CRB news

ISSUED BY THE COUNTRY ROADS BOARD, 60 DENMARK ST., KEW, VICTORIA, 3101. No. 31, NOVEMBER, 1975

Minister Opens New Freeway at Myrniong

The Myrniong Section of the Western Freeway was opened by the Hon E. R. Meagher, M.B.E., E.D., M.P., Minister of Transport, at a ceremony on Friday, 3rd October, 1975.

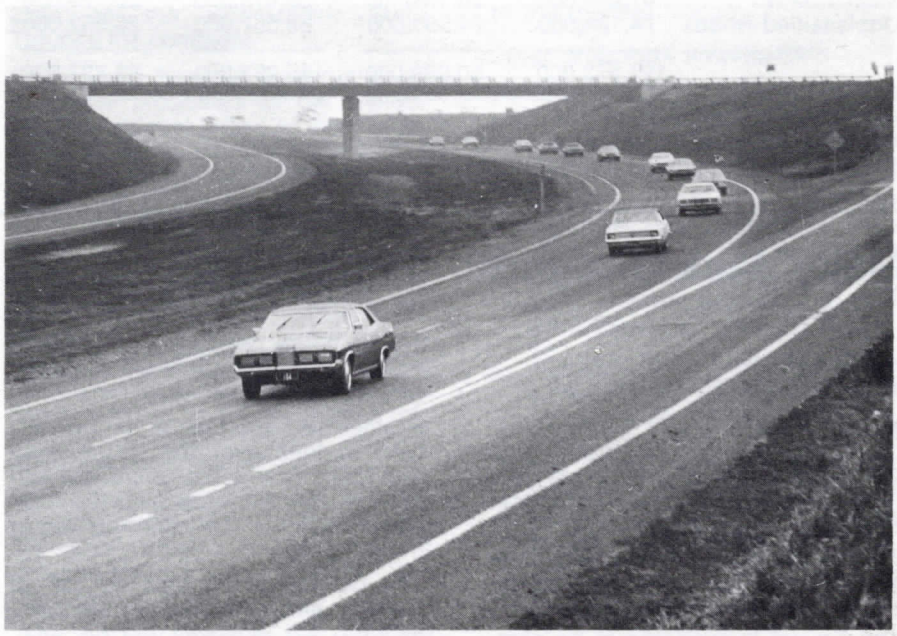
Representatives of the C.R.B., contractors, landowners, service authorities, road user organisations, and news outlets gathered at the eastern end of the new dual carriageway facility to hear Mr Meagher's address and to see him symbolically cut a blue ribbon to officially open the freeway.

The project, commenced in July 1973, involved the construction of 5.9 km of four-lane freeway, bypassing the Township of Myrniong to the south, together with interchanges at each end. The total cost of the freeway was $3.28 million, and its completion provides a new link between the existing Pentland Hills and Pykes Creek sections of the freeway. In all, more than 80 km of the 100 km between Melbourne and Ballarat has been constructed with dual carriageways.

C.R.B. Chairman, Mr R. E. V. Donaldson, welcomed the guests to the opening and thanked the individuals and organisations which had contributed to the building of the freeway.

Mr Meagher, in his address, compared the present travelling conditions between Melbourne and Ballarat with those of last century when the journey was measured in days rather than in hours. "This development of the highway network in terms of safety and utility reflects the skills of those who plan and build roads", said Mr Meagher. As he cut a ribbon stretched across the freeway carriageway, the Minister wished safe travelling to all motorists who will use the new facility. He then led a tour of inspection by car along the full length of each carriageway prior to traffic being turned onto the freeway.

Mr. Meagher cuts the ribbon to open the Myrniong section of the Western Freeway



Guests inspect the new facility

C.R.B. Allocations for Road Construction and Maintenance

Funds amounting to $90,475,000 have been allocated for road construction and maintenance in the 1975/76 financial year on the Board's State highways, freeways, tourists' roads and forest roads.

In addition the Board has allocated $53,727,000 for construction and maintenance works on main roads and unclassified roads which in general are under the care and management of municipal councils.

Although in money terms the allocations for road and bridge works in 1975/76 are approximately 8.1% higher than 1974/75 allocations, the real volume of construction and maintenance work that can be undertaken will decline due to the effects of inflation.

During the year ended 30th June, 1975, road construction prices rose by approximately 20 per cent, and there are few indications that this rate of cost escalation is declining. Maintenance prices rose during the year by approximately 16 per cent.

The relatively small increases in allocations for 1975/76 are attributable to the severe shortage of funds available to the Board when making allocations. A comparison of the level of allocations with applications for funds reveals that there has been a marked decline in the Board's capacity to keep pace with the level of work demanded. There was little scope for making allocations for extensions to the sealed length of roads.

