

# COUNTRY ROADS BOARD SNOW - CLEARING PROPOSALS FOR 1970 SEASON

The Board is playing an important part in improving access for tourists visiting Victoria's snowfields.

Proposals for snow-clearing on roads of access to snow resorts during the 1970 winter are detailed in this issue of C.R.B. News.

## LAKE MOUNTAIN

The turn-off to Lake Mountain from the Marysville-Woods Point Road is about halfway between Marysville and Cumberland Junction and can be reached from Melbourne either through Marysville or through Warburton and McMahons Creek.

Immediately east of Marysville the Board has reconstructed two miles of the Marysville-Woods Point Road to give a better alignment and a wider pavement. This work, including sealing, will progressively continue over the next few years in the direction of the Lake Mountain turn-off.

Maintenance patrol personnel will use graders to clear snow from the Marysville-Woods Point Road and the Lake Mountain Road whenever necessary.

## FALLS CREEK

The ski village of Falls Creek is situated some 19 miles from Mt. Beauty on the Bogong High Plains Tourists' Road, which extends to the Omeo Highway near Shannonvale. During the winter it is not possible to reach Falls Creek from the Omeo Highway approach. Snow clearing is carried out on the Mt. Beauty side of Falls Creek only, using two power graders and a radio-equipped land rover. Widening and some curve improvements have been carried out on a one mile section between Howmans Gap and Falls Creek.

## MT. BUFFALO

From Porepunkah the Mt. Buffalo Tourists' Road climbs for a distance of almost 24 miles on to the Mount Buffalo plateau where the road divides left to the Chalet and right to Lake Catani, Cresta and The Horn. On the latter fork the sealed pavement has been extended for 1½ miles from Lake Catani to Dingo Dell car park since last winter, which will further assist snow clearing operations. A Rolba 400 snow blower, a power grader, and a radio-equipped land rover will maintain access to the Chalet and Cresta.

## MT. BULLER

Since last winter the Board has sealed a further 2½ miles of the Mt. Buller Tourists' Road below the village. Access as far as the car park 0.4 miles from the village, will be maintained by operators using a Rolba 400 snow blower and a power grader. A utility with radio will be in direct communication with the Benalla Divisional Office. From the car park four-wheel drive vehicles only, will be able to proceed to the village.

## MT. HOTHAM

From both Bright and Omeo the Alpine Tourists' Road gives access to the popular skiing areas around Mt. Hotham. The heavier snow falls in this area require the use of more powerful equipment such as Rolba 1500 snow blowers. Two teams, one on each road approach to Mt. Hotham, will each operate a Rolba 1500 and a grader to ensure continuous access through the snowfields (except in blizzard conditions). In the event of a plant breakdown, the other team will take over on the full length until repairs are effected. Plant operators will be in touch with each other and the Benalla Divisional Office through a radio-equipped four-wheel drive land rover. Seven-tenths of a mile of the narrow section of the Alpine Road at Blowhard has been widened since last winter.

## MT. BAW BAW

Road access from Melbourne is via Noojee and Tanjil Bren. This approach is below normal snow level as far as Newlynnes Mill, approximately three miles from the Alpine Village. Car parking facilities are available at Newlynnes Mill and a privately owned four-wheel drive vehicle operates during the winter months to take visitors from Newlynnes Mill to the Village. Snow is not cleared from this road, and normal snow conditions prohibit the passage of conventional vehicles beyond the parking area at Newlynnes Mill.



No. 16

JUNE, 1970



Two of the C.R.B. snowblowers meet at Mount Hotham during the 1969 winter. They will again operate for the 1970 winter.

Over the past three years the Board has been progressively constructing a new access road approaching the Baw Baw Plateau from the east, from the Thomson Valley Road 13 miles north-west of Erica. The new route will be 8½ miles long when completed. The first 3½ miles have been constructed. During the winter, access is only possible for the first 2½ miles, after which the road rises above the normal snow level. Motorists are advised not to proceed beyond the snow level.

## MT. WILLS

Improvements to the Omeo Highway in recent years have increased the popularity of the snow fields at Mount Wills, particularly among skiers from the north-east corner of the State. North of Glen Wills the highway rises to 4,200 feet and is subject to snow for a distance of about 10 miles. This section will be cleared of snow by a power grader and two operators stationed at Mt. Wills, where new modern quarters and plant shelter have recently been provided at a cost of \$30,000.

# MT. DONNA BUANG HAS IMPROVED FACILITIES TO HANDLE VISITORS

This year wider and safer roads, improved parking facilities, and many other new tourist amenities will greet the 150,000 snow season visitors expected on 4,100 feet high Mount Donna Buang.

The Board has spent more than \$1½ million on improvements to the access roads to Mount Donna Buang over the past six years. The route to Mount Donna Buang through Warburton has been completely sealed by the Board as far as the 10 mile turntable (so called because it is this distance from Warburton). Of this length, the last four miles from Cement Creek to the turntable was unsealed prior to 1964, and only 16 feet wide. It has been completely reconstructed to provide a 26 feet wide formation with a 20 feet wide sealed pavement up to the last mile before the turntable.

For the final mile of the section to the 10 mile turntable the sealed surface has been widened to 27 feet to allow parallel parking for private cars during the snow season. In addition, the parking area at the turntable has been extended and sealed to accommodate up to 120 tourist buses.

