

COUNTRY ROADS BOARD ALLOCATES \$80.8 mil. FOR ROADS, BRIDGES

During the past weeks the Country Roads Board has been considering the recommendations of its engineers and the submissions from Municipal Councils throughout the State regarding the provision of funds to implement the programme of road and bridge works for the financial year 1970/71.

A total of \$80,851,000 has been allocated, representing an increase of \$1,659,000 over the previous year. The allocations will provide for substantial improvements to arterial routes including the provision of additional miles of dual carriageways, additional bituminous surfacing on all classes of roads, the progressive replacement of inadequate bridges, tree planting, roadside development, and the progressive elimination of railway level crossings, as well as the regular maintenance necessary for the upkeep of the existing road system.

The classifications of roads and amount allocated are:

Roads which are the direct responsibility of the Board —

State highways and freeways	\$33,315,000
Tourists' roads	2,513,000
Forest roads	916,000
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	\$36,744,000

Roads which are under the care and management of Municipal Councils —

Main Roads	\$24,529,000
Unclassified roads	19,578,000
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	\$44,107,000

Total

\$80,851,000

As in previous years, the applications for financial assistance were far in excess of the revenue available to the Board.

In addition to these allocations, it is expected that a further \$8,920,000 will be spent by the Board during the year from grants made available by the State Treasurer from the Roads (Special Projects) Fund.

The following are some of the more significant works to be carried out by the Board during this financial year:

FREEWAYS

CALDER FREEWAY

Construction of 1.2 miles of six-lane freeway between Treadwell Road and The Avenue, Niddrie will be continued.

Roadworks for the deviation and new railway overpass at Elphinstone will be completed.

FRANKSTON FREEWAY

Construction will continue on 2.1 miles of four-lane freeway between Klauer Street and McMahons Road, Frankston, including a grade separated interchange with the Dandenong-Frankston Road.

LOWER YARRA FREEWAY

The construction of 4 miles of freeway between the Princes Highway West and Williamstown Road to link with the new West Gate Bridge will be completed.

MORNINGTON PENINSULA FREEWAY

Work will continue on the construction of 5 miles of four-lane freeway through Dromana.

MULGRAVE AND EUMEMMERRING FREEWAYS

The construction of 8.4 miles of four-lane freeway from Springvale Road to Princes Highway at Hallam will be continued.

PRINCES FREEWAY

Construction of 2.6 miles of a second carriageway between Gunn's Gully and Hernes Oak. From Hernes Oak to west of Morwell 3.75 miles of duplicate carriageway will be completed. Near Lara the widening of 10.3 miles of the Princes Freeway will be continued.



No. 17

OCTOBER, 1970



Progress on the Lower Yarra Freeway. Looking east towards the Williamstown Road interchange.

WESTERN FREEWAY

The construction of 6 miles of four-lane freeway north of Bacchus Marsh and 5½ miles of freeway north of Gordon will be continued.

STATE HIGHWAYS

BURWOOD HIGHWAY

Knox City

Construction of 2.3 miles of dual carriageways between Tyner Road and Ferntree Gully Road.

BELLARINE HIGHWAY

Bellarine Shire

Construction of 1 mile of dual carriageways from Twitts Road to west of Whitehorse Road.

CALDER HIGHWAY

Charlton Shire

Reconstruction of 5.7 miles between Charlton and Teddywaddy to provide a sealed pavement 24 ft. wide.

GLENELG HIGHWAY

Glenelg Shire

Reconstruction of 5.9 miles west of Strathdownie to provide a sealed pavement 24 ft. wide.

GOULBURN VALLEY HIGHWAY

Yea Shire

Reconstruction of 2.9 miles between Cottons Pinch and Molesworth to provide a sealed pavement 24 ft. wide.

HAMILTON HIGHWAY

Mortlake Shire

Reconstruction of 6 miles east of Mortlake to provide a sealed pavement 24 ft. wide.

HUME HIGHWAY

Broadmeadows City

Continue construction of a third lane on the eastern carriageway between Anderson Road and the drive-in cinema.

Seymour Shire

Completion of the reconstruction of 1.9 miles north of Seymour, including re-alignment of approaches to bridge over railway.

Wodonga Shire

Completion of the construction of a new bridge over Wodonga Creek.

McIVOR HIGHWAY

Strathfieldsaye Shire

Construction of 1.5 miles of dual carriageways east of Bendigo.

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(Continued from page 1)

MAROONDAH HIGHWAY

Nunawading City

Bituminous concrete surfacing of 2.3 miles between Springvale Road and Hillcrest Avenue.

Lilydale Shire

Completion of the construction of 2.1 miles of dual carriageways from Brushy Creek to just west of Hull Road.

MIDLAND HIGHWAY

Bannockburn and Corio Shires

Construction of a new bridge over the Moorabool River at Batesford.

Creswick Shire

Reconstruction and re-alignment of 3.1 miles between Sulky and Creswick to provide a sealed pavement 24 ft. wide.

Daylesford and Glenlyon Shire

Completion of the reconstruction and re-alignment of 6.4 miles at Mt. Franklin to provide a sealed pavement 22 ft. wide.

Shepparton Shire

Completion of the widening of 3.6 miles from east of the Goulburn East Main Channel to the Dookie Hills to provide a sealed pavement 24 ft. wide.

Benalla City and Benalla Shire

Completion of the reconstruction of 3.1 miles south of Benalla to provide a sealed pavement generally 22 ft. wide.