ROADS WHICH ARE THE DIRECT RESPONSIBILITY OF THE BOARD:

	Comparable Allocations in 1974/75	Allocations 1975/76
	$	$
State Highways and Freeways	46,401,000	58,802,000
Tourists' Roads	1,030,000	1,631,000
Forest Roads	1,154,000	1,133,000
	48,585,000	61,566,000
Special Projects — subject to the approval of the Treasurer	34,178,000	28,909,000
	82,763,000	90,475,000

ROADS UNDER THE CARE AND MANAGEMENT OF MUNICIPAL COUNCILS:

	Applications 1974/75	Allocations 1974/75	Applications 1975/76	Allocations 1975/76
	$	$	$	$
Main Roads	47,849,000	26,138,000	56,416,000	26,775,000
Unclassified Roads	74,124,000	24,550,000*	89,567,000	26,952,000†
	121,973,000	50,688,000	145,983,000	53,727,000

* Subject to Council contribution of $7,607,000 in addition.
† Subject to Council contribution of $8,117,000 in addition.

Major Works Progress

HUME FREEWAY (WALLAN-BROADFORD SECTION)

Nearly 70 per cent of the new dual carriageways under construction on the 34 kilometre section of the Hume Freeway between Wallan and Broadford has been sealed.

All bridgeworks have been completed and the remaining earthworks are well advanced.

The project is expected to be completed by June 1976.

EASTERN FREEWAY (COLLINGWOOD-BULLEEN SECTION)

The second carriageway of the Burke Road overpass was opened to traffic in August 1975.

Bridgeworks are progressing on the twin bridges over the Yarra River and Merri Creek, the Boulevard and Bulleen Road bridges over the freeway, and the Chandler Highway interchange.

The placing of fill material for all freeway embankments is complete.

The project is scheduled for completion late in 1977.

MULGRAVE FREEWAY

Work is continuing on the construction of 3.4 kilometres of freeway between Springvale Road, Mulgrave and Forster Road, Mount Waverley, and on earthworks along the adjoining 1.3 kilometres section to Stanley Avenue, East Oakleigh.

A bridge carrying Stephensons Road across the freeway at Mount Waverley was opened to traffic in June 1975.

Construction is proceeding on the bridges at Ferntree Gully Road, Blackburn Road, Forster Road and Stanley Avenue.

The estimated completion date of the section is early 1977.

SOUTH GIPPSLAND FREEWAY.

Construction is well advanced on the southerly extension of the South Gippsland Freeway from the completed section of the Mulgrave Freeway, at Princes Highway East, to the South Gippsland Highway at Hampton Park.

Paving has been completed between the Princes Highway East and the railway line; earthworks are proceeding between the railway line and Hampton Park.

Bridges across the Gippsland Railway and the Hallam Main Drain are completed.

This section of freeway is expected to be opened to traffic early in 1977.

PRINCES HIGHWAY WEST, BROOKLYN

Work is progressing on widening the highway to three lanes in each direction between Kororoit Creek and McDonalds Road, Brooklyn.

MELBOURNE ROAD, SPOTSWOOD

One carriageway of a new overpass carrying Melbourne Road over the Brooklyn-Newport railway line and Blackshaws Road, Spotswood, was opened to traffic in August 1975.

The second carriageway of the overpass and associated roadworks are expected to be completed by Christmas 1975.

MAHONEYS ROAD, CAMPBELLFIELD/THOMASTOWN

The construction of dual carriageways in Mahoneys Road between the Hume Highway, Campbellfield and High Street, Thomastown, is well under way.

Two sections have been opened to traffic from the Hume Highway to Riviera Court, Fawkner, and from High Street to Long Street, Thomastown.

Work is continuing on the section from Riviera Court to Phillip Street, and the final section between Phillip Street and Long Street is expected to commence late in 1975.

PASCOE VALE ROAD, JACANA

One carriageway of a new overpass carrying Pascoe Vale Road across the standard gauge railway line at Jacana was opened to traffic in June 1975.

The second carriageway of the overpass is expected to be completed in November 1975.

PRINCES HIGHWAY EAST, SNOWY RIVER BRIDGES, ORBOST

Work is continuing to schedule on three new bridges to carry the Princes Highway over the Snowy River and its flood plains at Orbost.

Pile driving work is in progress and beams are being placed in position on the main Snowy River bridge.

The project is expected to be completed late in 1977.

C.R.B. Display at Royal Show

One of the features of the C.R.B. display at the 1975 Royal Agricultural Show was the treatment given to the outside of the stand.

