

a
bypass
for



BALLARAT

Additional features

The RCA will construct four new roads to restore access for residents as a number of local roads will be truncated.

Costs

Stage one: \$38 million (Jan 1988 prices)

Stage two: \$16 million approx (Jan 1988 prices)

The bypass will be funded mainly through the Australian Land Transport Program. Funds have been provided in 1987/88 to commence a major deviation of Burrumbeet Creek, large drainage works and construction of part of the interchange embankments at Midland Highway.

The Western



• The Western Freeway near Bacchus Marsh

The Western Freeway (route 8) forms part of the national highway between Melbourne and Adelaide.

The Road Construction Authority has constructed approximately 100 kilometres of dual carriageway between Melbourne and Ballarat, resulting in safer and easier driving conditions for the motorist.

Other bypass sections of the Western Freeway previously completed are Pykes Creeks (7.1 km) 1969, Gordon (9.3 km) 1972, Bacchus Marsh (9.0 km) 1972, Pentland Hills (5.6 km) 1973, Myrning (5.6 km) 1975, Ballan (8.4 km) 1978, Wallace-Bungaree (11.2 km) 1983, and Melton (8.8 km) 1987.

RCA

Road Construction Authority
An Authority of VICTORIA TRANSPORT

March 1988



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RCA

Road Construction Authority



• Aerial view of Ballarat

Need more information?

Contact the RCA's project office, Creswick Road, Ballarat, 3350, telephone (053) 32 7361 or the RCA's Corporate Affairs Section, 60 Denmark Street Kew, 3101, telephone (03) 860 2584 or 860 2551.

• Cover photograph : Start Street in Ballarat

a bypass for BALLARAT

One of the major aims of the Road Construction Authority in the '80s is to provide an efficient rural arterial road network. The 1988/89 road program includes several multi-million dollar construction projects including the Gisborne Bypass, duplication works on the South Gippsland and Calder Highways, and the Barwon River bridge at Geelong.

High on the RCA's agenda is also the Bypass of Ballarat, 113km north-west of Melbourne on the Western Highway.

Ballarat is one of Victoria's key provincial cities with a population of more than 78,000. Naturally a thriving city of this size must expect some ill effects related to urban expansion. Traffic congestion in the streets is one such problem area.

Construction will commence in 1988 on Stage 1 of the Bypass of Ballarat which is expected to take about 4 years to complete.

The \$38 million bypass is considered a high priority project in terms of Victoria's economic and transport strategies.

What it will mean for the people of Ballarat

The bypass of Ballarat will relieve congestion by removing daily an estimated 6000 vehicles, including 400 heavy trucks, from the city centre. These heavy vehicles have a detrimental effect on the road surfaces and therefore wear and tear on the local roads will be reduced.

The bypass will also remove a lot of commuter traffic from the 20km Avenue of Honour west of Ballarat, a popular tourist attraction erected in 1920.

Locals and visitors in Ballarat will find conditions much safer and less congested with the completion of the bypass.

