

Barham Koondrook Bridge

Project update

Roads and Maritime Services | May 2018

Restoration activities on the bridge

We are now about 70 per cent of the way through the project since we started in June 2016.

Key activities completed include:

- Removing paint from the lift span towers and repainting
- Driving piles into the river for the new abutment and pier on the Victorian side
- Excavation, formwork, steel reinforcement and concreting for the new abutment and pier
- Installing the lift and skate gantry on the Victorian side

- Removing the old timber truss span and approach span on the Victorian side
- Assembling new trusses in the site compounds in Barham and Koondrook.

Key activities currently under way include:

- Preparing to install the new timber truss span and approach span on the Victorian side
- Assembling the new footway in the site compounds
- Building the new Victorian pier and abutment
- Repairing corroded areas on the lift span.



Work site on the NSW side of the bridge.

Lift and skate process

The community has had an amazing view of bridge engineering right on their doorstep.

The lift and skate process has allowed the timber truss on the Victorian side to be lifted up, moved across a gantry and positioned onto a truck to be transported away.

Installing the new truss, which was built in Koondrook, will follow the reverse process.

Once the Victorian truss is in place, we will install the lift and skate gantry on the NSW side and follow the same process.

To see the process in action visit our website.



The new bridge trusses were built in site compounds in Barham and Koondrook.



The lift and skate gantry on the Victorian side of the bridge.

Urban design strategy

In November 2017 we asked for community feedback on a draft urban design strategy.

The strategy recommends ways to enhance the understanding and appreciation of the heritage and cultural values of Barham Koondrook Bridge and surrounding river landscape.

Interpretation ideas included signage and outdoor furniture made from bridge materials.

Feedback from the community included:

- Ensuring both park areas either side of the bridge have interpretative elements
- Avoiding grass growing under furniture to help with ongoing maintenance
- Installing an information shelter on the NSW side
- Planting less trees and considering different species.

We are also considering some feedback that was outside the scope of the urban design strategy.

This feedback includes:

- Lighting under the bridge to improve safety along the new boardwalk
- Installing irrigation for new plantings
- Using the information shelter in Barham to promote local events and activities
- Improving pedestrian safety near the park area in Barham
- Keeping part of the temporary road approach in Koondrook for parking.

Further consultation is occurring with both councils before we finalise the strategy and have it available on our website.



The project team discussing the urban design strategy with a community member in November 2017.

Environmental activities

Protecting the river environment and surrounds is a major part of our project. Safeguards and measures have been put in place to minimise impacts to the environment.

Some of the daily environmental safeguards we carry out are:

- Testing and treating the river water to ensure it is clean before releasing it back into the river
- Containing the work area on the lift span to prevent materials entering the river
- Maintaining soil erosion and sediment control measures around the work site to ensure no dirty water leaves the site
- Placing booms in the river to catch any debris from the bridge work
- Using bunds (containment around an area) for refuelling and other activities so any spills are contained

- Excluding bats from the old bridge spans before they are removed
- Minimising noisy work where possible.

Timber from the bridge will be recycled at a Roads and Maritime Services' certified timber recycler. The timber is treated and sold back to the public. Some of the old bridge timber will be used to build the outdoor furniture as part of the urban design strategy.

What happens next?

Key work activities over the next few months include:

- Installing the lift and skate gantry on the NSW side
- Removing the old NSW truss and span and installing the new one
- Painting under the lift span and piers (this work was delayed due to high river levels)
- Replacing timber traffic barriers with steel traffic barriers



An aerial view of the work site from November 2017. This photo shows the containment around the lift span to avoid polluting the river.

- Replacing the bridge deck
- Upgrading mechanical parts of the lift span
- Installing a new pedestrian walkway
- Installing scour protection along the river bank on the Victorian side
- Installing new lighting on the bridge
- Dismantling the temporary bridge and removing it from site
- Reconstructing the approach roads and intersections to the bridge
- Restoring and landscaping park areas.

The restoration work on the existing bridge is expected to continue for another three months, weather permitting. We will switch traffic from the temporary bridge to the existing bridge and start dismantling the temporary bridge.

There will still be a significant amount of work to do on site once traffic is back on the existing bridge. This includes removing the temporary bridge from site, adjusting the approach roads and intersections back to normal, carrying out the urban design and landscaping, and removing the site compounds.

Project cost increase to avoid further maintenance

The overall cost of the project has increased from \$17 million to \$25 million.

The addition of the pedestrian footway and lighting has increased project costs, as well as high river flows delaying some of the work in late 2016.

We have also taken advantage of the temporary bridge being in place and identified additional work we can carry out. This means no major maintenance work will be required for at least another 20 years.

Additional work includes:

- Repairing corrosion on lift span and pier
- Installing new bearings on lift span piers
- Installing a modern and reliable electrical and hydraulic lift span control system

- Additional urban design, landscaping and heritage interpretation.

Regular bridge inspections and minor routine maintenance will still be required to ensure the safety of all road users.



An artist's impression of the new lighting on the bridge.

Contact us

If you have any questions or would like more information please contact our project team:



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