



INLAND RAIL

COMMUNITY CONSULTATIVE COMMITTEE

Albury to Illabo

29 September 2021

PRESENTATION OVERVIEW

- + Previous Action Items
- + Program Status and Project Overview
- + Community Consultation
- + Project Solutions
- + Questions

PREVIOUS ACTIONS

NO.	ALBURY SUBCOMMITTEE ACTIONS	COMMENTS
1	Consultation with NSW Trains to understand their vision for the shared use of the rail line between Albury and Illabo. – Carried Forward	Consultation occurred in July and another meeting is planned for early October. Passenger services will continue to operate as normal with works taking place during standard 60-hour possession periods.
2	Seek ARTC advice re ongoing maintenance of Albury North Signal Box.	As per ARTC advice, the cost to maintain the signal box at Albury North would be around \$50k per annum. This would include visual inspections, painting, managing general wear and tear, and asbestos management.
3	Response to request for funding scaled model & interpretation boards re rail bridge over river Murray.	Funding channels through IR Sponsorship and Regional ARTS Fund provided to Chair.
4	Seek advice re provision of safety barriers (fencing) in towns eg. Culcairn.	Where we have construction impacting a site involving the removal of a fence, we will reinstate with current standard fencing.

PREVIOUS ACTIONS

NO.	WAGGA SUBCOMMITTEE ACTIONS	COMMENTS
1	Review current noise impacts in Wagga Wagga.	Additional train movement generated by Inland Rail could result in noise impacts which exceed RING targets. ARTC is committed to managing rail noise and will investigate mitigation measures for instances where modelling indicates that operational activity will exceed the guidelines.
2	Confirm vibration baseline studies undertaken.	The noise studies undertaken for the EIS model ground borne noise and vibration impacts at the enhancement sites (as noted above). Consideration of vibration would be included in the approach noted above.
3	Consultation with NSW Trains to understand their vision for the shared use of the rail line between Albury and Illabo. – Carried Forward	Consultation occurred in July and another meeting is planned for early October. Passenger services will continue to operate as normal with works taking place during standard 60-hour possession periods.
4	Seek advice re provision of safety barriers (fencing) in towns eg. Culcairn.	Where we have construction impacting a site involving the removal of a fence, we will reinstate with current standard fencing.

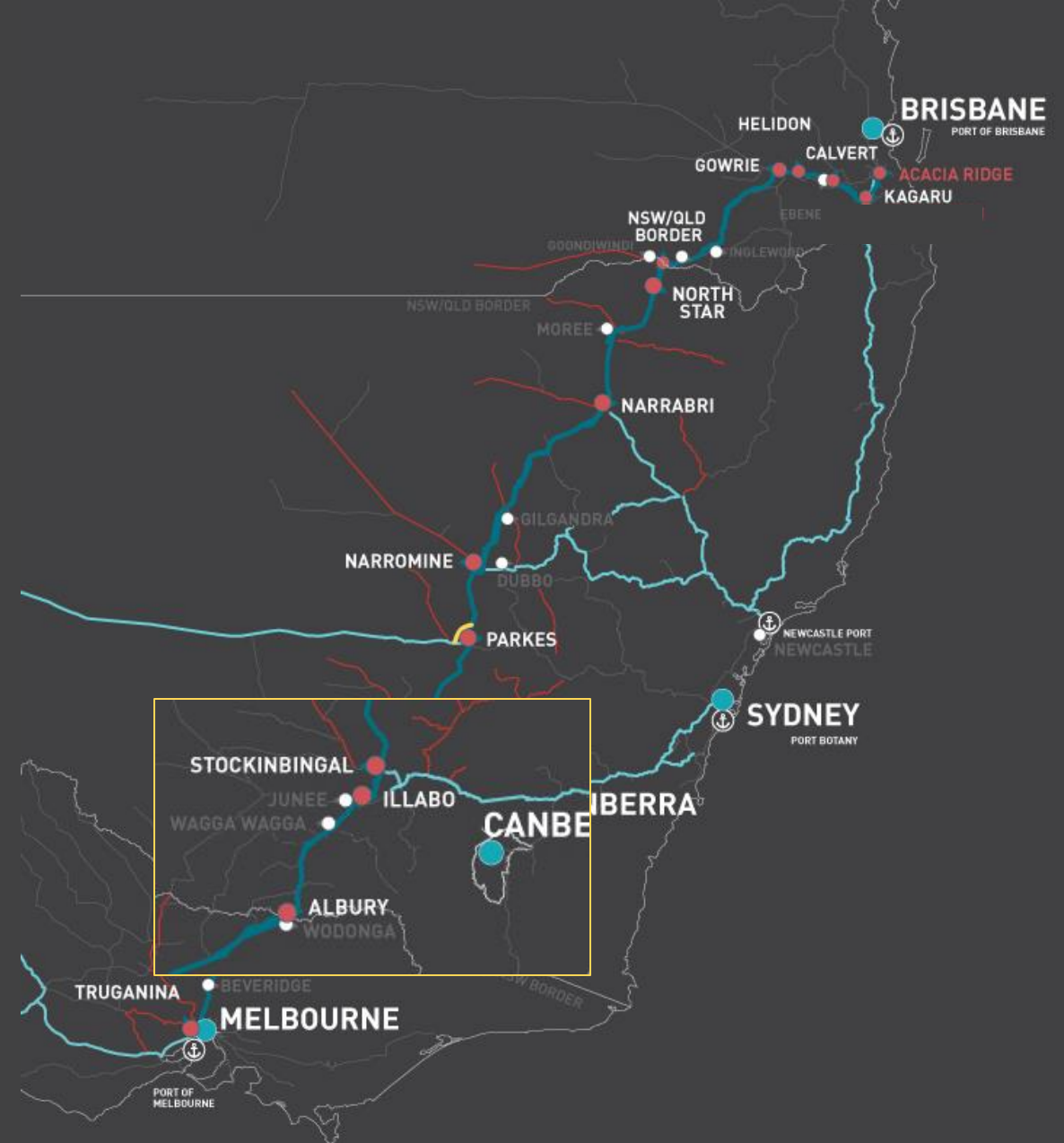
PROGRAM STATUS & PROJECT OVERVIEW

Melvyn Maylin
Project Director

PROJECT UPDATE

ALBURY TO ILLABO

- + Spans 185kms of existing rail corridor from the Victoria-New South Wales border at Albury, travelling north-northeast through Wagga Wagga and Junee to Illabo.
- + An 'Enhancement' project requiring horizontal and vertical clearance works at specific sites, to accommodate the operation of double stacked trains.
- + Declared Critical State Significant Infrastructure in March 2021
- + Final Reference Design delivered September 2021
- + Environmental Impact Statement (EIS) public exhibition early 2022
- + Construction commencement 2023



ALBURY TO ILLABO PROJECT OVERVIEW

We are here



Feasibility includes:

- + Community consultation
- + Site Investigations
- + Feasibility design
- + Environment Impact Statement

Investigations include:

- + Ecological surveys
- + Geotechnical surveys
- + Cultural heritage surveys
- + Utility identification surveys
- + Noise, air quality and vibration surveys

SCHEDULE

Activity	Date
Final Reference Design	Q3 2021
EIS Submission and public exhibition	Q1 2022
Appoint D&C Contractor	2022
Detailed Design	2022
Construction	2023



COMMUNITY CONSULTATION
Heath Martin
Stakeholder Engagement Manager

A2I COMMUNITY DIALOGUE

Construction impact:

- + Noise and traffic impacts
- + Alternate routes causing impacts to vehicles, pedestrian and bicycles
- + Staging of construction sites and closure timeframes for bridge replacements

General:

- + Pedestrian access and DDA compliant Footbridges
- + Road-Rail Interfaces including grade separation and level crossings

Operational:

- + more frequent and higher trains
- + Safety and delays at crossings
- + Noise and visual amenity impacts



HOW WE ARE LISTENING

- ▶ Retaining the footbridges at Wagga Wagga and Albury Stations
- ▶ DDA compliance ramps at Albury Station Footbridge, Cassidy Footbridge and Wagga Wagga Station Footbridge
- ▶ Extra wide ramp at Cassidy footbridge to accommodate Wagga Wagga Active Travel Plan
- ▶ In principle agreement to gift footbridges to gift the Culcairn and Junee footbridges to councils
- ▶ Working collaboratively with Wagga Council on associated works required at Pearson Street Bridge
- ▶ Edmondson Street Bridge - Pedestrian access on both sides, pedestrian safety screens and fencing between the road and pathways and future proofing for school drop off zone stairs,
- ▶ Kemp Street Bridge – Bridge is now HML compliant, we are exploring options with council on their road approaches, and an extra wide pedestrian access to allow a viewing area.
- ▶ Refined traffic detour options – Improved traffic detour routes for Wagga Wagga and Junee based on community and Council feedback.



Planned activities for September & October 2021

- + MP Briefings
- + Social impact assessment surveys
- + Meetings with special interest groups, key stakeholders, government agencies and affected landowners
- + Progressing Master Inland Rail Development Agreements (MIRDA) with all A2I Councils
- + Community consultative committee (CCC) meetings September 29th
- + Issue a mail out to affected landowners and site neighbours with the final reference design visualisations and a project update
- + A2I online community information session 7th October

SPONSORSHIPS & DONATIONS

Funding between \$1000 – \$4000 for individuals and organisations in regional areas along the Inland Rail route that contribute to local and regional prosperity, well-being and sustainability.

- + For activities, events or projects that will benefit the local community.
- + 4 rounds per year.

Recent Local Recipients

- + Albury Cricket Club – Training kits & uniforms
- + Albury Amateur Swimming Club – Marquees for events
- + Junee Public School - Aboriginal percussion instruments
- + Wagga Aboriginal Woman's Group – Holistic healing program



ALBURY PACKAGE

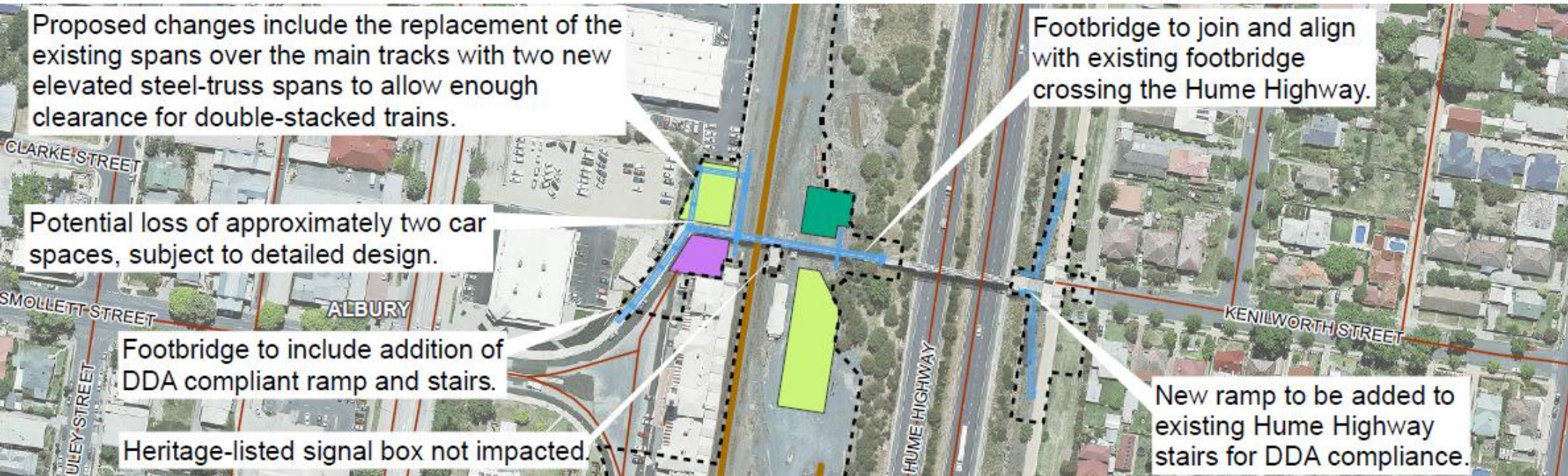
MURRAY RIVER BRIDGE



- + Lifting sway braces approx. 1.9m to enable Double-stacked trains.
- + Associated steel bridge modifications and strengthening works.



