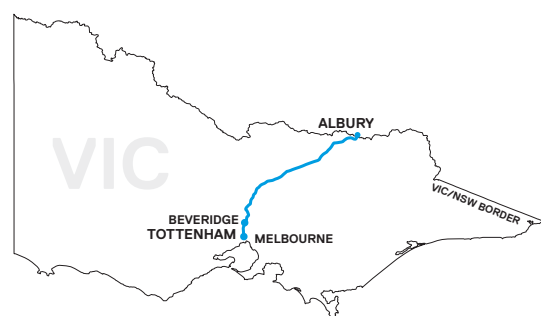
ARTC

INLAND RAIL  
An Australian Government Initiative



VIC

TOTTENHAM MELBOURNE



**LEGEND**

- Existing track
- Project sites
- Bridge replacement
- Oversized vehicle underpass
- Pedestrian underpass
- Pedestrian overpass
- New platform and track realignment
- Track lowering
- Track slew
- Signal gantry (21 sites in total)
- Design options
- Project boundary
- Town
- Port

Maps not to scale

# STAGE 1 BEVERIDGE TO ALBURY SITES

## **BROADFORD-WANDONG ROAD, WANDONG**

To provide clearance for double-stacked freight trains, our preferred solution is to replace the Broadford-Wandong Road bridge with a newer, safer but higher bridge to the north of the existing structure.

## **HAMILTON STREET, BROADFORD**

While continuing to consider other options, the preferred option is to replace the existing bridge with a higher bridge along the same alignment, which will also improve safety for motorists.

## **SHORT STREET, BROADFORD**

Track lowering is our preferred design solution; however, we are continuing to investigate both track lowering and/or a new bridge at this location.

## **MARCHBANKS ROAD, BROADFORD**

We are progressing with a design to replace the existing bridge with a new, higher bridge slightly to the north of the existing structure. The new bridge would be built as close as possible to the existing bridge to minimise the impact on native vegetation. Retaining walls would be installed to support the new bridge.

## **HUME FREEWAY, TALLAROOK**

We are progressing with designs to lower the track under Hume Highway in Tallarook to create the space needed for double-stacked freight trains to pass through safely.

## **SEYMOUR-AVENEL ROAD, SEYMOUR**

We are progressing with a design to replace Seymour-Avenel Road bridge with a new bridge. Retaining walls would be used, instead of embankments, to minimise vegetation loss and any impacts on adjacent landowners.

## **HUME FREEWAY, SEYMOUR**

We are progressing with designs to lower the track under Hume Highway in Seymour to create the space needed for the taller double-stacked freight trains to pass through safely.

## **EUROA STATION PRECINCT, EUROA**

Right now, we're looking at two options we believe are feasible for the precinct:

1. Replacing the current Anderson Street bridge with higher open-span bridge
2. Building an oversized vehicle underpass

## **BENALLA STATION PRECINCT, BENALLA**

After reviewing valuable feedback from our stakeholders, we are considering the following options:

1. New platform, track realignment and upgrade pedestrian access at Benalla station: this option meets safety requirements of the whole precinct. It may also improve access to the station. Within this option, there are two pedestrian access options:
  - a) pedestrian overpass
  - b) pedestrian underpass
2. Bridge replacement over the rail line further north of the station building: New batters and/or retaining walls would be necessary to allow for the higher bridge. The old bridge would be removed once the new bridge is completed.

## **BEACONSFIELD PARADE, GLENROWAN**

The proposed design is a bridge replacement in a new location at Beaconsfield Parade. This option has undergone technical and heritage assessments and is considered a viable option for protecting the precinct's heritage. We will continue to work with the community regarding this proposal.

## **WANGARATTA STATION PRECINCT, WANGARATTA**

To increase clearance, we are proposing to:

- ▶ remove the two Wangaratta Station footbridges and replace them with a single pedestrian underpass
- ▶ lower the tracks and replace the Green Street road bridge in the same location on the same alignment.
- ▶ relocate the existing track and platform on the eastern side of Wangaratta Station so it sits parallel to the new track on the western side of the station.