MURRAY VALLEY HIGHWAY

Swan Hill City

Construction of 0.5 miles of dual carriageways between Pye Street and Curlewis Street, Swan Hill.

NEPEAN HIGHWAY

Moorabbin City

Completion of the construction of 0.9 miles of dual carriageways between Moorabbin overpass and Wickham Road.

Commencement of the construction of 1.5 miles of dual carriageways between Collins Street and White Street, including intersection treatment at Warrigul Road.

Mornington Shire

Completion of the construction of 3.4 miles of dual carriageways between Volitans Road and Dava Drive.

NORTH WESTERN HIGHWAY

Kara Kara Shire

Completion of the reconstruction of 7.3 miles north of Stuart Mill to provide a sealed pavement 24 ft. wide.

Donald Shire

Commencement of the reconstruction of 10.3 miles between Litchfield and Massey to provide a sealed pavement 24 ft. wide.

OMEIO HIGHWAY

Bairnsdale Shire and Tambo Shire

Replace the existing timber bridge over the Nicholson River with a new reinforced concrete structure on an improved alignment.

PRINCES HIGHWAY EAST

Caulfield City and Oakleigh City

Commence construction of 1.8 miles of multi-lane highway between Grange Road and Poath Road.

Oakleigh City

Completion of the reconstruction of 1.4 miles of multi-lane highway between Castlebar Road and Ferntree Gully Road.

Warragul Shire

Construction of 0.5 miles of dual carriageways through Warragul township.

Sale City

Completion of the reconstruction of 0.7 miles in Foster Street, Sale, to provide dual carriageways.

Orbost Shire

Commencement of a deviation of 2.9 miles between W R. Creek and Newmerella to eliminate two railway crossings.

PRINCES HIGHWAY WEST

Footscray City

Reconstruction and widening of 0.8 miles between Nicholson Street and Gordon Street to provide six traffic lanes.

Commencement of the construction of a new bridge over the railway at West Footscray and general improvement of 0.4 miles between Gordon Street and Geelong Street.

City of Warrnambool

Completion of the construction of 0.6 miles of dual carriageways from Batterbee's corner to Bell Street.

SOUTH GIPPSLAND HIGHWAY

Korumburra Shire

Completion of the reconstruction and re-alignment of 0.7 miles between Loch and Bena to provide a sealed pavement 24 ft. wide.

WARBURTON HIGHWAY Upper Yarra Shire

Reconstruction of 1.6 miles between Woori Yallock and west of Hoddles Creek to provide a sealed pavement 24 ft. wide.

WILSON'S PROMONTORY ROAD IS POPULAR IN ALL SEASONS



Wilson's Promontory road has recently been improved by the C.R.B. It now plans a continuation of the reconstruction of over 3 miles between Darby River and Tidal River.

WESTERN HIGHWAY

Sunshine City

Widen and strengthen 1.1 miles of the northern carriageways between Duke Street and Anderson Street.

Reconstruction of 1.7 miles of the southern carriageway between the Albion Overpass and Kororoit Creek.

Ballaarat City

Commencement of the construction of 1.3 miles of dual carriageways and a new bridge over the railway on the eastern approach to Ballarat.

TOURISTS' ROADS

ALPINE ROAD

Omeo Shire

Reconstruction of 1.2 miles on a new alignment between power line gully and Jim and Jack.

Bright Shire

Continuation of the widening of 0.6 miles at Mt. Blowhard.

BOGONG HIGH PLAINS ROAD

Bright Shire

Continuation of the widening of 2.4 miles between Howmans Gap and Falls Creek.

DONNA BUANG ROAD

Healesville Shire

Commencement of the reconstruction of 1.3 miles between Myrtle Reserve and the Summit Road to provide a sealed pavement 20 ft. wide.

MARYSVILLE-WOODS POINT ROAD

Healesville Shire

Commencement of the recon-

struction of 2.3 miles between Robley's Saddle and Tommies Bend to provide a sealed pavement 22 ft. wide.

MOUNT BUFFALO ROAD

Bright Shire

Commencement of the widening of 1.7 miles from Dingo Dell to Cathedral to provide a sealed pavement 24 ft. wide.

MOUNT DANDENONG ROAD

Sherbrooke Shire

Completion of the widening of 0.9 miles between Wantirna-Sassafras Road and Perrins Creek Road to provide a sealed pavement 24 ft. wide.

Lilydale Shire

Commencement of the widening of 2.6 miles between Grange Road, Kalorama, and Sheffield Road to provide a sealed pavement 24 ft. wide.

OCEAN ROAD

Barrabool Shire

Reconstruction and widening of 1.1 miles between Reedy Creek and Stony Creek to provide a sealed pavement 24 ft. wide.

Otway Shire

Commencement of the reconstruction and re-alignment of 2.7 miles just east of Lavers Hill to provide a sealed pavement 20 ft. wide.

WILSON'S PROMONTORY ROAD

South Gippsland Shire

Continuation of the reconstruction of 3.1 miles between Darby River and Tidal River to provide a sealed pavement 20 ft. wide.

NEW METHOD FOR RECORDING ROAD ACCIDENTS DEVELOPED

The Country Roads Board and the Traffic Commission are developing a new system of recording road traffic accidents.

This joint venture involves the processing of information by the Board's electronic computer. Although records of reported accidents have been available in the past, the new system is designed to give the basic information in many different forms.

