

Hume Highway

SPRINGHURST TO WODONGA

Cost

The estimated costs and completion dates of the four stages of the project are (at 1987 prices):

Stage	Completion	Cost \$ million
Bypass of Springhurst	1990	16
Chiltern to Barnawartha	1990	31
Barnawartha to Wodonga	Late 1987	26
Wodonga Bypass	March 1985	21
Total		\$ 94

As at June 1987 expenditure on the project since commencement in 1981 totals \$5 million.

The Environment

The freeway has been designed to blend with the existing environment. Stands of trees have been retained where possible, and planting along the route will reinforce and complement the local species.

Landscaping design will minimise noise and visual intrusion to residential areas, preserve the natural character of the area and provide motorists with pleasant vistas along the route.

Rest areas with water and toilet facilities will be built east of Chiltern adjacent to and integrated with the Chiltern State Park.

The Future

Close liaison between the RCA, Rural City of Wodonga, Chiltern Shire, Rutherglen Shire, Wangaratta Shire, the Albury Wodonga Development Corporation and the Ministry for Planning and Environment has enabled the project to be integrated into the planning and development for future growth along the Hume corridor.

In the future, the Bypass of Wodonga is planned to be extended easterly from the Lincoln Causeway to a second crossing of the Murray River.

The Bypass will then link with the proposed relief route of Albury to be constructed by the New South Wales Department of Main Roads.

Further Information

For further information contact:

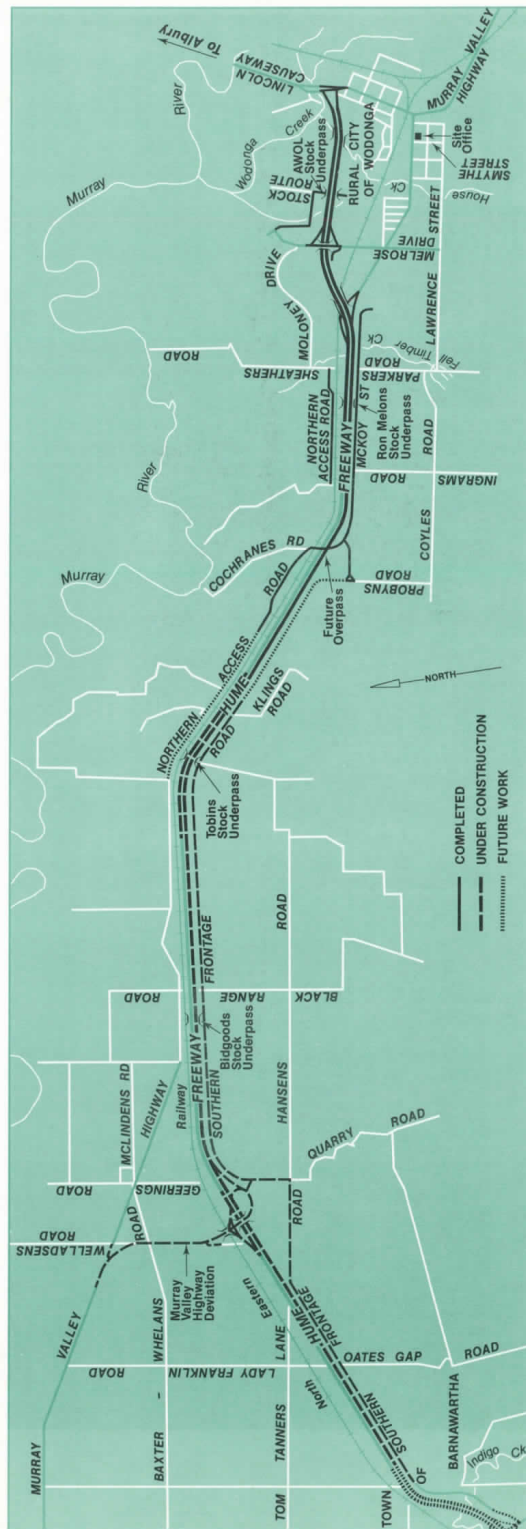
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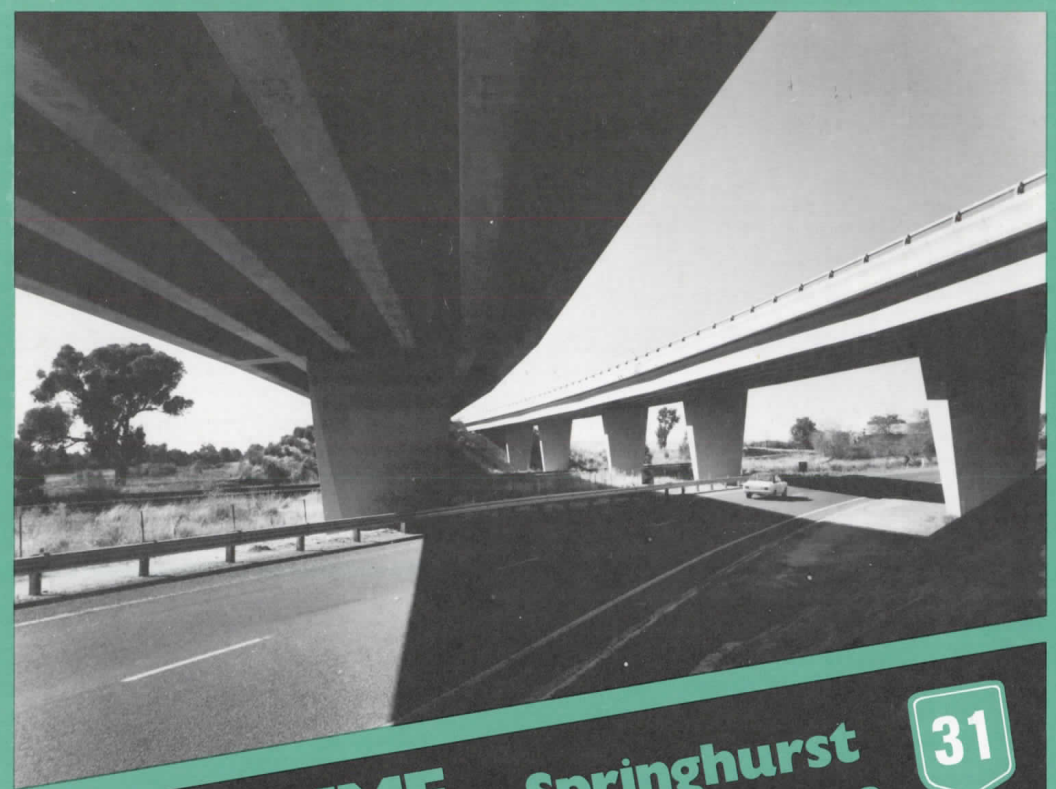
RCA