ALBURY FOOTBRIDGE – REPLACEMENT



- Proposed footbridge design
- Main line
- Road
- Construction Impact Zone

Temporary construction areas

- Crane pad
- Laydown and crane pad
- Laydown area

ALBURY STATION FOOTBRIDGE

Current



- + Lift footbridge for vertical clearance
- + Tie into existing footbridge over highway
- + DDA compliant ramps on both sides
- + Vertical protection screens

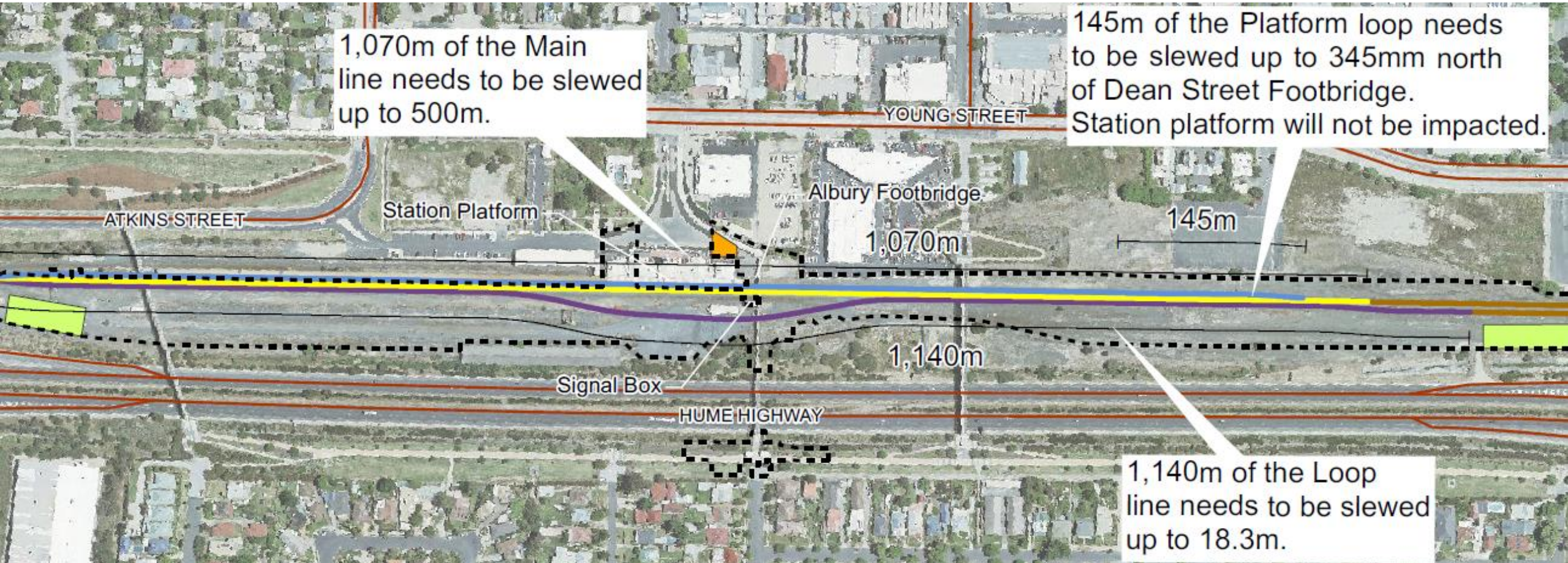
Proposed
(indicative only)



ALBURY FOOTBRIDGE – EASTERN RAMP



ALBURY STATION YARD- TRACK SLEWS



ALBURY STATION YARD

Current

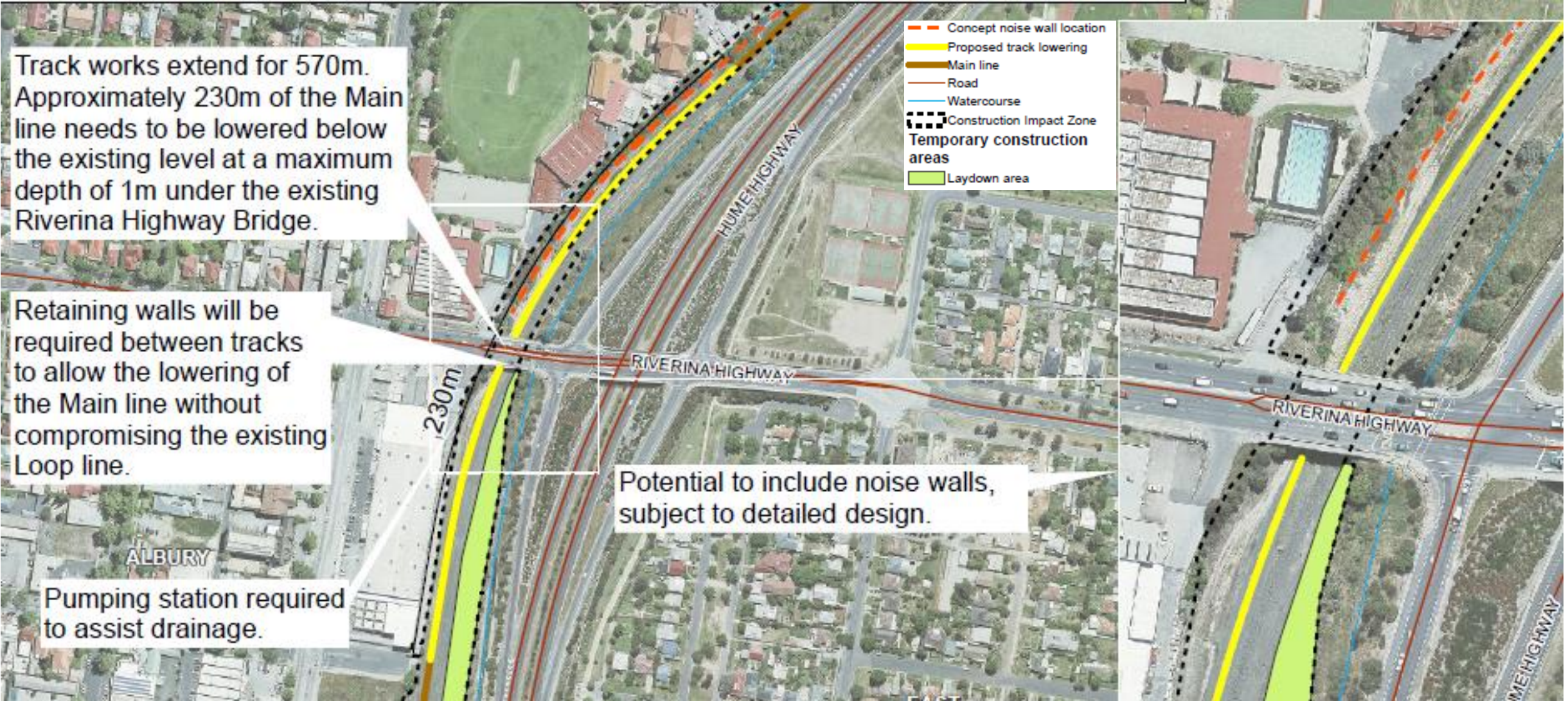


- + Slew track around around signal box
- + Signal box is heritage listed

Proposed
(indicative only)



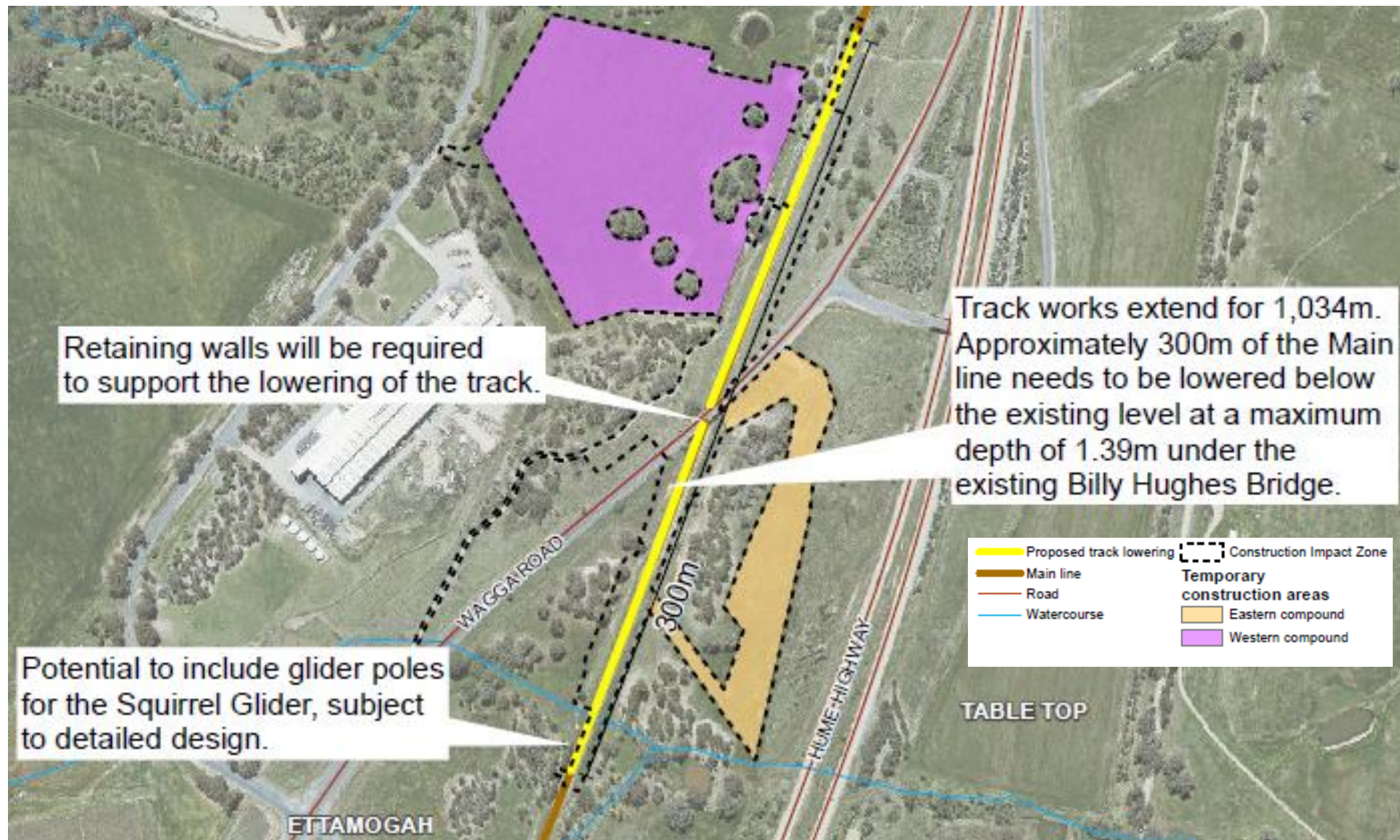
RIVERINA HIGHWAY – TRACK LOWER



RIVERINA HIGHWAY – TRACK LOWER



BILLY HUGHES BRIDGE – TRACK LOWER



BILLY HUGHES BRIDGE

Current



- + Track lower for vertical clearance
- + Concrete retaining walls

Proposed
(indicative only)



ANTICIPATED CONSTRUCTION DURATION

SITE	DURATION (days)	Comments
Murray River Bridge	241	Due to the available work windows, there has been only 2 shifts a week allowed
Albury Yard Track slews	57	1 x 60-hour possession required
Albury Footbridge Replacement	120	
Riverina Highway Bridge Track lower	318	2 x 60-hour possessions required
Billy Hughes Bridge Track Lower	324	3 x 60-hour possessions required

- + Work has been scheduled around the 60-hour possessions (September and March).
- + Actual dates, timings and packaging of works will be resolved by the construction contractor.