The key to the new operation lies in the coding system which has been devised to convert the original report into computer language. Numerical symbols are allocated to represent the location of each accident (in any part of Victoria), the type of vehicle movement(s) which took place, the date and time of the accident, the severity of damage to property and/or person, the prevailing conditions of light and road surface, and the type of traffic control at any intersection.

The location of the accident is coded in relation to map co-ordinates, which is a more accurate method than relying on road names alone.

The final computer print-outs not only show the accident history at any particular locality, but enable groups of accident localities to be ranked in order. For instance, the intersections

in a particular municipality can be shown in order of accident frequency, or the accident figures for the intersections along a particular road can be presented in mileage order. Tasks such as these are hardly practical with manual methods of processing.

25,000 ACCIDENTS PROCESSED

So far, the data relating to 25,000 accidents occurring in 1968 have been processed. Naturally there have been some teething troubles in what might be regarded as the first and basic part of the whole scheme. Eventually it is hoped that additional refinements and calculations can be introduced to provide improved results capable of being interpreted in terms of the measures needed to reduce the frequency of accidents.

C.R.B. CO-OPERATION WITH CITIZEN MILITARY FORCES

In August, 1950, Australia's first supplementary Reserve Unit — 22 Construction Regiment, Royal Australian Engineers — was formed by Lt. Col. I. J. O'Donnell, now Colonel O'Donnell, the present Chairman of the Country Roads Board.

In this development of the highly successful Australian concept of the citizen-soldier, the Country Roads Board joined with the State Rivers and Water Supply Commission, and the Melbourne and Metropolitan Board of Works in sponsoring volunteer Army Engineer units with specialist construction capability.

Other authorities subsequently participated in the scheme, and further units were raised by the State Electricity Commission and the Forests Commission.

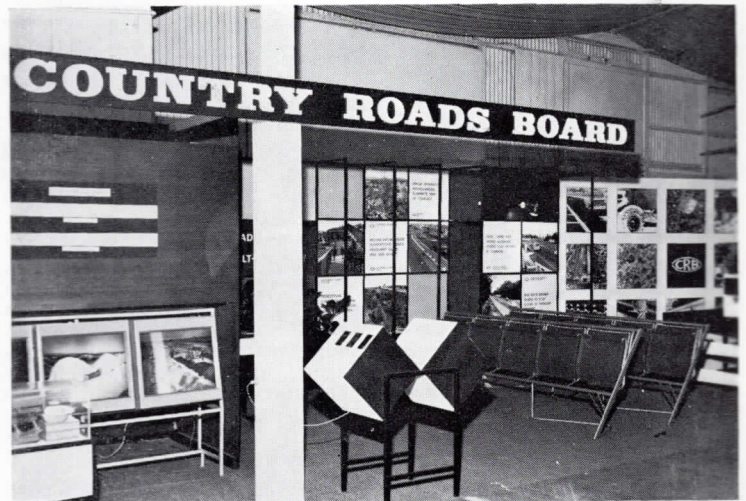
The Board continues to sponsor the Headquarters of 22 Construction Regiment and two squadrons — 104 Construction Squadron and 107 Plant Squadron (Light). The strength of these units has steadily increased since their formation, and approximately 170 C.R.B. personnel will attend the Regiment's Annual Camp, at Puckapunyal in October this year,

where they will be trained in the use of modern military bridging equipment, and practise other military skills including weapon handling and battle-craft.

The units are brought together for collective training for only one two-week camp each year, but training of officers and N.C.O's in the interval between annual camps is extensive. Up to four weeks leave is granted by the Board to allow personnel to attend courses of specialist or promotion training.

Since these units were first formed, emphasis has been placed on the development of potential leaders. The experience which officers and N.C.O's gain, together with the extension of the engineering knowledge and skill outside their civilian specialities is also undoubtedly of value to them in their civilian life.

C.R.B. STAND AT ROYAL SHOW ATTRACTS VISITORS



The Country Roads Board stand at this year's Royal Show as usual was an attraction for tens of thousands of visitors. Many thousands of children's colouring books and many brochures and maps were handed out by C.R.B. staff.

ROADSIDE TREES AT LARA SAVED

The Country Roads Board has successfully saved 1,470 sugar gum trees damaged by the 1968 bushfires which swept across the Princes Highway near Lara.

These trees would certainly have died had it not been for the action taken to cut them to three or four feet in height soon after the fire to encourage regeneration. Apart from a few trees which did not survive, and which will be replaced in the spring, the majority now look healthy and are showing a good growth of new foliage.

HEIDELBERG ROAD INTERSECTION IMPROVED BY DIVIDED CARRIAGEWAYS

One of Melbourne's heavily trafficked intersections, the Heidelberg Road-Station Street intersection at Northcote has been improved by recent works carried out by the Country Roads Board.

In excess of 30,000 vehicles use this section of Heidelberg Road between 7 a.m. and 7 p.m. each week day. Approximately 5,000 vehicles pass through the Station Street intersection during each of the morning and evening peak hours and about one-fifth of these vehicles make turns to or from Station Street.

The 50-year-old single pavement, 44 feet wide, on Heidelberg Road has been replaced by divided carriageways each 33 feet wide for a distance of 350 feet on either side of Station Street intersection. The number of traffic lanes has been increased from four to six.

The cost of the acquisition of land for the road widening, including the re-instatement of many factory frontages was \$300,000. The roadwork, which started last January, was completed at a cost of \$230,000, and was designed to join with the dual carriageways further west in Heidelberg Road.

The new dual carriageways, modern signalisation of the intersection, and the provision of a turning lane for vehicles turning east into Heidelberg Road from Station Street, has greatly increased the traffic capacity at the intersection.