Road Construction Authority

September 1987



• The Barnawartha to Wodonga section



HUME HIGHWAY: Springhurst to Wodonga



RCA
Road Construction Authority

Hume Highway

Springhurst to Wodonga

The Hume Highway (Route 31) between Melbourne and Sydney is the most important intercapital road link in Australia and forms part of the National Highway Network.

The Road Construction Authority is progressively upgrading the 285 km Hume Highway between the Melbourne metropolitan area and Wodonga to dual carriageway standard.

This project commences at Springhurst, 252 km north of Melbourne, and will provide 46 km of dual carriageway to Wodonga.

The Project

The project consists of four sections:

Bypass of Springhurst

This 8.6 km section extends from McMahons Road, south of Springhurst, to the Chiltern Shire Boundary. It includes the construction of dual carriageways, on a new alignment, to bypass the small township of Springhurst.

An at-grade intersection is to be provided initially at McMahons Road – Cemetery Road, 3 km south of Springhurst, at the site of a future overpass. A full diamond interchange will be constructed in the initial stage at Springhurst to provide for local access and traffic from the Rutherglen district.

Chiltern to Barnawartha

Work on this 20.9 km section involves duplicating the existing Hume Highway from west of Gilmours Road, near the Chiltern Shire Boundary, to east of Barnawartha. It includes the construction of 2 km of dual carriageway adjacent to the township of Barnawartha.

The duplicate carriageway will be along the south side of the existing highway except for a 3 km section through the Chiltern State Park, which will be constructed to the north of the existing highway.

