Inglewood to Millmerran
Engineering and Environmental Studies
Luke Smith and Mark Barnett

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Inglewood to Millmerran
Study Corridor Options
Purpose of discussion

- To provide an update on options development
- To seek feedback on options
- To identify constraints or attractants
Overview of project areas

The Yelarbon to Gowrie section of the Inland Rail service offering has been broken down into sub-areas for investigation purposes.

The project is therefore a mix of “Greenfield” and “Brownfield” areas.

- “Greenfield” areas are those where there is not an existing railway corridors and the land is currently used for other non-rail purposes.
- “Brownfield” areas are where there is an existing rail corridor that is being considered for use. The track will become dual-gauge track where both narrow gauge (Queensland trains) and Standard Gauge trains can run.
Overview of the project Areas

- Greenfield sections can be seen as the light blue lines
  - Inglewood to Millmerran
  - Brookstead to Mount Tyson
  - Yargullen to Oakey

- Brownfield section can be seen as the orange lines
  - Yelarban to Inglewood
  - Millmerran to Brookstead
  - Mt Tyson to Yargullen
  - Oakey to Gowrie
### Status of Corridor Studies

<table>
<thead>
<tr>
<th>Desktop studies</th>
<th>Field work</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial investigation into possible routes including some assessment of impacts.</td>
<td>Field visit along general route.</td>
</tr>
<tr>
<td>Secondary investigations into alternative study corridors.</td>
<td>Regional stakeholder discussions.</td>
</tr>
</tbody>
</table>
Study Corridors Under Investigation
Inglewood to Millmerran

Corridors – General Description.

• Along Millmerran-Inglewood Rd (east or West
• Along powerline easement/state forest to Millmerran or Commodore Mine
• Along powerline easement/state forest and Gore Hwy to Millmerran or Commodore Mine
• Along powerline easement and then north before following Gore Hwy
• Along powerline easement and then north-east before following Millmerran Woods Dr.
Corridor Features – Base Case modified (3131)
Inglewood to Millmerran

Key Features
- Approximately 102.5km long.
- Roughly follows Millmerran-Inglewood Road on east.
- Interfaces with Commodore Mine.
- Does not cross State-Forest.
- Blacksoil environment.
- Two passing loops proposed within this section of track.
- Lowest RL: 262m
- Highest RL: 464m
- Difference/Climb: 202m
Corridor Features – Inglewood-Millmerran Rd West (3133)
Inglewood to Millmerran

Key Features

Approximately 102.5km long.
Roughly follows Millmerran-Inglewood Road on west.
Common to Base Case from south of Commodore Mine.
Does cross State-Forest.
Blacksoil environment.
Two passing loops proposed within this section of track.
Lowest RL: 262m
Highest RL: 470m
Difference/Climb: 208m
Corridor Features – Powerline via Commodore (3124)
Inglewood to Millmerran

Key Features

Approximately 130.5km long.
Follows powerline easement to north of Gore Hwy.
Just north of power sub-station turns east towards Commodore Mine along powerline easement.
Joins Base Case study corridor south near Commodore Mine.
Does cross State-Forest.
Two passing loops proposed within this section of track.
Lowest RL: 262m
Highest RL: 503m
Difference/Climb: 241m
Corridor Features – Powerline via Gore and Millmerran (3125)
Inglewood to Millmerran

**Key Features**
- Approximately 128.3km long.
- Follows powerline easement to north of Gore Hwy Gore Hwy.
- Just north of power sub-station turns east towards Commodore Mine along powerline easement but deviates towards Millmerran along Gore Hwy.
- Travels to north of Millmerran.
- Does cross State-Forest.
- Two passing loops proposed within this section of track.
- Lowest RL: 262m
- Highest RL: 472m
- Difference/Climb: 210m
Corridor Features – Powerline via Commodore (3126)
Inglewood to Millmerran

Key Features
Approximately 118.1km long.
Follows powerline easement up to the Gore Hwy.
Follows Gore Hwy on southern side past Millmerran Downs.
Joins Base Case study corridor south near Commodore Mine
Does cross State-Forest.
Two passing loops proposed within this section of track.
Lowest RL: 262m
Highest RL: 503.5m
Difference/Climb: 241.5m
Corridor Features – Powerline via Gore (3127)
Inglewood to Millmerran

Key Features
Approximately 117.2km long.
Follows powerline easement up to the Gore Hwy.
Follows Gore Hwy on northern side past Millmerran Downs but deviates towards Millmerran along Gore Hwy.
Travels to north of Millmerran
Does cross State-Forest.
Two passing loops proposed within this section of track.
Lowest RL: 262m
Highest RL: 472m
Difference/Climb: 210m
Corridor Features – Powerline State Forest, Gore (3128)
Inglewood to Millmerran

