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<http://www.vicroads.vic.gov.au/Home>

Princes Highway East - Traralgon to Sale Duplication

The duplication of the Princes Highway between Traralgon and Sale is a joint Federal Government (\$140m) and State Government (\$35m) project under the Nation Building Program (2009-2014). The project is expected to duplicate approximately half of the 43km of undivided length of the highway between Traralgon and Sale.

The status of construction contracts for the next stage of works under the current Nation Building program are:

- **Stammers Road to Minnedale Road.** Section was fully opened to traffic in January 2015.
- **East of Denison Road to East of Nambrok Road.** Section was fully opened in April 2015.
- **Flynn to Rosedale.** Design and construct contract was awarded on 21 March 2014. Construction commenced onsite in May 2014 and is expected to be completed in mid 2016.
- **Fulham – Wurruk to West of Sale- Heyfield Road.** Design and construct contract was awarded in January 2015 with work commenced onsite in April 2015 and is expected to be completed in late 2016.

<https://www.vicroads.vic.gov.au/planning-and-projects/regional-road-projects/princes-highway-east-upgrade-traralgon-to-sale>

Princes Highway East – Sand Road Intersection

As part of the Victorian State Government budget, funding of **\$31.2 million** was announced for the replacement of the existing at-grade intersection with the construction of a full diamond interchange. This project is jointly funded between the Victorian State Government and Federal Government.

A contract for the works was advertised on 15 April 2015 with tenders due to close on 27 May 2015. It is expected that a contract will be awarded by early August 2015 with construction works to commence later in the year. Construction is expected to take a little over a year and a half with the new interchange expected to be opened by mid 2017. **This initiative was a SEATS priority project.**

Princes Highway East - Road Safety Route Treatment Project

In November 2010, \$36 million was allocated under the TAC Safer Road Infrastructure Program (SRIP) to deliver a range of road safety improvement projects along the Princes Highway between Longwarry and the NSW border.

The projects under the \$36m PHE Route Safety program include both traditional road safety treatments and new innovative treatments on various sections to target the specific crash types occurring along the entire length of the highway.

As of April 2015, \$31 million of this funding has been implemented as detailed below.

Longwarry to Traralgon: This roadside hazard removal and protection project was completed in January 2013. These works included significant tree removal and safety barrier installation along this 80km stretch of Freeway/Highway.

A separate Contract was also undertaken in 2013 for 'enhanced delineation' works along this section of Freeway/Highway. This works include upgrades to guide posts, reflective pavement markers, signage and audio tactile edgelines and were completed in November 2013.

Stratford to Bairnsdale: Works on the first stage of the project finished in mid 2012. Large overhead Electronic Variable Message Signs (VMS) became operational in early 2013 displaying interactive and engaging road safety messages to road users while also providing information during emergency events.

An evaluation on the effectiveness of the driver fatigue treatments has also been completed to determine the most effective messaging displayed.

Bairnsdale township: The creation of 'Gateways' including electronic 50km/h speed limit signs on each approach to the CBD form part of this project to improve speed compliance and provide a safer environment for pedestrian and is expected to be completed by mid 2015.

East of Orbost: The 'mass curve treatments' involving safety barrier installation, hazard removal and enhanced delineation works between Orbost and Cann River were completed in late 2012. 'Stage 2' of the project which includes similar treatments from Cann River to the NSW border plus minor curve realignments and widening to isolated curves were completed in March 2015.

Lookout Rd/Hotel Rd, Kalimna: Funding for improvements to both Lookout Road and Hotel Road intersections with the highway was also approved as part of the Safer Road Infrastructure Program. These works which include construction of left and right turn lanes commenced in February 2014 and fully opened in mid 2014. Final surfacing of the entire intersection occurred during February 2015.

Township Projects: The remaining two projects under the PHE \$36million Road Safety Program are for 'Gateway' treatments and 'Mass Pole' treatments which aim to improve speed compliance and remove roadside hazards throughout townships located on this section of the Princes Highway. These projects are soon to be developed and are planned to be completed in 2015-16.

<http://www.vicroads.vic.gov.au/Home/RoadProjects/RegionalVictoriaRoadProjects/PrinceShighwayRouteSafetyProgramLongwarryToNewSouthWalesBorder.htm>

Strzelecki Highway – Overtaking Lane between Morwell & Mirboo North

The construction of a southbound overtaking lane between Morwell and Mirboo North, near Smiths Road was announced by the Deputy Premier and The Nationals Member for Gippsland South Peter Ryan on 11 July 2014. This project is jointly funded between the Victorian State Government and Federal Government for a total estimated cost of \$4.27 million. Construction works commenced in February 2015 and are expected to be completed early 2016.