In the past 12 months the Board has reconstructed the road between the turntable and the summit on a 26 feet formation, but this will not be available to traffic for the 1970 snow season. It will be given a 24 feet seal next summer so that it can be used in 1971 snow season when conditions allow snow falls to be cleared.

## CARS STOP AT TURNTABLE

During this winter, cars will not be able to proceed further than the 10 mile turntable from where it is a 2½ mile walk on the road to the summit or a 700 feet climb over three-quarters of a mile up a walking track.

From Healesville the distance to Mount Donna Buang is 16 miles. During the past three years the Board has reconstructed the Donna Buang Road from Healesville to Pantons Gap — a distance of six miles — to replace the old narrow formation with a new sealed pavement 20 to 24 feet wide. Three miles of the remaining ten miles to the turn-off to the summit have been reconstructed but not sealed. This work will continue to the summit turn-off as funds become available.

As a precaution against the difficulties which motorists could encounter under snow conditions this western approach will be closed at Pantons Gap during the winter. From the city the major winter access to the mountain will be through Warburton. Take the Marquand Highway to just east of Lilydale, then the Warburton Highway to Warburton.

## BUS TRIPS POPULAR

Last winter an average of 50 buses brought 2,000 people to Mount Donna Buang each Sunday, and some 5,000 people came by private cars. It is expected that these figures will increase this year in view of the better access, easier parking and the improved amenities. These include the following improvements which have been provided by the Forests Commission on the recommendation of the local Committee of Management from funds made available by the Ministry of Tourism:

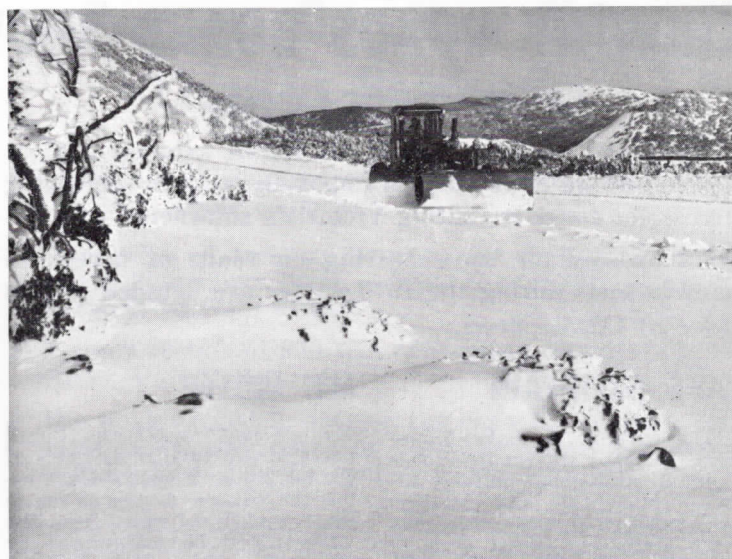
At the turntable —

- ★ A large number of covered and open barbecues have been established.
- ★ A large new changing and toilet block now supplements the previously inadequate accommodation.
- ★ A 20,000 gallon concrete water storage tank has been constructed and equipped with a pumping system to provide water reticulation at the turntable and at the summit.
- ★ Facilities for the collection and clearance of litter have been provided and the public is expected to play its part in keeping the area as clean and tidy as possible.

At the summit —

- ★ Additional parking areas have been provided for non-snow season use (until 1971, when winter access to the summit will also be possible).
- ★ A new toilet block has been built.

In addition, a first-aid shelter, to be staffed by St. John's Ambulance Brigade each weekend in the snow season, has been financed by private donations to commemorate the rescue of a party of young people who became lost on the mountain in 1966.



A C.R.B. grader with specially designed blade clears the last few inches of snow from the Alpine Road near Mt. Hotham.

## NEW ROUTE IS PROPOSED FOR A SECTION OF THE HUME HIGHWAY

The Board has initiated a preliminary proposal for the construction of a 20 mile deviation of the Hume Highway between Wallan and Broadford which will cross the Dividing Range to the east of Pretty Sally Hill at an elevation 400 feet lower than at present. This proposal has been agreed to in principle by the Municipal Councils concerned.

Lengthy consideration was given to further developing the existing highway, but the Board's investigations showed clearly that the 20 mile deviation would provide a more satisfactory solution for traffic using this section of the Hume Highway.

The proposed deviation will connect the existing duplicated sections of the highway from south of Wallan to north of Broadford, generally following the line of the Wallan-Broadford Road, and will be 2½ miles shorter than the present highway route.

At this stage the exact location of the new freeway has not been determined but a more detailed investigation will be carried out

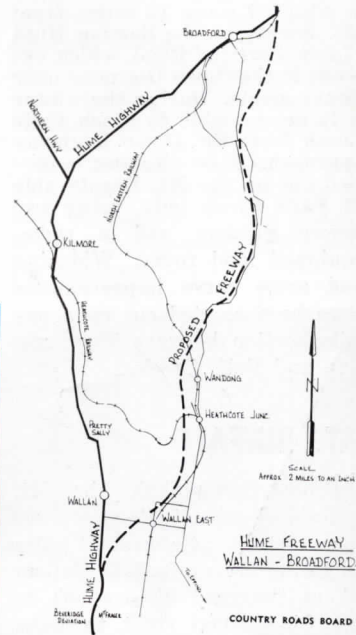
by the Board in conjunction with the municipal councils concerned. It is proposed that when the route is finally approved construction to four lane freeway standard will be completed in the 1973/74 financial year at an estimated cost of \$10-\$12 million.

