

# Sixty Nine Million Dollar Expenditure By C.R.B.

Expenditure by the Country Roads Board is expected to reach a total of \$69 million in 1966-67.

The road programme for the year will reflect the higher proportion of major construction works resulting from the additional funds made available from increased motor registration fees applied under the Roads (Special Projects) Act 1965. Not only will many projects started in 1965-66 be completed during the current year but others will be commenced.

The most significant effect of the 1965 legislation is the increased rate at which major highways are being duplicated.

Prior to the introduction of the Roads (Special Projects) Fund, the Board's annual programme provided for the duplication of about ten miles of highway. It is expected that by the end of the financial year 1966/67 34 miles of new dual highway will have been opened to traffic in the year.

## New Tourist facilities

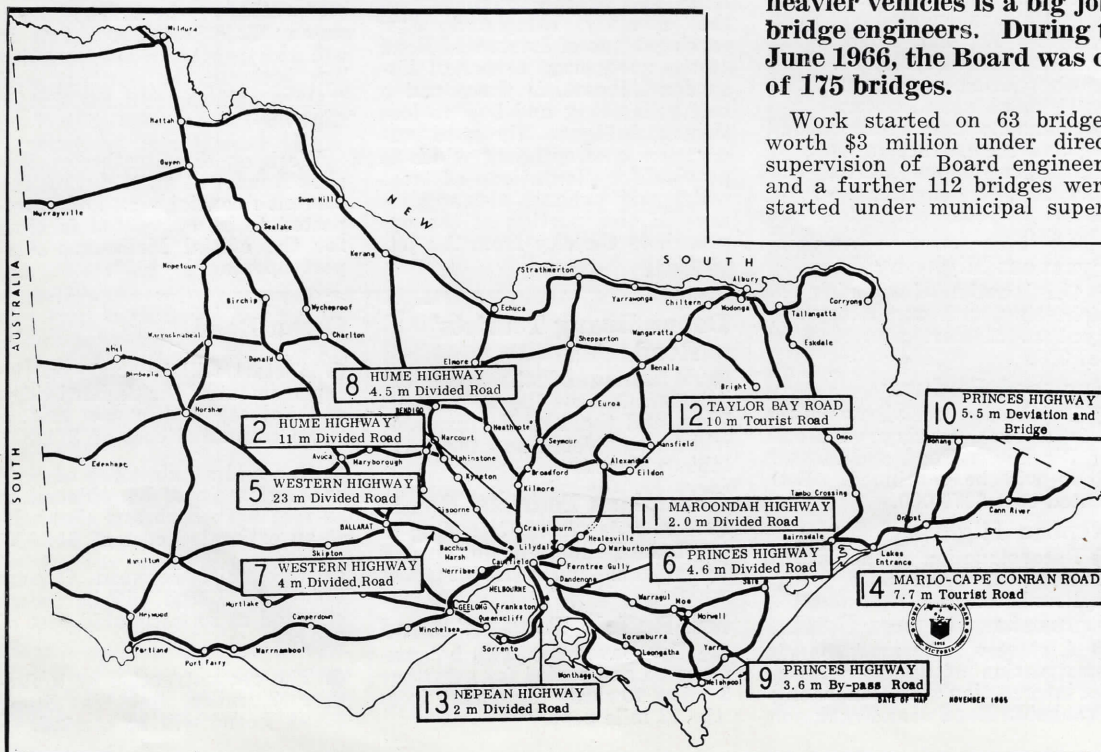
In addition to the improved facilities for the heavily trafficked arterial roads, new tourist facilities are planned and the first stage of a new road which will eventually link Eildon township with the Maroondah Highway at Bonnie Doon will be completed. The new road will skirt the Eildon Reservoir by

Taylor Bay and the Frazer National Park to join the existing Maintongoon Road. Roads are also planned to develop the Marlo-Mallacoota coastal area in East Gippsland and the first stage of this development will consist of a new road between Marlo and Cape Conran; this will be followed by a road between Mallacoota and Wingan Inlet. The Board has made use of the most modern methods in surveying the route for this road, including the use of a helicopter and infra red photography.

