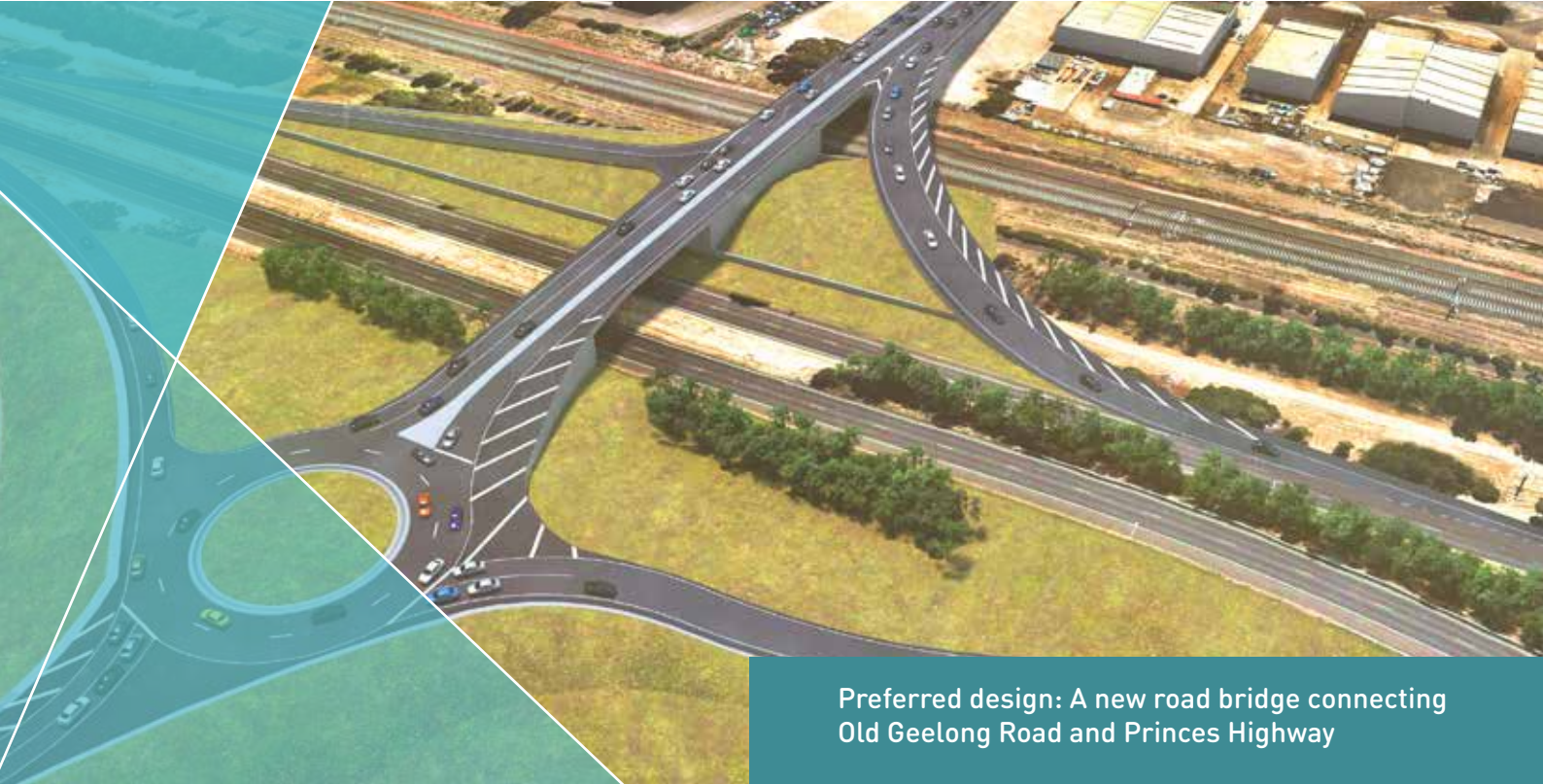


SELECTING THE BEST DESIGN



Preferred design: A new road bridge connecting Old Geelong Road and Princes Highway

*All images and maps show structure only.
Design subject to change.*

Understanding the designs

Removing the Old Geelong Road level crossing will improve safety and traffic flow, and eliminate long waits at the boom gates.

Located near important facilities such as hospitals, shopping centres and schools, the Old Geelong Road level crossing carries about 18,000 vehicles each day and links to the nearby Princes Highway and Princes Freeway.

There are two feasible designs for the level crossing removal. Based on technical considerations and achieving positive long-term outcomes, we've identified a preferred design.

Under the preferred design, the level crossing would be removed by constructing a new road bridge over the rail line, with traffic to be shifted east of the existing crossing to better align with connections to Old Geelong Road, Heaths Road and Princes Highway.

The other feasible design is to build a new road bridge at the current level crossing location. The bridge would begin to rise from Morris Road

roundabout and travel over the Werribee line, joining the Princes Highway at a new signalised intersection.

