



COMMISSIONER FOR MAIN ROADS
NEW SOUTH WALES

ANNUAL REPORT 1973-74



Department of Main Roads, New South Wales



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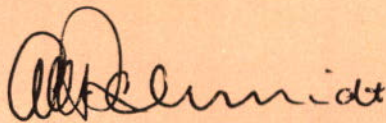
SYDNEY, NEW SOUTH WALES
NOVEMBER 1974

THE HONOURABLE,
THE DEPUTY PREMIER AND
MINISTER FOR HIGHWAYS,
SYDNEY.

Section 6 of the Main Roads Act, 1924, requires that the Commissioner for Main Roads shall present an annual report and statement of accounts to Parliament through the Minister.

I now have pleasure in submitting through you the Forty-Ninth Annual Report, including statement of accounts.

The report covers the period from 1st July, 1973 to 30th June, 1974, though a few matters referred to are carried beyond the latter date for convenience and completeness of record.



A. F. SCHMIDT
COMMISSIONER FOR MAIN ROADS

COMMISSIONER FOR MAIN ROADS

R. J. S. Thomas

ASSISTANT COMMISSIONER FOR MAIN ROADS

A. F. Schmidt

BRANCH HEADS

ENGINEER-IN-CHIEF

R. E. Johnston

SECRETARY

C. A. Gittoes

FINANCIAL ADVISOR

R. G. Barton

CHIEF ACCOUNTANT

E. L. Marlin

CHIEF LEGAL OFFICER

G. C. Sheldon

Senior Officers are listed
on page 40

Front cover—
Western Freeway between Wallgrove Road and
Prospect.

Back cover—
A section of the deviation constructed in associa-
tion with the new bridge at Telegraph Point.

GENERAL REVIEW

- Continuing improvements to the Main Roads System during the 1973-74 year covered by this report have been difficult to achieve.

Cost escalations of the order of 18% outstripped the approximate 10% total increase in revenue made available from State and Commonwealth sources.

There were extensive periods of wet weather during the latter part of 1973 and the early months of 1974 and these, coupled with the reflected effects on roadwork of general industrial unrest resulted in a slowing down of major construction works.

Major roadworks, because of their size and importance come under notice. However, it must be recognised that there are a multitude of smaller works which are noticed only because of their inconvenience to traffic, while they are in progress and which in the aggregate make for a better road system on which motorists may move safely about the State. A small length of passing lane on a hill, an improvement to a curve, reconstruction of a short length of failed pavement, a widened bridge or culvert, improved shoulders, these are the routine tasks without the glamour of a major construction work but each has the effect of providing a betterment for the motorists.

The establishment of a comprehensive system of main roads within the State of New South Wales has taken many years of planning and implementation. The system is everchanging to satisfy the planning and development of growth centres, to accommodate the spectacular increase in the number of motor vehicles, to provide the specialised road requirements in the densely populated urban areas of Sydney, Newcastle and Wollongong and to meet the need for good road communications between these cities.

- As well as works of major construction throughout the State, considerable progress has been made in freeway construction this year with the opening to traffic of about 18 km of newly constructed freeway on the Sydney-Newcastle, Western, South Western and Southern Freeways.

An extension of the Warringah Freeway between Miller Street, Cammeray and Willoughby Road, Naremburn was commenced during the year.

On the North Western Freeway, work continued on the section between Druitt Street, City and Bridge Road, Glebe. Currently work is progressing on the construction of the viaduct over Darling Harbour Railway Goods Yard.

Construction of the Western Freeway is continuing between Wentworth Road, Homebush and Wentworth Street, Clyde to provide a through route for traffic to by-pass the highly industrialised areas of Flemington, Lidcombe, Auburn and Clyde.

On the South Western Freeway work is continuing with construction of a section to the Campbelltown-Narellan Road and at the extreme southerly end of this, freeway work is in progress between Aylmerton and Yerrinbool. Tenders have been called for a further section to be constructed between Yerrinbool and Yanderra.

The construction of the South Western Freeway furthers the aim of the Department to provide an improved route between Sydney and Melbourne and to Canberra.

Construction of the Southern Freeway was continued between Waterfall and Bulli Pass and south of Wollongong.

- In the County of Cumberland forty Municipal and Shire Councils are responsible for preparing the detailed local planning scheme to amplify and supersede the County of Cumberland Planning Scheme gazetted in 1951. Thirty-four of these local schemes have been gazetted and the remaining six Councils have planning proposals in advanced stages of preparation or consideration.

Road requirements are an essential factor in town planning schemes and co-operation between the Department of Main Roads and Councils is of paramount importance in protecting arteries of access from adverse development.

- Roads are designed to satisfy a total community need and delays created by the attitude to roads adopted by some individuals and minority groups of individuals caused a great deal of concern during the year.

A commencement is not made on the relocation and construction of a road until the views of the Council or Councils of the area through which the road passes have been considered.

The Council, the body representing the people of the area, considers proposals in the light of advice provided by experienced officers employed by the Council.

Delays occasioned by people who are not prepared to accept decisions made by their democratically elected representatives increase costs enormously, create undue inconvenience to the public who pay in the long run and help to continue traffic hazards leading to an unnecessary increase in the number of accidents, some fatal.

- The year just concluded was a good one despite the difficulties and what has been set in train for continuation in the next and succeeding years will provide many benefits to the State as a whole.

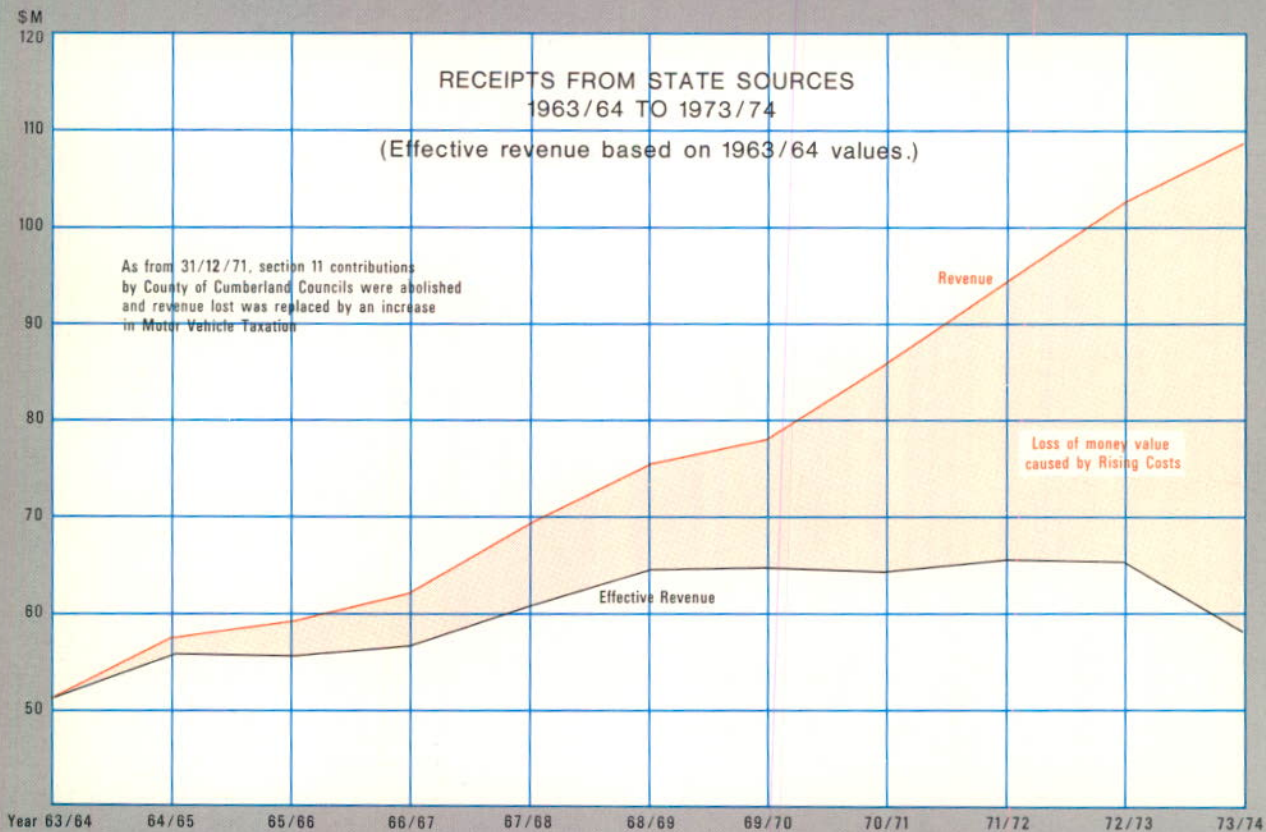
(Right) A disastrous flood situation early in 1974 caused great damage to many highways. On the Castlereagh Highway, 22 km (35 miles) north of Walgett, the pavement was completely washed away and preparation for temporary Bailey bridging can be seen in the background.



FINANCE

Receipts and Payments from State sources increased in 1973-74 although the actual value of the finance was seriously eroded by the accelerated rate of inflation for the 1973-74 financial year.

The following graph shows the receipts each year from 1963-64 to 1973-74 both in actual receipts and in terms of 1963-64 money values. It illustrates the effect that inflationary trends have had on road finance over the ten year period ended 30th June, 1974.



RECEIPTS

The amount received from State sources, viz. Motor Vehicle Taxation, Road Maintenance Charges and miscellaneous items was \$101,522,908.

Receipts from Motor Vehicle Taxation amounted to \$79,599,223 whilst charges for heavy commercial vehicles under the Road Maintenance (Contribution) Act, 1958 yielded \$19,694,834. The combined receipts from these two State sources of revenue totalled \$99,294,057 which was \$6,563,522 or 7% more than in the previous year.

The grant received under the Commonwealth Aid Roads Act, 1969, was \$77,778,240. This is \$11,704,608 more than the grant received in 1972-73 and represented about 61% of the total expenditure on construction and reconstruction of roads and bridges, including planning and research (\$126,765,821). In addition, funds totalling \$8,625,091 were provided for special works or for works that could not normally be undertaken from ordinary revenue. This amount includes special

grants by the Commonwealth and State Governments totalling \$2,118,531 to finance works for the relief of unemployment, the restoration of flood damage, and traffic engineering and road safety improvement. The total received for 1973-74 was thus \$187,926,239. \$5,000,000 was borrowed under Section 42A of the Main Roads Act during 1973-74 and was used to meet the costs of construction on the Waterfall-Bulli Pass section of the Southern Freeway.

PAYMENTS

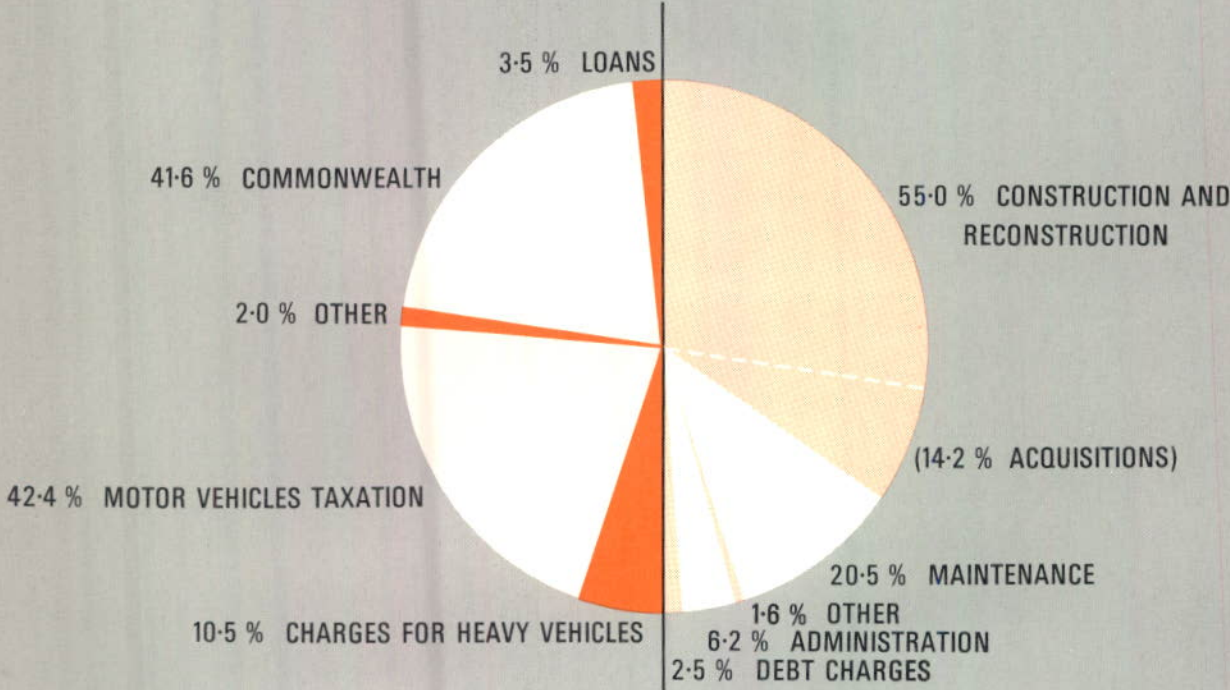
Total payments from the County of Cumberland, Country and Commonwealth Aid Roads Funds amounted to \$180,659,102 or \$21,609,709 greater than for the previous year. Maintenance and minor improvements of roads and bridges cost \$34,748,968 out of normal revenues or 19% of the total expenditure.

In addition, \$583,736 was expended from funds provided by the Commonwealth to alleviate unemployment

FUNDS 1973-74

SOURCE

APPLICATION



and for traffic engineering and road safety improvement. \$1,763,522 was also expended on the restoration of flood damage.

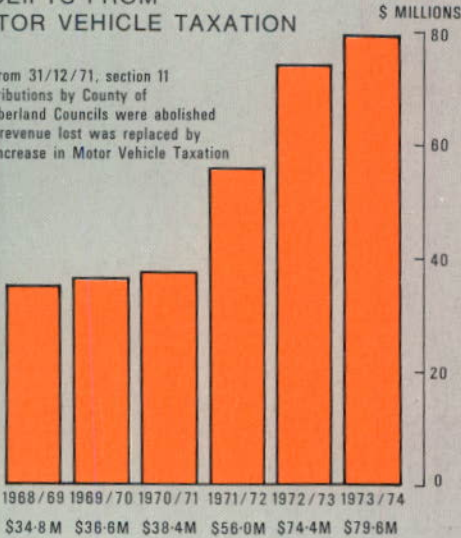
Construction, reconstruction and the acquisition of property for roadworks accounted for the major portion of the expenditure. The amount expended on these works was \$124,997,111 or 69% of the total expenditure compared with \$113,987,425 in 1972-73.

Loan charges, administrative expenses and other costs amounted to \$18,565,765.

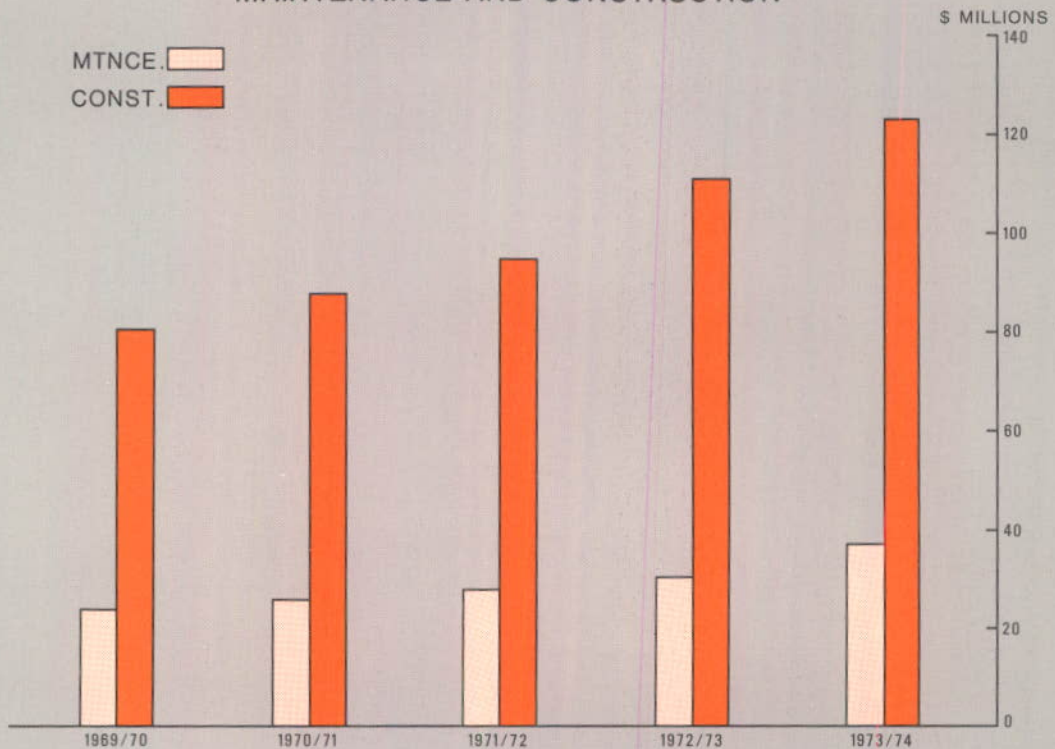
Costs of construction and maintenance of Secondary Roads in the County of Cumberland and Tourist Roads throughout the State are shared between the Department and Councils. The portion of these costs which is borne by the Councils is not included in the amounts stated above. Funds are provided to Councils under Schedule 4 of the Commonwealth Aid Roads Act 1969 to cover the full cost of construction works on Developmental Roads.

RECEIPTS FROM MOTOR VEHICLE TAXATION

As from 31/12/71, section 11 contributions by County of Cumberland Councils were abolished and revenue lost was replaced by an increase in Motor Vehicle Taxation



MAINTENANCE AND CONSTRUCTION



NEW COMMONWEALTH ROAD GRANTS LEGISLATION

The Commonwealth Aid Roads Act, 1969, which expired on 30th June, 1974, provided for financial assistance to the States for roads for the preceding five years.

The total amount paid by the Commonwealth to the States during this period was \$1,200 million of which New South Wales' share was \$380.4 million.

New legislation to provide for the allocation of Commonwealth funds to the States for roads, totalling \$1,126 million over a three year period, with provision

for review after 1½ years, has been proposed by the Commonwealth Government following the submission by the Commonwealth Bureau of Roads of its "Report on Roads in Australia 1973".

The proposed new legislation is expected to comprise three separate Acts, viz:

- National Highways Act
- Road Grants Act
- Transport (Planning and Research) Act

At 30th June, 1974 necessary legislation to implement the foregoing proposals had not been passed by the Commonwealth Parliament.

TOLLWORK

The Tollwork between Berowra and Calga on this Sydney-Newcastle Freeway provided uninterrupted high standard travel during the year for 6,274,000 vehicles or an average of almost 18,000 vehicles each day.

With the opening of the new bridge over the Hawkesbury River, toll collection points at Mooney Mooney and Mount White were eliminated and single toll charges based on \$0.50 for cars were introduced.

Receipts from toll collections increased over the previous year from \$2,652,560 to \$3,626,153. Payments for the year totalled \$3,475,095 compared with \$3,306,257 in 1972-73. At 30th June, 1974, the Capital Debt stood at \$32,674,801.

Because of the normal unrestricted traffic flow, special non-standard fluorescent temporary signs have been used on a trial basis to advise drivers of locations where essential maintenance works are in progress. Patrols operate on the Tollwork to assist motorists stopped by accident or mechanical difficulty.

The accident rate for the Tollwork was 0.9 accidents per million vehicle kilometres which reflects safer conditions when compared with rates of up to 3.3 accidents per million vehicle kilometres on rural state highways. The comparable safety record of the Tollwork is in fact better than that indicated as regular patrolling results in the reporting of minor accidents which would not be indicated in accident rates for other unpatrolled roads.

Maintenance and operation expenditure (excluding costs of toll collection) was \$276,000.

SYDNEY HARBOUR BRIDGE

CAPITAL INDEBTEDNESS

After taking into account sinking fund payments to the Treasury and the setting aside of revenue for repayment of private loans, the Capital Debt in respect of the Sydney Harbour Bridge and approaches (including the Cahill Expressway and Warringah Freeway) fell from \$19,254,072 at the end of the previous financial year to \$18,177,698 as at 30th June, 1974.

INCOME AND EXPENDITURE

The toll income of the Bridge amounted to \$5,119,163 which was \$120,526 more than the income from tolls in the previous year.

Expenditure was \$4,605,124 or \$342,306 in excess of expenditure in 1972-73. This increase was due mainly to rises in wages and materials resulting in increases in the cost of maintenance and toll collecting expenses, and also to the provision of a round-the-clock telephone answering service and additional towing facilities for the travelling public.

The sources of income and the main items of expenditure are illustrated in the above diagram.

TRAFFIC

The approximate number of road vehicles (including omnibuses) which crossed the Bridge during the year totalled almost 51 million, consisting of 24.5 million southbound and 26.3 million northbound vehicles. Approximately 23.7 million passengers crossed the Bridge by rail and approximately 11.2 million by omnibus.

From 19th March, 1932 (the opening date) to 30th June, 1974, 898,384,000 vehicles have crossed the bridge.

The revenue received during 1973-74 from the users of each class of transport was as follows:—

	Toll Collections \$	Percentage of Total %
Road Vehicles (excluding omnibuses)	4,833,400	94.4
Railway Passengers	259,667	5.1
Omnibus Passengers	26,096	0.5
	5,119,163	100.0

For the calendar year of 1973 the annual average daily traffic on Sydney Harbour Bridge was 139,430

vehicles which was an increase of 2.4% compared with the previous year's figures. The highest volume recorded on any one day during the year was 175,100 vehicles on 14th December, 1973.

Average peak hour volumes in the direction of major flow remained the same as in the previous year. The average peak hour volumes were 10,030 vehicles for the morning and 9,940 vehicles for the evening peak periods. The highest hourly volumes recorded in the direction of major flow were 10,740 vehicles in the morning and 10,430 vehicles in the evening peak periods.

In the direction of minor flow, the average peak hour volumes increased by 17.6% for the morning peak periods and by 28.3% for the evening periods over the corresponding volumes in the previous year. The average peak hour volumes were 3,800 vehicles in the morning and 4,220 in the evening peak periods. The highest hourly volumes recorded in the direction of minor flow were 4,730 vehicles in the morning and 5,540 vehicles in the evening peak periods.

MAINTENANCE

The fifth repainting of the Sydney Harbour Bridge was continued throughout the year.

The area of steelwork covered in a complete repainting is 485,000 sq. metres (580,000 sq. yds.) of which an area of 63,000 sq. metres (75,000 sq. yds.) was painted during the year, completing approximately 144,000 sq. metres (172,000 sq. yds.) of the fifth repainting.

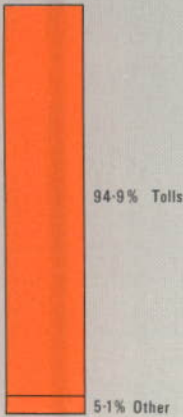
The cleaning down of the granite facing of the piers and pylons below deck level has been completed except for the north and south faces of the south pylon.

Routine inspection and maintenance of steelwork, cranes, lifts and other mechanical equipment was continued throughout the year.

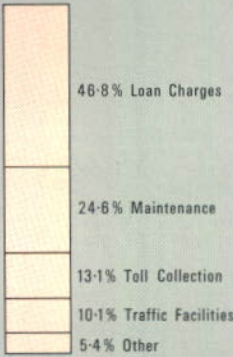
Routine inspection and maintenance of power supply, lighting, floodlighting and all electrical equipment was continued throughout the year.

In addition to the normal floodlighting, temporary floodlighting of the western face of the north and south pylons and Dawes Point Park was provided on the occasion of the Sydney Opera House opening and the associated Royal Visit.

RECEIPTS



PAYMENTS



STATEMENT OF RECEIPTS AND PAYMENTS
for the Year Ended 30th June, 1974

RECEIPTS

Motor vehicle taxation	
Charges on commercial vehicles under the Road Maintenance (Contribution) Act, 1958	
Levy upon Councils in accordance with Section 11 of the Main Roads Act, 1924	
State Government Loans—Repayable	
Loan Borrowings under Section 42A of the Main Roads Act, 1924	
Contributions by Councils towards maintenance and construction of Main and Secondary Roads	
Contributions by other departments and bodies towards maintenance and construction of Main and Secondary Roads	
Commonwealth/State Government Grant for Relief of Unemployment	
Commonwealth/State Government Grant for restoration of flood damage	
Sydney Harbour Bridge Account for freeway approaches	
Commonwealth Aid Roads Act, 1969—	
Urban Arterial Roads—Schedule 2	
Rural Arterial Roads—Schedule 3	
Other Rural Roads—Schedule 4	
Planning & Research—Schedule 5	
Commonwealth Government Grant for traffic engineering and road safety improvements	
Other	

Total Receipts

PAYMENTS

Construction and reconstruction of roads and bridges	
Construction and maintenance of unclassified roads in the unincorporated area of the Western Division	
Land acquisition	
Maintenance and minor improvements of roads and bridges	
Restoration of flood damage	
Purchase of land and buildings for works operations	
Administrative expenses	
Purchase of land and buildings for administration	
Planning and research	
State Treasury Loans—	
Sinking fund payments	
Interest, exchange, management and flotation expenses	
Loan Borrowings under Section 42A of the Main Roads Act, 1924—	
Repayment of principal	
Interest	
Other	

Transfers to reserve for loan repayments	
Net transactions of operating and suspense accounts	

Total Payments

County of Cumberland Fund	Country Fund	Commonwealth Fund	Total 1973-74	1972-73
\$	\$	\$	\$	\$
22,592,725	57,006,498		79,599,223	74,414,598
3,938,967	15,755,867		19,694,834	18,315,937
167,237	—		167,237	311,130
800,000	700,000		1,500,000	1,500,000
5,000,000	—		5,000,000	7,000,000
124,066	256,467		380,533	424,647
125,459	515,050		640,509	650,786
—	118,531		118,531	1,886,258
—	1,500,000		1,500,000	—
6,560	—		6,560	334,315
		55,120,000		46,520,000
		17,520,000		14,780,000
		3,668,240		3,493,632
		1,470,000	77,778,240	1,280,000
190,000	310,000		500,000	—
671,519	369,053		1,040,572	1,335,642
33,616,533	76,531,466	77,778,240	187,926,239	172,246,945
10,591,675	27,877,615	60,734,033	99,203,323	95,834,608
—	—	139,101	139,101	162,605
6,886,121	2,396,485	16,372,081	25,654,687	17,990,212
7,613,021	27,719,683		35,352,704	29,955,862
—	1,763,522		1,763,522	—
725,498	181,702		907,200	852,476
4,557,855	6,625,803		11,183,658	9,949,459
44,417	195,676		240,093	573,042
130,527	168,183	1,470,000	1,768,710	1,673,447
18,320	192,811		211,131	198,823
204,390	959,949		1,164,339	1,150,497
205,183	202,012		407,195	384,395
683,920	1,119,715		1,803,635	1,819,833
230,263	473,675		703,938	713,321
31,891,190	69,876,831	78,715,215	180,483,236	161,258,580
436,275	507,264	—	943,539	629,026
405,782	1,173,455 Cr.	—	767,673 Cr.	2,838,213 Cr.
32,733,247	69,210,640	78,715,215	180,659,102	159,049,393

FREEWAY CONSTRUCTION

Noticeable progress has been made in freeway construction this year with the opening to traffic of almost 18 km (11 miles) of newly constructed freeway and good progress is being made on several other freeway projects.

F1—Warringah Freeway

The extension of the Warringah Freeway between Miller Street and Willoughby Road was commenced during the year. The extension is approximately 700 metres (2,300 ft.) with further extensions in ramps at the northern end. The work will involve the construction of three bridges at Merrenburn Avenue, Brook Street and West Street.

Roadworks have been commenced by the Department's own forces.

The two span prestressed concrete box girder bridge over the freeway at Merrenburn Avenue was commenced by contract. The bridge is approximately 77 metres (252 ft) long and 13 metres (42 ft) wide and carries two traffic lanes and two footways.

The two span prestressed concrete box girder bridge over the freeway at West Street was commenced late in the financial year by contract. The bridge is 58 metres (190 ft) long and 13 metres (42 ft) wide and carries two traffic lanes and two footways.

It is expected a contract will be let for Brook Street Bridge in late 1974 and that the whole project will be completed in the first half of 1976.

F3—North Western Freeway

Work continued on the North Western Freeway between Druitt Street, City and Bridge Road, Glebe.

This was limited during the year to the construction by the Department's own forces of piling, columns and headstocks of the viaduct over Darling Harbour Railway Goods Yard.

It is expected that the substructure work will continue until early 1976. Tenders will be closing in August

1974 for the erection of the superstructure to permit an opening of the first stage of this section in 1977-78.

The whole complex will comprise 116 spans, mainly composite steel and concrete with some reinforced concrete and prestressed concrete. The main structure will be 805 metres (2,645 ft) long and will provide up to eleven traffic lanes with four freeway lanes at the western end. The first stage of construction will provide six traffic lanes.

F4—Western Freeway

The extension of the Western Freeway from Wallgrove Road to the Great Western Highway at Prospect was completed during the year. The section now open to traffic runs from Prospect to the Nepean River at Regentville, a total length of 22 km (14 miles).

Construction on this freeway is continuing between Wentworth Road, Homebush and Wentworth Street, Clyde.

F5—South Western Freeway

On 26th October, 1973 construction was completed on the first 12.6 km (7.5 mile) long section of the South Western Freeway between the Hume Highway at Prestons near Liverpool and Main Road No. 177 at Minto.

Work is continuing to extend the Freeway southward to the Campbelltown-Narellan Road (Main Road No. 178) near Campbelltown. This work is now nearing completion.

Plans are now available for section three of the work which extends the construction to Menangle. Work on this stage will commence in the immediate future.

Construction commenced, partly by contract and partly with the Department's own forces, of the section of South Western Freeway from Yerrinbool to Aylmerton, just north of Mittagong.

Tenders have been called for the construction of the adjoining section between Yanderra and Yerrinbool.



Distinctive red railings easily identify this bridge carrying St. Andrews Road across the South Western Freeway



A section of the most recently opened length of Western Freeway between Wallgrove Road and Prospect.

F6—Southern Freeway

Construction continued, partly with departmental forces and partly by contract, of the section of the Southern Freeway from Waterfall to Bulli Pass.

The section of the freeway approximately 3.2 km (2 miles) in length between Five Islands Road (Main Road No. 295) and Northcliffe Drive (Main Road No. 613) was opened to traffic. Work proceeded on the length between Five Islands Road and Gladstone Avenue (Main Road No. 602) where all bridges are complete.

Kings Cross Road Tunnel

Work continued during the year on the construction of the Kings Cross Tunnel Project.

The project will provide a direct flow of four lanes

of traffic between Bayswater Road near Nield Avenue and Williams Street, City through a 274 metre (900 ft) long tunnel.

The bridge at the eastern portal at Craigend Place was completed during 1972-73.

The bridge in Victoria Street over the Western portal constructed by the Department's own forces is near completion and will be opened to traffic early in the 1974-75 year.

A footbridge at Roslyn Street over the eastern approach was commenced by the Department's own forces during the year.

The tunnel and ancillary work is being undertaken by contract and is expected to be completed early in 1975.

It is expected that the project will be completed by mid-1975.

ROAD CONSTRUCTION

COUNTY OF CUMBERLAND

The principal works mentioned here are only part of the total programme aimed at continued improvement of the main roads system.

Princes Highway

Reconstruction between Miowera Avenue and Bunyala Street at the intersection with King Georges Road, Blakehurst was completed and the final stage of the Sutherland by-pass between President Avenue and Princes Highway at Loftus was commenced.

Reconstruction is continuing between Heathcote and Waterfall to provide dual carriageways to link with the F6—Southern Freeway south of Waterfall.

Hume Highway

Construction at the intersection of Emu Street, Enfield to provide a six lane divided carriageway between Burwood Road and Coronation Parade was completed and the existing concrete pavement over this length was surfaced with asphaltic concrete. A section of kerbside lane was constructed between Brennan Street and Wycombe Street at Bass Hill to complete six lanes continuously between Rookwood Road and Woodville Road.

The intersection of the Hume Highway and the Campbelltown Road (Main Road No. 177), was reconstructed to provide for dual carriageways from the Cross Roads to the F5—South Western Freeway.

The riding qualities of the Hume Highway south of Cross Roads were improved by resheeting the section between the South Western Freeway and Bringelly Road with asphaltic concrete.

Construction continued on a deviation between Main Road No. 178 at Narellan and Macarthur Road, Camden.

Great Western Highway

The replacement of broken concrete slabs on Parramatta Road west of Homebush and resheeting of concrete pavement between Wentworth Road, Homebush and Marlborough Road, Flemington was completed.

Reconstruction of the intersection of Potts Street with Parramatta Road including work in Potts Street to provide access to the Flemington Markets Project and reconstruction of the intersection of St. Hilliers Road (Main Road No. 190) and Silverwater Road (Main Road No. 532) with Parramatta Road (State Highway No. 5) at Auburn was completed.

A right turn bay at Reservoir Road, Prospect adjacent to the junction with Freeway F4—Western Freeway was constructed and reconstruction and widening to six lanes between Bennett Road and Glossop Street, St. Marys was completed.

Between Brougham Street and the railway overbridge at Emu Plains widening to four lanes was completed, as was the widening and channelisation of the intersection with Old Bathurst Road.

Pennant Hills Road

The southbound kerbside lane was reconstructed in flexible pavement for a length of approximately 0.4 km (0.25 miles) north from Gollan Avenue, Dundas and the southbound kerbside lane between Stuart Avenue, Normanhurst and Duffy Avenue, Thornleigh was reconstructed with rigid pavement.

Castle Hill Road

Hornsby Shire Council commenced widening to four lanes between New Line Road and Victoria Road.

Marsden Road

Construction was commenced to provide four lanes from Stewart Street (Main Road No. 574) to north of Morris Street, Dundas.

Sydney Road

Manly Municipal Council continued reconstruction and widening of Sydney Road between Crescent Street, Fairlight and Belgrave Street, Manly.

Old Northern Road

Baulkham Hills Shire Council completed reconstruction and widening to four lanes between Cross Street and Kerrs Road, Castle Hill.

Lane Cove Road, Ryde Road and Mona Vale Road

Ryde Municipal Council completed reconstruction of the junction with Goulding Road (Secondary Road No. 2058) and the intersection with Quarry Road.

The widening of the section between Goulding Road and Epping Road, North Ryde, to six lanes was commenced and the reconstruction of Ryde Road is continuing between Cross Street and Ridge Street, Pymble. The reconstruction and widening of Mona Vale Road between the Pacific Highway (State Highway No. 10) and Cowan Road, St. Ives was continued.

Military Road, Spit Road, Manly Road, Sydney Road, Condamine Street, Pittwater Road and Barrenjoey Road

Reconstruction and widening of Military Road between Wycombe Road, Neutral Bay and Cabramatta Road, Cremorne was commenced.

Reconstruction and widening of Military Road to provide six lanes between Glover Street, Cremorne Junction and Bardwell Street, Spit Junction and the reconstruction and widening of Spit Road between Bickell Road, Spit Junction and Ida Avenue, The Spit was completed.

Victoria Road

The widening of the intersection with Westbourne Street, Drummoyne, to provide for turning traffic was continued.

Forest Road

Hurstville Municipal Council completed the reconstruction and widening of Forest Road near Valentia Avenue, Lugarno and continued with the improvements to the junction with Henry Lawson Drive (Main Road No. 508) at Peakhurst.

Anzac Parade

A bottleneck just south of Cleveland Street was eliminated with the demolition by Sydney City Council of a public convenience and the widening of the southbound carriageway of Anzac Parade to three lanes.

Windsor Road and Bells Line of Road

Work continued with widening Windsor Road to six lanes between Daking Street and Briens Road, Northmead.

The construction of the approaches to the bridge over First Ponds Creek at Vineyard was completed and the work at Jinki Ridge comprising widening and strengthening and the provision of passing lanes from 62 km (38.5 miles) to 63 km (39 miles) west of Windsor was also completed.

A passing lane north of Bell Bird Avenue at Kurrajong Heights was constructed.

Rookwood Road

Reconstruction to provide dual carriageways between the Auburn Municipal Boundary and Bruncker Road was commenced.

**Rydalmere Avenue and
Parramatta By-Pass**

The Department continued widening to six lanes between the bridge on Aston Street over Parramatta River and Kissing Point Road (Main Road No. 574). Construction is continuing with the extension of this road from Kissing Point Road to Pennant Hills Road (State Highway No. 13).

Warringah Road

The Department continued reconstruction and widening of Warringah Road between Pittwater Road (Main Road No. 164) and Daines Parade. The eastbound lanes between Alfred Street and Pittwater Road as well as the intersection of Warringah Road and Pittwater Road have been completed.

Epping Road

The construction of a four lane carriageway from Cranndon Road to Blaxland Road (Main Road No. 139) near the railway overbridge at Epping was completed.

Henry Lawson Drive

Hurstville Municipal Council continued reconstruction of the intersection and widening to six lanes from Pearce Avenue in Forest Road to Simone Place in Henry Lawson Drive.

The reconstruction of divided carriageways between Dilke Road and Chamberlain Road in conjunction with the construction of the northern approaches to the bridge over the Georges River at Alford's Point was completed.

Punchbowl Road

Canterbury Municipal Council commenced reconstruction from Canterbury Road (Main Road No. 167) towards Punchbowl Station to provide four lanes of sealed pavement.

O'Connell Street

Parramatta City Council completed the reconstruction between Macquarie Street and Rings Bridge, including improvements to the intersection with Macquarie Street, to provide four traffic lanes.

Betts Road and Warren Road

Holroyd Municipal Council commenced the widening of Betts Road between Merrylands Road and Paton Street and the construction of a deviation from Long Street to the northern approach to the proposed bridge over Prospect Creek (Kenyons Bridge).

Seven Hills Road

Blacktown Municipal Council commenced the first stage roadworks associated with the construction of a new bridge over the railway line at Seven Hills and the construction of a multi-cell culvert over Blacktown Creek.

Alford's Point Road

Construction of the southern approach to the new bridge over the Georges River at Alford's Point to link the new bridge with Old Illawarra Road, Menai and the northern approaches to the bridge over the Georges River at Alford's Point and associated works on Main Road No. 508 have been completed.

COUNTRY

Major works completed or in progress on State Highways in the country included:—

Princes Highway

Reconstruction of the Highway continued between Northcliffe Drive and Dapto, and incorporates the deviation for the new bridge over Mullet Creek and channelisation of the intersection with Northcliffe Drive.

Construction of a deviation approximately 8 km to 11 km (5 to 7 miles) south of Nowra was continued, including the approaches to the new bridge over Currumbene Creek.

At Bega, work continued on the first stage of the 3 km (2 mile) by-pass of the town which is associated with the construction of the new bridge over the Bega River. Major earthworks are complete and pavement construction is in progress.

Reconstruction of the section 13 km to 17.5 km (8 to 11 miles) south of Bega was completed and work commenced on the adjacent section to 20 km (13 miles) south of Bega.

Hume Highway

Work continued on the southern approaches to the new Camden Bridge in association with the provision of four lanes to the Camden Municipality—Wollondilly Shire Boundary. Reconstruction on Razorback Range for a length of about 8 km (5 miles) to provide passing lanes was completed.

Near Yarran Road, Bargo, approximately 3 km (2 miles) of reconstruction and improvement continued. Work commenced on the approaches to new twin bridges at Paddys River north of Goulburn and the construction of dual carriageways between Paddys River and Urin-galla Creek.

Construction of dual carriageways 67 km (41 miles) to 75 km (46 miles) south of Mittagong including a duplicate bridge over Narrambulla Creek, was completed. Work on an adjacent section 6 km (4 miles) in length south of Mittagong continued.

Construction of dual carriageways around the village of Bowning west of Yass, was completed and work is in progress on the extension of these dual carriage-ways towards Yass.

Reconstruction of an 8 km (5 mile) section south of Holbrook to provide dual carriageways was completed.

Federal Highway

Construction of dual carriageways 14 km to 22 km (9 to 14 miles) south of Goulburn commenced and this work includes three bridgeworks.

Snowy Mountains Highway

Between Kiandra and Rules Point, reconstruction was completed from Kiandra to 20.9 km (13 miles) west of Kiandra. Reconstruction was also completed on a 25 km (16 mile) section of highway east of Tumut and a 3.5 km (2 mile) section west of Tumut.

Great Western Highway

Work commenced on the construction of approaches to a new bridge over River Lett on a minor deviation of this Highway at Hartley.

A commencement was made with the construction of dual carriageways from Lithgow to Marrangaroo between 2 km (1 mile) and 6 km (4 miles) west of Lithgow. This work will include a new railway overbridge and a duplication of Marrangaroo Creek Bridge.

Reconstruction at Diamond Swamp and at Kirkconnell west of Lithgow was continued.

Mid Western Highway

Work commenced on the approaches to the new bridge over Evans Plains Creek west of Bathurst and the length 16 km (10 miles) to 21 km (13 miles) west of Bathurst. Construction of the Carcoar deviation 13 km (8 miles) to 16 km (10 miles) west of Blayney continued.

Waugoola Shire Council completed widening at two points east of Cowra and Weddin Shire Council is continuing with reconstruction west of Grenfell.

Mitchell Highway

Reconstruction from 7.5 km (4.5 miles) to 12 km (7.5 miles) west of Bathurst was completed and reconstruction of the length from 13.5 km (8.5 miles) to 17 km (10.5 miles) is in progress.

Reconstruction continued from Cooper Hill overbridge to Three Rivers Bridge north of Molong and between Wellington Caves Road and Wellington north of Molong. West of Wellington, reconstruction was completed on a 9 km (5.5 mile) section and a start made on an 8 km (5 mile) section.

Reconstruction commenced from 60 km (37 miles) to 97 km (60 miles) south east of Nyngan towards Trangie and there was a continuation of the work from 6 km (4 miles) north of Bourke, towards Barrington where 5 km (3 miles) was completed.

Barrier Highway

Reconstruction continued on lengths of Highway to the west and east of Broken Hill.

New England Highway

West of Newcastle construction of dual carriageways, including approaches to Four Mile Creek Bridge, was completed.

Reconstruction and bitumen surfacing from Long Bridge, Maitland to Farley Road, Rutherford, west of Maitland, was continued.

Construction of the approaches to a new bridge over Redhouse Creek near Branxton was commenced.

Passing lanes were constructed on McDougalls Hill and on Deadmans Hill west of Singleton.

Reconstruction from 39 km (24 miles) to 46 km (29 miles) north of Singleton commenced. North of Murrumbidgee construction of the approaches to the culvert at Wiles Gully was completed as was the reconstruction of two lengths of highway totalling 6 km (4 miles).

North of Tamworth a 3 km (2 mile) section including 1 km (0.6 miles) of climbing lane was completed.

North of Glen Innes reconstruction and bitumen surfacing between 13 km (8 miles) and 18 km (11 miles) north of Glen Innes was completed and this work is continuing to 22 km (14 miles). Reconstruction and curve improvement on a short length about 26 km (16 miles) north of Glen Innes commenced and widening of the formation and pavement adjoining was completed.

Reconstruction and bitumen surfacing between 13.5 km (8.5 miles) and 16 km (10 miles) north of Tenterfield on the approaches to a proposed new bridge over the railway continued.

Pacific Highway

The provision of dual carriageways on this Highway continued with the completion of a 12 km (7.5 mile) section north of Gosford and a 1 km (0.6 mile) section at South Belmont. Work in the South Belmont area is continuing and a commencement was made on a section at Gates Head south of Newcastle. North of Raymond Terrace reconstruction from Balickera Channel to Twelve Mile Creek commenced and reconstruction was completed at other locations on this section of highway for a total distance of 3 km (2 miles).

Work was completed on the construction of a deviation south of Kempsey, in the approach to a new bridge over the Wilson River at Telegraph Point, and on a section from Barries Creek to Smiths Creek. Work commenced on the intervening section, 29 km (18 miles) to 22 km (14 miles) south of Kempsey through the Cooperabung Range.

Construction of a deviation 3.5 km (2 miles) long immediately north of Macksville was completed.

Reconstruction continued from 18 km (11 miles) to 24 km (15 miles) north of Coffs Harbour. A 1.5 km (1 mile) section of this work was opened to traffic during the year.

Reconstruction was completed between 10 km (6 miles) and 18 km (11 miles) north of Ballina and work is continuing on an adjoining 2 km (1 mile) length.

Work is also continuing on the reconstruction of the section north of Murwillumbah.

Oxley Highway

Reconstruction continued east of Walcha to link with the bitumen surfaced section at Mt. Seaview, east of Walcha. Further sections were completed east of Walcha.

West of Wauchope work commenced on the construction of a deviation in the approach to a new bridge over the Ellenborough River at Ellenborough. The construction of the approaches to the bridge over Belar Creek, south of Coonabarabran, was commenced. Reconstruction between Nevertire and Warren continued.

Gwydir Highway

Restoration of slips on the Gibraltar Range west of Grafton is continuing.

Yallaro Shire Council continued restoration of the pavement and formation from Gravesend westwards to the Yallaro/Booolooroo Shire Boundary, a length of 13 km (8 miles).

Booolooroo Shire Council completed restoration and widening between 17 km (10.5 miles) and 32 km (20

miles) east of Moree and continued work on an adjoining 7 km (5 mile) length. Reconstruction and bitumen surfacing was completed over a total of 5 km (3 miles) west of Moree.

Sturt Highway

Reconstruction over a 5 km (3 mile) length west of Wagga Wagga was completed including a channelised intersection with Trunk Road No. 78. East of Wagga Wagga, work continued on a 5 km (3 mile) section. Reconstruction continued at a location west of Hay. Widening of the formation and pavement at various locations from east of Balranald to Euston totalling 25 km (15 miles) was completed and commenced at other locations totalling 28 km (18 miles) east and west of Euston.

Bruxner Highway

The Tomki Shire Council completed construction on the section 50 km (31 miles) to 52 km (32 miles) from Ballina to provide an improved alignment and reduce flooding frequency.

Tenterfield Shire Council completed reconstruction and bitumen surfacing over 14 km (9 miles) west of Tenterfield and commenced reconstruction and bitumen surfacing on an adjoining length.

Between Tenterfield and Bonshaw reconstruction and bitumen surfacing has commenced at two locations. The reconstruction and bitumen surfacing east of Bonshaw continued.