## 14,500 miles of declared roads

Although the Roads (Special Projects) Act has enabled many necessary developments to be put in hand, the Board's normal programme of works continues to provide for the maintenance and improvement of the Board's declared road network of 14,502 miles and approximately 20,000 miles of unclassified roads. About \$15,964,000 will be spent on 4465 miles of State highways, \$5,783,000 on existing and planned by-pass roads, \$2,500,000 on 445 miles of tourists' roads, \$727,000 on 461 miles of forest roads, \$16,500,000 on 9094 miles of main roads and \$12,785,000 on unclassified roads.

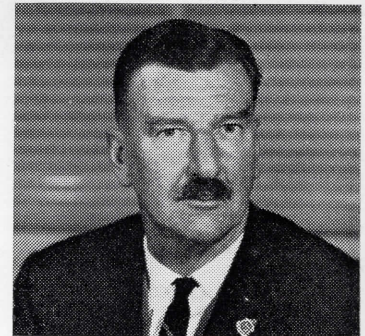
Map of Victoria showing work on Special Projects by C.R.B.



The Board invited me to write this foreword and I have great pleasure in introducing the first edition of "C.R.B. News".

Road transport, in common with other forms of transportation, affects us all in some way, it is vital to the economy of the State and to the welfare of the community. It is therefore fitting that we should know more about the work of the Country Roads Board which has overall responsibility for our system of State highways, by-pass roads, tourists' roads and forest roads and in collaboration with municipal councils, our declared main roads.

We cannot travel far in Victoria without seeing evidence of the Board's practical work — road construction, realignment, regrading, which is of immediate benefit to all road users. There are other aspects of the Board's work, not so obvious but very important, such as planning for the future, for the provision of facilities for our expanding pop-



Hon. M. V. Porter, M.L.A.

ulation and increasing number of motor vehicles.

"C.R.B. News" should be a valuable means of communication by providing information about the Board's functions and activities, and details of current and proposed works programmes in which we all have an interest.

The Board has a wonderful record of achievement and in my view this should be made public.

M. V. PORTER,

Minister of Public Works.

## New Bridges By C. R. B.

Replacing bridges to meet the demands of more and heavier vehicles is a big job for the Country Roads Board bridge engineers. During the financial year ended on 30th June 1966, the Board was concerned with the construction of 175 bridges.

Work started on 63 bridges worth \$3 million under direct supervision of Board engineers and a further 112 bridges were started under municipal super-

vision at an estimated cost of \$2 million.

The largest project, the new 2100 ft. reinforced concrete Phillip Island Bridge, to cost \$2.6 million, will replace the existing suspension bridge which has been in service for nearly 30 years but is now inadequate to carry heavy traffic. A pedestrian footway will be provided and the 200 ft. central span over the shipping channel will permit the passage of small vessels.

Other major bridgework in the 1966/67 programme includes:

- Raleigh's Road Bridge — A new bridge over the Marybyrnong River between the cities of Sunshine and Essendon which will replace the existing separate road and tram bridges.
- Hopetoun Bridge — A new bridge over the Maribyrnong River at Dynon Road between Melbourne and Footscray.
- Moe By-pass Road — Three overpass bridges, Coalville Road, Fowler St., and Wirraway St., as part of Special Project No. 9.

# THE IMPORTANCE OF THE TULLAMARINE FREEWAY

## HIGHLIGHTS OF WORKS PROGRAMME FOR 1966-67 FINANCED FROM C.R.B. FUNDS

The following are some of the works to be carried out on State highways and tourists' roads during the financial year 1966-67.

### Princes Highway West

● Construction of a six lane divided roadway from Geelong Street to Somerville Road, Footscray, estimated to cost \$250,000.

● Major improvements on inter-sections at Millers Road and McDonald Road, Brooklyn.

● Commencement of work on the three-year \$1,000,000 project at Separation Street Geelong including duplication of bridges and grade separation.

● Completion of construction involving realignment through the Stony Rises 105 miles west of Melbourne.

● Completion of duplicate carriageway in Warrnambool between Kepler Street and Laverock Road.

● Commencement of a new bridge at Dartmoor over the Glenelg River. Estimated to cost \$360,000.

