

South Eastern- Mulgrave Arterial Road Link



Bridgework on the project

The Environment

Provision of noise barriers in accordance with standards set by the RCA and Environment Protection Authority is an integral part of the design and construction of the Link.

It is proposed that noise control mounds and/or barriers will be provided on the sides of the Link where required to protect residential areas.

Landscaping works will aim to preserve the existing character and ecology of the area. Landscaped earth mounds will be provided in some areas to screen the roadway from adjacent open space and parkland.



Noise fencing

Wherever possible, the landscaping and planting will be carried out at an early stage.

An important part in the development of this new route is the treatment to be given to recreation areas in the Gardiners Creek Valley. A Consultant Landscape Architect engaged by the Working Party and the RCA developed a concept for landscaping the Valley.

Timetable and Cost

Construction of the Project began in March 1984 when relocation of major utility services commenced. The construction program provides for road and bridgeworks to be carried out simultaneously at a number of locations over the length of the Link.

The estimated completion date for the Project is **December 1988**.

Estimated cost: **\$138 million** (December 1987 prices). The project is being financed by the State and Federal Governments through the Australian Bicentennial Road Development Program and the Australian Land Transport Program.

Information brochure on the Link between the South Eastern and Mulgrave Freeways

South Eastern- Mulgrave Arterial Road Link

Cover photo: Looking west at the project near Burke Road, Glen Iris



Further Information

For further information, contact the Project Manager, Project Office, 463 Waverley Road, Chadstone, 3148, telephone (03) 211 7111, or the Corporate Affairs Section, Road Construction Authority, 60 Denmark Street, Kew, 3101, telephone (03) 860 2584.

A scale model is on display for public viewing at the Project Office, located near the East Malvern Railway Station, and open Monday to Friday between 9am and 5pm.

RCA
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April 1988

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Information Brochure

SOUTH EASTERN-MULGRAVE ARTERIAL ROAD LINK

RCA
Road Construction Authority

The South Eastern-Mulgrave Arterial Road Link, being constructed by the Road Construction Authority, will comprise a four lane, divided arterial road, linking the South Eastern Freeway at Toorak Road, Hawthorn to the Mulgrave Freeway at Warrigal Road, Chadstone.

When completed, motorists will be able to travel on a divided road from Cranbourne on the South Gippsland Highway and from Garfield on the Princes Highway East to the City.

Why the Road Link is being built

Approximately 48,000 vehicles per day enter and leave the Mulgrave Freeway at Warrigal Road and 59,000 vehicles per day enter and leave the South Eastern Freeway at Toorak Road.

Much of the traffic travelling between the freeways uses residential streets which are not designed for the high volumes of through traffic.

Removing the discontinuity between the two sections of this south-eastern traffic corridor will shorten the connecting route from 7.3 km to 6.7 km, and reduce the number of signalised intersections from 11 to 4. This could lead to a 45 per cent reduction in the risk of being involved in a casualty accident for these trips.

Local travel times are also expected to improve, and an estimated 45 percent reduction in the number of traffic movements over rail crossings in the area is expected owing to the grade separation of the railway and the link road at Scotchmans Creek, Chadstone.

Construction of the Link together with the widening of the Princes Highway between Waverley Road, Caulfield, and Glenferrie Road, Hawthorn, will ease traffic congestion in the area, and result in safer conditions for residents, motorists and pedestrians.

