



I think the founding editor of The Geelong Advertiser, James Harrison, would be extremely proud of the bridge named in his honour, and the town he and so many other pioneers toiled to develop.

It is not yet 200 years since navigator Matthew Flinders scaled the You Yangs to become the first European to gaze across the expanse of Corio Bay and the site of a future city.

Today the "City By The Bay" is a bustling port, gateway to the tourist towns of the Bellarine Peninsula and commercial centre for much of regional Victoria.

A key element of the Federal Government's road funding strategy is a commitment to developing strong links to ports and centres of major economic activity.

For this reason, it has met almost the entire \$30 million cost of the last section of the La Trobe Terrace Project – a major road bypass of the Geelong commercial centre.

The significant component of the project is the \$20 million James Harrison Bridge.

Its opening today will greatly reduce vehicle density on the Moorabool Street Bridge, provide more direct access to the Port of Geelong and divert weekend holiday traffic away from the potentially congested city retail centre.

In addition, the James Harrison Bridge will be a flood-free alternative to the low-lying Breakwater Bridge and will reduce congestion on the Princes Bridge, 3km upstream from the old Barwon Bridge.

It is one more improvement along the inter-connecting system of National Highways and National Arterial Routes which the Federal Government regards as vital to the nation's prosperity and development.

This year, the Federal Government will spend more than \$1.6 billion on land transport initiatives – a 20 per cent increase on expenditure last year.

This level of funding is a clear indication of the Federal Government's commitment to developing our national transport infrastructure.

Tourism plays an important role in local, regional and national economies, but often tourism is only commercially viable if destinations are easy and safe to reach by road. Road improvements, therefore, can be major catalysts for tourist growth.

Hundreds of thousands of holiday makers flock to resorts on the Great Ocean Road and the Bellarine Peninsula each year to enjoy the water and the great outdoors – and most of those tourists travel by road.

Victoria's pristine beaches and its rugged coastline are certainly high on our list of tourist attractions. Features like the Twelve Apostles and London Bridge are symbols of Australia's natural beauty and our fascination with the sea.

Completion of the La Trobe Terrace project by the opening of the James Harrison Bridge will help stimulate further tourism in this part of the State, boosting its benefits for all Victorians. Resorts on Victoria's west coast will now be brought within easier reach of the rest of the State.

This \$55 million upgrading of the Princes Highway reflects other key objectives of the State Government – to improve safety for all road users and to reduce the impact of heavy traffic on residential and business areas.

The project will divert heavy through traffic from Geelong's retail centres, making Victoria's second largest city a safer, more enjoyable place to work and shop.

Transport costs will be reduced for the freight industry for travel along the Princes Highway, particularly between Melbourne and Geelong. This is essential to continue economic restructuring and growth.

It is fitting that the bridge is named after one of Australia's greatest inventors and thinkers. It was close to the site of the new bridge that James Harrison started work on the means of producing ice in commercial quantities.

Perhaps as a silent memorial to James Harrison's vision and invention, the new bridge was built using the innovative technique described in this brochure. It is by employing creative design and construction methods throughout its operations that VIC ROADS is reducing costs for the benefit of every Victorian.

I am proud to officially open the new bridge with my federal colleague which, I am sure, will provide excellent service to the people of Geelong and Victoria for many generations to come.

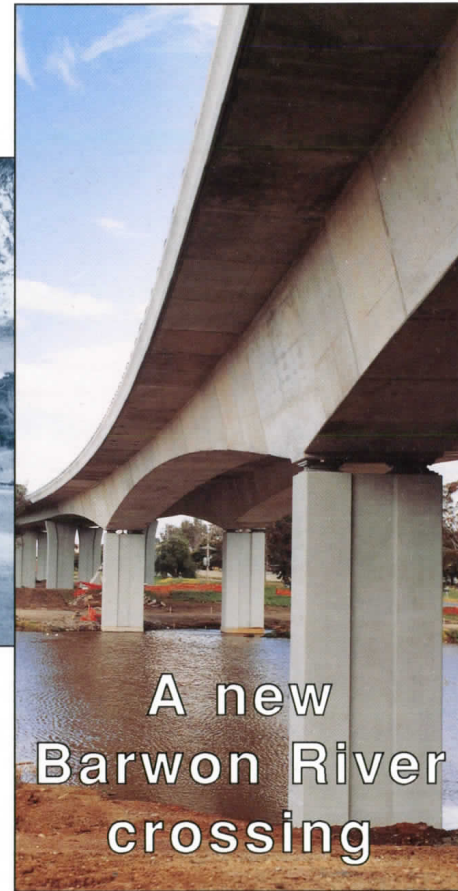
Bob Brown
Federal Minister for
Land Transport

Peter Spyker
Victorian Minister
for Transport

vic roads
The JAMES HARRISON BRIDGE Geelong

Designed by VIC ROADS Corporate Affairs, 60 Denmark Street, Kew, Victoria 3101. Further information:
Contact VIC ROADS Southwest Regional office at Geelong (052) 21 4733

JAMES HARRISON BRIDGE



A new
Barwon River
crossing





A new Barwon River crossing

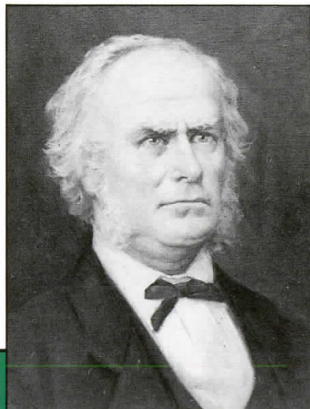
The final link

Motorists, residents and the community of Geelong will all benefit from the completion of one of Australia's largest bridge projects, the James Harrison Bridge.