### Calder Highway

● Land acquisition, excavation and restoration of access for the Calder By-pass Road west of Essendon Airport.

● Widen pavement from Niddrie to Curly Hill, Keilor City.

### Western Highway

● Completion of construction of dual carriageways between Kororoit Creek and Deer Park.

● A start will be made on the provision of a four-lane road through Melton township.

### Northern Highway

● Two and a third miles from the Hume Highway junction will be widened to 24 feet sealed width at a cost of \$190,000 over two years.

### Princes Highway East

● Commencement of construction of a multi-lane highway from Waverley Road Caulfield to Warrigal Road Oakleigh including major intersection improvements estimated to cost \$850,000 over 3 years.

● Completion of duplicate pavements from Morwell to Morwell East.

● Completion of reconstruction in the vicinity of Mt. Drummer between Cann River and Genoa completing the sealed road between Melbourne and the New South Wales border.

### Omeo Highway

● A start will be made on widening and sealing 20 feet wide between Omeo and the end of Gibson's deviation north of Swift's Creek, a distance of 8.6 miles. Work is estimated to cost \$650,000, and will take several years to complete.

● The narrow section between the Upper Kiewa Valley Road extension (Bucketty Plains Road) and the Mitta Mitta River at Glen Valley will be widened and curves improved.

### Cann Valley Highway

● Widening of the sealed pavement and curve improvement for 3 miles towards Noorinbee.

### Bonang Highway

● Construction and sealing of 2.5 miles near Orbost.

### South Gippsland Highway

● Completion of the construction of a bridge 631 feet long by 28 feet wide between kerbs over the Tarwin River at a total estimated cost of \$203,000.

● The realignment and regrading of 2½ miles near Grassy Spur east of Meeniyan will be continued at a total estimated cost of \$200,000 and 1½ miles of the Foster deviation will be completed at a cost of \$160,000.

● Approximately 3½ miles of roadway east of Yarram will be reconstructed at a cost of \$50,000.

### Warburton Highway

● The highway will be realigned at Seville Hill with an additional climbing lane at an estimated cost of \$109,000. Preliminary work will be carried out on the proposed deviation of the highway at Killara Hill.

### Maroondah Highway

● Continuation of work on the extension of dual carriageways from Mt. Dandenong Road Ringwood to Stirling Road. Total estimated cost \$1,100,000.

● Completion of reconstruction of 1½ miles near Buxton.

● Commencement of the widening and reconstruction south of Kanumbra to the Merton Gap deviation, a distance of 4½ miles. Total estimated cost \$174,000.

### Pyrenees Highway

● Continuation of widening and resheeting with curve improvement at Moolort at a cost of \$87,000.

### Burwood Highway

● Duplication work between the existing dual carriageways east of Blackburn Road and Morack Road will be continued. Estimated cost \$373,000.

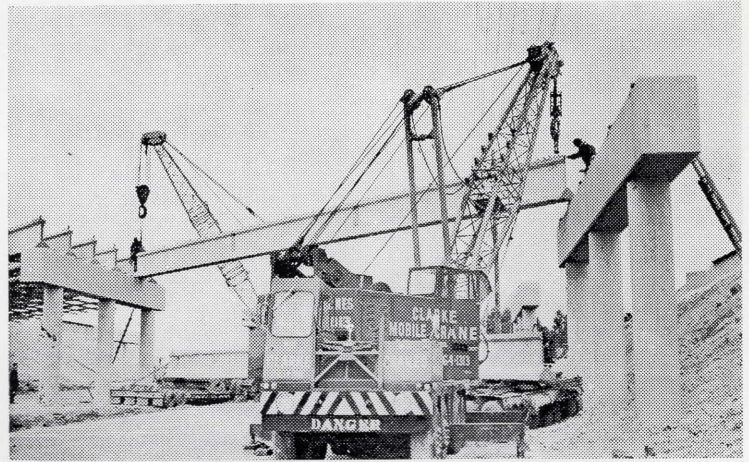
### Nepean Highway

● Reconstruction of the eastern carriageway from Mile Bridge to Frankston.

### Frankston By-pass Road

● A start will be made on the construction of an overpass at the intersection with Dandenong-Frankston Road near Frankston.