Further to the west the Yallaroi Shire Council continued reconstruction and bitumen surfacing west of Yetman.

Newell Highway

North of Moree, reconstruction and bitumen surfacing was completed on a section of this Highway. A further section of Newell Highway was under reconstruction north of Dubbo and reconstruction was completed north of Peak Hill.

Jemalong Shire Council completed reconstruction north of Forbes and continued work elsewhere in this area.

Castlereagh Highway

Pavement strengthening and formation widening prior to reseal from 16 km (10 miles) to 20 km (13 miles) north of Gilgandra was completed as well as the reconstruction and bitumen surfacing to 71 km (44 miles) north of Walgett. Reconstruction continued on an adjacent length and a dust-free surface has now been extended to 75.5 km (47 miles) north of Walgett.

Monaro Highway

Reconstruction of several lengths south of Canberra was completed and work commenced on another section in the same area.

Bibbenluke Shire Council completed work on a length south of Bombala and commenced reconstruction on an adjoining section from 17 km to 20 km (10.5 to 13 miles).

Riverina Highway

Deniliquin Municipal Council continued work on the reconstruction and bitumen surfacing of the section between 5 km and 8 km (3 to 5 miles) east of Deniliquin.

Cobb Highway

Reconstruction was completed north of Moama and work is continuing in this area.

Reconstruction continued to 13 km (8 miles) south of the Barrier Highway near Wilcannia.

Silver City Highway

Construction of the approaches to Tinch Creek and the two Four Mile Creek bridges involving the reconstruction of the section north of Wentworth was completed.

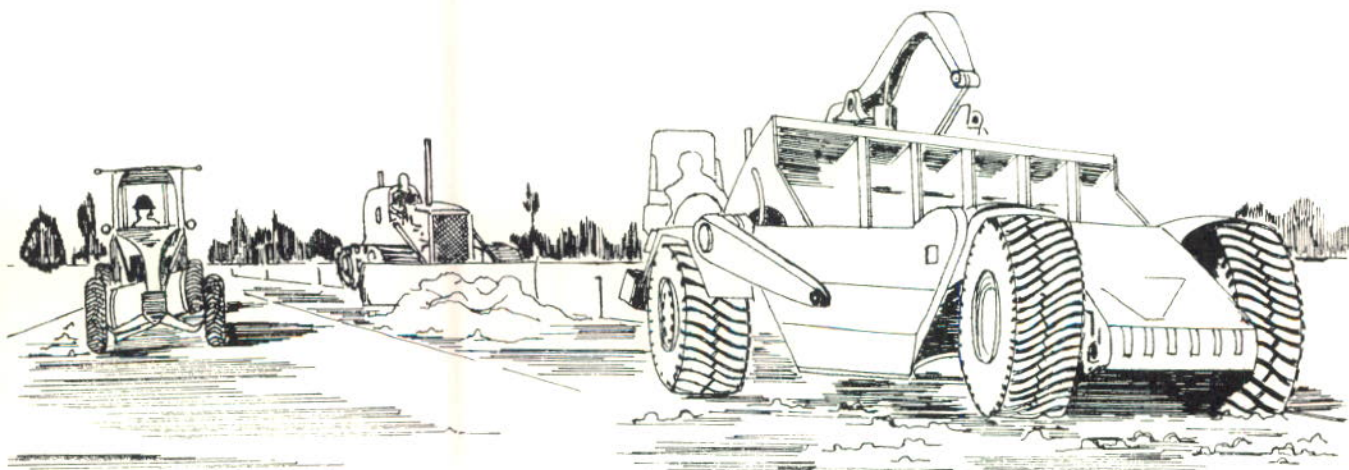
Illawarra Highway

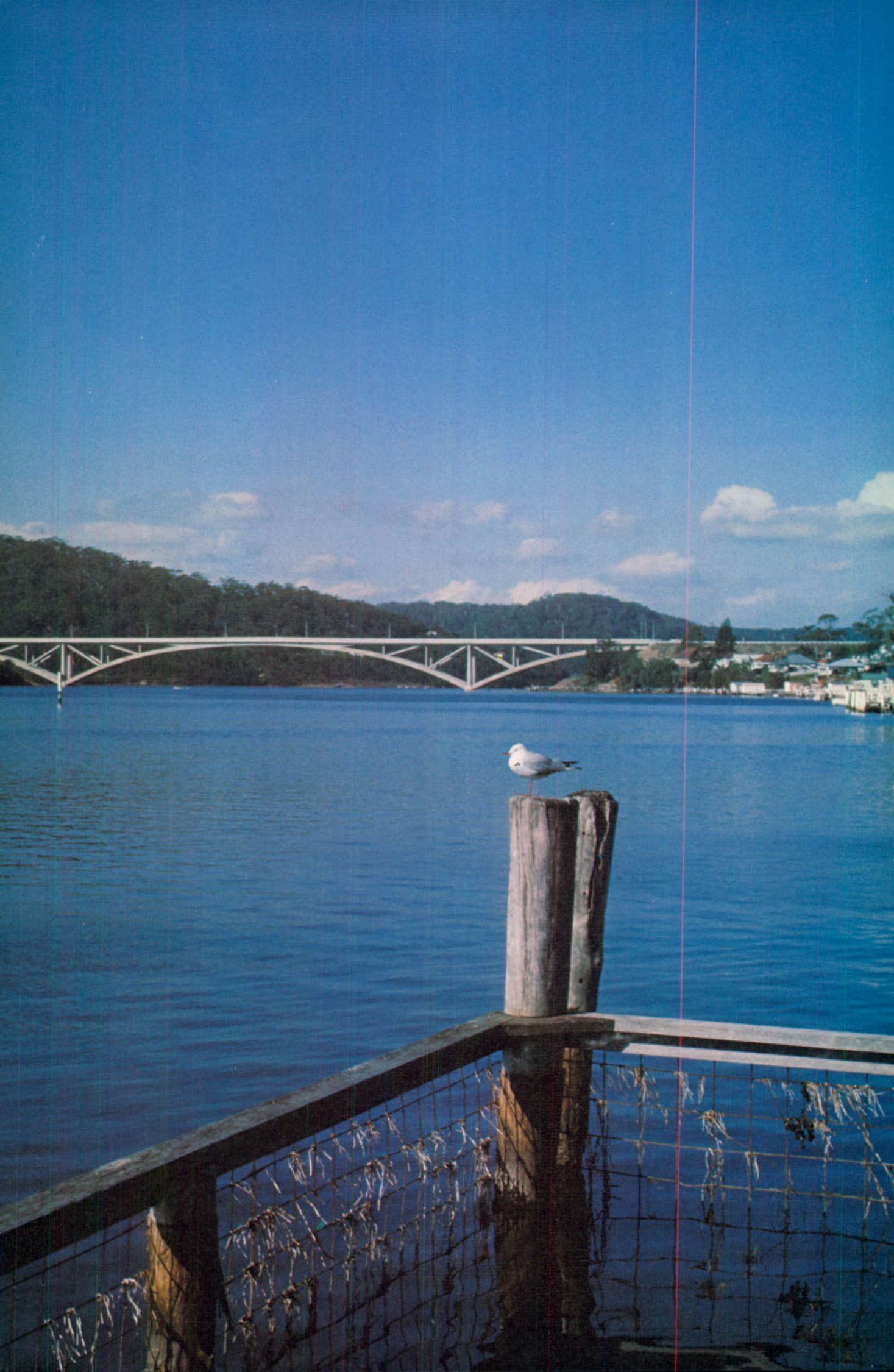
Between 59 km (37 miles) and 63 km (39 miles) from Princes Highway reconstruction to an improved alignment continued, including the approaches to the new bridges over Wells Creek and Black Bobs Creek.

Reconstruction through Albion Park was completed.

State Highway No. 26

Construction of two additional lanes between Main Road No. 590 and the zone of commercial roadside developments at Peats Ridge commenced.





BRIDGE CONSTRUCTION

During the year sixty-two bridges, one pedestrian structure and forty-two "bridge size" box culverts, i.e., with a waterway width of six metres (twenty feet) or more, were made available for traffic. In addition widening works were completed on nine bridges, three of which were widened for extra lanes, one structure was extended in length, and modification to the super-structure of one bridge was completed. The 110 structures are situated generally on Main and Developmental Roads. At the end of the year, 98 bridges, 60 culverts and 2 pedestrian structures were under construction or completed, but not opened to traffic. In addition, widening of 7 structures was in hand, extra lanes being provided in 4 cases. Of these 164 bridgeworks, 55 were completed at the end of the year, but were not opened to traffic. A table showing the number of structures completed on each road classification is set out below.

	F'ways	S.H.'s	Trunk Roads	Ord. Main Roads	Develop and Unclass	County Roads (future M.R.'s)	Tour-ist Roads	Total
Bridges	20	16	10	10	4	2		62
Bridge size culverts	6	18	10	4	4			42
Pedestrian Structures				1				1
Widening extra lanes		1		2				3
Modification to deck	1							1
Extensions		1						1
TOTAL		27	36	20	17	8	2	110

Of the completed bridges, forty-two were built by the Department's own forces (38 by contract), nineteen by Councils (all by contract) and one by the Water Conservation and Irrigation Commission. Twenty-four of the culverts were built by the Department's own forces (two by contract) and eighteen by Councils (seven by contract). Of the remaining six structures which include extensions, widenings for extra lanes, and pedestrian structures, all were built by Departmental forces (one by contract). Some of the principal bridgeworks completed during the year and opened to traffic included:— Hawkesbury River at Peats Ferry on the Sydney-Newcastle Freeway. A twelve span steel and reinforced concrete bridge over the Hawkesbury River at Peats Ferry was completed by contract during the year. The new structure is 622 metres (2041 ft.) long and provides six traffic lanes.

Horsley Road—Western Freeway

Construction was completed by contract of twin single span prestressed concrete bridges to carry the Western Freeway over Horsley Road at Eastern Creek. Each new structure is 21 metres (70 ft.) long and provides two traffic lanes.

Eastern Creek—Western Freeway

Construction was completed by contract of twin four span prestressed concrete bridges over Eastern Creek. Each new structure is 43 metres (142 ft) long and provides two traffic lanes.

State Abattoirs Railway—Western Freeway

To carry the western branch railway line to the State Abattoirs over the Western Freeway, construction was completed on a two span steel and concrete bridge at 16 km (10 miles) west of Sydney. The new structure is 58 metres (190 ft) long and provides two railway tracks.

First Crossing of Main Road No. 177—South Western Freeway

Partly with the Department's own forces and partly by contract, construction was completed on a four span prestressed concrete bridge to carry Campbelltown Road over the South Western Freeway. The new structure is 92 metres (303 ft) long, provides two traffic lanes and one footway.

Second Crossing of Main Road No. 177—South Western Freeway

Construction was completed partly with Departmental forces and partly by contract of two three span prestressed concrete bridges in tandem, to carry Campbelltown Road over the South Western Freeway. Each structure is 89 metres (293 ft) long and each provides two traffic lanes and one footway.

Loading Ramp at 49 km (30.5 miles) south of Sydney—South Western Freeway

A four span prestressed concrete bridge to carry a loading ramp from Main Road No. 177 over the South Western Freeway, was completed, partly by the Department's own forces and partly by contract. The new structure is 206 metres (675 ft) long and provides two traffic lanes.

Camden Road—Main Road No. 178—South Western Freeway

Construction was completed by contract of a three span prestressed concrete bridge to carry Main Road No. 178 over the South Western Freeway at 54 km (34 miles) south of Sydney. The new structure is 72 metres (237 ft) long, and provides two traffic lanes.

State Highway No. 1 at 44 km (27 miles) south of Sydney—Southern Freeway

A two span prestressed concrete bridge was completed by Departmental forces to carry the southbound carriageway of State Highway No. 1 over the Southern Freeway at 44 km (27 miles) south of Sydney. The new structure is 112 metres (367 ft) long and provides two traffic lanes.

Cawley Road—Southern Freeway

Construction was completed by contract of a two span prestressed concrete bridge to carry Cawley Road over the Southern Freeway at 45 km (28 miles) south of Sydney. The new structure is 58 metres (190 ft) long and provides two traffic lanes.

State Highway No. 1 at 55 km (34 miles) south of Sydney—Southern Freeway

A 108 metre (353 ft) long, two span prestressed concrete bridge to carry State Highway No. 1 over the Southern Freeway was completed during the year. It provides two traffic lanes and one footway.

The Avenue—Southern Freeway

Work was completed by contract on a single span prestressed concrete bridge to carry The Avenue, over the Southern Freeway at Wollongong. The new structure is 70 metres (230 ft) long and provides five traffic lanes and one footway.

Paddys River—State Highway No. 2—Hume Highway (Northbound Carriageway)

A three span prestressed concrete bridge over Paddys River 28 km (18 miles) south of Berrima was completed by contract for use by northbound traffic. This new structure is 69 metres (227 ft) long and provides two traffic lanes. The new structure together with the

new bridge on the southbound carriageway (still under construction) will replace a timber beam bridge 64 metres (209 ft) long.

Molong Creek—State Highway No. 7—Mitchell Highway

Construction by contract was completed on a three span composite steel and concrete bridge over Molong Creek at Larras Lee. The new structure is 52 metres (170 ft) long, provides two traffic lanes and replaced a concrete bridge 26 metres (84 ft) long.

Bell River at Three Rivers—State Highway No. 7—Mitchell Highway

Over the Bell River construction was completed by contract of a six span prestressed concrete bridge. The new structure is 110 metres (360 ft) long, provides two traffic lanes and replaced a timber bridge 39 metres (128 ft) long.

Four Mile Creek—State Highway No. 9—New England Highway

Twin five span prestressed concrete bridges over Four Mile Creek 8 km (5 miles) south of Maitland were completed during the year. Each structure is 53 metres (175 ft) long and provides two traffic lanes. They replaced a concrete bridge 23 metres (77 ft) long.

Wilson River at Telegraph Point—State Highway No. 10—Pacific Highway

A thirteen span prestressed concrete bridge over the Wilson River at Telegraph Point, was opened on 17th April, 1974. The new structure, which was built by contract, is 560 metres (1836 ft) long, provides two traffic lanes and one footway. It replaced a timber bridge 123 metres (405 ft) long with a steel lift-span and eliminated a railway level crossing.

Newee Creek—State Highway No. 10—Pacific Highway

Construction was completed by contract of a five span prestressed concrete bridge over Newee Creek just north of Macksville. The new structure is 118 metres (387 ft) long, provides two traffic lanes and replaced a one lane timber bridge 54 metres (178 ft) long.

Gunningbar Creek—State Highway No. 11—Oxley Highway

At Warren construction was completed on a four span steel and concrete bridge over Gunningbar Creek. The new structure built by contract is 67 metres (220 ft) long, provides two traffic lanes and replaced a timber bridge, 31 metres (102 ft) long.

Deep Creek (Piora Bridge)—State Highway No. 16—Bruxner Highway

A seven span reinforced concrete bridge over Deep Creek at Piora, 21 km (13 miles) west of Casino was completed. The new structure is 128 metres (420 ft) long, provides two traffic lanes and replaced a timber bridge 47 metres (123 ft) long.

Namoi River—State Highway No. 17—Newell Highway

Over the Namoi River at Narrabri construction was completed by contract of a five span prestressed concrete bridge. The new structure is 98 metres (323 ft) long, provides two traffic lanes and replaced a narrow timber truss bridge 65 metres (214 ft) long.

Courallie Creek (Gurley Bridge)—State Highway No. 17—Newell Highway

Construction was completed on an eight span prestressed concrete bridge over Courallie Creek, 26 km (16 miles) south of Moree. The new structure is 85 metres (280 ft) long and was constructed by contract. It provides two traffic lanes and replaced a timber bridge 64 metres (210 ft) long.

Cooma Creek at Cooma—State Highway No. 19—Monaro Highway

A new 55 metre (180 ft) long bridge was completed over Cooma Creek at Cooma. The four span prestressed concrete bridge provides two traffic lanes and one footway and replaced a timber bridge 37 metres (120 ft) long.

Gunningbland Creek at Carlachy—Trunk Road No. 61

Goobang Shire Council completed construction by contract of a fourteen span prestressed concrete bridge over Gunningbland Creek at Carlachy. The new structure is 85 metres (280 ft) long, provides two traffic lanes and replaced a timber beam bridge 64 metres (210 ft) long.

Middle Billabong Creek—Trunk Road No. 80

Carrathool Shire Council completed construction by contract of a ten span reinforced concrete bridge over Middle Billabong Creek, 39 km (24 miles) west of Hillston. The new structure is 61 metres (200 ft) long, provides two traffic lanes and replaced a one lane timber bridge, 38 metres (125 ft) long.

Lachlan River at Narrawa—Main Road No. 248

Construction was completed by contract of a six span steel and concrete bridge over the Lachlan River at Narrawa for Crookwell Shire Council. The new structure is 147 metres (481 ft) long, provides two traffic lanes and replaced a timber bridge 65 metres (213 ft) long.

Tarlo River—Main Road No. 256

Mulwaree Shire Council completed construction by contract of a seven span prestressed concrete bridge over Tarlo River at 20 km (13 miles) north of Goulburn. The new structure is 96 metres (315 ft) long, provides two traffic lanes and replaced a timber bridge 55 metres (181 ft) long.

Colligen Creek—Developmental Road No. 1272

Murray Shire Council completed construction by contract of a seven span steel and concrete bridge over Colligen Creek at Calumo. The new structure is 64 metres (211 ft) long, provides two traffic lanes and replaced a timber bridge 64 metres (210 ft) long.

Henry Lawson Drive at Padstow—County Road No. 5016

Construction was completed by contract of a three span prestressed concrete bridge over Henry Lawson Drive at Padstow. The new structure is 105 metres (351 ft) long and provides three traffic lanes and one footway.

Georges River at Alford's Point— County Road No. 5016

An eleven span prestressed concrete bridge over Georges River at Alford's Point was opened on 7th September, 1973. The new structure, which was constructed by contract is 444 metres (1457 ft) long, provides three traffic lanes and one footway. The foundations were also constructed to provide for future widening of the superstructure.

The Rip at The Entrance to Brisbane Water

Construction was completed by contract of a three span prestressed concrete cantilever truss bridge over The Rip at The Entrance to Brisbane Water. The new structure is 330 metres (1083 ft) long with a main span of 183 metres (600 ft). It provides two traffic lanes and one footway, and was opened on 14th June, 1974.

MAINTENANCE OF ROADS AND BRIDGES

ROADS

During the year rainfall was unusually heavy throughout New South Wales and some areas had record rainfalls. The rain caused extensive flooding and resulted in weakening of road pavements which deteriorated under traffic. Deterioration of the pavement and road wearing surface was particularly apparent in old pavements and in areas subject to heavy traffic. The use of natural gravels for restoration work was restricted by difficulty of access in the saturated conditions. Repairs caused directly by flood damage were carried out under the flood repair programme.

Minor improvement items were curtailed by the need to carry out pavement repairs. However, progress was made in widening of bitumen seals and gravel shoulders. Other improvements included pavement strengthening with asphaltic concrete, resealing of smooth pavement with skid resistant aggregate and adjustment of channelisation medians in conjunction with the installation of traffic control signals. Some asphalt resurfacing was carried out at night to reduce delays to traffic in a heavily trafficked location.

Increases in traffic volumes and vehicle loads resulted in an increasing road maintenance requirement, particularly on old pavements.

The unemployment relief scheme which applied to Main Roads under the care and control of Councils was phased out between June and September 1973 but provided assistance for maintenance works whilst it was in operation.

Warren Shire Council completed the construction of a roadside rest area on the Oxley Highway at 5 km (3 miles) north of Warren. Access to this rest area was constructed by the Department. Fifty roadside rest areas are now in use on State Highways and a further fifteen have been planned for construction.

Traffic striping is now provided for a total length of 20 197 km (12,550 miles) centre line, 2 364 km (1,469 miles) lane lines and 7 464 km (4,638 miles) edge lines. Marking of new lines and repainting existing lines involved the eight line-marking gangs painting lines totalling 48 887 km (30,377 miles) in length. The visibility of painted lines has been enhanced in wet conditions by the installation of reflective pavement markers which have been in use on an experimental basis.

Maintenance and snow clearing activities on roads within the Kosciuszko National Park are carried out by the Department's forces.

Within the Park, the Snowy Mountains Highway (State Highway No. 4), the Kosciuszko Road (Main Road No. 286), the Yarrongobilly Caves Road (Main Road No.

324) and The Smiggin Holes to The Island Bend-Guthega Road (Tourist Road No. 4016), are under the care and control of the Commissioner for Main Roads who provides funds for construction and maintenance works on these roads.

The majority of the remaining roads within the Park including the Alpine Way, are the responsibility of the National Parks and Wildlife Service which provides funds to the Commissioner for Main Roads for the work required to be done on them.

Reconstruction of the Alpine Way, to which the Commissioner contributed one third of the cost, was carried out on a section two miles in length at Dead Horse Gap.

Snow clearing activities on the Alpine Way gave visitors from Victoria access to the snowfields at Thredbo.

Access to the ski-ing areas at Perisher Valley and Charlotte Pass was maintained by snow clearing on Main Road No. 286 at altitudes higher than 1 219 m (4,000 ft).

A depot for snow clearing plant and staff winter quarters is maintained at Wilsons Valley.

BRIDGES

At 1st July, 1973, there were 5,340 bridges with a total length of 175,668 metres (576,338 ft) of all types on classified roads in this state.

The work generally consisted of the replacement of worn-out decking and longitudinal sheeting on timber bridges, together with the repair or replacement of damaged trusses, and members such as piles, girders and bracings. Major flood conditions, experienced throughout the year, added greatly to maintenance commitments with heavy scouring at abutments and several bridges being washed away. These latter bridges were replaced with emergency Bailey bridging.

Repainting of steel structures, timber trusses and hand-rails and regular inspections of timber, steel and concrete bridges were continued.

There were thirteen vehicular ferry crossings in which the Department was financially involved, of these, four were operated by the Department's own organisation, three by contract to the Department, five by contract to Councils and one by Council's own organisation.

Main Roads funds provided for bridge maintenance and the caretaking and operation of vehicular ferries in 1973-74 totalled \$3,591,000.

Review of the Year

DURING 1973/74

- Climbing lanes for slow-moving traffic were completed at 13 locations.
- Bituminous surfacing was carried out on 1,746 km (1,085 miles) of road, including 232 km (144 miles) not previously sealed.
- 110 new bridge structures were completed and opened to traffic and work was in progress on a further 109 sites.
- A total of 48,887 paint km (30,377 miles) of line-marking was undertaken.
- Total expenditure amounted to over \$180 million.
- More than 224,000 tests on materials, such as soils and gravels, were carried out at Departmental laboratories.
- Some 25,339 road signs and 12,000 metric overplates were manufactured at the Central Workshop, Granville in preparation for metric conversion of signposting.
- Channelised facilities for traffic were completed at 36 intersections.



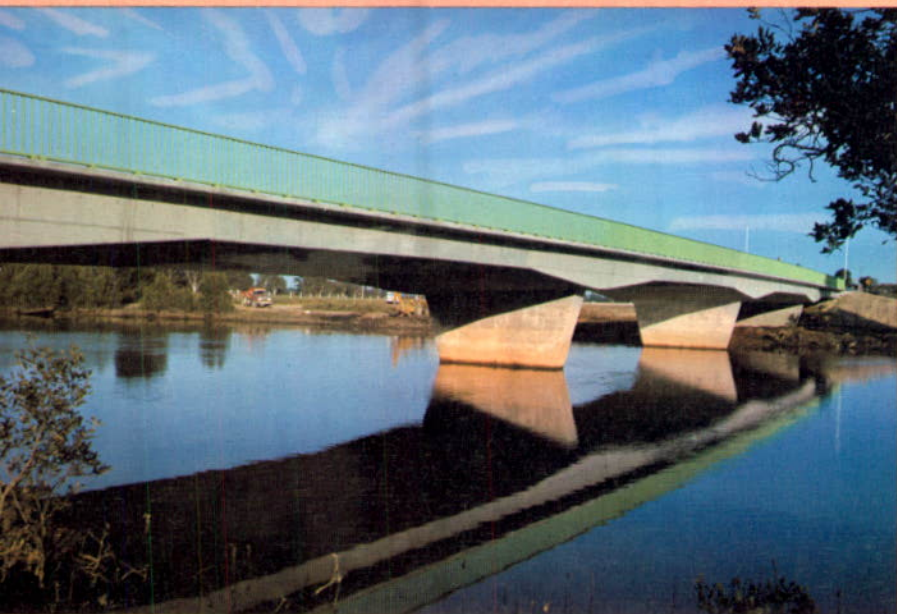
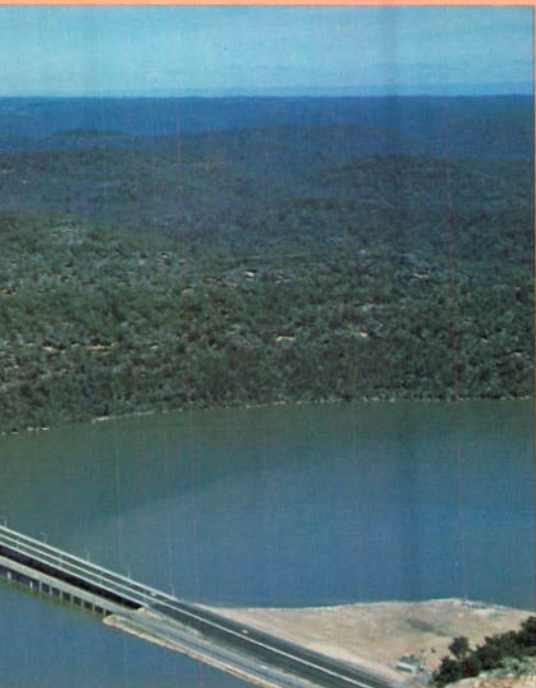
Snowy Mountains Highway 22 km (13.5 miles), Inspiration Point.

Looking Ahead

- The Waterfall—Bulli Tollwork (seen at right) is equipped with the first fog warning system of its kind in Australia, and is now nearing completion.
- A handsome, 624 metre (2,046 ft.) long bridge over the Bega River at Bega (photograph far right) has been commenced.
- In 1976, the second longest bridge in the State is expected to be completed at Gundagai which will span the Murrumbidgee flood plain.
- The first stage of the North Western Freeway—a viaduct across Darling Harbour and roadworks between Pyrmont Bridge and Day Street—due for completion in 1977.
- The Kings Cross Road Tunnel Project, designed to facilitate traffic flow through an area of heavy traffic, is approaching its expected completion date of mid-1975.



New freeway bridge over Hawkesbury River. Great Western Highway 37 km (23 miles) west of Lithgow.



At Macksville, new bridge over Newee Creek. Improvements to Princes Highway at Waterfall.



ROAD CLASSIFICATION AND DISTANCE

The total distance of Freeways, State Highways, Trunk Roads, Main Roads, Secondary Roads, Tourist Roads, Developmental Roads and on the Unclassified Roads for which the Commissioner for Main Roads is responsible is 42 917 km (26,667 miles).

The distances of roads within the various classifications as at 30th June, 1974, were:—

Freeways	84 km (52 miles)
State Highways	10 501 km (6,525 miles)
Trunk Roads	7 037 km (4,372 miles)
Main Roads	18 461 km (11,471 miles)
Secondary Roads	291 km (181 miles)
Tourist Roads	405 km (252 miles)
Developmental Roads	3 661 km (2,275 miles)

Unclassified Roads (in the unincorporated area of the Western Division)	2 397 km (1,489 miles)
Unclassified Roads in the incorporated area of New South Wales	80 km (50 miles)
Total	42 917 km (26,667 miles)

The lengths of the various types of surfaces on Main Roads throughout the State as at 30th June, 1974, were:—

Natural Surface	966 km (600 miles)
Formed Only	6 722 km (4,177 miles)
Gravel	10 880 km (6,760 miles)
Prime	6 km (4 miles)
Primer Seal	404 km (251 miles)
Sprayed Seal	21 868 km (13,588 miles)
Slurry Seal	11 km (7 miles)
Bituminous Plant Mix	1 888 km (1,173 miles)
Cement Concrete	172 km (107 miles)
Total	42 917 km (26,667 miles)

BITUMINOUS SURFACING

The total length of dustless surface on the Freeways, State Highways, Main Roads, Secondary Roads, Tourist Roads, Developmental Roads and on the Unclassified Roads for which the Commissioner for Main Roads is responsible, is now 24 349 km (15,130 miles) an increase of 232 km (144 miles) over the previous financial year.

Bituminous surfacing work was carried out on:—

Freeways	23 km (14 miles)
State Highways	737 km (458 miles)
Trunk Roads	367 km (228 miles)
Main Roads	580 km (360 miles)
Secondary Roads	17 km (11 miles)
Tourist Roads	16 km (10 miles)
Developmental Roads	0 km (0 miles)
Unclassified Roads	6 km (4 miles)

The total length of surfacing completed was 1 746 km (1,085 miles) which involved 3 760 lane km (2,336 miles) or the equivalent of 1 880 km (1,168 miles) of normal two lane road.

The Department was the authority for 748 km, 1 721 lane km (465 miles, 1,069 lane miles) of surfacing of which 681 km, 1 576 lane km (423 miles, 979 lane miles) were done by direct control and 67 km, 145 lane km (42 miles, 90 lane miles) by contract.

Councils were the constructing authority for 998 km, 2 039 lane km (620 miles, 1,267 lane miles) surfacing of which 59 km, 125 lane km (37 miles, 78 lane miles) were done by direct control and 939 km, 1 914 lane km (583 miles, 1,189 lane miles) by contract.

The work comprised:—

Bituminous Plant Mix Surfacing ..	150 km (93 miles)
Slurry Seal	2 km (1 mile)
Sprayed Seal	1 527 km (949 miles)
Primer Seal	62 km (39 miles)
Prime	5 km (3 miles)

The bituminous surfacing work during the year is divided into four categories:—

- Initial Treatment**—of 198 km, 457 lane km (123 miles, 284 lane miles) of road not previously provided with a dust free surface.
- Heavier Treatment**—either sprayed seals or plant mix surfacing provided on 57 km, 120 lane km (35 miles, 75 lane miles) of road pavement previously provided with a light treatment such as prime or primer-seal.
- Restoration**—of bituminous surfaces following reconstruction:—
 - to widen and/or strengthen the pavement on 187 km, 386 lane km (116 miles, 240 lane miles)
 - to provide additional lanes or dual carriage-way on 66 km, 189 lane km (41 miles, 117 lane miles)
 - to improve alignment and/or grading on 122 km, 283 lane km (76 miles, 176 lane miles)
- Maintenance Resurfacing**—of 1,116 km 2 325 lane km of road pavement (694 miles, 1,444 lane miles).



Crossing scenic Georges River at Alford's Point, a new bridge and associated roadworks form part of the planned arterial road from the northern and north-western suburbs to Sutherland and the South Coast. The surrounding bushland forms a superb backdrop to the sweeping lines of the bridge, photographed at left from the northern bank and sketched below from downstream.

RETIREMENT OF COMMISSIONER

R. J. S. THOMAS— A.S.T.C., F.I.E. Aust., F.C.I.T.

On 25th August, 1974 Mr. R. J. S. Thomas ceased duty as Commissioner for Main Roads, having held the position since 26th August, 1967.

Mr. Thomas, had a total length of service exceeding 48 years, commencing when he joined the Main Roads Board in May 1926, as a Junior Draftsman. After completing a Civil Engineering course at Sydney Technical College, he was appointed an Assistant Engineer, and served in several locations. Following the outbreak of World War II, Mr. Thomas joined the 2nd A.I.F. in July, 1940 and after serving in the Middle East and in the Pacific Islands, he retired at the completion of hostilities with the rank of Major in the Royal Australian Engineers.

Returning to service with the Department of Main Roads, Mr. Thomas became Supervising Engineer in the South Coast Division and for part of this time was in charge of roadworks carried out by the Department in connection with the Snowy Mountains Hydro-Electric Authority's projects. In 1955, Mr. Thomas was appointed Divisional Engineer at Broken Hill to initiate the Murray Darling Division and in 1957 became Divisional Engineer of the North Eastern Division at Grafton.

In 1961, Mr. Thomas was appointed Assistant Highways Engineer and later Executive Engineer before being appointed Assistant Commissioner on 20th April, 1962.

Mr. Thomas made several overseas visits to attend conferences and study road construction practices. He

visited the United States of America, United Kingdom, Europe and New Zealand on three occasions and has visited Canada, Japan and South Africa.

Official duties of Mr. Thomas as Commissioner for Main Roads have involved him in membership of a number of bodies, including the State Planning Authority, the Urban Regional Transport Advisory Committee, the Commonwealth/State Airport Committee and the Traffic Advisory Committee. This year he has been the Chairman of the National Association of Australian State Road Authorities and is a past Chairman of the Australian Road Research Board.

He is a Fellow of the Institution of Engineers, Australia and Fellow of the Chartered Institute of Transport.

APPOINTMENT OF THE COMMISSIONER AND ASSISTANT COMMISSIONER

On the advice of the Executive Council, the approval of the Governor was given under Section 7 of the Transport (Division of Functions) Act, 1932, to the appointment of Mr. A. F. Schmidt, B.E., F.E. Aust., F.C.I.T. as the Commissioner for Main Roads for a period of seven years commencing on 26th August, 1974. Mr. Schmidt had previously been Assistant Commissioner for seven years.

Mr. B. J. Sexton, B.E., F.I.E. Aust., M.C.I.T., was appointed Assistant Commissioner for Main Roads on 26th August, 1974, also for a term of seven years.

URBAN ROAD PLANNING

Co-operation with Councils is important in determining future road requirements included in town planning schemes and in protecting these routes against adverse development.

In the County of Cumberland, forty Municipal and Shire Councils are responsible for preparing the detailed local planning schemes to amplify and supersede the County of Cumberland Planning Scheme which was gazetted in 1951. Thirty-four of these local schemes now have been gazetted and the remaining six Councils have planning proposals in advanced stages of preparation or consideration.

During the year, eight Councils also have produced varying schemes to update earlier gazetted schemes. In particular, the Sydney City Council has exhibited a series of Action Plans for Darlinghurst, Paddington and Woolloomooloo. The Department has made representations on each of these matters.

The rate of population increase in the County has consistently been greater than estimates made more than a decade previously. Accordingly, in 1968, the State Planning Authority prepared a new Outline Plan for the Sydney Region to cater for an anticipated six million people living and working in the Sydney, Wollongong and Newcastle Districts by 2000 AD. Detailed planning of the outer areas of Cumberland, where the majority of this population increase is expected to be accommodated, is presently underway in association with the Authority and local Councils.

In the south west sector, a preliminary location for a possible Georges River Freeway to serve traffic in the vicinity of the new city of Campbelltown-Camden has been provided. The outline design of arterial roads serving the Menai and Holsworthy areas also has been progressed.

Boundaries of the Castlereagh Freeway and its connection to the Western Freeway via the Philip Parkway, have been fixed and the outline designs of other important surface roads have been revised. Land also is being reserved in this sector for corridors in which major utilities and some roads will be located.

Reviews carried out during the year on major routes in the inner areas include the upgrading of the arterial road along Cooks River Valley between Tempe and Chullora, and the proposed bridge over the Parramatta River at Abbotsford.

Participation has occurred in joint planning committees dealing with the development of Botany Bay, a second Sydney Airport, Narrabeen Lakes, Environment, Controlled Access Roads and Local Roads in Urban Areas.

The Sydney Area Transportation Study was completed and generally the findings support the planned road network for the Sydney Region. The report now is being examined in detail.

More than 100,000 written enquiries were received regarding the effect of planned roads upon properties. However, the effect of rising prices, higher interest and other credit restrictions upon property dealings is reflected in a 30% reduction in the volume of enquiries that has occurred during the second half of the year.

The Wollongong-Port Kembla District now is incorporated in the Sydney Region for planning purposes and the location of the Southern Freeway south of Yallah, is being reviewed with a view to possibly placing it clear of proposed extensions to the urban zoning in this area.

The outline design of the Wollongong-Northern Suburbs Distributor between Thirroul and Bellambi and the traffic interchange at Bulli, also are under review.

With the completion of the Sydney Area Transportation Study, work has commenced on similar studies for the Wollongong and Newcastle areas.

The Newcastle District, together with Sydney and Wollongong, now comprises the Sydney Region, for which a revised Outline Plan with a planned capacity of six million people, is being prepared by the State Planning Authority.

The Outline Plan retains the Sydney-Newcastle Freeway as the major road connection between these two centres and investigations have been progressed on the location of the freeway between Swansea and Adamstown Heights.

ADVANCE PLANNING

Assessment of future road needs is essential in planning and developing an adequate Main Roads System and involves gathering of inventory data and forecasting of revenues.

During the year, the Australian Roads Survey 1969-74 was completed in association with the Commonwealth Bureau of Roads and the other State Road Authorities. The Commonwealth Bureau of Roads has evaluated the data from the survey to assess the road needs after the 30th June, 1974, when the current Commonwealth Aid Roads Act expires. The results of the evaluation have been presented by the Commonwealth Bureau of Roads to the Commonwealth Government for its consideration in connection with the enactment of a new Australian Roads Grant Act.

A specialist National Highways Study Team with Departmental representation, completed a study to evaluate the need for a National Highways System for the Commonwealth Government.

Work proceeded on the compilation of maps of classified Main Roads showing the National Highways and the functional classes of Urban and Rural Roads.

The updating of inventory maps on railway level crossings, bitumen surfacing on classified Main Roads and unproclaimed roads, and on road maintenance, has continued during the year.

Technical computing continues to be carried out in the Advance Planning Section using rented I.B.M. 1130 and System 7 Computers. The latter computer provides a specialised computing service for photogrammetric research. A general computing service is provided by the I.B.M. 1130 Computer occasionally supplemented by time rented on large commercial computers for special purposes.

During the year an order was placed for a Control Data 3170 Computer to replace the I.B.M. 1130 Computer towards the end of 1974. The new computer will provide for the increasing work load due to existing applications and result in the reduction of shift work. It will also provide new computing facilities needed for off line automatic drafting and for storage and display of technical information. A specially air conditioned site to house the new computer is being prepared adjacent to Head Office.

The computer is mainly used for traffic volume processing, bridge design, photogrammetry and road inventory and statistics. Other important computer applications are in road design and survey computation both of which have increased notably throughout the year.

Automatic drafting has also continued to increase, particularly for the drawing of the great number of new traffic signs demanded by the new standards for signposting.

The Computing Subsection continues to provide an effective technical service for the various sections attached to the Engineer-in-Chief's Branch.

COUNTRY ROAD LOCATION

During this year, locations were approved for 48 rural projects with a total length of 253 km (158 miles) and including 72 bridge sites. Other projects being investigated but not approved have a total length of 780 km (485 miles).

Major route variations approved include the lengths of the Federal Highway from Collector to Lake George, the Barton Highway from Murrumbateman to the A.C.T. boundary and the Pacific Highway from Herons Creek to the junction with the Oxley Highway, and a deviation of Trunk Road No. 55 south of Mudgee to avoid the proposed Windemere Dam.

Aerial photography of State Highways was carried out over lengths totalling 1 456 km (905 miles). This is part of a programme designed to rephotograph highway routes at intervals of about five years. The photographs are used to prepare strip mosaics for inspection and record purposes, and to serve as a base for investigation of proposed highway improvements.

Colour photography for photogrammetrical surveys and to record flood patterns was completed on lengths totalling 714 km (444 miles).

Expenditure on aerial photography and contract photogrammetry during the year amounted to \$93,325, including \$16,107 paid to the Department of Lands. Photogrammetric mapping was completed for a total area of 14 987 hectares (37,030 acres). On two metropolitan projects, orthophoto mapping was carried out over a total area of 90 hectares (220 acres).

Photogrammetry equipment was used for checking the quality of contract works, for aerial triangulations,

for several small photogrammetric projects and for a number of research projects. A computer programme has been developed for the calculation of earthwork volumes using a string digital terrain model. Using this, a pilot study is in hand on "Earthworks Volumes by Photogrammetry". The study on the application of photogrammetric techniques to cadastral surveying has been completed and results are being put to use. A study is in progress to assess the suitability of large scale orthophoto maps for road design in urban areas.

Enquiries from the public about the effects of country road proposals on properties numbered 30,000, an increase of 360 over 1972-73. The enquiry rate was very high early in the year but diminished markedly towards the close of the year, reflecting the general economic climate.

Restriction of frontage access on lengths of widened or relocated highways continues to be achieved by proclamation of motorway lengths. During the year approval was given to motorway boundaries and points of access on lengths totalling 55.6 km (34.6 miles).

ELIMINATION OF RAILWAY LEVEL CROSSINGS

One railway level crossing was eliminated during the year. The crossing which was on the Pacific Highway at Telegraph Point was replaced by an overbridge which also spans the Wilson River. At Braefields 12 km (7.5 miles) south of Quirindi, on Trunk Road No. 72, Tamarang Shire Council commenced construction of an overbridge which will replace a level crossing.

Two level crossings were provided with type "F" flashing lights and warning bells protection, one being located at Werris Creek 21 km (13 miles) north of Quirindi on Main Road No. 130 and the other at Stonehenge 50 km (31 miles) north of Guyra on State Highway No. 9.

Since the Main Roads Act came into effect in 1925, 193 level crossings have been eliminated from Main Roads leaving 373 at present in service, comprising 320 on New South Wales Government railway lines, 42 on privately owned railways and 11 on Victorian Government railway lines which extend into New South Wales.

The level crossing near Warren, 17 km (11 miles) north of Nevertire on the Oxley Highway was widened and provided with improved approach alignment.

Works which effect improvements to, or elimination of railway level crossings are normally financed initially through a Special Level Crossing Fund, administered through an Inter-Departmental Committee. The fund is a revolving one and all moneys paid from it are repaid by contributing authorities in agreed proportions for each work, the usual proportion for the road authority being 2/3 of the cost of two lanes width and the full cost of additional lanes.

PLANT AND MOTOR VEHICLES

The use of a wide variety of mechanical equipment plays a major role in Departmental construction and maintenance activities.

New plant to the value of more than \$1.4 million and motor vehicles costing more than \$1.4 million were purchased during the year to replace existing items and to provide for some additional requirements.

A significant factor during the year was the increasing delay in delivery by suppliers which led on many occasions to price increases. A large number of items ordered had not been delivered by the end of the year.

New plant purchases included:—

A dual-lane automatic trimmer-spreader, together with a slipform paving kit for laying cement concrete pavements, a single-lane automatic trimmer-spreader, a kerb and gutter slipform machine with its own 1980 mm (78 inches) wide trimmer suitable for laying sections up to 1220 mm (48 inches) wide and up to 508 mm (20 inches) high in cement concrete either between its tracks or to its side.

Supply and erection of the new Asphalt Plant at Granville, capable of producing up to 406 tonnes (400 tons) per hour, continued throughout the year and it is now almost ready for commissioning.

In addition to the use of its own plant the Department made extensive use of hired equipment.

Facilities were provided for the maintenance of plant and vehicles and for general mechanical and electrical engineering services.

ELECTRICAL

Major work completed during the year included:— the design and letting of contracts for the lighting and electrical services in Kings Cross Tunnel; design of a number of street lighting installations including those for the North Western and Southern Freeways; the installation of two-way radio networks throughout the County of Cumberland and in two country Divisions and investigations into extending the radio networks into those Divisions still to be equipped; letting of contracts for the supply and installation of automatic toll collection machines for the Southern Freeway at Waterfall; the erection of a two megawatt substation for the new Asphalt Plant at Granville; the electrical installation at the new Works Office at Lane Cove; the renewal of submarine cables for Glebe Island Bridge.

CENTRAL WORKSHOP

The Central Workshop at Granville is a complex organisation at which a multiplicity of jobs are undertaken. During the year 9,100 jobs were completed for a value of approximately \$4,264,000.

The various categories of work carried out and the proportion to the total activity were:— property repairs, furniture manufacture, general building and carpentry work—27%; sign manufacture (including sign structures)—20%; manufacture and repair of plant and overhaul of ferries—16%; plumbing and electrical services and

general transport services—12%; structural steelwork and reinforcing steel for bridge—12%; special projects and other miscellaneous work—13%.

Building work included the removal of toll cabins from Mooney Mooney to coincide with the opening of the second road bridge over the Hawkesbury River. Also modifications were carried out to the steelwork to be used in the construction of toll cabins on the Southern Freeway at Waterfall. Work on the site at Waterfall is still progressing.

Buildings were constructed for a works office at Bargo, including office, laboratory, store, flammable liquid store, garages and concrete curing room.

A prefabricated office building was provided for use at the Freeway Construction Office at Kings Cross.

Other building work included the construction of the Royal Easter Show exhibit, miscellaneous alterations to buildings and/or fittings at Head Office, Parramatta Divisional Office, the Materials and Research Laboratory and at Central Workshop.

Renovations and maintenance were carried out on Departmental properties in the Sydney metropolitan area, including tenanted houses acquired for future road construction. Inspections were carried out on country staff residences in twelve Divisions in accordance with a continuous programme.

During the year 25,339 road signs were manufactured primarily for the purpose of converting the signposting of Main Roads to the metric system.

In this regard an additional 12,000 metric overlay plates were produced for attachment to existing signs and 13,500 "km" identifying patches were also made. Additional warning and advisory speed were also obtained from trade sources.

Special large support structures were manufactured for erection of freeway signs and signs in urban areas.

Plant and motor vehicle repairs were carried out for the Metropolitan Construction Office, together with a number of large plant repair jobs for other works offices.

The Workshop service exchange system continued to handle a wide range of exchange components for the plant fleet. The total number of jobs completed in this section during the year was 1,290.

Four large vehicular ferries were overhauled at the Mortlake Slipway. One of these overhauls involved the renewal of a major area of steel hull plating, the replacement of timber decks on the areas not available to traffic with steel and the complete renewal of driver and passenger cabins by steel structures of a more modern design.

Central Workshop personnel assisted and supervised the overhaul of a further six ferries throughout the State.

Steel girders and handrails for bridges totalling approximately 275 tonnes (271 tons) were fabricated for a number of bridges.

A total of 727 tonnes (715 tons) of steel reinforcement was cut and bent to shape for use in concrete bridges and culverts throughout the State.

The production of steel reinforcing cages for use by the Benoto Pile Boring Organisation was continued.

This ripping "boot" on a Dozer has been specially adapted for mechanical removal of asphalt surfacing.



A steel box girder type pedestrian bridge was fabricated and erected across Burns Bay Road at Linley Point. A similar type bridge has been fabricated to provide access across the railway from Picton Avenue to Hume Highway at Picton. Erection of this bridge will be carried out in conjunction with the Public Transport Commission.