A new technique was developed to provide large photographic enlargements of street maps to indicate certain of the Board's freeway developments in the metropolitan area.

The main display inside the C.R.B. building depicted the importance of roads in the day to day activities of the community — "Roads Serve Everyone" was the theme.

Carefully selected and processed colour photographs were not only pleasing to the eye, but reminded each of the thousands of visitors that roads are an essential contribution to the standard of living enjoyed by them.

The major part of the display has now been transferred to the display room of the Board's Head Office building for further public viewing.

By-Pass for Belgrave Shopping Centre

Proposals for a four lane by-pass road to be constructed north of Monbulk Road between its intersections with Wattle Avenue and the Emerald Road, have been prepared by the Country Roads Board to enable through traffic to avoid the Belgrave shopping centre.

The proposed by-pass would remove through traffic from the narrow section of Monbulk Road through the shopping centre, improving conditions for shoppers.

The shopping centre is located on the side of a steeply sloping hill.

Present congestion:

An average of more than 9,000 vehicles use Monbulk Road through the shopping centre each week day. About 5,500 vehicles are through traffic.

On weekends and holidays, up to 13,000 vehicles pass through the centre as people visit the Dandenongs, and traffic becomes extremely congested. Traffic through Belgrave is expected to increase by up to 50 per cent in the next decade.

The Country Roads Board carried out an extensive study of traffic flows and traffic needs in the area before developing several by-pass proposals.

Plans of the proposal favoured by the Board and of four other proposals considered during the investigation, have been made available to the Sherbrooke Shire Council for comment.

The public has the opportunity to view the proposals at the Dandenong Divisional Office of the C.R.B. at 360 Whitehorse Road, Nunawading (just east of Springvale Road), or at the Sherbrooke Shire Council Offices at Glenfern Road, Upwey.

Favoured route:

The C.R.B. favoured route leaves Monbulk Road near its intersection with Wattle Avenue, running east-west through a cutting before rejoining Monbulk Road at the Emerald Road intersection.

This route would enable through traffic bound for Kallista-Olinda-Monbulk, Selby-Emerald, or Narre Warren-Hallam to by-pass the shopping centre.

The bridge carrying the Emerald Road across the Puffing Billy railway line would need to be widened to allow two lanes of traffic in each direction. This could be achieved without major structural alterations to the present bridge.

Other proposals investigated:

Details of four other possible solutions investigated by the C.R.B. have also been forwarded to the Shire Council. They are:

1. A route similar to the one favoured, but slightly to the south. This route would cut through the shopping centre car park, and was estimated to cost more than the favoured route.
2. Widening Monbulk Road (Main Street). This would result in considerable disruption to the shopping centre. The cost of this route would be high because of the need to purchase commercial property to accommodate the widening.
3. Adoption of two one-way streets where westbound traffic would

(Continued, Page 6)

The Hume Highway – Continuous Improvement from Melbourne to Albury/Wodonga

SOUTH OF SEYMOUR

Twenty-four kilometres to the south of Seymour the C.R.B. has reached the final stages of construction of a 34.1 kilometre section of freeway between Wallan and Broadford.

The opening of this section to traffic by June 1976 will complete work on the construction of a continuous divided highway link between Fawkner, on the outskirts of Melbourne, and the southern approaches to Seymour, a distance of approximately 80 kilometres.

The Wallan-Broadford section is estimated to cost $33,800,000.

To cater for rapidly increasing traffic volumes the Country Roads Board has proceeded with the development of a divided highway between Melbourne and Seymour.

By 1971/72 the Hume Highway south of Seymour, with the exception of the Wallan to Broadford length had been constructed as a divided highway.

Planning of a new route to move Hume Highway traffic through Melbourne's densely populated northern suburbs, providing connection with the metropolitan arterial road system is in progress. This route commences in the vicinity of Clifton Hill and runs approximately parallel to the present Hume Highway (Sydney Road) route to rejoin the Hume Highway immediately to the north of Craigieburn.

SEYMOUR-AVENEL

Preliminary plans have been prepared for an important major project in the C.R.B's long term construction programme to improve the Hume Highway to freeway standard between Melbourne and Albury/Wodonga.

The Seymour-Avenel by-pass scheme involves the construction of 26.7 kilometres of four-lane freeway from the south of Seymour to the north of Avenel. The section is estimated to cost $27,500,000 at 1974-75 prices.

The by-pass will remove through traffic from Seymour and Avenel, and provide a high standard connection with the Goulburn Valley Highway to Shepparton.

