

# Barham Koondrook Bridge restoration works – have your say

August 2015

The NSW Government is planning the next stages of restoration work on the Barham Koondrook Bridge over the Murray River. This planning has included investigations into a temporary crossing.

**Roads and Maritime Services has been restoring the historic lift span bridge since April 2012. The work has included mechanical repairs to the lift span and replacing the NSW approach span.**

This restoration work is ensuring the bridge will continue to meet current vehicle loads and volumes, as well as the growing needs of the local and travelling community into the future. Without this work, restrictions such as load limits would have to be imposed, restricting accessibility across the river.

The Barham Koondrook Bridge is one of the oldest lift span bridges on the Murray River. It is listed on the NSW State Heritage register and has to be retained for its heritage value.

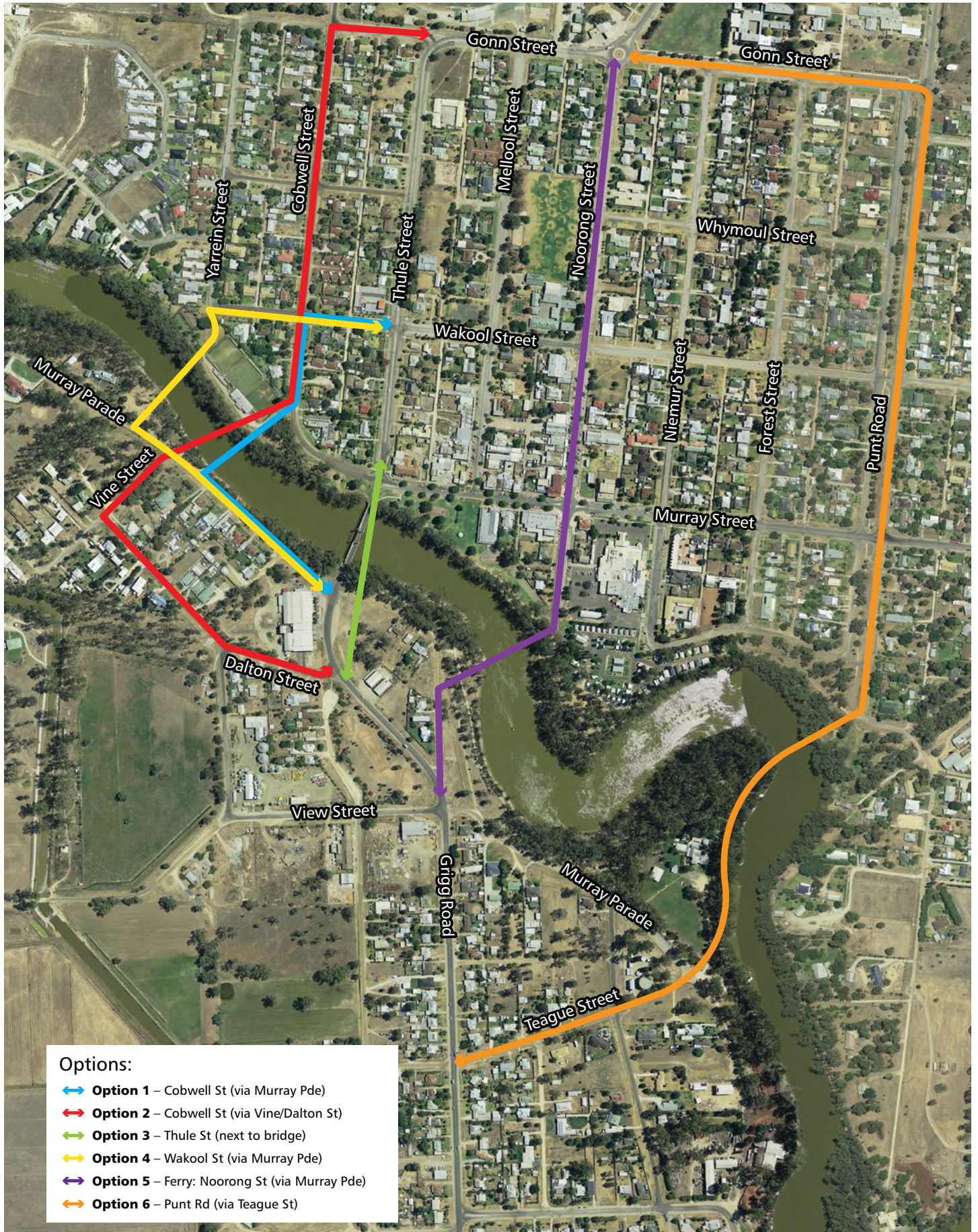
## Next stages of work

Roads and Maritime is currently planning the next stages of work which involves:

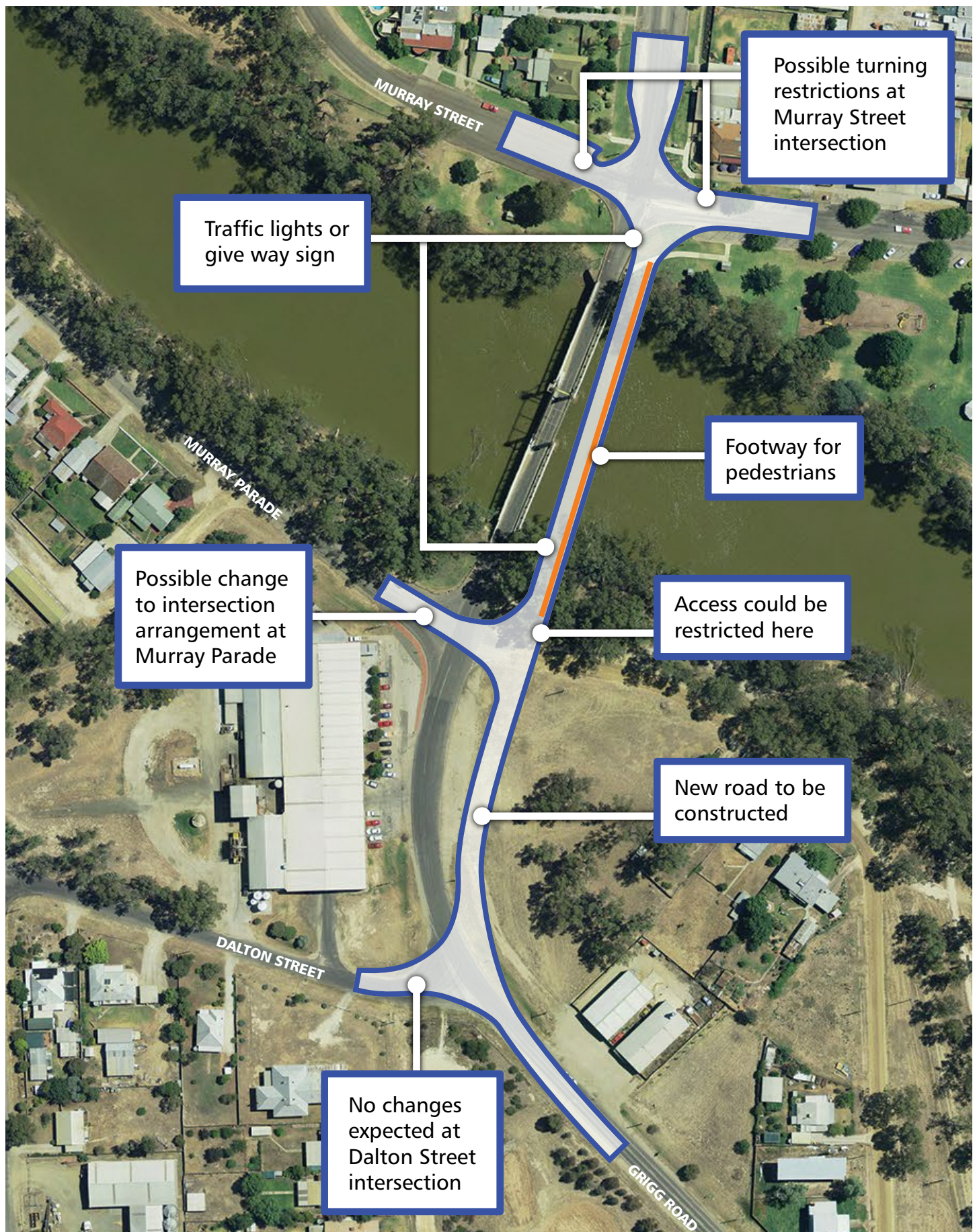
- Replacing the Victorian bridge abutment (support at the end of the bridge), approach span and pier
- Replacing the two timber truss spans and deck
- Painting and mechanical upgrade of the lift span towers.