Sixty-three bitumen sprayers, including those owned by Contractors and Councils, were tested for the purpose of issuing or renewing sprayer certificates.

Two auction sales were conducted to dispose of worn plant, trucks and miscellaneous items and realised a total of \$389,994.

The field workshops throughout the State now number forty including one established during the year at Lane Cove. These workshops carry out plant repairs and, to a lesser extent, motor vehicle repairs.

Plant Inspectors carried out regular inspections of plant, vehicles and the field repair facilities. They also filled a role of training and assisting in newer and more difficult aspects of plant maintenance and repair.



(Top left) Between Homebush and Granville, construction of a section of Western Freeway is in progress. Birnie Avenue crosses in the foreground.

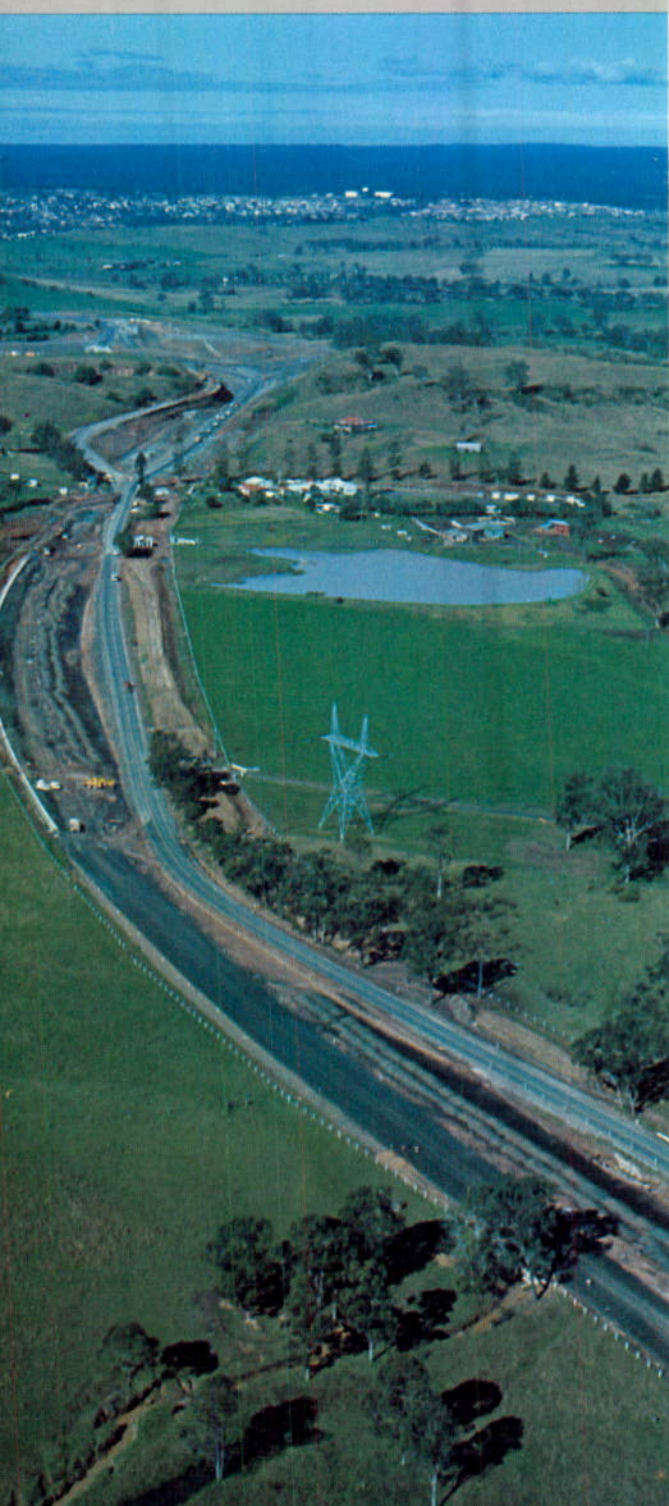
(Lower left) Under construction, the Kings Cross Road Tunnel Project.

(Lower centre) The route of the South Western Freeway sweeps across the landscape between Campbelltown and Camden.

(Below) Southern Freeway construction from Figtree to Kembla Grange.

The View Down

Aerial Views of Roadworks in Sydney and the Surrounding Area



TRAFFIC SERVICE

During this final year of imperial unit signposting on New South Wales Main Roads, planning for the changeover to metric units went into concluding stages ready for conversion month—July 1974.

The regular work associated with the Traffic Service section, involving provision of climbing lanes, bus bays, median strips, channelisation of intersections, and the traffic surveys continued.

A total of 13 climbing lanes was constructed during the year bringing the number now constructed throughout the State to 170. This includes 8 sites on state highways and one each on a main road and a county road.

There were 5 bus bays constructed during the year, bringing the total on main roads to 109.

Median strips constructed in permanent materials are generally of three widths. Medians less than 1.5 m (5 ft.) wide were constructed along 4.4 km (2.7 miles) of main road, bringing the total to 118.2 km (73.4 miles); medians 1.5 m (5 ft.) but less than 3 m (10 ft.) were added to 11.1 km (6.9 miles) of main road, giving a total of 116.3 km (72.2 miles); medians 3 m (10 ft.) and greater in width were constructed along a length totalling 33.9 km (21.1 miles), the full length of this size median then being 170.8 km (113.4 miles).

The total number of channelised intersections completed during the year was 36, an increase of 11 over the previous year. Major sites where channelisation was completed included Princes Highway and McKell Avenue, Waterfall; Pacific Highway and Walker Street, North Sydney; Mitchell Highway, Trunk Road 61 and Main Road 573 at Orange; New England Highway (Church Street) and Gwydir Highway (Meade Street), Glen Innes; Hume Highway (Young Street) and Dean Street, Albury; Sturt Highway and Trunk Road 78 west of Wagga Wagga.

A detailed traffic volume survey was completed during the year in the County of Cumberland. Similar surveys are in progress in the North Eastern, Lower North Coast, Illawarra, South Coast, South Western, Central Murray, Murray Darling and Central Northern Divisions, plus the urban area of the Hunter Valley Division.

The results from the 1972 traffic volume surveys in the Hunter Valley, North Western, Central Mountains Divisions and Colo and Gosford Shire in Parramatta Division were published during the year and the Upper Northern, Central Western and Southern Divisions are ready for printing.

Data collected in the 1973 traffic volume survey in the County of Cumberland is being printed at the present.

From the beginning of 1974 the number of permanent counting stations was increased by 15 of which six were established in Hunter Valley and seven in Illawarra Division. At present the total number of permanent and semi-permanent counting stations in operation, including 12 ferries is 226.

The replacement of pneumatic tube detectors with magnetic loop detectors and new equipment at permanent counting stations is in progress. Installation of loop detectors were completed at 18 sites during the year and 21 additional sites are being installed at present.

RESEARCH AND MATERIALS TESTING

The programme of materials testing, research and evaluation of new equipment and materials was continued. Advances were made in the investigation of methods of pavement design, the monitoring of pavement moisture conditions and in site investigations for bridgeworks and major roadworks including the investigation of unstable areas such as landslides affecting roadworks.

The position of Principal Scientific Officer, was replaced by two positions, Principal Chemist and Principal Geologist and under a variation of the Industrial Agreement, the classification of Engineering Analyst for officers with professional scientific qualifications was replaced by the title Scientific Officer, which more clearly indicates the type of work in which these officers are involved.

In addition to the Principal Chemist and Principal Geologist, the total number of Scientific Officers at the end of the year was 28 and the total number of Testing Laboratory Operators was 130. Of these, eleven Scientific Officers and 33 Testing Laboratory Operators were located at the Materials and Research Laboratory.

Three Science Trainees completed studies for their basic degrees in 1973. Of these, two were appointed to Divisional Laboratories and one to the Materials and Research Laboratory. One other Science Trainee has returned to Sydney University to complete an Honours year in Geology.

In order to keep abreast of modern techniques and developments, selected Engineers and Scientific Officers were sponsored to attend a number of seminars and lecture courses in associated fields.

A considerable amount of work was carried out during the year on the metric conversion of test procedures and specifications.

DIVISIONAL AND FIELD TESTING

Control of the quality of materials and work in the field by Divisional and field laboratories continued during the year. Approximately 55,000 samples were taken of materials including soils, gravels, bitumen, aggregate and concrete, involving 224,000 individual tests.

In addition, 2,500 tests were involved in the test loading of precast pipes, culvert units and prestressed concrete bridge units.

Two new Divisional Laboratories were brought into use during the year. These are at Glen Innes where the new laboratory was built in conjunction with the new Divisional Office and the Metropolitan Divisional Laboratory which was transferred from the old laboratory at Granville to the new laboratory building at the North Metropolitan Works Office at Lane Cove. A new field laboratory was established at Bargo to perform tests required on the construction of the South Western Freeway.

Field control on certain major country works remote from Divisional Laboratories was facilitated by the continued use of mobile laboratories attached to the

particular Divisions. There are six of these mobile laboratories throughout the State.

The use of Benkelman beams increased substantially in the checking of adequacy of newly constructed pavements for surfacing and in the evaluation of existing pavements for improvements by resurfacing.

MATERIALS AND RESEARCH LABORATORY

At the Materials and Research Laboratory located at Milsons Point, 92,135 tests were carried out. The most common tests were on soils, gravels, aggregates, concrete, tar, bitumen, bituminous mixes, paints and steel. Tests were also carried out on adhesives, retroreflective materials, oil, water bitumen and concrete additives, aggregate precoating materials and joint fillers. During the year there was a marked increase in the demand for pavement deflection measurement with the Benkelman beam.

There has been an increase in the amount of site investigation work, mainly sub-surface investigations using seismic and resistivity equipment. This equipment is particularly useful for investigating possible bridge sites and for determining the materials likely to be encountered in roadwork cuttings. Other services provided by this group included consolidation predictions, landslide investigations and analysis and the investigations of construction problems through swampy areas.

The large number of requests for pavement skid resistance measurements has continued and these have been met by using the Stanley Pendulum. Concurrently, an investigation of skid resistance has progressed with the Mu-meter unit. This equipment can measure pavement friction at speeds of up to 120 km/hr and is expected to be available for routine testing in 1975.

The Materials and Research Laboratory continued to provide a service for the calibration of the testing and force measuring equipment, as well as the calibration of equipment used by contractors in the manufacture of precast and prestressed concrete products for the Department. With the adoption of metric units a major task has been the progressive conversion of laboratory equipment. This is well under way and will continue as parts become available and as conversion can be programmed to fit in with routine calibration work.

RESEARCH

Investigation work continued on pavement moisture characteristics. This has involved the measurement of soil moisture suction curves for materials representing the soil groups upon which pavement design procedure is based. Pressure plate and pressure membrane apparatus is being used for the work.

An investigation has been commenced on the strength properties of pavement materials, using Texas triaxial equipment. It is expected that it will be possible to relate this work to the soil-moisture suction and possibly the pavement deflection work.

Experimental work into the performance of plastic subsoil drainage pipes is well advanced. To date this work has concerned the relationships between filter materials and the size and location of the pipe slots.

As part of the programme to investigate and develop skid resistant surfacings, the Mu-meter Skid Resistance trailer has been used to determine the coefficient of friction of various pavement surfacings and in the investigation of the effect of vehicle speed on the skid resistance of a surfacing.

A vibrating wire borehole inclinometer has been developed for use in the investigation of ground movements associated with roadwork. A load cell has also been developed to enable a uniform load to be maintained on a concrete sample for use in creep testing.

A study team comprised of five officers of the Australian Road Research Board and one from the Country Roads Board, Victoria, tested various sites on the construction work being carried out on the South Western Freeway at Campbelltown and on the Camden by-pass. The testing involved measurements with dynamic modulus equipment and a nuclear density meter as well as measurement of the maximum deflection and the deflection bowl at a number of monitoring sites by means of the ARRB Dynaflect and also by Benkelman beam measurements carried out by a team from the Materials and Research Laboratory.

SURVEY AND ACQUISITION OF LAND

New roads and freeways and alterations to existing routes usually involve the Department in acquisition of land. The cost of acquisitions represents a substantial proportion of the total cost of many new works. As well, the planning involved in the purchase of land must take into consideration the length of time before it will actually be used.

A total of 882 land settlements was effected during the year. The various categories of settlements over all areas involved 38 settlements for hardship, 685 by negotiation, 82 due to realignment and 77 resumptions. They were negotiated by 45 Staff Valuers who were assisted by 25 Consultant Valuers.

The year's expenditure of \$25.65 million, was divided as follows:— County of Cumberland—\$5.93 million; Kings Cross Road Tunnel Project—\$0.96 million; areas outside County of Cumberland—\$2.39 million; Commonwealth Aid Roads Act (Cumberland and outside)—\$16.37 million.

Plan preparation during the year involved 276 plans comprising 541 sheets, which were prepared for lodgement at the Registrar General's Department. Included in these plans were those required in connection with 14 realignment proposals affecting 9.3 km (5.8 miles) of road in the County of Cumberland and 3 realignment proposals affecting 4.8 km (3 miles) of road in areas outside the County of Cumberland.

Departmental staff carried out 155 land surveys in the County of Cumberland and country areas of the State, while Consultants were responsible for a further 23 surveys. These surveys covered proposals for over 68 km (42 miles) of road in the County of Cumberland and over 154 km (96 miles) in country areas.

The number of land development enquiries answered in the Survey and Property Section was reduced from the previous year's total of 13,580 to 11,581.



ARMY SUPPLEMENTARY RESERVE UNIT

The School of Military Engineering at Casula, was the site for the Twenty-Fourth Annual Camp of 21 Construction Regiment RAE(SR) which was held from 9th March, 1974 to 22nd March, 1974. The Regiment is manned by officers and employees of the Public Works Department, the Metropolitan Water, Sewerage and Drainage Board, and the Department of Main Roads.

The camp was held in conjunction with the Regiment's Higher Formation, 11CE(WKS). In addition, under command of the Regiment for training and administration during the camp were 1 Port Construction and Repair Group (SR) which is sponsored by the Maritime Services Board, and 201 Works Section which was formerly sponsored by the Snowy Mountains Commission and is now sponsored by the Metropolitan Water, Sewerage and Drainage Board. A total of 354 personnel attended the camp, of which 291 were from the Regiment with 197 being officers or employees of the Department of Main Roads. The total includes 57 recruits who attended a Recruit Course at the nearby Bardia Barracks Army Camp, conducted concurrently with the Regiment's Camp.

The training for the camp was prepared by the Regiment and 11CE(WKS) and administered by the Regiment during the camp. It was organised into seven wings—Officer training, Warrant Officer—qualifying, Sergeants qualifying, Corporals qualifying and three Field Engineering wings. The wings were organised and conducted by the camp personnel with some SME staff assistance.

During the camp several construction projects were commenced at various sites in SME to improve the facilities at the School. Each of the three Field Engineering wings spent three days on one or other of the projects.

During the 1973-74 Training Year, regular voluntary Home Training parades were conducted on week nights and during week-ends at the Regiment's Depot at Haberfield. As well, an NCO Promotion Course was conducted in association with the Unit's Higher Formation, 11CE(WKS), at the Bardia Barracks Army Camp, Ingleburn, from 15th September, 1973 to 28th September, 1973.

EMPLOYMENT AND STAFF TRAINING

The number of Wages Employees (including contractors' employees and contract Lorry owner/drivers) engaged on maintenance and construction of Main Roads and construction of Developmental Roads by the Department of Main Roads and Councils at 30th June, 1974 was 11,257 compared with 10,890 at 30th June, 1973. In addition, there were 3,701 salaried officers of the Department. The following table provides a detailed analysis of these figures:—

Departmental Staff and Employees

Salaried Officers—				
	Male	3,096		
	Female	<u>605</u>	3,701	
Wages Employees—				
	Male	6,299		
	Female	65	6,364	10,065

Departmental Contracts

Contractors' employees engaged on contracts under direct supervision by Department (other than haulage and minor contracts)			
		359	
Haulage Contracts—Trucks		848	
Minor Contracts—Plant etc.		<u>420</u>	1,627

Council Employees

Engaged on Subsidised Roadworks	<u>2,574</u>	2,574
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Council Owned and Contract Trucks

Engaged on Subsidised Roadworks	940	<u>940</u>	<u>5,141</u>
GRAND TOTAL:			<u>15,206</u>

Employer-employee relations have remained harmonious as have those with officials of the various unions concerned.

EMPLOYMENT AND STAFF TRAINING

Staff Training: There was a marked increase in the type of training provided and the number of staff who attended courses this year.

Eight senior officers were sponsored to attend administrative courses at the Australian Administrative Staff

College, Mt. Eliza, Victoria and the Institute of Administration, University of New South Wales. A total of 83 officers has now been sponsored to such courses.

The policy of encouraging officers to attain recognised tertiary qualifications to fit them for more responsible duties was maintained during the year.

Full Time Students: 149 trainees were sponsored at the Universities of Sydney, New South Wales, Macquarie, Newcastle and Wollongong and the New South Wales Institute of Technology, undertaking degree courses in Civil Engineering, Surveying, Science, Mechanical Engineering and Accountancy.

Part Time Students: 426 officers undertook study courses at various educational institutions in 39 different courses.

Apprentices: There were 41 new apprentices employed during the year. The total number of apprentices now employed is 138 in 11 trades.

Induction Training: 284 newly appointed officers received instruction in accordance with the formal induction programme. In addition an induction course was held on 6th December, 1973 for 42 graduate engineers, surveyors and analysts.

Residential Course For Field Engineers: In October, 1973, a two week course in road construction and maintenance methods was held for 28 field engineers. As in previous years, the course was conducted at the Residential Centre, Institute of Administration, University of New South Wales.

Training for Bridge Design Engineers: 20 engineers engaged in bridge design attended a new training course which commenced on 13th May, 1974. The course is being conducted in two sessions of one weeks duration, and is designed to provide those attending with up to date information in the varying field of bridge design.

Road Design Draftsmen's Course: A new type of training course for road design draftsmen was commenced during the year, which requires trainees to attend three separate one-week sessions. In all, 59 officers have so far commenced training by completing their first week-long segment of the course.

Training for Road Foremen: The fifth group of road foremen, numbering 20 in all, completed the first two week segments of their training course held from 29th April to 3rd May, 1974 and 3rd to 7th June, 1974.

Training for Bridge Foremen: During the year the fifth group of bridge foremen, completed their full training course by attending two classes held from 18th to 24th July, 1973 and 12th to 18th September, 1973. There were 20 in the group, bringing the total of bridge foremen who have now attended these training courses to 89.

Training for Car Drivers: Two seminars for car drivers located in the Metropolitan area were held during the year. The first was held on 11th and 13th February, 1974 and the second on 18th and 20th February, 1974. A total of 18 car drivers attended.

Training in Clerical Procedures: A total of 265 persons comprising clerical officers, stenographers and typists received training in clerical procedures during the year. Two officers were also sponsored to attend a legal training course for stenographers. Instructional

(Right) This new bridge over the Wilson River at Telegraph Point was opened during the year.



Employment and Staff Training—continued

staff visited field offices to provide follow-up instruction of the computerised payroll and stock control systems.

Training in Personal Skills: 12 short courses in correspondence preparation were held during the year. Four of these were conducted in Head Office and the remainder in Divisional Offices. In all 133 officers attended these courses.

A total of 17 officers attended courses in Dictation Techniques, Letter, Submission and Report Writing and Effective Reading conducted by the Staff Development Branch of the New South Wales Public Service Board in both Sydney and country areas.

Methods of Instruction Training: Five courses of training in methods of instruction for staff required to present sessions at Departmental training courses were conducted during the year. A total of 36 officers of various designations attended the courses.

A two day seminar on instructional techniques was also held on 10th and 11th December, 1973 for five foremen who are engaged in instructing plant operators.

Training in Staff Supervision: Five courses of training in staff supervision were conducted during the year. The courses, each of one weeks duration, were held at Head Office. Two of the courses were attended by senior draftsmen drawn from all Divisions. The other courses comprised officers of various designations. A total of 64 staff completed this new type of training.

Divisional Training Conferences: Three series of conferences under Divisional arrangements were held throughout the State during the year. The conferences were based on six subjects, each being covered by detailed lecture notes. Specialist speakers from Head Office attended many of the conferences which were mainly conducted on a group discussion basis. Staff attending the conferences included engineers, engineering analysts, draftsmen, surveyors, together with clerical officers and bridge and road foremen for selected sessions.

Training of Plant Operators: The activities of the School of Plant Instruction were carried on throughout the year, five foreman instructors being employed.

Due to labour shortages and turnover of operators it has been difficult to maintain a satisfactory standard of plant operation.

A total of 71 instruction sessions was held at 39 Works Offices, instruction being given in the field to operators on 854 items of plant, as follows (number of instruction times in brackets): Graders (232); Crawler Tractors (81); Pneumatic Tyre Tractors (122); Loaders (98); Rollers (126); Motor Vehicles (45); Snow clearing equipment (6); Miscellaneous—compressors, pumps, mowers, etc. (144).

In addition to this, 36 operators received instruction before taking delivery of new plant items from Central Workshop, and one instructor was made available for a week for instruction to Council operators on their plant.

OFFICE PREMISES AND HOUSING FOR STAFF

Head Office: In order to utilise the space available in the present Head Office complex minor alterations continue to be found necessary to provide satisfactory accommodation for Head Office staff.

The present room housing the Computers for Accounts and Stores has been enlarged to enable additional equipment to be installed. To provide suitable space for the Technical Computers an additional floor is being constructed as a mezzanine within the building at 297 Castlereagh Street to accommodate this equipment. The additional computer equipment will require the capacity of the present air conditioning system in this building to be increased and tenders will be invited for this work next year.

Divisional Offices: The Divisional Office building at Glen Innes was completed and occupied in August 1973 and has been operational from that date.

Plans and specifications have been prepared for substantial alterations and additions to the Tamworth Divisional Office for which tenders are to be invited.

The preparation of contract documents is proceeding for the invitation of tenders for a new office building to accommodate Divisional Office staff in Lithgow. Prospective tenders have been invited to register with the Department for this work.

Toll Offices: A new Toll Office building has been erected at Waterfall at the commencement of the Southern Freeway which will additionally accommodate computer equipment for both a toll and a fog warning system.

Design work has commenced for the provision of a suitable structure on the southern approaches to the Sydney Harbour Bridge to accommodate the present Toll Office facilities and a new Traffic Control Centre.

Works Offices: The construction of a new Works Office complex at Lane Cove known as the North Metropolitan Works Office has been completed and the Office has been operational since May 1974.

Preliminary proposals have been prepared for the design of a new Works Office to be erected at Rockdale to be known as the South Metropolitan Works Office.

Plans and specifications have been completed for the construction of a new Works Office building and main store at Windsor for which tenders will be invited in the forthcoming year. Similar additions are proposed to the Works Office at South Tamworth and Waratah for which contract documents have been completed.

Consideration is being given to improvement of the conditions in other Works Offices and the provision of adequate Workshop facilities.

WEIGHT OF LOADS

Ordinance No. 30C of the Local Government Act, 1919, imposes limits on the gross weights and axle loads of vehicles. Inspectors are employed to enforce these limits on State Highways, and other Main Roads in New South Wales under direct control, with a view to preventing serious damage to road pavements and bridges which would result from the operation of overloaded vehicles.

During the year Inspectors stopped 43,174 vehicles for checking and of these, 11,286 or 26 per cent, were found to be overloaded. Prosecution action was taken in most cases and 8,429 convictions were recorded and appropriate penalties imposed. Some 74 per cent of the overloaded vehicles exceeded the Ordinance limits by more than two tonnes.

It has been decided to establish fixed weighbridges on the Great Western Highway near Mt. Boyce 13 km (8 miles) west of Katoomba and on the Hume Highway near Derrigullen Creek 7 km (5 miles) south of Yass. Work for the Mt. Boyce installation is proceeding and it is expected this weighbridge will be in operation late in 1974 or early in 1975. At the Derrigullen Creek site, design of access road preparatory to the commencement of earthworks is proceeding. Weighbridges at each of these locations will be 4 plate units, end to end—three of 4.8×3 metres ($16' \times 10'$) and one 6.7×3 metres ($22' \times 10'$).

Tables in the Ordinance covering axle maximum loaded weights have been converted to metric units and the necessary amendment to the Ordinance has been gazetted and took effect from 1st February 1974. The conversion was made in keeping with the National Association of Australian State Road Authorities' proposals regarding lengths of vehicles and weights. The Master Carriers' Association had agreed to the proposals before the conversion.

It has been the practice in recent years to employ enforcement personnel only on those State Highways and other Main Roads under the Department's care and control. This policy has now been modified to allow Weight of Loads Inspectors to make random checks on selected Trunk and Main Roads under the care and control of Councils with the view to apprehending overloaded vehicles which are using alternate routes to evade detection. Municipal and Shire Councils have been informed of the change in policy and at the same time the Department has re-affirmed its offer of training and financial assistance to Councils which set up their own Ordinance enforcement organisations.

Permits to exceed Ordinance limits are issued for non-divisible loads when alternative transport by rail or sea is not practicable. These permits prescribe the route to be followed and are issued after full consideration of the current pavement and bridge conditions on that route, the total weight of vehicle and load and the type (number of wheels, axles and axle spacings) of vehicle.

During the year, 4,296 permits for loads in excess of Ordinance limits were issued involving the movements of loads weighing a total of 289,337 tonnes

(284,307 tons). Permits for 122 of these were for items weighing 75 tonnes (74 tons) and over.

Period permits may be issued for certain fixed loads such as mobile cranes allowing restrictive travel in a limited area, normally 50 km to 80 km (30 to 50 miles) radius of a nominated location. There were 741 of these permits issued during the year.

Assistance is freely given to vehicle operators by supplying an assessment of Ordinance limits in respect of a nominated vehicle. There is appropriate printed matter available for distribution, on application, to both owners and drivers. Assistance is also provided to Industry by investigating proposals for the movement of heavy loads to major industrial works throughout the State.

GRAPHIC SERVICES

Graphic Services refers to the production of printed matter by means of photographic, offset, letterpress and plan printing processes together with offset duplicating and electrostatic copying.

During the year two darkrooms were enlarged to provide better facilities for photocopying of large originals and space for larger developing, fixing and washing troughs. In addition a small test room was provided for quality control of microfilms of engineering drawings. In the platemaking section a new 610 mm (24 inch) vertical camera was installed for preparation of negatives required for offset printing.

Plan printing is carried out on two contact printers using anhydrous ammonia in an automatic printing and developing process. One machine has been in operation for 4 years, the other machine being newly installed in September, 1973. Both cut sheets and roll stock are used.

In addition a Rank Xerox plan printer was installed in February 1974. This machine will copy opaque or transparent originals up to $914 \text{ mm} \times 610 \text{ mm}$ giving copies on bond paper at 0.5, 0.7 or 1.0 times original size depending on the size of the original and size of print required.

The web offset machine had tinting numbering and perforating attachments installed during the year. The tinting attachment enables white paper to be tinted during the printing process to any desired colour, thus obviating the necessity to retain stocks of coloured papers.

A new guillotine, installed during the year, can be programmed and, besides being more accurate than the old machine which it replaced, is very much faster on repetition work.

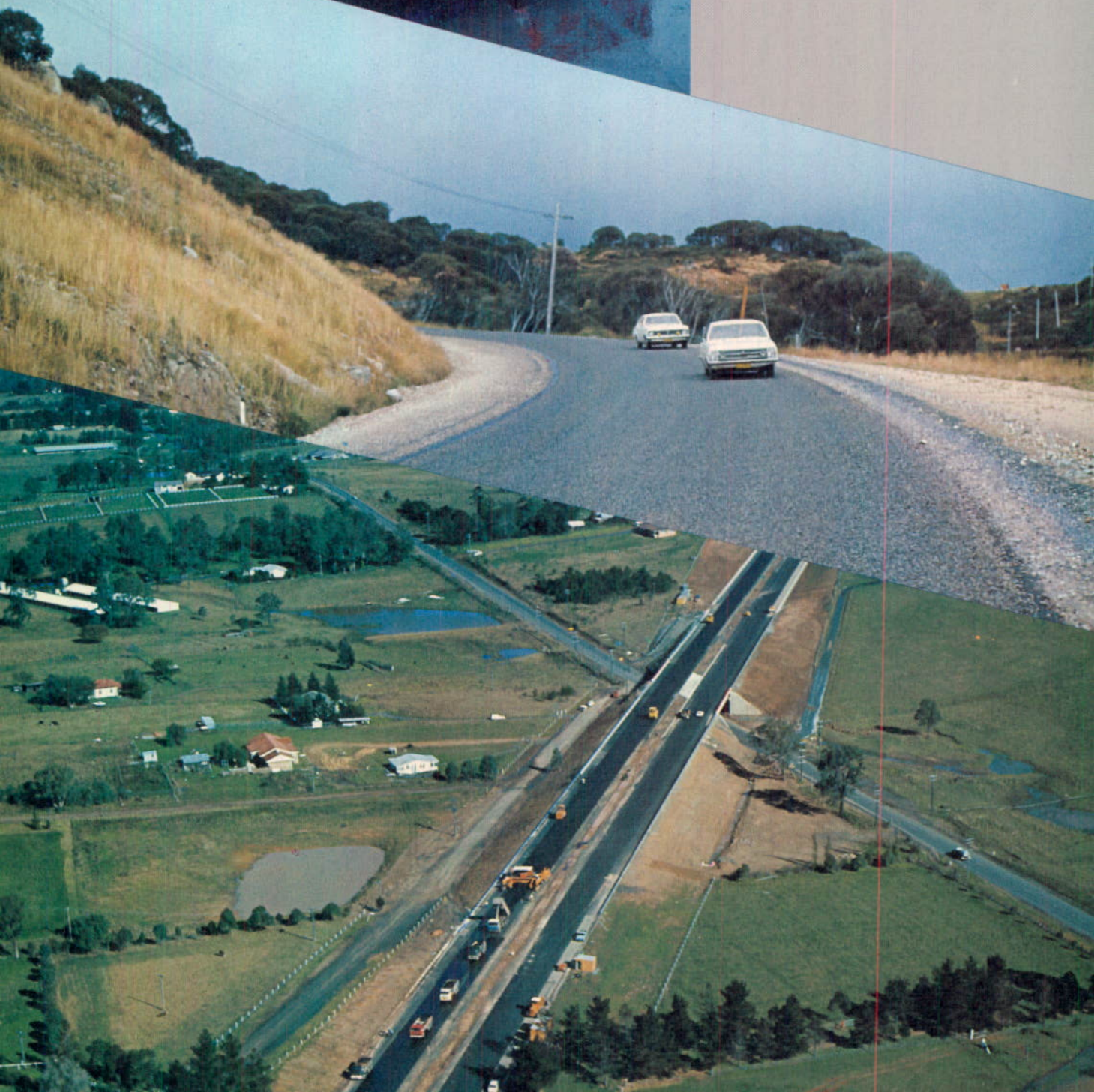
Another addition to Graphic Services was an automatic duplicator, or small offset printer. This machine prints on both sides simultaneously, the output being collated automatically in a 200 tin sorter.



(Left) The Department paraded a colourful float in the 1973 Waratah Festival.

(Centre) Main Road 286, leading up Mt. Kosciusko, is now being bitumen surfaced, as seen here 32 km (20 miles) from Jindabyne.

(Lower) Deviation of the Hume Highway under construction near Camden.



PUBLIC RELATIONS

The Public Relations Section is responsible for informing the public of the activities of the Department of Main Roads. The number and variety of activities ensures that the Public Relations Section is always fully involved in the task, using one or more of the methods proven effective in disseminating information.

These methods include exhibitions of photographs and scale models, functions such as road and bridgework openings, movie films and printed information. The quarterly journal "Main Roads", is a feature of the printed information, and other regular material includes press releases, brochures on major works and individually prepared items for the press. The section also maintains an extensive photographic and film library which is an essential adjunct to Public Relations activities.

When particularly requested, arrangements are made for officers to address community service organisations, and to supplement such functions, film screenings are frequently arranged.

As an additional service to motorists and motoring services, information relating to special road problems is also provided. This year, requests for such information were particularly high because of the serious flood conditions occurring several times and blocking many major roads.

The Sydney Waratah Festival, with its special 1973 theme of music to commemorate the opening of the Opera House, included a Department of Main Roads float. Once again, there was participation in the 1974 Sydney Royal Easter Show, presenting a major display with the theme "Main Roads Go Metric".

Several smaller exhibits were organised in connection with schools, historical societies and careers. In country areas displays were arranged at Parkes, Broken Hill, Bourke, Wagga Wagga, Wollongong, Lithgow, Bega and Newcastle. A careers exhibit was staged at Newcastle in connection with Apprenticeship Week.

New scale models of Departmental works which were put on public exhibition during the year included the Campbelltown to Mittagong section of the South Western Freeway, the overpass of Hunter Street, Newcastle and the St. Ives-Belrose area.

The major roads and bridgeworks which were officially opened during the year included:—

- New bridge crossing the Georges River at Alford's Point on County Road 5016, on 7th September, 1973. The Premier and Treasurer of New South Wales, the Honourable Sir Robert Askin, officiated at the ceremony.
- Over the Wilson River at Telegraph Point, new bridge and deviation on the Pacific Highway (S.H. 10), where the Deputy Premier and Minister for Highways, Sir Charles Cutler opened the work, on 17th April, 1973.
- The Rip Bridge over Brisbane Water, opened on 14th June, 1974 by Sir Charles Cutler. At Newee

Creek, Macksville, a new bridge and deviation was opened by the retiring Chief Engineer, (Bridges), Mr. F. C. Cook, on 25th June, 1974.

A total of 72 press releases was issued during the year and 318 movie films sent out on loan for special functions. Three completely new brochures were published—"Main Roads Go Metric", "New Bridge Over Brisbane Water at The Rip" and "Wollongong Northern Suburbs Distributor". Six publications, including maps, were reprinted. In the continuing reprints of the Historical Roads of New South Wales series, 10 journal articles on highways were reprinted.

LIBRARY SERVICE

The technical library service comprises the Head Office Library and seventeen Branch Libraries in Divisional Offices located throughout the State and in the Materials and Research Laboratory at Milsons Point. During the year 2,210 books, pamphlets and standards were added to the collection bringing the total library holdings to 42,291 publications. The periodicals to which the Department now subscribes have been increased to 465 with 17 new titles added during the year.

The library circulated 11,945 new periodicals to the staff, lent 9,251 items from stock and issued three library bulletins during 1973/74.

LANDSCAPING

Landscaping and tree planting within the road reserve have functional and aesthetic benefits. Areas disturbed by roadworks are restored; headlight glare is screened from opposing traffic; unsightly views are obscured; road alignment is delineated to assist driver interpretation; monotony of driving on long stretches of road is broken; and there is the total aesthetic improvement.

The preservation of existing trees and the planting of new trees are essentials in a desirable roadside environment and 16,600 shrubs and trees were planted during 1973-74.

Tube size or semi-advanced trees are purchased from commercial and Forestry Commission nurseries and are nurtured at the plant holding nursery at Yennora until they are required for planting in the field.

The planting of trees is undertaken by the Department's own forces. However, on a recent occasion, trees and shrubs were supplied for planting by school children on the approaches to Bland Creek at Stockinbingal.

Major plantings were completed during the year on the Southern Freeway between Loftus and Waterfall and south of Wollongong between Five Islands Road and Northcliffe Drive, on the Hume Highway on the deviation between Narellan and Camden, and at various locations between Mittagong and Yass.

NATIONAL ASSOCIATION OF AUSTRALIAN STATE ROAD AUTHORITIES

The National Association of Australian State Road Authorities is an organisation of the central road authorities in the six States together with the Australian Department of Housing and Construction, which is the road constructing authority for the Commonwealth Territories. The present members are:—

Department of Main Roads, New South Wales

Country Roads Board, Victoria

Main Roads Department, Queensland

Highways Department, South Australia

Main Roads Department, Western Australia

Department of Public Works, Tasmania

Australian Department of Housing and Construction.

The Association, established in 1934, has the following objectives and aims.

Objectives

- (a) to establish the role of roads in a balanced transportation system and develop an adequate, economic and safe road system for the nation.
- (b) to promote a public awareness of the role that roads play in the social structure of the community.
- (c) to have NAASRA recognised as a forum for the formulation of national road policies.

Aims

- (a) to consult with other agencies and to undertake studies for the formulation of policies as outlined in the objectives.
- (b) to establish appropriate standards for all classes of roads.
- (c) to disseminate information on the value of roads in the national economy and the role played by roads in transportation.
- (d) to promote road safety by balanced planning, design and road traffic management practices.
- (e) to promote the development of improved methods of administration, planning, design, construction, maintenance and operation of roads.
- (f) to advise meetings of Ministers on matters relating to the formulation of road policies and practices.
- (g) to inform Governments and others on all matters relating to the nation's road system and its development.

The Engineer-Secretary, assisted by a small seconded staff, carries out the Secretarial work of the Association.

Mr. R. J. S. Thomas, Commissioner for Main Roads, N.S.W. became Chairman of the Association on 12th November, 1973 at the 50th Meeting of NAASRA held at Head Office.

Because of the importance of events leading up to the formulation of the new Australian Road Grants Act, the Association held six meetings during the year—three attended by the Heads of the above Member authorities and three by the State Highway Ministers.

At the annual meetings of Highway Ministers which followed the 50th Meeting of NAASRA at Head Office in November 1973, a Symposium was held on the topic "The Role of Roads in the Movement of People

and Goods in Urban Areas". This Symposium features top speakers from various states and was well received by all who attended, including the Federal Minister for Housing and Construction, The Hon. L. R. Johnson, M.P., the State Minister for Transport, The Hon. M. A. Morris, M.L.A. and Representatives from the Public Transport Commission of N.S.W.

The Principal Technical Committee (comprising the Chief Engineers nominated by the member authorities) and the Secretarial and Accounts Committees each met during the year and were assisted by meetings of several technical committees dealing with specialist activities. Representatives from the Commonwealth Bureau of Roads and the Australian Road Research Board also attended a number of these meetings.

Several technical publications were issued during the year as well as the first two of a series of 16 new brochures on the theme "The Role of Roads in Transportation". The two brochures were entitled "The History and Challenge of Road Transport" and "Roads and National Development".

Representatives of NAASRA and its member authorities made a significant contribution to the Report on National Highways which was completed during the year. Another important document completed was the report by a special NAASRA Committee on "Community and Environmental Problems Associated with Urban Highway Proposals".

AUSTRALIAN ROAD RESEARCH BOARD

The Australian Road Research Board, established in 1960 by the National Association of Australian State Road Authorities, was registered as a public company in 1965. The Members and Directors of the company are the Executive Heads of the six State Road Authorities and the Commonwealth Department of Housing and Construction.

At the Ninth Annual General Meeting held in May, 1974, Mr. W. Hansen, Commissioner of Main Roads, Queensland, was appointed Chairman and Mr. R. E. V. Donaldson, Chairman of the Country Roads Board, Victoria, was reappointed as Deputy Chairman for the year 1974-75. Mr. R. J. S. Thomas completed his term as Chairman at this meeting.

During the year, Mr. B. J. Donnelley, Director of Public Works, Tasmania, retired and his successor, Mr. G. E. C. McKercher was appointed as a Director at the Ninth Annual General Meeting.

At the 25th Meeting of the Board in May, 1974 to assist in the operations of the Board's research activities and to assist in the dissemination of results of research, changes were made in the functions of the Advisory Council. The results of this change together with the formation of an ad hoc research needs committee to report to NAASRA should be evident in the coming year.

During the year officers of the Board attended the Highway Research Board Annual Conference in Washington and the 1st International Conference on Driver Behaviour in Zurich. Their contributions at each of these conferences resulted in favourable comment being received on the level of road research in Australia.

An officer of the Board has also been seconded to work for one year at the Traffic and Road Research Laboratory in the United Kingdom. While overseas he will be taking the opportunity to study trends in research in Europe.

The Board continued to sponsor research at Universities and other Authorities and the grants to outside bodies for research during 1973-74 approximated \$280,000 from the Board's total estimated expenditure of \$1,600,000.

An activity of growing importance for the dissemination of information is the sponsorship by the Board of symposia in various centres throughout Australia and, in line with the growing demand, Mt. Gambier in South Australia was the venue for "Roads and Tourism" and Launceston, Tasmania for "Management of Road Maintenance". Attendance at each symposium was approximately 100 and the technical sessions created considerable interest and discussion.

Direct research continued on Field Moisture Strength Relationships, Compaction of Flexible Pavements, Analysis of Materials for Road Structures, Traffic Flow Analysis, Traffic Control Studies and Human Factors Research on Accident Analysis and Driver characteristics.

LEGISLATION

The Statutes administered by the Minister for Highways through the Commissioner were not amended during the year under review.

Ordinance No. 30C of the Local Government Act governing the maximum loads for vehicles using main roads was rescinded by a proclamation published in the Government Gazette of 25th January, 1974. By the same proclamation a new Ordinance No. 30C, expressed in metric terms, came into effect on 1st February, 1974.

Ordinance No. 30E of the Local Government Act governing Tollworks was amended on 10th August, 1973, to provide a new scale of tolls and charges for northbound vehicles using the Tollwork between Berowra and Calga after the opening of northbound traffic of the new bridge over the Hawkesbury River.

In October, 1973, the new bridge over the Hawkesbury River was opened to southbound traffic and Ordinance No. 30E was amended by a proclamation published in the Government Gazette of 26th October, 1973, to impose the same tolls and charges in respect of both north and southbound traffic using the Tollwork.

MISSIONS ABROAD

During the year, Mr. L. A. Erwin, Principal Valuer, represented the Department of Main Roads at the 7th Pan Pacific Congress of Real Estate Valuers, Appraisers and Councillors. The Congress, which was held in San Francisco, California, from 23rd to 28th September, 1973 was essentially concerned with current and projected valuation and acquisition methods and procedures. Following his attendance at the Congress, Mr. Erwin spent a short time studying real estate valuation and acquisition methods in San Francisco and Vancouver, Canada.

Two officers, Mr. B. J. Sexton, Engineer for Programmes and Budgets, and Mr. C. N. Penny, Assistant Highways Engineer, together attended the Seventh World Meeting of the International Road Federation, held in Munich, Germany, from 14th to 20th October, 1973, as representatives of the Department. Mr. Sexton presented a paper on the subject of "Low Cost Road Design and Construction in Sparsely Settled Areas of New South Wales, Australia". Before and after their attendance at the Meeting, Mr. Sexton and Mr. Penney spent time inspecting freeway construction projects in the United Kingdom and Europe and were away from Australia for approximately four weeks.

The Assistant Commissioner, Mr. A. F. Schmidt and the Divisional Engineer, Southern Division, Mr. J. B. Anderson, departed for a two week visit of Japan on Sunday, 18th November, 1973, for discussions with Japanese road authorities and to inspect recently completed major road, bridge and tunnel works and similar projects under construction.

Between 21st February and 15th March, 1974, the Commissioner, Mr. R. J. S. Thomas, the Divisional Engineer, North Western Division, Mr. K. Edgar and the Works Engineer, South Western Freeway, Mr. B. R. Fishburn, travelled in South Africa to gain experience in the techniques and observe achievements of road authorities of that country.

During a private visit overseas in November, 1973, Mr. L. A. S. Flack, Mechanical Engineer, was authorised to extend his trip by one week to inspect earthmoving and road maintenance equipment in Paris, Munich and Zurich, and study operation and maintenance techniques and the likely development of current models on behalf of the Department.

VISITORS FROM OVERSEAS

This last year saw the continuation of co-operation with the Commonwealth Government Authorities in providing study facilities for persons nominated to visit Australia under the Colombo Plan, the Commonwealth Practical Training Scheme, the Commonwealth Scholarship and Fellowship Plan and the South Pacific Aid Programme.

Two visitors, Mr. Uriam Tekaie of the Gilbert and Ellice Islands and Mr. Thomas Tohiana of Papua New Guinea, had already commenced their period of training some months before 30th June, 1973. Mr. Tekaie undertook Technical College and in service training as a Plant Mechanic and Mr. Tohiana completed a period of training in road construction.

Other visitors were:— Mr. Lisiate Filisonu Vuni of Tonga, who received training for a period of approximately two months in survey computations, photogrammetry and aerial photography; Mr. Munagavalasa L. Patnaik of India, who spent four months on bridge and highway design, construction and maintenance; Mr. Martin Leiler of Papua New Guinea received experience in the safety training programme for one week; Mr. Mahomed Dan bin Taha of Malaysia who spent a day in discussions on quantity surveying in relation to building construction; Professor A. O. Adekola, Professor of Civil Engineering and former Dean of the Faculty of Engineering, Lagos University, who spent a day discussing structural engineering matters.

DEPARTMENT OF MAIN ROADS
SENIOR OFFICERS

HEAD OFFICE
TECHNICAL BRANCH

DEPUTY ENGINEER-IN-CHIEF
CHIEF ENGINEERS

HIGHWAYS ENGINEER
MECHANICAL ENGINEER
ENGINEER FOR PROGRAMMES AND BUDGETS
ROAD DESIGN ENGINEER
FIELD INSPECTING ENGINEER
EXECUTIVE ENGINEER
BRIDGE ENGINEER (DESIGN)
ADVANCE PLANNING ENGINEER
TRAFFIC SERVICE ENGINEER
URBAN INVESTIGATIONS ENGINEER
ENGINEER FOR STANDARD SPECIFICATIONS AND TECHNICAL INSTRUCTIONS
RURAL INVESTIGATIONS ENGINEER
ENGINEER FOR COUNTRY COUNCIL WORKS
MATERIALS AND RESEARCH ENGINEER
PRINCIPAL SURVEYOR AND PROPERTY OFFICER
PRINCIPAL ARCHITECT

T. S. Hope
N. F. Hatcher
W. J. C. Orr
E. F. Mullin
A. S. Middlehurst
G. B. Cranna
L. A. S. Flack
B. J. Sexton
M. B. Fairlie
R. Fitzhardinge
V. R. R. Minus

N. A. Waslin
K. Dobinson
E. R. Jefferay
K. J. Paynter
V. P. O'Grady
B. H. Butcher
A. Leask
A. T. Lenehan
G. A. McKenzie

ADMINISTRATIVE BRANCH

DEPUTY SECRETARY
ASSISTANT SECRETARIES

J. D. O'Connell
N. B. Herrick
A. R. Clarke

ACCOUNTS BRANCH

ASSISTANT CHIEF ACCOUNTANTS
GROUP ACCOUNTANTS

F. B. Fowler
E. C. Cooper
N. D. Moloney
J. Vallentine

DIVISIONS

The Divisional Engineers and the headquarters of the Divisions as at 30th June, 1974 were as follows:—

Division	Headquarters	Divisional Engineer
METROPOLITAN	Milsons Point	H. B. Korff
PARRAMATTA	Parramatta	L. R. Browne
CENTRAL MOUNTAINS	Lithgow	J. H. Dearden
ILLAWARRA	Wollongong	E. W. King
HUNTER VALLEY	Newcastle	E. M. Brown
LOWER NORTH COAST	Port Macquarie	D. F. Watson
NORTH EASTERN	Grafton	W. J. Brecht
UPPER NORTHERN	Glen Innes	B. Moon
NORTH WESTERN	Tamworth	K. Edgar
CENTRAL WESTERN	Parkes	D. H. L. Francis
CENTRAL NORTHERN	Bourke	J. Kelly
MURRAY DARLING	Broken Hill	G. Castledon
CENTRAL MURRAY	Deniliquin	L. R. James
SOUTH WESTERN	Wagga Wagga	R. A. Dubedat
SOUTH COAST	Bega	E. K. Twartz
SOUTHERN	Goulburn	P. Moore
INNER FREEWAY CONSTRUCTION	Head Office	J. A. Neeson
OUTER FREEWAY CONSTRUCTION	Head Office	J. B. Anderson

ACKNOWLEDGEMENTS

In concluding this report of the activities of the Department of Main Roads for the financial year ended 30th June, 1974, I extend appreciation to the Hon. Sir Charles Cutler, K.B.E., E.D., M.L.A., Deputy Premier and Minister for Highways, for his consideration and support.