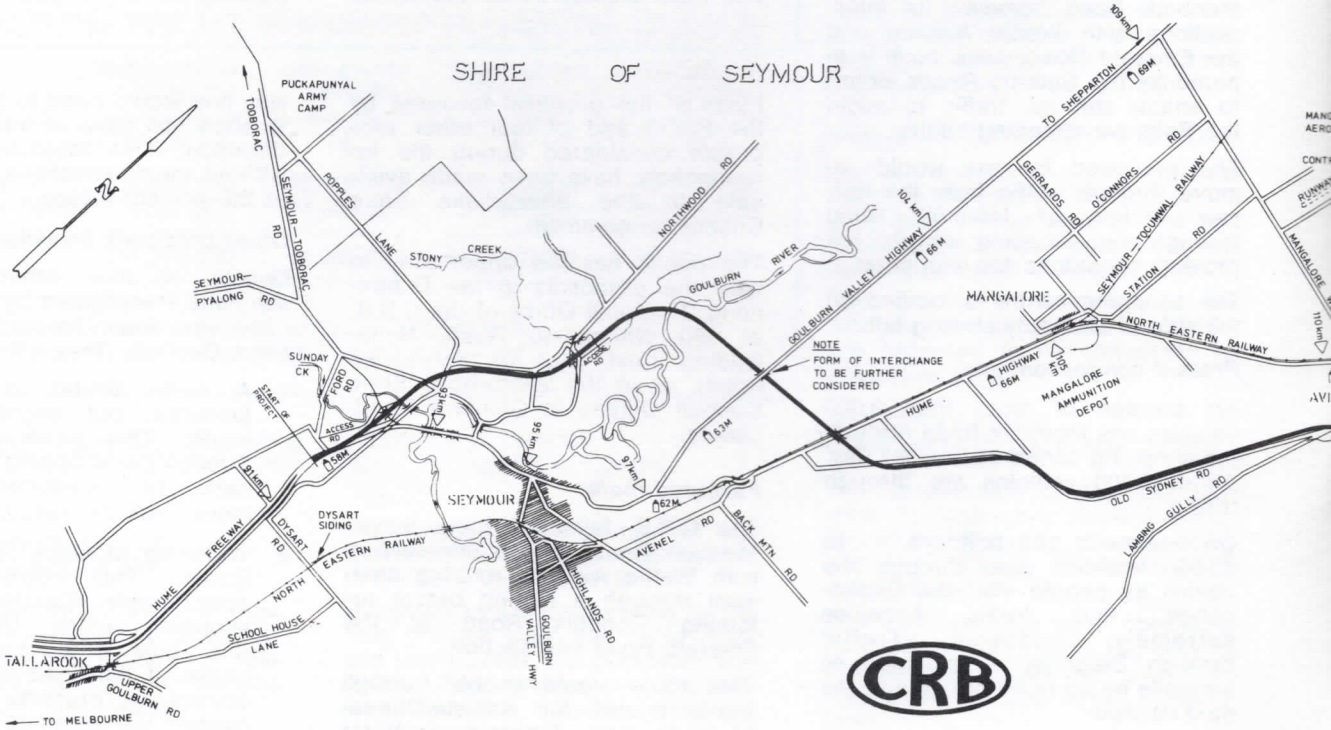
The proposed route for the by-pass of Seymour and Avenel passes to the west of Seymour, and then swings east across the Goulburn River. The route then crosses the Goulburn Valley Highway, the existing Hume Highway and passes to the south of Avenel.

NORTH OF SEYMOUR

North of Seymour, the Hume Highway continues as the major route between Melbourne and the Albury-Wodonga area, and northerly to Sydney.

Further, the highway serves large communities that have developed as local rural centres in north-eastern Victoria.

Proposals under preparation by the C.R.B. are initially intended to provide a divided four-lane highway between Seymour and Albury-Wodonga; thus completing the divided highway link to the area from Melbourne.