Initially, full diamond interchanges will be built at Chiltern-Beechworth Road, Chiltern and at Barnawartha. An at-grade intersection will also be constructed at Old Cemetery Road 3.5 km west of Chiltern, the site of a future overpass.

Barnawartha to Wodonga

The Barnawartha to Wodonga Section extends 12.6 km from Hansens Road, east of Barnawartha, to Ingrams Road, West Wodonga, where it joins the Bypass of Wodonga.

The work involves duplication of the existing highway and includes 2.4 km of new dual carriageway near the location of the old Murray Valley Highway intersection. The Murray Valley Highway has been deviated to join the Hume Freeway at a major interchange near Quarry Road, approximately 6 km west of the old intersection.

A 4 km section at the eastern end of this length is complete and was opened in conjunction with the Bypass of Wodonga. The completed section consists of a duplicate carriageway for Melbourne bound traffic and approximately 2.6 km of associated access road. The previous two lane highway now carries the Wodonga bound traffic.

Access to this 4 km section is limited to an at-grade intersection at Cochranes Road. Ultimately, an overpass is planned for this location.

Bypass of Wodonga

The completed 4.7 km Bypass of Wodonga extends from the Hume Highway near Ingrams Road, west of Wodonga, to the Lincoln Causeway, and removes through and heavy traffic from the commercial area of Wodonga.

Access to and from Melbourne is available at a directional or Y-type interchange with the former Hume Highway, west of Wodonga, and at a traffic signal controlled intersection with the Lincoln Causeway. Access to and from Albury is also available at a half diamond interchange at Melrose Drive.

Work began on this section in 1981 and was completed and opened to traffic in March 1985.

Other Features

Construction of the 46 km project involves the following features:

- Provision of more than 30 km of associated frontage road for local access and stock movement.
- Twin bridges over Indigo Creek Barnawartha, House Creek Wodonga and the North Eastern Railway just west of Wodonga.
- Overpass bridges for local traffic at Springhurst, Barnawartha and the Melrose Drive, Wodonga, interchanges.
- Two major structures taking the deviated Murray Valley Highway over the North Eastern Railway and the Hume Freeway east of Barnawartha.
- Duplicate bridge over Black Dog Creek and over Chiltern-Beechworth Road at Chiltern Interchange.

