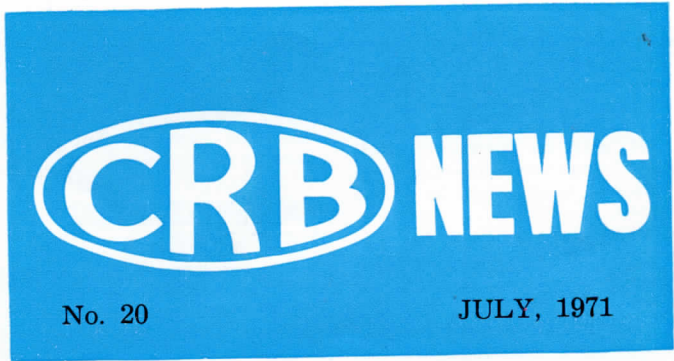


# ROADS TO SNOWFIELDS HAVE BEEN IMPROVED BY THE C.R.B.



Roads above the snow line can be difficult to negotiate during the snow season. The C.R.B. is concerned that tourists travelling to the snow should at all times be able to derive the maximum benefit from the improvement works and the considerable efforts of the Board's snow clearing patrol personnel.

Much delay, frustration, and inconvenience can be avoided if motorists observe the following commonsense rules:

- Always carry chains for attachment to the drive wheels of the car (unless tyres of special tread are fitted). Ordinary tyres may not grip in fresh snow.
- Do not park the car in other than designated car parking areas. The efficiency of snow removal plant is reduced by improperly parked cars.
- Obey the directions given by a ranger, parking attendant, policeman, or road patrolman. They will be familiar with the local conditions and will know how to avoid traffic jams.
- Do not stand under the plume of snow ejected by a snowblower. The blades of these machines can pick up stones which are then thrown out with the snow.
- Do not leave cans, bottles, rocks, etc. on the road reserve. Solid objects can cause serious damage to snowblowers.

Recent road improvements and snow clearing operations on each of the roads leading to the snow areas are detailed below.

## ALPINE ROAD

### (MOUNT HOTHAM)

On the approach from Bright 0.6 miles of the road across the precipitous face of Mount Blowhard has been widened from 18 feet to 28 feet. This work will greatly improve traffic conditions for both summer and winter tourists.

An experimental section of sealed pavement has been laid at Hotham Heights to test its effectiveness in the heavy frost conditions encountered in that area. The seal extends for 1¼ miles from Jack's Tow to the Hotham Heights Hotel entrance. Observations of the performance of this pavement are expected



C.R.B. snow clearing plant assembled on the Alpine Road at Mount Hotham.

to indicate the most economical and effective type of sealed pavement in this area.

On the approach from Omeo the road has been reconstructed, widened, and realigned for 1¼ miles near Jim and Jack Creek, and a length of 5 miles between Dinner Plain and Slatey Cutting has been resurfaced with crushed rock. Two Rolba 1500 snow blowers, one on each side of Mount Hotham, will maintain access through the snowfield except in severe blizzard conditions. Two power graders and a four-wheel drive vehicle will assist in these operations.

## BOGONG HIGH PLAINS ROAD

### (FALLS CREEK)

For the first time a short section of sealed pavement

will be available above the snow line at Falls Creek. The section is 1½ miles long and provides a sealed width of 31 feet, part of which has been provided for parking, at the cost of the Falls Creek Committee of Management.

Snow will be cleared by two power graders working on the Mount Beauty approach to Falls Creek. During the snow season the road is closed between Falls Creek and the Omeo Highway.

## MOUNT BUFFALO ROAD

On the Mount Buffalo plateau the 2.7 miles of road between Dingo Dell and Cresta has been resurfaced. From Dingo Dell to Cathedral car park, a distance of 1.7 miles, the road has been widened from 18 feet to 25 feet.

A Rolba 400 snow blower, a power grader, and a radio-equipped four-wheel drive vehicle will maintain access on both forks of the Mount Buffalo Road as far as the Chalet and Cresta.

## MOUNT BULLER ROAD

Since last winter the Board has sealed a further 2.75 miles of the Mount Buller Road, and resurfaced the unsealed sections with gravel. Widening and curve improvement over a distance of 2 miles has also been carried out. A Rolba 400 and a grader will maintain vehicular access as far as the car park, which is about half a mile from the village.

## SNOWFIELDS REPORT (Continued)

### MOUNT BAW BAW

Road access from Melbourne is via Noojee and Tanjil Bren. Beyond Tanjil Bren the steep and previously very narrow section of road commencing at The Gallows and extending half way to Newlyn's Mill has been reconstructed and widened over a length of 0.6 miles.

