



INFORMATION PACK

# Echuca-Moama Bridge Project

The largest transport infrastructure  
project in northern Victoria



# Contents

- 03 About us
- 03 Project overview
- 03 History of the bridge crossing
- 04 Project stages
- 06 Managing noise and vibration
- 07 Managing traffic impacts
- 08 Managing the environment
- 10 Fast facts
- 12 Artist's impressions



*The completed roundabout at Murray Valley Highway and Warren Street*

Major Road Projects Victoria is a dedicated government body charged with planning and delivering major road projects for Victoria.



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*Cover image: Form travellers reaching out across the Murray River*

## About us

Major Road Projects Victoria oversees the delivery of major road projects around metropolitan Melbourne and regional Victoria. Our projects include new roads, road widening, new bridges and major freeway upgrades.

With these projects, we're reducing congestion and travel times, increasing safety, connecting communities and improving the roads you rely on every day.

Read more about our projects at [roadprojects.vic.gov.au/projects](https://roadprojects.vic.gov.au/projects).

## Project overview

We've built a new roundabout at the intersection of Murray Valley Highway and Warren Street, upgraded Warren Street and we're now building a second river crossing to connect Echuca and Moama, making it quicker and easier for you to travel across the Campaspe and Murray rivers.

The \$323.7 million Echuca-Moama Bridge Project is being built in four stages and is jointly funded by the Australian, Victorian and New South Wales governments.

## History of the bridge crossing

The existing bridge across the Murray River opened in 1878 and operated as a combined road and rail bridge until a separate rail bridge opened in 1989.

It's the only river crossing in the Echuca-Moama area. The nearest alternative bridge in Barmah involves a round trip of 101 kilometres!

The old bridge's narrow structure will struggle to cater for the long-term needs of the region and is unable to sufficiently cater for the high volume of traffic during peak tourism seasons.





# Project stages

The Echuca-Moama Bridge Project is being built in four stages. Construction is expected to be complete in mid-2022.



Use our interactive map to get to know what's happening on the Echuca-Moama Bridge Project.

## STAGE 1

Completed June 2018

In June 2018 we opened the new roundabout at the intersection of the Murray Valley Highway and Warren Street.

This busy intersection is an important gateway to the historic port of Echuca and part of a key freight route connecting towns along the iconic Murray River.

The upgrade of the intersection addressed long-standing community concerns about safety by removing three dangerous 'Y' intersections, making it safer and easier for all road users.

## STAGE 2

Completed November 2019

Warren Street in Echuca was fully opened to traffic in November 2019.

The upgrade of Warren Street involved building:

- four new flood relief bridges
- a new roundabout at Campaspe Esplanade
- an extended right-hand turning lane into Homan Street for local residents and the Echuca Cemetery
- new service roads for residents
- a new shared walking and cycling path.

## STAGE 3

Work started in early 2020

Stage 3 is the key part of the project. This involves building the new bridge crossings over the Campaspe and Murray rivers.

For Stage 3 we're building:

- a new bridge measuring over 600 metres across the Murray River floodplain with a clear span over the Murray River
- a new bridge measuring nearly 300 metres over the Campaspe River and floodplain, including a separate shared walking and cycling bridge
- two new flood relief bridges

- a new two-lane road (one lane in each direction) from north of the new roundabout on Warren Street in Echuca to the Cobb Highway in Moama
- safety barriers
- noise walls
- a new safe and scenic shared walking and cycling path along the route.

We'll also improve landscaping, and install new street lighting at intersections and fauna crossings for animals to safely cross under or over the road.

Stage 3 works are expected to be complete in mid-2022.

## STAGE 4

Work started in early 2020

Stage 4 is being delivered by Transport for NSW and involves upgrading the Moama intersections to connect the Cobb Highway to the new bridge over the Murray River.

Stage 4 will involve:

- building a new intersection with traffic signals at the intersection of Meninya Street and Cobb Highway
- reconnecting Francis Street to the Cobb Highway/Perricoota Road intersection with new traffic signals and pedestrian crossing facilities.

# Managing noise and vibration

We're minimising construction impacts on local communities and the environment

## Managing noise

Noise from construction will vary, depending on the type of activity being undertaken. If you're close to our works, you may notice increased noise levels at times.

Before we started major works, we engaged acoustic engineers who provided us with background noise levels. We've used this data to plan our construction activities.

Most works will take place between **7am to 6pm, Monday to Friday** and **7am to 1pm, Saturdays**. There may be times when we need to work outside of these hours, but we'll let you know in advance if this needs to happen.

