

Proposed Highway Development Princes Highway-Moe River to Moe



RCA
Road Construction Authority



PRINCES HIGHWAY - MOE RIVER TO MOE

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Bulletin No.1, June 1988

This Information Bulletin reports on progress of planning the duplication of the Princes Highway between Moe River, east of Darnum, and the Old Gipps town Interchange at Moe. Information is also provided about the steps to complete the planning and consultation process.

BACKGROUND

The progressive development of the Princes Highway between Dandenong and Traralgon to a four-lane divided highway is a matter of high priority. It is proceeding with construction of town bypasses where appropriate and eventual conversion to freeway conditions as traffic demand requires. This was highlighted in an earlier pamphlet in March 1984 and the Planning Report released in May 1985.

Currently the aim is to upgrade the existing Princes Highway in the medium term to dual carriageway facility in the Shire of Narracan which meets the demands of through traffic and provides improved safety and amenity in Yarragon, Trafalgar and Trafalgar East.

The existing Moe River to Moe section of the Princes Highway is largely a two-lane two-way road and now carries about 12,000 vehicles on an average weekday. Construction of a new carriageway alongside the existing (and incorporating the already widened sections through the townships) will provide adequate traffic service for many years. Future improvement to freeway standards by restricting access and providing overpasses at intersections as well as town bypasses would be dependent upon traffic growth and specific needs.

YARRAGON

Three options for highway development through Yarragon have been evaluated. Each provide for a divided highway through the town with closure of the railway level crossing opposite Hazeldean Road. The Shady Creek Road level crossing will be retained.

Option 1 connects to the existing duplicated highway in the town at an estimated cost of \$0.5 million. No acquisition is required of property within the township. This option is the least costly but does not alleviate concerns expressed by Narracan Council of local traffic conflicting with through traffic in the commercial and residential areas.

Option 2 provides for a separate one-way service road within the existing road reserve to separate through and local traffic in the commercial and residential areas. An additional roadway would be built on the north side. Cost of this option is estimated at \$1.5 million. Property acquisition is not required and the operational and safety characteristics through the town will be improved by the service road.

Option 3 provides a high standard highway alignment with a separate service road in the commercial area between Loch and Rollo Streets. This option requires the acquisition of all the residential properties fronting the highway at each end of the township. It is the most expensive and is estimated to cost \$3.5 million.

The favoured proposal through Yarragon is Option 2, for the following reasons:

- * No property acquisition is required;
- * It has a lower cost and shorter time of construction compared with Option 3;
- * It will separate local traffic from through traffic;
- * It is consistent with the planning strategy to provide a duplicated road along the existing highway; and
- * The arrangement will provide for future traffic increases without need for further improvement.



Favoured proposal for Yarragon.

TRAFALGAR

Three options through Trafalgar have been evaluated incorporating the existing duplication. This is consistent with the conclusions of the May 1985 Planning Report that a duplicated road along the existing highway will be adequate for many years and well beyond the year 2000. For this reason and because of extremely high construction costs a bypass of the town either to the south or the north was not considered as an option.

Option one is the least costly at \$3 million involving a new roadway built on the railway side of the existing roadway at each end of the town and matching into the existing duplication in the town.

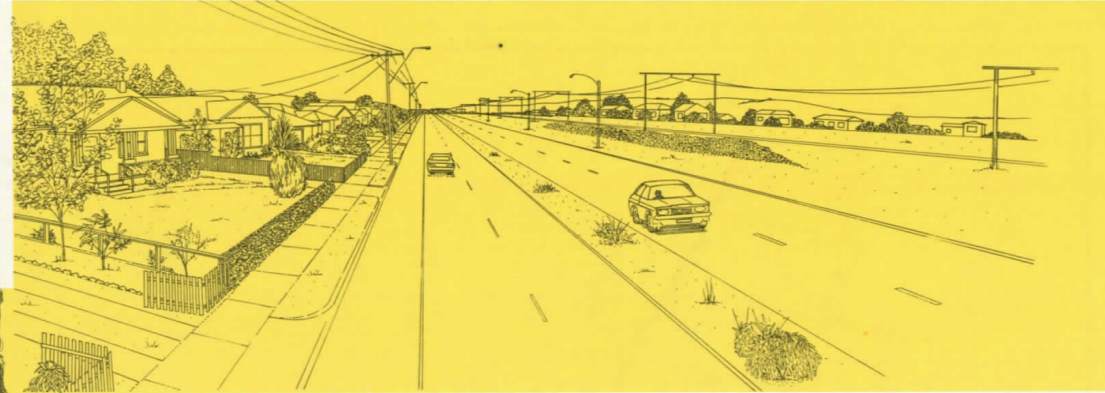
The second option is one involving minimum width highway and a separate service road on the south side providing access in the residential and commercial areas. The estimated cost is \$5 million. Although no property acquisition would be required, access to the residential properties would be more circuitous, and removal of the service station and railway substation in the commercial area would be needed.

The third option provides a high standard highway alignment with a separate service road in the commercial area, at an estimated cost of \$8.4 million. The acquisition and demolition of most of the residential properties fronting the highway through the town would be required in addition to the removal of the service station and railway substation on the north side. This option is not supported because of the community disruption that would occur and the costs involved.

In the three cases considered, the intersection of the two railway level crossings with the highway would be upgraded to provide increased safety and to facilitate local access.

The construction of a new carriageway matching into the existing duplication (Option 1) is the favoured option through Trafalgar because:

- * Acquisition of residential and other developed properties in the town is not required;
- * It does not require changes to the existing commercial area;
- * It does not prejudice alternative proposals for the long term further development of the highway in the vicinity of Trafalgar, including bypass options;
- * It has the lowest cost;
- * It can be built in a relatively short construction time.



Favoured proposal for Trafalgar.

RURAL

The favoured proposal on the length between towns is to construct a new carriageway to the south of the existing roadway. This will require acquisition of land abutting the highway from rural holdings. The extent of land acquisition has been kept to a minimum to provide high speed traffic movements balancing the value of farmland against the need to provide for the safety of the travelling public.

Generally the amount of acquisition will be 40 metres from the existing property boundary.

TRAFALGAR EAST

A number of public meetings have been held with local residents and the Narracan Council to discuss alternatives through Trafalgar East. Following these discussions, the RCA has adopted a proposal favoured by a majority of residents, which provides for an additional highway carriageway to the south of the existing roadway and a frontage road to provide safe local access.

Acquisition of a strip approximately 65 metres along the existing highway boundary will be required. This includes acquisition of 17 houses currently abutting the highway on this section. The inclusion of a reservation for the highway widening and frontage road in the Narracan Planning Scheme is now on exhibition.

NEXT STEP

The RCA together with the Narracan Shire Council will hold public meetings in Trafalgar and Yarragon to explain the favoured proposals, discuss the alternatives evaluated and receive public comment. The views of the Council, other interested agencies and the public will be considered before proceeding with detailed design.

Comments on the proposals for this section of the Princes Highway should be sent to:

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*Further information may be obtained from Ian Inglis or Gary Liddle at the
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