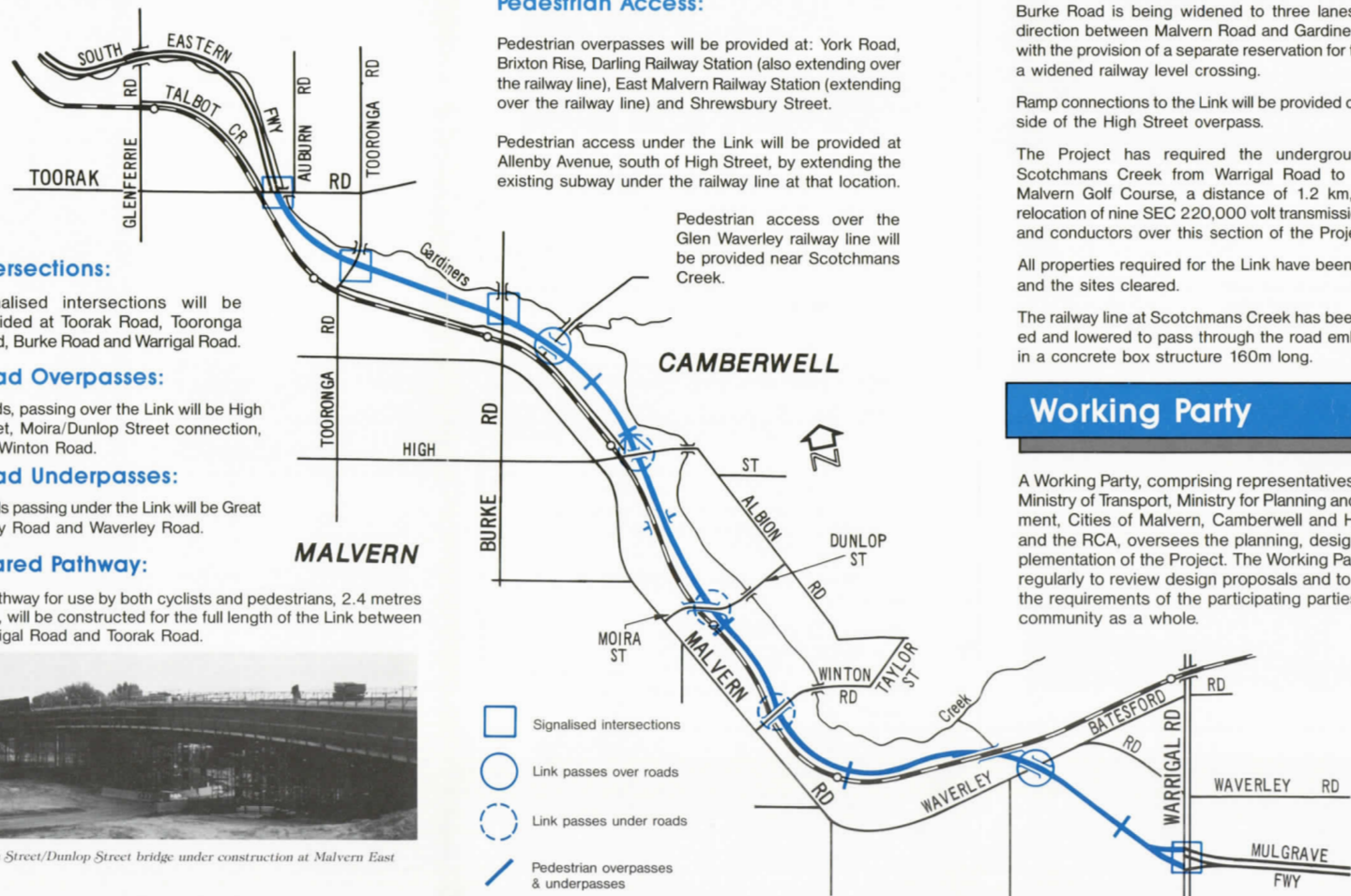
Traffic conditions in the Corridor between the two freeways were reviewed by the Ministry of Transport in early 1983. As a result, it was announced in May 1983 that the South Eastern and Mulgrave Freeways would be linked by a four lane divided arterial road.

Amendment 120 to the Melbourne Metropolitan Planning Scheme, which reserved the land necessary for construction of the Arterial Road Link, was approved by the Minister for Planning and Environment in June 1983.

The Project

The 6.7 km Link will extend from the South Eastern Freeway at Toorak Road, Hawthorn, to the Mulgrave Freeway at Warrigal Road, Chadstone.

The Link is being built along the route known as "C3", with the road running parallel to the Glen Waverley railway line for much of its length. It will consist of two traffic lanes in each direction, separated by a concrete median barrier.



Intersections:

Signalised intersections will be provided at Toorak Road, Tooronga Road, Burke Road and Warrigal Road.

Road Overpasses:

Roads, passing over the Link will be High Street, Moira/Dunlop Street connection, and Winton Road.

Road Underpasses:

Roads passing under the Link will be Great Valley Road and Waverley Road.

Shared Pathway:

A pathway for use by both cyclists and pedestrians, 2.4 metres wide, will be constructed for the full length of the Link between Warrigal Road and Toorak Road.



Moira Street/Dunlop Street bridge under construction at Malvern East

Pedestrian Access:

Pedestrian overpasses will be provided at: York Road, Brixton Rise, Darling Railway Station (also extending over the railway line), East Malvern Railway Station (extending over the railway line) and Shrewsbury Street.

Pedestrian access under the Link will be provided at Allenby Avenue, south of High Street, by extending the existing subway under the railway line at that location.

Pedestrian access over the Glen Waverley railway line will be provided near Scotchmans Creek.



Undergrounding of Scotchmans Creek near Warrigal Road, Chadstone

General Features

Burke Road is being widened to three lanes in each direction between Malvern Road and Gardiners Creek, with the provision of a separate reservation for trams and a widened railway level crossing.

Ramp connections to the Link will be provided on the city side of the High Street overpass.

The Project has required the undergrounding of Scotchmans Creek from Warrigal Road to the East Malvern Golf Course, a distance of 1.2 km, and the relocation of nine SEC 220,000 volt transmission towers and conductors over this section of the Project.

All properties required for the Link have been acquired and the sites cleared.

The railway line at Scotchmans Creek has been relocated and lowered to pass through the road embankment in a concrete box structure 160m long.

Working Party

A Working Party, comprising representatives from the Ministry of Transport, Ministry for Planning and Environment, Cities of Malvern, Camberwell and Hawthorn, and the RCA, oversees the planning, design and implementation of the Project. The Working Party meets regularly to review design proposals and to consider the requirements of the participating parties and the community as a whole.