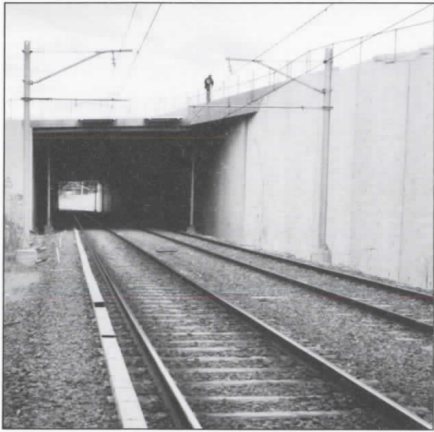


# A bypass for Greensborough

Stage 2



## Structures on Stage 2

### Hurstbridge Rail Tunnel

A single 12 metre span prestressed concrete beam structure 143 metres long.

Cost: \$2,950,000

### Nell Street Pedestrian Overpass

Five span concrete pedestrian bridge, 212 metres long and 1.8 metres wide.

Cost: \$525,000



## Major contractors - Stage 2

### Emoleum Aust Ltd

- Asphalting

### Fifteenth Tepelux Pty Ltd

- Rock beaching

### Apex Quarries Ltd (Pioneer)

- Concrete supply

### Boral Resources (Vic) Pty Ltd

- Pavement construction

### Photographs -

*Above left:* - the Hurstbridge rail tunnel

*Above:* - project worker on Stage 2

*Cover:* - artist's impression of commercial centre of Greensborough.

## ROADS CORPORATION

### For additional information

Contact the:

**Roads Corporation**

Corporate Affairs Section 60 Denmark Street, KEW 3101

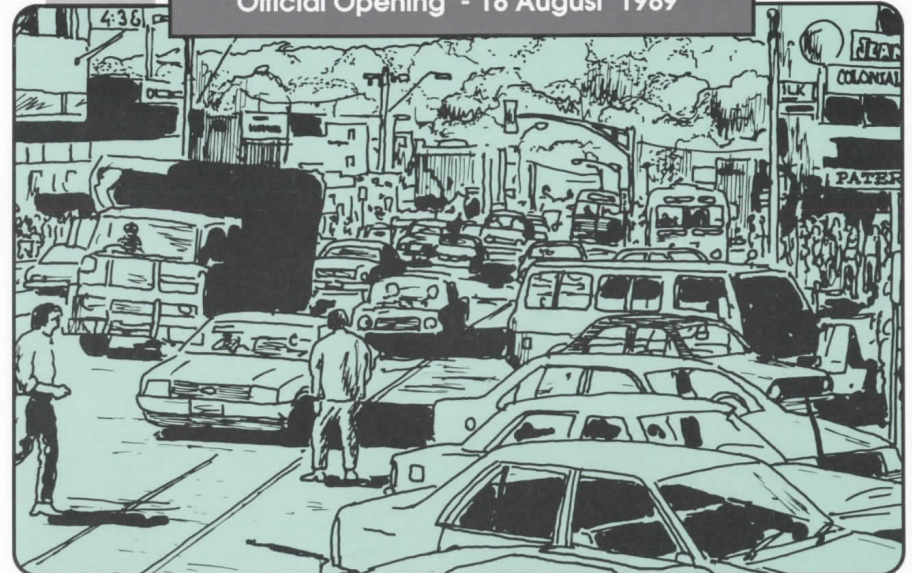
Telephone: (03) 860 2430

Designed and produced by the Roads Corporation, Corporate Affairs Section, August 1989

# A Bypass for Greensborough

Stage 2

Official Opening - 18 August 1989



**ROADS CORPORATION**

# Greensborough

The opening of the 2km section of the Greensborough Bypass, from Grimshaw Street to Yallambie Road, completes the second stage of the project.

The first stage from Diamond Creek Road to Grimshaw Street, cost \$20 million and was opened on 3 March 1988.

## Why the bypass is necessary

The purpose of the bypass is to remove through traffic from Greensborough's commercial centre by providing an alternative route for motorists travelling north-south.

Roads Corporation traffic surveys show that prior to opening the first stage approximately 45,000 vehicles a day used Grimshaw Street and Main Street. About half of these motorists were 'passing' through.

