

COUNTRY ROADS BOARD ALLOCATES \$68 MILLION FOR ROADS

Further \$3,210,000 to be spent from Roads (Special Projects) Fund

After considering applications for funds from municipal councils and the recommendations of divisional engineers, the Board allocated \$68,181,000 for works on roads throughout the State in financial year 1967/68. In addition to these allocations, a further \$3,210,000 will be spent during the year from grants made by the State Treasurer from the Roads (Special Projects) Fund.

Allocations for works on roads which are the Board's direct responsibility including 4,460 miles of State highways, 40 miles of by-pass roads, 445 miles of tourists' roads and 461 miles of forest roads totalled \$29,554,000 while allocations for main and unclassified roads under the care and management of municipal councils totalled \$38,627,000. The allocations for main and unclassified roads represents an increase of \$1,687,000

over the previous year.

The programme of construction and maintenance covers a vast number of separate works throughout the State ranging from minor patching to the commencement of the 10 million dollar Strathmore By-pass Road project. Details of some of the more significant works will be found on pages 2 and 3 of this issue. On page 4 is a plan and other details of the proposed Strathmore By-pass road.

MARIBYRNONG BRIDGE ROAD

The new Maribyrnong Bridge built by the Country Roads Board at a cost of \$691,500, including the associated roadworks, was opened for full traffic use in June this year. The new bridge is 478 feet long, 50 feet wide between kerbs, with two 6 feet wide footways.

Characteristically, the Maribyrnong River flows southwards through Melbourne in sweeping curves with the result that in the more leisurely era of 1910 when a new connection was required between Maribyrnong Road in the City of Essendon and Raleigh Road in the then Shire of Braybrook, a bridge was constructed on the shortest crossing of the river without serious concern for the road alignment. A reinforced concrete bridge having a 20 ft. wide road pavement and two footways was built by the Reinforced Concrete and Monier Pipe Construction Co. under the direction of Sir John Monash. This bridge was later redeveloped to a 24 ft. wide pavement and a single footway.

The bridge of 1910 served satisfactorily until the pressure of war led to the need to extend the tramway from Essendon to the Commonwealth Munitions factory at Braybrook. In 1940 representations were made for the urgent construction of a temporary trestle bridge to enable the Tramways Board to extend its service across the river. Investigations had shown that the old road bridge was deteriorating and neither its strength nor its alignment would permit tram traffic to use it. The Board was authorised to design and construct a separate tram-

way bridge which was constructed in nine weeks. The first tram passed over the bridge on Sunday, 22nd December, 1940. The bridge originally catered for one tram track only but in 1943 it was widened to cater for two.

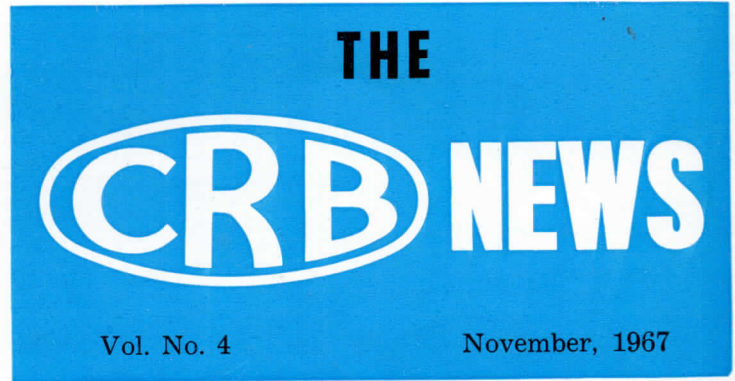
In September, 1960 the Board declared the old road bridge and approaches as a main road under the terms of the Country Roads Act. For many years there had been representations for the construction of a new bridge but sufficient finance could not be found to enable the project to be undertaken.

After negotiations with the Commonwealth, the Melbourne and Metropolitan Tramways Board and the Essendon and Sunshine City Councils, the Board agreed to construct a new combined roadway and tramway bridge on a straight through alignment.

The cost will be shared between the Board and the Cities of Essendon and Sunshine after allowing for contributions from the Commonwealth and the Melbourne and Metropolitan Tramways Board.

The new bridge and approaches have been declared a main road called "Maribyrnong Bridge Road".

The Essendon and Sunshine City Councils are considering a name for the bridge itself.



The old temporary tramway bridge with the road bridge on the left.



Aerial view of the new Maribyrnong Bridge. The alignment of the old bridge is clearly shown by the piers in the river before removal.