Car parking facilities are available at Newlyn's Mill and a privately owned four-wheel drive vehicle operates during the winter to take visitors to the Village. Snow is not cleared from this road.

### OMEHO HIGHWAY

#### (MOUNT WILLS)

A length of 1½ miles of the Omeo Highway near Lightning Creek has been widened and realigned since last year. The 10 mile section of the highway which is subject to snow will be kept clear by a power grader operating from the snow patrol quarters at Mount Wills.

### MOUNT DONNA BUANG ROAD

The section between the 10 mile turntable and the summit was sealed earlier this year. A sealed surface is now available over the full length of the road from Cement Creek to the summit. The loop road

on the summit has also been sealed.

A power grader will clear snow to the summit from the Cement Creek side of the mountain, but the approach from Healesville will be closed at Pantons Gap when snow is on the road.

### MARYSVILLE-WOODS POINT ROAD

#### (LAKE MOUNTAIN)

The sealing of the section of this road between Kerami and Nicholl's Lookout, a distance of almost 2 miles, has now been completed. Reconstruction of the section from Nicholl's Lookout to Tommy's Bend has commenced, but will not be completed until after the 1971 winter. From Tommy's Bend to the Lake Mountain turn-off the road is sealed. The Lake Mountain Road is unsealed, and snow will be cleared as far as The Playground, which will be the terminating point for traffic during the snow season.

### WARBURTON-WOODS POINT ROAD

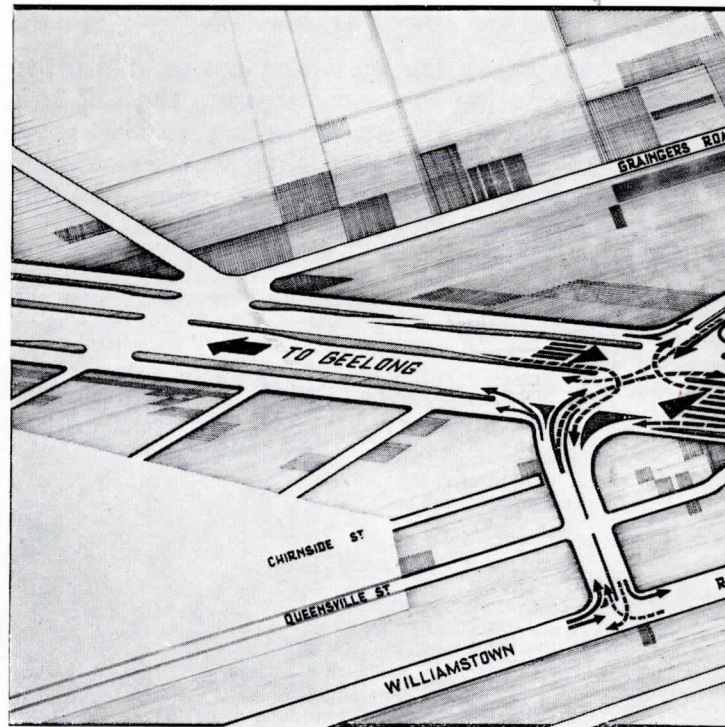
#### (MATLOCK AREA)

The widening and resurfacing of 9 miles of this road in the vicinity of Matlock has been substantially completed. A power grader will operate in this area to clear snow throughout the winter.



A picturesque section of the Mount Abrupt road.

## COMMENCEMENT OF C.R.B.



## NEW GRAMPIANS SCENIC ROAD

The Country Roads Board has completed the construction of the new Mount Abrupt Road in the Shires of Mount Rouse and Ararat, which was financed from the Roads (Special Projects) Fund.

The road runs south from the Grampians Tourists' Road near Mirranatwa Gap, on the east side of the range past Mount Abrupt and Mount Sturgeon, joining the Victoria Valley Road just north of Dunkeld—a total distance of 15.5 miles.

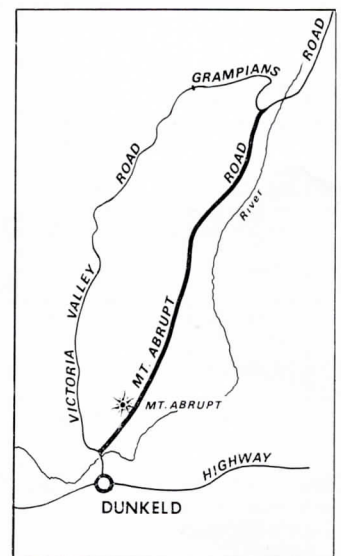
The formation width of 32 feet and the sealed pavement 20 feet wide ensure easy travelling for tourists wishing to enjoy the magnificent scenery of the area.

