

P2N

PARKES TO NARROMINE

PROJECT NOTIFICATION
#58 | OCTOBER 2019

Out of hours work on Inland Rail – Peak Hill to Narromine

Inland Rail is a once-in-a-generation project connecting regional Australia to domestic and international markets. Australian Rail Track Corporation (ARTC) has engaged INLink (a joint venture between BMD Constructions and Fulton Hogan) to upgrade and build the first section of the Inland Rail, from Parkes to Narromine.

Out of hours work

As part of our construction work, we need to do some activities out of hours. The works will be intermittently from Peak Hill to Narromine.

Due to hot weather, some works may need to be carried out from 2am to 7am – from early October 2019 to the end of hot weather, these activities include;

- ▶ Pouring concrete - this is due to some daytime temperatures being too hot for concrete to set (cure) correctly
- ▶ Stressing rail - needs to be completed during cooler temperatures to ensure the rail does not buckle.

We will ensure any immediately impacted residents/businesses will be spoken to before the early works commence.

Our standard working hours until mid-2020

- ▶ 7am to 6pm Monday to Friday
- ▶ 8am to 1pm Saturdays

We will continue to work intermittent weekend out of hours works from mid-October until mid-2020

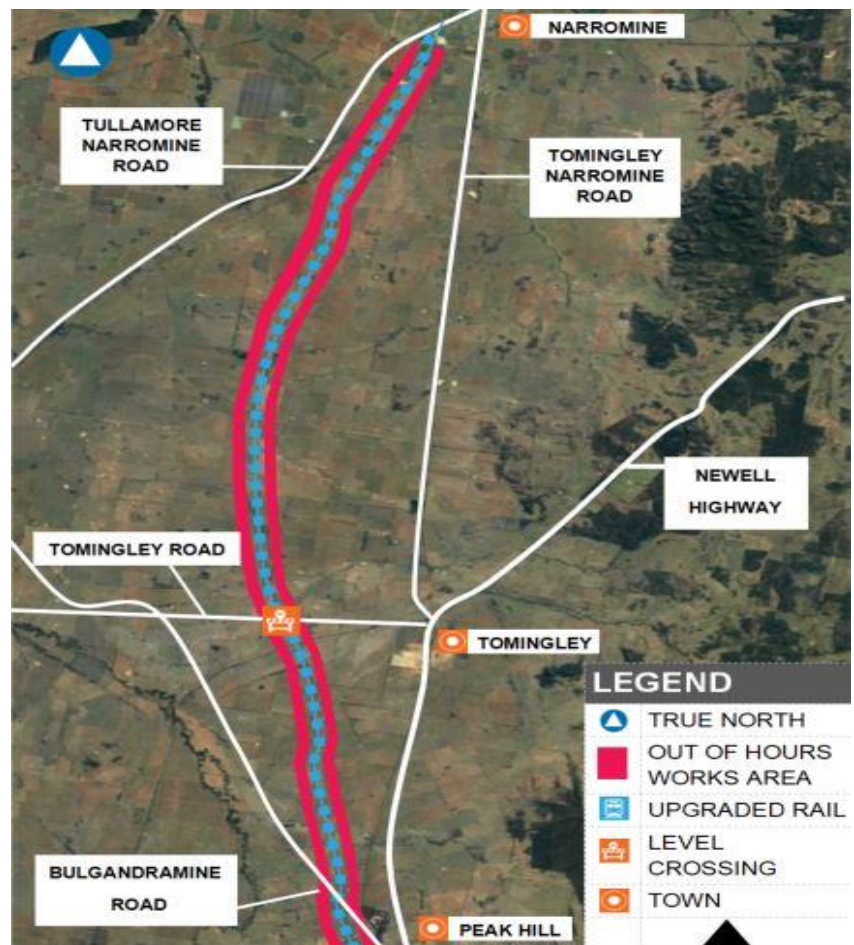
- ▶ 6am to 6pm Saturdays
- ▶ 6am to 6pm Sundays

What we will be doing

- ▶ Pouring concrete to construct culvert (drain) bases, wingwalls and aprons in the rail corridor
- ▶ Importing material to and around site with heavy vehicles, cement trucks and light vehicles
- ▶ Stressing the rail, using hydraulic jacks, clippers and welding machines.
- ▶ Using lighting towers near the works

Out of hours work area

(This is an artist's impression only and is not to scale.)



WANT TO KNOW MORE?

For more information, please contact us via phone number or email address. You can also find out more on the Inland Rail website

📞 1800 732 761 (24 hours, 7 days)

✉ inlandrailnsw@artc.com.au

inlandrail.com.au

- ▶ Stressing the rail – tensioning the rail with hydraulic jacks so that it does not buckle in hot weather
- ▶ Cutting rail, unclipping and clipping the rail
- ▶ Install new gravel (ballast), sleepers and rail, and then tamp (adjust) rail into place
- ▶ Welding rail
- ▶ Use of machinery in the works area, may include; excavators, loaders, tamping machine, dump trucks, rollers, graders, water carts, regulators, rail saw, rail grinders, concrete pumps, hand tools, stressing machine, rail clippers, vibrating screeds, small petrol-powered clipping machines, rail tensors, cranes and lighting deliveries and tamping may create noise and vibrations. This work will progress along the rail corridor

We will use noise minimising techniques out of hours, including but not limited to:

- ▶ Non-tonal alarms on all vehicles and equipment
- ▶ Equipment not in use for extended periods will be switched off
- ▶ Pre-work briefs to all staff about noise minimisation
- ▶ Ensuring lighting towers are not impacting houses

Community Safety

- ▶ All work areas will be protected or fenced to ensure safety to the public
- ▶ Our sites will be clearly signed to identify work zones, and the community will be notified where required.
- ▶ **Once rail has been installed in each section, the rail will be ‘live’ and construction trains will be intermittently passing across the level crossing. For your continued safety, please ensure you obey all signage at level crossings**

We appreciate your understanding as we build this once-in-a-generation project. We can be contacted **24 hours a day, 7 days a week on 1800 732 761.**

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