Key Features
Approximately 112.5km long.
Follows powerline easement but deviates more northerly through state forest up to the Gore Hwy to the west of Millmerran Downs.
Follows Gore Hwy on southern side past Millmerran Downs towards Commodore Mine.
Joins Base Case study corridor south near Commodore Mine.
Does cross State-Forest.
Two passing loops proposed within this section of track.
Lowest RL: 262m
Highest RL: 503m
Difference/Climb: 241m
Corridor Features – Powerline State Forest, Downs (3129)
Inglewood to Millmerran

Key Features
Approximately 106.3km long.
Follows powerline easement but deviates more north-easterly through state forest to the Millmerran Downs Rd to the south of Millmerran Downs.
Follows Gore Hwy on southern side towards Commodore Mine.
Joins Base Case study corridor south near Commodore Mine
Does cross State-Forest.
Two passing loops proposed within this section of track.
Lowest RL: 262m
Highest RL: 501m
Difference/Climb: 239m
## Study Corridor Comparison
### Inglewood to Millmerran

<table>
<thead>
<tr>
<th>Sub-criteria</th>
<th>Comments - Option 3121 and 3130 (Base Case)</th>
<th>Comments - Option 3124</th>
<th>Comments - Option 3125</th>
<th>Comments - Option 3126</th>
<th>Comments - Option 3127</th>
<th>Comments - Option 3128</th>
<th>Comments - Option 3129</th>
<th>Comments - Option 3133</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alignment</strong></td>
<td>102.64km</td>
<td>130.43km</td>
<td>128.28km</td>
<td>118.077km</td>
<td>117.20km</td>
<td>112.46km</td>
<td>106.28km</td>
<td>102.37km</td>
</tr>
<tr>
<td><strong>Property impacts</strong></td>
<td>Freehold Titles crossed - 81 State forest - 8km</td>
<td>Freehold Titles crossed -29 State forest - 78km</td>
<td>Freehold Titles crossed -34 State forest - 78km</td>
<td>Freehold Titles crossed - 81 State forest - 48km</td>
<td>Freehold Titles crossed - 65 State forest - 53km</td>
<td>Freehold Titles crossed - 74 State forest - 41km</td>
<td>Freehold Titles crossed - 30 State forest - 52km</td>
<td>Freehold Titles crossed - 55 State forest - 31km</td>
</tr>
<tr>
<td><strong>Impacts on existing road and rail networks</strong></td>
<td>Occupational Crossing 11 Road Crossing 28 Grade Sep 0</td>
<td>Occupational Crossing 65 Road Crossing 15 Grade Sep 2</td>
<td>Occupational Crossing 65 Road Crossing 16 Grade Sep 2</td>
<td>Occupational Crossing 50 Road Crossing 26 Grade Sep 0</td>
<td>Occupational Crossing 49 Road Crossing 18 Grade Sep 2</td>
<td>Occupational Crossing 47 Road Crossing 25 Grade Sep 0</td>
<td>Occupational Crossing 47 Road Crossing 17 Grade Sep 0</td>
<td>Occupational Crossing 28 Road Crossing 32 Grade Sep 0</td>
</tr>
<tr>
<td><strong>Flood immunity/hydrology Major River Crossings</strong></td>
<td>0</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td><strong>Bulk Earthworks % of Base Case</strong></td>
<td>100%</td>
<td>353%</td>
<td>307%</td>
<td>391%</td>
<td>252%</td>
<td>282%</td>
<td>306%</td>
<td>164%</td>
</tr>
<tr>
<td><strong>Travel Time (Ave 90km/hr)</strong></td>
<td>Base case</td>
<td>18 min longer</td>
<td>17 min longer</td>
<td>11 min longer</td>
<td>10 min longer</td>
<td>7 min longer</td>
<td>3 min longer</td>
<td>Similar</td>
</tr>
<tr>
<td><strong>Vertical Grades</strong></td>
<td>1in80</td>
<td>1in80</td>
<td>1in110</td>
<td>1in90</td>
<td>1in110</td>
<td>1in90</td>
<td>1in90</td>
<td>1in80</td>
</tr>
</tbody>
</table>
Environmental Studies
Surveys, monitoring and assessment

The following has been completed to inform the Inglewood to Millmerran route selection:

- Ecological ground-trothing surveys
- Baseline noise monitoring
- Baseline air quality monitoring

Conclusions used to inform the MCA process. Consideration given to the following:

- Ecological impacts
- Visual amenity impacts
- Nuisance impacts (noise and air quality)
- Hydrology and flood impacts
- Property impacts
- Indigenous cultural heritage Non-indigenous cultural heritage
- Current and future land use.
Thank You