RECENT OPENINGS ON THE HUME

<table>
<thead>
<tr>
<th>Project</th>
<th>Opening Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnawartha to Wodonga</td>
<td>16 July 1987</td>
</tr>
<tr>
<td>Chiltern to Barnawartha</td>
<td>15 September 1988</td>
</tr>
<tr>
<td>Creightons Creek to Euroa</td>
<td>2 December 1988</td>
</tr>
<tr>
<td>Glenrowan Bypass</td>
<td>20 December 1988</td>
</tr>
</tbody>
</table>

CURRENT WORK PROGRAM

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Cost</th>
<th>Expected Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Euroa to Balmattum</td>
<td>$16 million</td>
<td>July 1990</td>
</tr>
<tr>
<td>Euroa Bypass</td>
<td>$30 million</td>
<td>February 1992</td>
</tr>
<tr>
<td>Wangaratta Bypass</td>
<td>$75 million</td>
<td>Early 1995</td>
</tr>
<tr>
<td>Springhurst to Chiltern</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Part 1</td>
<td>7 million</td>
<td>February 1990</td>
</tr>
<tr>
<td>- Part 2</td>
<td>$6 million</td>
<td>February 1991</td>
</tr>
<tr>
<td>Barnawartha Bypass</td>
<td>$8 million</td>
<td>April 1990</td>
</tr>
</tbody>
</table>

ROADS CORPORATION

JULY, 1989

Released through the Corporate Affairs Section of the Roads Corporation, 60 Denmark Street, Kew, Victoria, 3101.
The Hume: Bowser to Springhurst

The 12km project extends from Bell's Lane, Bowser, to Cemetery Road, south of Springhurst, and forms part of the progressive duplication of the Hume Highway between Melbourne and Wodonga.

Work on the project began in February 1987 and involved duplicating the existing highway, constructing 7.5km of frontage roads, and constructing other local access roads.

Major features

* **Bowser Straight**
   One of the longest straights of the Hume Highway between Melbourne and the border is the notorious "Bowser Straight". This section of the highway has a history of flooding problems, and considerable attention was directed into upgrading the drainage across the road and incorporating a flood retarding basin into the design.

* **Truck Stop**
   Truckies are catered for on this new section of highway with a new truck parking bay for Wodonga-bound traffic at Bentons Hill. For traffic heading in the opposite direction, the existing parking bay at the same location will be upgraded and combined with a weighbridge.

   Roadside rest areas and parking bays play an important role in improving motoring conditions by providing motorists with the chance of taking a brake from long distance driving.

* **Access roads**
   Benton Road was built to enable restoration of access to abutting properties along the freeway route. Local roads west of the railway lines have also been upgraded to restore access lost due to the closure of several minor roads.

* **Local access to freeway**
   Local access from the freeway is available via intersections at the Carraraarmenguin Estate Road/Summers Road and at Cemetery Road/McMahons Road at the northern end of the project.

* **Noise**
   Environmental impacts of noise resulting from the changed conditions are expected to be minimal.

* **Landscaping**
   About 20,000 trees and shrubs will be planted throughout the project to provide a pleasing visual impact and complement the existing vegetation.

The Environment

Cost

The project cost is $13 million at 1989 prices

How you will benefit from the project

* Accident reductions associated with the highway duplication are estimated to result in a cost savings of between $300,000 and $400,000 a year
* The highway duplication will improve traffic flow on what is probably Australia's most important National Highway
* New truck parking facilities will help combat driver fatigue
* Drainage conditions have been improved

Project staff

Management of this project has been carried out by staff from the Road Corporation's regional office at Benalla, with field supervisory and laboratory staff located at the project office.

Major contractors

Betta Roads (Vic) Pty Ltd
EE, GE & LE Jones
Lindsay Earthmoving
North East Earthmovers Pty Ltd
Beaumont Stabilising Pty Ltd
Readymix Group Pty Ltd
Roads Corporation