

Princes Freeway

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If you're in the area

Nar Nar Goon, Tynong, Garfield and Bunyip, located on the Nar Nar Goon-Longwarry Road, are in agricultural and fruit growing districts and each has the usual amenities of a rural township.

Gumbuya Park, located at Brew Road, Tynong North, is open seven days a week. A commercial pheasant farm of 202 ha., it has a large recreational park plus aviaries, a plant nursery and wildlife sections. It is Australia's largest gamebird farm, approximately 74 km from Melbourne.

At Labertouche, north of Longwarry North, there is a wild flower reserve.

Darnum boast's Australia's only musical village featuring a collection of antique organs and pianos displayed in a tranquil rural setting.



Route 1 - Melbourne to Traralgon

It is a matter of high priority that the busy Princes Highway between Melbourne and Traralgon is upgraded to a four-lane divided highway. It is proceeding with construction of town bypasses where appropriate and eventual conversion, as traffic demand requires, to freeway conditions.

Current major projects on the Princes are:

** Dandenong Road at Caulfield and Malvern*
The highway is being duplicated between Hawthorn Road and Tooronga Road. Completion is expected in late 1989 of this \$16 million project.

** East of Darnum to Moe*

Various options have been evaluated for duplicating the highway between Moe River and the Old Gippsdown Interchange at Moe. A major planning and consultation process is underway with the RCA and interested organisations and the public.

** Morwell Bypass*

This 10 km bypass is being built in two stages at an estimated cost of \$48 million. It should be completed and open to traffic in 1992.

RCA

Road Construction Authority

Additional information about the Tynong Project

Contact the:
RCA Dandenong Regional Office,
360 Whitehorse Road,
Nunawading, 3131
Telephone (03) 875 4000.

Additional information about the Princes Highway

Contact the:
RCA's Corporate Affairs,
Head Office, 60 Denmark Street,
Kew, 3101
Telephone (03) 860 2430

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Garfield to Bunyip River



June 1989

RCA
Road Construction Authority

Princes Freeway

Garfield to Bunyip River

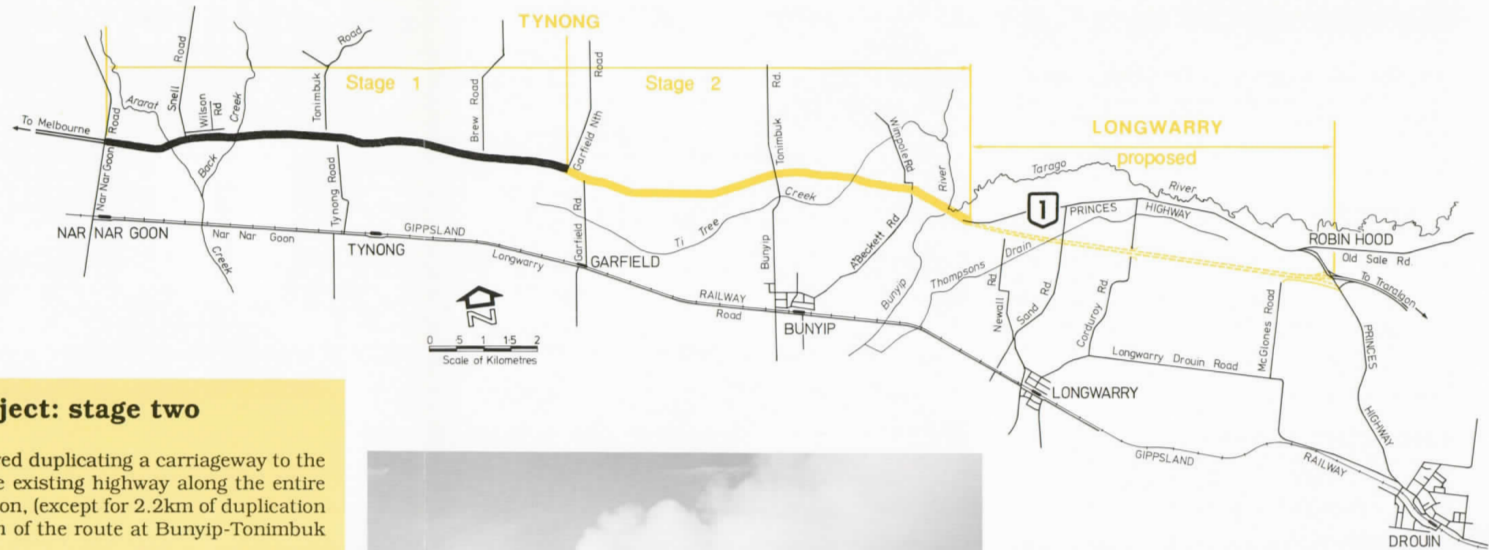
Garfield to Bunyip River

The progressive development of the Princes Highway between Dandenong and Traralgon to a four-lane divided highway is a matter of high priority. In 1984 work began on the first stage of the Tynong Section, between Nar Nar Goon-Gembrook Road and Garfield. It was opened to traffic in April, 1987. Work began on the second stage, the 8.2km section between Garfield and Bunyip River, in late 1985, and was completed in June, 1989.



The benefit to the motorist

The opening of Stage Two means that motorists can now enjoy duplicated highway and freeway conditions from Bunyip River to Melbourne. Travelling in these improved conditions is important for the traveller and an estimated 10,500 vehicles a day use this stretch of highway.



The project: stage two

Work involved duplicating a carriageway to the north of the existing highway along the entire 8.2km section, (except for 2.2km of duplication to the south of the route at Bunyip-Tonimbuk Road).

Structures including a box culvert at Ti Tree Creek and a four span bridge at Bunyip River. The bridge, 67m long and 11.6m between kerbs, was completed in 1980 in liaison with the State Electricity Commission. As with all major structures on the project, it was specially designed to cater for the "super loads" being transported to the SEC in the Latrobe Valley.

Tynong Project is located within the Shire of Pakenham.

Talking costs

The cost of the whole Tynong Project was \$39 million, with Stage B costing \$18 million and Stage A costing \$21 million.

Future plans

Estimated traffic volumes indicate that by the year 2000 approximately 20,000 vehicles a day will be using the Princes Highway's Tynong section. It is important that the highway will be able to cope with these high traffic volumes, and the RCA has made provisions for the ultimate development of the Tynong Project to a freeway. This has involved acquiring land for alternative access for frontage roads and allowing for upgrading of interchanges at many of the major cross roads. When funding comes available, major work will begin on the 7.7km Longwarry Project by the RCA's Central Gippsland Regional Office.



Photographs: Bottom left: work on the project. Above: pavement stabilisation. Above right: duplicating the carriageway, 1987.

Making the drive more enjoyable

The project has been designed to blend in with the local environment. The engineering design has incorporated landscaping features to minimise visual intrusion and preserve the existing character of the area. This has involved planting to reinforce and complement existing species. Apart from visual appeal, the planting will assist with erosion control and will improve safety by reducing headlight glare.



Major contractors

- Earthworks and drainage:
 - * Jack Legge Contractors
- Subsoil and verge construction:
 - * Jack Legge Contractors
- Bridge and major culverts:
 - * AP & A Constructions
 - * Hourigan & Walsh
- Crushed rock supply
 - * Sure Quarries
 - * R F Kerr Quarries
- Pavement construction
 - * Road Construction Authority
 - * Moreverk Pty Ltd
- Construction of side roads, intersections and median areas:
 - * Cut & Fill Pty Ltd
- Bituminous surfacing and linemarking
 - * Road Construction Authority
- Roadworks Design
 - * Scott and Furphy Engineers