

= Majura Parkway =

The Majura Parkway is an 11 @. @ 5 @-@ kilometre @-@ long (7 @. @ 1 mi) north ? south parkway under construction in the Majura district of the Australian Capital Territory (ACT) . It links at its northern end to the Federal Highway and Horse Park Drive at the edge of the Gungahlin district , and at its southern end to the Monaro Highway in Pialligo .

The parkway has been in planning since the 1970s and is considered as being an important access road to and from the Gungahlin district . It largely replaces Majura Road , which lacks the capacity to cope with future increases in traffic . Majura Road will be largely retained to provide access to various facilities in the area . The parkway will provide a more efficient transport link in the area and convey large numbers of freight vehicles . The project has been jointly funded by both the ACT and Australian Governments , at a total cost of A \$ 288 million . Major construction works commenced in February 2013 and are expected to be completed by June 2016 .

= = Route description = =

The Majura Parkway will traverse the length of the largely rural Majura Valley within the ACT , providing a parkway standard link between the northern terminus of the Monaro Highway in territory 's east and the Federal Highway at the north close to the New South Wales border . The parkway largely replaces Majura Road , which is now the main route through the valley and carries approximately 18 @, @ 000 vehicles each day . This road is single carriageway , and rural in design and quality ; the need for the replacement with a more efficient , higher capacity roadway has been highlighted in several studies . Majura Road will remain largely intact to serve local traffic to various facilities located in the Majura Valley , multiple rural properties and Canberra Airport 's business precinct . Other benefits of the Majura Parkway include more efficient freight transportation , relieving traffic congestion , supporting future growth of Canberra Airport , and easier movement between Canberra 's northern and southern suburbs .

The roadway will start as a continuation from the northern end of the Monaro Highway . It will then cross the Molonglo River , and Morshead Drive as part of a singular bridge structure , just to the west of the current Morshead Drive / Pialligo Avenue intersection . The next section of the parkway entirely replaces the northern arm of Morshead Drive with a raised section of roadway , before crossing over Fairbairn Road at the location of the current Morshead Drive / Fairbairn Road intersection .

From this point the roadway enters farmland , and grasslands ; the parkway itself aligned just to the west of Woolshed Creek . Towards the northern end of the valley , the parkway bisects the Majura Pine Plantation . North of the plantation the parkway way will gain a service road along its western side , allowing southbound access via an overpass to businesses in that area . This service road continues a short distance to the north until it meets the access road to the Mount Majura air navigation facility , which is located atop the nearby Mount Majura .

The remainder of the roadway from the plantation to the north follows the existing Majura Road alignment , with the addition of a second carriageway constructed to the east . It curves towards the west and joins onto the existing interchange with the Federal Highway . The roadway itself then continues on through the interchange into the Gungahlin district as Horse Park Drive .

The parkway will be dual carriageway for the entirety of its length . Each traffic lane will be 3 @. @ 5 @-@ metre (11 ft) wide , with a 2 @. @ 5 @-@ metre (8 @. @ 2 ft) wide outside shoulder , and a 1 @-@ metre (3 @. @ 3 ft) wide median shoulder . The speed limit is to be 100 km / h (60 mph) . By 2030 , the Majura Parkway is expected to carry approximately 40 @, @ 000 vehicles each day , with 6 @, @ 000 of those being freight vehicles . The stated cost is A \$ 288 million , and is jointly funded by the ACT Government and the Australian Government , both committing \$ 144 million to the project .

= = History = =

The planning of Majura Parkway began with the Tomorrow 's Canberra (1970) National Capital Development Commission (NCDC) report which identified the Majura Valley corridor as a component of Canberra 's peripheral road system . Further NCDC and National Capital Authority (NCA) studies including Metropolitan Canberra (1984) and the Canberra Spatial Plan (2004) identified the need for a primary road link in the area . This was also backed up by the Gungahlin External Travel Study Information Report (1989) identifying four main access roads needed for residents of the Gungahlin district .

From the SMEC Concept Evaluation Report (2006) , Roads ACT identified two preferred alignments , which were known as the western and the eastern alignments . The eastern alignment was later scrapped because of environmental , heritage , and social issues along that corridor , leaving the western alignment as the only preferred alignment . The scrapped eastern alignment would have also included a link to a future urban area in the Kowen District . Resumption of land for the parkway mostly involved farmland , although part of the Majura Pine Plantation was acquired for the new road alignment . The Royal Military College , Duntroon has also lost some parts of its playing fields , though the historic Oval No.1 is preserved .

Some concerns were raised about the parkway occupying land now used for offroad recreational cycling in the Majura Pine Plantation ; however by the later stages of the planning process , two large culverts had been planned in this area which would ease access between both sides of the plantation for recreational cyclists and other users . Concerns were also raised by the Geological Society of Australia in regards to the construction works affecting a fossil site on Woolshed Creek in the vicinity of the Fairbairn Avenue southbound offramp . The Geological Society of Australia later accepted assurances from the ACT Government that the site would be protected .

Preparatory roadworks on nearby roads began in 2008 , with the main project beginning in September 2012 when Fulton Hogan was awarded the contract to build . Major construction then began in January 2013 .

The parkway is expected to be completed by approximately mid @-@ 2016 . Construction of the parkway will create around 350 jobs .

= = Intersections and interchanges = =

The completed Majura Parkway will have multiple intersections and interchanges along its length providing access to facilities in the Majura Valley , and several arterial roads .