

RECENT OPENINGS ON THE HUME



Project	Opening Date
Barnawartha to Wodonga	16 July 1987
Chiltern to Barnawartha	15 September 1988
Creightons Creek to Euroa	2 December 1988
Glenrowan Bypass	20 December 1988

CURRENT WORK PROGRAM

Project	Estimated Cost	Expected Completion
Euroa to Balmattum	\$16 million	July 1990
Euroa Bypass	\$30 million	February 1992
Wangaratta Bypass	\$75 million	Early 1995
Springhurst to Chiltern		
- Part 1	7 million	February 1990
- Part 2	\$6 million	February 1991
Barnawartha Bypass	\$8 million	April 1990

ROADS CORPORATION

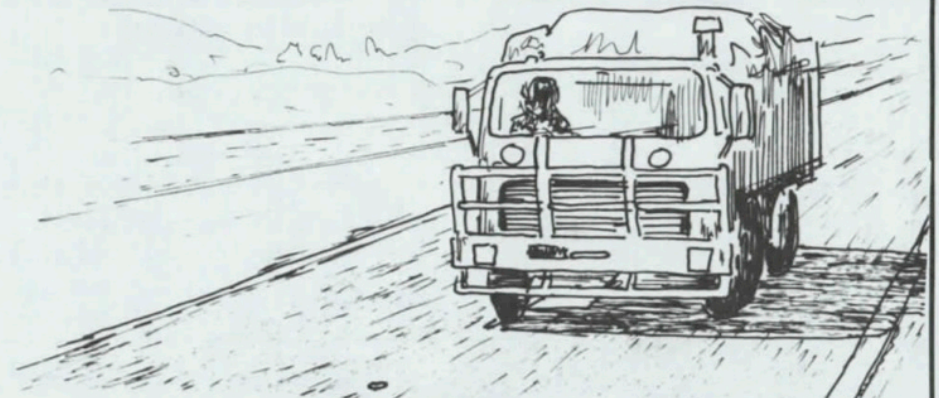
JULY, 1989

*Released through the Corporate Affairs
Section of the Roads Corporation,
60 Denmark Street, Kew, Victoria, 3101.*

Hume Freeway

Bowser to Springhurst

Project description



ROADS CORPORATION

JULY, 1989

The Hume: Bowser to Springhurst



The 12km project extends from Bell's Lane, Bowser, to Cemetery Road, south of Springhurst, and forms part of the progressive duplication of the Hume Highway between Melbourne and Wodonga.

Work on the project began in February 1987 and involved duplicating the existing highway, constructing 7.5km of frontage roads, and constructing other local access roads.

Major features

*Bowser Straight

One of the longest straights of the Hume Highway between Melbourne and the border is the notorious "Bowser Straight".

This section of the highway has a history of flooding problems, and considerable attention was directed into upgrading the drainage across the road and incorporating a flood retarding basin into the design.

*Truck Stop

Truckies are catered for on this new section of highway with a new truck parking bay for Wodonga-bound traffic at Bentons Hill. For traffic heading in the opposite direction, the existing parking bay at the same location will be upgraded and combined with a weigh-bridge.

Roadside rest areas and parking bays play an important role in improving motoring conditions by providing motorists with the chance of taking a brake from long distance driving.

*Access roads

Benton Road was built to enable restoration of access to abutting properties along the freeway route. Local roads west of the railway lines have also been upgraded to restore access lost due to the closure of several minor roads.

*Local access to freeway

Local access from the freeway is available via intersections at the Carraragumungee Estate Road/Summers Road and at Cemetery Road/McMahons Road at the northern end of the project.

Cost

The project cost is \$13 million at 1989 prices

The Environment



*Noise

Environmental impacts of noise resulting from the changed conditions are expected to be minimal.

*Landscaping

About 20,000 trees and shrubs will be planted throughout the project to provide a pleasing visual impact and complement the existing vegetation.

How you will benefit from the project

- * Accident reductions associated with the highway duplication are estimated to result in a cost savings of between \$300,000 and \$400,000 a year
- * The highway duplication will improve traffic flow on what is probably Australia's most important National Highway
- * New truck parking facilities will help combat driver fatigue
- * Drainage conditions have been improved

Project staff

Management of this project has been carried out by staff from the Road Corporation's regional office at Benalla, with field supervisory and laboratory staff located at the project office.

Major contractors

Betta Roads (Vic) Pty Ltd
EE, GE & LE Jones
Lindsay Earthmoving
North East Earthmovers Pty Ltd
Beaumont Stabilising Pty Ltd
Readymix Group Pty Ltd
Roads Corporation