## "Good Progress Made"



Tullamarine: Placing girders over Mickleham Road, City of Broadmeadows.

The Country Roads Board is concerned with the construction of the Tullamarine Freeway and is the responsible authority for the sections which will link Bell Street Coburg to the airport via the Calder Highway and Lancefield Road.

The first stage of construction entailed a deviation of the Lancefield Road to allow work on the north-south runway of the airport to proceed. Three and half miles of two lane roadway were constructed to the north of the airport boundary rejoining the old road about one mile south-east of Bulla.

From the airport south eastwards towards Melbourne a four-lane controlled access road or freeway has been under construction since early 1965. This road, which includes grade separated interchanges at the airport entrance at Mickleham Road and at the junction with the recently completed dual carriageways of Lancefield Road at the north-west corner of Essendon Airport, is three and a half miles long and has no less than 12 bridges. The road reservation is of sufficient width to provide for plantations of trees which will enhance the appearance of this portion of the approach to the city from the jetport.

The divided roadway continues southwards past the entrance to Essendon Airport then easterly along the Calder Highway, until it joins the Bulla Road. From this point the Board will construct the Strathmore By-pass Road which will meet the southern section of the MMBW freeway at Bell Street, Coburg. It will also provide a much needed link between the northern and eastern suburbs and the Calder Highway.

Work on the Strathmore By-pass Road will start during the current financial year and is expected to be completed in time for the official Melbourne Airport opening in 1969.

### Donna Buang Tourists' Road

● Widening of the pavement between Cement Creek, Acheron Way, and the 10 mile turntable will be completed and the turntable widened.

### Grampians Tourists' Road

● Two miles from Halls Gap to the Lake Bellfield deviation will be widened and sealed 24 feet wide.

### Mt. Buffalo Tourists' Road

● The pavement will be constructed and sealed for a further 3 miles towards the chalet from the 13 mile post.

### Ocean Road

● A start will be made on the replacement of the timber bridge at Anglesea with a new bridge at an estimated cost of \$71,000.

● One and a half miles of road at Anglesea will be widened to 28 feet with kerb and channels at an estimated cost of \$44,000.

● One mile between Cinema Point and Lorne will be reconstructed at an estimated cost of \$66,000.

● The reconstruction of a further 2 miles towards Stony Creek Lorne will be started.

# PRINCES HIGHWAY WILL PROVE POPULAR WITH MOTORISTS

## Official Ceremony to Mark Final Sealing from Melbourne to Sydney

The Princes Highway from Melbourne to the New South Wales border will be completely sealed this year by the C.R.B. The occasion will be marked by a ceremony performed by the Hon. A. G. Rylah, Deputy Premier. The highway provides a link between Melbourne and Sydney via Lakes Entrance and the south coast area of New South Wales. It is part of National Route No. 1.

When the Board was constituted in 1913 the main Gippsland road actually existed from Melbourne to the border. It is on record however, that settlers in the Genoa district, at Wangarabell and near the Mallacoota Lakes could not carry on business within their own State but traded through the Port of Eden in New South Wales 45 miles north of Genoa rather than travel twice the distance in poor conditions to Orbost.

Further west the roads in the Shires of Rosedale, Maffra and Avon were considered to be "exceedingly good" because of few engineering difficulties and the abundance of excellent gravel which was easily accessible and widely distributed. These conditions did not extend to Melbourne however as the sections of the main Gippsland road in and near Drouin, Warragul and Trafalgar were recorded as being "impassable during the winter months".

An extract from the Country Roads Board's Annual Report for the year ended 30th June, 1921 reads:—

**"On the occasion of the visit of H.R.H. The Prince of Wales in 1920 and at the instance of the National Roads Association the main Gippsland road in this State from Melbourne easterly to the border of New South Wales was with the Consent of His Royal Highness named the Princes Highway."**

### The 1924 Act

In 1924 the Government passed the Highways and Vehicles Act which provided for the declaration of State highways and for the Board to assume responsibility for the full costs of construction and maintenance of such highways.