PROGRAMME OF SIGNIFICANT WORKS

Princes Highway West

Commencement of construction to provide a six lane divided highway between Nicholson Street and Gordon Street together with channelised intersections at Barkly Street and Droop Street, Footscray.

Commencement of the construction of the Separation Street railway overpass project at Geelong comprising four bridge structures each about 240 ft. long with provision for footways and approaches.

Commencement of the reconstruction of 3.9 miles east of Camperdown.

Continuation of the construction of dual carriageways through Warrnambool from Bell Street to Foster Street.

Reconstruction of 5.57 miles west of Heywood to provide a sealed pavement 24 ft. wide.

Princes Highway East

Reconstruction of the southern carriageway between Clarendale Road and Doveton Avenue east of Dandenong to provide three lanes together with bituminous concrete treatment of the northern carriageway.

Widening, resheeting and realigning 2.27 miles west of Tynong North to Brews Road to provide a sealed pavement 24 ft. wide.

Commencement of the reconstruction on an improved alignment of 4.7 miles between Maramingo Creek and the New South

Wales border to provide a sealed pavement 24 ft. wide.

Western Highway

Completion of the widening work to provide four lanes either side of and through Melton, over a length of 5.8 miles.

Reconstruction and widening of sections totalling approximately 4 miles near Buangor.

Widening the pavement to 24 ft. over a length of 8.8 miles between Dadswells Bridge and Horsham.

Commencement of the widening and regrading of 9 miles between Gerang Gerung and Salisbury.

Northern Highway

Reconstruction of 2.92 miles north of Runnymede to provide a 24 feet wide sealed width pavement.

Commencement of reconstruction and raising of the pavement above flood level of sections totalling approx. 5 miles north of Rochester, providing a sealed pavement 24 feet wide.

Construction of dual carriageways over a distance of 1.07 mile in High Street, Echuca including intersection treatment at the junction with the Murray Valley Highway.

Hume Highway

Completion of the construction of four lane dual carriageways from Dysart Lane to the two lane approach to the new Goulburn River Bridges at Seymour together with completion of the approaches.

Commencement of the construction of a duplicate No. 5 bridge at Wodonga, upstream

of the existing bridge on a new alignment.

Omeo Highway

Reconstruction of 1.45 miles on an improved alignment including the construction of a new bridge over Monkey Creek, north of Bruthen.

Completion of reconstruction from Gibson's deviation to south of Black Camp Creek to provide a sealed pavement 22 feet wide and continuation of the work to Omeo.

Murray Valley Highway

Continuation of the reconstruction of the existing unsealed pavement between Pine Mountain Creek and Tintalra including resheeting and sealing to provide a sealed pavement 20 feet wide.

Widening of 6.85 miles between Piangil and Haysdale to provide a sealed pavement 20 feet wide.

Reconstruction of 5.5 miles west of Bannerton to provide a sealed width of 18 feet.

South Gippsland Highway

Widening, resheeting and curve improvement over 1.58 miles east of Tooradin.

Commencement of the reconstruction of a length of 1.9 miles including the widening of two reinforced concrete bridges to 28 feet between kerbs in the vicinity of Yallock Creek.

Construction of a 1.5 mile deviation at Stony Creek.

Continue the realignment and regrading between west of Falls Road turnoff and the Foster deviation to provide a sealed pavement 22 feet wide.

Continuation of the progressive reconstruction and widening over 17.8 miles east of Yarram.

Midland Highway

Completion of reconstruction and realignment at Springmount over a distance of 2.21 miles to provide a sealed pavement 24 feet wide.

Commencement of construction and realignment north of Mount Franklin over a distance of 6.37 miles to provide a sealed pavement 22 feet wide.

Realignment near Shepparton involving the demolition of a bridge and a diversion of the Goulburn River.

Completion of widening and resheeting from Stockyard Creek to Benalla to provide a sealed pavement 24 feet wide.

Widening and resheeting 2.03 miles south of Yinnar to provide a sealed pavement 24 feet wide and a new bridge over Sassafras Creek.

Loddon Valley Highway

Widening and resheeting 3.8 miles north of Durham Ox to provide a sealed pavement 24 feet wide.

Goulburn Valley Highway

Completion of widening and resheeting south of Shepparton over a distance of 6.1 miles to provide a sealed pavement 24 feet wide.

Extension of the reconstruction from Box Hill cutting a further 1.0 mile towards Yea to provide a sealed pavement 20 feet wide.