## **MURRAY VALLEY HIGHWAY, BARNAWARTHA NORTH**

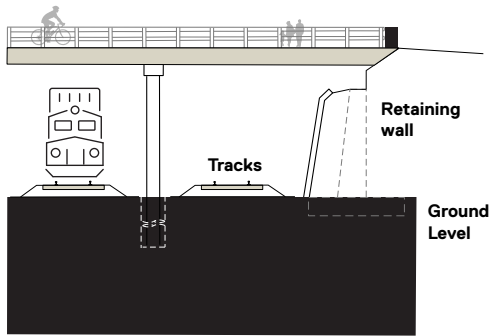
To increase clearance, we are proposing to lower the track by approximately 1.4 metres at the lowest point under the bridge.

## WHAT WORKS ARE REQUIRED

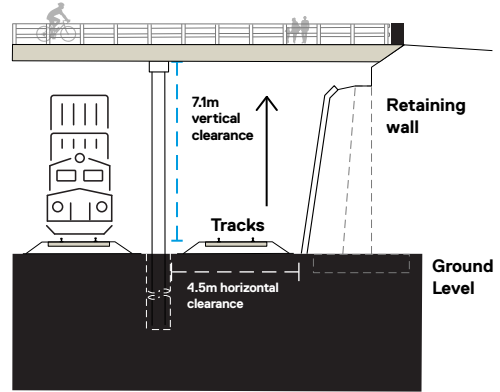
To achieve the clearance needed for double-stacked freight trains, work is expected to include lowering rail track under road bridges, removing existing bridges and replacing with taller bridges, moving track in some places (horizontally, referred to as track slews) and relocating or raising railway signal gantries. See diagrams of these works below.

### BRIDGE REPLACEMENT

Before

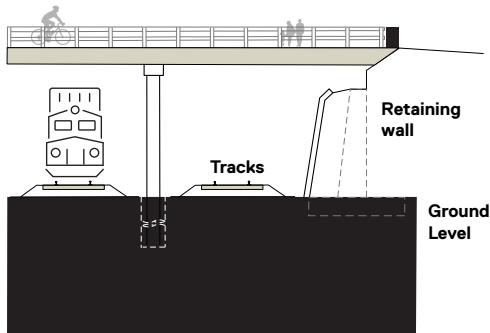


After

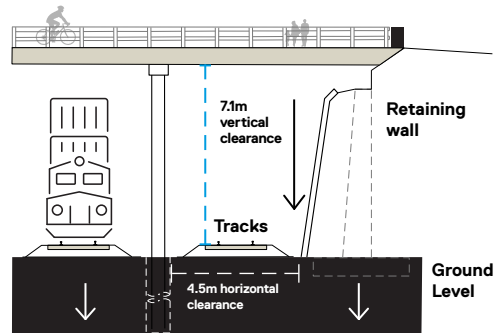


### TRACK LOWER

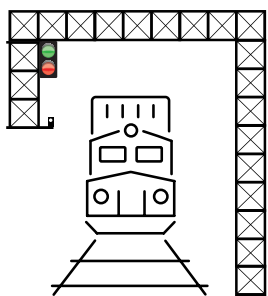
Before



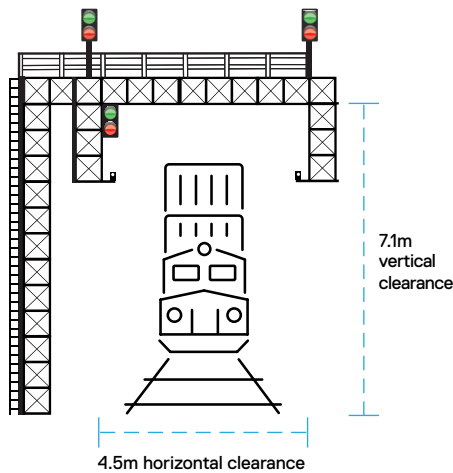
After



### SIGNAL GANTRIES

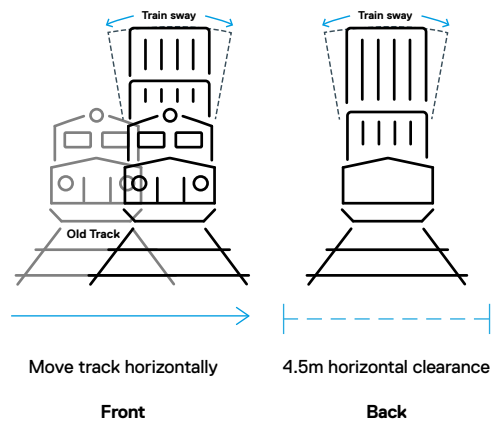


Before



After

### TRACK SLEW



All diagrams are for illustrative purposes and not to scale