From the valley of the Wannon River the road rises on the lower slopes of Mount Abrupt giving excellent views of the plains to the east and south, the Serra Range, and the Mount William Range.

The road generally passes through lightly timbered heath country.

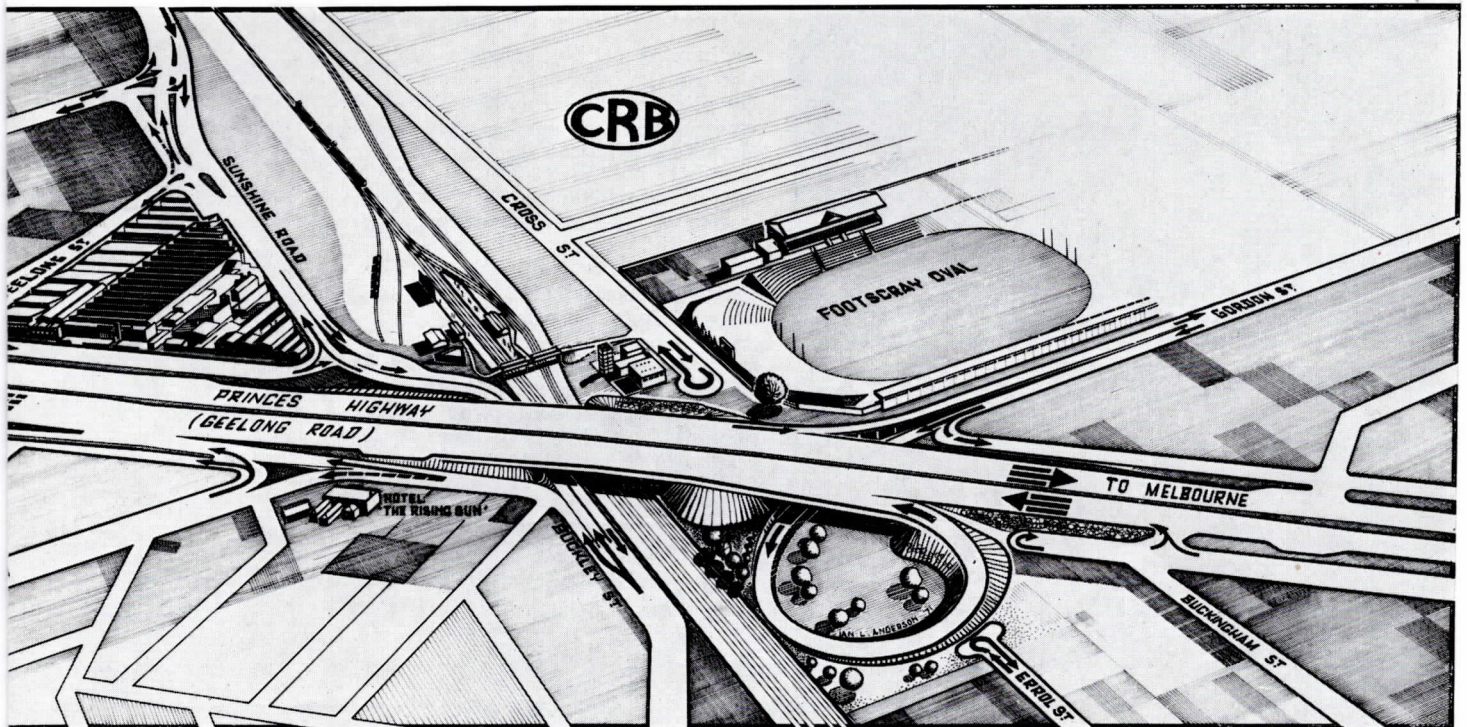
Construction of the Mount Abrupt Road was carried out at a cost of \$313,000. Contracts were let for heavy

earthmoving work and for the supply and delivery of road pavement materials.



Plan of new Mount Abrupt road.

# PROJECT TO REPLACE WEST FOOTSCRAY RAIL OVERPASS



The replacement of the old four-lane railway overpass bridge on the Princes Highway at West Footscray has recently been commenced by the C.R.B.

One lane of the old bridge has been closed so that work can proceed on the first section of the new wider structure which will eventually provide six traffic lanes each 12 feet wide. The closed portion of the old bridge on the Footscray Oval side will be dismantled and replaced by three lanes of the new bridge. Traffic will be turned on to the three lanes of the new bridge about April of next year while the remainder of the bridge is completed.

