



Official opening of the timber truss bridge, 1928.

In Days Gone By

Reaching Genoa back in the days of horse and cart was a lot tougher than today. One intrepid traveller wrote in 1888 that there were two routes to Genoa - and neither was for the faint-hearted.

One way was via Eden in New South Wales; either by rail from Melbourne to Sydney, or by steamer stopping on its way from Sydney or Hobart. Once in Eden, one only had 45 miles to go on horseback! This could be done in two days, staying at a post office overnight.

The other way to Genoa was via Bairnsdale and Orbost. The options here were to ride one's own horse from Sale, or catch a coach in Bairnsdale bound for Orbost and ride on a borrowed horse the remaining 95 miles to Genoa.

Whichever way you took, rough roads, hilly and often steep country and many creek crossings were in store for the horserider leg of the journey.

Today's Princes Highway makes travelling to this beauty spot a breeze any time of the year. Unlike our nineteenth century forebears, you can arrive with ample time to make the most of the many things on offer in the area.

What's at Genoa?

Genoa, the last Victorian township before the State border with New South Wales, is 122km east of Orbost and 500km from Melbourne (half way to Sydney).

It is the gateway village to the Mallacoota Lake system, whose shoreline is perfect for all types of watersports, fishing and picnicking.

Surrounding Mallacoota is the magnificent Croajingalong National Park where animal and bird life abound. Eastern grey kangaroos, possums, goannas, sea eagles and lyre-birds are just some of the native species to be found in this

untouched wilderness. Rain forests, ocean beaches, woodlands inlets and coves can all be explored by car, bush walking track or organised boat tour.

Mallacoota and nearby Gipsy Point are popular tourist resorts with all sorts of attractions on offer. If you're not into fishing, there are a number of fine seafood restaurants where the catch of the day is standard fare.

Genoa itself is overlooked by scenic Genoa Peak, offering magnificent views of Mallacoota Inlet, the ocean and surrounding countryside. An access road from the Princes Highway leads to the picnic area, 1km from the summit. The summit is reached by a walking track, the last section being a fairly steep climb.