O.D. ROUTE SIGNS IN METROPOLITAN AREA

The Country Roads Board has erected route marker signs in the Melbourne metropolitan area to guide drivers of unusually large vehicles or vehicles carrying loads in excess of legal weight or dimensions.

Under the provisions of the Motor Car Act the Board is the authority charged with the responsibility of issuing permits for the movement of vehicles and loads in excess of the prescribed legal weight or dimensions.

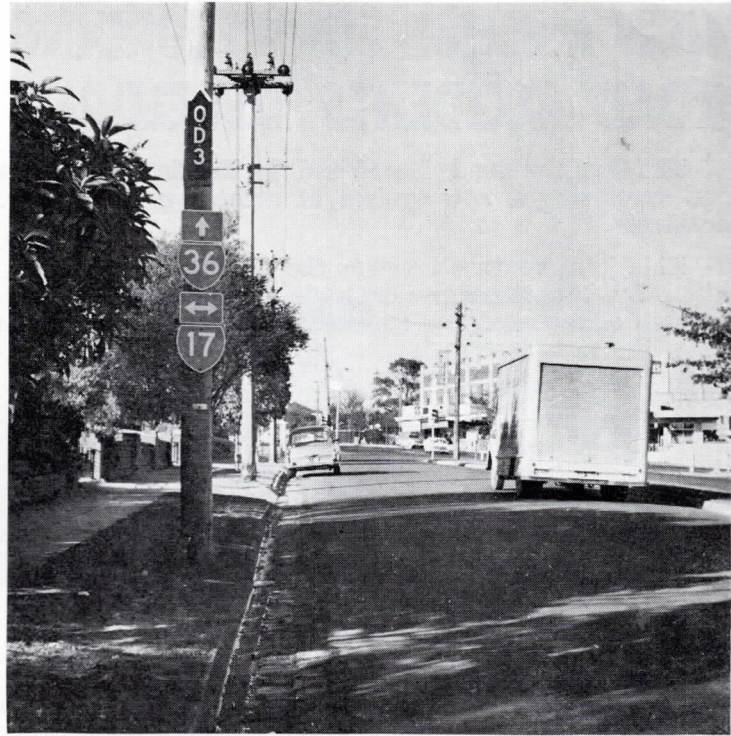
Such permits for travel in or through the Melbourne metropolitan area are issued by the Board in respect of certain selected routes having regard to their suitability for the passage of vehicles which are larger than normal, e.g. the strength of bridges crossed, the height of overhead objects, particularly overhead railway bridges, and the movements required by long or wide vehicles turning at intersections.

Although the permit specifies which of the five selected routes must be taken, it is often diffi-

cult for drivers to follow road or street name signs or to have advance warning of a change in route direction.

To assist drivers, particularly country and interstate drivers, to observe the correct route in the Melbourne metropolitan area the Board, following full discussion with the Councils concerned, has erected special route markers bearing the letters O.D., and the number of the route in a distinguishing colour for each route.

The signs are for the guidance of drivers of overdimensional vehicles and loads only. Other motorists should continue to use the now familiar National or metropolitan route numbering systems, designated by the small white or blue shields, to assist navigation across the metropolitan area.



An O.D. route sign helps drivers of unusually large vehicles.

WESTERN HIGHWAY DEVELOPMENT BETWEEN MELBOURNE AND BALLARAT

The Country Roads Board has developed proposals for the general alignments of the Western Freeway, Myrning Section (three miles) and Western Freeway, Ballan Section (five miles) which are being considered by the Bacchus Marsh and Ballan Shire Councils. It is not possible to predict the time of construction at this stage, but the works are likely to proceed over the next few years.

The proposals will provide dual two-lane carriageways, each 24 ft. wide within a reserve generally 250 ft. in width, together with full control of access from abutting properties.

The Myrning Section will pass to the south of the township of Myrning, cross the Myrning Creek and then re-join the existing highway near Korobeit Road. From this point the route will follow the present Western Highway alignment to connect with the existing dual carriageways near Pyke's Creek.

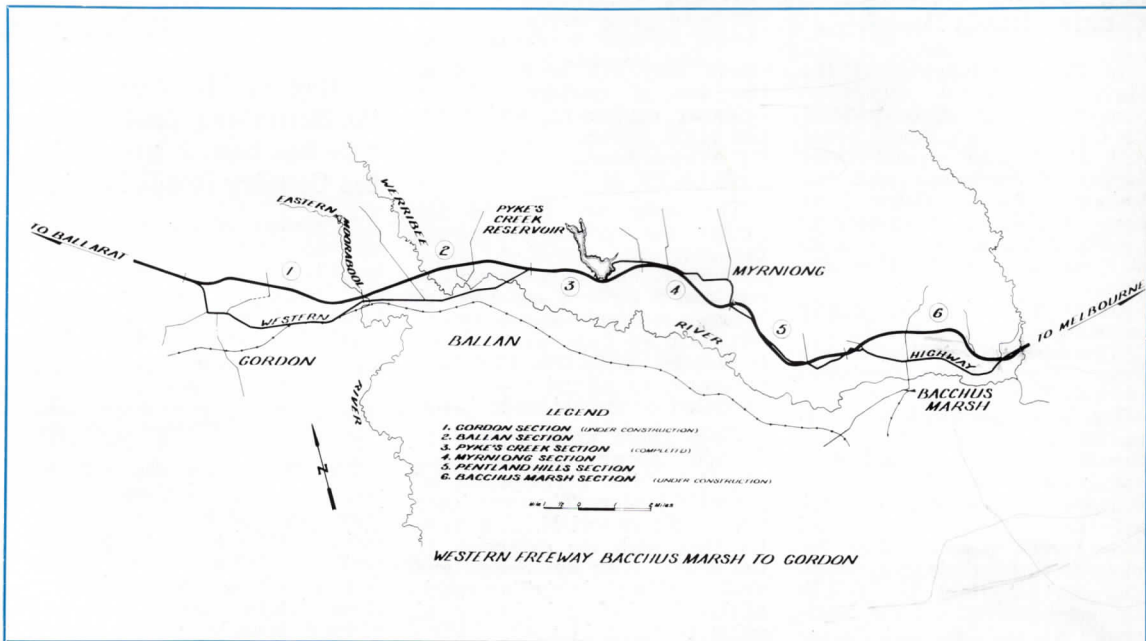
The Ballan Section will link the existing dual carriageways near Pyke's Creek with those at present under construction near Gordon. The route will pass to the north of the township of Ballan. Specially designed interchanges will be constructed at the Daylesford Main Road and near mileage 46 where the freeway will join the existing highway. The Ballan-Greendale Road will pass over the freeway.