## We're minimising noise impacts during construction by:



Using quieter reversing alarms on our vehicles and machines



Maintaining our machines in good working order



Providing you with advance notice of any noisy or out-of-hours work



Reducing noise and vibration impacts as much as possible

## Managing vibration

Vibration may be caused by machinery such as excavators, rollers and piling rigs. We've carefully planned all activities to ensure the safety of the community.

## Monitoring noise and vibration

We've undertaken noise and vibration monitoring at key locations in Echuca and Moama prior to construction.

We use this information to help us continually monitor and manage any noise and vibration to ensure we're minimising impacts and complying with the relevant guidelines.

You can find out more by visiting [epa.vic.gov.au](http://epa.vic.gov.au) and [epa.nsw.gov.au](http://epa.nsw.gov.au)

# Managing traffic impacts

Keeping you moving and maintaining safety during construction

## Traffic management

The project has been carefully planned to minimise impacts on the surrounding road network during construction and maintain the safety of the public and our workers.

From time to time, we may need to introduce temporary traffic changes, such as lane closures or reduced speed limits. This is so we can complete our work sooner and safer.

During construction you may notice some temporary traffic changes, including:

- electronic message signs
- reduced speed limits
- road, lane and footpath closures
- road barriers and fencing around our construction zones
- traffic signals and traffic controllers
- bus-stop relocations
- changes to pedestrian and cyclist access
- pedestrian crossing zones
- parking restrictions and turning bays
- heavy machinery travelling to and from our work sites in Victoria Park and near the Moama Marketplace to deliver equipment and materials.

## Minimising traffic impacts

To minimise inconvenience to residents, businesses and the community we'll:

- schedule closures and haulage activity to off peak periods, when traffic volumes are lower
- installing signage, safety barriers, fencing and variable messaging signs to guide you through changed traffic conditions
- provide you with regular updates so you can plan your journey in advance
- reduce the duration and frequency of traffic changes.

## Cyclists and pedestrians

If you're walking or cycling to the boat ramp area in Victoria Park, Echuca, we've installed wayfinding signs to help get you there.

We've also installed temporary fencing, signage, road barriers and signage so that motorists, cyclists and pedestrians can safely navigate around our construction zone.

If you're walking or cycling near any of our work sites, please take extra care and watch out for large trucks and construction vehicles.

Access routes will change as the works progress, however we'll always make sure that there are safe alternative detours in place.

## Access to homes and businesses

In most cases, we'll be able to carry out our works without affecting access to private properties or businesses, but we'll let you know in advance if you'll be impacted.

## Emergency services

We'll continue working closely with emergency services to ensure access is maintained at all times.

## Communicating traffic changes

We'll provide you with advanced notice about changes to traffic, through use of:

- electronic message signs
- letters and emails
- social media: Facebook, Twitter and LinkedIn
- advertisements in local newspapers.

There'll be ongoing traffic changes until construction is complete.

For more information please visit [roadprojects.vic.gov.au](http://roadprojects.vic.gov.au) or [bigbuild.vic.gov.au/disruptions](http://bigbuild.vic.gov.au/disruptions).





# Managing the environment

We’re protecting the environment during construction

## Managing the environment

We’ve designed the Echuca-Moama Bridge Project to minimise our footprint on the local environment. This has helped reduce the number of trees we needed to remove and lessen impacts on areas such as Victoria Park and the Moama Bushlands.

We’ve also formed an Environmental Reference Group that represents the environmental interests of Echuca and Moama.

We meet regularly to discuss the environmental aspects of the project, encouraging feedback and gaining local knowledge and advice, which informs our design and construction practices.

## Environmental assessment

We’ve assessed the project’s potential environmental, social, economic, and cultural heritage impacts as part of an Environment Effects Statement (EES), which was undertaken between 2013 and 2015.

## Protecting flora and fauna

We’re ensuring native species are supported during and after our works by:

- creating more than 450 additional habitat hollows in Victoria Park and along the Campaspe River to provide shelter and protection for local wildlife
- engaging a qualified zoologist and fauna handler to safely relocate any animals in our project area to suitable local habitats.

We’re also enhancing local fauna populations by:

- purchasing additional local habitat offset areas for the Squirrel Glider
- monitoring the Victorian Temperate Woodland Bird Community every six months for five years
- installing seven connectivity structures (including rope bridges and glider poles) so that Squirrel Gliders can safely cross the new road between woodland habitats.
- conducting an annual inspection of the habitat hollows we have installed to assess their effectiveness.

## What we’re doing to protect trees

As part of the Biodiversity Assessment Guidelines, we’ve offset the removal of native vegetation with the purchase and protection of similar native vegetation within the regional catchment area.

Prior to removing trees, we:

- located every tree with a diameter greater than 100mm in the project area, and gathered detailed information, such as species, size, presence of habitat hollows and timber reuse potential
- used the data we collected to refine the road design to retain as many trees as possible
- protected trees located on the perimeter of the project area, by creating partitioned ‘no go zones’.