Commencement of reconstruction of 1.16 miles from Black Drain Creek east of Yea to provide a sealed width of 24 feet.

Ouyen Highway

Completion of reconstruction of 5.9 miles near Galah to provide a sealed pavement 20 feet wide.

Nepean Highway

Commencement of construction of six lane dual carriageways 0.5 mile in length from Bay Road to Chesterville Road adjacent to the Southland Shopping Centre, Moorabbin.

Reconstruction of 1.0 mile on an improved alignment at Mt. Martha to provide a 24 feet wide sealed pavement.

Glenelg Highway

Completion of the reconstruction and resheeting over a distance of 5.1 miles at Warrayure to provide a sealed pavement 24 feet wide.

Widening and resheeting 2.59 miles west of Hamilton to provide a sealed width of 24 feet.

Maroondah Highway

Completion of improvements at the intersection with the Ringwood-Warrandyte Road including the reinstatement of the Ringwood Memorial Clock Tower.

Completion of the construction of dual carriageways from east of Mt. Dandenong Road, Ringwood to Stirling Road.



Omeo Highway — New construction between Gibson's deviation and Black Camp Creek south of Omeo.

(Programme of Works — Continued)

Completion of the reconstruction of 2.38 miles between Narbethong and Buxton to provide a 24 feet wide sealed pavement.

Commencement of construction of a new bridge over the Goulburn River at Alexandra and its approaches.

Reconstruction on an improved alignment of 4.2 miles from south of Kanumbra to Merton Gap to provide a sealed pavement 24 feet wide.

Ovens Highway

Construction of Bluebell Deviation near Myrtleford, 2.35 miles in length to eliminate two railway level crossings and to provide a sealed pavement 24 feet wide.

Bellarine Highway

Extension of the four lane dual carriageways for 0.5 mile between Boundary Road and Wilsons Road, Geelong.

Bonang Highway

Continuation of the reconstruction north of Orbost over a length of 2.15 miles to provide a sealed pavement 20 feet wide.

Burwood Highway

Completion of the dual carriageways from east of Blackburn Road to Morack Road, a distance of 2.14 miles.

Commencement of construction of six lane dual carriageways between Dorset Road and the overhead railway bridge, Ferntree Gully.

Cann Valley Highway

Construction of 2.55 miles through Noorinbee to provide a sealed pavement 20 feet wide.

Continuation of the reconstruction north of Noorinbee for 1.25 miles to the Cann River bridge to provide a sealed pavement 20 feet wide.

McIvor Highway

Reconstruction of the existing pavement for 3.29 miles between Heathcote and Derrinal to provide a sealed pavement 24 feet wide.

Hamilton Highway

Commencement of the construction of a new bridge 270 feet long by 28 feet wide between kerbs over the Moorabool River at Fyansford together with approaches.

Reconstruction of 2.7 miles west of Darlington to provide a sealed pavement 24 feet wide.

Commencement of the reconstruction of 5.3 miles west of Mortlake to provide a sealed pavement 24 feet wide.

Commencement of the reconstruction of 2.28 miles from Blackwood Road to Peshurst to provide a sealed pavement 24 feet wide.

Warburton Highway

Commencement of the construction of the Killara Hill deviation over a distance of 2.6 miles to provide a sealed pavement 24 feet wide together with

two new bridges 80 feet and 120 feet long at Woori Yallock Creek.

Wimmera Highway

Commencement of the reconstruction of 4 miles between Gre Gre and St. Arnaud including the elimination of floodways, providing a sealed pavement 24 feet wide.

BY-PASS ROADS

Calder By-pass Road

A start will be made on the construction of service roads in connection with the proposed Calder By-pass Road between Treadwell Road and The Avenue in the City of Keilor.

Tullamarine By-pass Road

Completion of the Tullamarine By-pass Road (Tullamarine Freeway) between Parer Road in the City of Keilor and the Melbourne (Tullamarine) Airport.

Princes By-pass Road (Laverton Section)

Construction of an overpass bridge and approaches at Kororoit Creek Road. Completion of the construction of the overpass at Point Cook interchange.

TOURISTS' ROADS

Alpine Tourists' Road

Reconstruction of 2.15 miles between Powerline Gully and Jim and Jack Creek to provide a formation 24 feet wide.

Donna Buang Road

Completion of the reconstruction from Badger Creek Healesville to Pantons Gap, a distance of 2.82 miles to provide a sealed pavement 20 feet wide.

Grampians Tourists' Road

Commencement of the replacement of a narrow timber bridge over Wannon River with a reinforced concrete structure 320 feet long by 24 feet wide between kerbs.

