

Princes Highway, Melbourne to Traralgon

Princes Highway

Morwell Bypass

Other projects and planning proposals on this highway are:



Caulfield/Malvern

Duplication between Hawthorn Road and Toorong Road will be completed in 1989 at an estimated cost of \$16 million.

Tynong

Duplication of 16.7 km between Nar Nar Goon and Bunyip River. Estimated cost is \$33 million and completion is expected in mid 1989.

Longwarry

Duplication will extend from Bunyip River to the Bypass of Drouin at Robin Hood. Estimated cost is \$24 million and completion is expected in 1994.

East of Darnum to Moe

Various options have been evaluated for duplication of the highway between Moe River, east of Darnum, and the Old Gipps town Interchange at Moe. The RCA is now carrying out a planning and consultation process on this section with the Narracan Shire Council, other interested agencies and the public.

Left: the Princes Highway at Tynong (see above)

Additional information about Morwell Bypass

Contact the Regional Manager, Road Construction Authority, Central Gippsland Region, 120 Kay Street, Traralgon, 3844, telephone (057) 74 3311.

Additional information about projects on the Princes Highway

Contact the RCA Corporate Affairs, Head Office, 60 Denmark Street, Kew, Victoria, 3101, telephone (03) 860 2430.



Above: bridgework on the project



RCA
Road Construction Authority

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Road Construction Authority

Morwell Bypass

The Princes Highway (East) provides essential road access between Melbourne and Gippsland. With the continuing development of the brown coal resources of the Latrobe Valley, the highway - Route No 1 - is increasingly important to the Victorian economy as a whole as well as to Gippsland itself.

The Princes Highway between Dandenong and Traralgon is currently one of the busiest rural highways in the State and the Road Construction Authority is working towards upgrading this section to dual carriageway.

As part of this development, the RCA is constructing a bypass of Morwell, 150 km south-east of Melbourne. Morwell is a growing provincial town in the centre of the Latrobe Valley with a population of 65,000 people within a 25 km radius.

Why the bypass is needed

Currently the Princes Highway carries approximately 20 000 vehicles per day through Morwell's commercial centre.

As the Latrobe Valley is an expanding industrial area, and as tourism to eastern Gippsland and south-eastern NSW develops, this volume could be expected to increase in future years.

The bypass will reduce travel time for motorists and truck drivers and will remove through traffic from the commercial centre. Consequently Morwell will have safer and more convenient conditions for shoppers and pedestrians, and improved driving conditions for local traffic.

It is estimated that 10 000 vehicles per day will use the bypass when it is completed.



The project

The 10 km bypass will extend from the Morwell River in the west, pass between the township and the SEC works area, to link with the Princes Highway east of Alexanders Road.

It will be built in two stages:

Stage One: west of Morwell to the Midland Highway

This 6.4km section will be completed in 1990. Interchanges will be constructed at the Morwell-Thorpdale Road, Commercial Road and the Midland Highway. Eight bridges and five large culverts will be constructed. Bridges will be located at:

- Morwell River (eastbound carriageway);
- Morwell-Thorpdale Road Overpass;
- Commercial Road (twin structure);
- Midland Highway Overpass; and
- Over the railway lines serving the briquette plant and the open cuts (twin structure).

Stage Two: Midland Highway to east of Alexanders Road

Interchanges on this 3.8km section will be located at Tramway Road and the Princes Highway, and bridges will be constructed at Tramway Road and the Eastern Railway line.