HUME FREEWAY
SEYMOUR - AVENEL SECTION

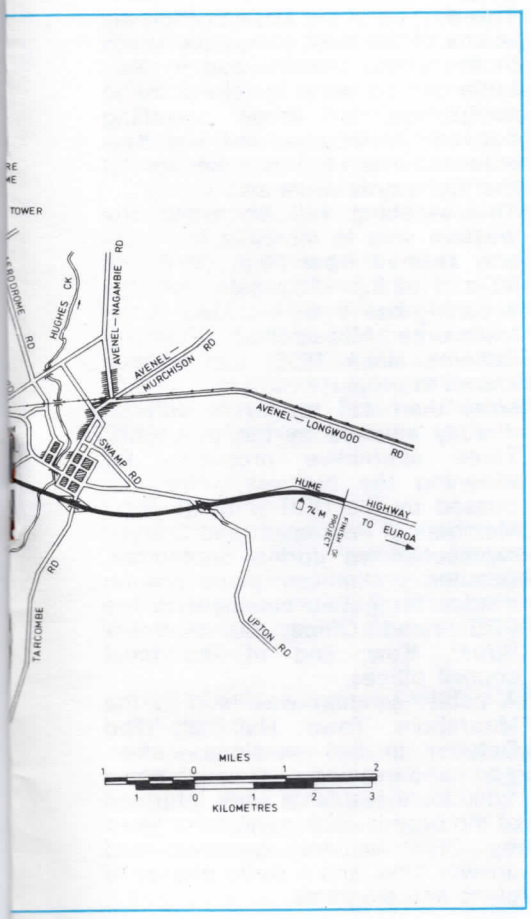
At locations where completely new road alignments are under consideration, such as to by-pass a town, the route will be constructed as a freeway.

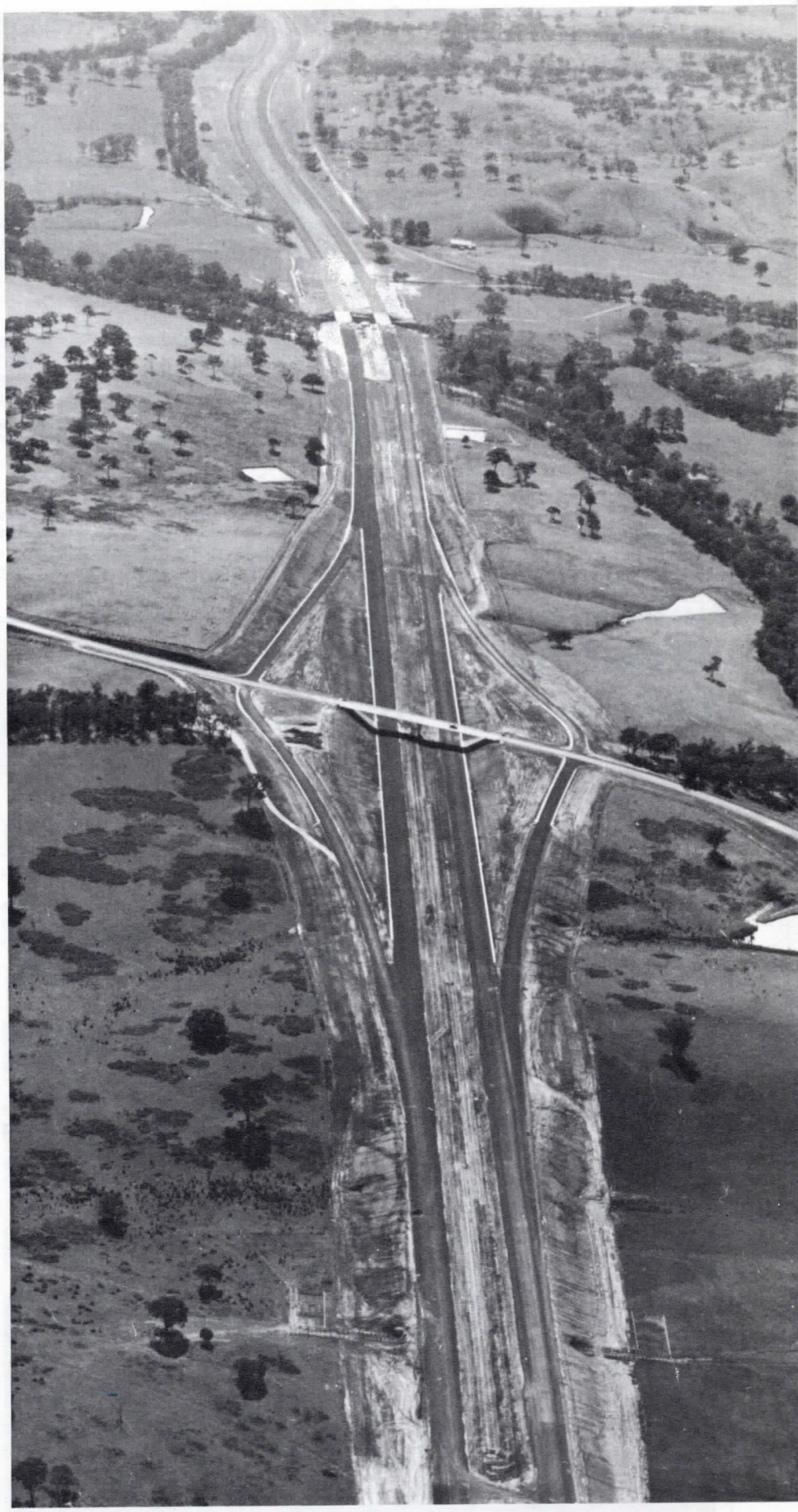
In other sections, the present two-lane highway will be duplicated by constructing a new carriageway. Proposed freeway sections north of Seymour are:—

- Seymour-Avenel By-pass
- Euroa By-pass
- Violet Town By-pass
- Benalla-Wangaratta By-pass.