## FILM UNIT

Over a period of years the Board has produced approximately forty 16 mm colour movie films with sound. Most of the films have a running time of between ten and twenty minutes and are of technical and general interest relating to the Board's works.

Some of the films which are of general interest are:

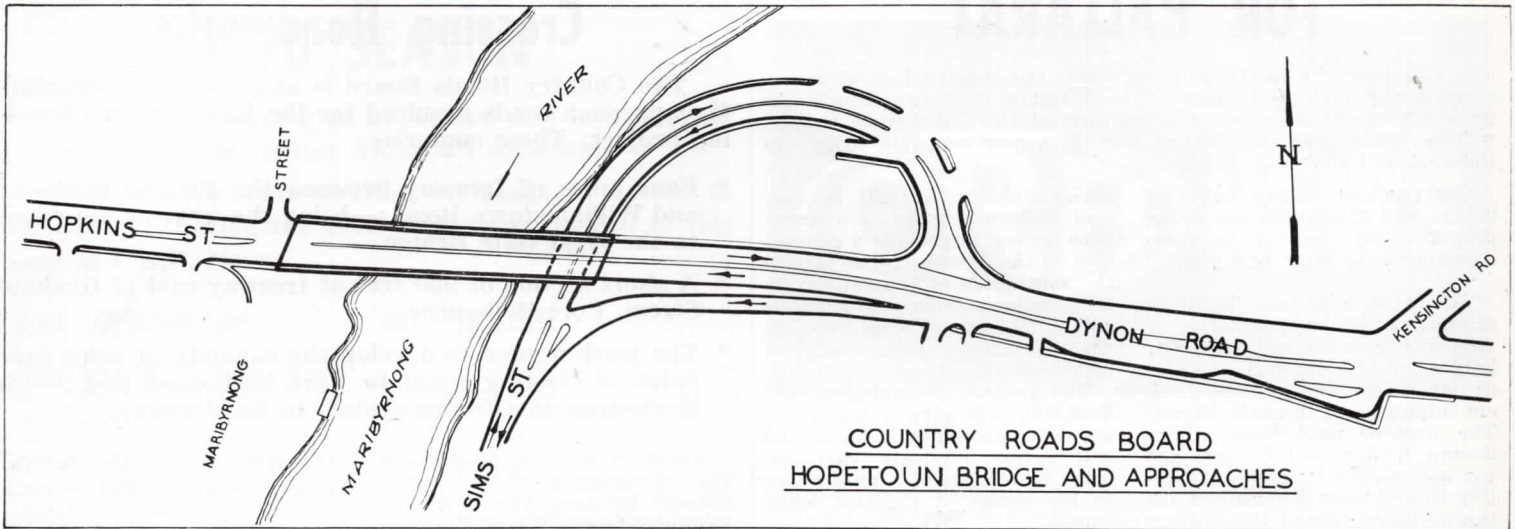
- ★ Highway Improvements — which shows the construction of freeways and methods of improving the traffic carrying capacity of State highways by building climbing lanes for slow moving vehicles.
- ★ Sign for Safety — which studies the subject of road signs generally, the significance of individual signs and the contribution that signs can make towards reducing accidents.
- ★ Road Transport Trends — which illustrates the measures taken by the Board to ensure



that road traffic is inconvenienced as little as possible by the movement of indivisible loads having weights or dimensions exceeding legal limits.

The Board has pleasure in making its film unit available in response to applications from schools, clubs and other interested organisations to screen a selection of its films.

... THE NEW HOPETOUN BRIDGE IS NEARING COMPLETION ...



A new reinforced concrete bridge on Dynon Road, spanning the Maribyrnong River, is nearing completion. It will carry a roadway 58 feet wide between kerbs, with two six feet wide footways, and is being built by the Board on behalf of the Melbourne and Footscray City Councils.

The old narrow two-span steel bridge, known as Hopetoun Bridge, had proved to be inadequate for the increasing volumes of traffic using this important east-west road link between Melbourne and the western suburbs. A recent mid-week traffic count showed that 20,000 vehicles used Hopetoun Bridge between 7 a.m. and 7 p.m., the heaviest hourly concentration being 2,150 vehicles between 7 a.m. and 8 a.m.

The new bridge, 482 feet long and of six spans, provides for divided carriageways each of two lanes. The carriageways are separated by a median 6 feet wide. Footways are provided on both sides of the bridge, which has a deck level 5 feet higher than the old bridge.

An additional span on the Melbourne side allows city-bound traffic in Sims Street to pass

under the bridge on a new loop connection to the north side of Dynon Road. In addition, the bridge is sufficiently extended on the Footscray side to permit a road to be taken under the bridge if ever required. The traffic lights at the intersection of Dynon Road and Sims Street will be removed when the new connection comes into full operation.

The bridge has been constructed in two stages. The first involved completion of the northern side of the bridge clear of the old bridge. Traffic was diverted to the northern side of the new bridge in May, 1969, so that the old bridge could be removed. The second stage of construction is the completion of the southern side of the bridge.

The total project, estimated to cost \$1,100,000 includes widening and duplication of the approach roads.