The structure, which spans the Barwon River and High Street, is the final link of the La Trobe Terrace project.

Motorists travelling on the Princes Highway West can now bypass the busy commercial centre of Geelong, Victoria's second largest city.

The project greatly improves travelling conditions and safety for motorists heading to and from the Bellarine Peninsula, Great Ocean Road and Victoria's western district.



The La Trobe Terrace project

The 6.6km project consists of:

• Sections 1 and 2

York Street to Fyans Street

This involved a road over rail overpass and reconstruction of 2km of the La Trobe Terrace to duplicate highway standard.

• Sections 3 and 4

Fyans Street to High Street

This involved constructing the river crossing, road approaches to the bridge, and duplication of Settlement Road.

For the record

Sections 1 and 2 were completed and opened to traffic in December 1982, section 4, duplication of Settlement Road west of Barwon Heads Road, was completed in late 1986, and section 3, the bridge crossing and associated roadworks, was opened to traffic on 21 September, 1990.

Talking about costs

The total cost of the project is \$55 million, with \$20 million spent on the bridge. It was funded by both State and Federal governments.

James Harrison bridge

Geelong has gained a major new landmark with the completion of the James Harrison Bridge.

Named after one of Geelong's most illustrious citizens, the structure consists of twin bridges, both 522 metres long and 9.8 metres between kerbs.

Two lanes of traffic will operate in both directions across the bridge.

Estimated traffic volumes on the new bridge are expected to be 25,000 vehicles per day -- this will reduce traffic flow over the old Barwon River bridge by around 50 per cent.

James - the pioneer

VIC ROADS had received a lot of suggestions for naming the new bridge, but the overwhelming response was for James Harrison.

James Harrison - prominent inventor, influential journalist and editor, public-spirited politician.

Born in Scotland in 1816, he arrived in Sydney 21 years later to become involved in printing and publishing. After working on the *Port Phillip Patriot*, he started up the *Geelong Advertiser*, which celebrates its

150th anniversary in November this year.

In 1867 he became editor of *The Age*.

An active member of Geelong's first town council, he represented Geelong West in the Legislative Assembly from 1859 until 1861.

But he didn't just confine his expertise to politics and publishing.

International fame came his way with his developments in manufacturing ice in commercial quantities.

He pioneered the meat-freezing industry and revolutionised trade and commerce with his discoveries in refrigeration.

During the 1870s and '80s he lived in England, writing for *The Age* and *The Leader*.

His affinity for Australia brought him back to Point Henry where he began investigating solar salt evaporation rates while also writing scientific articles for *The Age* -- by this time he was Australia's oldest living journalist.

He died of pleurisy on 3 September, 1893, at the age of 77, and is buried at the Eastern Cemetery, Geelong.

The surroundings

A lot of attention was paid to works on the Belmont Common on the south side of the river.

Studies have been made by VIC ROADS and others to minimise the impact of construction on plant and animal life on the common.

The bridge has been designed so that its span over the Barwon provides full clearance of the river.

The river is an important rowing venue hosting many major regattas.

The bridge builders

In 1987 VIC ROADS awarded a contract to Lewis Construction Company Pty Ltd to construct the bridges.

The bridge project has also involved GFC Industries, VSL Prestressing (Australia), Readymix Geelong and M & C Concrete Pumping, Geelong.

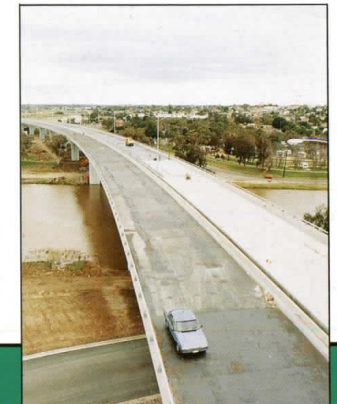
Briefly, how the bridge was built

The three main river spans were built by a novel method called cast-in-place balanced cantilever construction.

The bridge on both sides of the river is built in a "T" shape.

The idea is to extend the top of the "T" by continuously adding a 4 metre long concrete section on each end in a balanced system until the middle of the river is reached.

The separate "T" sections built from each river bank are then joined over the river to form a continuous structure.



LEFT: James Harrison: a public spirited person who campaigned vigorously for Geelong and its citizens. Photograph courtesy *The Geelong Advertiser*. ABOVE: the James Harrison Bridge RIGHT: view of the bridge prior to its opening looking south