ALTERNATIVE ACCESS ROADS

Following discussions between Country Roads Board officers, Council officers and landowners, alternative access roads will be provided where necessary to restore local access.

The construction of the Myrning Section and Ballan Section of the Western Freeway will together provide an additional eight miles of freeway between Melbourne and Ballarat.

Adjacent sections of the Western Freeway at Pyke's Creek (already constructed), Bacchus Marsh (at present under construction) and Gordon (at present under construction) and through the Pentland Hills where work is planned to commence soon will provide continuous freeway conditions for traffic from east of Bacchus Marsh to west of Gordon, a distance of 27 miles. This will, at the same time, provide approximately 50 miles of dual carriageways between Melbourne and Ballarat.



THE MAROONDAH HIGHWAY — PAST, PRESENT AND FUTURE

The Maroondah Highway is a road of contrasts — in its functions, its character, and the nature of the surroundings through which it passes.

From Box Hill to Lilydale it is a busy urban traffic artery used by commuters and commercial traffic daily. Beyond Lilydale a more leisurely atmosphere prevails through rich undulating farms and river flats. From Healesville to Narbethong the road climbs over the Great Dividing Range through magnificent forests and dim fern gullies, then runs on into north-eastern Victoria with its orderly pastoral beauty, placid streams, and rich river flats.

Apart from its scenic attractions, the Maroondah Highway leads thousands of Victorians each year to the summer pleasures of fishing and boating on Lake Eildon or to the winter exhilaration of skiing on the sparkling white slopes of Mt. Buller and nearby snow resorts.

Maroondah is one of the more euphonic words of the Aboriginal vocabulary, but its exact meaning has never been revealed. It was apparently the name for the locality in which the Maroondah Reservoir is sited. Compare the Anglo-Saxon flatness of "Watts River Dam", which in 1891 was renamed Maroondah Reservoir and later gave the highway its name.

The Maroondah Highway from Box Hill to Mansfield was declared a State highway under the provisions of the Country Roads Act in January, 1948. It is not, however, a continuous length.

Authority over the seven mile section climbing the Black Spur from Gracedale past Maroondah Reservoir to the Dom Dom Saddle was vested by Act of Parliament in the Melbourne and Metropolitan Board of Works because it traverses the watershed of one of Melbourne's major domestic water supply reservoirs. By joint agreement of the Board of Works and the Country Roads Board, control of this section of road will pass to the Country Roads Board in July, 1971 and conferences are currently being held between engineers of the two authorities on carrying out improvements to this picturesque but rather winding section, having due regard to water catchment area needs and preservation of forest beauty.

History of the Highway

To put the Maroondah Highway into historical perspective it is necessary to talk of a sturdy Victorian pioneer, one Patrick Trainor, an English immigrant who was responsible for giving the first part of the highway its local name — "White Horse Road", and who was later to become a member of the first District Roads Board established in the Box Hill area in 1857 by proclamation of Victoria's Governor of the time, Sir Henry Barkly.

Patrick Trainor felt that a spot on the south-east corner of the main road's intersection with

Elgar Road (then a toll road by the way) was ideal for an inn to serve the developing district beyond, particularly the Cobb & Co. coaches, the gold miners to and from the new mines in the Great Dividing Range at Woods Point and Gaffneys Creek, the wood cutters and timber getters and the increasing number of farmers.

Patrick Trainor intended to call his inn the "Corduoy" but one day saw an exciting sight flashing between the trees — the gleaming silver white flanks of a mettlesome stallion ridden by Police Captain Robert Leach, later to be killed by bushrangers at Ballarat while on gold escort duty. "The White Horse" would henceforth be the hostelry's name, Patrick Trainor decided, and the road to the White Horse Inn was soon to become known as White Horse Road.

When Trainor established his hotel late in 1853, it was the second coach stop from the city — first was the Harp of Erin Hotel in Kew — and from remarks of his "the coach, horses and passengers were jolly glad to get there".

"The roads," said Pat at the time, "were not fit to be called cattle tracks — the horses I've seen in trouble on these roads used to break my heart. I've known the wheel ruts so deep that carts came to rest on their axles... even the bullocks used to jib. There were 20 miles of track between here and Lilydale without a pebble on it — beats me how the coaches made it — even the passengers had to get out and push."