GREATER HUME – LOCKHART PACKAGE

CULCAIRN FOOTBRIDGE

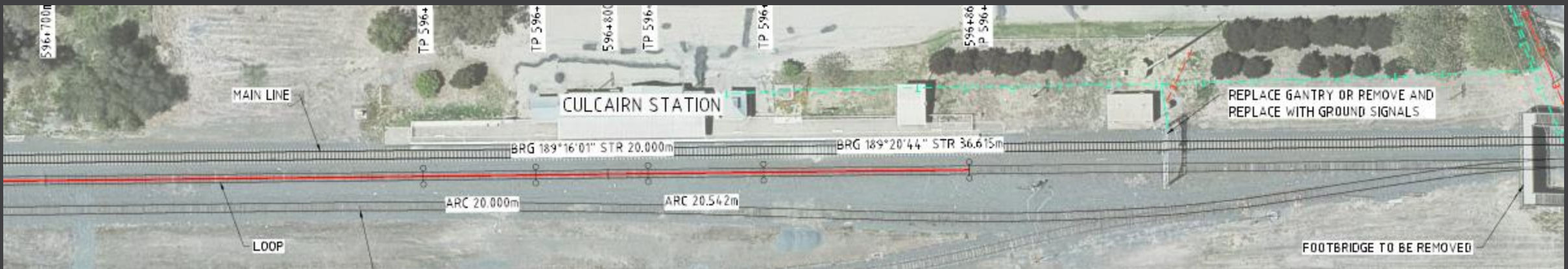
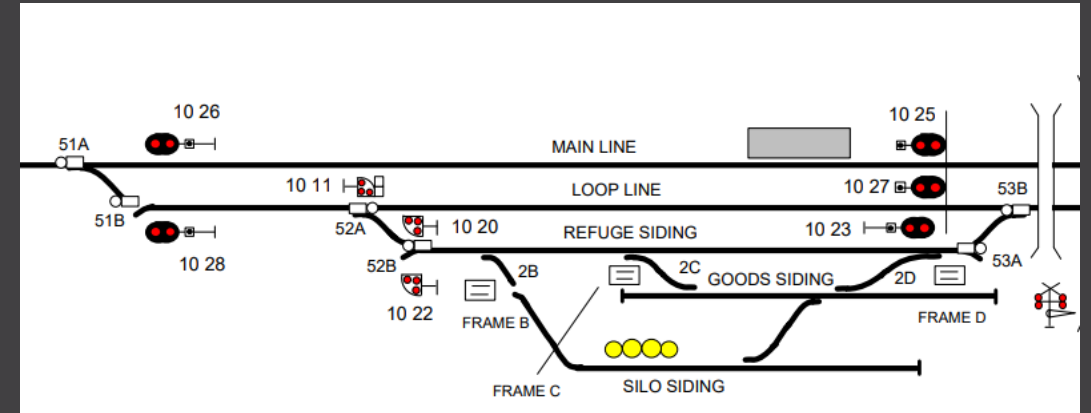
- + Footbridge Removal and associated works.
- + Currently decommissioned.
- Greater Hume Council confirmed proposed site location for the gifted footbridge.
- Proposed location is Eric Thomas Park near Culcairn Station.



In principle agreement to gift council the decommissioned footbridge

CULCAIRN

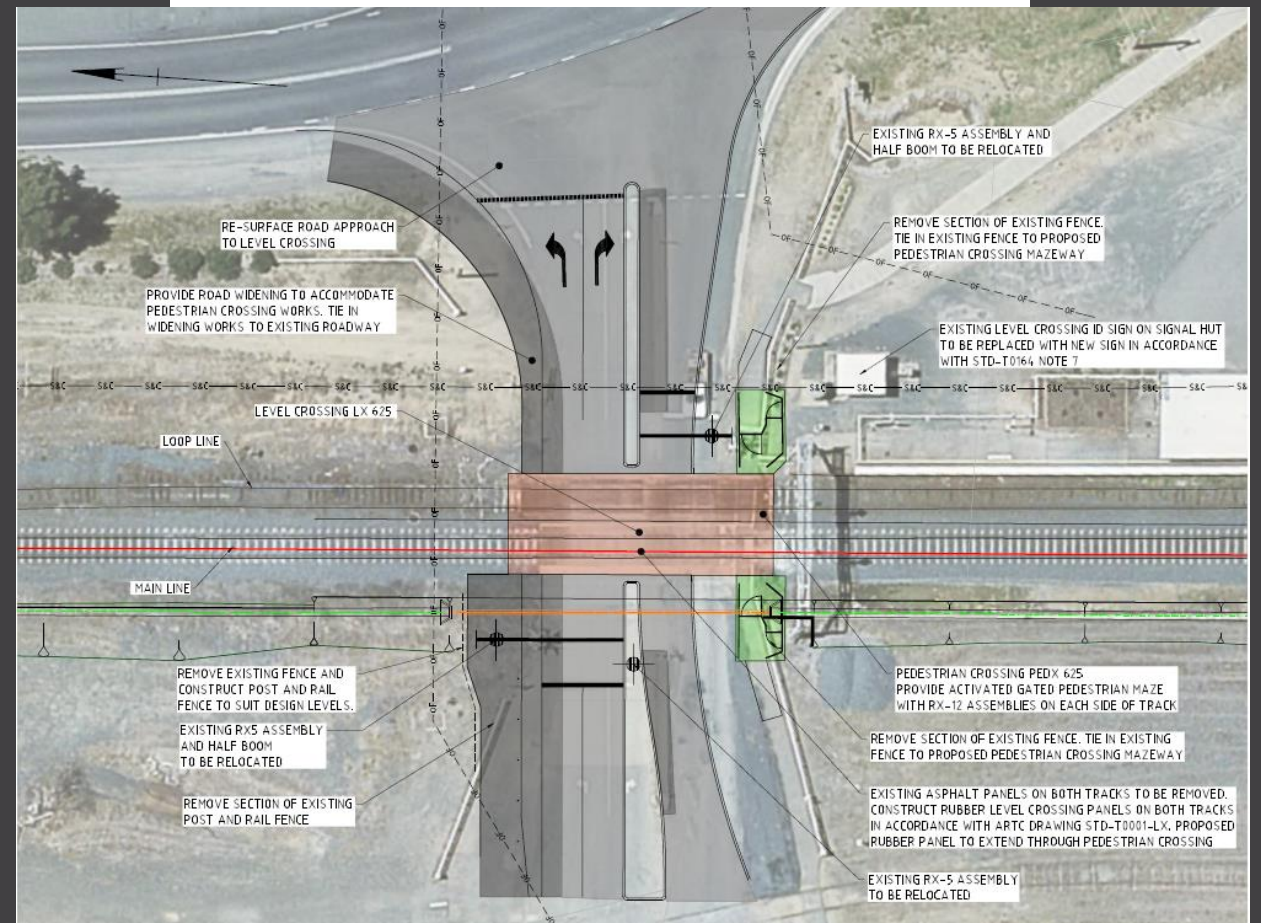
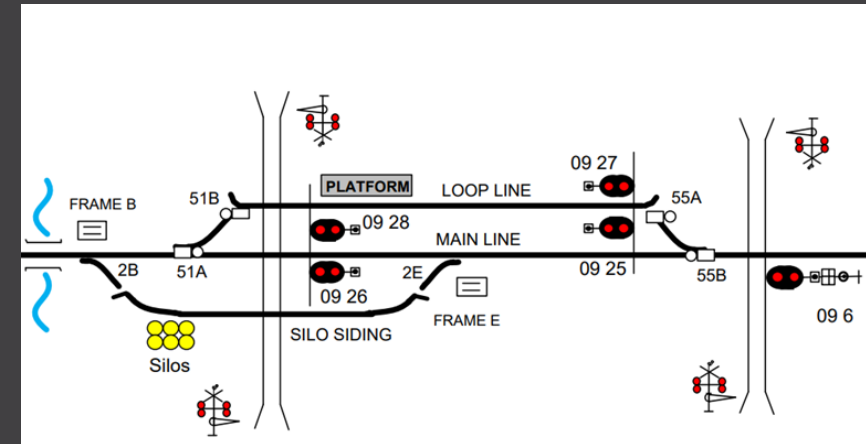
- Footbridge Removal
- Loop Line track slews up to (100mm) away from Main Line for (450m)
- No works proposed on level crossing or platform
- No impacts to yard sidings or connections.
- Station signal gantry modification works.
- Access would be shared with the existing access point for the silo. Access to gantry works would be supported via the station access road.



HENTY

Sladen St LX works:

- Relocation of RX-5 Assembly for compliant clearances.
- Activated pedestrian maze (RX-12).
- Rubber panels to replace Asphalt surface.
- Widening works and to tie to existing roadway + barrier kerbs.
- Replacement of culvert under crossing.
- 400mm Retaining wall around gantry for drainage into culvert.
- Temporary closure would not impact the Olympic Highway.
- Temporary closure would impact local traffic and would temporarily increase traffic on Allan Street and Rosler Parade (around 1.6 km). Pedestrian access to be managed during construction.

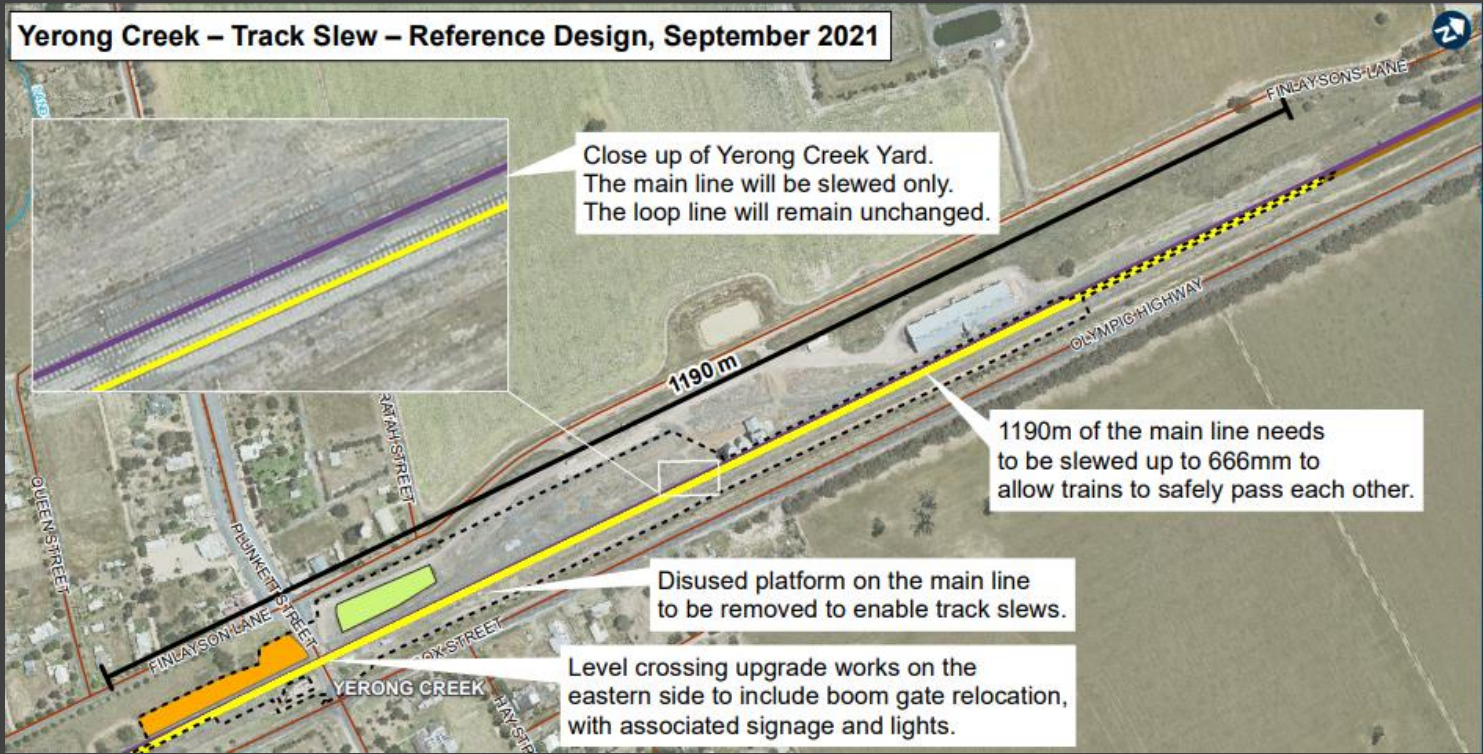


ANTICIPATED CONSTRUCTION DURATION

SITE	DURATION (days)	Comments
Culcairn Yard	56	1 x 60-hour possession
Henty Yard	61	1x 60-hour possession

- + Actual dates, timings and packaging of works will be resolved by the construction contractor.
- + Work has been scheduled around the 60-hour possessions (September and March).

YERONG CREEK YARD



Yerong Creek – Track Slew – Reference Design, September 2021

Close up of Yerong Creek Yard. The main line will be slewed only. The loop line will remain unchanged.

1190m of the main line needs to be slewed up to 666mm to allow trains to safely pass each other.

Disused platform on the main line to be removed to enable track slews.

Level crossing upgrade works on the eastern side to include boom gate relocation, with associated signage and lights.

INLAND RAIL **ARTC**

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.

**Albury to Illabo Phase 2
Yerong Creek – Track Slew**

- Proposed track slew
- Main line
- Loop line
- Road
- Watercourse
- Construction Impact Zone
- Temporary construction areas
- Laydown area
- Office and laydown area



YERONG CREEK TRAFFIC IMPACTS

- + Works on the level crossing will occur under traffic management to avoid closure of level crossing.
- + This would occur for limited periods.
- + Notification measures will be carried out to alert the community concerning potential delays.