Princes Highway – Overtaking lanes between Nowa Nowa and Orbost

On 29 August 2013, the Federal Government announced it would partner the Victorian State Government to invest \$11 million in the construction of three overtaking lanes between Nowa Nowa and Orbost. The overtaking lanes will be constructed in the eastbound direction near Hospital Creek and Dinner Creek, and westbound near Wombat Creek

Formal budget approval was announced as part of the 2014-15 Victorian State and Federal budget.

The Contract for the construction of these three overtaking lanes was awarded in October 2014 and works commenced in November 2014. Completion is expected by early 2016.

http://www.peterryan.com.au/press_releases/state-and-federal-coalition-plan-for-princes-highway

Leongatha Heavy Vehicle Alternative Route

As part of the Victorian State Government budget, funding of **\$5.12 million** was announced for the implementation of this project. This project is jointly funded between the Victorian State Government and Federal Government.

The planning study has been completed and the route was endorsed by South Gippsland Shire Council in December 2013. The route travels along the existing South Gippsland Highway (Anderson Street), Roughead Street (Strzelecki Highway) and Long Street. Intersection works are required at the connections to the South Gippsland Highway. South Gippsland Shire Council will now also progress the planning and design of amenity improvements within the Leongatha town centre.

The final design was released in late March and pre-construction activities have commenced with construction works scheduled to be tendered mid 2015 with a view of commencing construction late 2015. **This initiative was a SEATS priority project.**

Safe System Road Infrastructure Program (SSRIP)

In March 2013, the Victorian Government announced a \$1 billion investment in safer roads as part of Victoria's 10 year Road Safety Strategy (2013-2022). The Safe System Road Infrastructure Program (SSRIP) is the centrepiece of Victoria's unprecedented attack on the road toll. SSRIP is funded by the Transport Accident Commission (TAC) and VicRoads manages the program.

Key safety improvements will be undertaken at the following locations in Gippsland totalling nearly **\$40M**:

- **Bass Highway – South Gippsland Highway interchange to Gurdies – St Helliers Road (\$3.2M) ~ Run-Off-Road treatments**
Construction works commenced in April 2014 and were completed in January 2015
- **South Gippsland Highway – Bass Highway to Bass River (\$5.4M) ~ Run-Off-Road treatments**
Construction works commenced in April 2014 and were completed in January 2015
- **Drouin–Korumburra Road (\$3.9M) ~ Run-Off-Road treatments**
Construction works commenced in Jan 2014 and reached completion in November 2014
- **Bass Highway – Cashin Street to Korumburra–Inverloch Road (\$4.4M) ~ Intersection treatments**
Construction work commence in November 2014, is well progressed and expected to be completed mid June 2015
- **Paynesville Road / Eagle Point Road / Forge Creek Road (\$2.4M) ~ Intersection treatments**
Construction work commenced in October 2014 and were completed in March 2015
- **PHE – Village Avenue (\$1.4M) ~ Blacklength treatments**
Construction works commenced in August 2014 and it is anticipated that works will be completed by late 2015
- **Main Neerim Road (\$2.4M) ~ Blacklength treatments**
Construction works commenced in March 2015 and it is anticipated works will be complete by late 2015
- **South Gippsland Highway - Stony Creek and Foster (\$4.5M) ~ Run-Off-Road treatments**
Construction work commenced in November 2014 and is expected to be completed during June 2015.
- **Strzelecki Highway - north-east of Leongatha (\$3.8M) ~ Run-Off-Road treatments**
Construction works are expected to commence in late 2015
- **Inverloch-Venus Bay/Tarwin Lower Road (\$0.42M) ~ Intersection Improvements**
Construction works are expected to commence in early 2016
- **Inverloch-Venus Bay, Tarwin Lower (\$2.4M) ~ Run-Off-Road treatments**
Construction works are expected to commence in early 2016

