

Princes Highway Melbourne to Traralgon

Other projects and planning proposals on this highway are:



Additional information about Morwell Bypass

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Additional information about projects on the Princes Highway

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Caulfield/Malvern

Duplication between Hawthorn Road and Tooronga Road opened on the 20 December 1989 at a cost of \$16 million.

Garfield to Bunyip River

Duplication of 8 km between Garfield and Bunyip River opened on 2 June 1989 at a cost of \$15 million.

Longwarry

Duplication will extend from Bunyip River to the Bypass of Drouin at Robin Hood. Estimated cost is \$24 million and completion is expected 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. VIC ROADS is now carrying out a planning and consultation process on this section with the Narracan Shire Council, other interested agencies and the public.

Photographs: left - Federal Transport Minister, Bob Brown, inspects the mural inside the pedestrian underpass at the Dandenong Road duplication in Caulfield. Below - the first traffic on the Garfield to Bunyip River project after the official opening in June, 1989.



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A bypass for

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Morwell

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April 1990

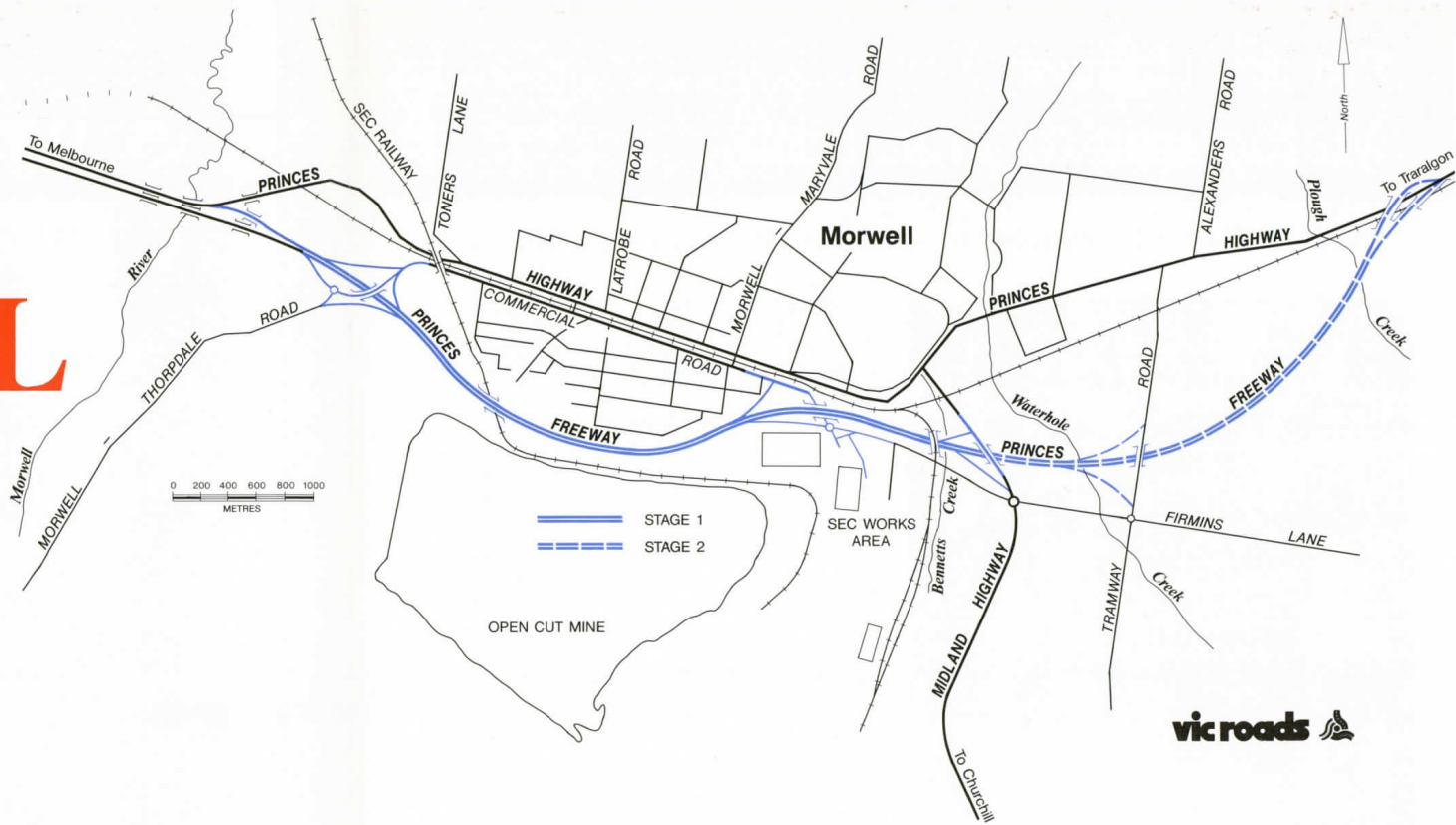
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a bypass for MORWELL

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 VIC ROADS is working towards upgrading this section to dual carriageway.

As part of this development VIC ROADS 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 N.S.W. 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 extends 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 is being built in two stages:

Stage One: west of Morwell to the Midland Highway

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

- Morwell River (eastbound carriageway);
- Morwell-Thorpdale Road Overpass;
- Commercial Road (twin structure);
- 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 3.8 km 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 area.

Timetable

Stage One: work began early in 1985 and will be completed in April 1990.

Stage Two: work began early 1990 and is expected to be completed in 1992.

Cost

The bypass is a federally funded National Roads project with an estimated total cost including planning and design of \$61 million.

Stage 1 \$38 million (\$30 million construction)

Stage 2 \$23 million (\$20 million construction)

The Environment

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

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



Photographs :
Cover - aerial view of the project.
Left - aerial view of Stage 2 between Midland Highway and east of Alexanders Road.