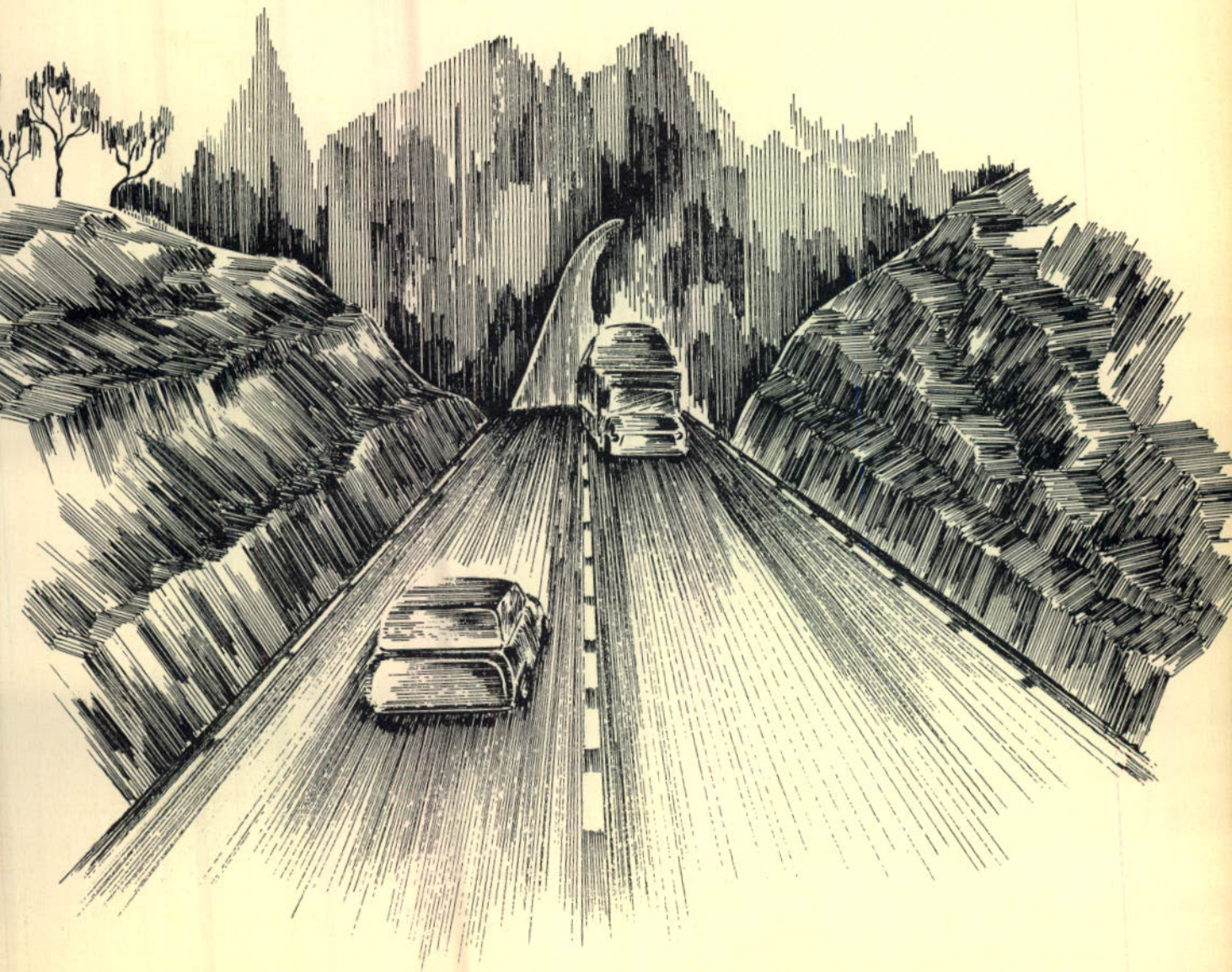
I wish to recognise the co-operation of Municipal and Shire Councils throughout the State. I desire also to record appreciation for the co-operation and assistance of Government Departments, State instrumentalities, the Executive Committees of the Local Government and Shires Associations, and the Road Authorities of other States.

For their assistance in reporting the work being carried out by Councils and by the Department in improving the Main Roads of the State, I again thank the press, broadcasting and television organisations and other media throughout the State.

In conclusion, I desire to express appreciation of the loyalty and able assistance which has been given so willingly by officers and employees of the Department, in service to the people of New South Wales through the extension, improvement and maintenance of the State's Main Roads System.

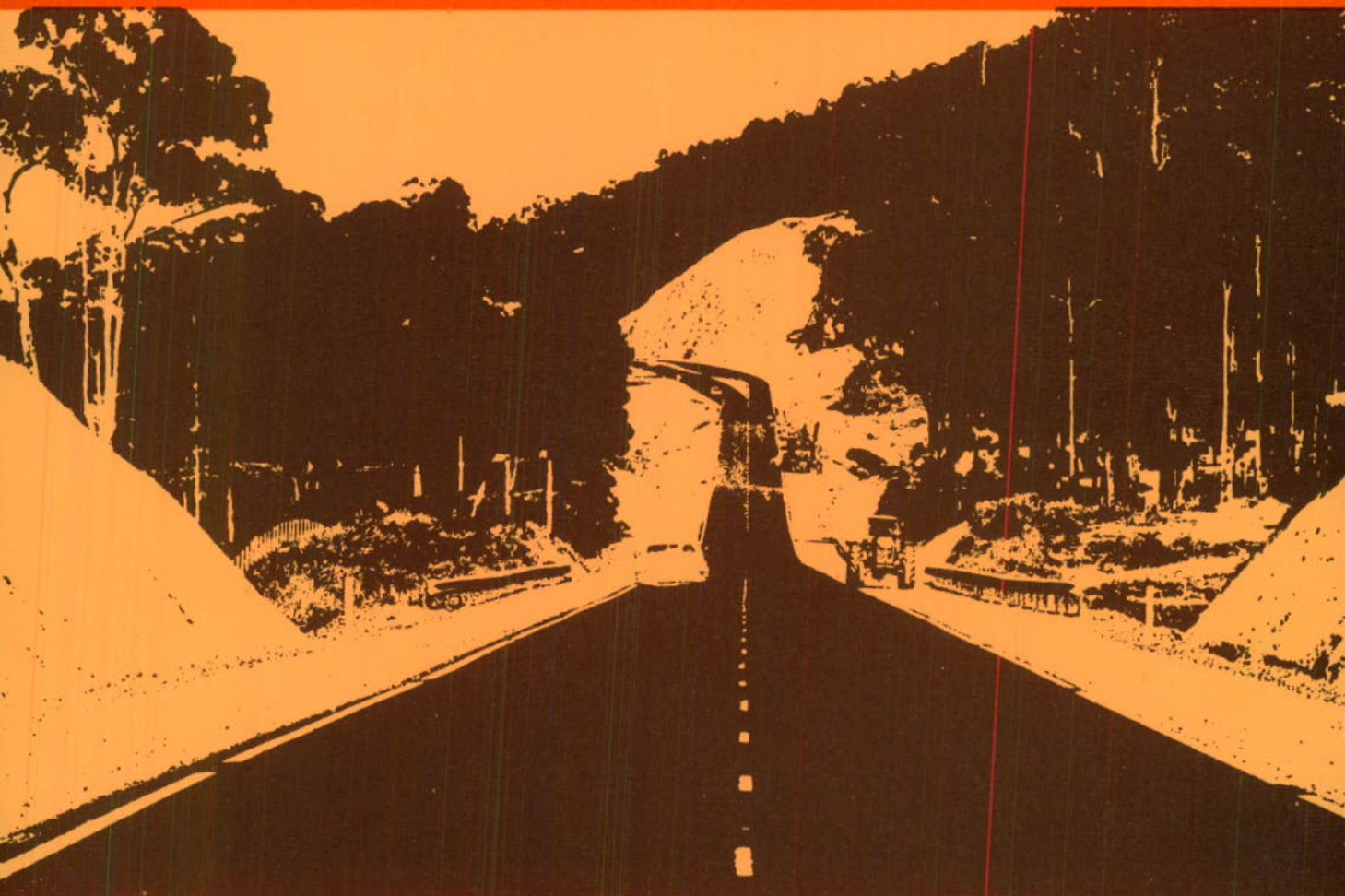
A. F. Schmidt,
COMMISSIONER FOR MAIN ROADS.

The Newell Highway, looking south, 29 km (18 miles) north of Coonabarabran.



COMMISSIONER FOR MAIN ROADS
NEW SOUTH WALES

ANNUAL REPORT 1973-74

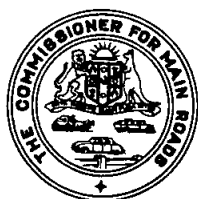


Department of Main Roads, New South Wales



SUPPLEMENT

to Report of the
COMMISSIONER FOR MAIN ROADS
for the Year ended 30th June 1974



Department of Main Roads, New South Wales
SUPPLEMENT TO FORTY-NINTH ANNUAL REPORT
OF THE COMMISSIONER FOR MAIN ROADS
YEAR ENDED 30TH JUNE, 1974

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COUNTY OF CUMBERLAND ROAD CONSTRUCTION

Details of road construction expenditure in the County of Cumberland in the past few months are listed in Appendices Nos. 5(A), 6 and 6(A).

The principal works undertaken in the County of Cumberland during the year were:—

State Highways

State Highway No. 1 — Princes Highway.

At Blakehurst the intersection with King Georges Road was widened and provided with improved channelisation between Miowera Avenue and Bunyala Street.

Construction commenced on the final stage of the Sutherland by-pass from President Avenue, Kirrawee to Loftus.

Reconstruction to provide dual carriageways continued between Heathcote and Waterfall to link with the Southern Freeway tollwork section to Bulli Pass.

All works were carried out by the Department.

State Highway No. 2 — Hume Highway.

The Department completed construction at the intersection of Emu Street, Enfield to provide a six lane divided carriageway between Burwood Road and Coronation Parade. The existing concrete pavement over this length was surfaced with asphaltic concrete.

A section of kerbside lane was constructed between Brennan Street and Wycombe Street at Bass Hill to complete six lanes continuously between Rookwood Road and Woodville Road.

Work at the intersection of the Hume Highway and Campbelltown Road was continued during the year and was virtually completed. Divided carriageways were constructed between Crossroads and the South Western Freeway on both Campbelltown Road and the Hume Highway.

The Department continued to improve riding qualities of the Hume Highway south of Crossroads by resheeting with asphaltic concrete the section between the South Western Freeway and Bringelly Road.

State Highway No. 5 — Great Western Highway

Replacement of broken concrete slabs continued on Parramatta Road west of Homebush.

Concrete pavement between Wentworth Road, Homebush and Marlborough Road, Flemington was resheeted with asphaltic concrete.

The Department completed reconstruction of the intersection of Potts Street with Parramatta Road, including work in Potts Street to provide access to the Flemington Markets Project.

Reconstruction of the intersection of St. Hilliers Road and Silverwater Road at Auburn was completed by the Department.

To provide better drainage of the pavement, subgrade subsoil drains were installed by the Department along sections of the Highway between Wentworthville and Girraween.

The Department constructed a right turn bay at Reservoir Road, Prospect adjacent to the junction with the Western Freeway.

Widening and channelisation of the intersection at Old Bathurst Road, Emu Plains, was completed by the Department.

The section of the Highway at Emu Plains between Brougham Street and Railway Overbridge was widened to four lanes by the Department.

The Department substantially completed and opened to traffic an overtaking lane at Valley Heights between 18 km (11.2 miles) and 19.3 km (12.01 miles) west of Penrith.

The climbing lane at West Linden, between 29.1 km (18.1 miles) and 29.6 km (18.4 miles) west of Penrith was provided with asphaltic concrete surface.

At Pritchard Street, Wentworth Falls, the Department continued work on the construction of a climbing lane between 44.9 km (27.9 miles) and 45.5 km (28.3 miles) west of Penrith.

State Highway No. 13 — Pennant Hills Road

The Department carried out pavement reconstruction in the southbound kerb-side lane for a length of approximately 0.4 km (0.3 miles) north from Gollan Avenue, Dundas and from Stuart Avenue, Normanhurst to Duffy Avenue, Thornleigh.

Ordinary Main Roads

Main Road No. 154 — Bringelly Road

Liverpool City Council completed reconstruction and strengthening of existing pavement between 16.3 km (10.1 miles) and 18.2 km (11.8 miles) north of Narellan.

Main Road No. 155 — Mulgoa Road

Penrith City Council continued reconstruction of the section between Batt Street and Rodley Avenue to provide a pavement 7.3m (24 feet) wide on an improved alignment.

Main Road No. 156 — Castle Hill Road

Hornsby Shire Council commenced widening to four lanes between New Line Road and Victoria Road.

Main Road No. 157 — Showground Road

Baulkham Hills Shire Council strengthened and sealed the section between Kings Road and Windsor Road, West Castle Hill.

Main Road No. 158 — Marsden Road

The Department commenced construction to provide four lanes from Stewart Street (Main Road No. 574) to north of Morris Street, Dundas.

Main Road No. 159 — Sydney Road

Widening and reconstruction from Parkview Road to Belgrave Street. The widening to six lanes, improvement to drainage and pavement reconstruction on this section was completed by Council.

Main Road No. 160 — Old Northern Road

Baulkham Hills Shire Council completed reconstruction and widening to four lanes between Cross Street and Kerrs Road, Castle Hill.

Hornsby Shire Council continued with the reconstruction of the junction of Main Road No. 160 and Secondary Road No. 2035 (New Line Road) at Dural.

Main Road No. 162 — Lane Cove Road, Ryde and Mona Vale Road

Ryde Municipal Council completed reconstruction of the junction with Goulding Road (Secondary Road No. 2058) and the intersection with Quarry Road.

The Department commenced widening the section between Goulding Road (Secondary Road No. 2058) and Epping Road, North Ryde to six lanes.

Reconstruction of Ryde Road by the Department is continuing between Cross Street and Ridge Street, Pymble.

Widening and reconstruction of Mona Vale Road by the Department is also in progress between the Pacific Highway and Cowan Road, St. Ives.

Main Road No. 164 — Military Road, Spit Road, Manly Road, Sydney Road, Condamine Street, Pittwater Road and Barrenjoey Road

Work was commenced by the Department on the reconstruction and widening of Military Road between Wycombe Road, Neutral Bay and Cabramatta Road, Cremorne.

The Department completed the reconstruction and widening of Military Road to provide six lanes between Glover Street, Cremorne Junction and Bardwell Street, Spit Junction.

Spit Road between Bickell Road, Spit Junction and Ida Avenue, The Spit, was reconstructed and widened by the Department.

The Department completed improvements to the intersections of Sydney Road and Manly Road, Seaforth to provide greater traffic capacity.

Warringah Shire Council commenced extension of the large culvert near the junction of Condamine Street and Pittwater Road and scour prevention works in the stream bed downstream.

On the recently completed reconstruction and widening between Darley Street, Mona Vale and Bando Road, Newport a high fill batter started to slip due to excessive seepage. Remedial measures, involving installation of deep sub-soil drainage pipes, appear to have been successful.

Main Road No. 165 — Victoria Road

At the intersection of Victoria Road with Westbourne Street, Drummoyne the Department continued widening to provide for traffic turning into Westbourne Street.

Main Road No. 168 — Forest Road

Hurstville Council reconstructed and widened Forest Road near Valentia Avenue, Lugarno, eliminating a hazardous crest/curve combination.

Main Road No. 170 — Botany Road

Reconstruction and widening of the approaches to Millpond Bridge and reconstruction of the junction with Millpond Road has been completed by the Department.

Main Road No. 171 — Anzac Parade

Sydney City Council eliminated a bottleneck by demolishing a public convenience just south of Cleveland Street and widening the southbound carriageway of Anzac Parade to three lanes.

Main Road No. 172 — Oxford Street

Reconstruction of the intersection of Oxford Street, Ocean Street and Wallis Street, Woollahra was carried out by the Department.

Main Road No. 174 — Pittwater Road

Warringah Council has almost completed widening and reconstruction between Darley and Mona Streets, Mona Vale.

Main Road No. 184 — Windsor Road and Bells Line of Road

Between Daking Street and Briens Road, Northmead the Department continued with widening to six lanes.

The Department completed the approaches to the bridge over First Ponds Creek at Vineyard.

North of Bell Bird Avenue at Kurrajong Heights construction of a climbing lane was completed by the Department.

Traffic commenced using work at Jinki Ridge comprising widening and strengthening, including the provision of overtaking lanes from 62 km (38.5 miles) to 63.1 km (39.2 miles) west of Windsor.

Main Road No. 190 — Rookwood Road

The Department commenced reconstruction to provide dual carriageways between the Auburn Municipal Boundary and Brunner Road.

Main Road No. 194 — General Holmes Drive and Millpond Road

Reconstruction of Millpond Road between General Holmes Drive and Botany Road has been completed by the Department.

Main Road No. 200 — Concord Road

Concord Municipal Council completed the reconstruction of the section from Averill Street to Ryde Bridge.

Main Road No. 227 — The Kingsway

The reconstruction and widening to six lanes from Jackaranda Road, Caringbah to Croydon Road, Cronulla was completed by Sutherland Shire Council.

Main Road No. 309 — Rydalmere Avenue

The Department continued widening to six lanes between the bridge on Aston Street over Parramatta River and Main Road No. 574 (Kissing Point Road). This work is part of the major work of constructing a new route (County Road No. 5037) between Rydalmere and Northmead.

Main Road No. 315 — Raw Square and King Georges Road

Strathfield Municipal Council completed the construction of the deviation between Albert Street and Redmyre Road.

Kogarah Municipal Council carried out the channelisation of the intersection with Connells Point Road and provided four traffic lanes through South Hurstville Shopping Centre.

Main Road No. 327 — Alison Road

Reconstruction of the intersection of Alison Road with Darley Road and King Street, Randwick was carried out by the Department.

Main Road No. 328 — Warringah Road

Reconstruction and widening of Warringah Road between Pittwater Road and Daines Parade was continued by the Department. The eastbound lanes between Alfred Street and Pittwater Road as well as the intersection of Warringah Road and Pittwater Road have been substantially completed.

Main Road No. 344 — Wentworth Avenue

The reconstruction of Wentworth Avenue between Bay Street, Botany and Corish Circle, Pagewood has been completed by the Department.

Main Road No. 373 — Epping Road

The Department completed construction of a four lane carriageway from Crandon Road to Blaxland Road (Main Road No. 139) near the Railway over-bridge at Epping.

Main Road No. 508 — Henry Lawson Drive

Work continued on the reconstruction of the intersection and widening to six lanes from Pearce Avenue in Forest Road to Simone Place in Henry Lawson Drive. This work is now well advanced and should be completed early in 1974/75 by Hurstville Municipal Council.

Main Road No. 515 — Wallgrove Road

The Department reconstructed and widened the section of Wallgrove Road adjacent to the Military Camp. With the completion of this section the length between The Horsley Drive and State Highway No. 5, Great Western Highway, has been completed.

Main Road No. 534 — Cabramatta Road

Fairfield Municipal Council completed the construction of drainage works and kerb and gutter near Alick Street and drainage works in the section Boyd Street to Orange Grove Road. Council has commenced work on the reconstruction of shoulders between Church Street and Gladstone Street.

Main Road No. 548 — Mid-Dural Road

Hornsby Shire Council continued with the reconstruction of Main Road No. 548 including the approaches to the new bridge over Colah Creek.

Main Road No. 690 — The Horsley Drive

Fairfield Council completed the reconstruction of sealed shoulders and kerb and gutter between Mitchell Street and Sanderson Street.

Secondary Roads

Secondary Road No. 2013 — Ramsay Road and Fairlight Street.

Reconstruction between Great North Road and Henley Marine Drive was completed by Drummoyne Municipal Council.

Secondary Road No. 2024 — Balaclava Road

Ryde Municipal Council commenced construction of the southern side strip between Abuklea Road and Epping Road.

Secondary Road No. 2027 — Railway Parade

Burwood Municipal Council completed the widening to four lanes between The Strand and Shaftesbury Avenue, Burwood.

Secondary Road No. 2028 — Carlton Crescent

Ashfield Municipal Council commenced reconstruction of the section between Liverpool Road (State Highway No. 2) and Lackey Street, Summer Hill.

Secondary Road No. 2032 — Wickham Street

Rockdale Municipal Council also reconstructed from west Botany Street to Princes Highway to eliminate bad crossfalls and gutter bridges and provide four lanes for traffic on this newly declared Secondary Road. The Council reconstructed sections of Gertrude, Innes and Levey Streets which are used as a by-pass route as a result of the Department's construction of a bridge over the Cooks River at Marsh Street.

Secondary Road No. 2043 — Edgeworth David Avenue

Hornsby Shire Council commenced the construction of shoulders and kerb and gutter from State Highway No. 10 (Pacific Highway) to Waitara Avenue.

Secondary Road No. 2052 — Pittwater Road

The minor improvement of sealing shoulder near Ryde Road and between Thompson and High Streets was put in hand by Hunters Hill Municipal Council.

Secondary Road No. 2056 — Dobroyd Parade

Reconstruction between Crane Avenue and Tillock Street was completed by Ashfield Municipal Council and significantly improved the hitherto poor riding quality of this section.

Secondary Road No. 2059 — Gipps Street

Concord Municipal Council completed reconstruction of the section between Addison Avenue and Patterson Street.

Secondary Road No. 2060 — Punchbowl Road

Reconstruction from Canterbury Road (Main Road No. 167) towards Punchbowl Station to provide four lanes of sealed pavement between kerbs was commenced by Canterbury Municipal Council.

Secondary Road No. 2066 — O'Connell Street

Parramatta City Council completed, except for the final asphaltic concrete surface, reconstruction between Macquarie Street to Rings Bridge to provide four lanes.

Secondary Road No. 2068 — The River Road

Bankstown Municipal Council continued the reconstruction of River Road between Thompson Road and Neptune Street and completed reconstruction of the section from Tower Street to Thompson Road.

Secondary Road No. 2071 — Betts Road and Warren Road

Holroyd Municipal Council commenced widening of Betts Road between Merrylands Road and Paton Street.

Construction was commenced on a deviation being built by Holroyd Municipal Council from Long Street to the northern approach to the proposed bridge over Prospect Creek (Kenyons Bridge).

Secondary Road No. 2079 — President Avenue

Rockdale Municipal Council continued reconstruction from the Grand Parade to Crawford and O'Connell Streets which included the sealing of shoulders and improvements to drainage.

Secondary Road No. 2084 — Seven Hills Road

Blacktown Municipal Council commenced the first stage roadworks associated with the construction of a new bridge over the railway line at Seven Hills and the construction of a multi-cell culvert over Blacktown Creek.

Secondary Road No. 2085 — Blacktown and Richmond Roads

The reconstruction and widening of Richmond Road from Orallo Avenue to Kent Street was completed by Blacktown Municipal Council.

Secondary Road No. 2090 — Boronia Avenue and Juno Parade

Bankstown Municipal Council completed reconstruction of kerbside lanes between Waterloo Road and Roberts Road.

Roads other than Main Roads

County Road No. 5016 — Alfords Point Road

The Department completed the construction of the approaches and the new bridge over the Georges River at Alfords Point.

County Road No. 5033 — Old Windsor Road

Baulkham Hills Shire Council completed the reconstruction of Old Windsor Road from Abbott Road to Seven Hills Road, Seven Hills.

County Road No. 5037 — North Parramatta By-Pass

The Department continued construction throughout the year along this new route between Kissing Point Road (Main Road No. 574) and Pennant Hills Road (State Highway No. 13).

County Road No. 5058 — Approaches to Bridge over Cooks River — Marsh Street

The immediate approaches to the Cooks River Bridge were completed by the Department in 1972/73. However, the final connection of Marsh Street to West Botany Street was continued following the completion of a bridge over the Western Suburbs Outfall Sewer.

Unclassified Roads — Cowpastures Road

Fairfield Municipal Council commenced reconstruction between North Liverpool Road and Elizabeth Drive using funds provided under the Special Subsidy Grants.

COUNTRY ROAD CONSTRUCTION

State Highways

State Highway No. 1 — Princes Highway

Work continued on the reconstruction between Northcliffe Drive (Main Road No. 613) and Dapto, incorporating the deviation for the new bridge at Mullet Creek. Work is also in progress on the channelised intersection with Northcliffe Drive.

Construction of the deviation continued from 7.8 km (4.9 miles) to 11.2 km (7 miles) south of Nowra, including the approaches to the Currumbene Creek Bridge.

Work continued on Stage 1 of the Bega by-pass 0.8 km (0.5 miles) to 3.2 km (2.0 miles) north of Bega. This work is associated with the construction by contract of the new bridge over the Bega River. Major earthworks have been completed and pavement construction is in progress.

Reconstruction of the section 13.2 km (8.2 miles) to 17.5 km (10.9 miles) south of Bega was completed.

Work is approximately 10% complete on the adjacent Wolumla by-pass, 17.5 km (10.9 miles) to 19.8 km (12.3 miles) south of Bega.

All work was carried out by the Department.

State Highway No. 2 — Hume Highway

Construction of the southern approaches to the new Macarthur Bridge at Camden and the extension of the four lane work south to the Wollondilly Shire Boundary proceeded.

Major work on heavy patching and resheeting with asphaltic concrete over the Razorback Range was completed.

Reconstruction and improvement on a length of approximately 3.2 km (2 miles) near Yarran Road, Bargo continued.

Work commenced on the approaches to new twin bridges at Paddys River 47.6 km (26.5 miles) south of Mittagong, and the construction of dual carriageways between Paddys River and Uringalla Creek a length of approximately 3.2 km (2 miles).

Construction of dual carriageways are now completed 67.1 km (41.7 miles) to 74.78 km (46.4 miles) south of Mittagong including a duplicate bridge over Narambulla Creek. The adjacent section 59.8 km (37.2 miles) to 65.8 km (40.9 miles) south of Mittagong continued.

Construction of the Bowring Deviation was completed and dual carriageways were opened to traffic 10.6 km (6.6 miles) to 16.7 km (10.4 miles) west of Yass. Work is in progress on the extension of these dual carriageways towards Yass from 6.4 km (4 miles) to 10.6 km (6.6 miles) west of Yass.

Reconstruction works were carried out in the section from 1 km (0.6 miles) to 9.3 km (5.8 miles) south of Holbrook. Final surfacing in 1974 will provide 6.1 km (3.8 miles) of dual carriageways.

All these roadworks are being constructed by Departmental direct control.

State Highway No. 3 — Federal Highway

The Department commenced construction of dual carriageways in the section 14.3 km (8.9 miles) to 22.2 km (13.8 miles) south of Goulburn including bridges at 18.8 km (11.7 miles) and 20.2 km (12.5 miles) south of Goulburn.

State Highway No. 4 — Snowy Mountains Highway

Construction and bitumen surfacing from Kiandra to 20.9 km (13 miles) west of Kiandra and the section 47.1 km (29.4 miles) to 72.5 km (45.2 miles) east of Tumut was completed apart from the erection of minor lengths of guard rail.

Reconstruction of the section 14.1 km (8.8 miles) to 17.7 km (11 miles) west of Tumut is in progress.

All works were carried out by the Department.

State Highway No. 5 — Great Western Highway

At Hartley, the Department commenced work on the construction of approaches to a new bridge over River Lett between 26.6 km (16.5 miles) and 28.4 km (17.6 miles) west of Katoomba.

At Marrangaroo construction commenced of dual carriageways between Lithgow and Marrangaroo from 2.3 km (1.4 miles) to 6.1 km (3.8 miles) west of Lithgow. The work includes a new railway overbridge and a duplication of Marrangaroo Creek Bridge.

At Diamond Swamp the Department continued work on a deviation between 32.2 km (20 miles) and 34.8 km (21.6 miles) west of Lithgow.

At Kirkconnell the reconstruction between 34.8 km (21.6 miles) and 39.3 km (24.4 miles) west of Lithgow was opened to traffic.

State Highway No. 6 — Mid Western Highway

The Department commenced construction of approaches to the new bridge over Evans Plains Creek at 9 km (5.6 miles) to 10.9 km (6.7 miles) and completed widening of formation and pavement prior to resealing 16.1 km (10 miles) to 20.9 km (13 miles) west of Bathurst.

The Department continued construction of the Carcoar Deviation 12.9 km (8 miles) to 16.1 km (10 miles) west of Blayney.

Waugoola Shire Council completed widening of formation and pavement 12.7 km (7.9 miles) to 13.9 km (8.2 miles) and 15.3 km (9.5 miles) to 17.5 km (10.9 miles) east of Cowra.

Weddin Shire Council progressed with widening the formation and strengthening the pavement from 45.6 km (28.6 miles) to 48.3 km (30 miles) west of Grenfell, prior to sealing.

State Highway No. 7 — Mitchell Highway

Widening pavement and formation prior to resealing was completed from 7.6 km (4.7 miles) to 13 km (7.7 miles) west of Bathurst and was commenced from 13.5 km (8.4 miles) to 16.7 km (10.4 miles).

Orange City Council completed reconstruction of the intersection of State Highway No. 7 with Trunk Road No. 61, Main Road No. 573 and Prince Street, Orange.

Reconstruction was carried out from Copper Hill overbridge at 6.1 km (3.8 miles) to Claremont at 12.9 km (8 miles) north of Molong, and from 19.3 km (12 miles) to 22.5 km (14 miles) north of Molong, including approaches to new bridge over Bell River at Three Rivers.

Reconstruction was commenced between Wellington Caves Road and Wellington 57.9 km (36 miles) to 63.1 km (39.2 miles) north of Molong.

Widening of formation and pavement prior to resealing of the section 10.9 km (6.8 miles) to 18.9 km (11.8 miles) and 21.7 km (13.4 miles) to 30.1 km (18.7 miles) west of Wellington was completed.

Reconstruction of existing sealed narrow pavement and widening to 6.7 metres (22 feet) was commenced in the section 60 km (37.3 miles) to 96.6 km (46 miles) south east of Nyngan towards Trangie and continued on the section 6.1 km (3.8 miles) to 29 km (18 miles) north of Bourke towards Barrington. Work completed on this latter section is 5 km (3.1 miles) between 12 km (8 miles) and 19.3 km (12 miles) north of Bourke.

All works, except at Orange, were carried out by the Department.

State Highway No. 8 — Barrier Highway

The Department proceeded with raising the Highway by 460 mm (1.5 feet) in the section 77.8 km to 78.8 km (48.3 miles to 48.9 miles) east of Broken Hill and with pavement strengthening and widening in the section 39.1 km to 46.8 km (24.3 miles to 29.1 miles) west of Broken Hill.

State Highway No. 9 — New England Highway

Construction of dual carriageways from 23.6 km to 25.9 km (14.5 miles to 16.1 miles) west of Newcastle, including approaches to Four Mile Creek Bridge, was completed.

Construction of channelised intersections at eastern end of Maitland by-pass (Main Road No. 607) was commenced.

Reconstruction and bitumen surfacing from Long Bridge, Maitland to Farley Road, Rutherford, 0.8 km to 2.7 km (0.5 miles to 1.7 miles) west of Maitland was continued.

Construction of approaches to a new bridge over Redhouse Creek near Branxton 21.4 km (13.3 miles) west of Maitland was commenced.

Construction of climbing lane 2.4 to 4 km (1.5 to 2.5 miles) west of Singleton (McDougalls Hill) was completed.

Construction of a climbing lane 8.7 to 10 km (5.5 to 6.2 miles) west of Singleton (Deadmans Hill), was completed.

Reconstruction from 39 km to 45.7 km (24.2 to 28.4 miles) north of Singleton was commenced.

Between Maitland and Muswellbrook widening of existing formation to 13.4 metres (44 feet) on existing alignment was continued. This work included minor regrading where necessary and correction and strengthening of misshapen pavement with asphaltic concrete.

Construction of the approaches to the culvert at Wiles Gully 45.9 km (28.9 miles) north of Murrurundi was completed. The work involved a total of 2.1 km (1.3 miles) of reconstruction.

Reconstruction of the section 48.8 km (30.3 miles) to 52 km (32.3 miles) north of Murrurundi to provide a 7.32 metres (24 feet) sealed pavement, with a third lane for slow moving traffic of 2.6 km (1.6 miles) was substantially completed but major slips of material onto the road delayed the final works.

Sealing of the section 66.3 km (41.2 miles) to 69.5 km (43.2 miles) north of Murrurundi was completed.

Tamworth City Council commenced reconstruction of the section from Kent Street to Gipps Street, to connect with the completed section from Scott Road to Kent Street.

Shoulder widening on the existing alignment was commenced in the section 4.1 km to 9.7 km (2.6 to 6 miles) north of Tamworth to provide 3 metres (10 feet) shoulders and widened drains for traffic safety and pavement protection.

The section 85.8 km (53.3 miles) to 88.2 km (54.8 miles) north of Tamworth including 1 km (0.6 miles) of climbing lane was completed during the year.

Armidale City Council commenced reconstruction of Kentucky Street (State Highway No. 9) from Butler Street to Allingham Street to provide a 12.8 metre (42 feet) wide pavement.

Widening of the seal to 6.8 metres (22 feet) proceeded on the section 7.2 km (4.5 miles) to 11 km (6.8 miles) north of Armidale. A major box culvert within the length was constructed by contract.

The Department completed reconstruction and bitumen surfacing between 13.3 km (8.8 miles) and 17.7 km (11 miles) north of Glen Innes.

The Department continued reconstruction and bitumen surfacing between 17.7 km (11 miles) and 21.6 km (13.4 miles) north of Glen Innes.

The Department commenced reconstruction and curve improvement between 25.6 km (15.9 miles) and 26.2 km (16.3 miles) north of Glen Innes.

The Department completed widening of formation and pavement between 26.6 km (16.5 miles) and 32.2 km (20 miles) north of Glen Innes.

The Department continued reconstruction and bitumen surfacing between 13.5 km (8.4 miles) and 15.8 km (9.8 miles) north of Tenterfield on the approaches to a proposed Multi Plate Arch bridge over the railway.

State Highway No. 10 — Pacific Highway

Construction of dual carriageway between Burns Road and Ourimbah Creek 11.9 km to 13.9 km (7.4 to 8.1 miles) north of Gosford, was completed.

Heavy patching in climbing lane at Craigie Avenue, Kanwal 27.4 km to 29 km (17 to 18 miles) north of Gosford, was completed.

Construction of dual carriageway between Robert Street, South Belmont and Naru Street, Marks Point, 21.8 km to 23.2 km (13.6 miles to 14.4 miles) south of Newcastle, was continued.

Construction of dual carriageway between Ada Street and Robert Street, South Belmont, including approaches to Cold Tea Creek Bridge 20.5 km to 21.8 km (12.7 to 13.6 miles) south of Newcastle, was completed.

Construction of dual carriageway between Oakdale Road and Oxford Street, Gateshead 12.6 km to 13.7 km (7.8 to 8.5 miles) south of Newcastle, was commenced.

Reconstruction and bitumen surfacing 7.3 metres (24 feet) wide from Balikera Channel to Twelve Mile Creek, 38.3 km to 43.7 km (23.8 to 27.16 miles) north of Newcastle, was commenced.

Reconstruction of deformed pavement 3.7 km to 4 km (2.3 miles to 2.5 miles) and 11.3 km to 12.7 km (7 to 7.8 miles) north of Raymond Terrace, was completed.

Widening of formation and extension of culverts 30.6 km to 32.5 km (14 to 20.2 miles) north of Raymond Terrace, was completed.

Reconstruction of deformed pavement of Viney Creek 45.2 km to 45.6 km (28.1 to 28.3 miles) and Waterholes Gap 53.3 km to 53.5 km (33.1 to 33.2 miles) north of Raymond Terrace, was completed.

Construction of climbing lane, including widening of existing pavement 4.6 km to 8.4 km (2.8 to 5.2 miles) north of Bulahdelah was completed.

Provision of sub-soil drains and heavy patching of selected sections over O'Sullivan's Gap 11.3 km to 12.9 km (7 to 8 miles) north of Bulahdelah was completed.

The construction of climbing lanes was completed between 16.1 km (10 miles) and 14.5 km (9 miles) and between 12.8 km (8 miles) and 9.6 km (6 miles) south of Taree.

Taree Municipal Council reconstructed the intersection with Main Road No. 198, Commerce Street and Victoria Street, Taree and provided medians in each approach.

Work was completed on the construction of a deviation between 35.4 km (22 miles) and 29.5 km (18.3 miles) south of Kempsey, in approach to a new bridge over the Wilson River at Telegraph Point, and on a further section from Barries Creek to Smiths Creek, 22 km (13.7 miles) to 17 km (10.5 miles) south of Kempsey. Preliminary work commenced on the intervening section, 29.5 km to 22 km south of Kempsey, through the Cooperabung Range.

The construction of a deviation 3.5 km (2.2 miles) long, immediately north of Macksville, was completed. In addition to providing flood-free approaches to a new bridge over Newee Creek, on a greatly improved alignment, this deviation considerably improves the northern approach to the bridge over the Nambucca River at Macksville.

Approaches were constructed between 8.9 km (5.5 miles) and 9.9 km (6.1 miles) north of Macksville for a new bridge over Teague Creek.

Reconstruction was commenced from 1.6 km (1 mile) to 2.4 km (1.5 miles) north of Coffs Harbour. This work followed completion of reconstruction and lengthening by the Public Transport Commission of the existing rail bridge over the highway.

Reconstruction 17.7 km (11 miles) to 19.3 km (12 miles) and 19.3 km (12 miles) to 24.1 km (15 miles) north of Coffs Harbour was continued. The section 18.5 km (11.5 miles) to 20.0 km (12.4 miles) was completed.

Widening of the concrete pavement and resurfacing with asphaltic concrete 13.3 km (8.3 miles) to 14 km (8.8 miles) north of Grafton was completed.

Widening prior to strengthening and sealing continued north of Ballina. The section 10 km (6.2 miles) to 17.7 km (11 miles) was completed. Construction is proceeding on the section 17.7 km (11 miles) to 19.3 km (12 miles) north of Ballina.

Construction of a new carriageway for northbound traffic and improvement of the existing roadway for southbound traffic at Oak Avenue between 14.8 km (9.2 miles) and 19.8 km (12.3 miles) north of Murwillumbah was continued.

State Highway No. 10A — King Street, Newcastle

Construction of extension of State Highway No. 10A from National Park Street to Stewart Avenue and reconstruction of Parry Street, to Denison Street including channelisation of intersection of State Highway No. 10 and Main Road No. 316 was completed.

State Highway No. 11 — Oxley Highway

The Hastings Shire Council reconstructed High Street, Wauchope, between Cameron Street and Hastings Street, a length of 200 metres (650 feet).

Work commenced on the construction of a deviation from 34.3 km (21.3 miles) to 35.9 km (22.3 miles) west of Wauchope, in approach to a new bridge over the Ellenborough River at Ellenborough.

Reconstruction and bitumen surfacing was continued from 41 km (25.6 miles) east of Walcha, to link with the bitumen surfaced section between Mt. Seaview, 79 km (49.4 miles) east of Walcha, and Port Macquarie. Further sections were completed between 41 km (25.6 miles) and 47.6 km (29.6 miles) and between 74.6 km (46.5 miles) and 79.5 km (49.4 miles) east of Walcha, thus reducing the remaining length unsurfaced to 27 km (16.8 miles).

Peel Shire Council continued with the programme of widening shoulders on the existing pavement to provide 10.4 metres (34 feet) formation width and during the year completed to 22.1 km (13.7 miles) west of Tamworth.

Peel Shire Council has completed the section 29.6 km (18.4 miles) to 31.6 km (19.6 miles) west of Tamworth except for the final seal.

Liverpool Plains Shire Council commenced a shoulder widening programme to provide a 10.4 metre (34 feet) wide formation and proceeded on the section 26.1 km (16.2 miles) to 28.7 km (17.8 miles) east of Gunnedah, westward from the Peel Shire Boundary.

The Department proceeded with construction of the approaches to the bridge over Belar Creek 12.3 km (7.7 miles) to 16.1 km (10 miles) south of Coonabarabran.

Reconstruction and widening between Nevertire and Warren, over a length of 19.3 km (12 miles) continued. A section completed included construction of the approaches to a new bridge over Gunningbar Creek near Warren, progressive elimination of a narrow 3 metre (10 feet) wide pavement and improvement of the alignment to a Railway level crossing.

State Highway No. 12 — Gwydir Highway

The Department continued restoration of slips on the Gibraltar Range between 75.2 km (46.7 miles) and 75.4 km (46.8 miles) west of Grafton.

Severn Shire Council has completed reconstruction of the approaches to Reddestone Creek bridge between 10.6 km (6.6 miles) and 12.3 km (7.6 miles) west of Glen Innes.

Macintyre Shire Council completed restoration of deformed pavement to prime stage from 27.7 km (17.2 miles) to 28.00 km (17.4 miles) and 30.8 km (19.1 miles) to 31.2 km (19.4 miles) east of Inverell.

Inverell Municipal Council continued reconstruction between 0.7 km (0.4 miles) and 2.2 km (1.4 miles) west of Inverell.

Macintyre Shire Council completed restoration of deformed pavement to prime stage from 26.1 km (16.2 miles) to 26.5 km (16.5 miles) and 28.2 km (17.5 miles) to 28.6 km (17.8 miles) west of Inverell.

Yallaroi Shire Council continued restoration of pavement and formation from Gravesend westwards to Yallaroi/Boolooloo Shire Boundary, a length of 13 km (8.1 miles).

Boolooloo Shire Council completed restoration and widening of narrow pavement between 17.2 km (10.7 miles) and 32.2 km (20 miles) east of Moree and continued with work from 32.2 km to 39.7 km (24.7 miles).

The Department completed reconstruction and bitumen surfacing between 46.7 km (29 miles) and 51.7 km (32.1 miles) west of Moree.

State Highway No. 14 — Sturt Highway

The Department commenced reconstruction of the section 35.8 km (22.2 miles) to 41 km (25.5 miles) east of Wagga Wagga.

The reconstruction of the Section 4.8 km (3 miles) to 9.3 km (5.8 miles) west of Wagga Wagga, including the channelised intersection with Trunk Road No. 78 (Olympic Way) at 5 km (3.1 miles) west of Wagga Wagga was completed by the Department.

Reconstruction of sections from 19 to 30 km (12 to 19 miles) and 82 to 114 km (51 to 71 miles) west of Hay continued but was hampered by adverse weather. Final sealing by the Department was completed in the length 110.2 km to 114 km (68.5 to 71 miles) west of Hay.

Approaches to the new bridge over the Murrumbidgee River at Balranald were completed.

Widening, strengthening and improving the Highway was completed at the following locations:-

- (i) 0.5 to 6.3 km (0.3 to 3.9 miles) east of Balranald.
- (ii) 74 to 78.9 km (46 to 49 miles) east of Euston.
- (iii) 66.8 to 73.4 km (41.5 to 45.6 miles) east of Euston.
- (iv) 6 to 31.4 km (3.7 to 19.5 miles) east of Euston, except for the section 8.6 to 17.1 km (5.4 to 10.6 miles).

Similar work was commenced on the following sections:—

- (i) 8.6 to 17.1 km (5.4 to 10.6 miles) east of Euston.
- (ii) 8.1 to 27.4 km (8 to 17 miles) west of Euston, on which earthworks are complete and one third of the total work is complete to prime seal stage.

State Highway No. 16 — Bruxner Highway

Lismore City Council commenced reconstruction in the section 30 km (18.6 miles) to 30.3 km (18.8 miles) west of Ballina at Lismore Heights, involving the reconstruction of a number of road junctions including the High Street Junction.

Tomki Shire Council completed construction on the section 50.3 km (31.3 miles) to 52 km (32.3 miles) from Ballina, providing an improved alignment and reduced flood frequency.

Tenterfield Shire Council completed reconstruction and bitumen surfacing between 37 km (23 miles) and 51.5 km (32 miles) west of Tenterfield.

Tenterfield Shire Council commenced reconstruction and bitumen surfacing between 51.5 km (32 miles) and 57.3 km (35.6 miles) west of Tenterfield.

The Department commenced reconstruction and bitumen surfacing between 62.8 km (39 miles) and 65.5 km (40.7 miles) west of Tenterfield.

The Department commenced reconstruction and bitumen surfacing between 43.5 km (27 miles) and 46.7 km (29 miles) east of Bonshaw and 65.5 km (40.7 miles) to 68.7 km (42.7 miles) west of Tenterfield.

The Department continued reconstruction and bitumen surfacing between 32.2 km (20 miles) and 43.5 km (27 miles) east of Bonshaw 68.7 km (42.7 miles) to 80 km (49.7 miles) west of Tenterfield.

Ashford Shire Council commenced reconstruction and bitumen surfacing between 59.6 km (37 miles) and 64.4 km (40 miles) west of Bonshaw.

Ashford Shire Council completed reconstruction to the basecourse stage between 4.8 km (3 miles) and 15.8 km (9.8 miles) west of Yetman.