The "White Horse" Appears

In 1895 a wooden facsimile of the White Horse appeared above the verandah of the hotel where it stayed as a landmark until 1933. A few years later the White Horse was erected on its present position in the Box Hill shopping centre.

For authentic details on the road conditions in 1913 we can rely on the Country Roads Board's indefatigable first Chairman, William Calder, who immediately on his appointment commenced a survey of Victoria's largely neglected roads that could well have daunted a lesser man.

MAROONDAH HIGHWAY SUPPLEMENT

C.R.B. NEWS, OCTOBER, 1970



Above Maroondah Highway. Repairing bridge deck at Narbethong, Shire of Healesville, in 1914.

Below: Today — the Narbethong bridge.



William Calder's Comments

The general condition of the road was noted by William Calder. Here are some of his comments: "The grade at the Coach and Horses Hotel, Ringwood, reads as much as one in fifteen and the metalled formation is only 15 ft. wide."

"A steep gradient on the Melbourne side of Lilydale Shire boundary can be improved."

"The hill down into Lilydale can be much improved by cutting and regrading even if deviation to the north is not expedient because of the value of the adjoining land — £40 per acre."

"The road is mainly metalled to Healesville and for some little distance past the junction of the Yarra Glen Road, then only in patches with cobbles. There are several bad swampy stretches in the gullies."

In a hired car he humorously dubbed Prudence, he set off on May 6, 1913, to see for himself how difficult it was for citizens of the day to get from Melbourne to Alexandra and beyond.

William Calder set out via The White Horse Road, noting with some surprise that the "new electric tramway has now been laid as far as Burke Road." The Maroondah Highway to be was then a series of individual roads — from Union Road to Box Hill it was called Healesville Road; from Box Hill to Healesville the Main Healesville Road; the Healesville to Alexandra Road was called just that; from Alexandra to Koriella it was the Upper Goulburn Road; then came the Yarck Road, the Kathkin-Mansfield Road and finally, the Mansfield Road between Merton and Mansfield.

MAROONDAH HIGHWAY SUPPLEMENT (Continued)

"The roads generally in Healesville are well maintained and drains are kept clean and free from obstructions."

"Here (beyond Healesville) I saw men engaged in breaking the local hard rock into metal for patching."

It was at Healesville that Mr. Calder met the man responsible for those good Healesville roads, a Mr. Anderson, the far-sighted, bicycle-riding Shire Engineer of the time who made three excellent suggestions:

1. That the Healesville-Alexandra road be diverted around the town of Healesville. (It still goes through Healesville);
2. That the road should go through Buxton rather than Marysville. (It now does. The main road at the time went through Marysville — it was first constructed in 1866);
3. That the steep climb up the old Black Spur Road could be avoided by deviation (a new Black Spur Road — the present one — was later built).

In July, 1913, the newly formed Country Roads Board served notice on Lillydale Council of the Board's intention to take over the main road "from the Lillydale Shire boundary near Ringwood to the Yarra River near Healesville" and the Council agreed.

The Present and the Future

Major works on the Maroondah Highway carried out by the C.R.B. over the past eight years have cost about \$10 million and current improvements of a total value of a further million dollars are in hand to make Maroondah a very satisfactory and safe highway to drive on. True there is still room for improvement particularly in the outer metropolitan area, around Ringwood where congestion cannot readily be relieved even by modern traffic engineering practices because of many obvious difficulties of property acquisition in this thriving centre.

To circumvent these difficulties the Board has proposed that the areas of very dense traffic be by-passed by the Healesville Freeway, which it is anticipated will be completed within the next 10 years.

The Healesville Freeway, for which a good deal of land acquisition has already been made, is expected to begin in the Box Hill South area and link with Hull Road just west of the Lillydale Lime Quarry, eventually re-joining the Maroondah Highway beyond Coldstream.

The Board has found that the cost of roadside development and the maintenance on the Maroondah Highway has risen sharply in recent years and last year an amount of \$140,000 was spent on this work between Middleborough Road and 5 miles



Above: Yesterday— Original bridge over Yarra River (right). Bridge built in 1919 (left) and now replaced by the new Maxwells Hill deviation.

Below: Today— New Maxwells Hill deviation and new bridge over Yarra River.



south of Buxton alone.

The increase is partly due to additional work being undertaken in the development of wayside stops, such as at Coldstream, picnic spots, tree planting and median maintenance, all designed to make the highway more enjoyable and safer for travel. Partly the increase is due to the large increase in traffic — 12,000 vehicles per 12 hours at Springvale Road in 1963 to 28,000 vehicles in 1970.

The Maroondah Highway is administered by three C.R.B. divisions —

● Metropolitan Division — which controls the section from Union Road to Middleborough Road.

● Dandenong Division — which takes up the task beyond Middleborough Road for the next 50 miles to the Healesville/Alexandra Shires' common border (weekday 12 hour traffic count here varies from 28,000 near Springvale Road to 21,000 at Ringwood, 12,500 beyond Ringwood, 5,500 near Lillydale to just on 3,000 at Coldstream), and

● Benalla Division — which is responsible for the remaining 63 miles to road's end at Mansfield. (The weekly traffic count here falls to 700 vehicles and fewer, but can be quadrupled on a winter Sunday at the height of the snow season).