This brochure explains the designs that were ruled out and the criteria we use to assess designs.



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Understanding the site

Each level crossing has its own set of characteristics to consider when preparing to remove it. At Old Geelong Road, the site is surrounded by retail and commercial properties. Critical services – such as the oil pipeline – and other essential utilities run underground alongside the rail corridor.

As well as these constraints, there are several key criteria we use to decide if a design should be investigated. Environmental, technical and community considerations all contribute to the designs put forward.

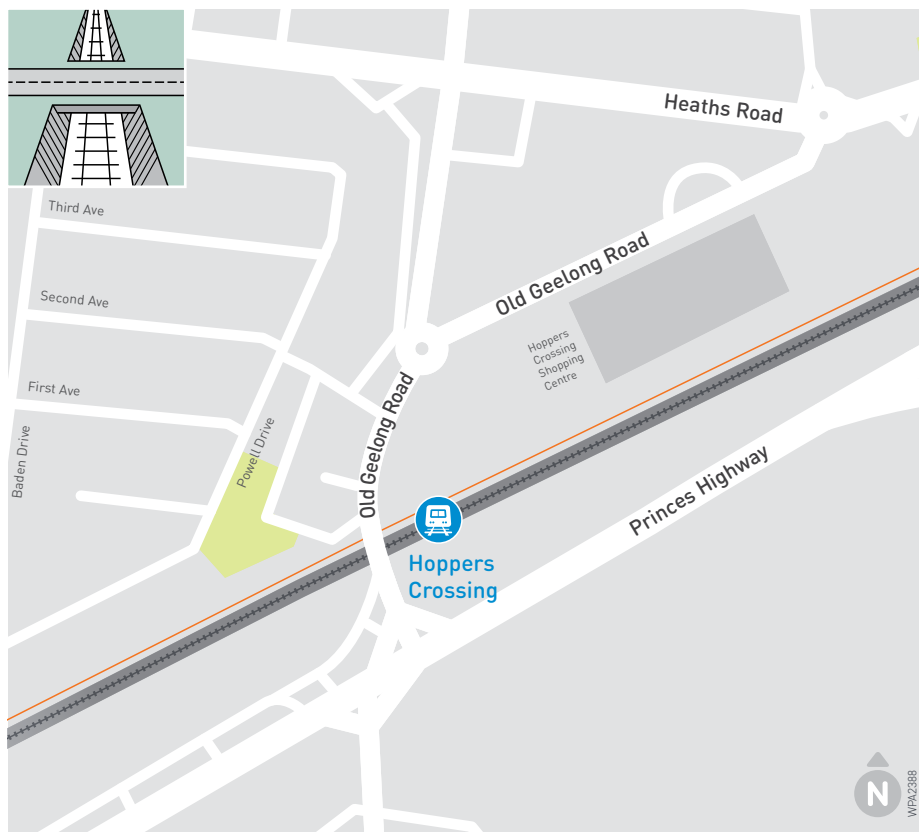
When assessing designs, we also consider construction impacts; whether we will need to acquire retail or residential land; and the environmental impact of the design. Another factor is whether the design allows for additional train tracks to be laid in the future.

Some of our key considerations in selecting a removal method are:

- traffic movements
- disruption to train services and road users
- surrounding residential land use and impact to retail areas
- impacts to utilities and services
- ground and environment conditions
- land topography.

Designs that are not feasible

The following is a summary of designs that were considered and ruled out.