Freeway proposals in the vicinity of Albury-Wodonga are also under investigation. Solutions being considered are the design of a freeway by-pass, or a freeway passing through Albury-Wodonga crossing the Murray River near the Lincoln Causeway.

As traffic demands warrant, the road capacity can be increased from four to six lanes for traffic. This future increase in lane capacity is being provided in designs now under preparation.





The Glenelgin Interchange provides access to the Hume Freeway currently being constructed by the Country Roads Board between Wallan and Broadford

By-pass for Belgrave (Cont. from page 3)

use Monbulk Road (Main Street), and eastbound traffic would use a new one-way road constructed generally along the line of the route favoured by the Board.

4. Adoption of two one-way streets using Monbulk Road for westbound traffic, and an improved and reconstructed Wattle Road for eastbound traffic.

A major disadvantage of the one-way route solutions is that only half of the through traffic would be diverted from the shopping centre.
Proposals to locate a by-pass route south of the shopping centre were considered but rejected as routes in this area offered a by-pass to only a small component of the through traffic, namely that destined for the Selby-Emerald and Narre Warren-Hallam areas.
A "no build" alternative was also considered involving only minor alterations to the existing conditions and the use of traffic management techniques. With this proposal and the expected increase in traffic volumes severe congestion would result in the main street leading to a restriction of the redevelopment and growth of the shopping centre.

Improvements to Maroondah Highway – Springvale Road Intersection

Alterations to the Maroondah Highway — Springvale Road intersection at Nunawading to improve traffic flow and safety have now been completed by the C.R.B.
Left hand turns from Maroondah Highway into Springvale Road north and south are now only possible from the side service roads.
The median in the centre of Maroondah Highway has been relocated on both sides of Springvale Road to improve the lanes for right turning traffic. The signals have been altered to incorporate right turn phases.
There are three lanes available for through traffic going both towards Melbourne and towards Ringwood.

An additional lane has been provided in Springvale Road immediately south of the Highway for traffic turning right into Maroondah Highway and a separate lane has been provided for left turning traffic.

The Maroondah Highway — Springvale Road intersection is one of the busiest in the eastern suburbs, with more than 55,000 vehicles passing through the intersection between 7 a.m. and 7 p.m. each week day.
The alterations to both roads, and the changes in phases of the traffic control lights, will reduce the likelihood of collisions by guiding traffic more safely through the intersection.

The total cost of the improvements to the intersection was $145,000.

Widening of Nepean Highway

Cochrane Street, Elsternwick to South Road, Moorabbin

Traffic congestion : Nepean Highway/South Road intersection

Proposals to widen the Nepean Highway, between Cochrane Street, Elsternwick and South Road, Moorabbin, a distance of six kilometres have been prepared by the CRB.
This section of the Nepean Highway is one of the most congested roads in the urban arterial road system. Little can be done to relieve traffic congestion for those travelling between Melbourne and the bayside suburbs until this section of the highway is widened.
The widening will be along the western side to increase the highway reserve from 20 m (66 ft.) to 60 m (192 ft.). Provision for the widening has been included in the Melbourne Metropolitan Planning Scheme since 1959, and is well known to property owners.
More than 420 properties will be directly affected by the proposals. Three alternative proposals for widening the highway were discussed by the CRB with the local Members of Parliament and Council representatives during September. Detailed preliminary plans are on display for public comment at the CRB Head Office, 60 Denmark Street, Kew, and at the local council offices.
A public seminar was held in the Moorabbin Town Hall on 2nd October in two sessions — afternoon and evening — at which some 1,000 local residents were informed of the proposals through talks given by CRB officers, question and answer time, and a static display of plans and diagrams.

Present Situation:

The St. Kilda Road — Brighton Road — Nepean Highway arterial route is the major link between the central Melbourne area and the bayside suburbs/Mornington Peninsula. It caters for work, business and pleasure travel.

The present traffic capacity of the four-lane undivided carriageway catering for two way traffic on the Elsternwick - Moorabbin section severely limits the value of the route as a whole, and produces many undesirable side effects.