## Reusing timber

The timber we remove is a valuable natural resource.

We’ve worked closely with the Murray River and Campaspe Shire councils, regional catchment management authorities and the project’s Environmental Reference Group to identify ‘high value’ timber reuse opportunities. So far, we have:

- provided around 95 per cent of Stage 2’s reusable timber to catchment management authorities for river aquatic works, to enhance fish and river health
- delivered timber to the Port of Echuca for its wharf restoration program
- provided the Kyabram Fauna Park with timber from Stage 2 to improve habitats for its native animals
- used hollow bearing logs for wildlife habitat and river health programs
- provided low-grade timber to the local councils to produce mulch for their community landscaping projects in Echuca and Moama.

## Planting native trees

Towards the end of the project, we’ll revegetate Victoria Park in Echuca with native trees, shrubs and grasses. Our aim is to increase vegetation density and provide habitat and food for endangered species such as the Squirrel Glider.

We will also undertake extensive weed control in Victoria Park to reduce weeds such as the highly invasive Bridal Creeper.

We’ll continue to work with local councils and our Environmental Reference Group as we deliver our revegetation program.

## Managing air quality

We’re reducing dust from construction and minimising any potential impacts on air quality by:

- covering loads carried by trucks travelling to and from the worksite
- ensuring construction vehicles adhere to reduced speed limits

- watering down areas where our earthworks are occurring
- keeping soil stockpiles small and wetting them to reduce wind erosion
- installing crushed rock and rumble grids for trucks to minimise the amount of mud and dirt tracked onto local roads
- quickly cleaning any material tracked onto local roads
- using polymer applications on exposed batters that help bind the soil by forming a thin shell on the earthen surface.

We’ve also installed monitors near homes, schools and businesses to observe the air quality during construction.

If you have concerns or questions about these works, please contact the Project Team on 1800 105 105 or [contact@roadprojects.vic.gov.au](mailto:contact@roadprojects.vic.gov.au)

## ENVIRONMENTAL ASSESSMENT CONCLUSION

We invited the community to comment on the project’s EES and an independent planning panel reviewed all submissions, heard from expert witnesses and held public hearings. The Minister for Planning concluded that the current design of the project provided the best environmental outcome in comparison to the other design options.

The assessment proposed a range of mitigation actions aimed at minimising impacts on the environment and the community.



# ECHUCA–MOAMA BRIDGE PROJECT

The largest transport infrastructure project in northern Victoria

**\$323.7**  
**MILLION**

Jointly funded by the Australian, Victorian and NSW governments.

**BETTER  
TRAFFIC  
FLOW**



Relieving congestion by providing an alternative route between Echuca and Moama.

**4.9KM**  
NEW SHARED PATHS



Connecting to existing walking and cycling paths to provide a safe and scenic journey across the Murray River.

—>—>—>—>  
**PROJECT COMPLETE**  
— MID —  
**2022**

**TOURISM LINK**  
VIC NSW



Giving tourists safer and easier access to both towns.

**PRODUCTIVITY  
PRODUCTIVITY  
PRODUCTIVITY**




Reducing heavy vehicle volumes on main streets and providing an alternative for freight.

# STAGE 3 AT A GLANCE

Stage 3 is the key part of the Echuca-Moama Bridge Project

**622**  
**METRES**



Total length of the new bridge over the Murray River.

**125**



**SUPER-TEES**

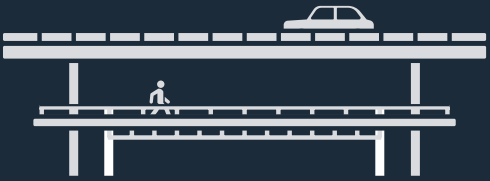
125 super-tee concrete beams used to build the bridge approaches. Each beam is 35 metres long and weighs 85 tonnes.

**FLOOD**  
RELIEF




Two new flood relief bridges.

**TWO BRIDGES**  
OVER THE CAMPASPE RIVER



One bridge for traffic and a new separated walking and cycling bridge.

**5 7 0**



**CONCRETE PILES**

Installed to form the bridge foundations. Top to toe, they'd stretch 17.5km, which is the distance between Echuca and Strathallan.

**400,000  
TONNES**



Soil used to build the new road embankments.



# Artist's impressions

New bridge over the Murray River



New bridge with separated walking and cycling bridge over the Campaspe River



Crofton Street near the Campaspe River



Crossing the new bridge over the Murray River





# Artist's impressions

New link road through Victoria Park



New intersection upgrades in Moama



Crossing into Moama to connect with upgraded intersections



New traffic lights at Francis Street and Perricoota Road in Moama





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## Contact us

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