What it will mean for travellers on the Western Highway

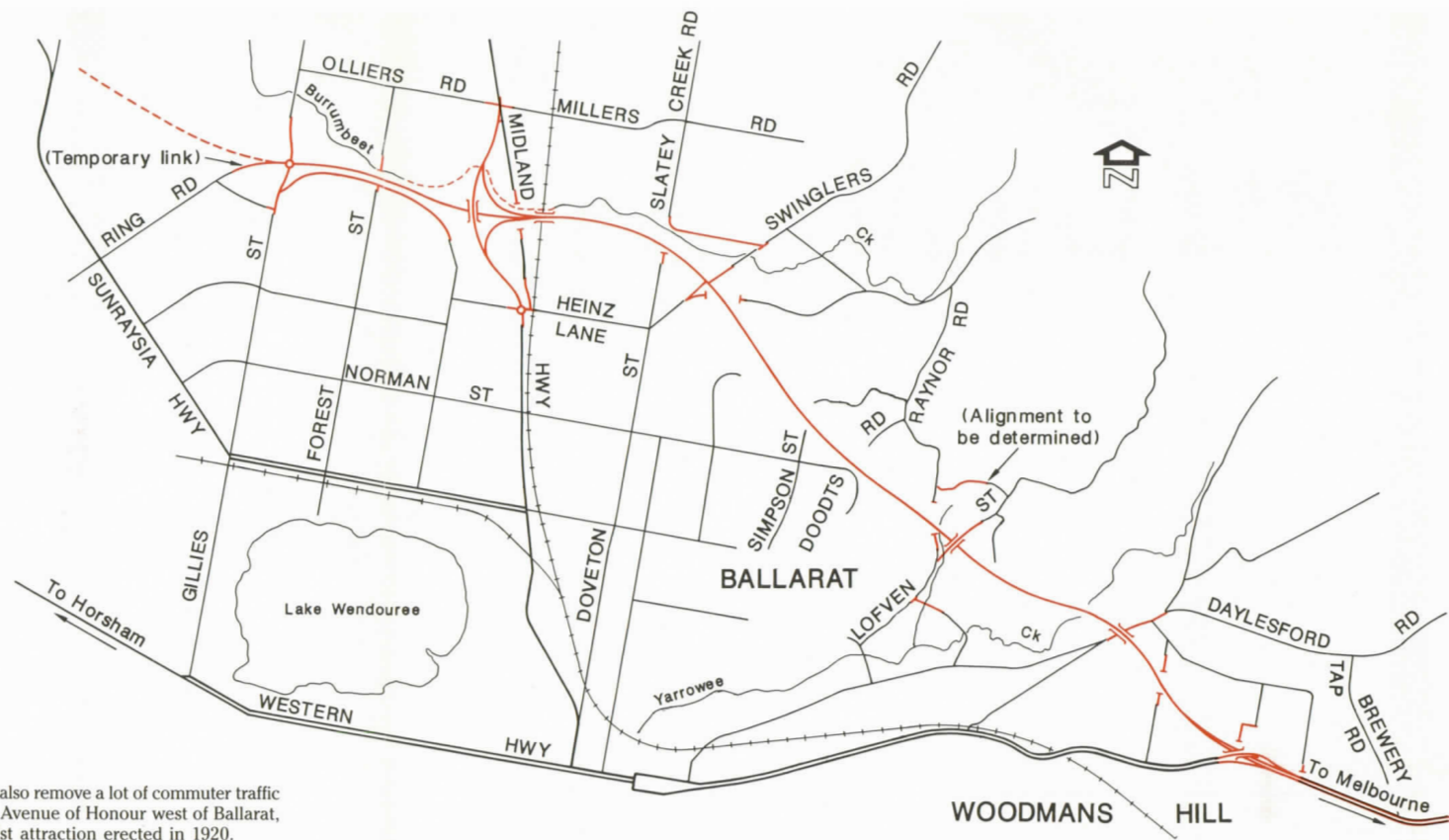
Currently, motorists enjoy freeway conditions from Melbourne to Ballarat.

The bypass will result in safer driving conditions and will reduce travel time for those who are travelling beyond Ballarat.

The Project

The bypass is part of the extension to the Western Highway/Freeway which forms part of the national highway (route 8) between Melbourne and Adelaide.

The bypass will travel to the north of Ballarat and will be built in three stages. Initially, the bypass will be constructed as a two way, two lane highway. A second carriageway will be built in the future to upgrade the highway to freeway status.



The Project *stage one

A 10km single two way, two lane road will bypass the business centre to the north from Woodmans Hill on the east to Gillies Street in the northwest. Traffic will then return to the Western Highway by the upgraded Ring Road link until Stage two is completed.

- Construction for Stage one will involve the following:
- a major interchange at Woodmans Hill
 - freeway overpass at Daylesford Road
 - Lofven Street overpass
 - a staggered T-intersection at Swinglers Road
 - freeway overpass at Mildura railway line
 - a half diamond interchange at Midland Highway
 - a roundabout at Gillies Street, Ballarat

*stage two

An extension of stage one which will bypass the Avenue of Honour and the Airport to the north. It will travel from Gillies Street to rejoin the Western Highway at the small pastoral town of Burrumbeet.

*stage three

The duplication of stage one, from Woodmans Hill to Gillies Street, with a two lane carriageway. Work will involve upgrading to freeway status with interchanges, ramps and bridges.

Landscaping

Landscape development along the freeway reservation will include:

- special provision in alignment to avoid rare blackwood trees
- building the carriageway to avoid disturbing natural environment through the Nerrina district
- provision of trees and shrubs to complement existing local species and assist in erosion control.

