Eunony Bridge upgrade

Work on the $10.6M strengthening and widening of Wagga Wagga's Eunony Bridge will start on 14 February resulting in the full closure of the bridge.

The full closure of the bridge reduces the safety risk to the workforce due to a limited working area. Having a single lane closure would increase the length of time to construct the new work as works would need to be undertaken on one side and then replicated on the other. The work is expected to take 22 weeks, with a scheduled re-opening date of 1 August, 2020, weather permitting.

Currently the Eunony Bridge is narrow and load limited. It cannot cater for the increased size of trucks that may need to access the Riverina Intermodal Freight and Logistics Hub (RiFL) which is being developed.

The upgraded bridge will be a key piece of infrastructure for the Wagga Wagga High Productivity Freight Route, which will provide better access to the Bomen Industrial Park and connections to the Olympic Highway.

The new widening and strengthening works will make the bridge deck stronger and wider. This will enable the load limit to be lifted so that any vehicle can travel across for years to come. The bridge will have a design life of 100 years.

Combined, the Eunony Bridge road deviation, the new Eunony Bridge, Bomen Enabling Roads and the proposed RiFL Hub, stand to have huge economic benefits for the city. Heavy vehicle traffic will also be reduced from the Wagga Wagga CBD area and the new route has the potential to save up to 36 minutes, or 21 kilometres, on a round trip.

Traffic conditions

The closure will mean changed traffic conditions and alternate routes for motorists, heavy transport operators, businesses and residents accessing and leaving the North Wagga and Bomen areas. Road users are urged to plan extra time for journeys to and from these areas.

There will be increased traffic through the centre of Wagga Wagga along the Sturt Highway to the Bomen Industrial Park and connections to the Olympic Highway. Most traffic will divert along the Olympic Highway and across the Gobbagombalin Bridge to access Bomen from the west.

Key benefits

- Upgrade will create a new route for HML vehicles, reducing heavy vehicle traffic in Wagga Wagga CBD
- New route has the potential to save up to 36 minutes or 21 kilometres for HML vehicles on a round trip (HML Vehicles include six-axle semi-trailers, B-Doubles, B-Triples, Type 1A-Double road trains and AB Triples)
- Bridge will conform to a rating SM1600
- Upgraded infrastructure will integrate with existing transport networks
- Bridge will be a key link for the Wagga Wagga High Productivity Freight Route linking the Olympic Highway to the Bomen Business Park and Riverina Intermodal Freight & Logistics (RiFL) Hub
- Build capacity for future growth – heavy vehicle traffic is expected to grow by 45% between 2013 and 2025

Project cost and funding

The estimated total cost of the project is $10.6M and has been funded by the Federal Government ($4.9M through the Bridges Renewal Program) and State Government ($4.9M through the Fixing Country Roads fund).

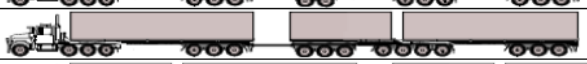
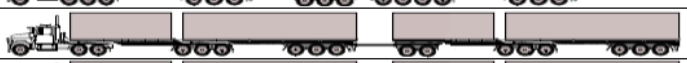
For more information

Contact the project team during business hours on 1300 292 442, email council@wagga.nsw.gov.au or visit wagga.nsw.gov.au/projects.

Truck Configurations under SM 1600

3-axle rigid, 5-axle dog		R12T23	59.5 (43.0)*^	NA
3-axle rigid, 6-axle dog		R12T33	63.0 (43.0)*^	NA
4-axle rigid, 3-axle dog		R22T12	53.0 (43.0)*^	NA
4-axle rigid, 4-axle dog		R22T22	60.5 (43.0)*^	NA
Single articulated vehicles (prime mover coupled to a single semi-trailer)		**Coding**	**GVM / GCM (tonnes)**	**Potentially a modular combination**
3-axle semi, single drive, single axle		A111	24.5	NA
4-axle semi, single drive, tandem axle		A112	32.0	NA
5-axle semi, single drive, tri-axle		A113	35.5	NA
5-axle semi, tandem drive, tandem axle		A122	39.5	NA
6-axle semi, tandem drive, tri-axle		A123	43.0	NA
7-axle semi, tandem drive, quad-axle		A124	43.0*^ (50.0 @)	NA
7-axle semi, tri-drive, tri-axle		A133	46.5 (43.0)*^	NA
B-Doubles (Prime mover coupled to 2 semi-trailers, connected via a B coupling) Trailers are sometimes described as an A or lead trailer with a following B or semi-trailer.		**Coding**	**GVM / GCM (tonnes)**	**Potentially a modular combination**
B-double, tandem drive, tandem axle		B1222	56.0 (50.5)*	M
B-double, tandem drive, tandem-tri axle		B1223	59.5	M
B-double, tandem drive, tri-tandem axle		B1232	59.5	M

Description of truck configurations - first edition, September 2016

Modern road trains, a variation of the tradition type I and II road trains. They are modular and include both A and B type coupling(s) of the semi-trailer elements.		**Coding**	**GVM / GCM (tonnes)**	**Potentially a modular combination**
AB-triple, tandem drive, tri-axle, tandem dolly		A123T2B33	99.5	M
AB-triple, tandem drive, tri-axle, tri-axle dolly		A123T3B33	103.0	-
AB-triple, tandem drive, tri-quad-tri, tri-axle dolly		A124T3B43	103.0 (117.0 @)	-
AB-triple, tri-drive, tri-axle, tandem dolly		A133T2B33	103.0	-
AB-triple, tri-drive, tri-quad-tri, tri-axle dolly		A133T3B43	106.5 (113.5 @)	-
BAB-quad, tandem drive, tri-axle, tandem dolly		B1233T2B33	119.5	M
BAB-quad, tandem drive, tri-axle, tri-dolly		B1233T3B33	123.0	-
BAB-quad, tandem drive, quad-tri, tri-dolly		B1243T3B43	131.0	-
BAB-quad, tri-drive, tri-axle, tandem-dolly		B1333T2B33	143.0	M