The bridge works are part of the Board's plan to improve conditions for traffic using the Princes Highway in this locality. Other improvements proposed include:

- the deviation of Williamstown Road to join the highway opposite Geelong Street, thus eliminating the present complex intersection of the highway with Williamstown Road, Sunshine Road, and Buckley Street;
- a two-way connection between Sunshine Road and Buckley Street under the highway to separate the largely heavy commercial traffic on this road from highway traffic;
- partial grade separation of the Gordon Street intersection with the highway. The heavy volume of traffic turning right from Gordon Street to the highway will pass under the highway and join the Geelong-bound traffic lanes via a loop on the eastern side of the highway.

## TRAFFIC SECTION MOVES TO NEW ADDRESS

The Board's Traffic Section is now located in office space at 9 Church Street, Hawthorn, just south of Barkers Road. Applicants seeking permits for the operation of over-dimensional vehicles should note the new address. Telephone calls will continue to be taken through the Head Office switchboard on 86 5321.

## ROADSIDE DEVELOPMENT MANUAL PUBLISHED

The Board has compiled and published a new reference manual emphasising the importance of conservation, preservation of the natural environment, and the development of roadside areas to achieve harmony between the road and the surrounding country.

The Roadside Development Manual of over one hundred pages includes chapters on tree, shrub, and grass planting, insect pests, erosion control, rehabilitation of areas used to obtain roadmaking materials, and the establishment of roadside stopping places. With the inclusion of many colour plates, diagrams, and tables the publication sets out in a readily accessible form the practices adopted by the Board as a result of

experience gained over many years.

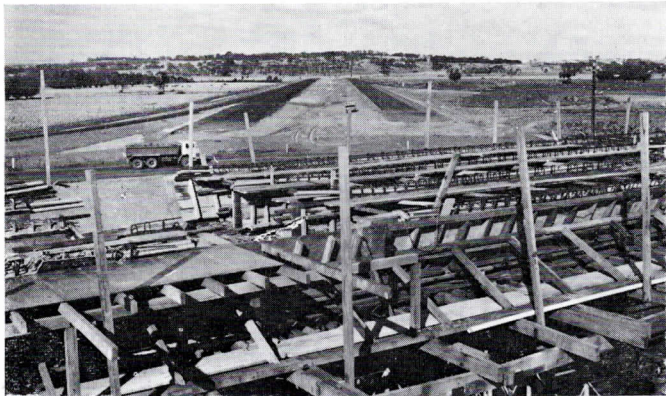
To stimulate interest in roadside landscaping the Board has distributed copies of the manual to all municipal councils, interested Government Departments and statutory authorities, and appropriate libraries throughout Victoria. Copies may be purchased at the Board's Head Office, 60 Denmark St., Kew, 3101, at a cost of \$5 per copy, including postage.

## C.R.B. SUPPLEMENTS ON VICTORIAN HIGHWAYS

The C.R.B. series of supplements on Victorian highways is continued in this issue of C.R.B. News with the second part of the history of the Hume Highway formerly called the Sydney Road.

Additional copies of this supplement or other supplements on Victorian highways already published so far, may be obtained by writing to — The Secretary, Country Roads Board, 60 Denmark Street, Kew, 3101.

# C.R.B. PROGRESS REPORT ON FREEWAYS



Bridge construction at Stud Road. The line of the Mulgrave Freeway is in the background.

## MULGRAVE FREEWAY

Two sections of the Mulgrave Freeway are in course of construction. The first section of 3.9 miles, which includes part of the Eumemerring Freeway, is from the Princes Highway at Hallam to west of Stud Road and should be completed in the second half of 1972.

The second section is from west of Stud Road to Springvale Road, a distance of 4½ miles, for which a \$7 million contract for the construction of all road and bridge work was let earlier this year. It is expected that this section of the freeway will be completed in 1974.

Detailed design and land acquisition is proceeding for a third section of the Mulgrave Freeway which will extend from Springvale Road to the vicinity of Waverley Road, Chadstone.

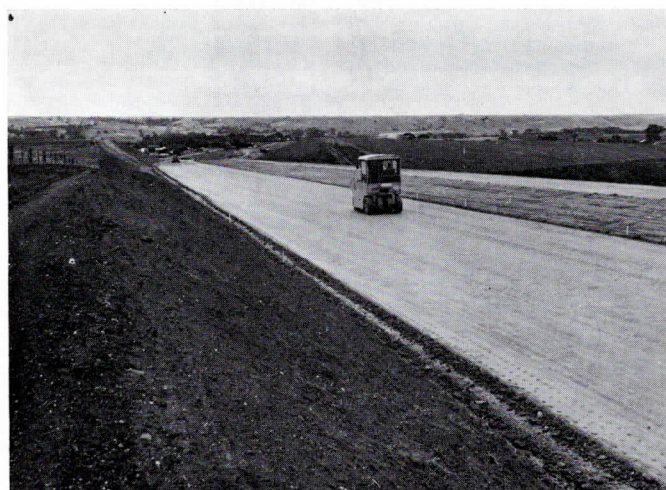
## MORNINGTON PENINSULA FREEWAY

The construction of 5 miles of four-lane freeway from the Nepean Highway, Dromana,