The Princes Highway East was declared a State highway on 1st July, 1925 and the Board's Annual Report for that year records that the general atmosphere of pessimism and despair that existed throughout the territory (Gippsland) when the Board made a detailed investigation of its road requirements 12 years earlier had almost disappeared and had been succeeded

by a feeling of confidence and hope for the future.

The final stages of the sealing of the full length of the highway has been carried out over the last 10 years between Bellbird Creek 263 miles east of Melbourne and the New South Wales border at 320 miles. In 1961-62 the construction of the Club Terrace loop deviation provided a completely new road for a length of 10.25 miles diverting traffic from a 15 mile length of narrow sub standard road passing through the township of Club Terrace. By 1964, 5½ miles of highway in the vicinity of Mount Drummer remained to be sealed and this is now being completed with special care being taken to preserve the scenic beauty and flora through the Alfred National Park.

The Princes Highway East is by no means fully developed even though it now has 6 lanes of expressway for 9½ miles between Oakleigh and Dandenong and its dual carriageways are stretching out towards Berwick. New bridges are being built further afield and improvements are being made each year.

### 3000 miles of Roads Sealed Annually

The Country Roads Board annually seals about 3000 miles of roads — a distance equivalent to that between Melbourne and Cairns via Sydney and Brisbane. Of this mileage some 800 miles are in extension of the sealed road mileage in the State.

Of the Board's declared road system consisting of 14,502 miles of State highways, by-pass roads, tourists', forest and main roads, 12,572 or 86.7% are now sealed.

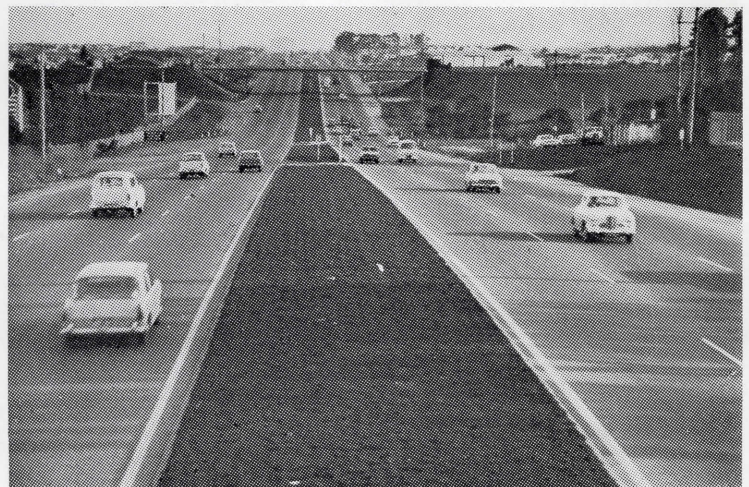
### THREE PHOTOGRAPHS WHICH TELL THE STORY



Road between Cann River and Genoa 1914 — now Princes Highway.



The main Gippsland Road (Princes Highway) near Yarragon, winter, 1913.



Princes Highway East, Springvale

In doing this work during 1965-66 the Board used 50,000 tons of bitumen and bituminous materials and 436,000 cubic yards of mineral aggregate and employed twenty four mobile sur-

facing units and one mobile asphalt plant manned by about 600 men. The Board also used about 143,000 tons of bituminous concrete supplied by contractors operating fixed asphalt plants.

# WORK BY COUNTRY ROADS BOARD ON HUME HIGHWAY IS STEPPED UP

During the financial year 1966/67 the estimated expenditure on the Hume Highway is \$1,979,000, including \$867,000 from the Roads (Special Projects) Fund.

The Hume Highway is the main road route to Sydney starting in the City of Coburg and joining the New South Wales section at Wodonga. Under the Australian national route numbering system, the highway is National Route No. 31.

The Country Roads Board has undertaken a progressive programme of improvements to the highway with the primary aim of providing dual carriageways to Seymour and general improvements to the New South Wales border. This programme has been accelerated by the additional funds provided by the Treasurer from the Roads (Special Projects) Fund from which moneys collected from increased motor registration fees are disbursed.

## The programme of works during the year

### SECTION 1: Melbourne to Seymour

Special Project No. 2:

- Completion of the work in progress which entails the construction of 8½ miles of new pavements to provide a dual carriageway between Craigieburn and Beveridge, 23.3 miles from Melbourne.