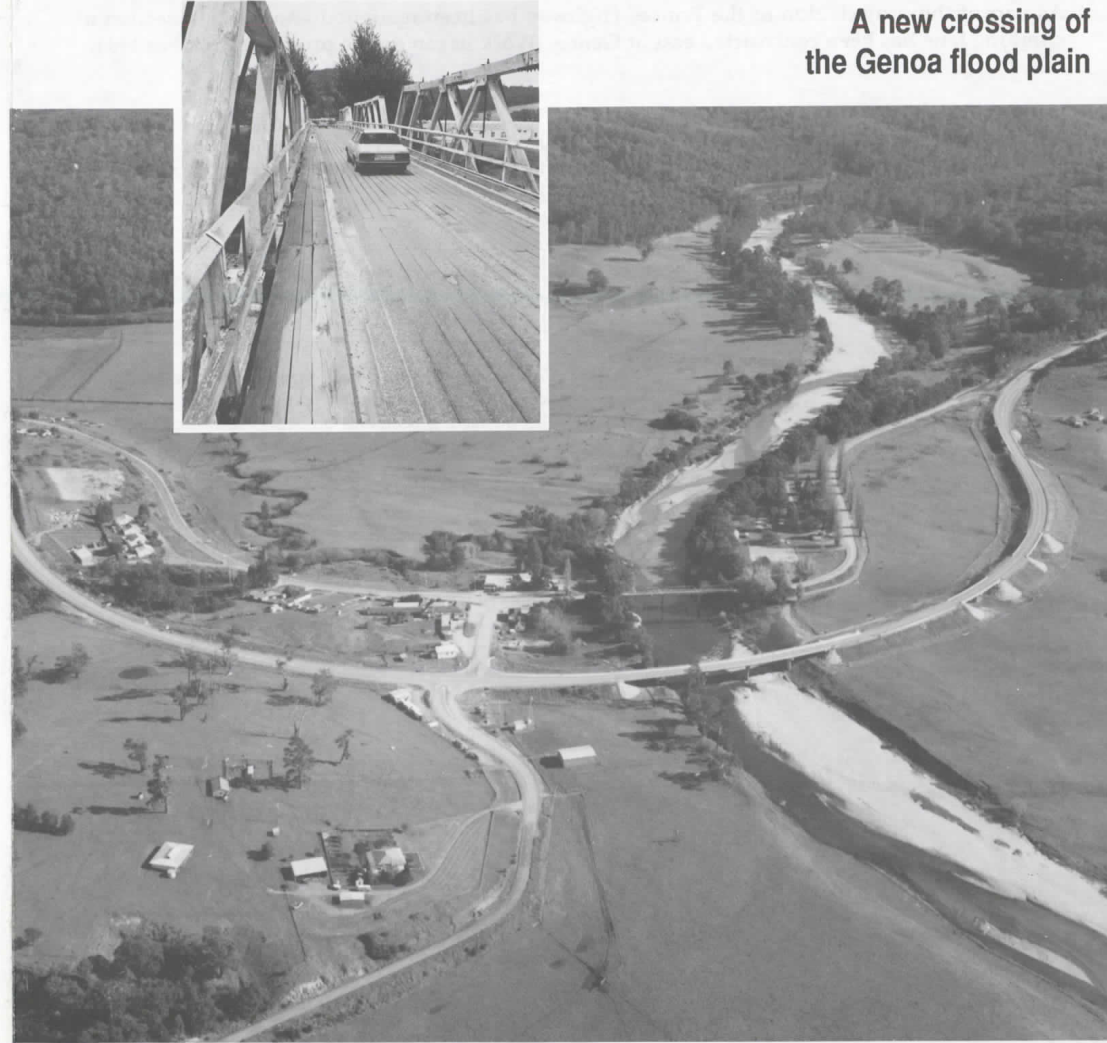
Additional details about the project...

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Princes Highway Genoa River Project

A new crossing of the Genoa flood plain



ROADS CORPORATION

July 1989

A new crossing of the Genoa flood plain

The Project

The Genoa River Crossing Project involved replacing the existing timber bridge over the Genoa River with four bridges to create a flood-free crossing of the flood plain.

As part of the project, 2km of the Princes Highway has been realigned and a 1.2km section of climbing lane has been constructed east of Genoa. Work began on the project in October 1984.

The New Crossing : how you will benefit

The project is a long term solution to the problems of flooding of the approaches to the existing bridge and its inadequate width which have long confronted motorists using this section of the Princes Highway (Route 1).

In the past, heavy rains have caused the highway to be cut at this location, often resulting in damage to the road pavement and embankments. The new four-bridge crossing downstream from the existing bridge will ensure all-year round access for traffic.

The existing timber bridge was built in 1928 and is inadequate for the current traffic using the highway and, in particular, the loads imposed on the decking by heavy truck traffic.

Originally, the existing bridge carried two-way traffic. With its increased level of use, however, the width was reduced from 4.7 metres to 3.7 and traffic was restricted to one-way. This was done to reduce the loads it was carrying and to prevent accidents and damage to the structure.

The smooth curve of the new two-lane two-way highway length also replaces the current sharp bridge approach from the north making this part of the trip on Route 1 safer for all road users.

Some details about the Bridge Construction

All four new bridges are of prestressed and reinforced concrete and are of beam and slab construction with the beams having been cast on-site. The bridge decks are supported on four "trough-section" beams.

The main bridge is 140 metres long and crosses the Genoa River. It is a five-span structure with both 25 and 30 metre spans. Of the other floodway bridges, there are two, twin 25 metre span bridges, 50 metres long and a three-span bridge with spans 25 metres wide and a length of 75 metres.

Major soil investigations were carried out on the differing site conditions and a variety of foundations were needed for the project.