For example, car and truck traffic filters through local suburban streets in the Brighton-Elsternwick area in an attempt to avoid the congested section.

The only direct alternative route, along St. Kilda Street — The Esplanade — Beach Road, is heavily trafficked, especially during peak periods and on summer weekends.

At present an average of 27,300 vehicles use the Elsternwick-Moorabbin section of the highway between 7 a.m. and 7 p.m. each weekday. During the same period Beach Road carries in excess of 15,500 vehicles.

Severe congestion occurs in the Elsternwick-Moorabbin section of Nepean Highway during peak hours, when traffic volume reaches more than 2,000 vehicles an hour in the peak flow direction. The rapid residential and industrial development in the Frankston-Mornington Peninsula region will result in further increase in traffic volumes in this corridor.

In recent years, sections of Nepean Highway south of Moorabbin have been improved, and work is nearing completion on widening the section between Centre Dandenong Road, Cheltenham and Lower Dandenong Road, Mentone. When this section is completed, the highway will be of six lane capacity from Moorabbin to Mordialloc.

Work on widening St. Kilda Road (formerly High Street) from St. Kilda Junction to Carlisle Street has been recently completed at a cost of more than $11,000,000 and eliminates one of the major bottlenecks on the St. Kilda Road — Brighton Road — Nepean Highway route.

CRB Proposals:

The three proposals for widening Nepean Highway between Elsternwick and Moorabbin have been developed by the CRB after extensive investigations over the past three years.

PROPOSAL No. 1 — FAVOURED BY CRB

Proposal No. 1 favoured by the CRB envisages widening the highway to allow four lanes of traffic in each direction, with a service road where needed along the eastern side.

This proposal would give an estimated one-way capacity of 4,800 vehicles an hour by flaring the highway at major intersections (Gardenvale Road, Hampton Street, North Road, Centre Road, Marriage Road, Cummins Road and South Road) to five lanes and linking traffic signals in the direction of peak traffic flow.

The proposal is estimated to cost $24,200,000 at 1974/75 costs, including the cost of acquiring land. A total of 422 properties would be directly affected.

PROPOSAL No. 2

Proposal No. 2 developed by the CRB envisages widening the highway to allow four lanes of traffic in each direction with a wide median between the carriageways. There would be no service road along the eastern side of the road reserve in this proposal.

Parking would be allowed on the four-lane carriageways during off-peak periods.

The wide median could be used in the future for the construction of additional traffic lanes to increase capacity. Intersection treatment would be similar to that for the favoured proposal, giving an estimated one-way capacity of 4,600 vehicles an hour.

The proposal is estimated to cost $24,000,000 at 1974/75 costs. A total of 444 properties would be directly affected.

PROPOSAL No. 3

Proposal No. 3 envisages widening to provide one-way three-lane carriageways on the outer boundaries of the road reserve, with a four-lane divided roadway between these two outer carriageways for through traffic.

The outer carriageways would be at existing surface levels and could be used by both local and through traffic. The four central lanes would be grade separated at intersections to allow unimpeded flow of through traffic.

Some sections of the central lanes would be below the present ground level, with overpasses at intersections such as Hampton Street, Hawthorn Road, Centre Road, Marriage Road and Cummins Road. The central lanes would be carried over North Road.

Controlled access to and exit from the central lanes would be available at specified points along the section.