to Eastbourne Road near Rosebud began last year. Pavement materials for the main carriageways are now being laid on the first 1½ miles between the Nepean Highway, Dromana, and Tenent Street. Earthworks are proceeding on the adjoining 1¼-mile section to Rudduck Street. Construction work on the remainder of the freeway to Eastbourne Road has not yet been commenced but the whole project is expected to be completed in the middle of 1973.

## WESTERN FREEWAY

The Board is currently constructing two separate sections of the Western Freeway to by-pass the townships of Gordon and Bacchus Marsh. The Gordon section is 6½ miles in length north of the township, and should be completed and opened to traffic about the end of October. The Bacchus Marsh section of 5½ miles to the north of the township is expected to be completed early in 1972.

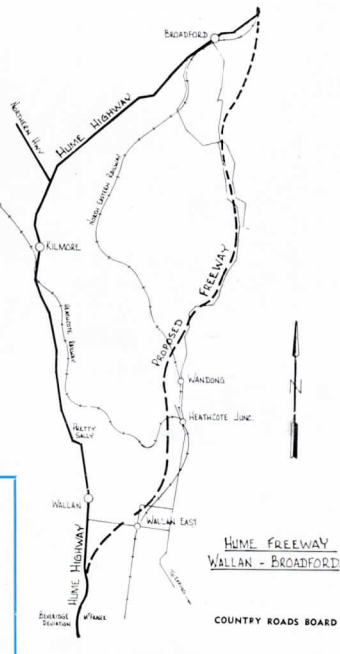


Progress on the northern carriageway of the Bacchus Marsh section of the Western Freeway.

## HUME FREEWAY

(WALLAN-BROADFORD SECTION)

Planning for the construction of the 20-mile freeway deviation of the Hume Highway between Wallan and Broadford is proceeding. Tenders have been invited for the fencing of part of the 7-mile section of the route from the Hume Highway south of Wallan to Wallan East with a view to construction commencing next summer. Survey, land acquisition and detailed design is proceeding on the remainder of the freeway route. It is expected that construction of the four-lane freeway will be completed in 1974.



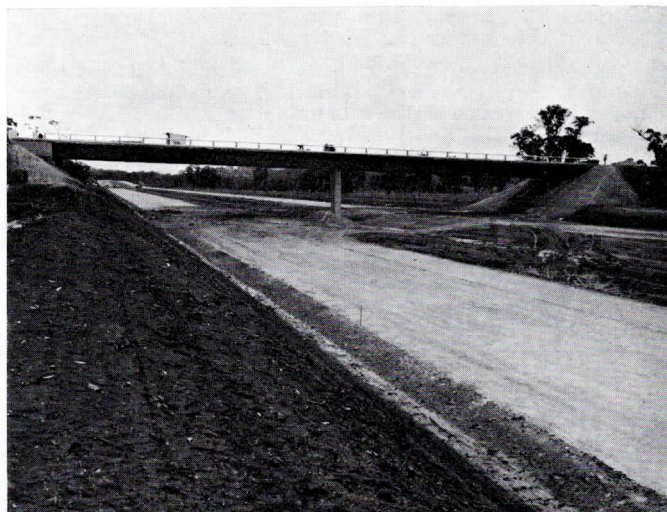
## FREEWAY F2

The Board is currently investigating the route of some 16 miles of freeway from Craigieburn south through Coburg, Brunswick and Northcote generally following the Metropolitan Planning Scheme reservation and the freeway corridor for Route F2 in the Melbourne Transportation Plan.

Preliminary layout plans for the 12-mile section from Craigieburn to Bell Street are well advanced, and will shortly be sent to the Councils concerned for their comments. There is no immediate programme for construction of this route, which will depend on funds being made available.

## FRANKSTON FREEWAY

A second carriageway on the Frankston Freeway between Wells Road and the Frankston-Cranbourne Road, a distance of 2½ miles, has been opened to traffic, but work is still proceeding on the bridge structures which will carry through traffic over the Dandenong - Frankston Road. The pedestrian overpass near Skye Road is almost completed, and work has commenced on the pedestrian overpass at Jubilee Avenue. The whole project will be finished in time for use by summer traffic.



A section of the Western Freeway north of Gordon.