Yallaroi Shire Council continued reconstruction and bitumen surfacing between 18.3 km (11.4 miles) and 31.2 km (19.4 miles) west of Yetman.

State Highway No. 17 — Newell Highway

Jemalong Shire Council completed the reconstruction between 8.9 km (5.5 miles) and 12.1 km (7.5 miles) north of Forbes and proceeded on the section between 12.1 km (7.5 miles) and 16.9 km (10.5 miles).

Reconstruction of the main street in Parkes, Clarinda Street, proceeded.

Work was commenced on the improvement to the turn-off to the Radio Telescope 18.7 km (11.6 miles) north of Parkes.

Reconstruction 62.8 km (39 miles) to 67.6 km (42 miles) north of Peak Hill on the approaches to Dubbo was completed.

Widening was commenced of existing 5.5 metres (18 feet) wide pavement to 6.7 metres (22 feet) between 57.9 km (36 miles) and 62.8 km (39 miles) north of Dubbo.

The Department completed reconstruction and bitumen surfacing between 88.6 km (55 miles) and 96.1 km (59.7 miles) north of Moree.

State Highway No. 18 — Castlereagh Highway

Pavement strengthening and formation widening, prior to reseal, 16.1 km (10 miles) to 20.1 km (12.5 miles) north of Gilgandra was completed.

The Department completed reconstruction and bitumen surfacing 6.7 metres (22 feet) wide to 70.8 km (44 miles) north of Walgett. Reconstruction proceeded between 70.8 km (44 miles) to 80.5 km (50 miles) a dust-free surface being extended to 75.6 km (47 miles) north of Walgett.

State Highway No. 19 — Monaro Highway

Reconstruction of the lengths of 51.7 km (32.1 miles) to 56.5 km (35.1 miles) and 96.6 km (60 miles) to 98.2 km (61 miles) south of Canberra was completed and was commenced in the section 89 km (54.5 miles) to 92.4 km (56 miles).

Cooma Municipal Council commenced construction of the approaches to the new bridge over Cooma Creek in Bombala Street.

Bibbenluke Shire Council completed gravel pavement between 16.1 km (10 miles) and 17.4 km (10.8 miles) commenced reconstruction between 17.4 km (10.8 miles) and 20.3 km (12.6 miles) and completed sealing between 35.97 km (22.35 miles) and 36.05 km (22.4 miles) south of Bombala.

State Highway No. 20 — Riverina Highway

Deniliquin Municipal Council continued reconstruction and bitumen surfacing of the section 4.6 km to 8.1 km (2.9 miles to 5.1 miles) east of Deniliquin.

State Highway No. 21 — Cobb Highway

The Department proceeded with reconstruction and bitumen surfacing from 0 - 12.8 km (8 miles) south of State Highway No. 8, Barrier Highway.

The Department completed reconstruction on a section between 19 km to 22.5 km (11.8 to 14 miles) north of Moama and continued reconstruction on the section 13.2 km to 19 km (8.2 to 11.8 miles) north of Moama.

Hay Shire Council proceeded with reconstruction of Lachlan Street, Hay between Belmore and Murray Streets, 197.2 km to 198.5 km (122.5 to 123.33 miles) north of Echuca Bridge.

State Highway No. 22 — Silver City Highway

The approaches to Tinch Creek and the two Four Mile Break Bridges involving the reconstruction of section 5.6 km to 9.7 km (3.5 to 6 miles) north of Wentworth were completed by the Department with the exception of minor work.

State Highway No. 25 — Illawarra Highway

Reconstruction of the pavement and drainage through Albion Park 2.7 km to 3.4 km (1.7 to 2.1 miles) from Princes Highway was completed.

Work commenced on the reconstruction between 58.9 km to 62.8 km (36.6 to 39.04 miles) from the Princes Highway including the approaches to the new structures at Wells Creek and Black Bobs Creek.

State Highway No. 26 —

The Department commenced construction of two additional lanes between Main Road No. 590 and the zone of commercial roadside developments at Peats Ridge.

Trunk Roads

Trunk Road No. 51 — Batemans Bay to Canberra

Yarrowlunla Shire Council completed widening of the formation 7.08 km (4.4 miles) to 9.34 km (5.9 miles) from Queanbeyan preparatory to the construction of climbing lanes.

Trunk Road No. 54 — Goulburn to Ilford

Work was continued by Abercrombie Shire Council on reconstruction and bitumen surfacing between 38.13 km (23.7 miles) to 42.31 km (26.3 miles) south of Bathurst.

Rylstone Shire Council commenced reconstruction and bitumen surfacing work between 10.45 km (6.5 miles) and 12.06 km (7.5 miles) west of Ilford.

Trunk Road No. 55 — Marrangaroo to Mullaley

Coolah Shire Council completed the reconstruction and bitumen surfacing between 11.26 km (7.0 miles) and 13.03 km (8.1 miles) north of Coolah and commenced work between 13.03 km (8.1 miles) and 14.48 km (9.0 miles) north of Coolah. A 2 cell 2.43 metre x 2.43 metre (8 feet x 8 feet) reinforced concrete box culvert was completed by Council on this section at 13.27 km (8.25 miles) north of Coolah.

Between 37.01 km (23 miles) and 40.23 km (25 miles) north of Coolah, Coonabarabran Shire Council continued reconstruction.

Liverpool Plains Shire Council completed construction from 15.29 km (9.5 miles) to 18.35 km (11.4 miles) south of Mullaley.

Trunk Road No. 56 — Forbes to Hume Highway near Yass

Waugoola Shire Council completed the construction of the approaches at Morongla Creek culvert 18.50 km (11.5 miles) south of Cowra.

Boorowa Shire Council completed the reconstruction and bitumen surfacing to 42.2 km (26.2 miles) north of Boorowa.

Trunk Road No. 57 — Nyngan to Old Junee

Reconstruction and bitumen surfacing was completed by Lachlan Shire Council between 2.74 km (1.7 miles) and 9.74 km (6.05 miles) north of Tullamore.

Goobang Shire Council commenced work on the construction of the approaches to the new bridge over Bullock Creek, 0.8 km (0.5 miles) west of Tullamore.

Bland Shire Council completed reconstruction and bitumen surfacing 33.2 km (20.6 miles) to 35.6 km (22.1 miles) north of Temora, and commenced reconstruction and bitumen surfacing 30.6 km (19.0 miles) to 45.9 km (28.5 miles) north of West Wyalong.

Trunk Road No. 61 — Orange to Cobar

Parkes Municipal Council has commenced the widening and pavement strengthening between Eugowra Road and Billabong Creek Bridge.

Canobolas Shire Council continued reconstruction and bitumen surfacing work 0 km (0 miles) to 1.17 km (0.7 miles) west from Orange City boundary.

Lachlan Shire Council completed reconstruction and bitumen surfacing between 16.09 km (10 miles) and 18.56 km (11.5 miles) north of Condobolin and has commenced work on the section 19.31 km (12 miles) to 24.14 km (15 miles).

Preparatory to bituminous surfacing reconstruction was continued by Cobar Shire Council from 57.62 km (35.8 miles) to 64.86 km (40.3 miles) south of Cobar.

Trunk Road No. 62 — Scone to Coolah

Scone Shire Council continued reconstruction between 37.14 km (23.08 miles) and 40.51 km (25.17 miles) west of Scone.

Merriwa Shire Council completed reconstruction from 35.08 km (21.80 miles) to 36.69 km (22.80 miles) west of Merriwa, on either side of the new Borambil Creek Bridge.

Trunk Road No. 63 — Tamworth to Yetman

Cockburn Shire Council completed reconstruction from 24.46 km (15.2 miles) to 26.88 km (16.7 miles) north of Tamworth and commenced reconstruction from 26.88 km (16.7 miles) to 28.99 km (18.0 miles).

Reconstruction was completed by Barraba Shire Council from 2.67 km (1.66 miles) to 3.62 km (2.25 miles) north of Barraba.

Yallaroi Shire Council continued reconstruction and bitumen surfacing between 45.06 km (28 miles) and 49.25 km (30.6 miles) north of Wyallda.

Trunk Road No. 65 — Ewingsdale to Lismore

Lismore City Council completed the reconstruction of the section 2.7 km (1.7 miles) to 3.4 km (2.1 miles) from Lismore.

Byron Shire Council commenced reconstruction from 23.9 km (14.8 miles) to 24.9 km (15.5 miles) east of Lismore at Nashua Church.

Trunk Road No. 66 — Broken Hill to Menindee

The Department completed reconstruction and bitumen surfacing between 6.49 km (4.03 miles) and 8.10 km (5.03 miles) east of Broken Hill.

Trunk Road No. 67 — Ivanhoe to Swan Hill

Balranald Shire Council completed reconstruction to gravel surface from 105.57 km (65.6 miles) to 106.53 km (66.2 miles), 120.70 km (75 miles) to 123.92 km (77 miles) and from 138.73 km (86.2 miles) to 145.49 km (90.4 miles) north of Balranald. Reconstruction and bitumen surfacing was completed from 32.03 km (19.9 miles) to 34.60 km (21.5 miles) north of Balranald.

Trunk Road No. 68 — South Australian Border near Renmark, Queensland Border near Mungindi.

Wentworth Shire Council continued reconstruction and bitumen surfacing between 55.52 km (34.5 miles) and 75 km (46.6 miles) north of Wentworth.

Trunk Road No. 70 — Coolabah to Queensland Border near Hebel.

Bogan Shire Council continued reconstruction 7.23 km (4.5 miles) north from State Highway No. 7 at Coolabah.

Between 17.70 km (11 miles) and 26.23 km (16.3 miles) north of Brewarrina reconstruction was completed by Brewarrina Shire Council and continued to 40.37 km (25.09 miles).

Trunk Road No. 72 — Willow Tree to Narrabri

Tamarang Shire Council commenced construction from 11.27 km (7 miles) to 13.33 km (8.28 miles) south of Quirindi and completed construction from 0.35 km (0.22 miles) to 2.19 km (1.36 miles) including the provision of a climbing lane on Who'd-athought-it Hill.

Trunk Road No. 73 — Inverell to Walcha

Guyra Shire Council commenced reconstruction and bitumen surfacing between 4.54 km (2.82 miles) and 8.64 km (5.37 miles) north of Bundarra.

Uralla Shire Council completed reconstruction from 45.62 km (28.35 miles) to 50.45 km (31.35 miles) including the approaches to the new culvert at Two Mile Creek.

Trunk Road No. 74 — Armidale to Grafton

Dumaresq Shire Council commenced reconstruction and bitumen sealing from 74.1 km (46.0 miles) to 76.2 km (47.3 miles) east of Armidale.

Nymboida Shire Council commenced reconstruction from 87 km (53.9 miles) to 88.5 km (54.8 miles) south of Grafton.

Grafton City Council commenced widening and strengthening from 3.2 km (2 miles) to 3.4 km (2.1 miles) within South Grafton.

Trunk Road No. 75 — Wollombi to Kempsey

Macleay Shire Council completed reconstruction and bitumen surfacing from 52.5 km (32.7 miles) to 54.1 km (33.7 miles) west of Kempsey (0.0 km to 1.6 km west of Bellbrook).

Trunk Road No. 76 — Raleigh to Ebor

Bellingen Shire Council commenced reconstruction from 25.8 km (16 miles) to 27.4 km (17 miles) west of Bellingen.

Trunk Road No. 77 — Gilgandra to Craboon

Reconstruction and bitumen surfacing was completed by Gilgandra Shire Council from 27.35 km (17 miles) to 30.57 km (19 miles) east of Gilgandra.

Trunk Road No. 78 — Cowra to Ettamogah

Jindalee Shire Council commenced widening and bitumen sealing from 15.1 km (9.4 miles) to 18.8 km (11.7 miles) north of Cootamundra.

Illabo Shire Council completed reconstruction and bitumen surfacing from 30.2 km (18.8 miles) to 33.2 km (20.6 miles) north of Wagga Wagga, and continued reconstruction and bitumen surfacing 33.2 km (20.6 miles) to 37.8 km (23.5 miles) north of Wagga Wagga.

The Department completed reconstruction, including channelisation of the intersection, from the junction with State Highway No. 14 southerly for a distance of 0.58 km (0.36 miles).

Wagga Wagga City Council commenced reconstruction from 0.58 km (0.36 miles) southerly to the City Boundary at 2.41 km (1.50 miles) from the junction with State Highway No. 14.

Lockhart Shire Council commenced reconstruction and bitumen surfacing 31.8 km (19.8 miles) to 33.3 km (20.7 miles) south of State Highway No. 14, at The Rock.

Trunk Road No. 80 — Narrandera to Mossgiel

Leeton Shire Council completed reconstruction and bitumen surfacing 9.7 km (6.0 miles) to 12.1 km (7.5 miles) west of Leeton.

From 6.8 km (4.2 miles) to 8.4 km (5.2 miles) east of Griffith, Wade Shire Council continued reconstruction and bitumen surfacing.

Trunk Road No. 82 — Newcastle to Jesmond

Newcastle City Council continued the construction of dual carriageways between Chatham Road and Broadmeadow Road, including the construction of a bridge at Richardson Park.

Trunk Road No. 83 — Grafton to Casino to Woodenbong

Tomki Shire Council replaced the two bridges at 21 km (13 miles) south of Casino with pipe culverts.

Kyogle Shire Council continued the reconstruction of the section 8.0 km to 10.1 km (5 to 6.3 miles) north of Kyogle.

Trunk Road No. 84 — Bowning to Temora

Demondrille Shire Council commenced the reconstruction and bitumen surfacing 9.55 km (5.9 miles) to 10.30 km (6.4 miles) west of Harden.

Jindalee Shire Council commenced pavement widening between 13.4 km (8.38 miles) and 18.3 km (11.38 miles) west of Murrumburrah including the provision of a climbing lane for eastbound traffic between 17.0 km (10.58 miles) and 18.3 km (11.38 miles).

Trunk Road No. 85 — Gilmore to Jingellic

Tumut Shire Council continued reconstruction and bitumen surfacing 19.0 km (11.8 miles) to 23.2 km (14.4 miles) south of Gilmore.

Trunk Road No. 90 — From Pacific Highway near Karuah to Purfleet via Gloucester. (The Bucketts Way).

Gloucester Shire Council commenced reconstruction on Mograni Hill 3.4 km (2.1 miles) to 5.5 km (3.4 miles) east of Gloucester.

Trunk Road No. 91 — Pambula to Bombala

Bibbenluke Shire Council completed reconstruction between 13.2 km (8.2 miles) and 14.5 km (9.0 miles) east of Bombala and the approaches to the new bridge over Dragon Swamp at 14.6 km (9.1 miles) east of Bombala. Council commenced reconstruction on the section 16.9 km (10.5 miles) to 19.8 km (12.3 miles) east of Bombala.

Between 13.8 km (8.6 miles) and 16.6 km (10.3 miles) west of State Highway No. 1 reconstruction was completed by Imlay Shire Council.

Trunk Road No. 94 — Deniliquin to Swan Hill

Murray Shire Council continued work between 38.3 km (23.8 miles) and 46.0 km (28.6 miles) from Deniliquin.

Trunk Road No. 95 — Picton to North Wollongong

Wollondilly Council commenced construction of a deviation at Allens Creek 25.9 km (16.1 miles) to 27.2 km (16.9 miles) from Main Road No. 513, Wollongong.

Ordinary Main Roads

Main Road No. 106 — Nundle to State Highway No. 9 near Wallabadah

Nundle Shire Council continued with the reconstruction and bitumen sealing of the sections 5.3 km (3.3 miles) to 6.4 km (4.0 miles) and 6.4 km (4.0 miles) to 7.8 km (4.8 miles) south of Nundle.

Main Road No. 111 — State Highway No. 10 near Khappingat to Pacific Highway north of Bulahdelah

Great Lakes Shire Council continued construction through Forster.

Main Road No. 127 — Narrabri to Trunk Road No. 68

Namoi Shire Council completed bitumen sealing work from 0.8 km (0.52 miles) to 6.5 km (4 miles) west of Wee Waa and continued work on the section 6.5 km (4 miles) to 8.7 km (5.4 miles) west of Wee Waa.

Main Road No. 129 — Quirindi to Quambone

Work was completed by Coonabarabran Shire Council on the sections 24.62 km (15.3 miles) to 25.75 km (16.0 miles) and 28.97 km (18.01 miles) to 30.90 km (19.2 miles) east of Coonabarabran and continued work on the section 52.3 km (32.5 miles) to 54 km (33.55 miles) west of Coonabarabran.

Main Road No. 130 — West Tamworth to Quirindi

Peel Shire Council completed reconstruction 20.4 km (12.7 miles) to 20.8 km (12.9 miles) north of Quirindi, including the approaches to the new bridge over Werris Creek and a level crossing.

Main Road No. 132 — Barraba to Bundarra

Barraba Shire Council completed the reconstruction and bitumen sealing between 9.8 km (6.1 miles) to 14.8 km (9.2 miles) and continued reconstruction from 6.4 km (4 miles) to 9.8 km (6.1 miles) east of Barraba.

Main Road No. 133 — Narrabri to Bingara

Between 35.41 km (22 miles) and 36.48 km (22.67 miles) west of Bingara reconstruction was continued by Bingara Shire Council.

Main Road No. 135 — Gilgai to Ebor

Guyra Shire Council continued reconstruction of the Wandsworth Hill deviation from 19.89 km (12.36 miles) to 23.74 km (14.75 miles) west of Guyra.

Main Road No. 136 — Inverell to Deepwater

Macintyre Shire Council continued reconstruction and bitumen surfacing between 9.53 km (5.92 miles) and 12.13 km (7.54 miles) north of Inverell.

Macintyre Shire Council commenced reconstruction and bitumen surfacing between 12.13 km (7.54 miles) and 15 km (9.32 miles) north of Inverell.

Main Road No. 137 — Inverell to Bonshaw

Ashford Shire Council completed reconstruction and bitumen surfacing between 21.44 km (13.32 miles) and 22.69 km (14.1 miles) north of Ashford.

Ashford Shire Council commenced reconstruction and bitumen surfacing between 22.69 km (14.1 miles) and 29.06 km (18.06 miles) north of Ashford.

Main Road No. 181 — McGraths Hill to Singleton

Colo Shire Council continued reconstruction 0.0 km to 1.6 km (1 mile) north of Webbs Creek Ferry.

Main Road No. 201 — Crookwell to Wyangala Dam

Crookwell City Council completed reconstruction and bitumen surfacing 56.25 km (34.95 miles) to 57.54 km (35.75 miles) and 58.34 km (36.25 miles) to 60.44 km (37.55 miles) north of Crookwell.

Main Road No. 205 — Coonamble to Mendooran

Reconstruction and bitumen surfacing was completed by Coonamble Shire Council from 19.70 km (12.25 miles) east of Coonamble and reconstruction commenced from 19.70 km (12.25 miles) to 23.50 km (14.6 miles).

Main Road No. 206 — Dubbo to Dunedoo

Wellington Shire Council continued reconstruction 25.42 km (15.8 miles) to 31.22 km (19.4 miles) from Dunedoo.

Main Road No. 208 — Muswellbrook to Mudgee

Cudgong Shire Council completed reconstruction 20.48 km (12.8 miles) to 22.08 km (13.8 miles) north of Mudgee.

Cudgong Shire Council completed the reconstruction and bitumen sealing 18.88 km (11.8 miles) to 20.48 km (12.8 miles) north of Mudgee.

Main Road No. 211 — Wagga Wagga to Holbrook

Kyeamba Shire Council completed reconstruction between 16.0 km (9.93 miles) and 18.16 km (11.28 miles) south of Wagga Wagga and commenced reconstruction from 18.16 km (11.28 miles) to 19.80 km (12.30 miles).

Main Road No. 213 — Main Road No. 503 near Singleton to Main Road No. 209 near Denman

Reconstruction was completed by Patrick Plains Shire Council between 9.58 km (5.95 miles) and 11.49 km (7.14 miles) and between 14.19 km (8.82 miles) and 14.85 km (9.23 miles).

Denman Shire Council commenced reconstruction between 15.87 km (9.75 miles) and 19.05 km (11.71 miles) west of Jerrys Plains.

Main Road No. 214 — Cassilis to 8.05 km (5 miles) north of Mudgee

Merriwa Shire Council commenced construction from 4.51 km (2.80 miles) to 9.82 km (6.10 miles) south of Trunk Road No. 62.

Cudgong Shire Council commenced reconstruction and bitumen surfacing between 44.73 km (27.8 miles) and 48.91 km (30.4 miles) north of Mudgee and also completed reconstruction and bitumen surfacing of the approaches to Kooyal Creek Bridge 20 km (12.5 miles) north of Mudgee.

Main Road No. 215 — Ilford to Bylong

Rylstone Shire Council commenced reconstruction and bitumen surfacing work between 14.16 km (8.8 miles) and 15.74 km (9.6 miles) north of Rylstone.

Main Road No. 216 — Sofala to Mudgee

Cudgong Shire Council completed reconstruction and bitumen surfacing of the section 18.4 km (11.5 miles) to 19.15 km (11.9 miles) south of Mudgee.

Main Road No. 217 — Sandgate to Wyong

Newcastle City Council commenced construction of the deviation of Lake Road, Wallsend, between Thomas Street and Jubilee Avenue. The section southwards from Jubilee Avenue towards Lake Macquarie Shire boundary has also commenced.

The construction of a new deviation, northwards from the new Cockle Creek Bridges approach to Cockle Creek Railway Station was commenced by Lake Macquarie Shire Council.

Main Road No. 225 — Wisemans Ferry to Gosford

Gosford Shire Council commenced reconstruction prior to bitumen surfacing of the section from 30.0 km (18.7 miles) to 31.2 km (19.4 miles) from State Highway No. 10.

Main Road No. 230 — Lake Cargelligo to Condobolin

Lachlan Shire Council commenced reconstruction and bitumen surfacing 6.75 km to 11.91 km (4.2 to 7.4 miles) west of Condobolin.

Main Road No. 232 — Moree to Boonangar

Boomi Shire Council commenced reconstruction and bitumen surfacing between 70.81 km (44 miles) to 74.03 km (46 miles) north of Moree.

Main Road No. 237 — Grenfell to Orange

Weddin Shire Council commenced reconstruction and bitumen surfacing from 21.08 km (13.1 miles) to 24.94 km (15.5 miles) north of Grenfell.

Boree Shire Council commenced reconstruction and bitumen surfacing from 24.46 km (15.2 miles) to 32.18 km (20 miles) west of Orange.

Main Road No. 246 — Georges Plains to Arthur

Lyndhurst Shire Council commenced reconstruction and bitumen surfacing 4.98 km (3.1 miles) to 8.20 km (5.1 miles) south of Newbridge and 4.50 km (2.8 miles) to 5.95 km (3.7 miles) north of Newbridge.

Main Road No. 249 — Federal Highway near Sutton to Gunning to Laggan.

Gunning Shire Council completed reconstruction and bitumen surfacing 12.89 km (8.01 miles) to 16.37 km (10.17 miles) south of Gunning. Council also completed construction of a 3 cell box culvert over Nelanglo Creek 20.97 km (13.03 miles) south of Gunning.

Main Road No. 252 — Perthville to Burruga

Abercrombie Shire Council commenced reconstruction and bitumen surfacing works between 40.06 km (24.9 miles) and 41.83 km (26.0 miles) south of Bathurst.

Main Road No. 253 — Hartley to Bathurst

The Department continued reconstruction between 30.12 km (18.72 miles) and 31.65 km (19.67 miles) west of Katoomba at Glenroy.

Oberon Shire Council completed reconstruction and bitumen surfacing works between 12.06 km (7.5 miles) and 14.0 km (8.7 miles) south of Oberon.

Main Road No. 255 — Great Western Highway at Diamond Swamp to Oberon.

Turon Shire Council commenced reconstruction to gravel surface only of the section between 7.55 km (4.7 miles) and 8.28 km (5.15 miles) south of State Highway No. 5.

Oberon Shire Council completed reconstruction 2.56 km (1.6 miles) to 6.56 km (4.1 miles) north of Oberon.

Main Road No. 256 — Goulburn to Oberon

Goulburn City Council completed reconstruction 3.49 km (2.17 miles) to 3.78 km (2.35 miles) from Goulburn.

Oberon Shire Council continued reconstruction and bitumen surfacing between 34.11 km (21.2 miles) and 39.58 km (24.6 miles) south of Oberon.

Main Road No. 259 — Camden to Nattai River Hall

The Department continued work on the deviation 3.5 km (2.2 miles) in length westward from the junction with Hume Highway south of Camden.

Main Road No. 268 — Tarago to Bungendore

Yarrowlumla Shire Council completed reconstruction to the gravel stage 34.15 km (21.22 miles) to 36.42 km (22.63 miles) from Queanbeyan.

Main Road No. 271 — Braidwood to Moruya

Eurobodalla Shire Council completed work on the approaches to the new culvert at Badgerys Creek 20.1 km (12.5 miles) west of Moruya and commenced reconstruction of the length 6.6 km (4.1 miles) to 8.2 km (5.1 miles) west of Moruya.

Main Road No. 273 — Bega to Snowy Mountains Highway

Mumbulla Shire Council completed the priming and sealing of the approaches to the new bridge over Spring and Grosses Creeks, 5.5 km (3.4 miles) and 5.7 km (3.5 miles) west of Bega.

Main Road No. 279 — Tumut to Gundagai

Gundagai Shire Council completed reconstruction and bitumen sealing 13.2 km (8.2 miles) to 16.7 km (10.35 miles) south of Gundagai. This work completed the bitumen surfacing of Main Road No. 279.

Main Road No. 281 — Welaregang to Tintaldra

Tumbarumba Shire Council continued reconstruction and bitumen sealing 2.3 km (1.44 miles) to 4.8 km (3.0 miles) from Main Road No. 282 at Welaregang.

Main Road No. 282 — Tumbarumba to Jingellic to Mullengandra

Tumbarumba Shire Council commenced reconstruction 28.4 km (17.65 miles) to 31.9 km (19.81 miles) south of Tumbarumba.

Main Road No. 286 — Cooma to Mount Kosciusko

The seal on the newly constructed length 7.1 km (4.4 miles) to 10.6 km (6.6 miles) west of Cooma was completed by Snowy River Shire Council.

Main Road No. 286 — Cooma to Mount Kosciusko (cont.)

Work was completed on the section 32.2 km (20 miles) to 35.4 km (22 miles) (Betts Creek). The following section 35.4 km (22 miles) to 37.0 km (23 miles) was completed to basecourse gravel stage and 50% of the length 37.0 km (23 miles) to 40.2 km (25 miles) (Charlotte Pass) was completed to basecourse gravel stage.

Main Road No. 289 — Dungog to Stroud

Dungog Shire Council continued construction from Dungog in an easterly direction towards Stroud. Work was completed on the section 1.13 km (0.7 miles) to 2.09 km (1.3 miles) east of Main Road No. 101, and work continued on the section 2.09 km (1.3 miles) to 3.28 km (2.04 miles) east of Main Road No. 101.

Main Road No. 310 — Cowra to Cudal

Cowra Municipal Council completed reconstruction and bitumen surfacing 0.32 km (0.25 miles) north of State Highway No. 6 from Comerford Street to Logan Street.

Main Road No. 319 — Maude to Barham

Windouran Shire Council continued reconstruction and bitumen surfacing from 11.6 km (7.2 miles) to 16.4 km (10.2 miles) north of Moulamein.

Main Road No. 320 — Cobargo to Bermagui

Earthworks, drainage and structures and a running course on the length 6.4 km (4.0 miles) to 8.5 km (5.25 miles) east of Cobargo was completed by Mumbulla Shire Council.

Main Road No. 321 — From State Highway No. 17 north of Jerilderie to State Highway No. 6 west of Rankins Springs

Murrumbidgee Shire Council completed reconstruction and bitumen surfacing from 52.7 km (32.7 miles) to 56 km (34.8 miles) north of State Highway No. 17 and commenced reconstruction on the section 77.6 km (48.2 miles) to 85.6 km (53.1 miles) north of State Highway No. 17.

Wade Shire Council completed reconstruction and bitumen surfacing 1.0 km (0.6 miles) to 2.4 km (1.5 miles) south of Griffith.

Main Road No. 323 — Jerilderie to Daysdale

Jerilderie Shire Council continued work on reconstruction and bitumen surfacing between 19.5 km (12.1 miles) and 27.8 km (17.3 miles) east of State Highway No. 17.

Main Road No. 326 — Adamstown Heights to Mayfield

Newcastle City Council commenced reconstruction of the northbound carriageway of Turton Road, between Lambton Road and Griffiths Road.

Main Road No. 331 — Berrigan to Jingellic

Holbrook Shire Council completed reconstruction and gravelling from 36.4 km (22.6 miles) to 46.0 km (28.6 miles) east of Holbrook and commenced reconstruction and basecourse gravelling 28.6 km (17.8 miles) to 35.2 km (21.9 miles) east of Holbrook.

Corowa Shire Council completed reconstruction and bitumen surfacing 4.8 km (3.0 miles) to 9.6 km (6.0 miles) west of Daysdale and commenced reconstruction and bitumen surfacing 9.6 km (6.0 miles) to 14.4 km (9.0 miles) east of Daysdale.

Main Road No. 336 — The Entrance to Gosford

Wyong Shire Council commenced reconstruction 2.43 km (1.5 miles) south of Main Road No. 335 to Gosford Shire Boundary.

Main Road No. 341 — Moama to Barham

Murray Shire Council commenced reconstruction and bitumen surfacing from 39.8 km (24.1 miles) to 45.8 km (28.4 miles) from Moama. This will extend the existing dust-free surface from Moama towards Barham.

Main Road No. 347 — Melrose to Collie

Warren Shire Council continued reconstruction 0 km to 22.05 km (13.7 miles) south from Collie towards Trangie.

Timbregongie Shire Council commenced reconstruction and bitumen surfacing 16.41 km (10.2 miles) to 20.12 km (12.5 miles) north of Trangie.

Main Road No. 350 — Tullamore to Forbes

Goobang Shire Council commenced reconstruction and bitumen surfacing 29.77 km (18.5 miles) to 32.18 km (20 miles) north of Forbes towards Bogan Gate.

Main Road No. 353 — Narran to Wellington

Reconstruction was commenced by Wellington Shire Council 13.84 km (8.6 miles) to 18.34 km (11.4 miles) north of Wellington.

Main Road No. 357 — Boggabri to Manilla

Manilla Shire Council completed reconstruction 16.41 km (10.2 miles) to 18.99 km (11.8 miles) west of Manilla.

Liverpool Plains Shire Council commenced construction of the approaches to a box culvert 14.33 km (8.9 miles) east of the Namoi Shire boundary at Buchanans Creek.

Main Road No. 358 — Merriwa to Willow Tree

Murrurundi Shire Council commenced construction from 20.45 km (12.7 miles) to 24.82 km (15.42 miles) west from the New England Highway, State Highway No. 9, at Willow Tree.

Main Road No. 359 — Molong to Boree

Molong Shire Council completed reconstruction and bitumen surfacing 6.44 km (4 miles) to 11.26 km (7 miles) south of Molong and commenced work on the section 11.26 km (7 miles) to 16.09 km (10 miles) south of Molong.

Main Road No. 363 — Barooga to Berrigan

Berrigan Shire Council continued reconstruction and bitumen surfacing between 0.8 km (0.5 miles) and 8.0 km (5.0 miles) north of Main Road No. 550.

Main Road No. 370 — Kywong to Howlong

Culcairn Shire Council completed reconstruction and bitumen surfacing 1.45 km (0.9 miles) to 8.95 km (5.57 miles) south of Walbundrie.

Main Road No. 382 — Bonshaw to Glen Innes

Severn Shire Council completed reconstruction and bitumen surfacing from 18.19 km (11.3 miles) to 24.94 km (15.5 miles) and from 26.80 km (16.6 miles) to 29.06 km (18.06 miles) north west of Glen Innes. Work was commenced 29.06 km (18.06 miles) to 31.51 km (19.58 miles) north west of Glen Innes.

Main Road No. 385 — Morundah to Urana

Urana Shire Council completed reconstruction and bitumen surfacing 30.1 km (18.7 miles) to 36.4 km (22.6 miles) north of Urana.

Main Road No. 386 — from Trunk Road No. 67 north of Swan Hill to Moulamein

Wakool Shire Council commenced reconstruction and bitumen surfacing from 14.8 km (9.2 miles) to 21.4 km (13.3 miles) west of Main Road No. 319.

Main Road No. 398 — Grenfell to Dullah

Weddin Shire Council completed reconstruction and bitumen surfacing 37.65 km (23.4 miles) to 40.55 km (25.2 miles) from Grenfell and commenced work 40.55 km (25.2 miles) to 48.11 km (29.9 miles) from Grenfell.

Coolamon Shire Council completed reconstruction and bitumen surfacing 5.6 km (3.5 miles) to 8.5 km (5.3 miles) north of Main Road No. 240, north west of Coolamon.

Narraburra Shire Council completed reconstruction and bitumen surfacing 9.2 km (5.7 miles) to 12.9 km (8.0 miles) south of Arianah Park.

Main Road No. 404 — North Bourke to Queensland Border at Hungerford

From 11.27 km (7.0 miles) to 15.13 km (9.4 miles) from Bourke towards Hungerford, Bourke Shire Council completed reconstruction and bitumen surfacing.

Main Road No. 426 — Castlereagh Highway to Lightning Ridge

Walgett Shire Council commenced construction of a deviation of 5.79 km (3.33 miles) to form a single direct connection between State Highway No. 18 and the town of Lightning Ridge.

Main Road No. 431 — State Highway No. 22 at Buronga to Arumpo

Wentworth Shire Council completed reconstruction to gravel surface of the section 0 km (0 miles) to 2.82 km (1.75 miles) north of the Highway.

Main Road No. 433 — Menindee to Ivanhoe

Central Darling Shire Council completed reconstruction from 75.64 km (47 miles) to 82.08 km (51 miles) west of Darnick and continued work 82.08 km (51 miles) to 90 km (57.35 miles) west of Darnick.

Main Road No. 501 — Lake Cargelligo to Booligal

Carrathool Shire Council completed reconstruction and bitumen surfacing from 0.8 km (0.5 miles) to 4.4 km (2.7 miles) west of Hillston.

Main Road No. 503 — Wilberforce to Singleton

The Department commenced widening between 17.6 km (11 miles) and 18.3 km (11.4 miles) north of Windsor. The work will incorporate the provision of a climbing lane and approaches to the new bridge over Roberts Creek.

The Department completed reconstruction of the approaches to the bridge over Boggy Swamp Creek 77.38 km (48.06 miles) south of Singleton.

Main Road No. 505 — Gosford to Terrigal

Gosford Shire Council completed reconstruction of the section between 0.3 km (0.2 miles) and 4.2 km (2.6 miles) from Main Road No. 336 towards Terrigal.

Main Road No. 507 — Boomi to Goondiwindi

Boolooroo Shire Council completed reconstruction and bitumen surfacing between 48.6 km (30.2 miles) and 51.82 km (32.2 miles) and commenced reconstruction and bitumen surfacing between 51.82 km (32.2 miles) and 55.04 km (34.2) miles west of Goondiwindi.

Main Road No. 514 — from Hay to Penarie

Hay Shire Council commenced reconstruction and bitumen surfacing from 63.0 km (39.2 miles) to 66.3 km (41.2 miles) west of Hay.

Main Road No. 519 — Lower Kurrajong to Wilberforce-Singleton Road

Colo Shire Council completed reconstruction and bitumen surfacing from 18.3 km (11.44 miles) from Main Road No. 184 to the junction of Main Road No. 503 at 18.8 km (11.77 miles) from Main Road No. 184, thereby providing a bitumen surface over the full length of this road.

Main Road No. 543 — The Rock to Coolamon

Mitchell Shire Council completed reconstruction and bitumen surfacing from 49.60 km (30.81 miles) to 50.83 km (31.57 miles) north of The Rock.

Main Road No. 547 — Jindera to Walla Walla to Main Road No. 331

Hume Shire Council commenced reconstruction and bitumen surfacing 28.1 km (17.47 miles) to 29.8 km (18.42 miles) north of Albury.

Main Road No. 553 — Trunk Road No. 63 to Somerton

Manilla Shire Council commenced construction 0 km to 2.4 km (0 to 1.5 miles) west of Trunk Road No. 63.

Main Road No. 572 — Narromine to Eumungerie

Timbreebongie Shire Council commenced reconstruction and bitumen surfacing 19.95 km (12.4 miles) to 24.14 km (15 miles) north of Narromine.

Reconstruction and bitumen surfacing was commenced by Talbragar Shire Council 12.39 km (7.7 miles) to 14.96 km (9.3 miles) from State Highway No. 17 at Eumungerie.

Main Road No. 576 — Cowra to Wyangala Dam

Waugoola Shire Council completed reconstruction and bitumen sealing to 20.59 km (12.8 miles) south of Cowra. Work continued 20.59 km (12.8 miles) to 22.85 km (14.2 miles) south of Cowra.

Main Road No. 601 — Raymond Terrace to Seaham

Port Stephens Shire Council commenced reconstruction and raising of the narrow, low-lying section of road from near Fitzgerald to Foots Corner 3.2 km (2.0 miles).

COUNTRY ROAD CONSTRUCTION

Developmental Roads and Works

Developmental Road No. 1032 — Limbri to Weabonga

Cockburn Shire Council completed work from 32.59 km (20.25 miles) to 33.64 km (20.91 miles) and 36.05 km (22.4 miles) to 36.98 km (22.98 miles) from Limbri.

Developmental Road No. 1150 — Rookhurst — Giro, and branch to Tiri Crossing

Construction was completed by Gloucester Shire Council between 29.9 km (18.6 miles) and 32.8 km (20.4 miles) north of Gloucester.

Developmental Road No. 1163 — Darouble — Bobadah

Bogan Shire Council continued culvert construction and drainage improvement 105.9 km (65.8 miles) to 109.4 km (68.0 miles) south of Nyngan.

Developmental Road No. 1171 — Welaregang — Towong

Tumbarumba Shire Council completed construction and gravelling 4.8 km (3.0 miles) to 5.6 km (3.5 miles) and commenced construction 0 km (0 miles) to 4.8 km (3.0 miles) east of Main Road No. 281.

Developmental Road No. 1215 — The Yaven Yaven Creek Road

Tumut Shire Council continued construction 32.2 km (20.0 miles) to 34.5 km (21.43 miles) south of State Highway No. 4.

Developmental Road No. 1243 — Sargeant's Gap Road

Scone Shire Council commenced construction 2.41 km (1.50 miles) to 4.97 km (3.09 miles) from Pages River Road.

Developmental Road No. 1255 — Coybill Creek to Trunk Road No. 55

Reconstruction was commenced by Coonabarabran Shire Council 18.19 km (11.31 miles) to 21.40 km (13.3 miles) and 12.96 km (8.06 miles) to 13.12 km (8.16 miles) east of Binnaway.

Developmental Road No. 1268 — Jinden Creek — Kybeyan

Tallaganda Shire Council completed reconstruction from 68.75 km (42.7 miles) to 79.03 km (49.1 miles). Work commenced between 61.16 km (38 miles) and 68.73 km (42.7 miles) from Braidwood.

Monaro Shire Council commenced reconstruction from 35.4 km (22 miles) to 37.0 km (23 miles) and 32.0 km (19.9 miles) to 33.0 km (20.5 miles) north of Kybeyan River.

Developmental Road No. 1270 — Warialda — Crooble

Yallaroi Shire Council commenced construction from 17.38 km (10.8 miles) to 20.62 km (12.81 miles) north of Warialda as well as completing construction from 20.62 km (12.81 miles) to 21.60 km (13.42 miles) north of Warialda.

Developmental Road No. 1290 — Yallaroi to Ottleys Creek

Yallaroi Shire Council completed reconstruction from 11.01 km (6.84 miles) to 12.59 km (7.82 miles) east of Yallaroi and also completed construction from 12.59 km (7.82 miles) to 14.03 km (8.72 miles) east of Yallaroi.

Developmental Road No. 1296

Wentworth Shire Council completed construction to provide a gravel surface between 72.58 km (45.1 miles) to 78.05 km (48.5 miles) east of Pooncarie. Construction commenced 78.70 km (48.9 miles) to 81.51 km (50.65 miles) east of Pooncarie.

Developmental Road No. 1304 — Uarbry Road

Merriwa Shire Council commenced construction 0 km to 4.44 km (0 to 2.76 miles) west of Main Road No. 214.

Coolah Shire Council continued reconstruction and bitumen surfacing 24.5 km (15.3 miles) to 32.1 km (21.3 miles) east of Trunk Road No. 55.

Developmental Road No. 1310 — Euchareena to Mullion Creek — Dixon's Long Point Road

Wellington Shire Council commenced reconstruction and gravelling 3.21 km (2 miles) to 3.3 km (2.1 miles) from Main Road No. 573 at Euchareena.

Developmental Road No. 1311 — Glen Elgin — Deepwater

Severn Shire Council completed construction between 18.27 km (11.35 miles) to 42.65 km (26.5 miles) from State Highway No. 12.

Developmental Road No. 1315 — Murrumbateman — Goodradigbee

Reconstruction was completed by Goodradigbee Shire Council to 4.83 km (3 miles) from Dick's Creek Road and commenced work on the section 4.83 km (3 miles) to 5.96 km (3.7 miles).

Developmental Road No. 1317 — Walcha — Topdale

Walcha Shire Council completed construction between 26.5 km (16.5 miles) and 30.5 km (19.0 miles) from Walcha.

Developmental Road No. 1320 — Tomingley — Obley — Yeoval Road

Molong Shire Council commenced reconstruction and gravelling 4.34 km (2.7 miles) to 5.14 km (3.2 miles) from Obley.

Timbregongie Shire Council commenced work from Tomingley to Obley 0 km to 3.37 km (0 to 2.1 miles).

Developmental Work No. 3093 — Hooton's Road

Tenterfield Shire Council commenced construction from 9.66 km (6 miles) north of State Highway No. 16 (near Emu Creek Bridge) to 16.09 km (10 miles) at Kyogle Shire boundary.

Developmental Work No. 3163 — Dungog — Gresford

The construction of the section 14.89 km (9.25 miles) to 16.09 km (10 miles) has been completed.

Developmental Work No. 3212 — Swallows Nest

Guyra Shire Council completed construction at Swallows Nest from 21.73 km (13.5 miles) to 23.34 km (14.5 miles) west of the junction of State Highway No. 9 and Main Road No. 135 on the Laura-Baldersleigh Road.

Developmental Work No. 3213 — Blackville Road

Murrundi Shire Council commenced construction by contract of a two lane bridge over Phillips Creek at 31.06 km (19.3 miles) from Main Road No. 358.

Developmental Work No. 3220 — Smith's Creek Road

Tweed Shire Council completed the first section 6.1 km (3.8 miles) to 6.9 km (4.3 miles) west of Main Road No. 142.

Developmental Work No. 3223 — Dixon's Long Point

Canobolas Shire Council commenced construction of the southern approach to proposed bridge over the Macquarie River at Dixon's Long Point, 3.05 km (1.9 miles) to 4.66 km (2.9 miles) from the Macquarie River.

Developmental Work No. 3224

Gloucester Shire Council commenced construction from Pidgeon Top at 62.8 km (39 miles) to Walcha Shire Boundary at 69.2 km (43 miles) north of Gloucester.

Tourist Roads and Unclassified Roads

Tourist Road No. 4054

Eurobodalla Shire Council continued reconstruction from Sunpatch to 1.6 km (1 mile) east towards Rosedale.

Unclassified Roads

Gosford Shire Council completed construction of the eastern and western approaches to the bridge over Brisbane Water at The Rip.

BRIDGE CONSTRUCTION

General

During the year sixty-two bridges, one pedestrian structure and forty-two "bridge-size" box culverts, i.e., with a waterway width of six metres (twenty feet) or more, were made available for traffic. In addition widening works were completed on nine bridges, three of which were widened for extra lanes, one structure was extended in length, and modification to the superstructure of one bridge was completed.

The 110 structures are situated generally on Main and Developmental Roads.

At the end of the year, 98 bridges, 60 culverts and 2 pedestrian structures were under construction or completed, but not opened to traffic. In addition, widening of 7 structures was in hand, extra lanes being provided in 4 cases. Of these 164 bridgeworks, 55 were completed at the end of the year, but were not opened to traffic because associated roadworks were incomplete.

A table showing the number of structures completed on each road classification is set out below.

	F'ways	S.H.'s	Trunk Roads	Ord. Main Roads	Develop. and Unclass.	County Roads (future M.R.'s)	Tourist Roads	Total
Bridges	20	16	10	10	4	2		62
Bridge size culverts	6	18	10	4	4			42
Pedestrian Structures				1				1
Widening extra lanes		1		2				3
Modification to deck	1							1
Extensions		1						1
TOTAL	27	36	20	17	8	2		110

Of the completed bridges, forty-two were built by the Department (38 by Contract), nineteen by Councils (all by Contract) and one by the Water Conservation and Irrigation Commission. Twenty-four of the Culverts were built by the Department (two by Contract) and eighteen by Councils (seven by Contract).

Of the remaining six structures which include extensions, widenings for extra lanes, and pedestrian structures, all were built by the Department (one by Contract).

**Principal Bridgeworks completed during the year
and opened to traffic**

Hawkesbury River at Peats Ferry — Sydney Newcastle Freeway

Construction of a twelve span steel and reinforced concrete bridge over the Hawkesbury River at Peats Ferry was completed by contract to the Department. The new structure is 622 metres (2041 ft.) long and provides six traffic lanes.

Horsley Road — Western Freeway

The Department completed construction by contract of twin single span prestressed concrete bridges to carry the Western Freeway over Horsley Road at Eastern Creek. Each two lane structure is 21 metres (70 ft.) long.

Eastern Creek — Western Freeway

Twin four span prestressed concrete bridges over Eastern Creek were completed by contract to the Department. Each new structure is 43 metres (142 ft.) long and provides two traffic lanes.

State Abattoirs Railway — Western Freeway

To carry the west branch railway line to the State Abattoirs over the Western Freeway the Department completed construction of a two span steel and concrete bridge at 16.2 km (10.2 miles) west of Sydney. The new 58 metre (190 ft.) long structure provides two railway tracks.

First Crossing Main Road No. 177 — South Western Freeway

The Department completed construction of a four span prestressed concrete bridge to carry Campbelltown Road over the South Western Freeway. The new structure, which was constructed partly with Departmental forces and partly by contract is 92 metres (303 ft.) long, providing two traffic lanes and one footway.

