

# Greensborough Bypass

**Grimshaw Street to  
Diamond Creek Road**

## Structures

Plenty River Bridge	Five span, composite steel and concrete bridge 180 metres long, 28 metres high and 11.6 metres wide. Cost: \$2,270,000
Kempston Street Bridge	Three span, concrete I-beam bridge 77 metres long and 10.4 metres wide. Cost: \$875,000
Pedestrian Overpass at Shire of Diamond Valley Civic Centre	Three span concrete pedestrian bridge 96 metres long and 2 metres wide. Cost: \$246,000
Pedestrian Underpass at Yando Street	Reinforced concrete culvert 86.4 metres long comprising 72 culvert units 3 metres wide x 2.4 metres high. Cost: \$255,000

## Major Contractors

### Earthworks and Drainage

Denbo Pty Limited (Plenty River Bridge to Diamond Creek Road)  
Road Construction Authority (Grimshaw Street to Plenty River Bridge)

### Structures

Thiess Contractors Pty Limited (Plenty River Bridge)  
Kuzman Bros Constructions Pty Limited (Kempston Street Bridge)  
Cuja Pty Limited (Civic Centre Pedestrian Overpass)  
Road Construction Authority (Yando Street Underpass)

### Pavement and Sealing

Apex Quarries Limited (crushed rock pavement)  
Boral Resources (Vic) Pty Limited (asphalt - Grimshaw Street to Plenty River Bridge)

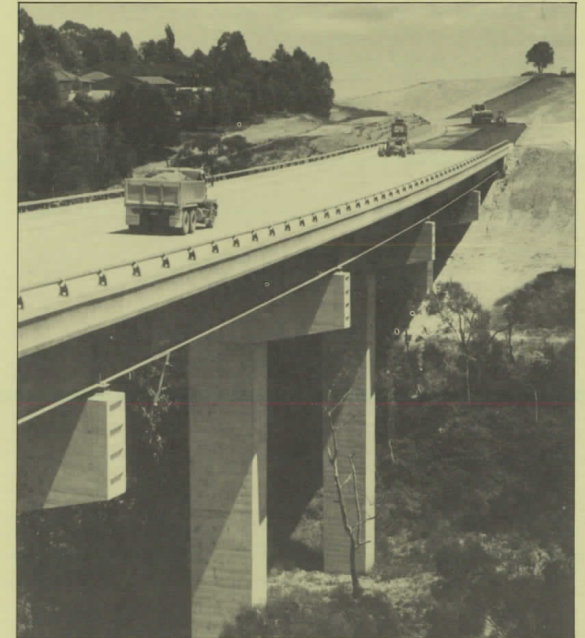


*Bridge carrying Kempston Street over the Bypass*

*Cover: Bridge carrying the Bypass over Plenty River and Plenty River Drive*

# Greensborough Bypass

## Grimshaw Street to Diamond Creek Road



## Official Opening

**Thursday 3 March 1988**

- |          |  |
|----------|--|
| 12 noon  | Assembly of guests at the site   |
| 12.15 pm | Managing Director of the Road Construction Authority, Mr Ian Stoney, will open proceedings   |
| 12.20 pm | Address by Victorian Minister for Transport, The Honourable Jim Kennan QC MLC  |
| 12.25 pm | Address by Mr Peter Cleeland, MP, Member for McEwen, representing the Federal Minister for Transport and Communications Support  |
| 12.30 pm | Address by the Premier of Victoria, The Honourable John Cain MP  |
| 12.35 pm | The official party will leave the dais, unveil a plaque and cut a ribbon to officially open the Bypass. The Premier and his wife will also plant a tree adjacent to the plaque |
| 12.45 pm | A motorcade will proceed along the Bypass for a light lunch in the park beneath the Plenty River Bridge  |

**RCA**  
Road Construction Authority

## Further Details



1988-1988

The RCA has details about all aspects of the Greensborough Project in a new information brochure available at its Corporate Relations Section at 60 Denmark Street, Kew, Victoria, 3101 (Tel: 860 2290) or the Project Office at 48 Sellars Street, Greensborough, 3088 (Tel: 435 4366).

**RCA**  
Road Construction Authority

# Greensborough Bypass

## Grimshaw Street to Diamond Creek Road



Aerial view showing roundabout at Diamond Creek Road

The Bicentennial year will see the completion of several important multi-million dollar road construction projects in the Melbourne metropolitan area, including the South-Eastern Mulgrave Arterial Road Link, the West Gate Freeway in South Melbourne and the Greensborough Bypass between Grimshaw Street and Diamond Creek Road.

Motorists in Melbourne's northern suburbs who have witnessed progress on the Greensborough Bypass will be pleased to learn that the first section, between Grimshaw Street and Diamond Creek Road, has been completed and opened to traffic.