## OVERPASS TO REPLACE HUNTINGDALE LEVEL CROSSING

The gated railway level crossing on North Road at Huntingdale, where thousands of vehicles are delayed each day, is to be replaced by a road over rail overpass as part of the Government's policy of progressive elimination of railway level crossings on busy roads. The project will be carried out jointly by the Country Roads Board and the Victorian Railways and is expected to be completed about the middle of 1972. The estimated cost of the project is \$1½ million, which will be apportioned as follows:

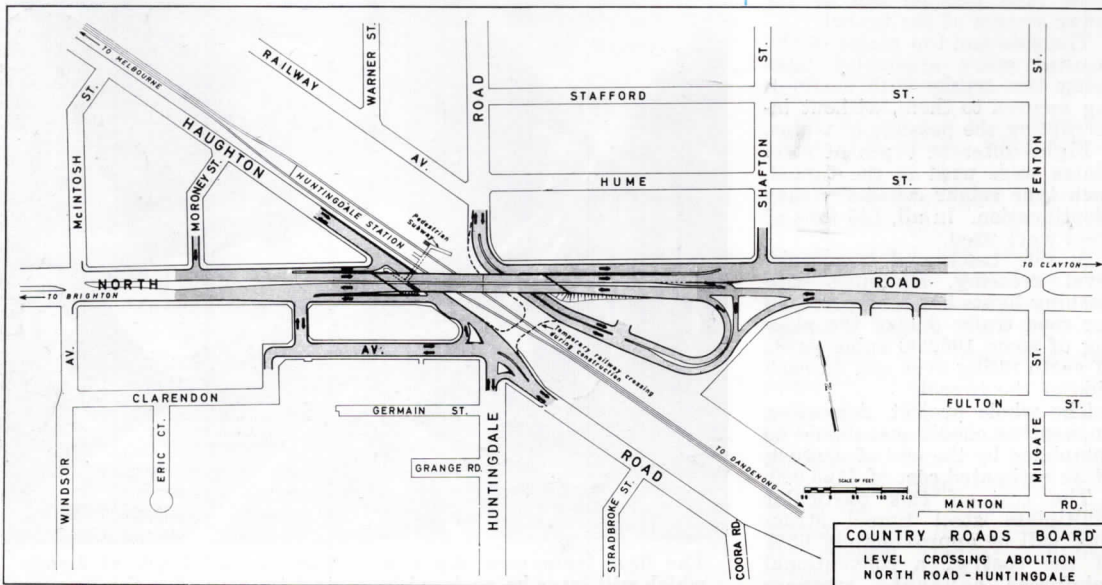
Country Roads Board	45%
Level Crossing Fund	35%
Victorian Railways	20%

Work will begin almost immediately on the provision of a temporary level crossing with boom barriers to cater for traffic during the construction of the overpass and its approach ramps.

The scheme provides for North Road to be carried over the railway line on a bridge structure which will also span Haughton Road and a new loop extension of Huntingdale Road. On the

western side of the railway line, south of North Road, a new connection between Haughton Road and North Road will be provided by the widening of Clarendon Avenue and the construction of a short section of new road linking Clarendon Avenue with North Road. On the eastern side of the railway line, a new connection between Huntingdale Road and North Road will be provided by an extension of Huntingdale Road under the overpass bridge with a connection to the south side of North Road. Pedestrian access to the Huntingdale railway station will be via a subway with entrances on Haughton Road and Huntingdale Road.

The Victorian Railways will build the bridge structure and wingwalls. The Board will be responsible for earthworks, road surfacing and drainage, and the acquisition of land. Negotiations with property owners for the purchase of land which will be required for the new road connections have commenced.



# NEW EASTERN APPROACH FOR BALLARAT

This year the Board will commence the construction of a new eastern approach to Ballarat. The Western Highway, which has dual carriageways for some miles east of the Caledonian Bridge, will be taken over the railway line on a new overpass bridge to the east of Caledonian Bridge.

Construction plans for the bridge and roadworks are being prepared with a view to commencing work later this year.

The new four-lane highway alignment of approximately  $\frac{3}{4}$  mile will cross the railway about half a mile to the east of Caledonian Bridge and join the present highway at Fussell Street. The present road under Caledonian Bridge will be retained for use mainly by traffic travelling to and from Daylesford. On the northern side of the railway

Strickland Parade will be carried underneath the new overpass bridge to provide a connection to the Brown Hill area. On the south side of the railway, a half mile section of Fortune Street will be re-located to join Fussell Street just south of Charlesworth Street.

The project, estimated to cost \$700,000, will give a much improved approach to Ballarat and will bring duplicate carriageways two-thirds of a mile closer to the centre of Ballarat when completed in 1971.

# Progress On Lower Yarra Crossing Roadworks

The Country Roads Board is at present constructing the approach roads required for the Lower Yarra Crossing project. These comprise:

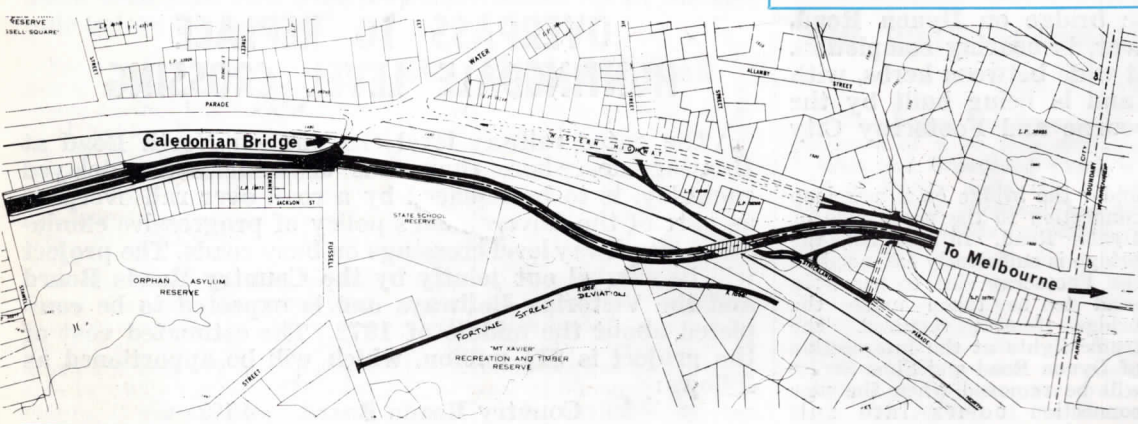
- ★ Four miles of freeway between the Princes Highway and Williamstown Road — being the western approach to the West Gate Bridge.
- ★ A short section of 950 feet of freeway east of Graham Street, Port Melbourne.
- ★ The work needed to develop the capacity of some four miles of existing roads in Port Melbourne and South Melbourne as a feeder system to the freeway.

Ample evidence of progress in the construction of the interchange between the Princes Highway-Lower Yarra Freeway

over streams and the railway and over or under existing roads between the Princes Highway and Williamstown Road are either completed or well on the way. The freeway roadworks, consisting of earth works and pavement construction for two carriageways each of two or three lanes, are progressing at a rate which will ensure completion before the opening of the West Gate Bridge.

The eastern approach roadworks have been in progress over the past year and should all be finished in a matter of two or three months. One of the largest projects being carried out by the Board in Port Melbourne is the provision of an overpass to carry Graham Street over the railway line near Graham Station. This work is also on schedule and should be completed before 1971.

The provision of lighting, signals, signs and landscaping is now in hand to provide a safe, efficient and aesthetically pleasing freeway.



## NEW TECHNIQUE FOR ROAD OVER RAIL STRUCTURE

The Board is replacing the railway level crossing on the Princes Highway at Lyons with a road overpass. Three curves on the approaches to the railway will be eliminated or improved by the construction of  $1\frac{1}{4}$  miles of new approaches.

The type of structure used to carry the road over the railway is most unusual. It is, in effect, a corrugated  $\frac{3}{4}$ " thick steel tunnel 330 feet long made of curved steel plates bolted together to form a slightly oval shaped section about 21 feet across.

The railway carries six trains per day, and to avoid interruption to train schedules, the lower section of the tunnel was assembled beside the track and placed into position during a weekend in March. The railway lines were restored before the first train was due on Monday. No further work is necessary on the railway lines.

In a well co-ordinated programme, and with the assistance of Victorian Railways personnel, the old track and ballast was removed, new bedding material laid, and the lower tunnel section towed into position by graders, bulldozers and tractors. The new rail track and ballast

were then laid on top of the lower section of the tunnel.

The side and top plates of the tunnel were assembled later using two trucks with scaffolding secured to them, without interrupting the passage of trains.

Eight different types of steel plates were used in the tunnel, each type colour coded for easy identification. In all, 145 tons of steel were used.

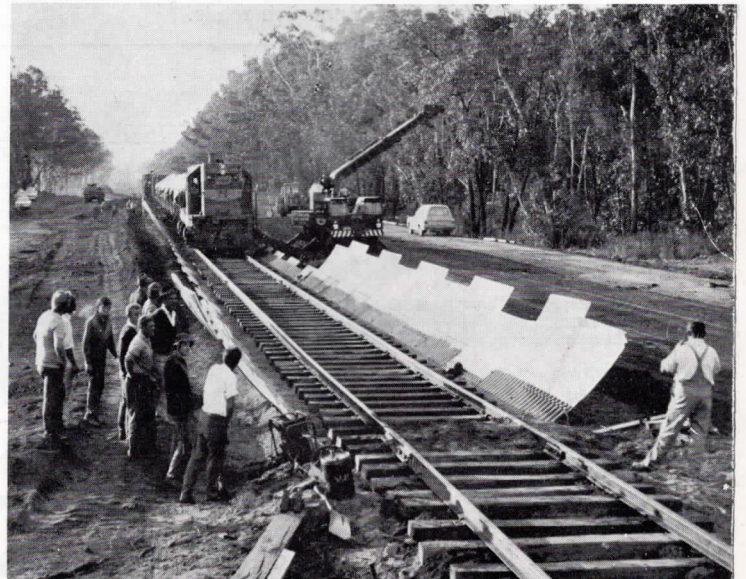
A side track and temporary level crossing, equipped with flashing lights has been provided for road traffic during the placing of some 100,000 cubic yards of earth filling over and on each side of the tunnel.

The whole project, depending on weather conditions, should be completed by the end of August, at an estimated cost of \$166,000.

The cost of this particular multiplate steel tunnel structure will be approximately 65% of the cost of a conventional reinforced concrete overpass bridge.

can be seen by motorists using this section of the highway. Temporary arrangements for through traffic are in operation during the construction of road over bridges. These will separate conflicting streams of traffic travelling in different directions.

Other bridge structures which will take the four-mile freeway



The first train uses the new section of rail track at Lyons which will later be enclosed by a steel tunnel under the Princes Highway.

# THE NEPEAN HIGHWAY—HOLIDAY ROUTE FOR GENERATIONS OF VICTORIANS

## NEPEAN HIGHWAY SUPPLEMENT

C.R.B. NEWS, JUNE, 1970

The Nepean Highway, the great southern artery to Melbourne's eastern bayside beaches, caters for an almost endless stream of cars, caravans and commuters.