Mt. Buffalo Tourists' Road

Widening the formation and preparation for sealing of two sections totalling 2.24 miles from below "The Gap" to the Victorian Railways Chalet via the Tucker Box.

Reconstruction of the Dingo Dell carpark in conjunction with the National Parks Authority and the Tourist Development Authority.

Ocean Road

Construction of the approaches to the Big Hill Creek bridge east of Lorne and sealing to provide a pavement 24 feet wide.

Reconstruction from Windy Point to Sheoak River east of Lorne to provide a pavement 24 feet wide.

Reconstruction of 2.8 miles east of Princetown to provide a sealed width of 20 feet.

Mt. Buller Tourists' Road

Widening the formation and pavement between Boggy Corner and the Old Chalet site to provide a pavement 25 feet wide on the parallel parking section



The C.R.B. stand at the Royal Agricultural Show featured the Strathmore By-pass Road, the new Phillip Island bridge and an appeal to keep the countryside clean. Many colour photographs of works throughout the State were shown.

and 30 feet wide on the angle parking section.

Marysville-Woods Point Road

Reconstruction and widening of one mile between Tommies Bend and west of the Lake Mountain Road turnoff to provide a sealed pavement 22 feet wide.

Phillip Island Road

Completion of the new Phillip Island bridge 2,100 feet long by 28 feet wide with a 5 feet footway including the bridge approaches.

Mt. Dandenong Road

Realignment at Beauty Bend and reconstruction from Devils Elbow to Beauty Bend, a distance of 1.8 miles, to provide a sealed pavement 24 feet wide.

Reconstruction between the Wantirna-Sassafras Road and Perrin Creek Road to provide a sealed pavement 24 feet wide.

Wilson's Promontory Road

Reconstruction of the existing gravelled formation between Darby River and Tidal River to provide an 18 feet wide sealed pavement over a distance of 7.1 miles.

SPECIAL ROAD FUND PROJECTS

Works having a total estimated completed cost of \$32M. will be in progress during the year as a charge against the Roads (Special Projects) Fund. These important works include the provision of dual carriageways on State highways and by-pass roads, the construction of roads for tourists and other works which serve to develop the State. Many of the works were commenced during the last two financial years.

Dual Carriageway Construction

Hume Highway — Special Project No. 2. — Finalisation of work in progress between Craigieburn and Wallan and part of the construction of the deviation at Beveridge.

Special Project No. 8. — Continuation of work north and south of Tallarook and commencement of the construction of the by-pass of Tallarook.

Western Highway — Special Project No. 5. — Continuation of the construction between Rockbank and Melton and commencement of the by-pass of Bacchus Marsh.

Special Project No. 7. — Construction of the duplicate bridge at Pykes Creek and continuation of the construction west of the creek.

Princes Highway East — Special Project No. 9. — Continuation of the road and bridge construction on the Moe By-pass. This will be completed ini-

ally as a two lane single carriageway road.

Maroondah Highway — Special Project No. 11. — Commencement of the construction of the six lane highway from Stirling Road to Brushy Creek in North Croydon.

Nepean Highway — Special Project No. 13. — Completion of the construction of the deviation near Mt. Eliza to Tower Road.