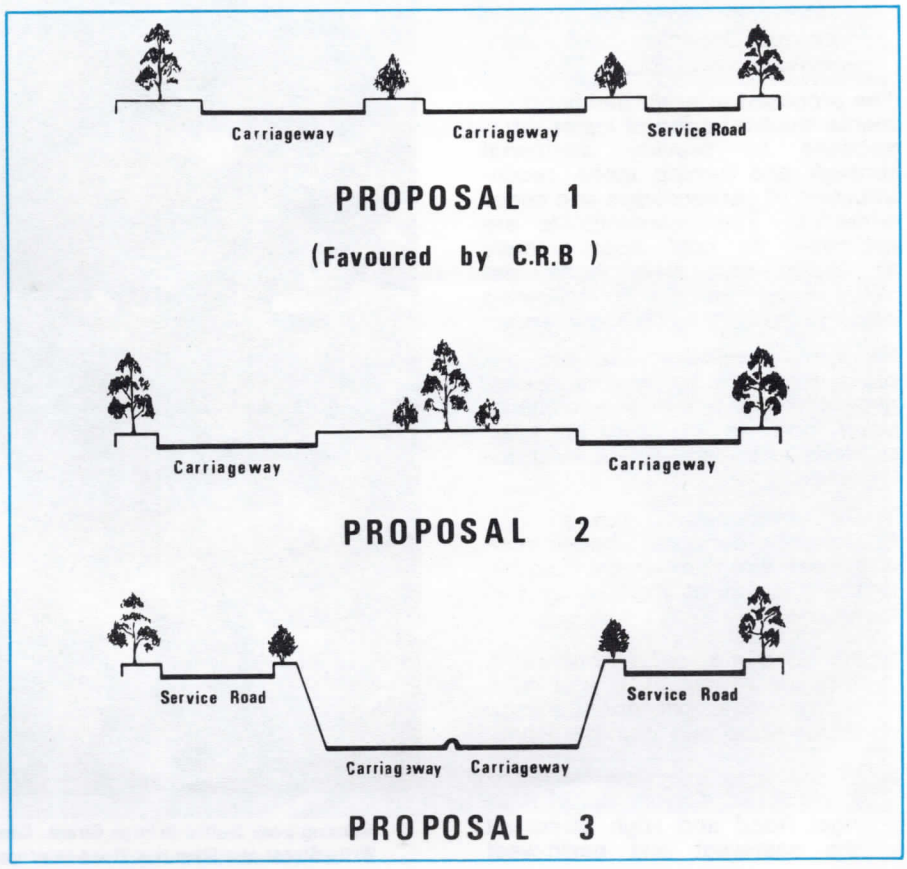
One-way capacity of this proposal is estimated at 7,600 vehicles an hour (3,600 on the outer carriageways and 4,000 on the central lanes).

The proposal is estimated to cost $43,300,000 at 1974/75 costs; although much costlier than the other proposals it would have a greater capacity to cope with future traffic growth.

A total of 444 properties would be directly affected.

Proposal No. 3 could be developed in two stages — the first stage being similar to the second alternative which has four lanes each way divided by a wide median.

One lane would be lost from each carriageway when the four central through lanes were built. Built in two stages, total cost is estimated to be $48,500,000 at 1974/75 costs.



Mulgrave Freeway Improvements to Western Approaches

Officers of the Councils of the Cities of Camberwell, Waverley, Oakleigh, Malvern and Hawthorn in consultation with officers of the Country Roads Board have developed a series of proposals to improve arterial routes on the western approaches to the Mulgrave Freeway. The proposals are designed to improve traffic flow through the area as the freeway is progressively extended to Warrigal Road, Chadstone.

The proposals cover three phases:

- Immediate improvements to certain existing arterial roads to cater for traffic when the freeway extension to Forster Road, Mount Waverley, from the present terminal at Springvale Road, Mulgrave, is completed in 1977.
- Further improvements to existing arterial roads to cater for changed traffic flow patterns when the freeway is extended to Warrigal Road.
- Investigation into the need for a possible arterial road connection of high capacity between the Mulgrave Freeway terminal at Warrigal Road and the South Eastern Freeway terminal at Tooronga.

  The Board has sought the Government's approval to investigate a route generally along the line of the Melbourne Metropolitan Planning Scheme main road reservation.

The proposed arterial road improvements involve flaring of major intersections to provide additional through and turning lanes, reconstruction of carriageways and minor widening. The improvements are estimated to cost approximately $7,000,000 and have been developed by the C.R.B. following detailed traffic studies in the area.

Property acquisition for the improvements will be minimal, being generally confined to acquisition of small portions of land at intersections to provide space for turning lanes.

Traffic movements through the Malvern corridor area, whether in an east-west direction or north-south, is complicated at present by two factors:—

1. no adequate major north-south through routes in a four kilometre wide corridor between Burke Road and Warrigal Road;
2. in the area bounded by Glenferrie Road, Toorak Road, Warrigal Road and High Street all the east-west and north-west routes cross the Glen Waverley railway line at level crossings at Glenferrie Road, Toorak Road, Tooronga Road, Burke Road and High Street.

Since January of this year, the frequency of trains on the Glen Waverley railway line has been increased, resulting in increased traffic congestion on roads through and adjacent to the five railway level crossings. Total closure times of 20 minutes in an hour during peak periods have resulted in vehicle queues of up to 800 metres.

The C.R.B. recently met with representatives of the Councils concerned and local Members of the State Parliament to discuss the proposals.

Details of the proposals have also been forwarded officially to the councils affected for comment, and are available for inspection at council offices, and at the Head Office of the C.R.B. at 60 Denmark Street, Kew.

Morning peak traffic in High Street, Glen Iris. Widening of this road between Wills Street and Glen Iris Road is proposed to accommodate additional traffic