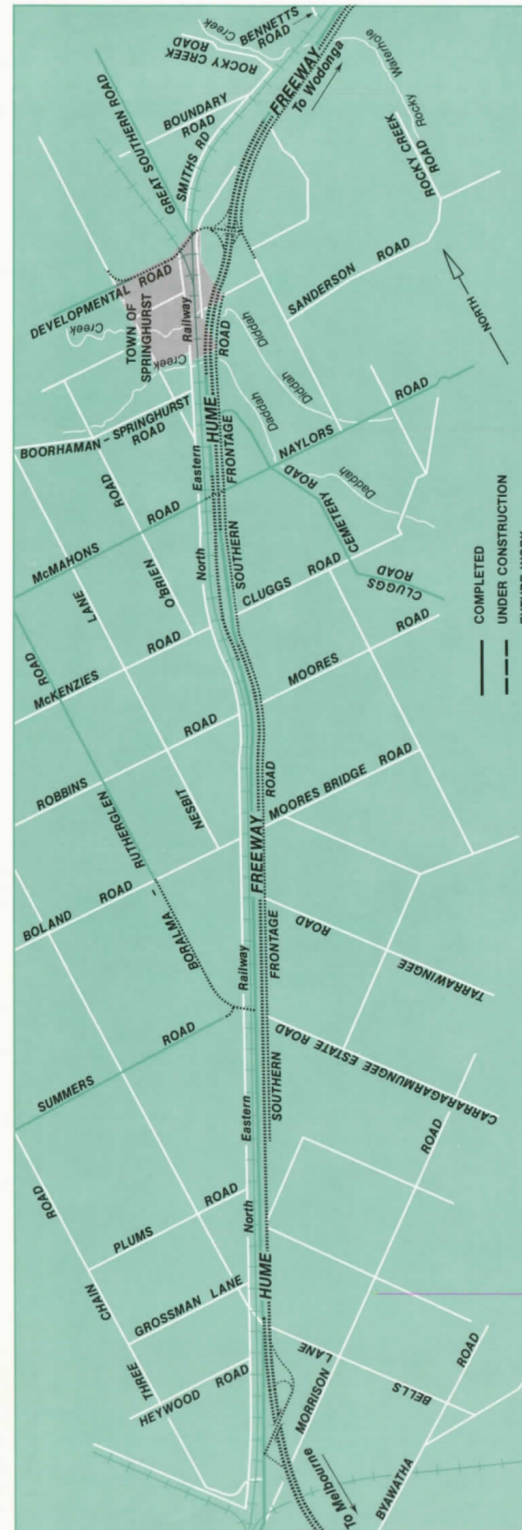
Structures

Major culverts or small bridges constructed or to be constructed for drainage crossings of the project include Diddah Diddah Creek, Daddah Daddah Creek, Rocky Water Holes Creek, several unnamed creeks between Springhurst and Chiltern, Stockyard Creek, Frying Pan Creek, Fell Timber Creek, the South Wodonga Flood Channel and the Lagoon Relief structure on the Bypass of Wodonga.

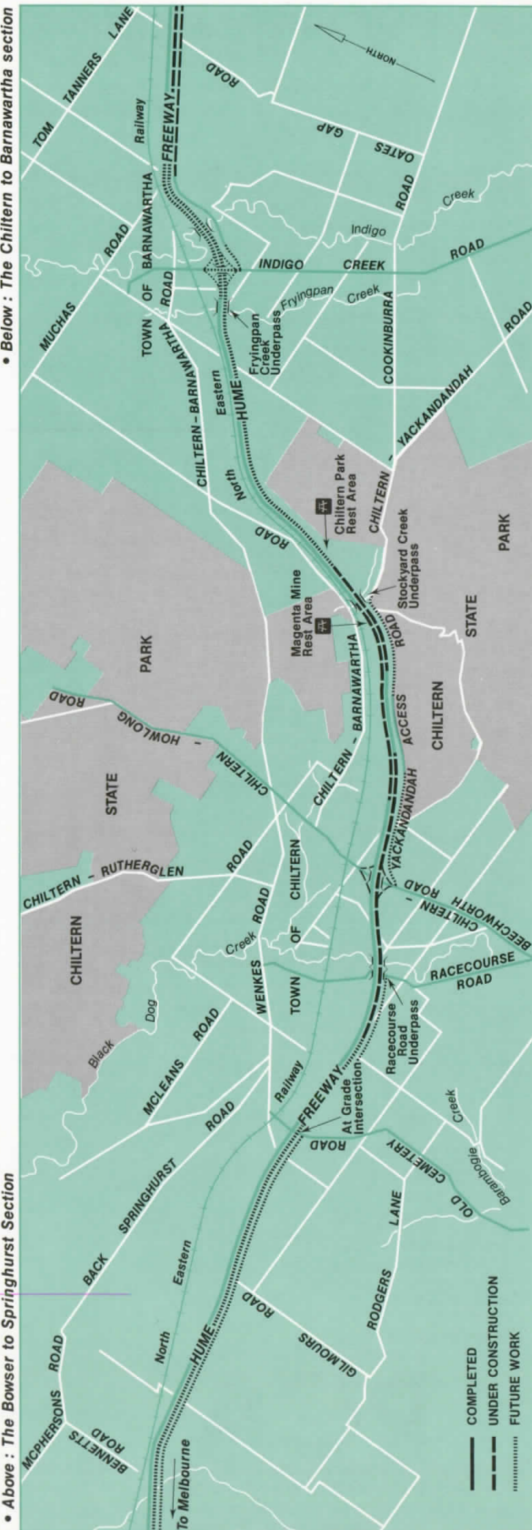
Several stock underpasses which double as access for local traffic have also been provided.



• Above : Construction of the duplicate carriageway at the Murray Valley Highway Interchange
 • Cover : Bridges over the North East railway at Wodonga



• Above : The Bowser to Springhurst Section



• Below : The Chiltern to Barnawartha section