During 2015 and 2016 restoration work will mainly be off site to build the timber trusses and deck.

# Barham Bridge restoration – investigated temporary crossing locations



### Option 3 – Thule Street (next to Barham Koondrook Bridge)



## Temporary crossing investigations

Community and stakeholder engagement has been an essential part of planning for restoration work on the Barham Koondrook Bridge. Feedback received during consultation about bridge closures showed a strong preference for Roads and Maritime to provide a temporary crossing solution for the next stages of work.

Six temporary crossing options were investigated, including options suggested by the community, and are as follows:

**Option 1** – Cobwell Street (via Murray Parade)

**Option 2** – Cobwell Street (via Vine and Dalton streets)

**Option 3** – Thule Street (next to Barham Koondrook Bridge)

**Option 4** – Wakool Street (via Murray Parade)

**Option 5** – vehicular ferry at Noorong Street  
(via Murray Parade)

**Option 6** – Punt Road (via Teague Street)

A map showing the locations of the options is on the left hand inside page.

Options 1 and 4 were considered unsuitable as there is not enough room for heavy vehicles to turn safely.

Option 2 was considered unsuitable as heavy vehicles would need to be diverted on to narrow residential streets, requiring significant intersection upgrades and road widening.

Option 5, the ferry, was considered unsuitable as it would be unable to meet vehicle capacity during peak times.

Option 6 was considered unsuitable due to the significant amount of tree clearing and road construction involved. This option is also close to the Koondrook Primary School.

### **Recommendation for a temporary crossing – Option 3 Thule Street (next to Barham Koondrook Bridge)**

Option 3 is the preferred option as it:

- Suits the movements of heavy vehicles better
- Reduces moving traffic through residential streets
- Environmentally, only disturbs previously disturbed areas
- Needs less road works and intersection upgrades
- Provides better pedestrian access.

An analysis of Option 3 is shown in the table on the next page.

The impacts from the temporary bridge are:

- A narrower width of 4.2 metres, restricting the movement of wide loads such as farm machinery across the bridge. The existing bridge is five metres at its narrowest

- Single lane with possible traffic signals
- The removal of up to 32 trees to build access roads to the temporary bridge
- Construction period of five months to build the temporary crossing, including up to three intersections. Traffic controls and some noise would be associated with this work
- Changes to road and property accesses in both Barham and Koondrook to ensure the safety of motorists
- No lift span, restricting river traffic such as paddle steamers having access under the bridge. Bridge clearance would be reduced by 450mm
- About four closures of the temporary bridge when the old trusses are removed from the existing bridge and the new trusses installed. This is for the safety of workers and road users because of how close the temporary bridge will be to the existing bridge.
- In use for up to 12 months.

The cost estimate for Option 3 is about \$2.3 million using Roads and Maritime's existing temporary bridge infrastructure. Using a temporary bridge that is owned by Roads and Maritime is a lower cost option than hiring and using an external supplier's product. The temporary bridge will carry the same loads as the existing bridge.

Roads and Maritime has carried out an economic analysis which shows significant project delivery and community cost savings with this temporary crossing solution. These savings would come from a more efficient work program, reduced safety risks, reduced traffic control, and much less disruption and delays to the community.

The temporary bridge would allow the community to carry on as usual – minimising economic impacts and keeping the connection between both communities.

While the temporary bridge crossing will impact river traffic and wide loads, Roads and Maritime believes that the benefits mentioned above make this a viable and worthwhile proposal to proceed with.

The temporary bridge would be removed after completion of the restoration work.