Traffic on the highway has doubled over the past 14 years, with increasing beach traffic, and that generated by the great industrial and residential development in Dandenong, Frankston and the Westernport area.

The latest traffic census shows that between 25,000 and 30,000 vehicles per 12 hour week-day use the section of Nepean Highway between St. Kilda and Mordialloc, 15,000 per day travel between Mordialloc and Mile Bridge, 12,000 travel through Frankston, and 6,000 through Mornington.

In the years to come, the Mornington Peninsula Freeway will take over the role of providing a fast direct link between Melbourne and the beach resorts beyond Dromana, with the Nepean Highway taking over the part of an access road to the nearer bayside beaches.

The Mornington Peninsula Freeway will connect with Melbourne's growing freeway system, widely skirt the populous bayside resorts of Mordialloc, Carrum, Frankston and Mornington, and will return to the coastline near Dromana, taking with it the thousands of visitors to the more distant beaches of the Peninsula.

The Nepean Highway which has had its period of rapid development, is now reaching its peak of performance, and in the future, while still playing a big role in serving the Mornington Peninsula, will be gradually overshadowed as the new freeway system is extended.

### 1913 Report

In 1913 the first Chairman of the newly constituted Country Roads Board, Mr. W. Calder, made a four-day trip from Melbourne to Portsea in the Board's new motor car.

Some sidelights on the report of his journey will serve to indicate the lowly origins of the Nepean Highway, which would have to wait until October 29, 1947 to be declared a State highway (1960 in the Municipality of St. Kilda). In William Calder's own words:

"In all probability, Pt. Nepean Road will be the main road from Melbourne to Mordialloc."

"The road from Mordialloc to Frankston is very uneven, with ti-trees so close to the edge of the road as to be dangerous."

"We found the newly deviated road at Oliver's Hill very steep — probably 1 in 15."

"Past Mt. Martha Hotel a new deviation is being formed along the foreshore — about 50 chains long, 16 feet wide."

"One-and-a-half gauge road metal is delivered to Mornington Railway Station at 6/- a cubic yard."

"We passed a black's camp and later saw many Chinese market gardeners at work — land at Red Hill sells at about £14 an acre and up to £22 in Flinders."

In 1915, endeavouring to be helpful, the Engineer of Flinders and Kangerong Shire wrote to the Board that he had seen a plan dated 1852 which showed a road from Frankston to Sorrento which followed the coast from just north of Dromana. He went on to say that a local Government Act of 1863 declared a road "extending from Mordialloc Bridge via Frankston to Snapper Point (Mornington) and thence by coastline to Point Nepean."

### No money available

It was in the wartime years from 1915 that the Country Roads Board began taking over some sections of Point Nepean Road from the local municipalities, declaring them part of a main road. But there were parts not taken over as such.

For example, on November 24, 1915 the Board refused a request from a Flinders Shire deputation that the Dromana-Sorrento section be taken over as a main road. "The Board considers it a most important traffic-bearing highway — but there's no money," Mr. Calder said — a definite setback for councillors who had told the Board that a good road was needed to take vegetables to market because the surrounding country was "well adapted for growing spuds and onions."

Earlier that year, the Good Roads Association of Victoria had complained to the Board of the bad state of the road between Dromana and Portsea, and Flinders Council was upset because patching this section was costing its ratepayers £700 a year.

Perhaps the best inkling of the commencing integration of snippets of road into a highway



Nepean Highway, 1914, near Carrum.



Nepean Highway, 1970, showing dual section in Shire of Mornington.

## NEPEAN HIGHWAY SUPPLEMENT (Continued)

is given in a letter from the Board to Flinders Council in 1917 expressing opposition to cattle grazing on Nepean's roadside. "Such main roads are rapidly becoming greater utilities especially through the use of mechanically propelled vehicles," the then Secretary of the Board wrote.

### Day of the Bay Steamers

It is interesting to recall that there was a time within the memory of many when the most important access to Sorrento and Portsea was by the popular bay steamers, notably the "Ozone", "Hygeia" and "Weeroona". During summer weekends, day-trippers crowded onto the paddle steamers at Port Melbourne, to disembark at Sorrento for a day's pleasure. Holiday-makers on extended vacation also travelled by steamer, accompanied by their baggage. From Sorrento Pier many travelled to the Back Beach by the steam tram that ran from the bay to the ocean along the roadway.

With the growing popularity of the motor car, and improvements to the Nepean Highway, the day of the bay steamer waned, and today's holiday-makers flock to the bayside beaches by car and bus.

### Highway still growing

Nepean Highway grew up a little at a time, is still growing, and will continue to grow over the years ahead.

For administrative purposes the Board divides the Nepean Highway into two parts — that coming under its Metropolitan Division — an 11-mile stretch commencing at Dickens Street, Elwood and finishing at Mordialloc Creek, and the section under control of the Dandenong Division from Mordialloc Bridge to Portsea Quarantine Station, approximately 44 miles. Both sections will see some valuable improvements made before the Nepean Highway is fully developed and work is confined to maintenance, which by agreement is carried out by the municipalities traversed by the road.