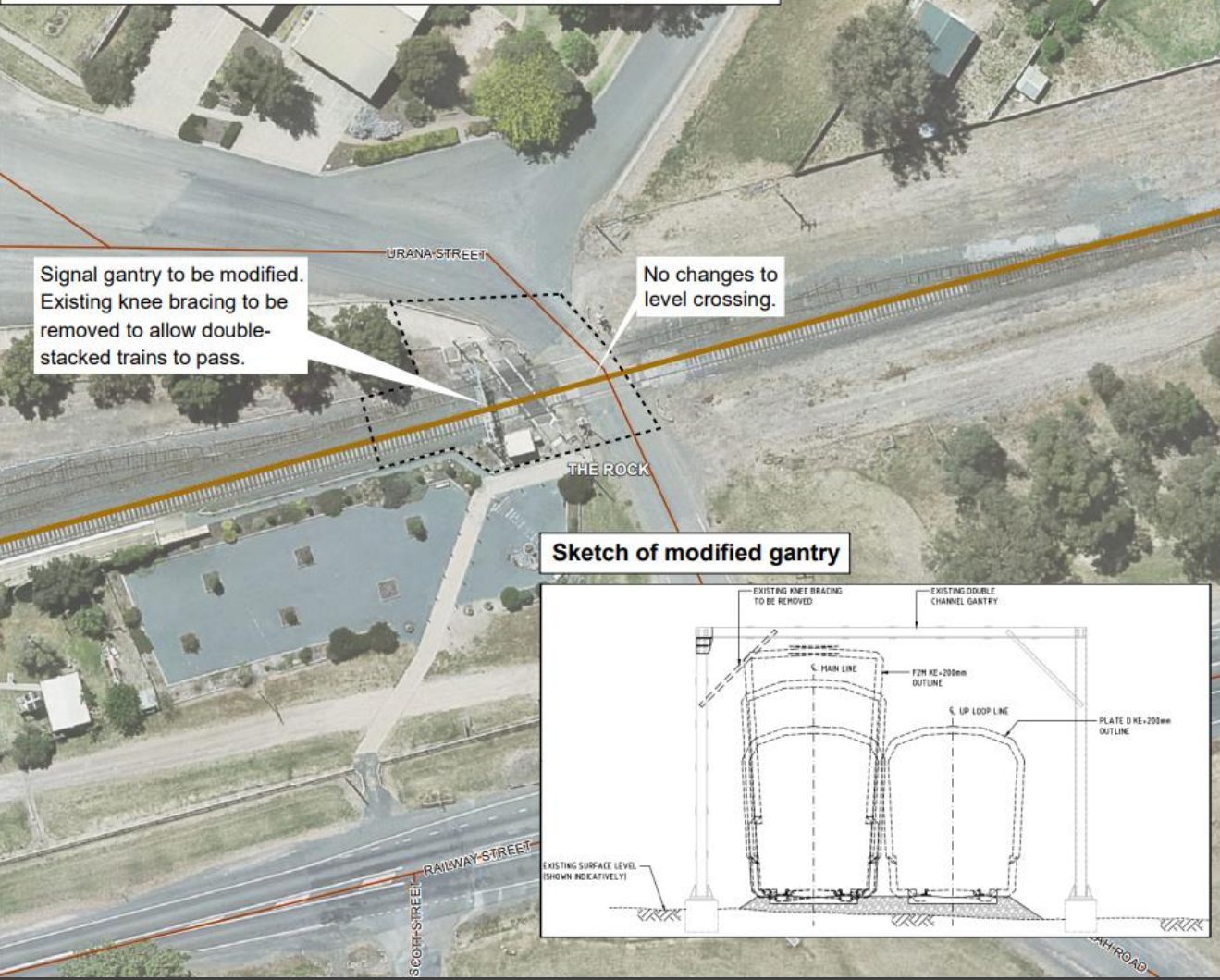


THE ROCK

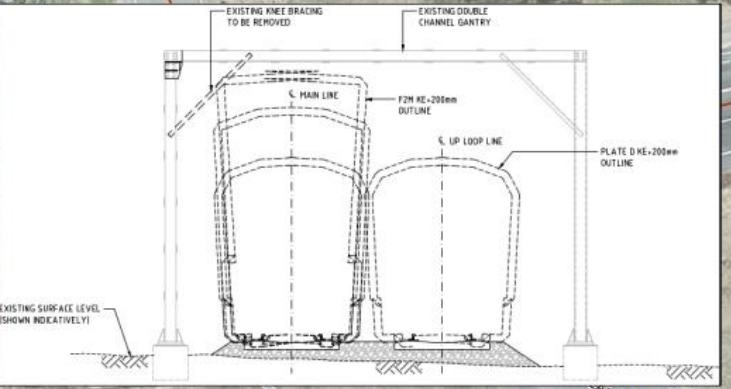
Albury to Illabo Phase 2 The Rock- Gantry Replacement

- Main line
- Road
- - - Construction Impact Zone

The Rock- Gantry Modification – Reference Design, September 2021



Sketch of modified gantry



NOT FOR PUBLICATION
FOR CONSULTATION PURPOSES ONLY.



Coordinate System: GDA 1994 MGA Zone 55

ARTC makes no representation or warranty and assumes no liability for any errors or omissions in this document, including any omissions of information contained in this document. The EIR has been prepared from material provided to ARTC by an external source and ARTC has not taken any steps to verify the completeness, accuracy or validity of that material. ARTC will not be responsible for any loss or damage suffered as a result of any person's reliance on any information contained within this EIR map.

Date: 2/09/2021
Author: WSP
Data Sources: ARTC, NSWSS

Paper: A3
Scale: 1:500

- + Urana St LX partial closure, managed through traffic control.
- + Temporary removal of existing fencing required. Alternative fencing required for pedestrian safety.

ANTICIPATED CONSTRUCTION DURATION

SITE	DURATION (days)	Comments
Yerong Creek Yard	61	Rail corridor works
Plunket St Level Crossing	6 - 8	Modification works
The Rock	15	Rail corridor works. Partial closure of Urana Street LX may be required during works, managed through traffic control

- + Actual dates, timings and packaging of works will be resolved by the construction contractor.
- + Work has been scheduled around the 60-hour possessions (September and March).

WAGGA WAGGA PACKAGE

WAGGA WAGGA FLYTHROUGH



URANQUINTY YARD

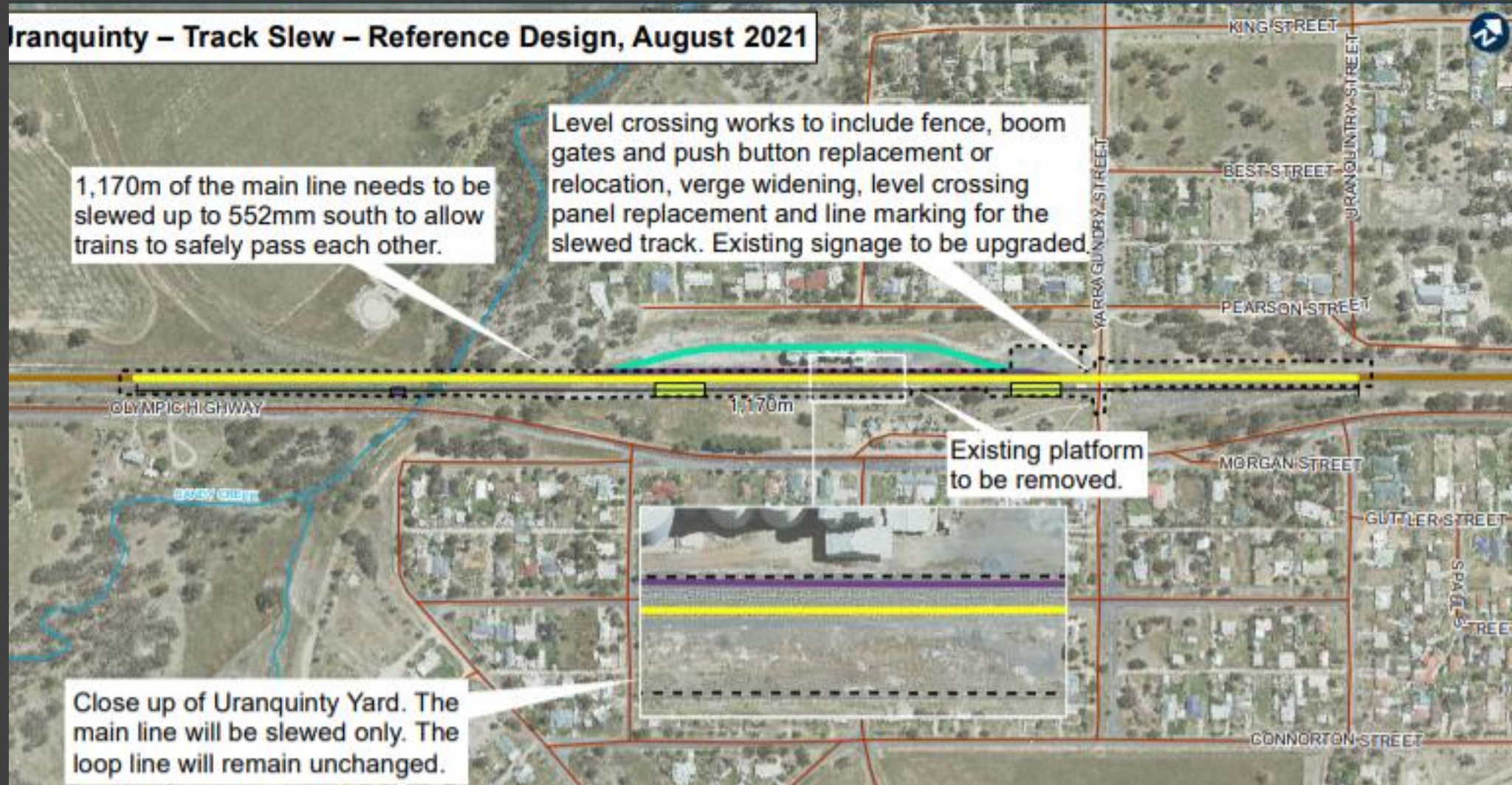
Uranquinty – Track Slew – Reference Design, August 2021

1,170m of the main line needs to be slewed up to 552mm south to allow trains to safely pass each other.

Level crossing works to include fence, boom gates and push button replacement or relocation, verge widening, level crossing panel replacement and line marking for the slewed track. Existing signage to be upgraded.

Existing platform to be removed.

Close up of Uranquinty Yard. The main line will be slewed only. The loop line will remain unchanged.



The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC) in partnership with the private sector.

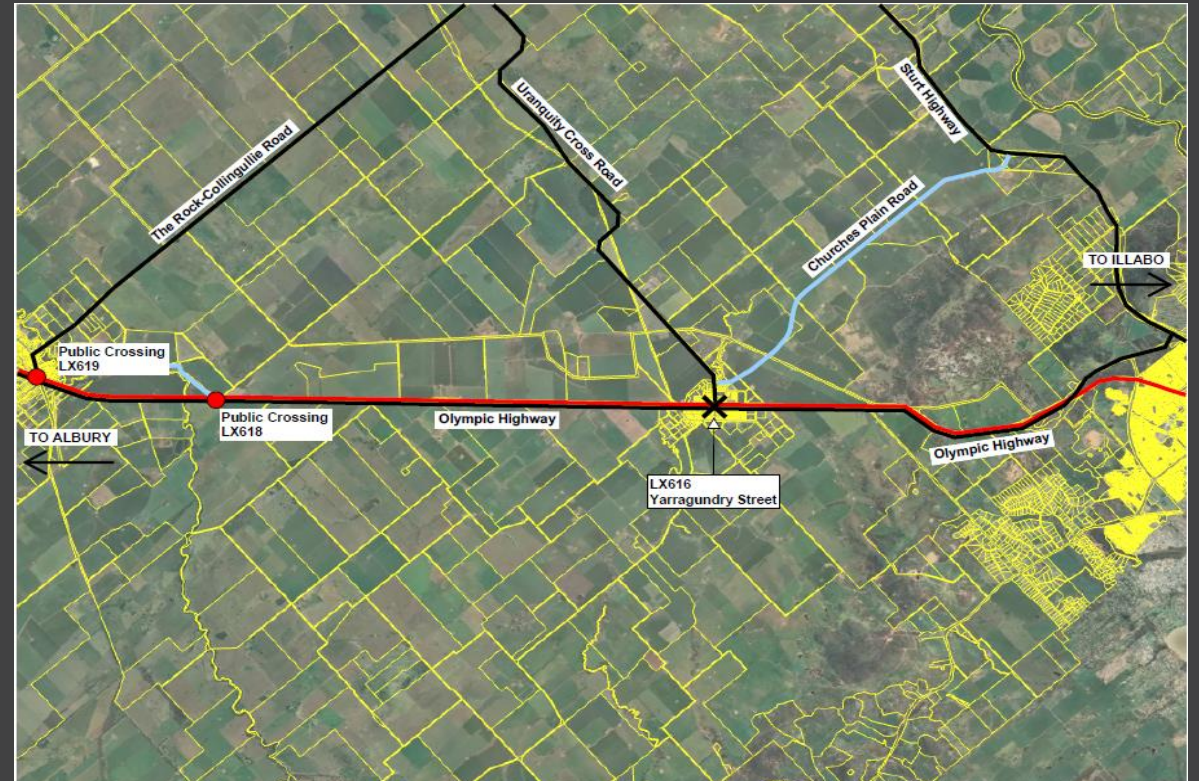
Albury to Illabo Phase 2 Uranquinty Yard Clearances