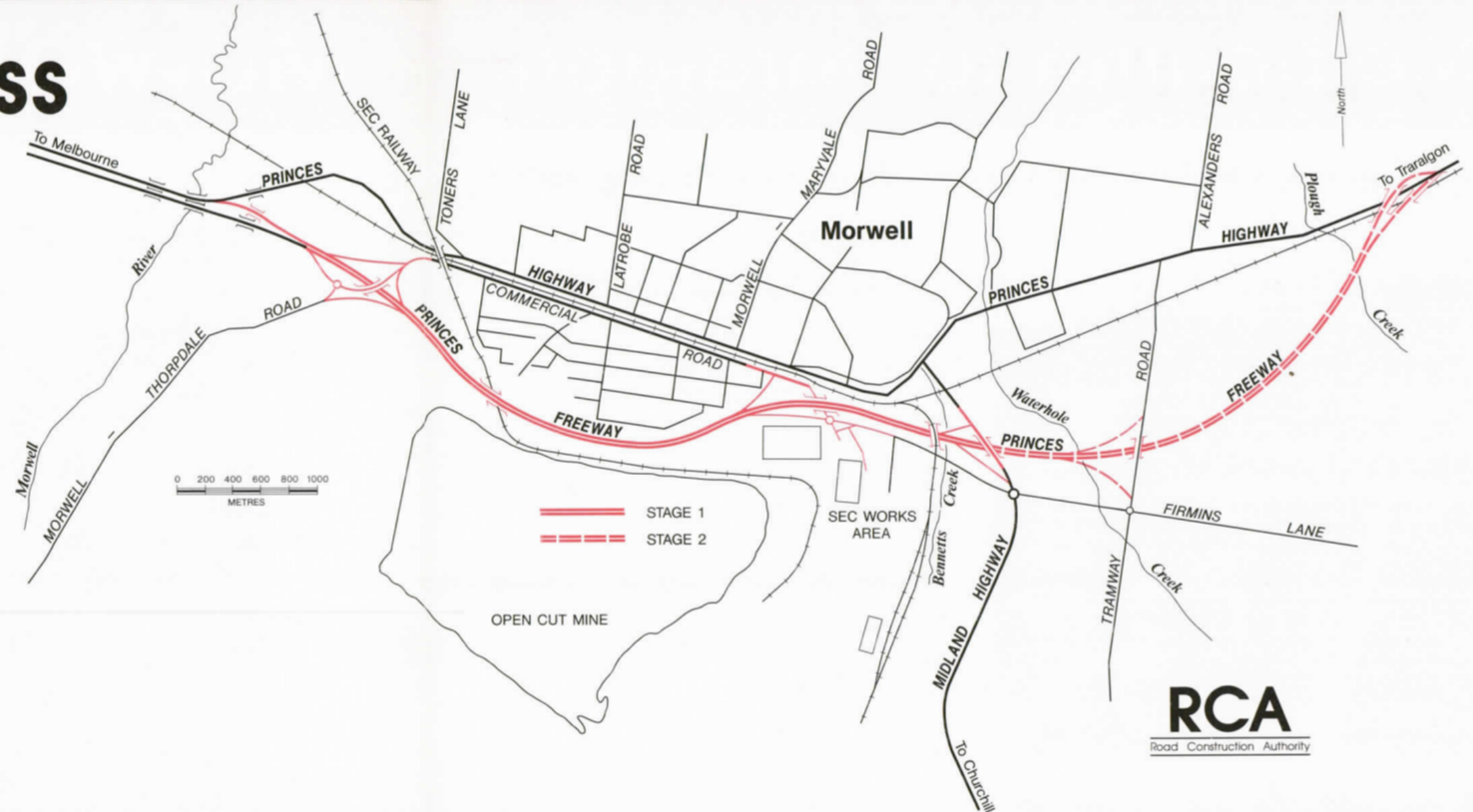
Other features

- The pavement will be 650 mm thick and the top 400 mm will be placed using an automated paving machine;
- Substantial ground settlements take place in the area as a result of open cut coal extraction, and this has been provided for in the design of structures;
- Special consideration has been given to peak traffic volumes on the access roads to the SEC works areas.

Timetable

Stage One: work began early in 1985 and is expected to be completed in mid 1990

Stage Two: work will begin in late 1989 and is expected to be completed in 1992



Costs

The bypass, a National Roads project, is estimated to cost \$48 million at 1989 prices:

Stage One: \$30 million

Stage Two: \$18 million

The Environment

The bypass has been designed to form an attractive feature within the local environment and the landscaping will be co-ordinated with the SEC and the Morwell Shire. In association with the engineering design of the bypass, the following features will be incorporated:

- Planting of trees and shrubs to reinforce and complement local species, particularly the Eucalyptus Yarraensis (Yarra Gum);
- Landscaping including use of sound mounding and planting to reduce visual and noise intrusion. Some planting has already been undertaken along the edges of the road reserve.