METROPOLITAN DIVISION

Both at Elgar Road and at Nelson Road, Box Hill, improvements are now being planned to make the capacity of each intersection match that of the four-lane undivided highway. Each intersection will be "flared" to increase capacity and to allow easier turning movements, but as additional land has to be acquired for the purpose, it could be nearing two years before the work is completed. Otherwise this section of the highway is deemed adequate for its demands, having regard to the coming of the Healesville Freeway.

MAROONDAH HIGHWAY SUPPLEMENT (Continued)

Within five years, widening to six lanes with a generous median will replace the present four lane section between the Box Hill Library and Middleborough Road. The present road was constructed nearly 10 years ago. The Board foresaw the eventual need for an increase to six lanes and planted trees to reserve space for the expansion which is now becoming necessary to carry the increased traffic and provide a median which can be indented to allow safe turns.

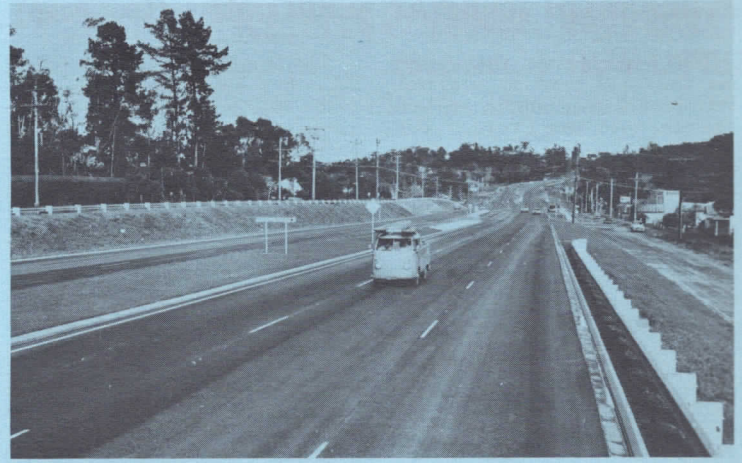
DANDENONG DIVISION

Maroondah Highway now has dual carriageways from Shipley Street, Box Hill (one quarter of a mile west of Station Street) to just before Hull Road (one mile west of Lilydale), a distance of almost 14 miles.

Most of the duplication work has been carried out over the past 8 to 10 years and included these major undertakings:

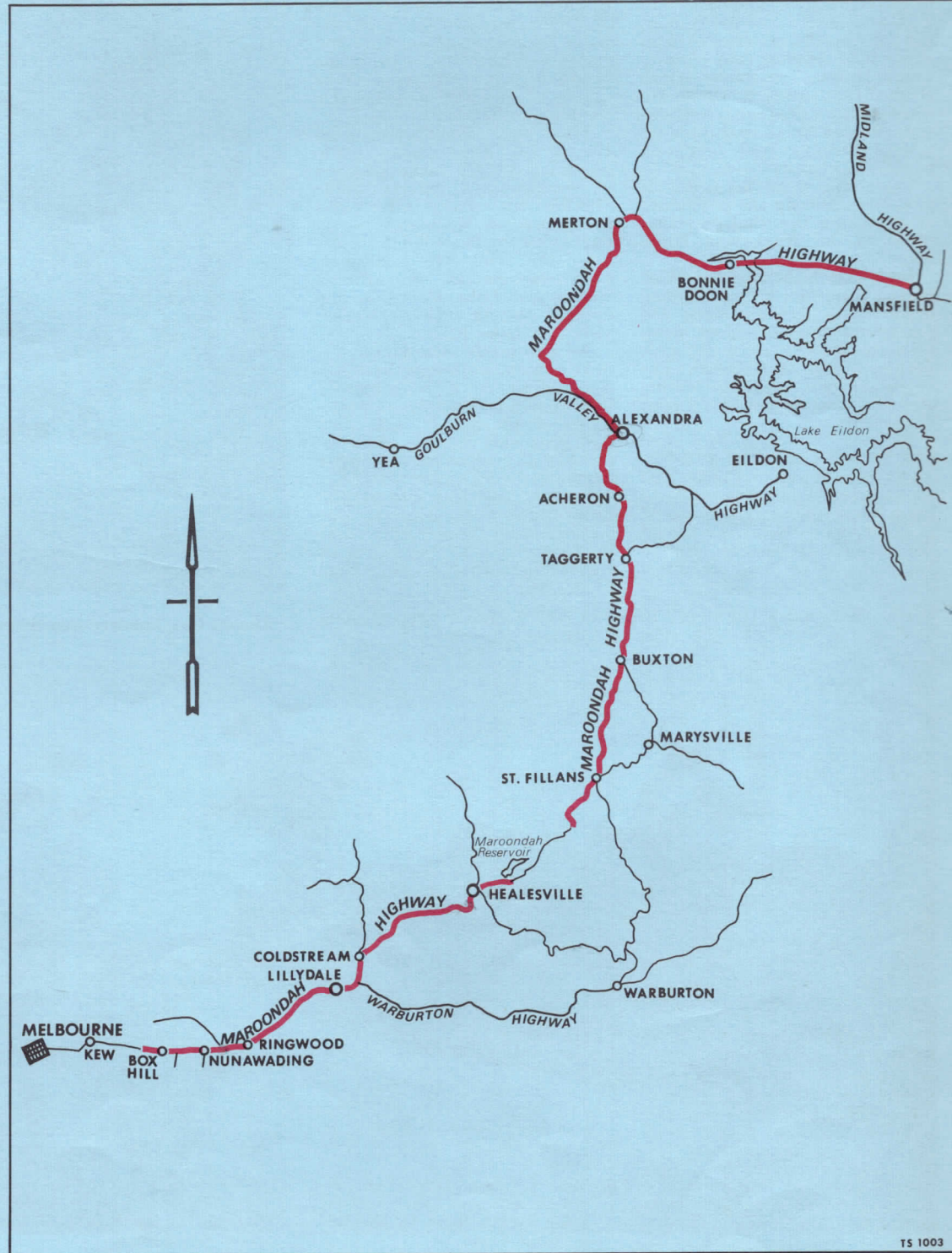
- Replacement of the old three-lane 33-ft. wide pavement between Middleborough and Heatherdale Road, a distance of four miles, with dual carriageways, begun nearly 10 years ago at the cost of approximately \$300,000 a mile.
- Construction of dual carriageways through Ringwood from Heatherdale Road to Mt. Dandenong Road, a distance of 1½ miles which commenced about the same time and cost \$500,000.
- Between 1966-68, a further section of 2.3 miles was converted to dual carriageways from Mt. Dandenong Road to Stirling Road, Croydon, to replace the original 24 ft. seal, at a cost of \$1,020,000.
- In 1967-69 the dual carriageways were extended a further 2 miles out to Brushy Creek east of Dorset Road, replacing the original 24 ft. sealed roadway at a cost of \$1,200,000. This work was carried out as a "Special Project" and charged to the Roads (Special Projects) Fund.