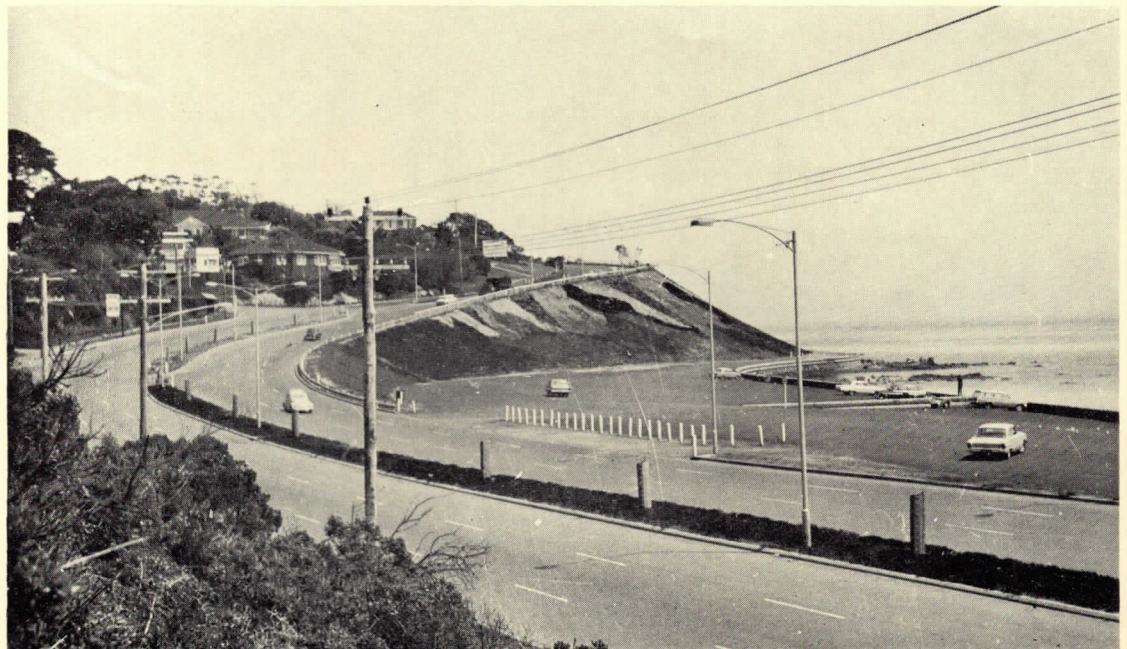
## METROPOLITAN DIVISION'S SECTION

About 10 years ago, the Board foresaw the need for greatly increased capacity on this section and having constructed the Moorabbin rail overpass in 1958 turned its attention to constructing an additional carriageway to provide divided highway facilities from South Road to Mordialloc underpass. This work was completed in August, 1966.

Recently the Country Roads Board, in conjunction with the Victorian Railways agreed to substantial improvements to the present overhead railway bridge at Gardenvale, where accidents have taken place involving high loads on motor transport, resulting in rail dislocation from damage to the bridge.



A 1918 photograph in the records of the C.R.B.



Olivers Hill, 1970.

Design work is now proceeding in consultation with the Victorian Railways' engineers and the result will be greater head clearance and greater width of pavement to provide for four traffic lanes, two in each direction. Work is expected to commence in about a year's time and the cost will be approximately \$320,000.

### Six lane duplication

Currently there is a contract in progress for reconstruction between Moorabbin Overpass and Wickham Road which will provide a modern six-lane divided facility from Moorabbin Overpass to Chesterville Road at a cost of \$790,000. The City of Moorabbin is constructing

service roads adjacent to the new six-lane highway to serve abutting properties, so that the full reconstruction of the highway will greatly enhance the appearance of the area.