- Proposed track slew
- Main line
- Loop line
- Siding
- Road
- Watercourse
- Construction Impact Zone
- Temporary construction areas
 - Laydown area
 - Crane pad

URANQUINTY YARD

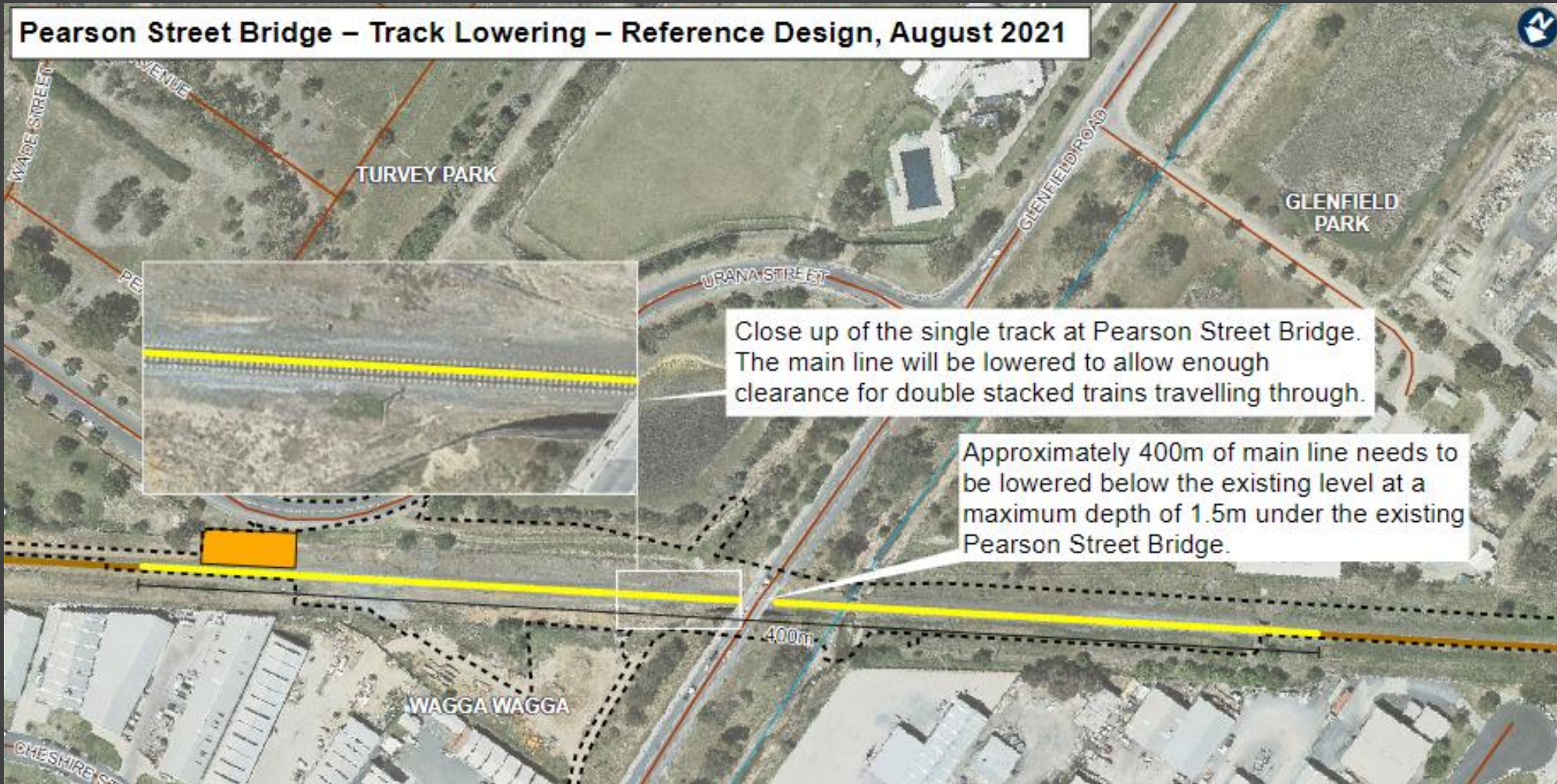
Temporary disruption to the level crossing at Yarragundry Street would occur during rail possessions and level crossing works. Traffic management and/or detours are required to maintain access across the rail corridor.

If deemed necessary, Churches Plain Road has been identified as a potential detour across the rail corridor



PEARSON STREET BRIDGE

Pearson Street Bridge – Track Lowering – Reference Design, August 2021



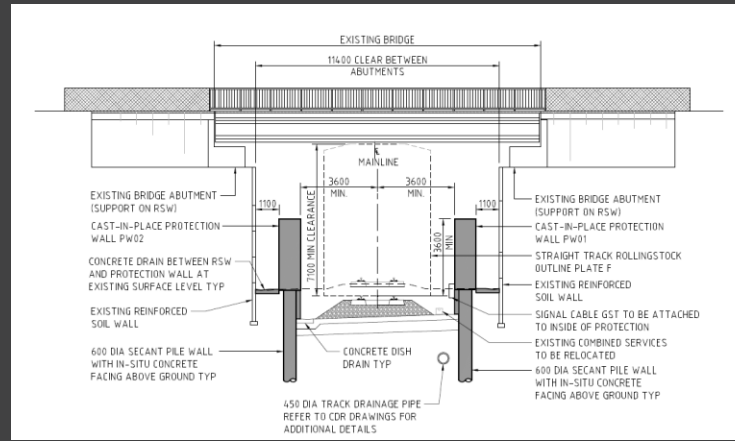
The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

Albury to Illabo Phase 2 Pearson Street Bridge

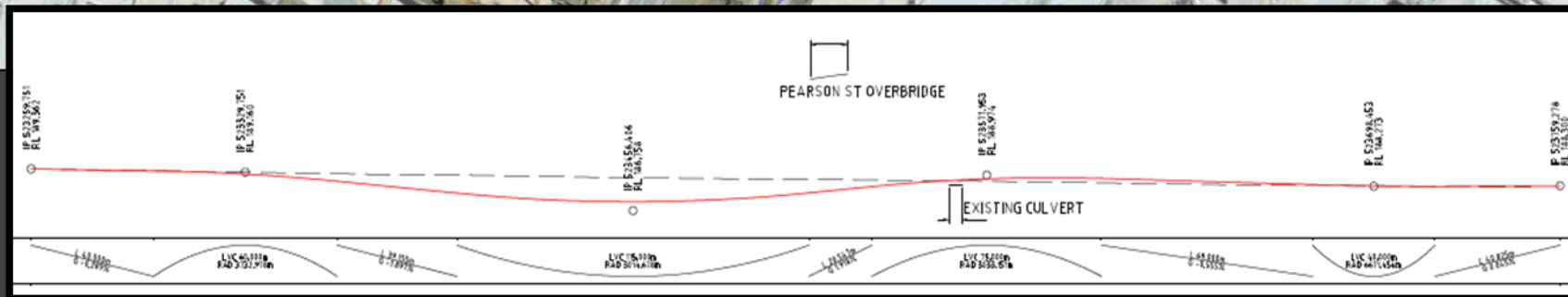
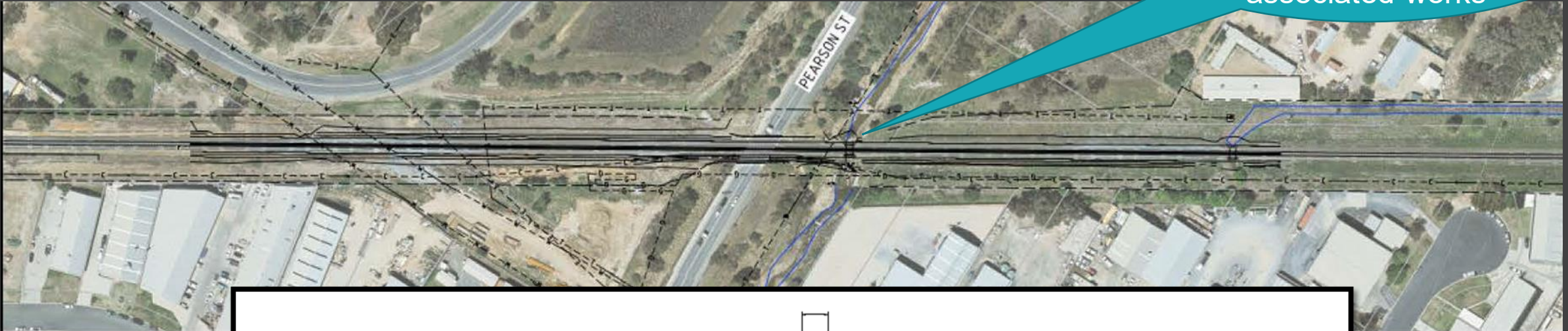
- Proposed track slew
- Main line
- Road
- Watercourse
- Construction Impact Zone
- Temporary construction areas
- Office and laydown area