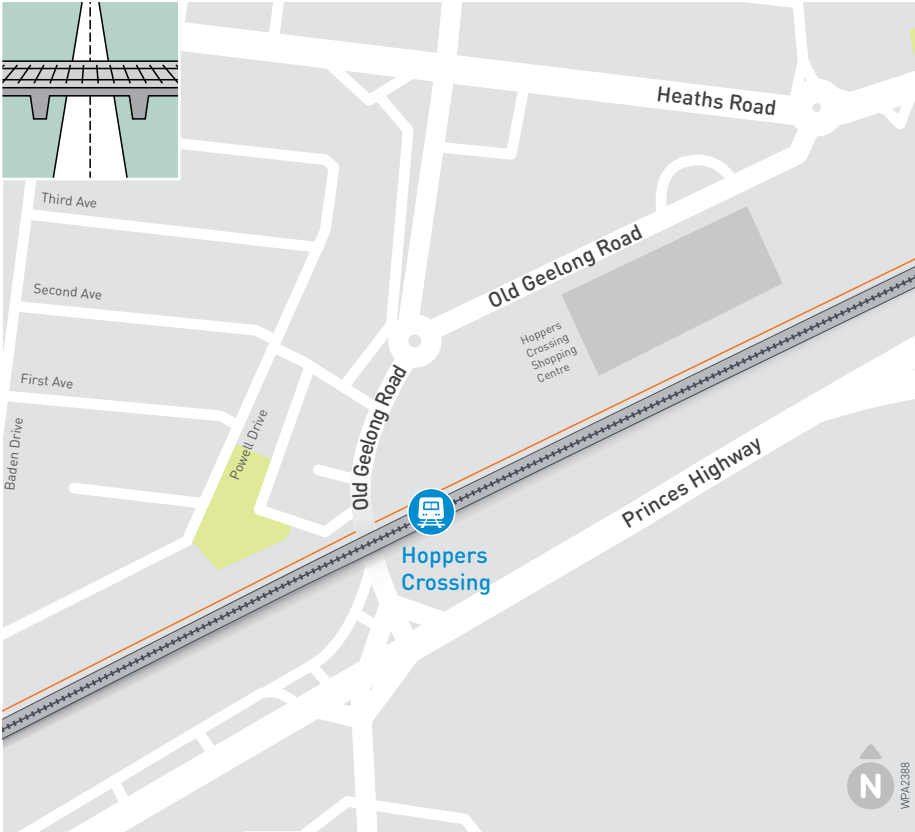


Rail under road

A rail under road design would mean significant disruptions to rail users while the new trench was excavated. These disruptions would also impact freight train services running between Melbourne and Perth.

This design would also impact the critical oil pipeline, delaying construction by up to two years.

In order to build a rail trench that is future-proofed for potential additional train tracks, it would be about 50 metres wide, resulting in impacts to commercial properties around the crossing.



Rail over road

Three train tracks currently cross Old Geelong Road, and network plans suggest more train lines could be added in the future. All future tracks would need to be elevated, and property acquisition would be required.

Due to space constraints, the elevated rail would need to be built over the existing tracks, meaning major impacts to Metro train services during construction.

The freight line running through the crossing can only be impacted for short periods. This means construction would extend by up to two years.



Road under rail

This design would impact the critical oil pipeline, meaning construction would be delayed by up to two years while the pipe was relocated to another area.

The distance between the crossing and the Princes Highway is too short for the road trench to come back to ground level before existing road intersections.

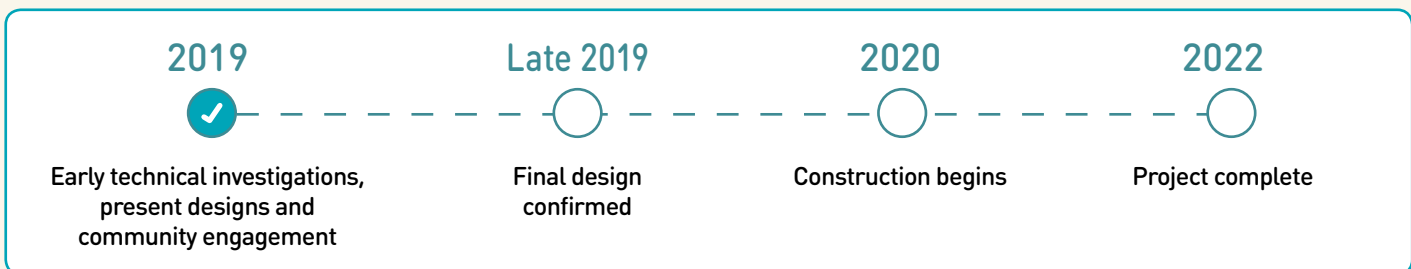
As the structure would be built under the existing crossing, road traffic would need to be moved away from the area. This would cause significant disruption during construction.

Key Impact Assessment

We applied the following key criteria to each design outlined below. Assessing these allows us to determine which solutions are feasible for each site.

| Key considerations/criteria to meet | Rail under the road | Rail over the road | Road under the rail | Road over rail east of existing crossing | Road over rail at existing crossing |
|--|---|---|--|--|--|
| Old Geelong Road | | | | | |
| Property acquisition | Commercial land acquisition likely | Property acquisition required in the future to add additional train tracks | Land acquisition required | Commercial property acquisition, no residential property acquisition | Property acquisition required |
| Impact to retail and activity centre | No impacts to retail centre | No impact to retail centre | Impacts to retail and activity centre | Improved safety in retail centre and station precinct | Major impact to retail and activity centre |
| Impact to critical oil pipeline and other utilities | Major impact, up to two year construction delay | No impact | Major impact, up to two year construction delay | No impact | No impact |
| Compliance with design standards | Deep rail trench required to provide clearance height needed for rail freight | Large structural footprint to comply with design standards | Distance too short for road to rise to ground level before existing road intersections | Complies with design standards | Complies with design standards |
| Future proofing (includes transport and urban growth) | Wide trench needed for potential future train tracks | Additional train tracks can be added in the future | Allows for potential future train tracks | Allows for potential future train tracks | Allows for potential future train tracks |
| Construction impacts | Major road and rail disruptions | Minor road disruption and major rail disruptions with up to two year construction delay | Major road and rail disruptions | Minor road and rail disruptions | Major road and minor rail disruptions |
| Overall assessment outcome | ⊗ No longer under consideration | ⊗ No longer under consideration | ⊗ No longer under consideration | ✔ Preferred design | ✔ The other feasible design |

Project timeline



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