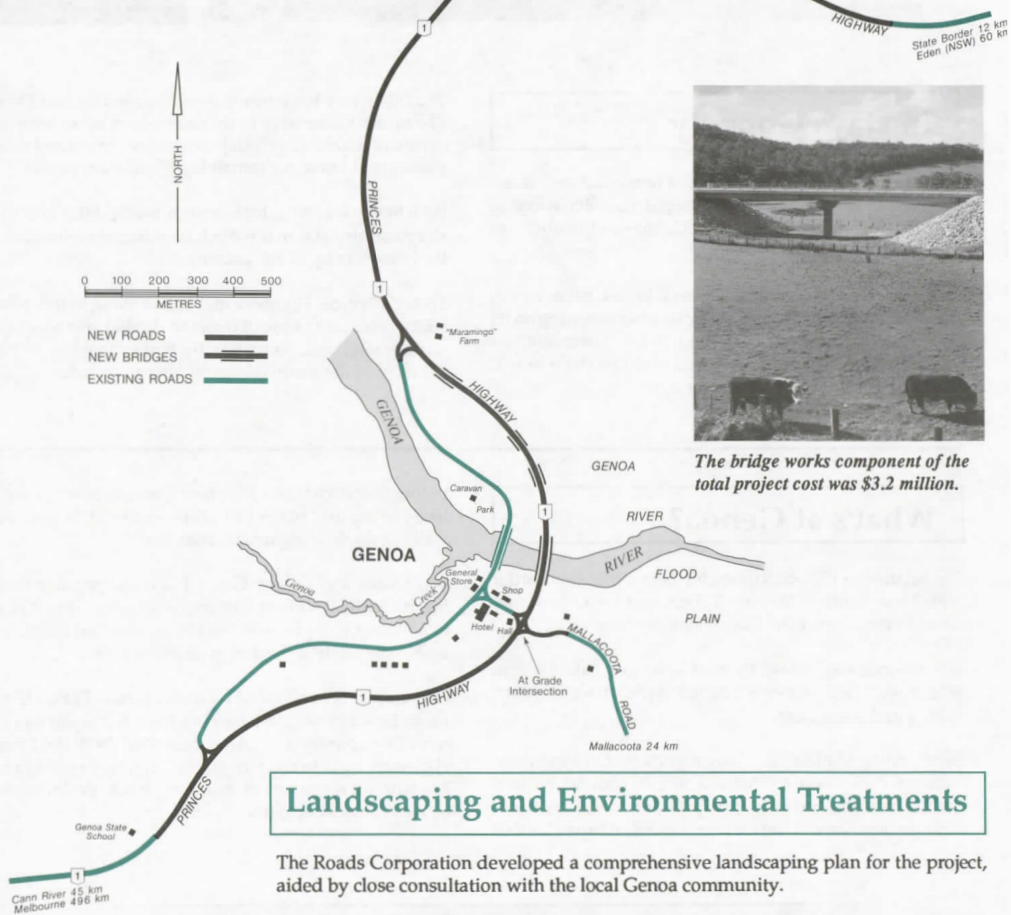
Major Contractors

Bridge Construction:	McConnell Dowell Constructors Ltd
Earthworks:	Vin Heffernan Pty Ltd
Pavement Materials:	Shire of Bombala
Pavement Works:	Roads Corporation - Direct Labour

Cover: aerial view of the project.
Inset: traveller using the old bridge.
Left: the new bridge.

Talking about costs

The total project cost in 1989 prices is \$7 million, which was provided from the Australian Bicentennial Road Development (ABRD) fund, with the pavement works costing nearly \$1 million being State-funded.



Landscaping and Environmental Treatments

The Roads Corporation developed a comprehensive landscaping plan for the project, aided by close consultation with the local Genoa community.

The planting schemes carried out will enhance the character of Genoa and complement the existing Poplar trees and native vegetation.

Picnic tables have been constructed along the river banks which have also been landscaped to make them attractive places for relaxing.

Other works which have been carried out to minimise the impact of the roadworks on the environment include topsoiling and seeding the embankments and other areas, stabilising the river banks and various measures to control erosion and minimise siltation.