Second Crossing Main Road No. 177 — South Western Freeway

Partly with its own forces and partly by contract the Department completed construction of two three span prestressed concrete bridges in tandem, to carry Campbelltown Road over the South Western Freeway. Each structure is 89 metres (293 ft.) long and each provides two traffic lanes and one footway.

Loading Ramp at 49.1 km (30.5 miles) South of Sydney — South Western Freeway

The Department completed construction, partly by its own forces and partly by contract, of a four span prestressed concrete bridge to carry a loading ramp from Main Road No. 177 over the South Western Freeway. Two traffic lanes are provided on the new 206 metres (675 ft.) long structure.

Camden Road — Main Road No. 178 — South Western Freeway

The Department completed construction by contract of a three span prestressed concrete bridge to carry Main Road No. 178 over the South Western Freeway at 54.1 km (33.6 miles) south of Sydney. The new structure is 72 metres (237 ft.) long, and provides two traffic lanes.

State Highway No. 1 at 43.8 km (27.2 miles) South of Sydney — Southern Freeway

A two span prestressed concrete bridge to carry the southbound carriageway of State Highway No. 1 over the Southern Freeway at 43.8 km (27.2 miles) south of Sydney was completed by contract to the Department. The new bridge is 112 metres (367 ft.) long and provides two traffic lanes.

Cawley Road — Southern Freeway

The Department completed construction by contract of a two span prestressed concrete bridge to carry Cawley Road over the Southern Freeway at 45.6 km (28.3 miles) south of Sydney. Two traffic lanes will carry traffic across the bridge which is 58 metres (190 ft.) long.

State Highway No. 1 at 55.5 km (34.5 miles) South of Sydney — Southern Freeway

At 55.5 km (34.5 miles) south of Sydney the Department completed construction by contract of a two span prestressed concrete bridge to carry State Highway No. 2 over the Southern Freeway. The structure is 108 metres (353 ft.) long, providing two traffic lanes and one footway.

The Avenue — Southern Freeway

The Department completed construction by contract of a single span prestressed concrete bridge to carry The Avenue, over the Southern Freeway at Wollongong. The new bridge is 70 metres (230 ft.) long and carries five traffic lanes and one footway.

Paddys River — State Highway No. 2 — Hume Highway (Northbound Carriageway)

For use by northbound traffic, the Department completed construction by contract of a three span prestressed bridge over Paddys River, this new structure at 28.2 km (17.5 miles) south of Berrima is 69 metres (227 ft.) long and provides two traffic lanes. The new bridge together with another bridge on the southbound carriageway (still under construction) will replace a timber beam bridge 64 metres (209 ft.) long.

Molong Creek — State Highway No. 7 — Mitchell Highway

The Department completed construction by contract of a three span composite steel and concrete bridge over Molong Creek at Larras Lee. The new structure is 52 metres (170 ft.) long, with two traffic lanes and replaced a concrete bridge 26 metres (84 ft.) long.

Bell River at Three Rivers — State Highway No. 7 — Mitchell Highway

To replace a 39 metre (128 ft.) long timber bridge over the Bell River the Department completed construction by contract of a six span prestressed concrete bridge. This new structure is 110 metres (360 ft.) long, with two traffic lanes.

Four Mile Creek — State Highway No. 9 — New England Highway

The Department completed construction of twin five span prestressed concrete bridges over Four Mile Creek 7.7 km (4.8 miles) south of Maitland. Each 53 metre (174 ft.) long structure provides two traffic lanes. These bridges replace a concrete bridge 23 metres (77 ft.) long.

Wilsons River at Telegraph Point — State Highway No. 10 — Pacific Highway

The Department completed construction by contract of a thirteen span prestressed concrete bridge over the Wilson River at Telegraph Point. The new structure is 560 metres (1836 ft.) long, provides two traffic lanes and one footway. It replaces a timber bridge 123 metres (405 ft.) long with a steel lift-span and eliminated a railway level crossing.

Newee Creek — State Highway No. 10 — Pacific Highway

At Newee Creek, 1.6 km (1 mile) north of Macksville the Department completed construction by contract of a five span prestressed concrete bridge. The new structure is 118 metres (387 ft.) long, provides two traffic lanes and replaced a one lane timber bridge 54 metres (178 ft.) long.

Gunningbar Creek — State Highway No. 11 — Oxley Highway

Construction was completed by contract of a four span steel and concrete bridge over Gunningbar Creek at Warren. The new structure is 67 metres (220 ft.) long, provides two traffic lanes and replaces a timber bridge, 31 metres (102 ft.) long.

Deep Creek (Piora Bridge) — State Highway No. 16 — Bruxner Highway

The Department completed construction of a seven span reinforced concrete bridge over Deep Creek at Piora, 21.2 km (13.2 miles) west of Casino. The new structure which replaces a timber bridge 47 metres (123 ft.) long provides two traffic lanes and is 128 metres (420 ft.) long.

Namoi River — State Highway No. 17 — Newell Highway

The Department completed construction by contract of a five span prestressed concrete bridge over the Namoi River at Narrabri. The new structure is 98 metres (323 ft.) long, provides two traffic lanes and replaces a narrow timber truss bridge 65 metres (214 ft.) long.

Courallie Creek (Gurley Bridge) — State Highway No. 17 — Newell Highway

At Courallie the Department completed construction by contract of an eight span prestressed concrete bridge to replace a timber bridge 64 metres (210 ft.) long. The new structure is 85 metres (280 ft.) long, with two traffic lanes.

Cooma Creek at Cooma — State Highway No. 19 — Monaro Highway

The Department completed construction of a four span prestressed concrete bridge over Cooma Creek at Cooma. The new structure is 55 metres (180 ft.) long, provides two traffic lanes and one footway. It replaces a timber bridge 37 metres (120 ft.) long.

Gunningbland Creek at Carlachy — Trunk Road No. 61

Goobang Shire Council completed construction by contract of a fourteen span prestressed concrete bridge over Gunningbland Creek at Carlachy. The new structure is 85 metres (280 ft.) long, provides two traffic lanes and replaces a timber beam bridge 64 metres (210 ft.) long.

Middle Billabong Creek — Trunk Road No. 80

Over Middle Billabong Creek, 39 km (24 miles) west of Hillston. Carrathool Shire Council completed construction by contract of a ten span reinforced concrete bridge. The new structure is 61 metres (200 ft.) long with two traffic lanes and replaces a one lane timber bridge, 38 metres (125 ft.) long.

Lachlan River at Narrawa — Main Road No. 248

Crookwell Shire Council completed construction by contract of a six span steel and concrete bridge over the Lachlan River at Narrawa. Replacing a timber bridge 65 metres (213 ft.) long the new structure is 147 metres (481 ft.) long and provides two traffic lanes.

Tarlo River — Main Road No. 256

Mulwaree Shire Council completed construction by contract of a seven span prestressed concrete bridge over Tarlo River at 19.6 km (12.2 miles) north of Goulburn. The new structure is 96 metres (315 ft.) long, provides two traffic lanes and replaces a timber bridge 55 metres (181 ft.) long.

Colligen Creek — Developmental Road No. 1272

Murray Shire Council completed construction by contract of a seven span prestressed concrete bridge over Colligen Creek at Calumo. The new bridge is 64 metres (210 ft.) long and provides two traffic lanes. It replaces a timber bridge 64 metres (210 ft.) long.

Henry Lawson Drive — Padstow — County Road No. 5016

At Padstow a three span prestressed concrete bridge over Henry Lawson Drive was completed by the Department. The new bridge which was built by contract, is 105 metres (351 ft.) long and provides three traffic lanes and one footway.

Georges River at Alford's Point — County Road No. 5016

The Department completed construction by contract of an eleven span prestressed concrete bridge over Georges River at Alford's Point. The new 444 metre (1457 ft.) long bridge has two traffic lanes and one footway. The foundations were also constructed to provide for future widening of the superstructure.

The Rip at the Entrance to Brisbane Water

The Department completed construction by contract of a three span prestressed concrete cantilever truss bridge over The Rip at the Entrance to Brisbane Water. The new structure is 330 metres (1083 ft.) long with a main span of 183 metres (600 ft.) and carries two traffic lanes and one footway.

**Freeway and other Principal Bridgeworks.
Completed during the year but not opened
to traffic**

Richardson Road — State Highway No. 2 — Hume Highway

Construction of a single span prestressed concrete bridge to carry State Highway No. 2 over Richardson Road at Camden was completed by the Department partly with its own forces and partly by contract. The new structure is 34 metres (110 ft.) long and will provide four traffic lanes.

Eulamore Street at Carcoar — State Highway No. 6 — Mid Western Highway

The Department completed construction by contract of a three span prestressed concrete bridge to carry State Highway No. 6 over Eulamore Street at Carcoar. The new structure is 46 metres (151 ft.) long and will provide two traffic lanes.

Ellenborough River — State Highway No. 11 — Oxley Highway

A five span prestressed concrete bridge over Ellenborough River at Ellenborough was completed by contract. The new structure is 101 metres (330 ft.) long, will provide two traffic lanes and replace a single lane timber truss bridge, 77 metres (252 ft.) long.

Bullock Creek — Trunk Road No. 57

The Department completed construction by contract of a six span prestressed concrete bridge over Bullock Creek 0.8 km (0.5 miles) west of Tullamore. The new structure which will replace a concrete causeway is 64 metres (210 ft.) long, and will carry two traffic lanes.

Sandy Creek — Main Road No. 206

Coolah Shire Council completed construction by contract of a six span prestressed concrete bridge over Sandy Creek at 24.8 km (15.4 miles) west of Dunedoo. The new structure is 65 metres (213 ft.) long, will provide two traffic lanes. It will replace a timber bridge 26 metres (85 ft.) long.

Nepean River Flood Plain — Main Road No. 259

The Department completed construction by contract of a six span prestressed concrete bridge over the Nepean River Flood Plain at Camden. The new two lane 64 metres (210 ft.) long bridge, is situated on a deviation.

Wyaldra Creek — Developmental Work No. 3216

Cudgong Shire Council completed construction of a seven span prestressed concrete bridge over Wyaldra Creek on the Gulgong-Meratherie Road to replace a concrete causeway. The structure is 99 metres (326 ft.) long and will carry two traffic lanes.

Marsh Street (Western Suburbs Sewer Main) Arncliffe — County Road No. 5058

The Department completed construction by contract of a two span prestressed concrete bridge over the Sewer Outfall near Marsh Street, Arncliffe. The new structure is 24 metres (80 ft.) long and will provide seven traffic lanes and two footways.

**Principal Bridgeworks in Progress at the Beginning
of the year and Not Completed**

Darling Harbour Viaduct — North Western Freeway

Construction was continued on the first stage of a complex viaduct structure to carry the North Western Freeway from the City over Darling Harbour Goods Yard to Pyrmont. The whole complex will comprise 116 spans, mainly composite steel and concrete with some reinforced concrete and prestressed concrete. The main structure will be 806 metres (2645 ft.) long and will provide up to eleven traffic lanes with four freeway lanes at the western end. The first stage of construction will provide six traffic lanes.

Haslams Creek Stormwater Channel — Western Freeway

The Department continued construction by contract of a three span prestressed concrete bridge to carry the westbound carriageway over Haslams Creek Stormwater Channel at Auburn. The structure will be 77 metres (251 ft.) long and will provide two traffic lanes.

Main Road No. 177 at 63.7 km (39.6 miles) south of Sydney — Southern Freeway

Construction by contract by the Department was continued on a three span prestressed concrete bridge to carry Main Road No. 177 over the Southern Freeway at 63.7 km (39.6 miles) south of Sydney. The structure will be 130 metres (425 ft.) long and will carry four traffic lanes.

Bega River — State Highway No. 1 — Princes Highway

Over the Bega River at Bega the Department continued construction by contract of a twenty three span prestressed concrete bridge. The new structure will be 624 metres (2046 ft.) long, providing two traffic lanes and one footway. This bridge will replace a one lane timber truss structure 132 metres (433 ft.) long.

Paddys River — State Highway No. 2 — Hume Highway (Southbound Carriageway)

The Department continued construction by contract of a three span prestressed concrete bridge, over Paddys River, 28.2 km (17.5 miles) south of Berrima, for southbound traffic. The new structure will be 69 metres (227 ft.) long and will provide two traffic lanes. Together with the already completed bridge on the northbound Carriageway it will replace a timber beam bridge 64 metres (209 ft.) long.

Murrumbidgee River at Gundagai — State Highway No. 2 — Hume Highway

The Department completed construction of the bored pile foundations and commenced construction by contract for the completion of a twenty four span composite steel and concrete bridge over the Murrumbidgee River on a deviation of the Hume Highway to by-pass Gundagai. The new structure will be 1134 metres (3720 ft.) long and will provide two traffic lanes.

A steel truss and timber beam bridge, 927 metres (3040 ft.) long on the present route of the highway will be retained for local traffic.

Belubula River — State Highway No. 6 — Mid Western Highway

The Department continued construction by contract of a five span prestressed concrete bridge over the Belubula River at Carcoar. The new bridge which is situated on a deviation will be 97 metres (319 ft.) long, and carry two traffic lanes.

Mount Macquarie Road at Carcoar — State Highway No. 6 — Mid Western Highway

Construction was continued by contract on a single span prestressed concrete bridge to carry State Highway No. 6 over Mount Macquarie Road at Carcoar. The new structure will be 140 metres (460 ft.) long, will provide two traffic lanes and will replace an open causeway.

Four Mile Break — State Highway No. 22 — Silver City Highway

At Four Mile Break, 8 km (5 miles) north of Wentworth the Department continued construction by contract of a twenty one span prestressed concrete bridge to eliminate an open causeway. The new structure will be 128 metres (420 ft.) long and will provide two traffic lanes.

Queanbeyan River at Queanbeyan. — Trunk Road No. 51

The Department continued construction by contract of a six span steel and concrete bridge over the Queanbeyan River at Queanbeyan. The new bridge will be 141 metres (462 ft.) long providing two traffic lanes and two footways. It will replace a timber truss bridge 104 metres (340 ft.) long and will incorporate the piers of the old bridge.

Rocky Mouth Creek — Main Road No. 145

Woodburn Shire Council continued construction by contract of a four span prestressed concrete bridge over Rocky Mouth Creek at junction with State Highway No. 10. The new structure will be 62 metres (202 ft.) long, will provide two traffic lanes and a footway. It will replace a narrow timber beam bridge 48 metres (158 ft.) long.

Kings Cross Tunnel — Main Road No. 713

The Department continued construction by contract of a twin cell reinforced concrete tunnel to carry traffic under Kings Cross between William Street, Kings Cross and New South Head Road, Rushcutters Bay. The tunnel will be 272 metres (892 ft.) long and will provide four traffic lanes.

Wingecarribee River at Bong Bong — Main Road No. 260

Wingecarribee Shire Council continued construction by contract of a seven span prestressed concrete bridge over the Wingecarribee River at Bong Bong. The new two lane structure will be 64 metres (210 ft.) long.

**Principal Bridgeworks Commenced During the Year
and not Completed**

The following bridgeworks commenced during the year. The constructing authority is named after the description of each work.

West Street — Warringah Freeway

A two span prestressed concrete bridge over the Warringah Freeway at West Street, North Sydney. The new structure will be 58 metres (190 ft.) long, will provide two traffic lanes and two footways. Under contract to the Department.

Merremburn Avenue — Warringah Freeway

A two span prestressed concrete bridge over the Warringah Freeway at Merremburn Avenue, Naremburn. The new structure will be 77 metres (253 ft.) long, and will provide two traffic lanes and two footways. Under contract to the Department.

Haslams Creek Services Bridge — Western Freeway

A two span steel truss services bridge over Haslams Creek stormwater channel. The new structure will be 71 metres (232 ft.) long and will provide two traffic lanes. Under contract to the Department.

Church Avenue at Alpine — South Western Freeway

A two span prestressed concrete girder bridge over the Freeway at Church Avenue, Alpine. The new structure will be 63 metres (208 ft.) long and will provide two traffic lanes and a footway. Under contract to the Department.

Access Road to Herne Estate — Southern Freeway

Twin three span prestressed concrete bridges to carry the Southern Freeway over the access road from Gladstone Avenue to Herne Estate, Wollongong. Each new structure will be 30 metres (100 ft.) long and will provide three traffic lanes. Under contract to the Department.

Jaspers Creek — State Highway No. 1 — Princes Highway

A four span prestressed concrete bridge over Jaspers Creek, 11.7 km (7.3 miles) north of Nowra. The new structure will be 43 metres (140 ft.) long, will provide two traffic lanes and will replace two timber bridges 15 metres (50 ft.) and 8 metres (26 ft.) long. Under contract to the Department.

Currumbene Creek — State Highway No. 1 — Princes Highway

A seven span prestressed concrete bridge over Currumbene Creek, 10.3 km (6.4 miles) south of Nowra. The new structure will be 150 metres (493 ft.) long, will provide two traffic lanes and will replace a timber beam bridge 27 metres (87 ft.) long. Under contract to the Department.

Narellan Interchange — State Highway No. 2 — Hume Highway

Twin three span prestressed concrete girder bridges over Main Road No. 178 at Narellan. The structures will each be 47 metres (153 ft.) long and will provide three traffic lanes and five traffic lanes for the southbound and northbound carriageways respectively. Construction by Department.

Bridge over Main Southern Railway at Ettamogah — State Highway No. 2 — Hume Highway

A four span steel and concrete bridge over Main Southern Railway, 54.2 km (33.7 miles) south of Holbrook. The new structure will be 67 metres (220 ft.) long, will provide two traffic lanes and will replace a timber bridge 20 metres (67 ft.) long. Under contract to the Department.

Wologorong Creek — State Highway No. 3 — Federal Highway

Twin ten span reinforced concrete bridges over Wologorong Creek, 18.8 km (11.7 miles) south of Goulburn. Each new structure will be 55 metres (180 ft.) long, will provide two traffic lanes and will replace a concrete box culvert 9 metres (31 ft.) long. Under contract to the Department.

River Lett — State Highway No. 5 — Great Western Highway

A two span prestressed concrete bridge over River Lett at Hartley, 129 km (80 miles) from Sydney. The new structure will be 61 metres (200 ft.) long, will provide two traffic lanes and will replace a timber beam bridge 53 metres (175 ft.) long. Under contract to the Department.

Bridge over Main Northern Railway Line — State Highway No. 9 — New England Highway

A single span prestressed concrete bridge over the Main Northern Railway Line 15.3 km (9.5 miles) north of Tenterfield. The new structure will be 31 metres (102 ft.) long and will provide four traffic lanes on a deviation of the highway. Under contract to the Department.

Yarrowitch River — State Highway No. 11 — Oxley Highway

A four span prestressed concrete bridge over Yarrowitch River 49.2 km (30.6 miles) east of Walcha. The new structure will be 43 metres (140 ft.) long, will provide two traffic lanes and will replace a reinforced concrete bridge 24 metres (79 ft.) long. Under contract to the Department.

Belar Creek — State Highway No. 11 — Oxley Highway

An eight span prestressed concrete bridge over Belar Creek, 14.6 km (9.1 miles) south of Coonabarabran. The new structure will be 122 metres (399 ft.) long, will provide two traffic lanes and will replace a timber beam bridge 65 metres (213 ft.) long. Under contract to the Department.

Goally Creek — State Highway No. 11 — Oxley Highway

A ten span prestressed concrete bridge over Goally Creek and three prestressed concrete bridges in the eastern approach, having seven, thirteen and sixteen spans respectively. The new structures will be 58 metres (190 ft.), 41 metres (133 ft.), 75 metres (247 ft.), 93 metres (304 ft.) long respectively, will provide two traffic lanes and each bridge will replace an open crossing. Under contract to the Department.

Darling River at Menindee — Trunk Road No. 68

A three span steel box girder bridge over the Darling River at Menindee. The new structure will be 118 metres (388 ft.) long, will provide two traffic lanes and will eliminate road and rail traffic using the same bridge. Under contract to the Department.

Mooni River — Trunk Road No. 68

A six span prestressed concrete bridge over Mooni River at Gundabloui, 48 km (30 miles) north of Collarenebri. The new structure will be 128 metres (420 ft.) long and will provide two traffic lanes. Under contract to the Department.

Sheep Creek — Trunk Road No. 83

A six span prestressed concrete bridge over Sheep Creek 34.6 km (21.5 miles) north of Grafton. The new structure will be 55 metres (180 ft.) long, will provide two traffic lanes and will replace a timber beam bridge 11 metres (36 ft.) long. Under contract to Copmanhurst Shire Council.

Roslyn Street — Main Road No. 173

An eight span, prestressed concrete box (main spans) and reinforced concrete slab (approach spans) pedestrian bridge over the Eastern approach to Kings Cross Tunnel at Roslyn Street, Sydney. The new structure will be 116 metres (380 ft.) long. Under contract to the Department.

South Creek — Main Road No. 184

A three span prestressed concrete bridge over South Creek at Windsor. The new structure will be 83 metres (270 ft.) long, will provide two traffic lanes and a footway. It will replace a steel truss bridge 64 metres (210 ft.) long. Under contract to the Department.

Kissing Point Road — Over Main Road No. 309

A single span prestressed concrete bridge to carry Kissing Point Road over Rydalmere Avenue at Dundas. The new structure will be 36 metres (119 ft.) long and will provide five traffic lanes and two footways. Under contract to the Department.

Belmore Street — County Road No. 5037

A single span prestressed concrete bridge over Belmore Street at Dundas. The new structure will be 29 metres (96 ft.) long and will provide six traffic lanes. Under contract to the Department.

Glennies Creek — Singleton — Goorangoda Road

A three span prestressed concrete bridge over Glennies Creek (Upper Falbrook Bridge) 20.1 km (12.5 miles) north of Singleton. The new structure will be 58 metres (190 ft.) long, will provide two traffic lanes and will replace a timber beam bridge 68 metres (223 ft.) long. Under contract to the Department.

MAINTENANCE OF BRIDGES AND FERRIES

During the year the following major maintenance and repair works to bridges and ferries were carried out.

Bridge over Georges River at Tom Uglys Point — State Highway No. 1 — Princes Highway

This bridge is 499 metres (1638 ft.) long, having six 70 metre (228 ft.) steel truss spans and three 27 metre (90 ft.) steel plate girder spans. Repainting of steelwork below the deck, commenced in 1971/72, was completed and repairs to concrete pier diaphragms were commenced.

Bridge over Parma Creek at 12.1 km (7.1 miles) south of Nowra — State Highway No. 1 — Princes Highway

This bridge is 83 metres (273 ft.) long, having nine timber beam spans. Extensive repairs to timber decking were completed.

Cowpastures Bridge over Nepean River at Camden — State Highway No. 2 — Hume Highway

This bridge is 119 metres (390 ft.) long, having six timber beam spans and five steel girder spans. Extensive repairs to timber decking with the painting of guardrails, handrails and kerbs were commenced.

Prince Alfred Bridge over Murrumbidgee River at Gundagai — State Highway No. 2 — Hume Highway

This bridge is 927 metres (3040 ft.) long, having 78 timber beam spans and three 31 metre (103 ft.) iron truss spans. Routine repairs to deck and longitudinal sheeting were continued.

Bridge over Darling River at North Bourke — State Highway No. 7 — Mitchell Highway

This bridge is 222 metres (727 ft.) long, having fifteen timber beam spans, four steel truss spans and one steel truss lift span. Renewals of transverse decking and longitudinal sheeting to six spans with a number of girders replaced in the timber beam spans and the lift span were carried out.

Bridge over Uralla Creek at Uralla — State Highway No. 9 — New England Highway

This bridge is 20 metres (65 ft.) long, having two timber beam spans. Extensive repairs to substructure and replacement of timber deck, commenced in 1972/73, were completed.

Inverell Bridge over the Macintyre River at Inverell — State Highway No. 12 — Gwydir Highway

This bridge is 134 metres (440 ft.) long, having three 36 metre (110 ft.) timber truss spans and four timber beam spans. Structural repairs to trusses and replacement of decking with general cleaning down and painting, were commenced.

Approach Bridge No. 3 over flood channel to Murray River at Mildura — State Highway No. 14 — Sturt Highway

This bridge is 59 metres (194 ft.) long, having eight timber beam spans. Major repairs to and replacement of transverse decking, longitudinal sheeting and piers were carried out.

Narrandera Bridge over Murrumbidgee River at Narrandera — State Highway No. 17 — Newell Highway

This bridge is 101 metres (330 ft.) long, having two timber beam spans and three 27 metre (90 ft.) timber truss spans. Repairs to trusses and the renewal of the timber decking and longitudinal sheeting were commenced.

Eumenbah Bridge over Barwon River at Eumenbah — State Highway No. 18 — Castlereagh Highway

This bridge is 156 metres (511 ft.) long, having eight timber beam spans and three 28 metre (91 ft.) timber truss spans. Structural repairs to piers and abutments and renewal of transverse decking in five spans, longitudinal sheeting in two spans were carried out.

Bridge over Gulargambone Creek at Gulargambone — State Highway No. 18 — Castlereagh Highway

This bridge is 50 metres (165 ft.) long, having five timber beam spans. Extensive structural repairs and the renewal of the transverse decking and longitudinal sheeting for the total length of the bridge were carried out.

Bridge over Castlereagh River at Armatree — State Highway No. 18 — Castlereagh Highway

This bridge is 129 metres (424 ft.) long, having fourteen timber beam spans. Extensive replacement of structural members in the substructure, kerbs, decking and longitudinal sheeting, was commenced.

Bridge over Abercrombie River at 77.3 km (48 miles) south of Bathurst — Trunk Road No. 54

This bridge is 107 metres (350 ft.) long, having three 27 metre (90 ft.) timber truss spans and four timber beam spans. Replacement of structural truss members, sway and longitudinal girders was commenced.

Bridge over Murray River at Swan Hill — Trunk Road No. 67

This bridge is 117 metres (384 ft.) long, having four timber beam spans, two 28 metre (91 ft.) timber truss spans and a 19 metre (61 ft.) steel truss lift span. Replacement of four cross girders, extensive repairs to one timber truss, strengthening of bottom chords to steel trusses in the lift span, cleaning and painting of the bridge were carried out.

Bridge over Cato Creek at 8 km (5 miles) north of Brewarrina — Trunk Road No. 68

This bridge is 76 metres (249 ft.) long, having eight timber beam spans. Renewal of transverse decking and longitudinal sheeting to four spans were carried out.

Bridge over Tarrion Creek at 9.1 km (5.7 miles) south of Brewarrina — Trunk Road No. 70

This bridge is 73 metres (240 ft.) long, having eight timber beam spans. Extensive replacement of timber piles and structural members to piers and abutments were carried out.

John Foord Bridge over Murray River at Corowa — Trunk Road No. 86

This bridge is 152 metres (499 ft.) long, having four timber beam spans, two 34 metre (112 ft.) and one 43 metre (140 ft.) steel truss spans. Cleaning and painting of the steel members of the bridge, were commenced.

Coorei Bridge over Williams River at Dungog — Main Road No. 101

This bridge is 114 metres (373 ft.) long, having eight timber beam spans and one 28 metre (91 ft.) timber truss span. River bank protection against scouring (rock gabions) and the painting of timber trusses, handrailing and kerbs were carried out.

Hinton Bridge over Paterson River at Hinton — Main Road No. 102

This bridge is 179 metres (586 ft.) long, having ten timber spans, two 28 metre (92 ft.) timber truss spans and one 18 metre (58 ft.) steel girder lift span (non-operative). Structural repairs and redecking of four spans, in progress in 1972/73 were completed.

Bridge over Hunter River South Channel in Tourle Street, Mayfield — Main Road No. 108

This bridge is 298 metres (978 ft.) long, having seven steel truss spans. Repainting of all steelwork by Departmental contract was commenced.

Killawarra Bridge over Manning River at Killawarra — Main Road No. 112

This bridge is 192 metres (629 ft.) long, having six timber beam spans and five 28 metre (90 ft.) timber truss spans. Extensive structural repairs and redecking commenced in 1972/73 were continued.

Redbournberry Bridge over Hunter River at Redbournberry — Main Road No. 128

This bridge is 375 metres (1230 ft.) long, having three steel lattice girder spans of total length of 92 metres (301 ft.) and twenty seven timber beam spans. Structural repairs and redecking of three timber beam spans were carried out.

Bridge over Iron Cove at Drummoyne — Main Road No. 165

This bridge is 468 metres (1536 ft.) long, having seven 52 metre (171 ft.) steel truss spans, two 19 metre (62 ft.) and two 20 metre (64 ft.) plate web girder spans. Painting of the steelwork by Departmental contract was completed and sealing of deck joints was commenced.

Figtree Bridge over Lane Cove River at Linley Point — Main Road No. 166

This bridge is 228 metres (748 ft.) long, having seven 31 metre (102 ft.) plate web girder spans. Painting of the steelwork by Departmental Contract was commenced.

Howlong Bridge over Murray River at Howlong — Main Road No. 197

This bridge is 93 metres (306 ft.) long, having six timber beam spans and one 32 metre (105 ft.) timber truss span. Renewal of timber decking and longitudinal sheeting, was commenced.

Captain Cook Bridge over Georges River at Taren Point — Main Road No. 199

This bridge is 507 metres (1662 ft.) long, having five 76 metre (250 ft.) and two 56 metre (185 ft.) prestressed concrete box girder spans. Repairs to southern abutment and piers, commenced in 1972/73, and painting of handrails and crashrails were completed.

Ryde Bridge over Parramatta River at Uhrs Point — Main Road No. 200

This bridge is 346 metres (1136 ft.) long, having two reinforced concrete beam spans of 10 metres (33 ft.) and 8 metres (25 ft.), eight 25 metre (82 ft.) steel girder spans, two 47 metre (155 ft.) steel truss spans and one 35 metre (114 ft.) steel truss lift span. Two fixed bearings under the lift span were replaced by expansion bearings in preparation for the removal of the counterweights and lifting gear and fixing of the lift span.

Millfield Bridge over Wollombi Brook at Millfield — Main Road No. 218

This bridge is 166 metres (544 ft.) long, having sixteen timber beam spans. Structural repairs, redecking and widening, commenced in 1971/72, were completed.

Bridge over Murray River at Tooleybuc — Main Road No. 222

This bridge is 89 metres (293 ft.) long, having four timber beam spans, two 22 metres (72 ft.) timber truss spans and one 18 metre (58 ft.) steel truss lift span. Repairs to a timber truss were completed and replacement of structural timber members in the deck and substructure were commenced.

Bridge over Murray River at Cobram — Main Road No. 226

This bridge is 194 metres (636 ft.) long, having eleven timber beam spans, two 32 metre (104 ft.) timber truss spans and one 18 metre (59 ft.) steel truss lift span. A timber beam span was added, structural and decking repairs were carried out and the lower chords of the lift span were strengthened. Overhaul of the lifting mechanism and painting of the bridge were commenced.

Yamble Bridge over Cudgegong River at 24.1 km (15 miles) west of Gulgong — Main Road No. 233

This bridge is 118 metres (388 ft.) long, having ten timber beam spans and one 27 metre (90 ft.) timber truss span. Structural and decking repairs and painting were carried out.

Dunmore Bridge over Paterson River at Woodville — Main Road No. 301

This bridge is 130 metres (428 ft.) long, having three 34 metre (112 ft.) timber truss spans, one 18 metre (58 ft.) steel girder lift span and one timber beam span. Repainting of trusses, handrailing and kerbs was carried out.

Bridge over Murray River at Mulwala — Main Road No. 314

This bridge is 485 metres (1592 ft.) long, having thirty six steel beam spans and three 37 metre (122 ft.) steel truss spans. Cleaning and painting of steel girders and the lower portion of the steel trusses, were carried out.

Bridge over Colo River at 24 km (14.9 miles) north of Windsor — Main Road No. 503

This bridge is 75 metres (245 ft.) long, having seven 11 metre (35 ft.) timber beam spans. Provision of additional girders and corbels to each span was carried out.

Bulga Bridge over Wollombi Brook at Bulga — Main Road No. 503

This bridge is 131 metres (430 ft.) long, having five timber beam spans and two 32 metre (105 ft.) timber truss spans. Structural repairs, redecking of six spans and repainting, were also carried out.

Silverwater Bridge over Parramatta River at Silverwater — Main Road No. 532

This bridge is 189 metres (620 ft.) long, having two 27 metre (87 ft.) and two 37 metre (120 ft.) and one 61 metre (200 ft.) prestressed concrete box girder spans. Work to check and maintain the integrity of prestressing cables was carried out.

Clarencetown Bridge over Williams River at Clarencetown — Main Road No. 567

This bridge is 116 metres (380 ft.) long, having two 30 metre (100 ft.) timber truss spans and four timber beam spans. Structural repairs were carried out.

Bridge over Woronora River at Woronora — Secondary Road No. 2034

This bridge is 86 metres (283 ft.) long, having eight 11 metre (35 ft.) timber beam spans. Replacement of piles and girders and redecking, commenced in 1972/73, was completed.

Pymont Bridge over Darling Harbour at Pymont — Unclassified Road — Ex National Bridge

This bridge is 370 metres (1215 ft.) long, having twelve 25 metre (82 ft.) timber truss spans and two 34 metre (110 ft.) steel truss swing spans. Replacement of timber fender piles was completed and replacement of other timber piles and structural members was commenced.

Cohens Bridge over Namoi River at Gunnedah — Unclassified Road — Ex National Bridge

This bridge is 173 metres (567 ft.) long, having ten R.C. beam spans and two 39 metre (127 ft.) steel truss spans. Extensive repairs to concrete substructure and girders, were carried out.

Bridge over Gara River at Thalgarah — Unclassified Road — Ex National Bridge

This bridge is 41 metres (135 ft.) long, having two timber beam spans and one 23 metre (75 ft.) timber truss span. Major repairs, including the construction of a new abutment, were carried out.

Paytens Bridge over Lachlan River at Colletts Crossing — Unclassified Road — Ex National Bridge

This bridge is 128 metres (420 ft.) long, having eight timber beam spans and two 27 metre (90 ft.) timber truss spans. Extensive replacements of structural members in the substructure, decking, handrails and cleaning and painting were carried out.

Ferry over Clarence River at Lawrence (Vessel DMR No. 40) — Main Road No. 152

This vessel is an eight car steel hull ferry. A major overhaul of this vessel was completed by the Department's organisation.

Ferry over Hawkesbury River at Sackville (Vessel DMR No. 5) — Main Road No. 182

This vessel is a twelve car steel hull ferry. The triennial overhaul of this vessel was carried out by the Department's organisation during the year with the overhaul of the flaps carried out by Colo Shire Council on site.

Ferry over Murray River at Wymah (Vessel DMR No. 81) — Main Road No. 369

This vessel is a two car timber hull ferry. A major overhaul of this vessel was carried out by the Department's organisation.

TRAFFIC SERVICE

Channelisation of Intersections

Channelisation was completed at 36 intersections during the year, whilst work is in progress at a further 13 intersections. Designs for future channelisation were undertaken for 36 sites during the year.

Among sites where channelisation has been completed this year are:—

S.H. 1 & M.R. 393	Princes Highway and McKell Avenue, Waterfall. Grade Separation.
S.H. 1 & Bundarra St.	Princes Highway south of McKell Avenue, Waterfall.
S.H. 10	Pacific Highway and Walker Street, North Sydney.
M.R. 159 & S.R. 2025	Belgrave Street and West Esplanade, Manly.
M.R. 164 & M.R. 397	Manly Road and Sydney Road, Seaforth.
M.R. 164 & M.R. 328	Pittwater, Warringah and Harbord Roads, Dee Why.
M.R. 170 & M.R. 194	Botany Road and Mill Pond Road, Mascot.
M.R. 172	Oxford Street, Ocean Street and Wallis Street, Woollahra.
M.R. 327	Alison Road, Darley Road and King Street, Randwick.
M.R. 327	Alison Road and Cowper Street, Randwick.
S.R. 2034 & C.R. 5061	Old Illawarra Road and Alfords Point Road, Menai.
S.H. 7, T.R. 61 & M.R. 573	Mitchell Highway, T.R. 61 and M.R. 573 at Orange.
S.H. 9	New England Highway (Falconer Street) and Starr Street, Guyra.
S.H. 9 & M.R. 135	New England Highway (Malpas Street) and Ollera Street, Guyra.
S.H. 9	New England Highway (Church Street) and Wentworth and Torrington Streets, Glen Innes.
S.H. 9 & S.H. 12	New England Highway (Church Street) and Gwydir Highway (Meade Street), Glen Innes.

S.H. 12	Gwydir Highway (Byron Street) and Campbell Street, Inverell.
S.H. 12 & M.R. 187	Gwydir Highway, Warialda Road and Brae Street, Inverell.
S.H. 12 & S.H. 17	Gwydir Highway (Alice Street) and Newell Highway (Frome Street), Moree.
S.H. 12	Gwydir Highway (Balo Street) and Frome Street, Moree.
S.H. 10 & M.R. 192	Pacific Highway, Commerce Street and Victoria Street, Taree.
S.H. 10 & S.H. 10A	Pacific Highway, Stewart Avenue and King Street, Newcastle.
S.H. 2	Hume Highway and Finlay Road, Goulburn.
S.H. 2 & S.H. 14	Hume Highway and Sturt Highway, Gundagai.
S.H. 2	Hume Highway (Young Street) and Dean Street, Albury.
S.H. 4 & T.R. 85	Snowy Mountains Highway and T.R. 85 at Gilmore.
S.H. 4 & M.R. 279	Snowy Mountains Highway and M.R. 279 at Tumut.
S.H. 14 & T.R. 78	Sturt Highway and T.R. 78 west of Wagga Wagga.
M.R. 295 & F.6	M.R. 295 and onloading southbound ramp for F.6 — Southern Freeway.
M.R. 613 & F.6	M.R. 613 and onloading northbound ramp for F.6 — Southern Freeway.
M.R. 613 & F.6	M.R. 613 and offloading southbound ramp for F.6 — Southern Freeway.

Median Strips

The length of median constructed in permanent materials on Main Roads is shown below:—

	Lengths		
	Less than 1.5 m in width	1.5 m but less than 3.0 m	3.0 m and greater in width
Total constructed 1973/74	4.35 km (2.70 miles)	11.10 km (6.90 miles)	33.94 km (21.11 miles)
Total constructed (1972/73)	(9.62 km) (4.72 miles)	(11.68 km) (2.72 miles)	(37.10 km) (12.37 miles)
Total as at 30.6.74	118.15 km (73.42 miles)	116.25 km (72.23 miles)	220.46 km (137 miles)
Total as at (30.6.73)	(113.70 km) (77.07 miles)	(101.61 km) (74.74 miles)	(170.79 km) (113.36 miles)

Climbing Lanes

A total of 13 climbing lanes was constructed during 1973/74. There are now 170 climbing lanes on the State's Main Roads.

Among sites at which climbing lanes were completed during the year are:—

C.R. 5016	C.R.5016 — Southern approach to Alfords Point Bridge.
S.H. 7	Mitchell Highway 12.18 km (7.56 miles) to 15.40 km (9.56 miles) west of Bathurst.
S.H. 12	Gwydir Highway 14.48 km (9 miles) to 17.20 km (10.69 miles) west of Glen Innes.
S.H. 10	Pacific Highway south of Taree between 9.6 km (6 miles) and 12.8 km (8 miles) north and southbound.
S.H. 10	Pacific Highway south of Taree between 14.5 km (9 miles) and 16.1 km (10 miles) north and southbound.
S.H. 5	Great Western Highway at Kirkconnell 34.75 km (21.6 miles) to 37.01 km (23.0 miles) west of Lithgow.
S.H. 5	Great Western Highway at Valley Heights 18.02 km (11.2 miles) to 19.31 km (12.0 miles) west of Penrith.
M.R. 184	M.R. 184 at Jinki Ridge 61.98 km (38.52 miles) to 63.10 km (39.22 miles) west of Windsor.
S.H. 14	Sturt Highway 6.31 km (3.92 miles) to 7.15 km (4.44 miles) west of Wagga Wagga for eastbound traffic.
S.H. 14	Sturt Highway 5.87 km (3.65 miles) to 6.65 km (4.13 miles) west of Wagga Wagga for westbound traffic.

Bus Bays

The total number of bus bays constructed during 1973/74 was 5, while the overall total as at 30th June, 1974 was 109.

Widening of Metropolitan Main Roads

During the year ending 30th June, 1974:

1. One hundred and thirty six plans (in 277 sheets) were prepared and lodged at the Registrar General's Department, preparatory to acquisition for road widening purposes within the Metropolitan area.
2. Four realignment schemes, involving 12.1 kilometres (7.5 miles) of road, were gazetted during the year, together with 68 resumptions of land necessary to implement widening schemes.
3. The principal classified roads in the Metropolitan area (excluding Freeways), on which property was being acquired during the year, are as follows:—
 - (a) State Highway No. 1 — Princes Highway. Deviation via Acacia Road between Minerva Street and Grafton Street. Shire of Sutherland.
 - (b) State Highway No. 1 — Princes Highway. Between Georges River and Port Hacking Road. Shire of Sutherland.
 - (c) State Highway No. 2 — Hume Highway. Between Narellan Road and Turner Road. Municipality of Camden.
 - (d) State Highway No. 5 — Great Western Highway. Between Parker Street and Henry Street (east). City of Penrith.
 - (e) State Highway No. 10 — Pacific Highway. Asquith to Mt. Ku-ring-gai. Shire of Hornsby.
 - (f) Main Road No. 154 — Bringelly Road. Between Western Freeway (F4) and Maxwell Street. City of Penrith.
 - (g) Main Road No. 155 — Mulgoa Road. Between Western Freeway (F4) and Rodley Avenue. City of Penrith.
 - (h) Main Road No. 160 — Old Northern Road, Dural. Shire of Hornsby.
 - (i) Main Road No. 162 — Lane Cove Road, Ryde Road and Mona Vale Road. Ryde to St. Ives. Municipalities of Ryde and Ku-ring-gai.
 - (j) Main Road No. 164 — Military Road. Rangers Road to Holt Avenue. Municipality of North Sydney.
 - (k) Main Road No. 165 — Victoria Road. Between Silverwater Road and Spurway Street. City of Parramatta.
 - (l) Main Road No. 168 — Forest Road. Between Bonds Road and Stoney Creek Road. Municipality of Hurstville.
 - (m) Main Road No. 170 — Botany Road. Between Bourke Street and Gardeners Road. Municipality of South Sydney.
 - (n) Main Road No. 177 — Campbelltown Road. Between Cross Roads and South Western Freeway (F5). City of Campbelltown.
 - (o) Main Road No. 178 — Camden Road. Between South Western Freeway (F5) and State Highway No. 2. Municipality of Camden.
 - (p) Main Road No. 309 — Rydalmere Avenue. Between Victoria Road and Kissing Point Road. City of Parramatta.
 - (q) Main Road No. 315 — Punchbowl Road. Between King Georges Road and Coronation Parade. Municipality of Strathfield.
 - (r) Main Road No. 315 — King Georges Road. Between Lakemba Street and Canterbury Road. Municipality of Canterbury.

- (s) Main Road No. 315 — King Georges Road. Between Frederick Avenue and Stoney Creek Road. Municipality of Hurstville.
- (t) Main Road No. 328 — Warringah Road. Beacon Hill to Pittwater Road. Shire of Warringah.
- (u) Main Road No. 340 — Bronte Road. Between Henrietta Street and Evans Street. Municipality of Waverley.
- (v) Main Road No. 373 and Main Road No. 162 — Epping Road and Lane Cove Road intersection. Municipality of Ryde.
- (w) Main Road No. 508 — Henry Lawson Drive. Between Salt Pan Creek and Forest Road. Municipality of Hurstville.
- (x) Main Road No. 515 — Elizabeth Drive. Between Copeland Street and Cabramatta Creek. City of Liverpool.
- (y) Secondary Road No. 2084 — Seven Hills Road. Intersection with Abbott Road and Station Road. Municipality of Blacktown.