- Commencement of the construction of a new divided roadway 2½ miles in length by-passing the steep grades and poor alignment at Beveridge.

Board's normal Funds:

- Commencement of the replacement of the narrow bridge over Sunday Creek at Broadford.

- Reconstruction and widening of a length of one mile at the approaches to the rail overpass at Broadford which will link up with the divided roadway extending northerly towards Tallarook.

Special Project No. 8:

- Completion of the construction of 2½ miles of new pavements to provide a divided roadway to continue the duplication carried out with Board's funds northerly from Broadford and north of Tallarook. Eventually this duplication will be completed by the construction of a four-lane divided highway by-passing Tallarook.

### SECTION 2: Seymour to Benalla

Board's normal Funds:

- Completion of the construction of 4 new bridges over the Goulburn River and adjacent flats at Seymour followed by the construction of 1.9 miles of two-lane approach roadway on an improved alignment to eliminate very poor approaches to the present bridge just south of Seymour.

- Completion of construction of 1.1 miles of divided roadway in Seymour township.

- Commencement of improvements and widening of the Hughes Creek crossing at Avenel.

### SECTION 3: Benalla to Wodonga

Board's normal Funds:

- Completion of the strengthening of the existing bridge over the Ovens River at Wangaratta and the construction of a new bridge over the adjacent floodway.

- Completion of the construction of 1.2 miles of roadway on a deviation north of Wangaratta to eliminate the poor alignment near the Vine Hotel and the Bowser Railway Crossing.

- Reconstruction of about 3 miles of rough and narrow pavement north of Bowser.

- Commencement of the construction of a grade-separated intersection at the junction of the Hume By-pass Road and the Murray Valley Highway between Barnawartha and Wodonga.

- Commencement of the duplication of the narrow bridge over the Wodonga Creek at Wodonga.

## RAIL CROSSING IMPROVEMENTS

Work continues on the improvement of level crossings throughout the State on projects recommended by the Interdepartmental Committee on the Abolition of Level Crossings consisting of Chief Engineers of the Board, the Victorian Railways and Public Works Department. Major projects include overpasses on Canterbury Road, Camberwell and Warrigal Road Oakleigh in the Metropolitan area and on the Princes Highway East at Kilmany, French Street in Hamilton and at Tuaggra Street Maryborough

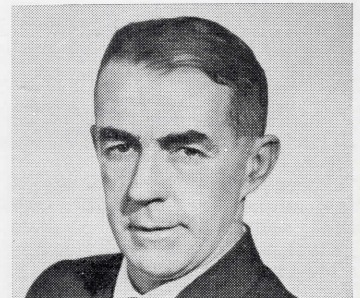
Expenditure last year amounted to \$953,000 which was shared as follows:

Country Roads Board	\$421,000;
Level Crossings Fund	\$465,000;
Victorian Railways	\$67,000.

## Allocation of Funds by Board a Major Task

Early in July each year the Board starts on the annual allocation of funds both for works carried out under direct supervision and those under municipal control but this is only the culmination of many weeks of sifting of applications and priorities by engineers and other staff behind the scenes.

### BOARD MEMBERS



Chairman: Mr. I. J. O'Donnell



Deputy-Chairman: Mr. R. E. V. Donaldson



Board Member Mr. F. West

### Great care taken

A measure of the care taken to ensure that allocations are equitably made and that each case is fairly judged on its merits is given by the fact that it is normal for the Board to continue discussion late into the evening while allocations are being made over a period of about 3 weeks.

Finally, figures are checked, cross checked and tabulated and the proposed allocations forwarded to the Minister of Public Works before being forwarded to Divisional Engineers and municipal councils who then translate allocations of funds into works programmes for the ensuing 12 months.

The allocations made by the Board allow for a carry over into the next financial year to finance works until the next year's allocations are made.

### Allocations made by the Board for 1966/67

Road Category	Allocation \$'000
State highways and by-pass roads	23,328
Tourists' roads	2,500
Forest roads	806
Main roads	21,547
Unclassified roads	15,393
<b>Total</b>	<b>63,574</b>