New Roads for Tourists

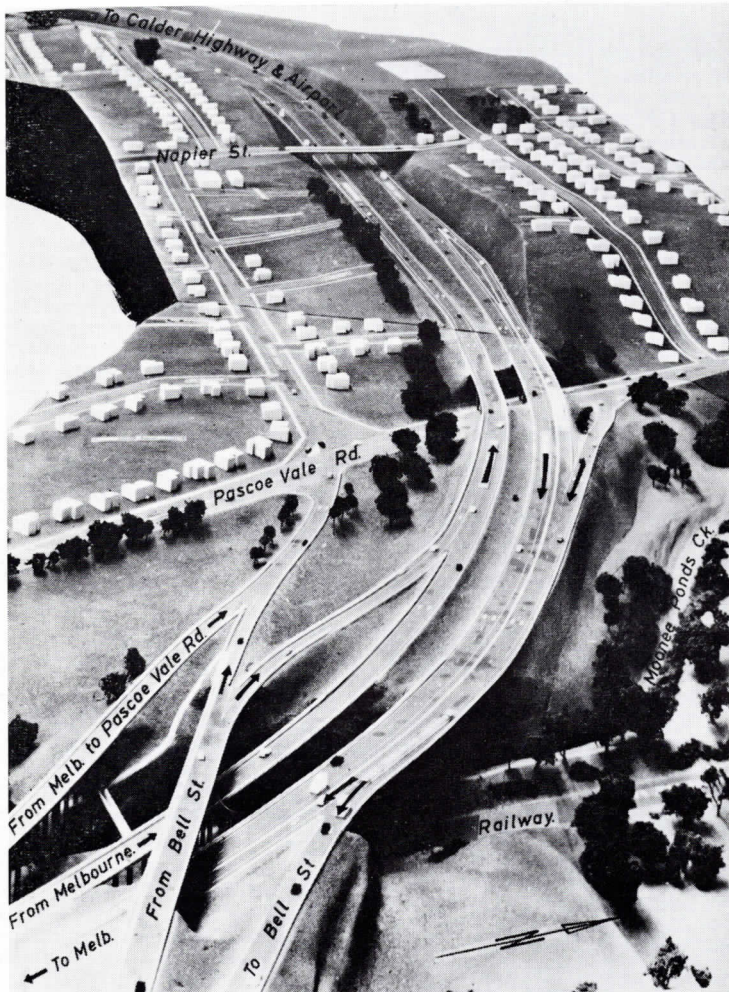
Taylor Bay — Special Project No. 12. — Extension of the new road from Haines Saddle to Maintongoon Road along the shore of lake Eildon to provide a link between Eildon and Bonnie Doon.

Marlo-Cape Conran Road — Special Project No. 14. — Completion of the new road between Marlo and Cape Conran in the Shire of Orbost.

Jamieson-Licola Road — Special Project No. 15. — Construction of a new road between Jamieson in Mansfield Shire and Licola in Maffra Shire.

THE STRATHMORE BY-PASS ROAD

The Strathmore By-pass Road, now thought of as part of the Tullamarine Freeway, was envisaged in the early 1950's as a simple proposal to link the northern suburbs with the Calder Highway by a connection between Bell Street, Coburg and Bulla Road, North Essendon. In 1961 the proposal was upgraded to a limited access road under the by-pass road provisions of the Country Roads Act and this was in turn amended to meet the requirements of the Tullamarine Freeway.



A model of the Strathmore By-pass Road overlooking the Bell Street interchange westwards to beyond the Napier Street overpass.

The route extends for two miles in an east-west direction with an interchange with the M.&M.B.W. Route 14 at Bell Street.

The four lane dual carriageways of the road are designed to meet the most up-to-date standards of the National Association of Australian State Road Authorities providing for high standard horizontal and vertical alignments and a maximum grade of one in 30. Ramps and connections with the existing street system will have gradients up to a maximum of one in 15. Two 12 feet wide traffic lanes will be provided in each

direction together with sealed shoulders and an emergency 10 feet wide lane on the left side. There will be two levels of roadway at the interchange at Bell Street.

The project contains eight bridges, the longest of which will be the top level of 650 feet for westbound traffic from Bell Street to the freeway. In addition to the eight permanent bridges, two temporary structures will be built, one at Napier Street to allow road traffic to continue using Napier Street during construction of the permanent bridge and the other



The route of the Tullamarine Freeway By-pass Road showing the Strathmore By-pass Road south of Essendon Airport just below the East-West runway.

over the railway to carry earth moving plant.

The cost of the project will be approximately \$10M. including land acquisition and the diversion of the Moonee Ponds Creek to a new alignment alongside the railway line.



Mr. R. E. V. Donaldson

DEPUTY CHAIRMAN'S OVERSEAS MISSION

Mr. R. E. V. Donaldson, Deputy Chairman of the Country Roads Board, accompanied by Mr. H. W. P. Hobbs, Metropolitan Divisional Engineer, has returned from an extensive study tour abroad in parts of the U.S.A., Canada, United Kingdom and some European countries.

Mr. Donaldson and Mr. Hobbs studied the latest developments in road design and construction. Mr. Donaldson made a special study of certain aspects of organisation and administration, including the application of electronic data processing, financial planning and budgetary control.

Mr. Hobbs observed advance planning procedure, construction programming and trends in highway design.

They learnt in each of these countries that the use of motor vehicles for commercial, recreational and tourist purposes was increasing. Road construction and improvement programmes are evident everywhere and some spectacular freeway construction was inspected.

Mr. Donaldson said that considering the much greater amounts of money available for road construction in the more densely populated countries overseas he believed that, in terms of effort and value for money spent, our roads in Victoria are being developed on sound lines.