Considerations	Option 3 – Thule Street (next to Barham Koondrook Bridge)
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Removal of up to 32 trees</li> <li>• Trees are less mature with only one hollow sighted.</li> </ul>
<b>Bridge length</b>	<ul style="list-style-type: none"> <li>• Longer bridge (119 metres) compared to other options, with two piers.</li> </ul>
<b>Road impacts</b>	<ul style="list-style-type: none"> <li>• Follows the same road network as the existing bridge</li> <li>• Would need construction of 150 metres of new road on the Victorian side</li> <li>• Changes to local roads may be needed, including Thule Street in Barham and Murray Parade in Koondrook</li> <li>• May require traffic signals.</li> </ul>
<b>Intersections</b>	<ul style="list-style-type: none"> <li>• Two new intersections would be constructed at Grigg Road and Dalton Street In Koondrook and Thule and Murray streets in Barham</li> <li>• Possible changes to Grigg Road and Murray Parade intersection in Koondrook.</li> </ul>
<b>Construction impacts</b>	<ul style="list-style-type: none"> <li>• Intersection work closer to Barham town centre could impact more on businesses and residents.</li> </ul>
<b>Pedestrian access</b>	<ul style="list-style-type: none"> <li>• Temporary bridge has a footway.</li> </ul>
<b>Temporary bridge width</b>	<ul style="list-style-type: none"> <li>• 4.2 metres, single lane. The existing bridge is 5 metres at its narrowest.</li> </ul>
<b>Community impacts</b>	<ul style="list-style-type: none"> <li>• Disruption to local monthly market parking and possible relocation of community monuments.</li> </ul>
<b>Utilities</b>	<ul style="list-style-type: none"> <li>• Electricity relocations required at Murray Parade and Thule and Murray streets intersection.</li> </ul>
<b>Property</b>	<ul style="list-style-type: none"> <li>• Would need to use vacant crown land on Victorian side to build temporary road and council land on NSW side for intersection upgrade.</li> </ul>
<b>Water traffic</b>	<ul style="list-style-type: none"> <li>• Tall river traffic would be unable to get under the temporary bridge during restoration work.</li> </ul>

## No temporary bridge crossing

Without a temporary bridge the following would occur:

- About two years to finish the restoration work compared to 12 to 15 months
- Up to 15 days of bridge closures
- A detour of around 56 kilometres during closures which adds another 40 minutes to a motorist's journey
- Ongoing delays of up to 20 minutes on most days
- Traffic controls in place 24 hours a day
- Night work to avoid some closures and delays on weekdays and weekends that impact businesses. Noise would be associated with this night work.

## Have your say

We want your feedback, including any issues or concerns, about the temporary bridge crossing so Roads and Maritime can address these before work starts.

### Survey

A survey has been posted to every household and business in Barham and Koondrook to ensure everyone has an opportunity to provide feedback on the proposal.

The survey can also be filled out and submitted on the project's website [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)

The closing date is 5pm **Friday 18 September 2015**.

### Come visit the project team

The project team will be out the front of the IGA supermarket, Murray Street, Barham on **Thursday 3 September 2015 from 10am to 4pm and Friday 4 September from 8am to 12 noon** to answer your questions. Come along and find out more and how you can provide feedback.

### Community information night

**Thursday 3 September 2015 from 6pm to 7pm at the Barham Club.**

A presentation will be given by the project team followed by community questions and comments.

### What is happening now?

Roads and Maritime is currently talking to key stakeholders and the community about the temporary bridge crossing.

The environmental assessment, called a Review of Environmental Factors (REF), is being carried out. The REF will identify and assess the potential social, economic and environmental impacts of the restoration work and the temporary bridge crossing.

### What is happening next?

Roads and Maritime will address any issues or concerns from the community feedback.

The design of the temporary bridge and its road approaches will progress. Contractors will be engaged, with work expected to start in late 2015 or early 2016.

Roads and Maritime is aware of plans for a flotilla to travel along the Murray River in September 2016 to commemorate the 150 year anniversary of the PS Adelaide. Roads and Maritime is coordinating with the organisers for the flotilla to pass through before the launch of the temporary bridge across the river.

### Contact Us

For more information, please contact the Bridge Works Manager, Sam Millie:

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Phone: 02 6938 1114

Information is also available on the Roads and Maritime Services website [www.rms.nsw.gov.au/roadprojects](http://www.rms.nsw.gov.au/roadprojects)