The completed Greensborough Bypass will reduce travel time for motorists who currently pass through the commercial area making it safer and less congested for shoppers, residents and local traffic.

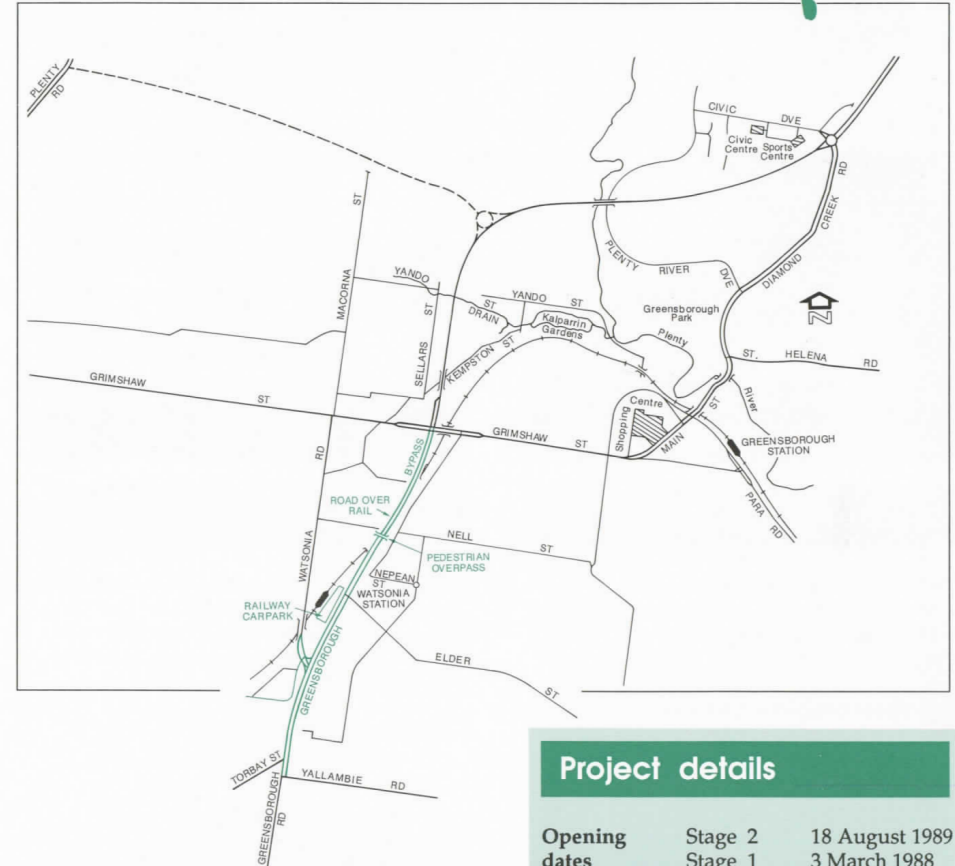
The second stage will also reduce day-time traffic in Watsonia Road as motorists using the bypass will be able to avoid the shopping centre and pedestrian signals in Watsonia Road.

## Major features

The project includes the following major features:

- a pedestrian overpass at Nell Street which serves local residents several schools, and a preschool centre. This overpass provides access not only across the bypass road but links east and west over the railway line;
- the Hurstbridge rail tunnel near Nell Street is unobtrusive from the road and most drivers will probably not realise as they traverse it. The tunnel is 143 metres long and cost approximately \$3 million;

- signalised intersections have been constructed at Elder St. and Watsonia Rd;
- extensive land shaping and tree planting throughout the route including mounds to increase visual appeal and create a shielding effect, native vegetation was preserved where possible and thousands of additional trees have been planted to complement the existing local species;



Project details		
Opening dates	Stage 2	18 August 1989
	Stage 1	3 March 1988
Work commenced	October 1984	
Total cost	\$32 million	
	Stage 2	\$12 million
	Stage 1	\$20 million
Total length	5.5 km	
	Stage 2	2.0 km
	Stage 1	3.5 km
Landscaping	Approximately 20,000 trees have been planted along the bypass.	



• Noise barriers on Stage 2