Work is now in progress on the construction of a 2.2 mile four-lane divided section east of Brushy Creek to Hull Road at a cost of \$750,000. Here, the urban type kerb and channelled central medians make way for the more rural unsealed shoulders and depressed median in keeping with the environment. This work, which includes replacement of the original 24 ft. wide seal with its steep and winding path up Blacksprings Hill on the Melbourne side of Lilydale, is scheduled for completion in April next year.



Right: Dual carriageways at North Croydon.

Below: Map showing the route of the Maroondah Highway.



MAROONDAH HIGHWAY SUPPLEMENT (Continued)

When preparing the design for the work now in progress, the Board was happy to cooperate with the Croydon Historical Association in preserving the 115-year-old cypress tree which stands immediately outside the factory of Black and Decker Pty. Ltd.

Few Maroondah Highway travellers would have even noticed the existence of this rather undistinguished dusty tree and fewer would know that it was planted by Hugh O'Rourke in 1855, outside his hostelry, the Brushy Creek Hotel. The tree stands in solitary state in an island around which flows highway traffic and traffic in and out of the company's factory.

It is hard to realise it now, but in the 1870's horse races were held outside the Brushy Creek Hotel on a course which crossed the road that was to become today's Maroondah Highway. Brushy Creek in those days was a thriving and relatively populous settlement.

From Hull Road the C.R.B. is now investigating the possibility of extending the dual carriageways to the Warburton Highway.

Immediately beyond the Warburton Highway, a Board's gang is currently reconstructing and realigning the Rosemont deviation to provide a 24 ft. wide seal at a cost of \$220,000. The deviation will replace the old 20-24 ft. wide seal with its poor alignments.

Between mileages 26.3 and 33.3 a 7-mile length of two-lane highway through Coldstream was recently re-surfaced with bituminous concrete at a cost of \$120,000, to increase the life of the original pavement and to improve its riding qualities generally.

Below: Maroondah Highway. Brushy Creek bridge looking west in 1925, Shire of Lilydale.



The length between the 33 and 35 mile posts known as the Maxwells Hill deviation was recently completed at a cost of \$370,000 including a new concrete bridge over the Yarra River. This project provides a 24 ft. wide seal on a 70 m.p.h. alignment and incorporates an additional 10 ft. climbing lane westwards from the Yarra River for slow moving vehicles. To replace the old 20 ft. wide pavement on a tortuous alignment, it was necessary to excavate through rock, cutting to a depth of 75 feet. Batters were pre-slit by drilling and blasting to produce a well-defined batter slope.

The old section of highway beyond Healesville to the M.M.B.W. watershed with its poor horizontal alignment and sealed width as low as 18 ft. has been recently reconstructed at a cost of \$300,000 to provide a 45 m.p.h. alignment.

These improvements to beyond Healesville have been made necessary by the large volumes of weekend and holiday traffic visiting the many attractions north-east of Melbourne — in particular the Maroondah Reservoir, the wild life sanctuary, snow resorts at Mt. Donna Buang and Lake Mountain and holiday resorts such as Marysville and Lake Eildon.

As previously mentioned, the next section, including the Black Spur climb as it is popularly known, will become the responsibility of the C.R.B. next July and proposals for the improvement of alignment standards are currently being examined.

Between 1963 and 1968 a total of 13½ miles of the highway was reconstructed from just north of Buxton at a cost of more than \$1,000,000.

BENALLA DIVISION

From the 69 mile post just south of Taggerty to Alexandra the highway has been completely reconstructed over the past decade and was finished only last year. The work included the Acheron cutting which provided a new alignment to permit safer driving conditions. The cost of the Acheron cutting work was \$300,000.

Also completed last year was a new southern approach to

Alexandra with a new bridge over the Goulburn River.

Beyond Alexandra the Board considers the highway to be satisfactory for the volume of traffic using it.

A major proposal now in the planning stages is an overpass to replace an old bridge over the Mansfield railway line near Yarek. Property is now being acquired and construction on an improved alignment should be commenced in this financial year.



Above: One hundred and fifteen-year-old cypress tree at Brushy Creek.