PEARSON ST BRIDGE

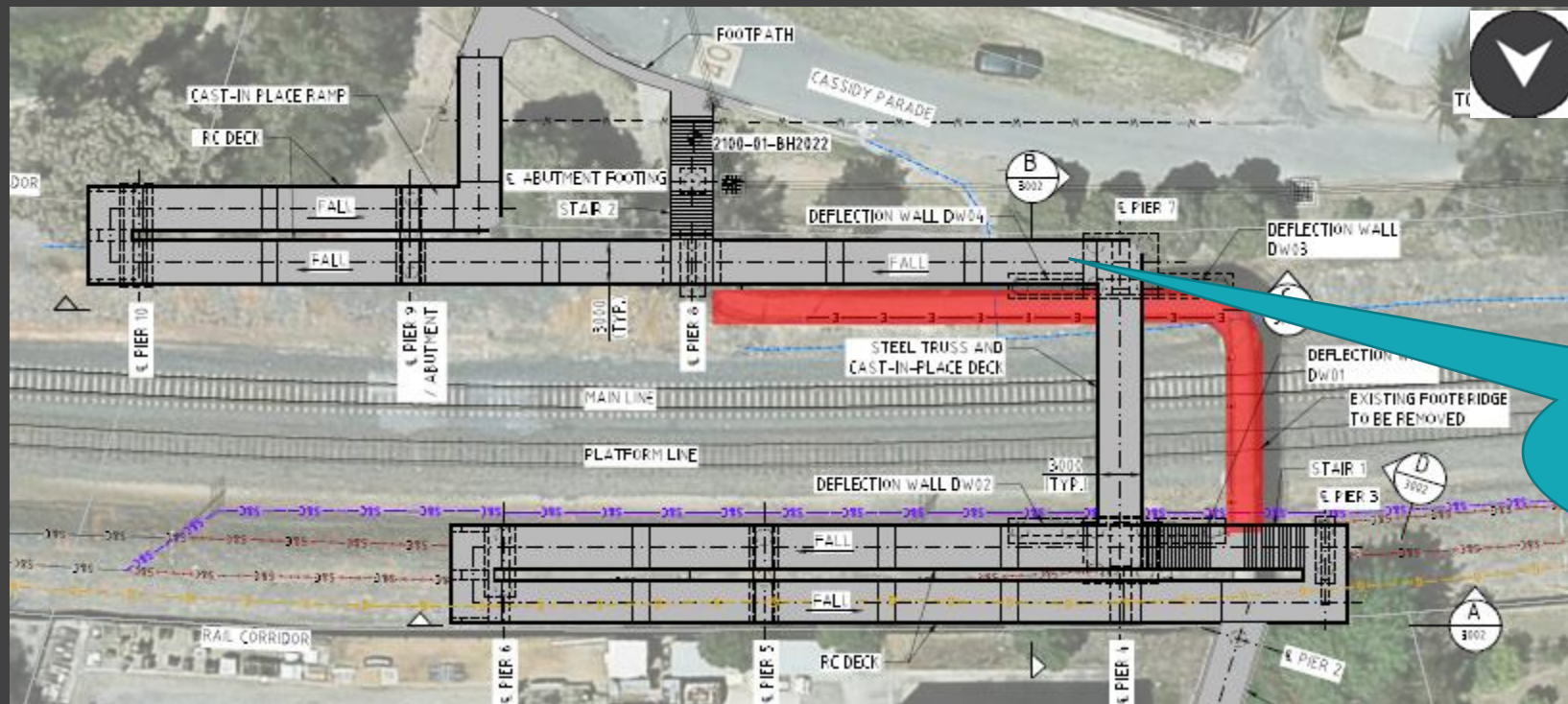
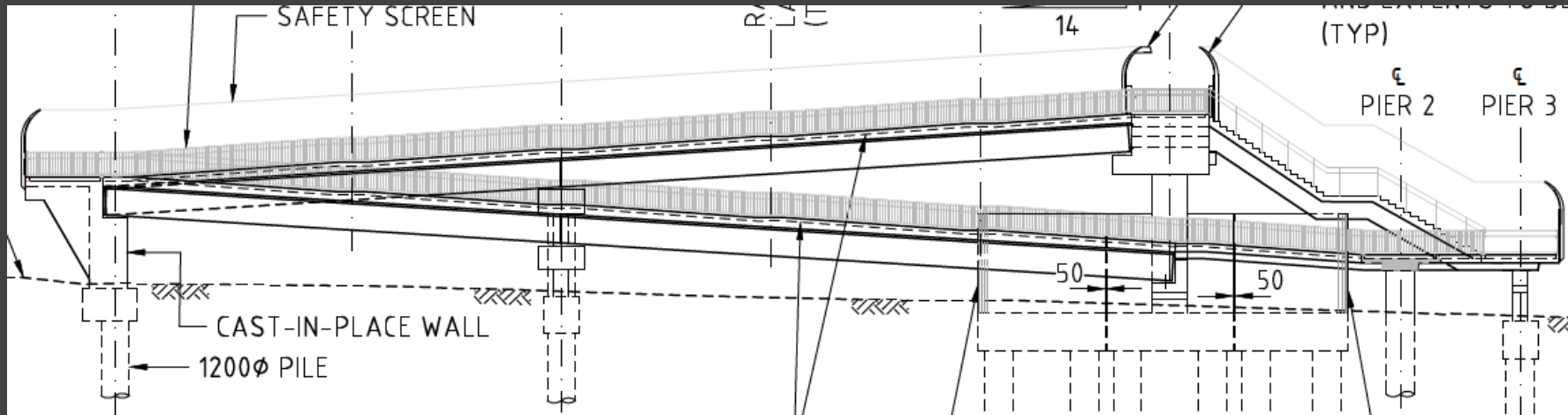
+ Track lowering and associated works



Discussions with Council to work collaboratively on associated works



CASSIDY FOOTBRIDGE



+ Bridge replacement and associated works.

DDA compliance and working to accommodate the active travel plan

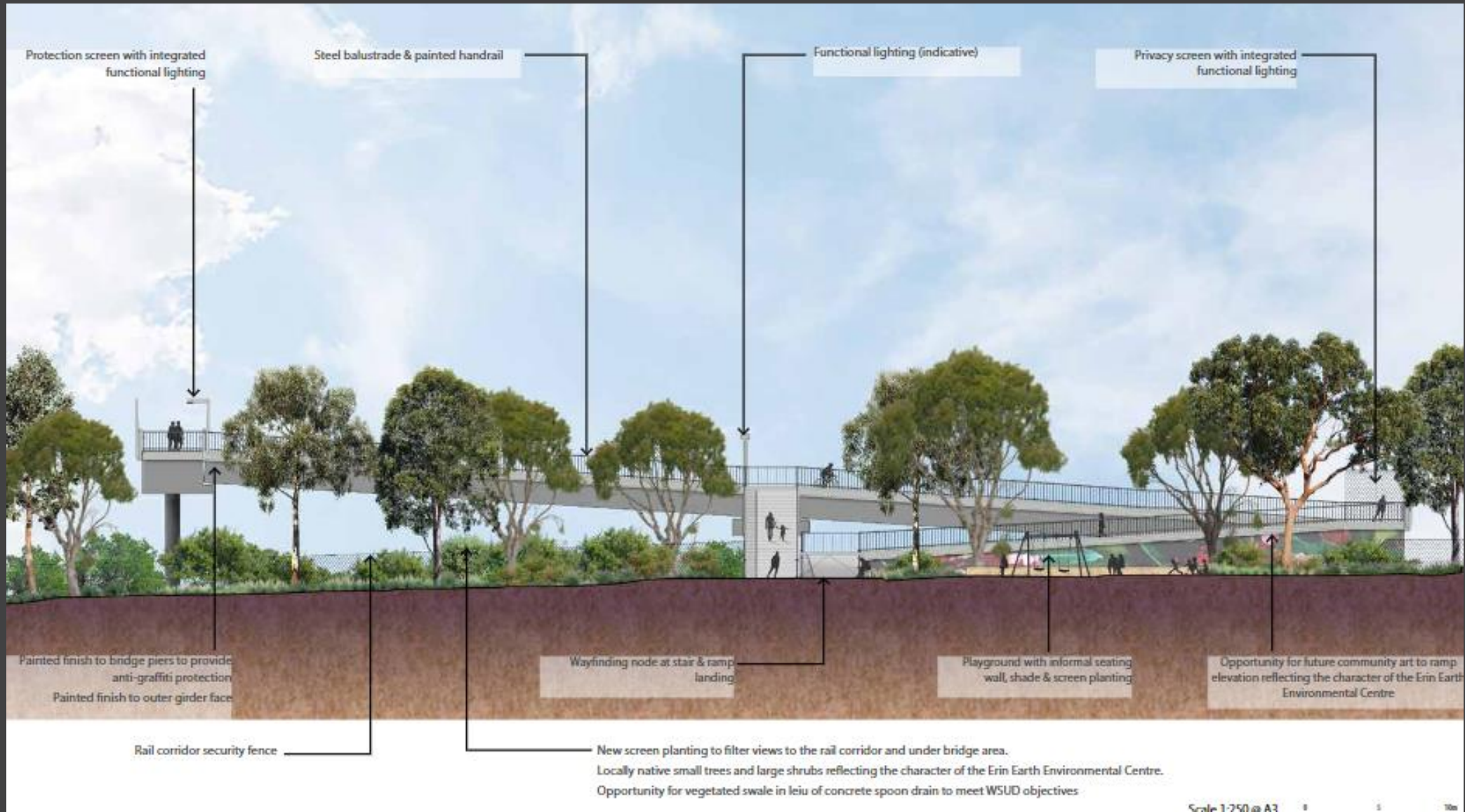
CASSIDY FOOTBRIDGE

- + Replace and raise bridge approx. 2 m
- + 3 m wide path to accommodate active cycle path

- + Vertical pedestrian safety screens
- + DDA compliant ramps



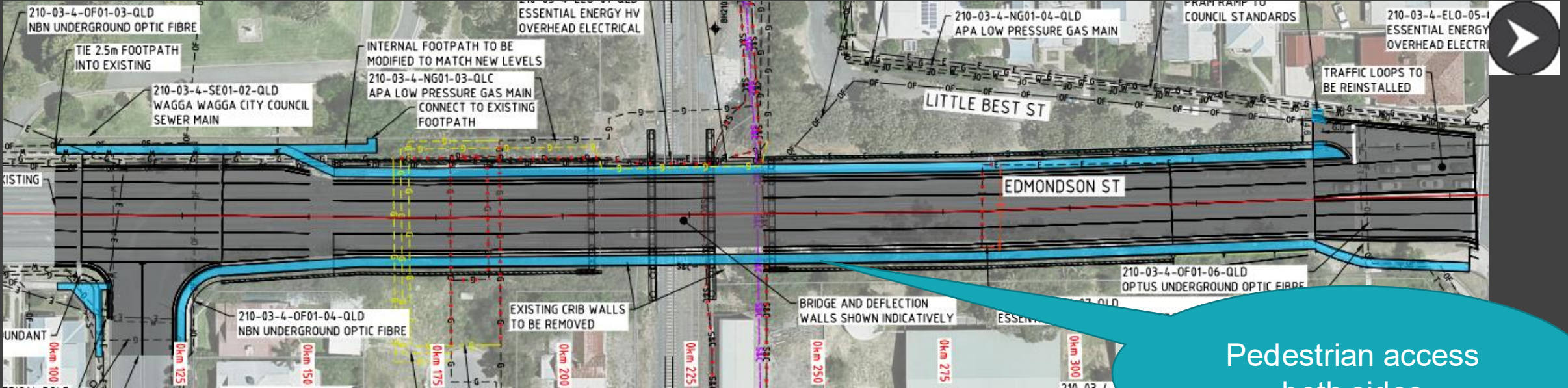
LANDSCAPE & URBAN DESIGN



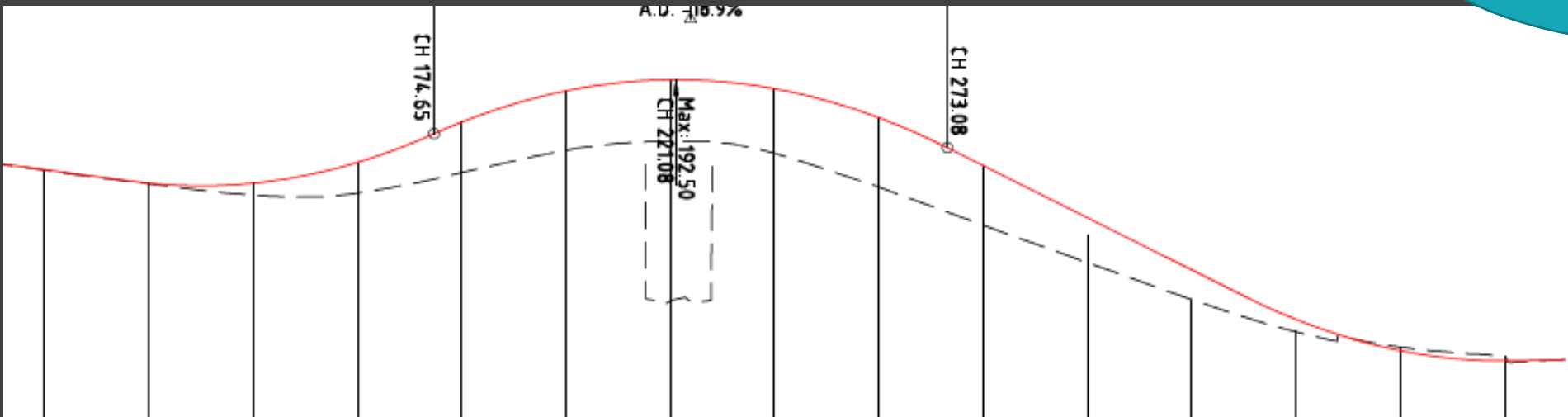
EDMONDSON STREET BRIDGE MODEL



EDMONDSON STREET BRIDGE



Pedestrian access both sides



+ Bridge replacement and associated works.