This 3.5 km first stage has been constructed as a single two lane, two way road with a slow vehicles lane between Yando Street and Diamond Creek Road for Diamond Creek bound traffic and a major roundabout at Civic Drive. This bypass will alleviate many traffic problems in the busy commercial centre of Greensborough, and will be a tremendous asset to both motorists and residents.

Because of limited road funding the bypass has initially been constructed as a two lane, two way road, as the additional funding required to construct the bypass as a divided road would have delayed the project for several years.

Provision has been made for duplication of the bypass in the future.

The official opening of this section of the Greensborough Bypass on 3 March is the first of many large road projects to be opened during 1988.

The adjoining section between Grimshaw Street and Yallambie Road will be opened in 1989 along with the westerly link to Plenty Road.

### The Need for a Bypass

The purpose of the bypass is to remove through traffic from Greensborough's commercial centre.

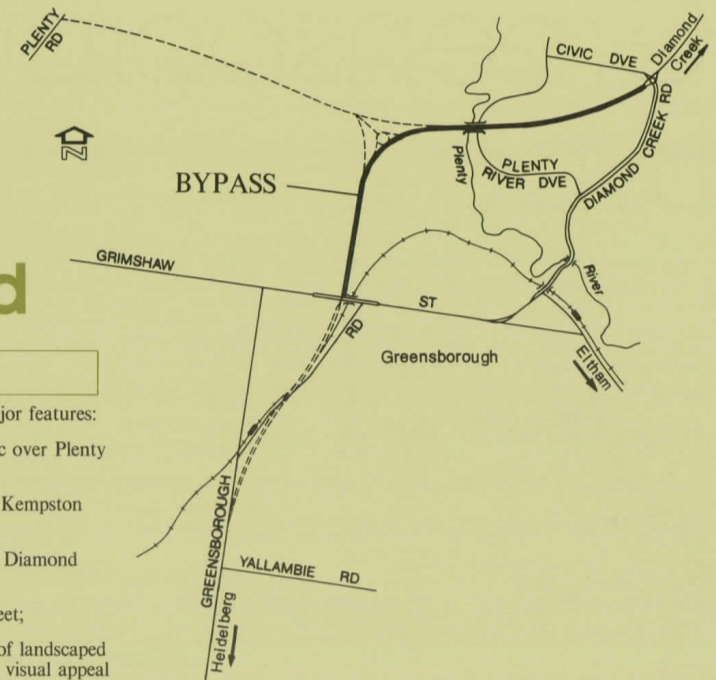
RCA traffic surveys, carried out in the Greensborough Shopping Centre prior to today's opening, show that approximately 45,000 vehicles a day use Grimshaw Street and Main Street. Half of these consisted of motorists who were just 'passing through'.

The bypass will relieve the heavily congested areas on these roads by providing an alternative route from Greensborough Road/Yallambie Road at Watsonia to Diamond Creek Road, north of the developing Greensborough district centre.

Driving conditions will also be improved by a 2.6 km westerly connection from the bypass to Plenty Road, Bundoora.

The completion of the Grimshaw Street to Diamond Creek Road section of the 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.

These conditions will improve even further when the 2.3 km Greensborough Road/Yallambie Road to Grimshaw Street section is opened in 1989.



### Special Features

The project consists of the following major features:

- a major bridge carrying bypass traffic over Plenty River and Plenty River Drive;
- a bridge carrying bypass traffic over Kempston Street;
- a pedestrian overpass at the Shire of Diamond Valley Civic Centre;
- a pedestrian underpass at Yando Street;
- extensive landscaping and provision of landscaped mounds to assist erosion control and visual appeal and to reduce traffic noise;
- timber noise reduction fences where noise levels at adjacent properties would be otherwise unacceptable;
- a roundabout located where the bypass intersects with Diamond Creek Road and Civic Drive. A signalised T-intersection has been established at Grimshaw Street until the total intersection is developed during the construction of the adjoining section.

### Technical Details

Opening Date	3 March 1988
Cost	\$20 million
Work Commenced	October 1984
Length	3.5 km
Cross Section	Single two lane, two way carriageway with climbing lane between Yando Street and Diamond Creek Road for Diamond Creekbound traffic. Provision for duplication in the future.
Earthworks	750,000 cubic metres excavated 660,000 cubic metres of this used for fill 18 metres
Deepest Cut Depth	11 metres
Largest Fill Height	540 mm
Pavement Depth	40 mm of size 14 asphalt (wearing course) 80 mm of size 20 asphalt
Pavement Composition	300 mm Class 2 crushed rock (placed in 3 x 100 mm layers) 120 mm Class 3 cement treated crushed rock (3% cement)
Pavement Materials	11,000 tonnes cement treated crushed rock 28,000 tonnes Class 2 crushed rock 9,000 tonnes bituminous surfacing



The purpose of the Bypass is to remove through traffic from Greensborough's commercial centre.



Earthworks on the project