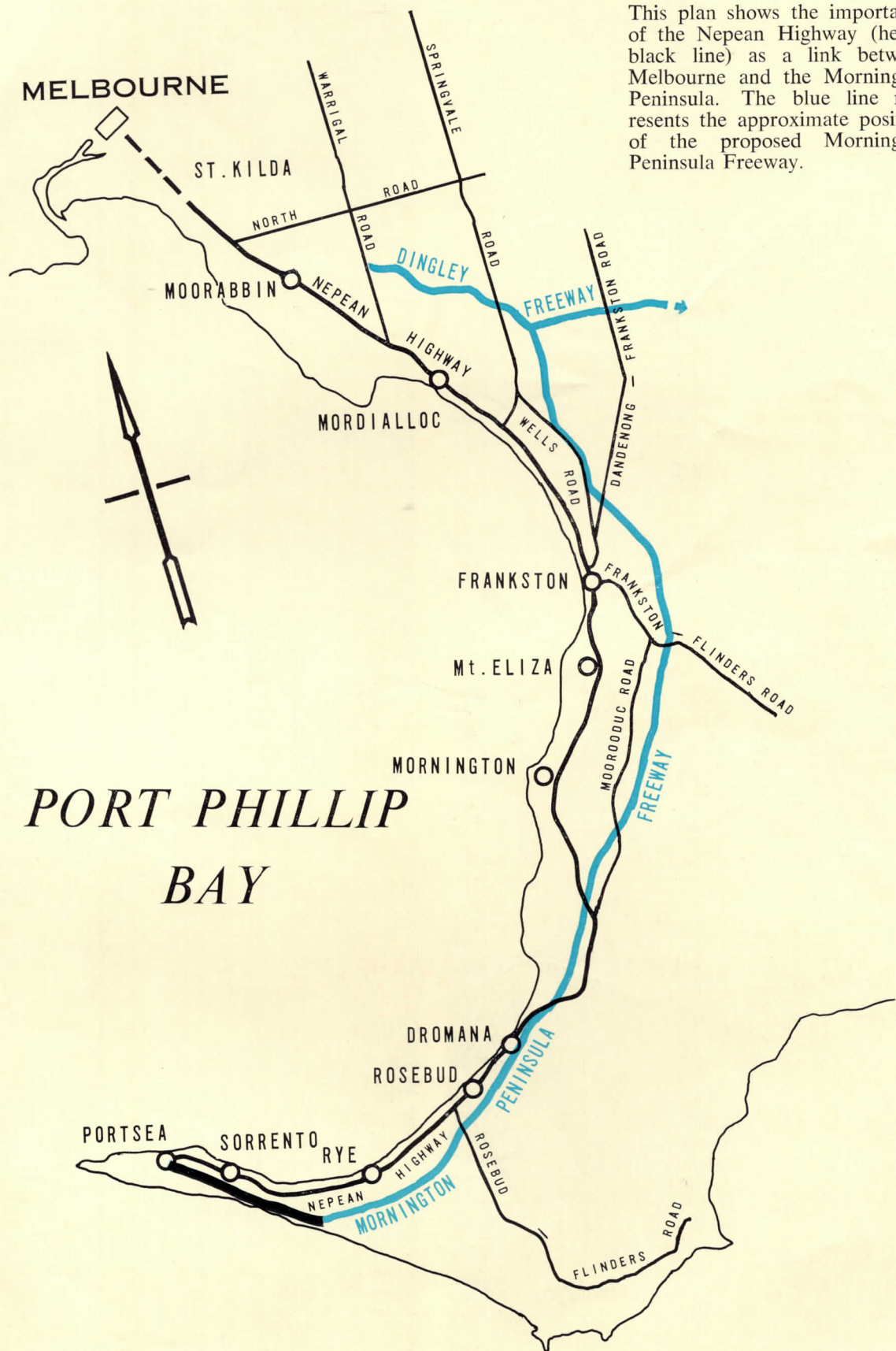
Planning is well advanced for construction of 6-lane duplication from Chesterville Road to Mordialloc underpass, a length of 4.88 miles that will cost \$1.5 million. The work will include reconstruction of the heavily trafficked Warrigal Road intersection to provide increased safety and facilitate traffic flow.

The work is expected to be completed within 2-3 years, when it is proposed to begin effecting improvements through Mordialloc, including additional

carriageways over Mordialloc Creek.

Linking in with this work are improvements about to be carried out by the City of Mordialloc in Beach Road at its intersection with the highway. This will give a considerable improvement in traffic flow at this busy junction.

Only recently, in line with the Government scheme for the provision of pedestrian overpasses for school children, two pedestrian overpasses have been constructed by the Board in association with municipalities which contributed one-third of the cost in each case—one at Dane Road, Moorabbin, costing \$92,000, and the second, near Elm Grove in Mordialloc at a cost of \$65,000.



This plan shows the importance of the Nepean Highway (heavy black line) as a link between Melbourne and the Mornington Peninsula. The blue line represents the approximate position of the proposed Mornington Peninsula Freeway.

## NEPEAN HIGHWAY SUPPLEMENT (Continued)

### DANDENONG DIVISION'S SECTION

In view of the proposals for the Mornington Peninsula Freeway, further duplication or development of the southern section of the Nepean Highway will not go beyond the work which is in hand or immediately proposed.

Already the freeway is in the first stage of construction over a distance of five miles through Dromana, to give four lanes of divided freeway with controlled traffic interchanges and devoid of all at-grade crossings.

On the Nepean Highway —

- ★ Investigations are taking place which will lead to the construction of a four lane facility (two lanes in each direction) with parking lane on the seaward side between Mordialloc and Carrum. This work covering 5 miles will replace the present three lanes and parking lane and is expected to cost \$300,000.
- ★ Conversion of the present three lane roadway to four lanes, with sealed parking on the landward side, is being planned between Carrum and Mile Bridge over the Kana-nook Creek near Frankston. This work will entail three miles of construction at an estimated cost of \$200,000 which will include the cost of the work of widening the bridge.

★ From Mile Bridge to Tower Road, Mt. Eliza, a 6½ mile section has been duplicated, and this is being extended by the duplication work currently in hand between Tower Road and Dava Drive just south of Mornington. From Dava Drive to Dromana there is a 24 feet wide pavement which the Board regards as adequate for demands in view of the coming freeway.

★ The intersection of Mornington Road and Nepean Highway has been given extensive intersection treatment to improve the flow of the very heavy traffic of the summer season.

★ A section of 1.2 miles through Rosebud has recently been duplicated. Plans are now being made for eventual widening to provide an additional traffic lane from Rosebud to Rye.

Between Rye and Sorrento the pavement, widened and strengthened in recent years, is now considered adequate for the traffic it carries and no further improvements are contemplated in the foreseeable future.

Between Sorrento and the Quarantine Station at Point Nepean, a length of 2½ miles, the sealed width of the road is 18 to 20 feet. This will probably eventually be widened to 24 feet to allow safer passing, but the Board regards the section as a scenic drive and therefore a slow speed section not requiring "highway" treatment, and is anxious not to disturb the beauty of the natural growth by extensive widening or other work.



Aerial view of Nepean Highway near Southland Shopping Centre, in the City of Moorabbin.



Nepean Highway, west of Dromana, showing holiday traffic.



Nepean Highway Pedestrian Overpass at Mt. Eliza, built by the C.R.B.