EDMONDSON STREET BRIDGE

Current



Proposed
(indicative only)

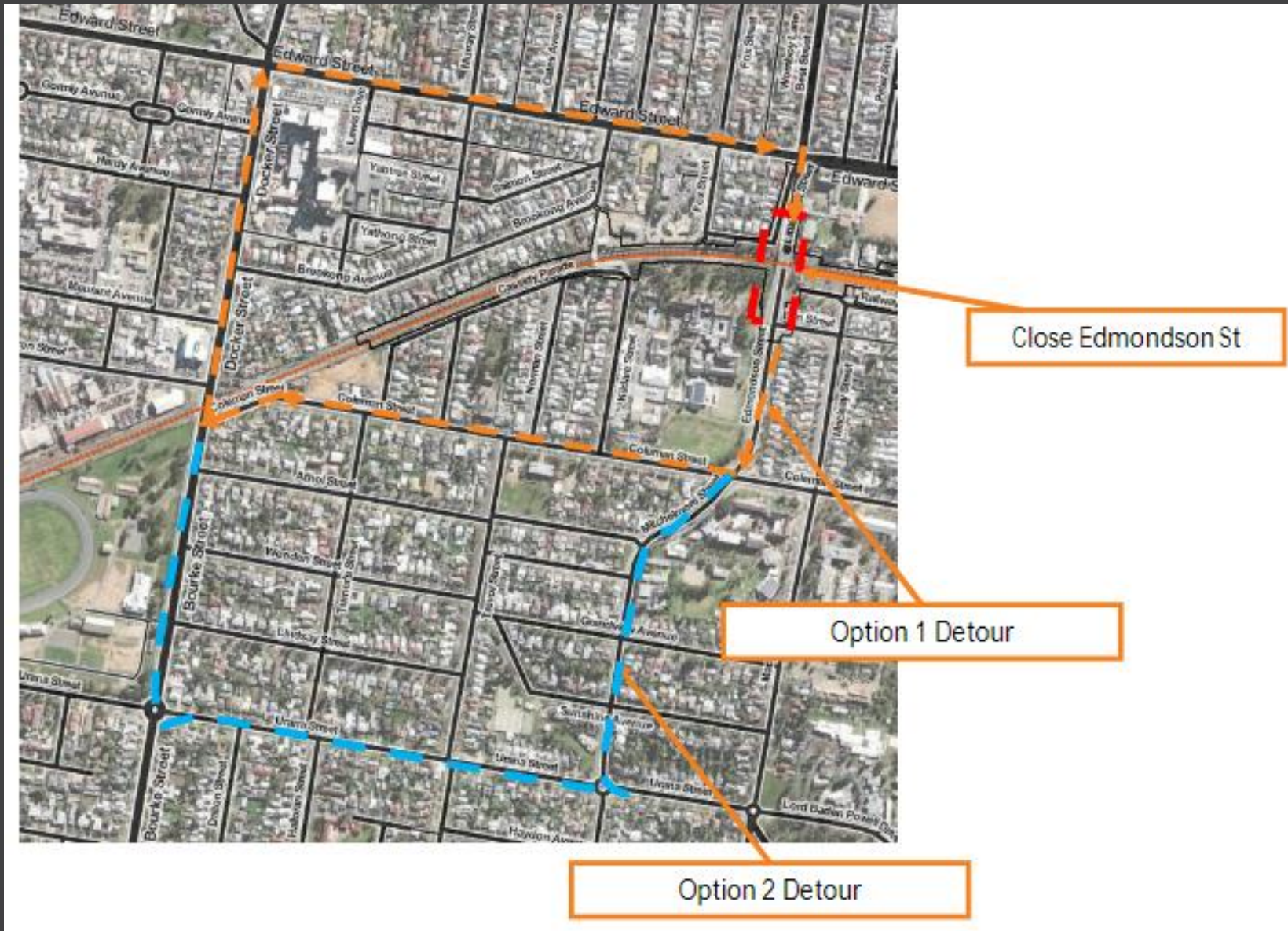


EDMONDSON STREET BRIDGE

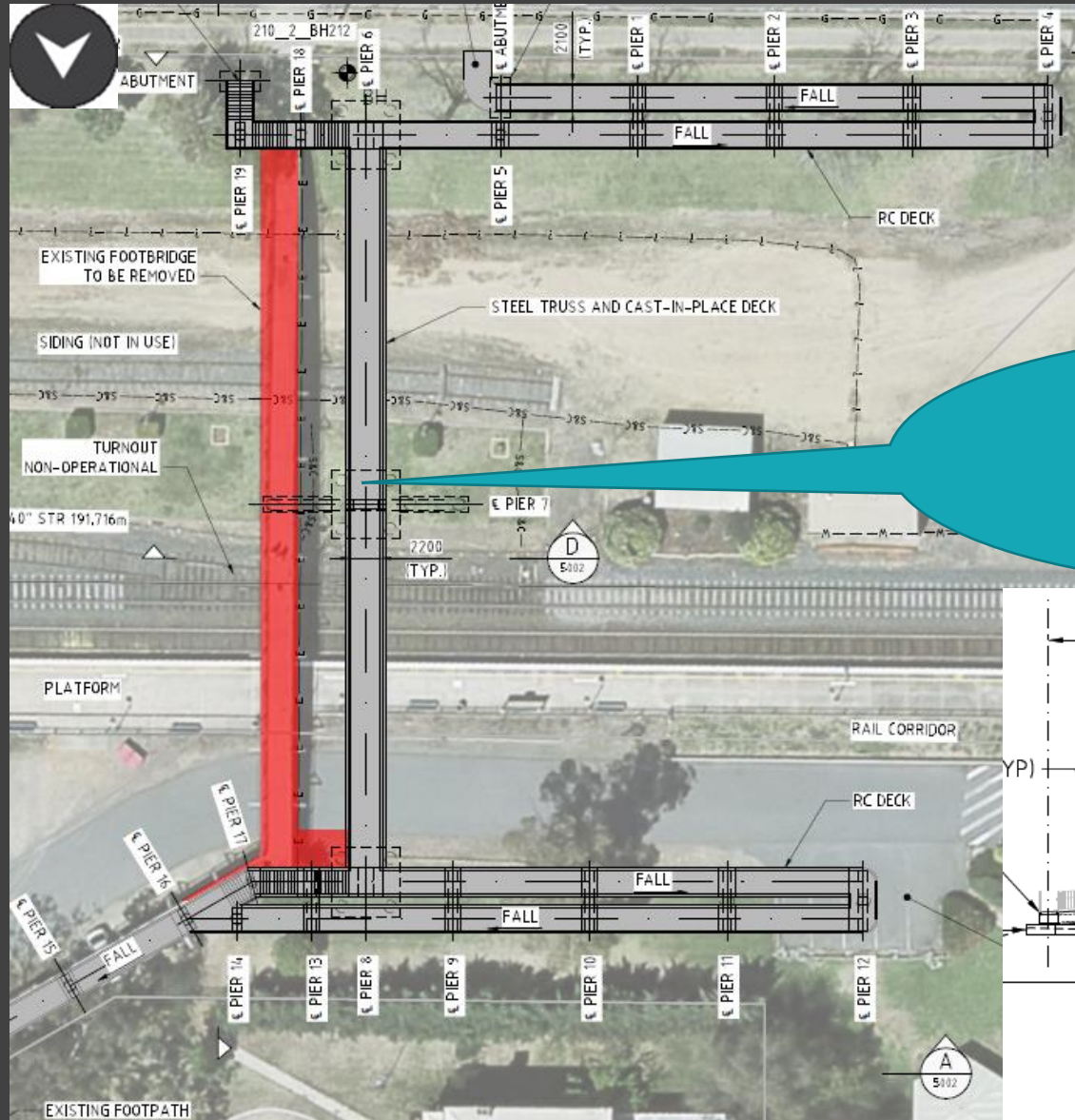
- + Raise bridge approx. 2 m
- + Rebuild abutments
- + Tie into existing road interfaces
- + Pedestrian paths on both sides
- + Vertical pedestrian safety screens
- + Pedestrian fencing between the road and path on both sides.
- + Site office will be located within the rail corridor to the west of Edmondson Street Bridge and access will be via Erin St



TRAFFIC DETOURS

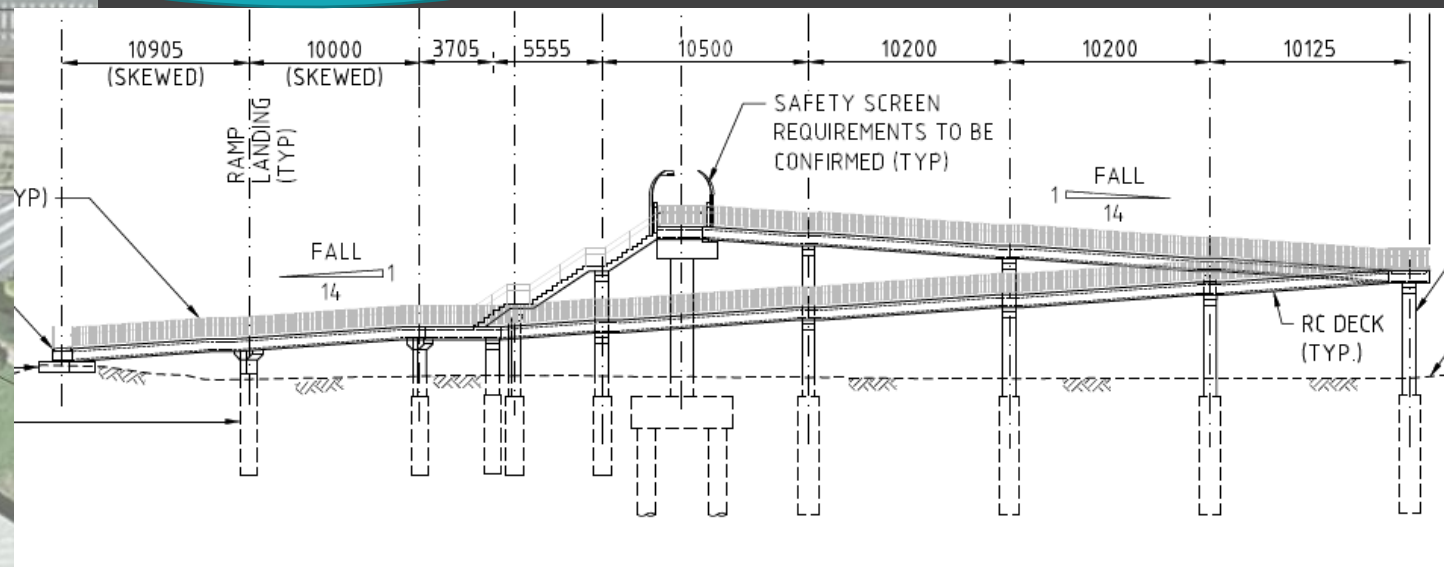


WAGGA WAGGA STATION FOOTBRIDGE



- + Bridge replacement and associated works.
- + Pedestrian access maintained throughout construction.

New replacement footbridge with DDA compliance

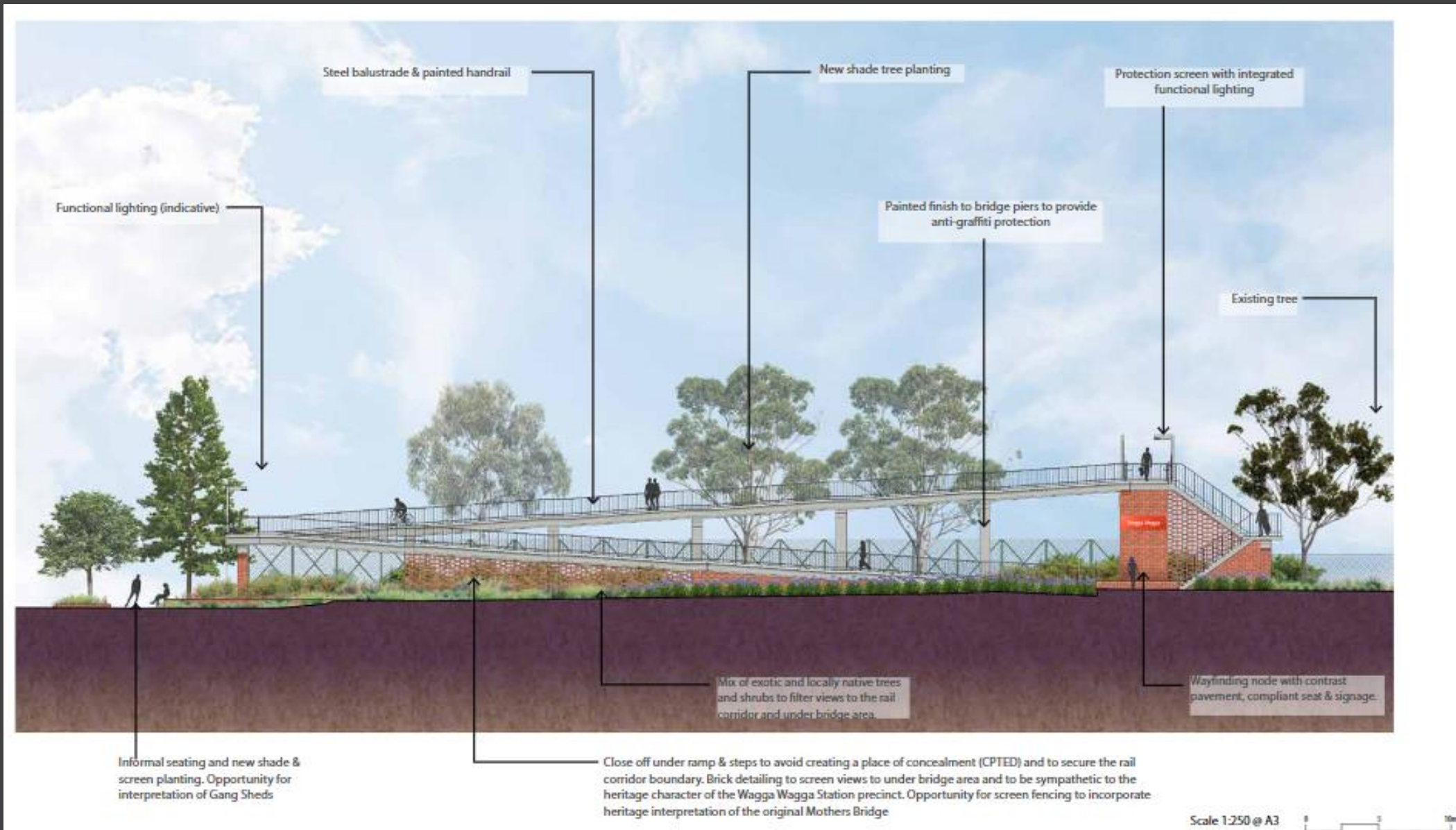


WAGGA WAGGA STATION FOOTBRIDGE

- + Raise bridge approx. 2 m
- + 2 m wide pedestrian path on eastern side
- + DDA compliant ramps
- + Pedestrian safety screens