**BITUMINOUS SURFACING COMPLETED DURING THE YEAR
ENDED 30TH, JUNE, 1974**

Scheduled According to Road Classifications

TABLE 1 — ROAD KILOMETRES

Nature of work		Free-ways	State Highways	Trunk Roads	Main Roads	Second. Roads	Tourist Roads	Develop. Roads	Unclass. Roads	All Rds. Sub-Tot.
Roads										
1.	Initial Surfacing									
A.	Prime	0.00	0.00	2.35	2.74	0.00	0.00	0.00	0.00	5.09
B.	Primer Seal	0.00	0.00	4.73	10.23	0.00	0.00	0.00	0.00	14.96
C.	Sprayed Seal	0.00	18.53	35.84	95.02	0.00	1.44	0.00	0.00	150.83
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	22.89	0.00	0.00	0.00	0.00	0.00	0.00	4.04	26.93
	Work Sub-Total	22.89	18.53	42.92	107.99	0.00	1.44	0.00	4.04	197.81
2.	Surfacing Lengths Primed before Year									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C.	Sprayed Seal	0.00	38.12	5.05	13.61	0.00	0.00	0.00	0.00	56.78
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.53
	Work Sub-Total	0.00	38.65	5.05	13.61	0.00	0.00	0.00	0.00	57.31
3.	Restoration after Widening/Strengthening									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	10.86	0.00	0.45	0.00	0.00	0.00	0.00	11.31
C.	Sprayed Seal	0.00	73.87	25.53	60.33	0.00	0.00	0.00	0.00	159.73
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	0.00	1.19	0.00	14.11	0.34	0.00	0.00	0.00	15.64
	Work Sub-Total	0.00	85.92	25.53	74.89	0.34	0.00	0.00	0.00	186.68
4.	Restoration after Adding Lanes									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	4.47	0.00	0.72	0.00	0.00	0.00	0.00	5.19
C.	Sprayed Seal	0.00	42.58	0.00	4.03	0.27	0.00	0.00	0.00	46.88
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	0.00	4.75	0.00	7.24	1.57	0.00	0.00	0.72	14.28
	Work Sub-Total	0.00	51.80	0.00	11.99	1.84	0.00	0.00	0.72	66.35

Roads	Nature of work	Free-ways	State Highways	Trunk Roads	Main Roads	Second Roads	Tourist Roads	Develop. Roads	Unclass. Roads	All Rds. Sub-Tot.
5.	Restoration after New Alignment/Grade									
	A. Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B. Primer Seal	0.00	28.59	0.00	0.37	0.00	0.00	0.00	0.00	28.96
	C. Sprayed Seal	0.00	66.39	3.38	12.11	0.00	0.00	0.00	0.00	81.88
	D. Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E. Plant Mix	0.00	8.05	0.00	2.15	0.38	0.00	0.00	0.50	11.08
	Work Sub-Total	0.00	103.03	3.38	14.63	0.38	0.00	0.00	0.50	121.92
6.	Maintenance Resurfacing									
	A. Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	B. Primer Seal	0.00	0.00	0.00	1.80	0.00	0.00	0.00	0.00	1.80
	C. Sprayed Seal	0.00	404.11	289.84	321.32	0.51	14.70	0.00	0.46	1030.94
	D. Slurry Seal	0.00	1.81	0.00	0.00	0.00	0.00	0.00	0.00	1.81
	E. Plant Mix	0.00	32.92	0.00	33.73	14.41	0.19	0.00	0.10	81.35
	Work Sub-Total	0.00	438.84	289.84	356.85	14.92	14.89	0.00	0.56	1115.90
	Surfacing Sub-Totals									
	A. Prime	0.00	0.00	2.35	2.74	0.00	0.00	0.00	0.00	5.09
	B. Primer Seal	0.00	43.92	4.73	13.57	0.00	0.00	0.00	0.00	62.22
	C. Sprayed Seal	0.00	643.60	359.64	506.42	0.78	16.14	0.00	0.46	1527.04
	D. Slurry Seal	0.00	1.81	0.00	0.00	0.00	0.00	0.00	0.00	1.81
	E. Plant Mix	22.89	47.44	0.00	57.23	16.70	0.19	0.00	5.36	149.81
	Work Sub-Total	22.89	736.77	366.72	579.96	17.48	16.33	0.00	5.82	1745.97

**BITUMINOUS SURFACING COMPLETED DURING THE YEAR
ENDED 30TH, JUNE, 1974**

Scheduled According to Road Classifications

TABLE 2 — LANE KILOMETRES

	Nature of Work	Free-ways	State Highways	Trunk Roads	Main Roads	Second Roads	Tourist Roads	Develop. Roads	Unclass. Roads	All Rds. Sub-Tot.
1.	Initial Surfacing									
	A. Prime	0.00	0.00	4.70	5.48	0.00	0.00	0.00	0.00	10.18
	B. Primer Seal	0.00	0.00	9.46	20.46	0.00	0.00	0.00	0.00	29.92
	C. Sprayed Seal	0.00	37.06	71.68	190.77	0.00	2.88	0.00	0.00	302.39
	D. Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	E. Plant Mix	103.27	0.00	0.00	0.00	0.00	0.00	0.00	10.92	114.19
	Work Sub-Total	103.27	37.06	85.84	216.71	0.00	2.88	0.00	10.92	456.68

Nature of Work		Free-ways	State Highways	Trunk Roads	Main Roads	Second. Roads	Tourist Roads	Develop. Roads	Unclass. Roads	All Rds. Sub-Tot.
2.	Surfacing Lengths Primed before Year									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
C.	Sprayed Seal	0.00	81.44	10.10	27.22	0.00	0.00	0.00	0.00	118.76
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	0.00	1.59	0.00	0.00	0.00	0.00	0.00	0.00	1.59
	Work Sub-Total	0.00	83.03	10.10	27.22	0.00	0.00	0.00	0.00	120.35
3.	Restoration after Widening/Strengthen									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	16.52	0.00	0.45	0.00	0.00	0.00	0.00	16.97
C.	Sprayed Seal	0.00	149.32	51.56	122.26	0.00	0.00	0.00	0.00	323.14
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	0.00	5.82	0.00	39.46	0.58	0.00	0.00	0.00	45.86
	Work Sub-Total	0.00	171.66	51.56	162.17	0.58	0.00	0.00	0.00	385.97
4.	Restoration after Adding Lanes									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	5.92	0.00	0.72	0.00	0.00	0.00	0.00	6.64
C.	Sprayed Seal	0.00	120.61	0.00	6.09	0.27	0.00	0.00	0.00	126.97
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	0.00	19.07	0.00	27.40	7.20	0.00	0.00	2.00	55.67
	Work Sub-Total	0.00	145.60	0.00	34.21	7.47	0.00	0.00	2.00	189.28
5.	Restoration after New Alignment/Grade									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	59.51	0.00	0.79	0.00	0.00	0.00	0.00	60.30
C.	Sprayed Seal	0.00	146.82	6.76	26.06	0.00	0.00	0.00	0.00	179.64
D.	Slurry Seal	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
E.	Plant Mix	0.00	30.37	0.00	10.06	1.52	0.00	0.00	1.68	43.63
	Work Sub-Total	0.00	236.70	6.76	36.91	1.52	0.00	0.00	1.68	283.57
6.	Maintenance Resurfacing									
A.	Prime	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
B.	Primer Seal	0.00	0.00	0.00	3.60	0.00	0.00	0.00	0.00	3.60
C.	Sprayed Seal	0.00	810.61	579.68	643.40	2.04	29.40	0.00	0.92	2066.05
D.	Slurry Seal	0.00	4.92	0.00	0.00	0.00	0.00	0.00	0.00	4.92
E.	Plant Mix	0.00	113.75	0.00	94.50	41.46	0.19	0.00	0.20	250.10
	Work Sub-Total	0.00	929.28	579.68	741.50	43.50	29.59	0.00	1.12	2324.67
Surfacing Sub-Totals										
A.	Prime	0.00	0.00	4.70	5.48	0.00	0.00	0.00	0.00	10.18
B.	Primer Seal	0.00	81.95	9.46	26.02	0.00	0.00	0.00	0.00	117.43
C.	Sprayed Seal	0.00	1345.86	719.78	1015.80	2.31	32.28	0.00	0.92	3116.95
D.	Slurry Seal	0.00	4.92	0.00	0.00	0.00	0.00	0.00	0.00	4.92
E.	Plant Mix	103.27	170.60	0.00	171.42	50.76	0.19	0.00	14.80	511.04
	Work Sub-Total	103.27	1603.33	733.94	1218.72	53.07	32.47	0.00	15.72	3760.52

**BITUMINOUS SURFACING COMPLETED DURING THE YEAR
ENDED 30TH JUNE, 1974**

Scheduled According to Work by Department and Councils

TABLE 1 — ROAD KILOMETRES

		Department		Council	
		D.L.	C.	D.L.	C.
1.	Initial Surfacing				
	A. Prime	0.00	0.00	0.00	5.09
	B. Primer Seal	1.61	0.00	0.00	13.35
	C. Sprayed Seal	21.50	0.00	7.05	122.28
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	26.93	0.00	0.00	0.00
	Work Sub-Total	50.04	0.00	7.05	140.72
2.	Surfacing Lengths Primed before Year				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	0.00	0.00	0.00	0.00
	C. Sprayed Seal	35.42	3.26	0.00	18.10
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	0.53	0.00	0.00	0.00
	Work Sub-Total	35.95	3.26	0.00	18.10
3.	Restoration after Widening/ Strengthening				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	10.60	0.71	0.00	0.00
	C. Sprayed Seal	48.34	2.37	6.41	102.61
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	12.30	0.00	0.00	3.34
	Work Sub-Total	71.24	3.08	6.41	105.95
4.	Restoration after Adding Lanes				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	5.19	0.00	0.00	0.00
	C. Sprayed Seal	33.91	8.20	0.82	3.95
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	9.76	0.87	1.27	2.38
	Work Sub-Total	48.86	9.07	2.09	6.33
5.	Restoration after New Alignment/Grade				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	21.32	4.97	0.00	2.67
	C. Sprayed Seal	48.88	9.82	1.05	22.13
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	8.92	0.00	0.26	1.90
	Work Sub-Total	79.12	14.79	1.31	26.70

		Department		Council	
		D.L.	C.	D.L.	C.
6.	Maintenance Resurfacing				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	0.00	0.00	0.00	1.80
	C. Sprayed Seal	347.77	26.65	38.24	618.28
	D. Slurry Seal	0.00	1.81	0.00	0.00
	E. Plant Mix	47.78	8.17	3.80	21.60
	Work Sub-Total	395.55	36.63	42.04	641.68

Surfacing Sub-Totals

A. Prime	0.00	0.00	0.00	5.09
B. Primer Seal	38.72	5.68	0.00	17.82
C. Sprayed Seal	535.82	50.30	53.57	887.35
D. Slurry Seal	0.00	1.81	0.00	0.00
E. Plant Mix	106.22	9.04	5.33	29.22
Work Sub-Total	680.76	66.83	58.90	939.48

Totals by Dept.	747.59	Council	998.38
Totals by D.L.	739.66	Contract	1006.31

**BITUMINOUS SURFACING COMPLETED DURING THE YEAR
ENDED 30TH JUNE, 1974**

Scheduled According to Work by Department and Councils

TABLE 2 — LANE KILOMETRES

		Department		Council	
		D.L.	C.	D.L.	C.
1.	Initial Surfacing				
	A. Prime	0.00	0.00	0.00	10.18
	B. Primer Seal	3.22	0.00	0.00	26.70
	C. Sprayed Seal	43.00	0.00	14.10	245.29
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	114.19	0.00	0.00	0.00
	Work Sub-Total	160.41	0.00	14.10	282.17
2.	Surfacing Lengths Primed before Year				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	0.00	0.00	0.00	0.00
	C. Sprayed Seal	76.04	6.52	0.00	36.20
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	1.59	0.00	0.00	0.00
	Work Sub-Total	77.63	6.52	0.00	36.20
3.	Restoration after Widening/ Strengthen				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	15.55	1.42	0.00	0.00
	C. Sprayed Seal	98.26	4.74	12.82	207.32
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	37.54	0.00	0.00	8.32
	Work Sub-Total	151.35	6.16	12.82	215.64
4.	Restoration after Adding Lanes				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	6.64	0.00	0.00	0.00
	C. Sprayed Seal	98.75	19.04	3.17	6.01
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	39.02	4.10	4.14	8.41
	Work Sub-Total	144.41	23.14	7.31	14.42
5.	Restoration after New Alignment/Grade				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	44.97	9.94	0.00	5.39
	C. Sprayed Seal	109.08	19.64	2.10	48.82
	D. Slurry Seal	0.00	0.00	0.00	0.00
	E. Plant Mix	33.57	0.00	1.56	8.50
	Work Sub-Total	187.62	29.58	3.66	62.71

		Department		Council	
		D.L.	C.	D.L.	C.
6.	Maintenance Resurfacing				
	A. Prime	0.00	0.00	0.00	0.00
	B. Primer Seal	0.00	0.00	0.00	3.60
	C. Sprayed Seal	697.07	54.00	77.72	1237.26
	D. Slurry Seal	0.00	4.92	0.00	0.00
	E. Plant Mix	157.94	20.54	9.35	62.27
	Work Sub-Total	855.01	79.46	87.07	1303.13

Surfacing Sub-Totals

A. Prime	0.00	0.00	0.00	10.18
B. Primer Seal	70.38	11.36	0.00	35.69
C. Sprayed Seal	1122.20	103.94	109.91	1780.90
D. Slurry Seal	0.00	4.92	0.00	0.00
E. Plant Mix	383.85	24.64	15.05	87.50
Work Sub-Total	1576.43	144.86	124.96	1914.27

Totals by Dept.	1721.29	Council	2039.23
Totals by D.L.	1701.39	Contract	2059.13

TYPES OF ROAD SURFACES AS AT 30TH JUNE, 1974

Scheduled According to Road Classifications

County of Cumberland

	Cement Concrete	Bitumen Concrete	Bitumen Other	Gravel	Formed Only	Natural Surface	Total
Freeways	0.00	58.27	0.00	0.00	0.00	0.00	58.27
State Highways	36.32	242.82	33.12	0.00	0.00	0.00	312.26
Trunk Roads	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Main Roads	63.71	631.56	383.25	2.67	0.00	0.21	1081.40
Secondary Roads	13.97	204.37	70.60	0.00	0.85	1.04	290.83
Tourist Roads	0.00	7.97	51.77	10.99	0.93	13.68	85.34
Developmental Roads	0.00	0.00	8.69	5.98	8.52	6.89	30.08
Unclassified Roads	0.00	15.91	17.38	5.84	0.00	0.21	39.34
Total	114.00	1160.90	564.81	25.48	10.30	22.03	1897.52

Country	Cement Concrete	Bitumen Concrete	Bitumen Other	Gravel	Formed Only	Natural Surface	Total
Freeways	0.00	26.24	0.00	0.00	0.00	0.00	26.24
State Highways	38.26	413.29	8739.15	391.10	606.64	0.00	10188.44
Trunk Roads	6.83	12.35	4330.02	1804.55	883.25	0.00	7037.00
Main Roads	12.73	274.52	8275.35	6198.41	2582.07	36.36	17379.44
Secondary Roads	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tourist Roads	0.00	1.16	197.76	95.21	6.83	18.75	319.71
Developmental Roads	0.00	0.00	134.62	2300.91	953.68	241.39	3630.60
Unclassified Roads	0.00	0.00	46.70	64.72	1679.28	647.58	2438.28
Total	57.82	727.56	21723.60	10854.90	6711.75	944.08	41019.71

New South Wales

	Cement Concrete	Bitumen Concrete	Bitumen Other	Gravel	Formed Only	Natural Surface	Total
Freeways	0.00	84.51	0.00	0.00	0.00	0.00	84.51
State Highways	74.58	656.11	8772.27	391.10	606.64	0.00	10500.70
Trunk Roads	6.83	12.35	4330.02	1804.55	883.25	0.00	7037.00
Main Roads	76.44	906.08	8658.60	6201.08	2582.07	36.57	18460.84
Secondary Roads	13.97	204.37	70.60	0.00	0.85	1.04	290.83
Tourist Roads	0.00	9.13	249.53	106.20	7.76	32.43	405.05
Developmental Roads	0.00	0.00	143.31	2306.89	962.20	248.28	3660.68
Unclassified Roads	0.00	15.91	64.08	70.56	1679.28	647.79	2477.62
Total	171.82	1888.46	22288.41	10880.38	6722.05	966.11	42917.23

TYPES OF ROAD SURFACES AS AT 30TH JUNE, 1974

Scheduled According to Department's Divisions

Division	Natural Surface	Formed Only	Gravel	Primed Only	Primer Sealed	Sprayed Seal	Slurry Seal	Plant Mix	Cement Concrete	Total
MET	1.06	0.00	0.00	0.00	0.00	27.34	0.00	581.75	66.93	677.08
PAT	0.40	9.05	17.89	0.00	0.00	396.19	0.00	428.00	36.90	888.43
PAC	21.73	3.51	36.80	0.00	0.00	243.10	0.00	106.61	0.00	411.75
CMT	20.57	1.25	7.59	0.00	1.17	96.72	0.00	41.79	0.00	169.09
CMC	4.26	5.79	606.44	0.00	11.98	978.46	0.84	5.85	24.69	1638.31
ILT	0.00	0.00	0.00	0.00	0.00	43.39	0.00	109.36	10.17	162.92
ILC	0.00	0.00	180.78	0.17	3.97	489.58	0.00	299.44	0.42	974.36
HVD	6.04	0.00	196.91	0.00	0.10	1235.73	1.37	263.07	5.39	1708.61
LNC	24.44	152.48	349.69	0.00	0.00	855.93	0.00	1.54	0.00	1384.08
NED	5.09	0.00	464.81	0.00	0.00	1649.49	0.00	0.00	24.41	2143.80
UND	109.68	0.00	1087.07	0.00	112.19	1580.41	0.00	0.00	0.46	2889.81
NWD	7.92	48.89	1191.30	0.00	9.91	1897.55	1.81	0.53	0.00	3157.91
CWD	54.86	126.15	1311.78	0.00	33.64	2497.31	0.00	1.49	0.30	4025.53
CND	0.00	2033.47	2048.88	0.00	164.37	1499.61	0.00	0.00	0.00	5746.33
MDD	661.10	4051.10	512.72	2.74	0.63	1120.66	0.00	0.00	0.00	6348.95
CMD	12.07	186.51	935.11	0.00	10.28	1848.35	0.00	0.00	0.00	2992.32
SWD	19.51	43.37	687.37	0.21	8.46	2922.62	7.42	6.76	0.00	3695.72
SCD	15.77	50.82	458.66	2.35	9.58	948.46	0.00	29.13	0.55	1515.32
SOD	1.61	9.66	786.58	0.26	37.21	1536.85	0.00	13.14	1.60	2386.91
Total	966.11	6722.05	10880.38	5.73	403.49	21867.75	11.44	1888.46	171.82	42917.23

ROAD TRAFFIC SURVEYS

Divisional Traffic Volume Surveys

During the year a detailed traffic volume survey was completed in the County of Cumberland. Similar surveys are in progress in the North Eastern, Lower North Coast, Illawarra, South Coast, South Western, Central Murray, Murray Darling and Central Northern Divisions, plus the urban area of the Hunter Valley Division.

Publication of Traffic Volume Data

The results from the 1972 traffic volume surveys in the Hunter Valley, North Western, Central Mountains Divisions and Colo and Gosford Shires in Parramatta Division were published during the year and the Upper Northern, Central Western and Southern Divisions are ready for printing.

Data collected in the 1973 traffic volume survey in the County of Cumberland is being printed at the present.

Permanent and Semi-permanent Counting Stations

From the beginning of 1974 the number of permanent counting stations was increased by 15 of which six were established in Hunter Valley and seven in Illawarra Division. At present the total number of permanent and semi-permanent counting stations in operation, including 12 ferries are 226.

The replacement of pneumatic tube detectors with magnetic loop detectors and new equipment at permanent counting stations is continuing. Installation of loop detectors was completed at 18 sites during the year and 21 additional sites are being installed at present.

Annual Average Daily Traffic Volumes at permanent counting stations for the calendar year 1973 are listed below. Corresponding volumes for 1972 and the percentage changes in volume are also shown.

**Traffic Volumes at Permanent
Counting Stations**
for Year Ended December, 1973

Local Government Area	Location	Annual Average Daily Traffic		% change
		1972	1973	
<i>Sydney-Newcastle Freeway</i>				
Gosford	Hawkesbury River-Calga Tollway, south of Mt. White	16,600	18,060	+9
Hornsby	Berowra-Hawkesbury River Tollway	15,000	16,610	+11
<i>Western Freeway</i>				
Penrith	Regentville — at Nepean River Bridge	8,700	9,570	+10
<i>South Western Freeway</i>				
Campbelltown	Leumeah — north of Camp- belltown Road Overbridge		13,700	
<i>North-South Arterial Road (West Wollongong Section)</i>				
Wollongong	Gipps Street Overbridge	24,200	25,170	+4
<i>Bradfield Highway</i>				
Sydney	Sydney Harbour Bridge	136,200	139,430	+2
<i>Southern Cross Drive</i>				
Botany	1 km (0.6 miles) north of Main Road No. 344 (Wentworth Ave.)	31,690	33,990	+7
<i>State Highway No. 1 — Princes Highway</i>				
Rockdale	Tempe — Bridge over Cooks River	50,410	50,970	+1
Sutherland	Sylvania — Bridge over Georges River	54,790	55,010	0
Sutherland	Loftus — Railway Overbridge	26,670	29,370	+10
Wollongong	North of Main Road No. 513 (Mt. Ousley Road)	14,810	14,770	0
Wollongong	South of Smith Street	22,030	24,520	+11
Kiama	1.6 km (1 mile) south of Post Of- fice	6,470	7,360	+13
Eurobodalla	Batemans Bay — Bridge over Clyde River	3,580	4,340	+21
Mumbulla	1.6 km (1 mile) north of State Highway No. 4 (Snowy Mountains Highway)	1,180	1,310	+11
Imlay	Eden — 3.2 km (2 miles) north of Post Office	1,740	1,820	+5
Imlay	Eden — at old Road Creek	790	830	+5
Imlay	Eden — south of Quarantine Bay Road	1,260	1,380	+10

Local Government Area	Location	Annual Average Daily Traffic		% change
		1972	1973	
<i>State Highway No. 2 — Hume Highway</i>				
Ashfield	East of Bruce Street	22,750	22,900	+1
Bankstown	Landsdown — East of State Highway No. 13 (Woodville Road)	36,810	36,600	—1
Liverpool	Cross Roads — East of York Street	31,430	33,410	+6
Mittagong	3.2 km (2 miles) north-east of Post Office	8,390	8,500	+1
Mulwaree	Yarra — west of State Highway No. 3 (Federal Highway)	3,600	3,840	+7
Goodradigbee	Yass — 6.4 km (4 miles) west of Post Office	4,980	5,620	+12
Holbrook	Holbrook — 3.2 km (2 miles) north of Post Office	2,460	2,710	+10
<i>State Highway No. 3 — Federal Highway</i>				
Mulwaree	Yarra — south of State Highway No. 2 (Hume Highway)	3,110	3,470	+2
<i>State Highway No. 4 — Snowy Mountains Highway</i>				
Mumbulla	West of State Highway No. 1 (Princes Highway)	660	710	+8
Snowy River	East of Main Road No. 286 (Cooma-Berridale Road)	2,070	2,580	+5
Snowy River	Adaminaby — 1.3 km (0.8 miles) west of Rosedale Road	750	820	+9
<i>State Highway No. 5 — Great Western Highway</i>				
Ashfield	East of Dalhousie Street	39,560	40,990	+4
Parramatta	Clyde — at Railway Level Crossing	51,280	51,030	—1
Blacktown	Wallgrove — at Eastern Creek Bridge	36,040	39,170	+9
Penrith	Bridge over Nepean River	19,560	18,510	—5
Turon	West of Blaxland Shire Boundary	3,590	4,160	+15
<i>State Highway No. 6 — Mid-Western Highway</i>				
Waugoola	Cowra — Bridge over Waugoola Creek	1,650	1,840	+12
Weddin	Marsden — East of State Highway No. 17 (Newell Highway)	350	380	+9
Bland	Wyalong — East of Trunk Road No. 57 (Temora Road)	1,410	1,630	+16
Hay	Hay — 3.2 km (2 miles) east of Post Office	510	560	+10

Local Government Area	Location	Annual Daily 1972	Average Traffic 1973	% change
<i>State Highway No. 7 — Mitchell Highway</i>				
Canobolas	Orange — 2.4 km (1.5 miles) east of Main Road No. 245 (Piesle Street)	3,700	4,120	+11
Canobolas	Orange — 4.8 km (3 miles) north of Post Office	1,840	1,970	+7
Talbragar	Dubbo — 1.9 km (1.2 miles) east of East Dubbo level crossing	1,860	2,080	+12
Darling	Bourke — 8 km (5 miles) south of Post Office	200	210	+5
<i>State Highway No. 8 — Barrier Highway</i>				
Cobar	East of Trunk Road No. 61 (Orange-Cobar Road)	350	390	+11
<i>State Highway No. 9 — New England Highway</i>				
Patrick Plains	4.6 km (2.9 miles) east of Main Road No. 128 (Singleton-Gostwyck Road)	4,310	4,830	+12
Peel	Tamworth — 5.4 km (3.4 miles) south of Post Office	2,040	2,320	+14
Cockburn	Tamworth — 1 km (0.6 miles) north of Main Road No. 105 (Nundle Road)	3,630	3,970	+9
Severn	Glen Innes — at Redbank Creek	1,940	1,970	+2
<i>State Highway No. 10 — Pacific Highway</i>				
Hornsby	Waitara — north of State Highway No. 13 (Pennant Hills Road)	30,650	32,790	+7
Hornsby	Berowra — north of Tollway Gates	4,900	4,730	—3
Hornsby	Brooklyn — Bridge over Hawkesbury River	19,660	16,370	—16
Gosford	Mount White	2,430	2,620	+8
Lake Macquarie	Swansea — 3.2 km (2 miles) south of bridge over entrance to Lake Macquarie	10,040	10,830	+8
Lake Macquarie	Charlestown — south of Smart Street	33,790	35,700	+6
Newcastle	Hexham — Bridge over Hunter River	10,760	12,320	+15
Port Stephens	Karuah — Bridge over Karuah River	4,580	5,350	+17
Manning	Nabiac — Bridge over Wollomba River	3,330	3,830	+15
Hastings	Bridge over Hastings River	3,180	3,670	+15
Nambucca	Macksville — 1.6 km (1 mile) north of Scotts Head Road	3,290	3,730	+13
Ulmarra	South Grafton — south of Developmental Road No. 1253 (Grafton by-pass)	2,800	3,040	+9

Local Government Area	Location	Annual Average Daily Traffic		% change
		1972	1973	
Maclean	Harwood — Bridge over Clarence River	2,970	3,240	+9
Tintenbar	Ballina — south of State Highway No. 16 (Bruxner Highway)	2,740	2,960	+8
Tweed	Tweed Heads South — south of Drydock Road	10,510	11,900	+13
<i>State Highway No. 11 — Oxley Highway</i>				
Hastings	Wauchope — 2.5 km (1.6 miles) west of Beechwood Road	880	1,040	+18
Peel	Tamworth — 8 km (5 miles) west of Main Road No. 130 (Tamworth — Werris Creek Road)	1,450	1,630	+12
Coonabarabran	Coonabarabran — 0.3 km (0.2 miles) north of Main Road No. 396 (Binnaway Road)	1,570	1,840	+17
<i>State Highway No. 12 — Gwydir Highway</i>				
Severn	Gibraltar Range at Tick Gates	380	390	+3
Boolooroo	Moree — 3.2 km (2 miles) east of Post Office	1,020	1,050	+3
<i>State Highway No. 13 — Woodville Road, Church Street and Pennant Hills Road</i>				
Fairfield	Villawood — north of State Highway No. 2 (Hume Highway)	30,490	30,520	0
<i>State Highway No. 14 — Sturt Highway</i>				
Kyeamba	0.5 km (0.3 miles) east of Main Road No. 384 (Alfred Town — Kyeamba Road)	1,310	1,460	+11
Hay	At Bungah Creek Bridge	910	1,000	+10
Wentworth	Buronga — 19 km (12 miles) east of State Highway No. 22 (Silver City Highway)	1,000	1,130	+13
<i>State Highway No. 15 — Barton Highway</i>				
Goodradigbee	Yass — south of State Highway No. 2 (Hume Highway)	2,490	2,820	+13
<i>State Highway No. 16 — Bruxner Highway</i>				
Tintenbar	Ballina — 3.2 km (2 miles) west of State Highway No. 10 (Pacific Highway)	2,040	2,350	+15
Gundurimba	McKees Hill Post Office	2,140	2,250	+5
Tenterfield	West of State Highway No. 9 (New England Highway)	230	260	+13
<i>State Highway No. 17 — Newell Highway</i>				
Boolooroo	Camurra — at Railway level crossing No. 209	960	1,190	+23
Talbragar	Dubbo — 3.2 km (2 miles) north of Post Office	2,570	2,930	+14

Local Government Area	Location	Annual Daily Traffic 1972	Average Traffic 1973	% change
Goobang	3.3 km (2.1 miles) north of Parkes Post Office	1,490	1,770	+19
Narrandera	3.2 km (2 miles) east of Post Of- fice	1,230	1,360	+10
Berrigan	Finlay — 3.2 km (2 miles) south of Post Office	1,720	1,870	+9
<i>State Highway No. 18 — Castlereagh Highway</i>				
Coonamble	3.2 km (2 miles) south of Post Of- fice	540	640	+19
<i>State Highway No. 19 — Monaro Highway</i>				
Monaro	Bunyan — Bridge over Cooma Creek	1,640	1,710	+4
Monaro	Nimmitabel — 1.6 km (1 mile) north of Post Office	820	1,000	+21
Bombala	0.8 km (0.5 miles) north of Iris Street	580	670	+16
<i>State Highway No. 20 — Riverina Highway</i>				
Hume	Albury — 6.4 km (4 miles) west of Post Office	1,100	1,190	+8
Deniliquin	1.6 km (1 mile) east of Main Road No. 552 (Jerilderie Road)	950	980	+3
<i>State Highway No. 21 — Cobb Highway</i>				
Murray	Deniliquin — 3.2 km (2 miles) south of Post Office	910	1,000	+10
<i>State Highway No. 22 — Silver City Highway</i>				
Broken Hill	12.8 km (8 miles) south of Post Office	220	240	+9
<i>State Highway No. 25 — Illawarra Highway</i>				
Shellharbour	Macquarie Pass	1,870	2,170	+16
<i>State Highway No. 26 — Calga-Ourimbah Road</i>				
Gosford	At Peats Ridge Post Office	11,710	12,370	+6
<i>Trunk Road No. 51 — Batemans Bay — Canberra</i>				
Eurobodalla	Nelligen — Bridge over Clyde River	1,120	1,170	+5
<i>Trunk Road No. 55 — Marrangaroo — Mullaley</i>				
Cudgegong	Mudgee — 0.8 km (0.5 miles) south of railway level crossing	1,390	1,530	+10

Local Government Area	Location	Annual Average Daily Traffic		% change
		1972	1973	
<i>Trunk Road No. 61 — Orange — Cobar</i> Canobolas	Orange — at Canobolas Shire Boundary	1,710	1,840	+8
<i>Trunk Road No. 65 — Ewingsdale — Lismore</i> Bangalow	0.4 km (0.3 miles) west of State Highway No. 10 (Pacific Highway)	1,640	1,830	+12
<i>Trunk Road No. 74 — Armidale — South Grafton</i> Ulmarra	South Grafton — south of Main Road No. 151 (Grafton-Coffs Harbour Road)	460	510	+10
<i>Trunk Road No. 76 — Raleigh — Ebor</i> Fernmount	5.1 km (3.8 miles) west of State Highway No. 10 (Pacific Highway)	1,600	1,670	+4
<i>Trunk Road No. 78 — Olympic Way</i> Mitchell	Wagga Wagga — 1.6 km (1 mile) north of Main Road No. 240 (Coolamon Road)	1,830	1,970	+8
<i>Trunk Road No. 83 — Grafton — Woodenbong</i> Grafton.	Bridge over Clarence River	13,780	14,640	+6
Copmanhurst	Koolkhan — 0.5 km (0.3 miles) south of Main Road No. 150 (Koolkhan-Woodenbong Road)	990	1,070	+8
Kyogle	Kyogle — 0.8 km (0.5 miles) south of Highfield Road	1,460	1,590	+9
<i>Trunk Road No. 95 — Picton — Wollongong</i> Wollondilly	Maldon — at railway level crossing	1,590	1,660	+4
<i>Main Road No. 101 — West Maitland — Weismantels</i> Port Stephens	Paterson — west of Woodville Road	1,090	1,210	+11
<i>Main Road No. 104 — East Maitland — Raymond Terrace</i> Port Stephens	Raymond Terrace — south of Main Road No. 601 (Seaham Road)	1,590	1,900	+9
<i>Main Road No. 108 — Adamstown — Newcastle — Stockton — Nelson Bay</i> Newcastle	Broadmeadow — south-west of Samdon Street	26,330	25,750	—2
<i>Main Road No. 147 — Woodburn — Lismore</i> Woodburn	Ferry over Richmond River	200	210	+10

Local Government Area	Location	Annual Daily Traffic 1972	Average Traffic 1973	% change
<i>Main Road No. 149 — Casino — Coraki — Buckendoon</i> Woodburn	Coraki — Ferry over Richmond River	160	170	+6
<i>Main Road No. 152 — Lawrence — Yamba</i> Maclean	Bluff Point — Ferry over Clarence River	210	250	+19
<i>Main Road No. 162 — Mona Vale Road</i> Ryde	North Ryde — De Burghs Bridge over Lane Cove River	30,360	32,520	+7
Ku-ring-gai	Pymble — north of Orana Avenue	17,560	18,950	+8
<i>Main Road No. 164 — Spit Road</i> Manly	The Spit — Bridge over Middle Harbour	50,090	50,650	+1
<i>Main Road No. 165 — Victoria Road</i> Leichhardt	Glebe Island — Bridge over John- stons Bay	47,740	48,360	+1
Drummoyne	Gladesville — Bridge over Parramatta River	70,140	71,740	+2
<i>Main Road No. 166 — Huntleys Point — Lane Cove</i> Lane Cove	Figtree Bridge over Lane Cove River	36,340	36,360	0
<i>Main Road No. 167 — Canterbury Road — Newbridge Road</i> Canterbury	Wiley Park — east of Canary Road	34,370	33,100	—4
Bankstown	Milperra — Bridge over Georges River	40,170	42,440	+6
<i>Main Road No. 168 — Forest Road</i> Sutherland	Lugarno — Ferry over Georges River	1,720	1,390	—19
<i>Main Road No. 172 — Oxford Street</i> Woollahra	West of Ocean Street	40,550	41,000	+1
<i>Main Road No. 177 — Appin Road</i> Campbelltown	0.8 km (0.5 miles) north of Post Office	10,640	11,660	+9
<i>Main Road No. 181 — McGraths Hill — Singleton</i> Baulkham Hills	Webbs Creek — Ferry over Hawkesbury River	190	210	+10
<i>Main Road No. 182 — Windsor — Sackville Reach</i> Baulkham Hills	Sackville Reach — Ferry over Hawkesbury River	270	320	+18

Local Government Area	Location	Annual Average Daily Traffic		% change
		1972	1973	
<i>Main Road No. 194 — General Holmes Drive</i>				
Botany	2 km (1.3 miles) east of Bridge over Cooks River	56,480	55,460	—2
<i>Main Road No. 199 — Rocky Point Road — Taren Point Road</i>				
Sutherland	Captain Cook Bridge over Georges River	42,980	44,640	+4
<i>Main Road No. 200 — Concord Road</i>				
Ryde	Uhers Point — Bridge over Parramatta River	43,480	43,700	0
<i>Main Road No. 217 — Wyong — Birmingham Gardens</i>				
Lake Macquarie	Boolaroo — north of First Street	13,590	14,320	+5
<i>Main Road No. 220 — Toronto — Brunkerville — Cessnock — Glendonbrook</i>				
Cessnock	At Brunkerville Post Office	3,190	3,480	0
<i>Main Road No. 223 — Lookout Road</i>				
Newcastle	New Lambton Heights — north of Ridgeway Road	19,240	20,160	+6
<i>Main Road No. 225 — Wisemans Ferry — Central Mangrove</i>				
Baulkham Hills	Wisemans Ferry — Ferry over Hawkesbury River	460	440	—4
<i>Main Road No. 260 — Moss Vale — Mittagong</i>				
Bowral	Bowral — south of Main Road No. 263 (Kangaloon Road)	5,060	6,170	+21
<i>Main Road No. 261 — Moss Vale — Bomaderry</i>				
Wingecarribee	Fitzroy Falls — north of Post Of- fice	970	1,230	+26
<i>Main Road No. 286 — Mount Kosciusko Road</i>				
Snowy River	Jindabyne — 16 km (10 miles) north-west of Post Office	900	910	+1
<i>Main Road No. 295 — Five Islands Road</i>				
Wollongong	Cringilla — east of Main Road No. 568 (Springhill Road)	34,170	32,810	—4
<i>Main Road No. 309 — Rydalmere Avenue — Aston Street</i>				
Parramatta	Camellia — south of River Road	22,080	22,100	0
<i>Main Road No. 328 — Warringah Road</i>				
Warringah	Forestville — west of Melwood Avenue	45,530	47,650	+5

Local Government Area	Location	Annual Average Daily Traffic		% change
		1972	1973	
<i>Main Road No. 332 — Berowra Waters Road</i>				
Hornsby	Berowra Waters — Ferry over Berowra Creek	350	330	—6
<i>Main Road No. 336 — Gosford — The Entrance</i>				
Gosford	0.3 km (0.2 miles) east of Russell Street	18,050	20,030	+10
<i>Main Road No. 373 — Epping Road</i>				
Hornsby	Epping — Bridge over Terrys Creek	27,420	30,460	+11
<i>Main Road No. 503 — Wilberforce — Singleton</i>				
Patrick Plains	Howes Valley — 5.6 km (3.5 miles) north of Post Office	1,150	1,250	+9
<i>Main Road No. 532 — Silverwater Road</i>				
Parramatta	Silverwater — Bridge over Parramatta River	30,780	31,820	+3
<i>Main Road No. 556 — Gladstone — Smithtown — Seven Oaks</i>				
Macleay	Smithtown — Bridge over Macleay River (Bridge opened 15.6.73)	480	1,050	+219
<i>Other than Main Roads</i>				
Concord	Mortlake — Ferry over Parramatta River	270	290	+7
Sydney	Pyrmont — Bridge over Darling Harbour	46,540	47,020	+1
Wakool	Speewa — Ferry over Murray River	70	70	0
Ulmarra	Ulmarra — Ferry over Clarence River	40	40	0
Hornsby	Brooklyn Road east of Pacific Highway	1,360	1,470	+8
Newcastle	Tourle Street at Hunter River Bridge	9,090	10,250	+13
Newcastle	Stockton — at Hunter River Bridge	7,290	8,000	+10
Bankstown	Padstow — at Alfords Point Bridge		7,440	

APPENDIX NO. 1

(A) COMMONWEALTH AID ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1974

RECEIPTS			PAYMENTS		
	1973/74 \$	1972/73 \$		1973/74 \$	1972/73 \$
Grants under the Commonwealth Aid Roads Act, 1969			Construction and reconstruction of Roads and Bridges —		
Urban Arterial Roads — Schedule 2	55,120,000	46,520,000	Work by Councils —		
Rural Arterial Roads — Schedule 3	17,520,000	14,780,000	Urban Arterial Roads —		
Other Rural Roads — Schedule 4	3,668,240	3,493,632	Schedule 2	1,538,239	
Planning & Research — Schedule 4	1,470,000	1,280,000	Other Rural Roads —		
			Schedule 4	3,008,477	4,546,716*
			Work by Department —		5,319,492
			Urban Arterial Roads —		
			Schedule 2	38,146,654	
			Rural Arterial Roads —		
			Schedule 3	17,520,000	
			Other Rural Roads —		
			Schedule 4	520,662	56,187,316*
					46,464,562
			Construction and maintenance of unclassified roads in the unincor- porated area of Western Division		
			Work by Department —		
			Other Rural Roads —		
			Schedule 4	139,101	162,605
			Land acquisitions —		
			Urban Arterial Roads —		
			Schedule 2	16,372,081	9,154,630
Total Receipts	77,778,240	66,073,632	Planning and Research — Schedule 5	1,470,000	1,280,000
Balance brought forward from last year	4,460,794	768,451	Total Payments	78,715,214	62,381,289
			Balance carried forward	3,523,820	4,460,794
	82,239,034	66,842,083		82,239,034	66,842,083

* For details see Appendix No. 5

APPENDIX NO. 1 — Continued

(B) COUNTY OF CUMBERLAND MAIN ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1974

(i) GENERAL PURPOSES

RECEIPTS	1973/74 \$	1972/73 \$	PAYMENTS	\$	1973/74 \$	1972/73 \$
Motor vehicle taxation in accordance with the Main Roads Act, 1924	22,592,725	21,145,953	Construction and reconstruction of Roads and Bridges — Work by Councils	355,925		
Charges on commercial vehicles under the Road Maintenance (Contribution) Act, 1958	3,938,967	3,663,187	Work by Department	3,112,767	3,468,692†	5,997,872
Levy upon Councils in accordance with Section 11 of the Main Roads Act, 1924	167,237	311,130	Land acquisition		6,886,121	7,055,670
Contributions by Councils towards maintenance and construction of Main and Secondary Roads	124,066	335,506	Maintenance and minor improvements of Roads and Bridges — Work by Councils	1,187,230		
Contributions by other departments and bodies towards maintenance and construction of Main and Secondary Roads	106,893	91,297	Work by Department	6,336,315	7,523,545*	5,702,010
Other	742,407	1,115,947	Purchase of land and buildings for Works Operations		725,498	542,848
			Planning and Research		130,527	169,831
			Administrative expenses		4,557,855	3,762,122
			Purchase of land and buildings for administration		44,417	88,684
			State Treasury Loans — Interest, exchange, management and flotation expenses		204,390	201,370
			Loans under Section 42A of the Main Roads Act, 1924 — Interest		683,920	694,857
			Other		230,263	244,016
Total Receipts	27,672,295	26,663,020	Total Payments		24,455,228	24,459,280
			Transfer to County of Cumberland Reserve for Loan Repayments		436,275	290,850
			Transfer to and refunds from Special Purposes Accounts in respect of finance for Operating Accounts, Suspense Accounts and Reserve Accounts		1,803,843	2,964,758
Balance brought forward from last year	1,606,075	2,657,943	Balance carried forward		26,695,346	27,714,888
	29,278,370	29,320,963			2,583,024	1,606,075
					29,278,370	29,320,963

*For details see Appendix No. 8

† For details see Appendix No. 6

APPENDIX NO.1 — Continued

(B) COUNTY OF CUMBERLAND MAIN ROADS FUND — Continued

Statement of Receipts and Payments for the year ended 30th June, 1974 — Continued

(ii) SPECIAL PURPOSES

RECEIPTS			PAYMENTS		
	\$	1973/74 \$	1972/73 \$		
State Government Loans — Repayable		800,000	750,000	Construction and reconstruction of roads and bridges — Main Roads Work by Department	66,994* 8,306,908
Loan borrowings under Section 42A of the Main Roads Act, 1924		5,000,000	6,200,000	Construction and reconstruction of Roads and Bridges — Other than Main Roads Work by Department	7,055,989*
Sydney Harbour Bridge Account —				Maintenance and minor improvements of Roads and Bridges —	
Warringah Freeway — Construction		6,560	334,315	Work by Council	80,049
Commonwealth/State Government — Grant for relief of unemployment		70,888†	276,300	Work by Department	<u>9,427</u> 89,476 115,935
Commonwealth Government —				State Treasury Loans —	
Grant for Minor Traffic Engineering and Road Safety Improvements	190,000			Sinking fund payment	18,320 17,000
Construction of Eastern Approach to Bridge over Cook's River	<u>18,566</u>	208,566	—	Loans under Section 42A of the Main Roads Act, 1924 —	
				Repayment of principal	205,183 197,479
Total Receipts		<u>5,944,238</u>	<u>7,560,615</u>	Total Payments	<u>7,435,962</u> 8,637,322
Net transactions of Operating Accounts, Suspense Accounts and transfers to and from the General Purposes Account in respect of finance for Reserve Accounts		<u>1,398,061</u>	<u>3,429,926</u>		
		7,342,299	10,990,541		
Balance brought forward from last year		<u>11,093,437</u>	<u>8,740,218</u>	Balance carried forward	<u>10,999,774</u> 11,093,437
		18,435,736	19,730,759		18,435,736 19,730,759

* For details see Appendix No. 6A

† Debit

APPENDIX NO. 1 — Continued

(C) COUNTRY MAIN ROADS FUND — Continued

Statement of Receipts and Payments for the year ended 30th June, 1974 — Continued

(iii) RESERVE FOR LOAN REPAYMENTS

RECEIPTS				PAYMENTS			
	\$	1973/74 \$	1972/73 \$			1973/74 \$	1972/73 \$
Transfer from —							
General Purposes Account	436,275						
Special Purposes Account	<u>651,383</u>	1,087,658	574,827				
Interest on investments		758,834	388,685				
Discount on inscribed stock purchased below par		<u>2,970</u>	<u>—</u>				
Total Receipts		1,849,462	963,512	Total Payments		—	—
Balance brought forward from last year				Balance carried forward —			
Investments	2,578,200			Investments		4,798,200	2,578,200
Cash	<u>425,588</u>	<u>3,003,788</u>	<u>2,040,276</u>	Cash		<u>55,050</u>	<u>425,588</u>
		4,853,250	3,003,788			4,853,250	3,003,788

APPENDIX NO. 1 — Continued

(C) COUNTRY MAIN ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1974

(i) GENERAL PURPOSES

RECEIPTS			PAYMENTS		
	1973/74 \$	1972/73 \$		1973/74 \$	1972/73 \$
Motor vehicle taxation in accordance with the Main Roads Act, 1924	57,006,498	53,268,646	Construction and reconstruction of Roads and Bridges —		
Charges on commercial vehicles under the Road Maintenance (Contribution) Act, 1958	15,755,867	14,652,750	Work by Councils	8,468,980	
Contributions by Councils towards maintenance and construction of Main Roads	256,467	89,141	Work by Department	<u>18,449,227</u>	26,918,207†
Contributions by other departments and bodies towards maintenance and construction of Main Roads	199,202	159,488	Land acquisition		2,396,484
Other	369,053	219,695	Maintenance and minor improvements of Roads and Bridges —		
			Work by Councils	9,657,163	
			Work by Department	<u>17,457,449</u>	27,114,612*
			Purchase of land and buildings for works operations		181,702
			Planning and Research		168,183
			Administrative expenses		6,625,803
			Purchase of land and buildings for administration		195,676
			State Treasury Loans —		
			Interest, exchange, management and flotation expenses		959,949
			Loans under Section 42A of the Main Roads Act, 1924 —		
			Interest		1,119,715
			Other		473,675
Total Receipts	<u>73,587,087</u>	<u>68,389,720</u>	Total Payments	66,154,006	61,949,435
			Transfer to Country Reserve for Loan Repayments	507,264	338,176
			Transfers to and refunds from Special Purposes Accounts in respect of finance for Operating Accounts, Suspense Accounts and Reserve Accounts	<u>3,655,046</u>	<u>4,418,652</u>
Balance brought forward from last year	<u>4,911,217</u>	<u>3,227,760</u>	Balance carried forward	70,316,316	66,706,263
	78,498,304	71,617,480		<u>8,181,988</u>	<u>4,911,217</u>
				78,498,304	71,617,480

* For details see Appendix No. 9

† For details see Appendix No. 7

APPENDIX NO. 1 — Continued

(C) COUNTRY MAIN ROADS FUND — Continued

Statement of Receipts and Payments for the year ended 30th June, 1974 — Continued

(ii) SPECIAL PURPOSES

RECEIPTS			PAYMENTS		
	\$	1973/74 \$		\$	1973/74 \$
State Government Loans — Repayable		700.000	Construction and reconstruction of Roads and Bridges — Main Roads		1 72/73 \$
Loan borrowings under Section 42A of the Main Roads Act, 1924		—	Work by Councils	8.753*	
Contributions by other departments and bodies		315.848	Work by Department	120.395	111.642*
Commonwealth/State Government Grants—			Construction and reconstruction of Roads and Bridges — other than Main Roads		1.731.895
For relief of unemployment	118.531		Work by Department		847.766*
For restoration of flood damage	1,500.000	1,618.531	Maintenance and minor improvement of Roads and Bridges —		
Commonwealth Government —			Work by Councils	308.640	
Grant for minor traffic Engineering and Road Safety improvements		310.000	Work by Department	296.431	605.071
			Restoration of flood damage —		1,730.620
			Work by Councils	761.759	
			Work by Department	1,001.763	1,763.522
			State Treasury Loans —		
			Sinking fund payment		192.811
			Loans under Section 42A of the Main Roads Act, 1924 —		181.823
			Repayment of principal		202.012
Total Receipts		2,944.379	Total Payments		3,722.824
Net transactions of Operating Accounts, Suspense Accounts and Transfers to and from the General Purposes Accounts in respect of finance for Reserve Accounts		4,828.500			186.916
		7,772.879			3,831.254
Balance brought forward from last year		13,033.703			
		20,806.582			20,806.582
					16,864.957