- **Strzelecki Highway/Mardan Road(0.36M) ~ Intersection Improvements** Construction works are expected to commence in late 2015
- **Princes Highway/Rosedale-Heyfield Road (\$0.36M) ~ Intersection Improvements** Construction works commenced November 2014 and were completed in February 2015
- **Princes Highway/Willowgrove Road\Mirboo North-Trafalgar Road (\$0.2M) ~ Intersection Improvements** Construction works were completed in December 2014
- **Morwell-Traralgon Road (McDonald Street and Jane Street bridges) (\$1.03M) ~ Safety Improvements** Construction works commenced in April 2015 and scheduled to be completed by August 2015.
- **Princes Highway/Clydebank Road/Montgomery Road (\$1.01M) ~ Intersection Improvements** Construction works commenced in April 2015 and are expected to be completed during June 2015
- **Bass Highway/Inverloch-Venus Bay Rd (\$0.67M) ~ Safety Improvements** Construction works on this roundabout modification commenced in March 2015 and are expected to be completed mid June 2015
- **Tyers Road - (\$1.71M) ~ Run-Off-Road treatments** Construction works are expected to commence early 2016

Princes Highway East – Truck Stop/Rest Area Upgrades

McKenzie River Facility (West of Cann River):

The project involves upgrading pavement and sealing with designated parking bays for eight B-double trucks, improving the entrance and exits points, and the installation of street lighting. The project will result in immediate benefits by providing heavy vehicles with a safe area to stop, which will improve safety and help reduce driver fatigue.


The project budget is \$1.25 million including \$625,000 from the Victorian State Government and \$625,000 from the Commonwealth Government (through the Heavy Vehicle Safety and Productivity Program).

Construction works were completed in March 2014 and the site is now operational. Pre-construction planning is well progressed for the provision of toilet facilities at this site and are expected to be completed by mid 2015.

Murrungower Road (East of Orbost):

As part of the 2014-15 Victorian State Government budget, funding of **\$3.38 million** was announced for the construction of a major rest area approximately 20km east of Orbost. The project will provide a strategic and vital rest area for drivers of heavy freight vehicles to stop, rest or sleep.

Pre-construction planning works have commenced and construction works are scheduled to be tendered by mid 2015 with a view of commencing construction in late 2015.

Bruthen - Nowa Nowa Road:

As part of the 2015-16 Heavy Vehicle Safety and Productivity Program (Round 4), the Federal and State Government will provide joint funding totalling \$1.638M to fund the construction of two new truck stops.

Princes Highway East Mt Drummer:

As part of the 2015-16 Heavy Vehicle Safety and Productivity Program (Round 4), the Federal and State Government will provide joint funding totalling \$1.628M for two truck rest areas and turn around bays. The installation of the two truck turn around facilities will provide heavy vehicles with safe and practical and convenient areas to turn around and also provide rest areas and decoupling bays.

These initiatives are supported by the Infrastructure Constraints – Priority Projects identified in the SEATS Region Cross Border Study (2013).

Koo Wee Rup Bypass Project

VicRoads has completed a planning study for the development of Healesville-Koo Wee Rup Road between the Pakenham Bypass and South Gippsland Highway, including a bypass of Koo Wee Rup, as shown in the figure below.



The Victorian State Government has committed \$66 million in funding for the Koo Wee Rup bypass. This is the first stage to upgrade the Healesville – Koo Wee Rup route between the Pakenham bypass and the South Gippsland Highway. The new 3.4km bypass to the west of the Koo Wee Rup township will include:

- A single lane in each direction between Healesville – Koo Wee Rup Road at Manks Road and the South Gippsland Highway.
- A new 280m bridge across the Bunyip River drains.
- New roundabouts at the South Gippsland Highway and on Rossiter Road.
- A new roundabout at Manks Road with a realigned connection into Koo Wee Rup township.

A contract valued at almost \$42 million was awarded to Abigroup (now Lend Lease Engineering) in August 2013 for construction of the Koo Wee Rup Bypass.

As at the end of April 2015, the project is almost completed with only some minor finishing off works and the last section of asphalt surfacing to be completed at the northern end.

A community day was held on Sunday 3 May to celebrate the nearing completion of the bypass. Over 1,000 people turned out to walk the section of the new bypass between Rossiter Road and the bridge over the Bunyip River Drains and also attend the Koo Wee Community Market which was also relocated to the Rossiter Road site for the day.

Only a xouple of weeks work is required to complete the project and the opening of the bypass to traffic is expected before mid May, well ahead of the contractual completion date of late 2015.

<http://www.vicroads.vic.gov.au/Home/RoadProjects/RegionalVictoriaRoadProjects/KooWeeRupBypassKooWeeRup.htm>

South Gippsland Highway (Koonwarra) - Project Planning

In 2014, the Federal Government announced it would partner the Victorian State Government to invest \$211,000 to undertake a planning study for the South Gippsland Highway, realignment through the Blackspur, south of Koonwarra. The planning project forms part of the Australian Government Road Freight Initiatives Program.

