

Transport for NSW

Briner Bridge upgrade

Project update



Much of the pre-construction work will be done from a temporary compound on the western side of the bridge

Transport for NSW is rebuilding the historic Briner Bridge over the Coldstream River between Ulmarra and Tucabia. The \$15.9 million project is funded by the NSW Government through the Bridges for the Bush program.

Background

Briner Bridge was built in 1908 and provides a vital transport link between Ulmarra and Tucabia and areas further east.

The rebuilt bridge will allow two cars to pass and will have an increased load capacity, while keeping its historic value.

This update outlines progress on the project and plans for future work.

Replacing the historic trusses

People travelling between Ulmarra and Tucabia have probably noticed the large dome structure (pictured back page) and wondered what it was for.

The Briner Bridge was built using a Dare truss design. The old timber dare trusses will be removed and replaced with new timber trusses. These trusses, which are an important heritage feature of the bridge, will be built on-site in the dome structure.

The new trusses will be hardwood timber from North Coast forests, including pieces spanning up to 11 metres for the top chord of the truss. The new trusses will be dressed and painted prior to installation.

Keeping people moving

To provide ongoing access between Ulmarra and Tucabia during construction we are building a temporary bridge and access roads adjacent to the existing bridge.

This will be a single lane structure with the same 33-tonne capacity as the existing Briner Bridge.

The temporary bridge will be removed after the Briner Bridge reopens in late 2020.

Piling for the temporary bridge is now finished and we have started positioning the temporary bridge span. We expect the temporary bridge to be complete in mid-February and for traffic to start using the temporary structure by early March.

We will keep you informed prior to moving traffic onto the temporary bridge.

Whilst there will be minimal traffic disruption, we ask motorists to take extra care on the new structure and to follow all directions.

Microbat roosting boxes will be temporarily relocated from Briner Bridge, meaning work to remove the trusses can start almost immediately after traffic moves onto the temporary bridge.

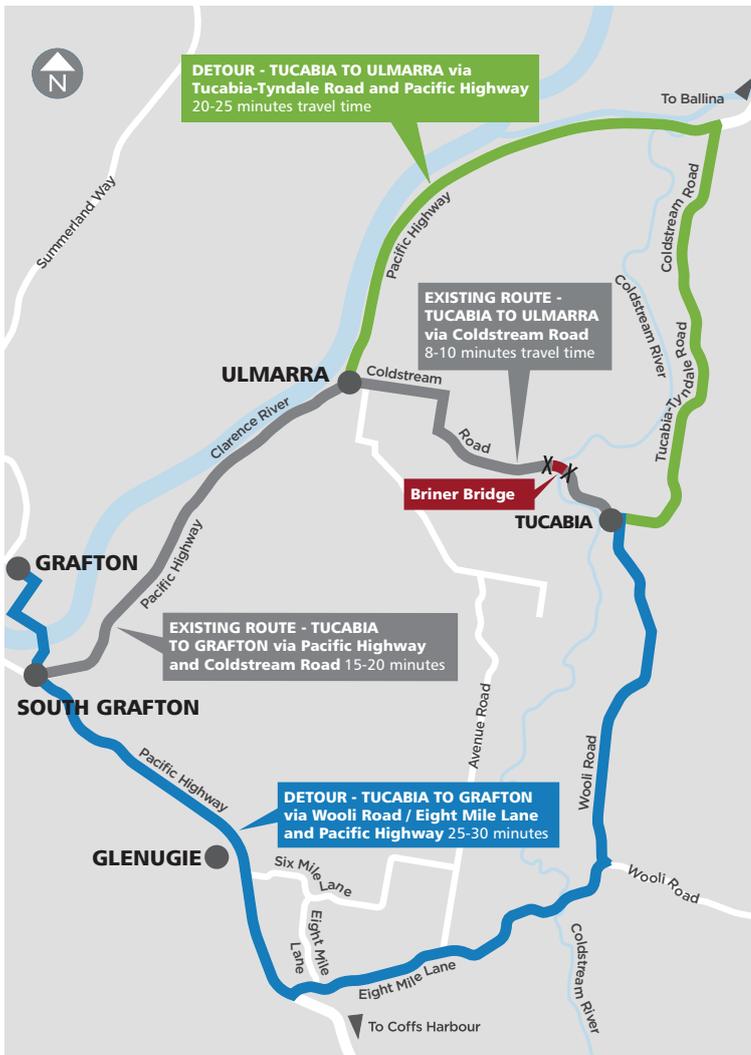
Driving new piles for Briner Bridge

We will be driving new piles for the Briner Bridge as part of the upgrade work. This work is expected to start in late March and take about six weeks.

Aerial view showing work site and roads



Traffic changes during work



What are piles?

Piles are structural elements that are driven and bored into the ground to create a strong foundation to support a structure. Piles are commonly used when the soil closer to the surface does not have the strength to support a structure. Piling is the name of the activity used to install the piles.

Piles create a strong foundation to support a structure and its loads (such as self-weight, traffic, wind and flooding) by connecting to a strong layer of soil or rock.

Driven piles are installed by driving pre-manufactured piles (usually concrete or steel) into the ground using a large impact hammer on a piling rig.

Piles for the temporary bridge were vibrated and later driven into place. Vibration was used for as much of the installation as possible to keep noise impacts to a minimum. The piles were then driven into their final position. The same method will be used when the Briner Bridge is rebuilt.

Driving piles is generally noisier, with a constant banging sound, as the piles are driven into place, and typically creates more vibration.

How will this work impact me?

The piling work will generate noise. We will try to minimise the impacts by:

- Only working within approved hours
- Fitting machines with reversing 'squawkers' rather than 'beepers'
- Using vibration instead of hammering where possible
- Turning machines off when not in use.

Traffic changes

While the temporary bridge is in operation traffic will be restricted to a single lane and will be controlled by give way signs.

The temporary bridge will need to be closed on some weekends throughout the project to allow crane lifts to occur safely. The community will be informed in advance of any closures.

Weekend closure

The first weekend closure is expected to occur in mid-March. The closure will start at 6am on Saturday and finish at 8pm on Sunday.

We will provide more information about the closure closer to the date.

Coldstream Terrace will be closed at the Coldstream River so that Briner Bridge can be removed safely.

Alternative routes to Tucabia are available either via the Coldstream Road off the Pacific Highway at Tyndale north of Grafton or via Eight Mile Lane and Woolli Road off the Pacific Highway south of Grafton (see map of alternative routes on this page).

We thank the community for its patience during this time.

Safe viewing area

Briner Bridge has been in place for more than 110 years and removing the trusses from the bridge will be an intricate operation that is likely to generate considerable local interest.

We will set up a safe viewing area for people interested in watching the old bridge being removed. This viewing area will be on the Tucabia side of the bridge.

The road on the Ulmarra side of the bridge will be closed during the weekend closure, so those heading to the site from the Ulmarra side will need to use one of the two alternative routes.



Workers extend the trusses for the temporary bridge across the Coldstream River



Temporary dome structure where new trusses and other components for the refurbished Briner Bridge are constructed

**For more information,
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**Contact
the
project
team**



**First weekend closures
expected in mid-March**



**The rebuilt bridge will
allow two cars to pass**



**We will mitigate noise impacts by
working within approved hours**



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