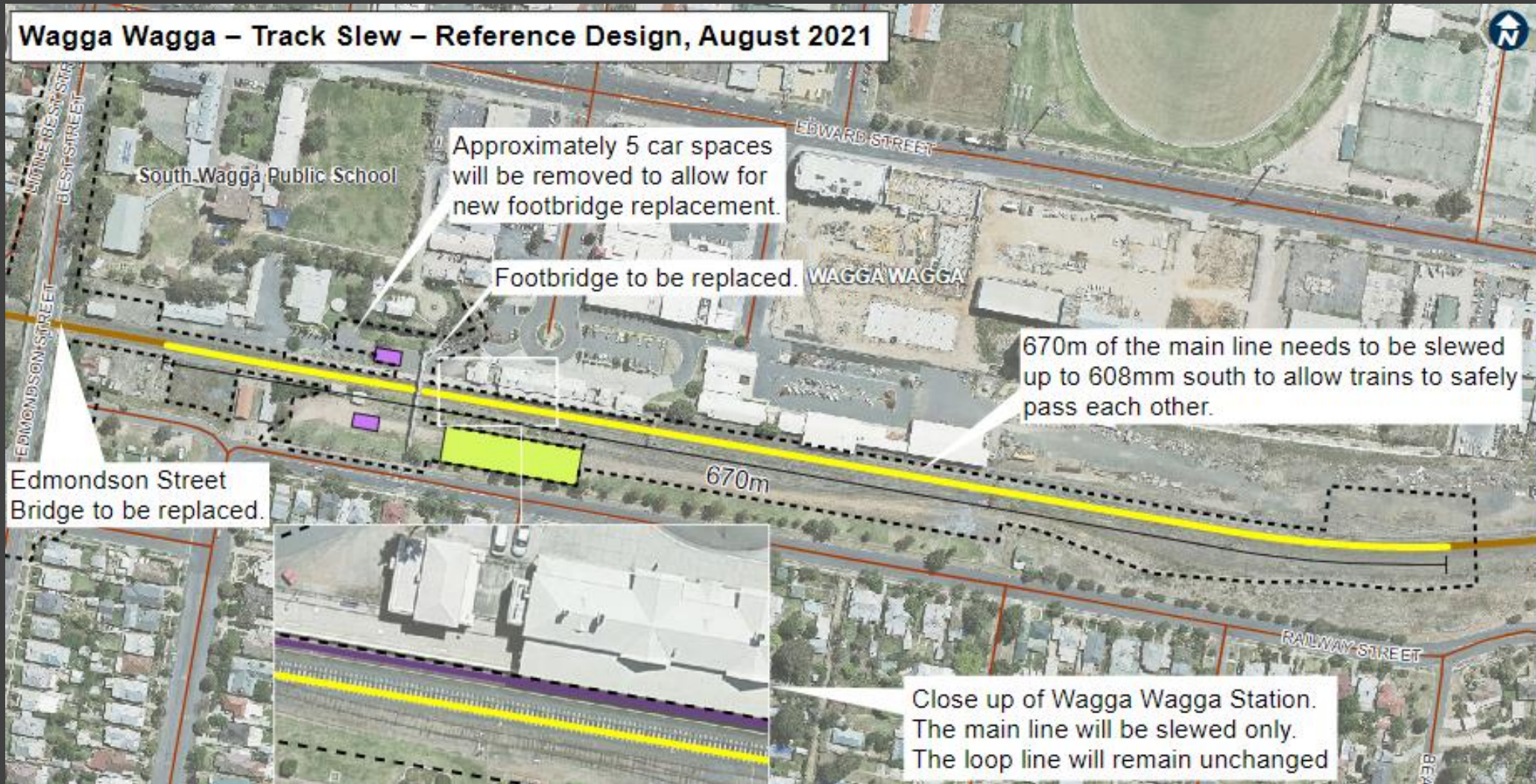


LANDSCAPE & URBAN DESIGN



WAGGA WAGGA STATION YARD

Wagga Wagga – Track Slew – Reference Design, August 2021



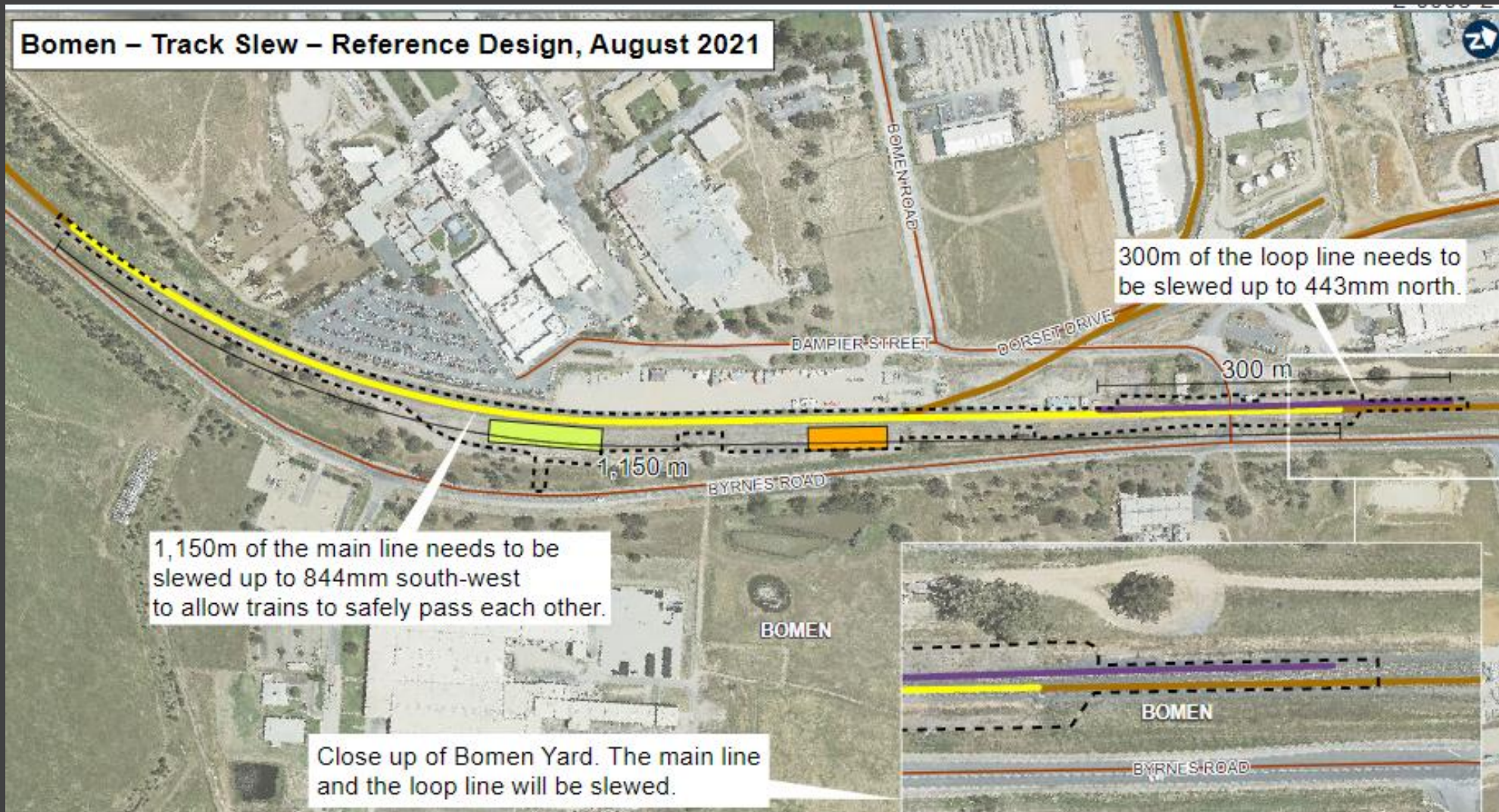
The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

Albury to Illabo Phase 2 Wagga Wagga Yard Clearances

- Proposed track slew
- Main line
- Loop line
- Road
- Construction Impact Zone
- Temporary construction areas
 - Laydown area
 - Crane pad

BOMEN YARD

Bomen – Track Slew – Reference Design, August 2021



1,150m of the main line needs to be slewed up to 844mm south-west to allow trains to safely pass each other.

300m of the loop line needs to be slewed up to 443mm north.

Close up of Bomen Yard. The main line and the loop line will be slewed.

The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

**Albury to Illabo Phase 2
Bomen Yard Clearances**

- Proposed track slew - main line
- Proposed track slew - loop line
- Main line
- Road
- Construction Impact Zone
- Temporary construction areas**
- Office and laydown area
- Laydown area

**NOT FOR PUBLICATION.
FOR CONSULTATION PURPOSES ONLY.**

ANTICIPATED CONSTRUCTION DURATION

SITE	DURATION (days)	Comments
Uranquinty track slew	54	LX: 5 – 20 days (Traffic Control or Detours)
Pearson Street Bridge track lowering	324	Rail corridor
Cassidy Footbridge replacement	120	Detours
Edmondson Street Bridge replacement	240	Bridge closure: 184 days
Wagga Wagga Station Footbridge replacement	120	Pedestrian access maintained during construction
Wagga Wagga track slew	54	Rail corridor
Bomen track slew	52	Rail corridor

- + Staging across Cassidy, Edmondson and Wagga Wagga Station bridges would occur so that access across the track is maintained for pedestrians and cyclists.
- + Actual dates, timings and packaging of works will be resolved by the construction contractor.

JUNEE PACKAGE

KEMP STREET BRIDGE

- + Bridge replacement (online) and associated works.



HML structural loading for bridge and 2.5m wide pedestrian access

KEMP STREET BRIDGE- REPLACEMENT (ONLINE)

- Pedestrian access and throw screens
- lifted for vertical clearance
- HML capacity
- 8-month construction timeframe.



JUNEE STATION FOOTBRIDGE - REMOVAL



- + The Junee Station footbridge will be removed to allow for the passage of double-stacked freight trains.
- + Current vertical clearance 4.9m (7.1m required).

In principle agreement to gift council the decommissioned footbridge

Visualisations are for illustrative purposes and not to scale

OLYMPIC HIGHWAY OVERPASS – TRACK MODIFICATION

←
Cootamundra

→
Junee



- + Track reconfiguration works to allow a single track to run across the bridge (currently two tracks) to enable safe passage of double-stacked trains.
- + Associated minor modification and strengthening works to bridge superstructure.

JUNEE TO ILLABO DUAL TRACK SLEWS



ANTICIPATED CONSTRUCTION DURATION

SITE	DURATION (days)	Comments
Kemp Street Bridge	206	
Olympic Highway Overpass	58	
Junee to Illabo track slews	202	1 x 60-hour possession

- + Actual dates, timings and packaging of works will be resolved by the construction contractor.
- + Work has been scheduled around the 60-hour possessions (September and March).

QUESTIONS?

FOR FURTHER INFORMATION



Website: InlandRail.ARTC.com.au/a2i

Phone: 1800 732 781

Email: InlandRailNSW@artc.com.au

Interactive Map: Maps.InlandRail.com.au/a2i

MELVYN MAYLIN

Project Director A2P

Email: mmaylin@artc.com.au

Phone: 0400 266 101

HEATH MARTIN

Stakeholder Engagement Manager

Email: hmartin@artc.com.au

Phone: 0417 832 509



The Australian Government is delivering Inland Rail through the Australian Rail Track Corporation (ARTC), in partnership with the private sector.

THANK YOU