The proposed highway realignment will ensure its longevity as a major strategic link in Victoria's rural road network. The highway links important industries including dairy, timber, live stock, the oil and gas industries, as well as being a major tourist destination (Wilson's Promontory etc). The planning study will enable VicRoads to prepare and submit a full business case to the State Government for consideration of funding for the construction of the realignment. The planning study is scheduled to be completed by late 2015.

Tyers Road - Latrobe River Bridge - Project Planning

As part of the Stronger Country Bridges Program, the State Government announced the funding for the replacement of the Tyers Road – Latrobe River Bridge on 19 February 2015 at a total estimated investment of \$8.963M. The project provides for the following:

- construction of a new bridge to meet current standards designed to satisfy a 1 in 100 year flood event.
- improvements to the road alignment on the approaches to the bridge.
- a flood warning system.
- demolishing of the existing structure.

The new bridge will replace the 1936 composite structure which currently has a 30 Tonne load limit. Pre construction activities including geotechnical investigations, service relocations, detailed design and prepare project specification for tendering will be undertaken prior to the summer of 2015 at which time construction will commence. The construction period will take approximately 18 to 24 months.

Phillip Island Integrated Transport Study - Project Planning

The Department of Transport, Planning and Local Infrastructure and Bass Coast Shire Council have recently completed the Phillip Island Integrated Transport Study (PIITS). The study was adopted by Council on in May 2014.

The Study provides a community vision for the transport network on Phillip Island and surrounds. The vision is one of ongoing development into a year round destination in a safe, prosperous and sustainable way, providing all residents, businesses and visitors the opportunity to access, enjoy and share in Phillip Island's unique attractions. The major direction for initiatives identified in the Study includes road safety for all road users, equity of access on to the arterial road network with the emphasis being access to Phillip Island Road as the Island's key arterial link and promotion of cycling and walking.

VicRoads is investing \$100,000 during the 2014-15 to further progress the planning, project development and stakeholder consultation in order to establish robust scope and cost for key intersection improvements along the Phillip Island Road between San Remo and Cowes. It is anticipated that these proposals will be submitted to State Government for funding consideration as part of the 2016-17 State budget.

Transport Solutions – Project Planning

As part of the 2014-15 State budget, VicRoads was successful in attracting \$1.96M over 2 years for the scoping/development of the next range of Transport Solutions projects. The following initiatives have been targeted for Gippsland:

Bass Highway & Korumburra-Wonthaggi Road Intersection:

The proposed project is located in Wonthaggi at the intersection of Bass Highway and Korumburra-Wonthaggi Road/Korumburra Road. Currently the site operates as a give-way controlled cross road intersection.

It is proposed to upgrade and formalise the existing give-way controlled intersection to a signalised intersection with three approach lanes on all approaches and fully controlled right turn movements. Signalising the intersection will provide benefits across multiple road user groups such as freight, pedestrians, cyclists, public transport and general traffic. The proposal aims to improve safety, efficiency, productivity and amenity and will cater for the proposed population growth resulting from Wonthaggi being promoted as a peri-urban centre.


A proposal has been submitted to State Government for funding consideration as part of 2015-16 State budget. The total estimated cost for this proposal is in the order of \$3M. In addition, Bass Coast Shire Council have committed to a contribution of \$725,000 towards the project.

Moe Glengarry Road - Waterloo Road Intersection / Level Crossing:

The project will investigate road infrastructure improvements for the Moe-Glengarry Road and Waterloo Road railway level crossing/intersection. The project will provide road safety and network accessibility improvements.

Moe-Glengarry Road (Lloyd Street) is an arterial road located south of Moe and runs parallel with the Gippsland Railway line. Waterloo Road is a local road located along the opposite (northern) side of the Gippsland Railway line. The Waterloo Road railway level crossing connects between Moe-Glengarry Road and Waterloo Road. The current issues at this location include queuing and short-stacking for semi-trailers and B-Doubles, freight blockage at railway crossing, crash history and traffic delays.

Princes Highway East - Rest Area\Truck Facilities:

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Eastern Region has recently revised the Princes Highway East Corridor (Longwarry to NSW border including Bruthen detour) Rest Area Route Plan. It will provide strategic direction regarding rest area\truck facility management, planning and installation along the Princes Highway East within Gippsland.

The Plan identifies current rest area deficiencies for each road user type, light vehicles (cars) and heavy vehicles (trucks), and provides the next rest area \ truck stop priorities for the Princes Highway East.

Priority locations for further investigation have been selected in the Straford and Cann River area, following stakeholder consultation and feedback, review of crash and fatigue related data together with their strategic location.