*For details see Appendix No. 7A

*Credit

APPENDIX NO. 1 — Continued

(C) COUNTRY MAIN ROADS FUND — Continued

Statement of Receipts and Payments for the year ended 30th June, 1974 — Continued

(iii) RESERVE FOR LOAN REPAYMENTS

RECEIPTS			PAYMENTS		
	\$	1973/74 \$	1972/73 \$		
Transfer from —					
General Purposes Account	507,264				
Special Purposes Account	<u>49,069</u>	556,333	387,425		
Interest on Investments		165,560	73,874		
Discount on inscribed stock purchased below par		<u>540</u>	<u>—</u>		
Total Receipts		<u>722,433</u>	<u>461,299</u>	Total Payments	<u>—</u>
Balance brought forward from last year —				Balance carried forward —	<u>—</u>
Investments		1,145,000	545,000	Investments	2,280,000
Cash		<u>436,479</u>	<u>575,180</u>	Cash	<u>23,912</u>
		2,303,912	1,581,479		2,303,912
					1,581,479

APPENDIX NO. 1 — Continued

(D) SYDNEY HARBOUR BRIDGE ACCOUNT

(i) Income and Expenditure Account for the year ended 30th June, 1974

INCOME		1973/74 \$	1972/73 \$	EXPENDITURE		1973/74 \$	1972/73 \$
Road Tolls		4,833,400	4,691,485	Maintenance, lighting and cleaning bridge and approaches		1,133,566	998,359
Railway Tolls		259,667	282,408	Traffic facilities		467,266	367,778
Omnibus Tolls		26,096	24,744	Cost of collecting road tolls		601,174	533,854
Net rent from properties		273,791	254,204	Improvements and alterations to toll gates and archways		4,233	9,369
				Administrative expenses		242,226	197,136
				Loan charges — State Loans		1,258,760	1,250,650
				Loan charges — Borrowings under Section 42A of the Main Roads Act		897,899	905,675
Total Income		<u>5,392,954</u>	<u>5,252,841</u>	Total Expenditure		4,605,124	4,262,821
				Excess of income over expenditure transferred to appropriation account		<u>787,830</u>	<u>990,020</u>
						5,392,954	5,252,841

APPENDIX NO. 1 — Continued

(D) SYDNEY HARBOUR BRIDGE ACCOUNT — Continued

Income and Expenditure Account for the year ended 30th June, 1974 — Continued

APPROPRIATION ACCOUNT

	1973/74 \$	1972/73 \$
Excess of income over expenditure transferred from Income and Expenditure Account	787,830	990,020
Less Transfers to County of Cumberland Main Roads Fund (Special Purposes Account) for:—		
Warringah Freeway Construction	6,560	334,315
Surplus for year	781,270	655,705
Surplus brought forward from last year	2,674,801	2,019,096
Accumulated surplus carried forward	3,456,071	2,674,801

SYDNEY HARBOUR BRIDGE LOAN RESERVE ACCOUNT

Income and Expenditure Account for the year ended 30th June, 1974

INCOME		EXPENDITURE	
	1973/74 \$	1972/73 \$	
Transfers from Sydney Harbour Bridge Account	240,872	243,472	Loan No. 74 repaid on maturity
Interest on Investments	124,678	98,582	
Discount received on inscribed stock	240	—	
Total Income	365,790	342,054	Total Expenditure
Balance brought forward from last year	1,913,197	1,646,143	Balance carried forward
	2,278,987	1,988,197	

APPENDIX NO. 1 — Continued
 SYDNEY HARBOUR BRIDGE ACCOUNT — Continued
 Balance Sheet as at 30th June, 1974

LIABILITIES			ASSETS		
	\$	1973/74 \$		\$	1972/73 \$
Accumulated Funds and Reserves			Fixed Assets		
Surpluses from Bridge Operations and other sources—			Bridge Construction	19,060,785	19,060,785
Applied to capital works	26,671,284		Warringah Freeway	26,099,324	26,092,764
Applied to loan repayments	9,384,817		Cahill Expressway	8,977,270	8,977,270
Appropriation Account	3,456,071		Conversion of Tramtracks	2,011,340	2,011,340
Capital Redemption Reserve	<u>2,278,987</u>	41,791,159	Widening Western Approach	364,068	364,068
Long Term Liabilities				56,512,787	
General Loan Account	12,485,551		Furniture and equipment less depreciation	<u>189,330</u>	56,702,117
Loans raised under Section 42A of the Main Roads Act, 1924	<u>7,971,135</u>	20,456,686			218,929
Current Liabilities			Investments		
Sundry Creditors —			Securities of Public Authorities		2,223,000
State Treasury for Sinking Fund	1,944,160		Current Assets		
Private lenders for interest	122,368		Stores and materials	41,835	38,904
Other	<u>115,432</u>	2,181,960	Sundry Debtors and Accrued Interest	115,162	91,926
			Cash	<u>5,347,691</u>	4,590,030
		<u>64,429,805</u>			<u>64,429,805</u>
					<u>63,274,016</u>

APPENDIX NO. 2

(A) COMMONWEALTH AID ROADS FUND

Statement of Receipts and Payments for the Five Years Ended 30th June, 1974

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
RECEIPTS					
	\$	\$	\$	\$	\$
Grants under the Commonwealth Aid Roads Act, 1969 —					
Urban Arterial Roads — Schedule 2	26,070,000	32,740,000	39,060,000	46,520,000	55,120,000
Rural Arterial Roads — Schedule 3	10,260,000	10,400,000	12,410,000	14,780,000	17,520,000
Rural Roads other than Arterial Roads — Schedule 4	3,016,880	3,168,713	3,326,617	3,493,632	3,668,240
Planning and Research — Schedule 5	860,000	970,000	1,120,000	1,280,000	1,470,000
Total:	40,206,880	47,278,713	55,916,617	66,073,632	77,778,240
PAYMENTS					
Construction and reconstruction of roads and bridges —					
Urban Arterial Roads — Schedule 2	20,301,657	26,454,277	30,396,311	38,649,737	39,684,893
Rural Arterial Roads — Schedule 3	10,181,993	10,478,007	12,410,000	14,780,000	17,520,000
Other Rural Roads — Schedule 4	2,556,403	3,190,628	3,107,544	3,354,317	3,529,139
Construction and maintenance of unclassified roads in the unincorporated area of Western Division —					
Other Rural Roads — Schedule 4	202,567	235,995	195,783	162,605	139,101
Land Acquisitions — Schedule 2	5,768,343	6,285,723	7,918,528	9,154,630	16,372,081
Planning and Research — Schedule 5	314,854	893,554	1,741,592	1,280,000	1,470,000
Total:	39,325,817	47,538,184	55,769,758	62,381,289	78,715,214

APPENDIX NO. 2 — continued

(B) COUNTY OF CUMBERLAND MAIN ROADS FUND

Statement of Receipts and Payments for the Five Years Ended 30th June, 1974

(i) GENERAL PURPOSES

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
	\$	\$	\$	\$	\$
RECEIPTS					
Motor Vehicle taxation and fees	7,329,367	7,679,104	13,831,864	21,145,953	22,592,725
Charges on commercial vehicles under the Road Maintenance (Contribution) Act	3,174,401	3,368,265	3,537,392	3,663,187	3,938,967
Levy upon Councils under Section 11 of the Main Roads Act	9,819,528	11,407,160	5,890,275	311,130	167,237
Contributions by Councils	30,028	189,807	343,459	335,506	124,066
Other	851,215	1,260,870	1,052,002	1,207,244	849,300
Total:	21,204,539	23,905,206	24,654,992	26,663,020	27,672,295
PAYMENTS					
Construction and reconstruction of roads and bridges	4,140,466	4,972,183	5,397,285	5,997,872	3,468,692
Land Acquisition	7,510,084	7,659,737	6,063,013	7,055,670	6,886,121
Maintenance and minor improvements of roads and bridges	4,910,576	5,192,508	5,430,991	5,702,010	7,523,545
Purchase of land and buildings for works operation	714,737	680,592	448,120	542,848	725,498
Planning and Research	—	—	—	169,831	130,527
Administrative Expenses	2,330,307	3,073,299	3,775,630	3,762,122	4,557,855
Purchase of land and buildings for administration	156,492	192,684	176,802	88,684	44,417
Interest, exchange, management and flotation expenses on State Loans	166,630	181,530	193,710	201,370	204,390
Interest on Loans raised under Section 42A of the Main Roads Act	594,334	639,031	671,819	694,857	683,920
Other	182,498	313,849	315,030	244,016	230,263
Repayment of Temporary Advance from State Treasury	100,000	100,000	100,000	—	—
Total:	20,806,124	23,005,413	22,572,400	24,459,280	24,455,228

APPENDIX NO. 2 — continued

(B) COUNTY OF CUMBERLAND MAIN ROADS FUND — continued

Statement of Receipts and Payments for the Five Years Ended 30th June, 1974 — continued

(ii) SPECIAL PURPOSES

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
	\$	\$	\$	\$	\$
RECEIPTS					
Loan Funds — State Government	300,000	1,700,000	1,000,000	750,000	800,000
Loan Funds — Borrowings under Section 42A of the Main Roads Act	—	4,000,000	6,300,000	6,200,000	5,000,000
Sydney Harbour Bridge Account for freeway approaches	223,762	69,889	56,883	334,315	6,560
Commonwealth/State Government Grant for relief of unemployment	—	—	—	276,300	70,888
Commonwealth Government Grant for traffic engineering and road safety improvement	—	—	—	—	190,000
Contributions from other departments and bodies	—	50,000	49,500	—	18,566
Total:	523,762	5,819,889	7,406,383	7,560,615	5,944,238
PAYMENTS					
Construction and reconstruction of roads and bridges	2,030,746	5,596,275	3,861,897	8,306,908	7,122,983
Maintenance and minor improvements of roads and bridges	—	—	—	115,935	89,476
Payment of Sinking Fund on State Loans	13,130	14,440	15,470	17,000	18,320
Repayment of principal on loans raised under Section 42A of the Main Roads Act	159,784	202,366	171,118	197,479	205,183
Total:	2,203,660	5,813,081	4,048,485	8,637,322	7,435,962
*Debit					

APPENDIX NO. 2 — continued

(C) COUNTRY MAIN ROADS FUND

Statement of Receipts and Payments for the Five Years Ended 30th June, 1974

(i) GENERAL PURPOSES

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
	\$	\$	\$	\$	\$
RECEIPTS					
Motor Vehicle taxation and fees	29,317,466	30,716,415	42,118,337	53,268,646	57,006,498
Charges on commercial vehicles under the Road Maintenance (Contribution) Act	12,697,604	13,473,061	14,149,567	14,652,750	15,755,867
Contributions by Councils	38,805	85,027	301,841	89,141	256,467
Other	479,462	526,023	331,982	379,183	568,255
Total:	42,533,337	44,800,526	56,901,727	68,389,720	73,587,087
PAYMENTS					
Construction and reconstruction of roads and bridges	16,578,251	17,017,924	23,899,200	28,013,879	26,918,207
Land Acquisition	849,494	994,374	1,134,874	1,779,912	2,396,484
Maintenance and minor improvements of roads and bridges	17,057,863	17,289,539	20,171,121	22,407,297	27,114,612
Purchase of land and buildings for works operations	703,593	734,041	613,731	309,628	181,702
Planning and Research	—	—	—	223,616	168,183
Administrative expenses	3,802,341	4,299,804	5,637,843	6,187,337	6,625,803
Purchase of land and buildings for administration	351,738	140,087	35,167	484,358	195,676
Interest, exchange, management and flotation expenses on State Loans	865,245	958,269	922,270	949,127	959,949
Interest on Loans raised under Section 42A of the Main Roads Act	333,384	771,189	1,086,255	1,124,976	1,119,715
Other	414,462	457,557	547,288	469,305	473,675
Repayment of Temporary Advance from State Treasury	100,000	100,000	100,000	—	—
Total:	41,056,371	42,762,784	54,147,749	61,949,435	66,154,006

APPENDIX NO. 2 — continued

(C) COUNTRY MAIN ROADS FUND — continued

Statement of Receipts and Payments for the Five Years Ended 30th June, 1974 — continued

(ii) SPECIAL PURPOSES

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
	\$	\$	\$	\$	\$
RECEIPTS					
Loan Funds — State Government	1,700,000	550,000	1,000,000	750,000	700,000
Loan Funds — Borrowings under Section 42A of the Main Roads Act, 1924	8,600,000	5,000,000	500,000	800,000	—
Commonwealth/State Government grant for restoration of flood damage	—	2,400,000	—	—	1,500,000
Commonwealth/State Government grant for relief of unemployment	—	—	655,000	1,609,958	118,531
Commonwealth Government grant for traffic engineering and road safety improvement	—	—	—	—	310,000
Contributions from other departments and bodies	639,683	364,287	362,600	400,000	315,848
Total:	10,939,683	8,314,287	2,517,600	3,559,958	2,944,379
PAYMENTS					
Construction and reconstruction of roads and bridges	9,373,097	7,343,893	3,194,965	1,731,895	959,408
Maintenance and minor improvement of roads, bridges and ferries	145,076	178,816	762,196	1,730,620	605,071
Restoration of flood damage	—	1,924,544	475,456	—	1,763,522
Repayment of principal and payment of Sinking Fund — State Government Loans	153,345	166,261	172,730	181,823	192,811
Repayment of Principal — Loans raised under Section 42A of the Main Roads Act, 1924	54,597	123,136	177,466	186,916	202,012
Total:	9,726,115	9,736,650	4,782,813	3,831,254	3,722,824

(D) DEVELOPMENTAL ROADS FUND

Statement of Receipts and Payments for the Five Years ended 30th June, 1974

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
	\$	\$	\$	\$	\$
RECEIPTS					
Commonwealth Aid Roads Act	—	—	—	—	—
Total:	—	—	—	—	—
PAYMENTS					
Construction and reconstruction of Developmental Roads and Works	506,015	—	—	—	—
Total:	506,015	—	—	—	—

APPENDIX NO. 2 — continued

(E) TOTAL ALL ROADS FUNDS

Statement of Receipts and Payments for the Five Years Ended 30th June, 1974

(i) GENERAL PURPOSES

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
	\$	\$	\$	\$	\$
RECEIPTS					
Motor vehicle taxation and fees	36,646,833	38,395,519	55,950,201	74,414,599	79,599,223
Charge on commercial vehicles under the Road Maintenance (Contribution) Act	15,872,005	16,841,326	17,686,959	18,315,937	19,694,834
Commonwealth Aid Roads Act, 1969	40,206,880	47,278,713	55,916,617	66,073,632	77,778,240
Levy upon Councils under Section 11 of the Main Roads Act	9,819,528	11,407,160	5,890,275	311,130	167,237
Contributions by Councils	29,878	274,834	645,300	424,647	380,533
Other	1,369,632	1,786,893	1,383,984	1,586,427	1,417,555
Total:	103,944,756	115,984,445	137,473,336	161,126,372	179,037,622
PAYMENTS					
Construction and reconstruction of roads and bridges	54,264,785	62,113,019	75,210,340	85,795,805	91,120,932
Construction and maintenance of unclassified roads in the unincorporated area of the Western Division	202,567	235,995	195,783	162,605	139,101
Land acquisition	14,127,921	14,939,834	15,116,415	17,990,212	25,654,687
Maintenance and minor improvements of roads and bridges	21,968,439	22,482,047	25,602,112	28,109,307	34,638,157
Purchase of land and buildings for works operation	1,418,330	1,414,633	1,061,851	852,476	907,200
Planning and Research	314,854	893,554	1,741,592	1,673,447	1,768,710
Administrative expenses	6,132,648	7,373,103	9,413,473	9,949,459	11,183,658
Purchase of land and buildings for administration	508,230	332,771	211,969	573,042	240,093
Interest, exchange, management and flotation expenses on State Loans	1,031,875	1,139,799	1,115,980	1,150,497	1,164,339
Interest on loans raised under Section 42A of the Main Roads Act	927,718	1,410,220	1,758,074	1,819,833	1,803,635
Other	596,960	771,406	862,318	713,321	703,938
Repayment of Advances from State Treasury	200,000	200,000	200,000	—	—
Total:	101,694,327	113,306,381	132,489,907	148,790,004	169,324,450

(E) TOTAL ALL ROADS FUNDS — continued

Statement of Receipts and Payments for the Five Years Ended 30th June, 1974 — continued

(ii) SPECIAL PURPOSES

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
	\$	\$	\$	\$	\$
RECEIPTS					
Loan Funds — State Government	2,000,000	2,250,000	2,000,000	1,500,000	1,500,000
Loan Funds — Borrowings under Section 42A of the Main Roads Act	8,600,000	9,000,000	6,800,000	7,000,000	5,000,000
Commonwealth Government grant for traffic engineering and road safety improvement	—	—	—	—	500,000
Commonwealth/State Government grant for relief of unemployment	—	—	655,000	1,886,258	47,643
Commonwealth/State Government grant for restoration of flood damage	—	2,400,000	—	—	1,500,000
Sydney Harbour Bridge Account for expressway approach	223,762	69,889	56,883	334,315	6,560
Contributions from other departments and bodies	639,683	414,287	412,100	400,000	334,414
Total:	11,463,445	14,134,176	9,923,983	11,120,573	8,888,617
PAYMENTS					
Construction and reconstruction of roads and bridges	11,403,843	12,940,168	7,056,862	10,038,803	8,082,391
Maintenance and minor improvement of roads, bridges and ferries	145,076	178,816	762,196	1,846,555	694,547
Restoration of Flood Damage	—	1,924,544	475,456	—	1,763,522
Repayment of Principal and Payment of Sinking Fund — State Government Loans	166,475	180,701	188,200	198,823	211,131
Repayment of Principal — Loans raised under Section 42A of the Main Roads Act	214,381	325,502	348,584	384,395	407,195
Total:	11,929,775	15,549,731	8,831,298	12,468,576	11,158,786

APPENDIX NO. 2 — continued

(F) SYDNEY HARBOUR BRIDGE ACCOUNT

Statement of Income and Expenditure for the Five Years Ended 30th June, 1974

Heading	1969/70	1970/71	1971/72	1972/73	1973/74
INCOME					
	\$	\$	\$	\$	\$
Road tolls on vehicles	4,549,136	4,518,708	4,707,302	4,691,485	4,833,400
Railway passenger tolls (net)	289,630	299,992	272,465	282,408	259,667
Omnibus passenger tolls	26,851	26,151	21,723	24,744	26,096
Net rent from properties	139,347	170,700	167,722	254,204	273,791
Total:	5,004,964	5,015,551	5,169,212	5,252,841	5,392,954
EXPENDITURE					
Loan Charges — State Loans					
Interest	751,830	764,430	769,160	755,070	740,650
Exchange	13,250	11,460	9,400	3,430	3,250
Sinking Fund	385,170	407,920	426,120	444,480	470,150
Management Expenses	2,610	2,790	2,200	2,540	2,720
Flotation Expenses	41,450	43,060	45,010	45,130	41,990
Sub-Total	1,194,310	1,229,660	1,251,890	1,250,650	1,258,760
Loan Charges — Borrowings under Section 42A of the Main Roads Act, 1924					
Interest	508,958	499,722	490,429	478,952	465,312
Repayment of Principal	160,499	167,668	175,243	183,251	191,715
Transfer to Reserve for loan repayment	353,878	256,186	243,472	243,472	240,872
Sub-Total	1,023,335	923,576	909,144	905,675	897,899
Maintenance, lighting and cleaning of bridge and approaches	576,936	564,345	803,248	998,359	1,133,566
Provision of traffic facilities	149,018	161,124	292,276	367,778	467,266
Cost of collecting road tolls	635,340	516,030	507,614	533,854	601,174
Alterations to toll gates and archways	70,046	32,143	7,031	9,369	4,233
Administrative Expenses	71,223	81,346	175,443	197,136	242,226
Sub-Total	1,502,563	1,354,988	1,785,612	2,106,496	2,448,465
Total:	3,720,208	3,508,224	3,946,646	4,262,821	4,605,124
Surplus for the year:	1,284,756	1,507,327	1,222,566	990,020	787,830

APPENDIX NO. 3

SUMMARY OF LOAN LIABILITIES TO THE STATE TREASURY

AS AT 30TH JUNE, 1974

Particulars	County of Cumberland Main Roads Fund			Country Main Roads Fund		Developmental Roads Fund	Total
	Section 13(4C) of Main Roads Act, 1924	Sydney- Newcastle Tollway	Waterfall to Bulli Tollway	Section 21 (3, 3A and 3B) of Main Roads Act, 1924	Sydney- Newcastle Tollway	Section 21(8) of Main Roads Act, 1924	
	\$	\$	\$	\$	\$	\$	\$
GROSS LIABILITY ASSUMED:							
Prior to 1st July, 1973	3,850,000	11,650,000	1,150,000	15,435,305	16,050,000	3,449,039	51,584,344
During 1973/74	—	550,000	250,000	—	700,000	—	1,500,000
Total to 30th June, 1974	3,850,000	12,200,000	1,400,000	15,435,305	16,750,000	3,449,039	53,084,344
REPAYMENTS OF PRINCIPAL AND SINKING FUND CONTRIBUTION:							
Prior to 1st July, 1973							
By Department	122,190	146,010	6,940	4,643,455	351,330	47,001	5,316,926
By Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	83,007	123,180	6,476	1,462,888	240,708	370,952	2,287,211
Total prior to 1st July, 1973	205,197	269,190	13,416	6,106,343	592,038	417,953	7,604,137
During 1973/74							
By Department	18,320	41,980	3,520	192,811	66,910	—	323,541
By Commonwealth Government under Financial Agreement	9,411	27,627	2,879	29,936	37,642	8,450	115,944
Total during 1973/74	27,731	69,607	6,399	222,747	104,552	8,450	439,485
To 30th June, 1974							
By Department	140,510	187,990	10,460	4,836,266	418,240	47,001†	5,640,467
By Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	92,418	150,807	9,355	1,492,824	278,350	379,402	2,403,156
Total to 30th June, 1974	232,928	338,797	19,815	6,329,090	696,590	426,403	8,043,623
NET LIABILITY AT 30TH JUNE, 1974	3,617,072	11,861,203	1,380,185	9,106,215	16,053,410	3,022,636	45,040,721

† State Treasury has paid \$1,754,765.46 to 30th June, 1974 in connection with the Sinking Fund Liabilities.

APPENDIX NO. 4

SUMMARY OF LOAN LIABILITIES AS AT 30TH JUNE, 1974

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT

Particulars	County of Cumberland Main Roads Fund	County of Cumberland Waterfall to Bulli Tollwork	Sydney-Newcastle Tollway		Country Main Roads Fund	Sydney Harbour Bridge Account Warringah Freeway	Total
			County of Cumberland	Country			
	\$	\$	\$	\$	\$	\$	\$
GROSS LIABILITY ASSUMED:							
Prior to 1st July, 1973	12,855,000	14,500,000	4,500,000	1,500,000	17,400,000	9,320,000	60,075,000
During 1973/74	—	5,000,000	—	—	—	—	5,000,000
Total to 30th June, 1974	12,855,000	19,500,000	4,500,000	1,500,000	17,400,000	9,320,000	65,075,000
REPAYMENT OF PRINCIPAL AND SINKING FUND CONTRIBUTION:							
Prior to 1st July, 1973							
Principal	1,176,896	280,907	50,000	120,108	574,683	1,082,150	3,284,744
Sinking Fund	1,612,697	671,692	719,399	170,332	1,411,147	1,913,197	6,498,464
During 1973/74							
Principal	205,183	281,362	10,000	24,396	202,012	191,715	914,668
Sinking Fund	436,275	460,781	190,602	49,069	507,264	240,872	1,884,863
Net Interest on Investment	* 98,525	619,618	43,661	47,448	118,652	124,918	1,052,822
Total to 30th June, 1974	3,529,576	2,314,360	1,013,662	411,353	2,813,758	3,552,852	13,635,561
NET LIABILITY AT 30TH JUNE, 1974	9,325,424	17,185,640	3,486,338	1,088,647	14,586,242	5,767,148	51,439,439
 *net Interest on Investment:	97,535	618,628	42,671	47,178	118,382	124,678	
Interest	990	990	990	270	270	240	
Discount on Purchase of Investment	98,525	619,618	43,661	47,448	118,652	124,918	

COMMONWEALTH AID ROADS FUND

Summary of Payments from Department's Funds on Construction and Reconstruction Works

(A) COUNTY OF CUMBERLAND AREA

(i) Freeways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
WARRINGAH FREEWAY					\$
North Sydney	F1	Miller Street to Cammeray Road	Drainage Work	Department	3,388
do	F1	Miller Street to Willoughby Road	Roadwork by Department's Forces	do	692,284
do	F1	Miller Street to Willoughby Road	Roadwork by Contract	do	195,677
do	F1	West Street, North Sydney	Prestressed Concrete Bridge	do	38,486
Willoughby	F1	Naremburn Avenue, Naremburn	do	do	254,331
					<u>\$1,184,166</u>
NORTH-WESTERN FREEWAY					
Sydney	F3	Druitt Street, City to Bridge Road, Glebe	Public Utility Adjustment. Public Transport Commission	Department	147,892
do	F3	Darling Harbour Goods Yard	Service Road	do	102,426
do	F3	Darling Harbour Goods Yard	Bathurst Street Utility Tunnel	do	158,446
do	F3	Darling Harbour Goods Yard	Prestressed Concrete Substructures	do	947,787
do	F3	Darling Harbour Goods Yard	Supply of Post Tensioning Hardware	do	50,588
do	F3	Darling Harbour Goods Yard	Supply Precast Column Segments	do	218,396
do	F3	Darling Harbour Goods Yard	"D" Series Foundation Test Bores	do	2,988
do	F3	Druitt Street, City to Bridge Road, Glebe	Public Utility Adjustment. Sydney City Council	do	41,820
do	F3	Druitt Street, City to Bridge Road, Glebe	Public Utility Adjustment. Australian Gas Light Company	do	36
do	F3	Druitt Street, City to Bridge Road, Glebe	Public Utility Adjustment. Sydney County Council	do	1,225
do	F3	Druitt Street, City to Bridge Road, Glebe	Public Utility Adjustment. M.W.S. and D.B.	do	107,412
do	F3	Druitt Street, City to Bridge Road, Glebe	Public Utility Adjustments. Postmaster-General's Dept.	do	49,458
					<u>\$1,828,474</u>
WESTERN DISTRIBUTOR AND WESTERN FREEWAY					
Auburn	F4	Western Abattoirs Railway Line	Steel and Concrete Bridge	do	231,248
do	F4	Eastern Abattoirs Railway Line	do	do	70,985
Auburn,	F4	Wentworth Road to Wentworth Street, Clyde	Construction	do	1,274,990
Strathfield and Parramatta					
Auburn	F4	Haslam's Creek Storm Water Channel	Prestressed Concrete Bridge	do	118,263
do	F4	Silverwater Road, Auburn	do	do	5,900
Blacktown	F4	Wallgrove Road to Prospect Terminal	Roadworks	do	2,207,661
Blacktown and Penrith	F4	Wallgrove Road to Emu Plains	do	do	120,166
Blacktown	F4	Horsley Road	Prestressed Concrete Bridges	do	147,640
do	F4	Eastern Creek	do	do	193,635

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(i) Freeways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
WESTERN DISTRIBUTOR AND WESTERN FREEWAY — Continued					\$
Penrith	F4	Bridge over Nepean River at Regentville	Western Approach	Department	60 *
do	F4	Nepean River at Regentville	Prestressed Concrete Bridge	do	16,145
do	F4	Bringelly Road, 21.68 km west of Prospect	Underpass	do	431
do	F4	Intersection with Russell Street, Enu Plains	Kerb, Gutter and Fencing	do	2,146
Strathfield	F4	Saleyard Creek Storm Water Channel	Prestressed Concrete Bridge	do	51,075
Sydney	F4	Sydney Harbour Bridge Toll Plaza to Day Street	Public Utility Adjustment, Sydney County Council	do	4,853 *
do	F4	Sydney Harbour Bridge Toll Plaza to Day Street	Ramp between Pyrmont Bridge and Day Street	do	14,469
do	F4	Sydney Harbour Bridge Toll Plaza to Day Street	Miscellaneous Works by Department's Forces	do	26,124
do	F4	Sydney Harbour Bridge Toll Plaza to Day Street	Supply and Lay Asphaltic Concrete	do	48,262
do	F4	Sydney Harbour Bridge Toll Plaza to Day Street	Supervision Costs	do	5
do	F4	Sydney Harbour Bridge Toll Plaza to Day Street	Supply of Steel from U.S.A.	do	182
do	F4	Sydney Harbour Bridge Toll Plaza to Day Street	Construction	do	362,005
					<u>\$4,886,419</u>
SOUTH-WESTERN FREEWAY					
Campbelltown	F5	Intersection with M.R. No. 178	Construction of Interchange	Department	2,117
do	F5	Camden Road (M.R. No. 178) 54.1 km south of Sydney	Overpass	do	196,415
Campbelltown and Liverpool	F5	Cross Roads to Campbelltown	Divided Dual Carriageways	do	5,362,250
Campbelltown	F5	Badgally Road, 52.5 km south of Sydney	Underpass	do	77,022
do	F5	Campbelltown Interchange, 49.1 km south of Sydney	Substructure	do	255,701
do	F5	Second Crossing M.R. No. 177, 45 km from Sydney	Underpass Substructure	do	1,373
do	F5	Acro Road, Ingleburn	Prestressed Concrete Overpass	do	13,642
do	F5	Second Crossing M.R. No. 177, 45 km south-west of Sydney	Underpass Superstructure	do	35,256
do	F5	Rahy Road, Minto	Overpass	do	3,355 *
do	F5	Brooks Road, Ingleburn	do	do	957 *
Liverpool	F5	Roaches Creek, S.H. No. 2, 38.5 km south of Sydney	Reinforced Concrete Box Culvert	do	27,359 *
Liverpool and Campbelltown	F5	First Crossing M.R. No. 177, 39.7 km south of Sydney	Underpass	do	10,242
Liverpool	F5	S.H. No. 2, 39 km from Sydney	Overpass	do	11,370
					<u>\$5,933,717</u>

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(i) Freeways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Sutherland	F6	Intersection of Taren Point Road and Toorak Avenue	Reconstruction	Council	5,800
					<u>55,800</u>
				Total — Freeways	<u>\$13,838,576</u>

(ii) State Highways —
PRINCES HIGHWAY

Kogarah	1	Intersection with M.R. No. 315	Widening and Channelisation	Department	176,151
Rockdale	1	Bay Street to Catherine Street	Widening and Reconstruction	do	26,242
Sutherland	1	Deviation at Waterfall	Reconstruction of Local Streets	do	14,451
do	1	Waterfall Village	Deviation and Approaches to M.R. No. 393	do	314,147
do	1	Heathcote to Waterfall	Dual Carriageway	do	581,355
do	1	Farnell Avenue, Engadine	Deviation including Bridge over South Coast Railway	do	81,465
do	1	Anzac Avenue, Engadine to Vero Street, Heathcote	Dual Carriageway and Deviation	do	478
do	1	Railway Overbridge, south of Loftus	Approaches	do	958
do	1	South of Loftus	Railway Overbridge	do	29,044
do	1	Waterfall to 42.6 km south of Sydney	Dual Carriageway	do	273,000
do	1	At Engadine	Pedestrian Underpass	do	17,076
Wollongong	1	Northbound Carriageway, 61.76 km to 64.1 km south of Sydney	Construction	do	169,800
do	1	Southbound Carriageway, 42.60 km to 44.06 km south of Sydney	Southern Approach to Bridge	do	25,000
do	1	Bridge over Freeway, 55.70 km south of Sydney	Approaches	do	58,000
do	1	Bulli Pass to S.H. No. 1	Northbound Loading Ramp	do	48,000
do	1	Southbound Carriageway, 43.79 km south of Sydney	Prestressed Concrete Bridge	do	160,290
do	1	Southbound Ramp, 62.07 km south of Sydney	do	do	226,000
					<u>\$2,108,261</u>

HUME HIGHWAY

Bankstown and Strathfield	2	Roberts Road to Shellcote Road, Chullora	Dual Carriageway	Department	457
Bankstown	2	Stacey Street, Bankstown	Channelised Intersection	do	9,756
do	2	Shellcote Road to Stacey Street, Chullora	Dual Carriageway	do	108
do	2	Brennan Street to Rose Street, Bass Hill	Kerbside Lane	do	34,529

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
HUME HIGHWAY — Continued					\$
Burwood	2	Old Enfield Post Office	Widening	Department	11,760
do	2	Emu Street to Mintaro Avenue, Enfield and Intersect with M.R. No. 315	Dual Carriageway and Channelisation	do	754
Camden	2	Bridge over Nepean River at Camden	Northern Approach	do	2,617,223
do	2	Richardson Road, Camden	Underpass	do	296,939
do	2	Macarthur Road, Camden	do	do	37,599
do	2	Bridge over Nepean River at Camden	Steel and Concrete Superstructure	do	25,888
do	2	Richardson Road, Camden	Underpass	do	2,500
do	2	Macarthur Road, Camden	do	do	51,609
do	2	Southbound Carriageway over M.R. No. 178	Interchange Structure	do	12,699
Fairfield	2	Intersection with Lansdowne Road, Lansvale	Adjustment of Medians for Traffic Lights	do	10
Liverpool	2	Atkinson Street to Ashcroft Avenue, Liverpool	Reconstruction	do	1,188
do	2 and 177	Crossroads to Bridges over South Western Freeway	Reconstruction and widening at Cross Roads Intersection	do	662,839
do	2	Australian Jockey Club Sub-division, Warwick Farm	Storage Bay and Access	do	3,697
do	2	Near Billabong Service Station, Casula	Shoulders on Camden Bound Lane	do	4,605
do	2	Railway Overbridge at Warwick Farm	Approaches	do	1,513
					\$3,700,239
GREAT WESTERN HIGHWAY					
Blacktown	5	Station Street, Mt. Druitt	Right Turn Bay	Department	9,788
do	5	Eastern Creek Bridge to Chatsworth Road, Mt. Druitt	Reconstruction	do	51,202
do	5	34.71 km to 37.5 km west of Sydney	Channelisation	do	17,623
do	5	32.15 km to 35.00 km west of Sydney	Deviation	do	788
Blue Mountains	5	Springwood	do	do	547
do	5	27.12 km to 27.7 km west of Penrith at Linden	Overtaking Lane	do	6,443
do	5	Ross Street, Glenbrook	Passing Lanes and Improvement of Intersection	do	1,063
do	5	15.6 km to 16.4 km west of Penrith	Steel and Concrete Bridge	do	700
do	5	18.0 km to 19 km west of Penrith at Valley Heights	Climbing Lane	do	158,633
Leichhardt - Marrickville	5	Intersection with S.R. No. 2018 and S.R. No. 2046	Channelisation including Grade Separation	do	16,211
Penrith	5	Entrance to Nepean District Hospital	Passing Lane	do	14,704
do	5	Brougham Street to Walkers Crescent, Emu Plains	Widening to Four Lanes	do	145,493
do	5	Kendall Street to Evan Street, Penrith	Reconstruction of Kerbside Lanes	do	16,061
do	5	Bennett Road to Glossop Street, St. Marys	Dual Carriageway	do	52,526
Penrith - Blacktown	5	Chatsworth Road to Bennett Road, St. Marys	Reconstruction	do	11,491
					\$478,165

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
PACIFIC HIGHWAY					
Hornshy	10	Junction with College Crescent, Waitara	Improvements	Department	16,355
Ku-ring-gai	10	Intersection with M.R. No. 162	Channelisation	do	1,311
					<u>\$17,666</u>
STATE HIGHWAY No. 13					
Bankstown - Fairfield	13	Railway Overbridge at Villawood	Approaches	Department	333
Hornshy	13	Kerbside Lanes, Loch Maree Avenue to Dartford Road, Thornleigh	Reconstruction	do	44,031
do	13	Pennant Hills	Widening of Railway Overbridge	do	7,967
					<u>\$52,331</u>
Total State Highways					<u>\$6,356,662</u>
(iii) Ordinary Main Roads					
Auburn	190	St. Hilliers Road to Wyatt Park	Reconstruction	Council	6,604
Bankstown	167	The River Road to Henry Lawson Drive, Milperra	Widening and Reconstruction	do	397*
do	190	Boardman Street, Yagoona to Lewis Street, Regents Park	Six Lane Carriageway	Department	54,229
Baulkham Hills	160	Cross Street to Kerrs Road, Baulkham Hills	Reconstruction	Council	4,219
do	160	Cross Street to Kerrs Road, Baulkham Hills	Reconstruction and Widening to Four Lanes	do	61,934
Baulkham Hills and Blacktown	184	Bridge over First Ponds Creek	Approaches	Department	49,229
Baulkham Hills	184	Junction with Old Windsor Road (C.R. No. 5033)	Reconstruction	do	21,165
Blacktown	515	3.11 km to 6.05 km west of S.H. No. 5	Reconstruction and Widening	do	186
do	515	Western Freeway to S.H. No. 5	Reconstruction including Intersection with S.H. No. 5	do	11,070
do	537	Mavis Street to Church Street	Reconstruction	Council	100
Botany	170	Millpond Creek, Botany	Reinforced Concrete Bridge	Department	2,754
Botany	170	Millpond Creek, Botany	Reinforced Concrete Bridge	do	1,128
do	170	Bridge over Millpond Creek, Botany	Approaches	do	83,218
do	194	Intersection with Millpond Road, Botany	Improvement including extension of Right Turn Lane	do	15,520
do	344	Bay Street to Corish Circle, Botany East	Dual Carriageway	do	98,259
Camden	178	F5 to Deviation of S.H. No. 2	Reconstruction	do	368,721

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(iii) Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Camden	178	6 km to R.5 km west of Campbelltown	Reconstruction including Intersection with S.H. No. 2	Department	520,332
do	178	Water Race	Prestressed Concrete Bridge	do	87,108
Campbelltown	177	Proposed route of Future Main Road	Kerb and Gutter	Council	381
do	177	15.08 km to 15.85 km south of S.H. No. 2	Reconstruction and Bitumen Surfacing	Department	29*
do	177	Fisher's Ghost Creek at Junction with M.R. No. 178	Reinforced Concrete Bridge	do	73,574
do	178	Intersection with M.R. No. 179	Improvement	do	16,242
Canterbury	315	Railway Overbridge at Wiley Park	Approaches	do	64
do	315	Intersection with M.R. No. 167	Channelisation	do	1,844
Concord	200	Intersection with Averill Street, Rhodes	do	Council	16,000
Drummoynce.	165	Intersection with Westbourne Street, Drummoynce	Channelisation and Widening	Department	50,516
Fairfield	515	Intersection with M.R. No. 534	Channelisation	do	8,845
do	515	Intersection with Cowpasture Road, Bonnyrigg	Reconstruction	do	8,465
Fairfield - Blacktown	515	Wallgrove Military Camp to the Horsley Drive	do	do*	205,554
Fairfield	534	Orange Grove Road to Boyd Street, Cabramatta West	Drainage	Council	5,805
do	609	Liverpool Road to Douglas Street, Fairfield	Kerb and Guttering	do	4
Hornsby	156	Newline Road to Victoria Road, West Pennant Hills	Reconstruction	do	736
do	373	Crandon Road to Blaxland Road, Epping	Reconstruction to Four Lanes	Department	147,077
do	373	Terry's Creek to Crandon Road, Epping	Reconstruction	do	7,042
Hurstville	168	Mavis Avenue to Pearce Avenue, Peakhurst	do	Council	3,528
do	508	Henry Lawson Drive from M.R. No. 168 and Hymen Street	do	do.	84,200
do	508	Forest Road to Hymen Street	do	do	4,677
Kogarah	315	Intersection with Connell's Point Road, Hurstville South	Channelisation	do	3,589
do	315	King George's Road and Connell's Point Road, Hurstville South	do	do	5,000
Ku-ring-gai	162	Cultowa Road to Ridge Street, Pymble	Reconstruction and Widening	Department	460,510
do	162	Highlands Avenue to Cowan Road	Dual Carriageway	do	37,671
do	162	Yanko Road to Kendall Street, West Pymble	Reconstruction and Widening	do	388
do	366	Bobbin Head Road, through Mount Saint Bernard College, Pymble	Piping of Drainage Easement	Council	13
do	366	Bobbin Head Road near Pacific Highway	Widening of Shoulder	do	1,455
Lane Cove	166	Epping Road to Penrose Street, Lane Cove West	Reconstruction and Widening	Department	336
do	166	Burns Bay Road to Epping Road, Lane Cove	Reconstruction	do	62*
do	166	Burns Bay Road at Linley Point	Pedestrian Overbridge	do	84,278
do	373	Moore Street, Lane Cove to Stringy Bark Creek	Widening	do	133*
Liverpool	154	Thompsons Creek Bridge to Avon Road	Reconstruction	Council	20,215
do	154	16.83 km to 18.09 km north of Narellan	Reconstruction and Widening	do	20,000
Manly	159	Parkview Road to Belgrave Street, Manly	Widening	do	6,800
do	159	Crescent Street to Belgrave Street, Manly	Reconstruction and Widening	do	31,471

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(iii) Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Manly	164 and 397	Intersection of Manly Road and Sydney Road, Seaforth	Reconstruction	Department	47,937
Mosman and North Sydney	164	Glover Street to Paling Street, Cremorne	Widening	do	3,924
Mosman	164	Bickell Road to Ida Avenue, Spit Junction	Reconstruction and Widening	do	472,878
do	164	Glover Street to Clifford Street, Cremorne	Dual Carriageway	do	90,632
North Sydney	164	Wycombe Road to Cabramatta Road, Cremorne	Reconstruction and Widening	do	2,053
Parramatta	139	Beecroft Road, Epping, north of Bridge Street	Footpath Reconstruction	Council	1,050
Parramatta and Ryde	158	Victoria Road to Pennant Hills Road	Reconstruction, Bitumen Surfacing and Surface Drainage	Department	5,261
do	158	Stewart Street to Morris Street, Dundas	Reconstruction	do	115,717
Parramatta	165	Pemberton Street to Macarthur Street, Parramatta	Three Lane Carriageway	do	2,662*
Parramatta and Baulkham Hills	184	By Street to Briens Road, North Parramatta	Dual Carriageway	do	158,261
Parramatta	184	Lot 2DP 230918	Piping of Proposed Easement	do	2,983
Parramatta and Baulkham Hills	184	Bridge over Hunt's Creek, Northmead	Widening	do	22,990
Parramatta	309	Intersection with Aston Street at Railway Level Crossing	Improvement	do	90*
Parramatta	574	Kissing Point Road, Parramatta By-pass	Grade Separation	Department	9,322
do	574	West of Elder Road, Dundas	Installation of Traffic Signals	do	7,240
Penrith	154	Frogmore Road to Maxwell Street	Reconstruction	do	1,840
do	155	S.H. No. 5 to Batt Street, Penrith	Widening	Council	95,723
do	155	Andrews Road to Coreen Avenue, Penrith	Kerb and Guttering	do	2,050
Randwick	170	Bumbarah Point Road to Bunnerong Road, Chifley	Dual Carriageway	Department	4,933
Ryde	162 and 2058	Intersection (Goulding Quarry and Lane Cove Roads)	Improvements	Council	39,907
do	162	Epping Road to Fontenoy Road, North Ryde	Dual Carriageway	Department	13,721
do	162	Goulding Road to Epping Road, North Ryde	do	do	162,090
do	165	Blaxland Road to Adelaide Street, West Ryde	Reconstruction	do	827
do	373	Paul Street to Vimiera Road, Marsfield	Dual Carriageway	do	18,095
Ryde and Hornsby	373	Vimiera Road to York Street, Epping	do	do	15,936
Ryde	373 and 162	Intersection	Channelisation	do	10,088
Sutherland	227	Intersection with S.R. No. 2075	Installation of Traffic Signals	Council	8,112
do	227	Jackaranda Road to Green Street, Caringbah	Dual Carriageway	do	12,239
do	227	Jackaranda Road to Cronulla Street, Woolnoware	do	do	42,000
do	393	S.H. No. 1 at Waterfall	Prestressed Concrete Bridge	Department	64,080
Sydney	173	Kings Cross Tunnel Project	Public Utility Adjustment, Public Transport Commission	do	100,000
do	173	Kings Cross Tunnel Project	Public Utility Adjustment, Sydney City Council	do	88
do	173	Kings Cross Tunnel Project	Supervision Costs	do	68,855
do	173	Victoria Street to Kellet Avenue, Kings Cross	Road Tunnel	do	1,071,860

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(iii) Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Sydney	173	Kings Cross Tunnel Project	Public Utility Adjustment. Australian Gas Light Company	Department	38,865
do	173	Kings Cross Road to Bayswater Road	Connecting Road	do	23
do	173	Kings Cross Tunnel Project	Public Utility Adjustment. Sydney County Council	do	154,113
do	173	Kings Cross Tunnel Project	Miscellaneous Works by Department	do	1,819
do	173	Victoria Street Tunnel	Railway Overpass	do	105,096
do	173	Kings Cross Tunnel Project	Approaches and Ancillary Works	do	555,405
do	173	Kings Cross Tunnel Project	Public Utility Adjustments. Postmaster General's Department	do	18,520
do	173	Kings Cross Tunnel Project	Public Utility Adjustment. M.W.S. and D.B.	do	181,606
do	173	Kings Cross Tunnel Project	Pedestrian Footbridge at Roslyn Street	do	50,564
do	528	Intersection of Anzac Parade, Alison Road and Dacey Avenue	Installation of Traffic Signals	Council	3,550
do	593	Napier Street to Oxford Street	Reconstruction	do	3,848
do	593	Flinders Street to Dacey Avenue, Moore Park	Relocation of Public Convenience	do	5,000
Sydney and South Sydney	593	Flinders Street to Todman Avenue, Moore Park	Widening	Department	166
Warringah	164	Near Kentwell Road	Relocation of Bus Bay	Council	217
do	164	Basset Street to Bardo Road, Mona Vale	Reconstruction and Widening	Department	206,138
do	164	Bassett Street to Grandview Parade, Mona Vale	Construction of Climbing Lane	do	9,677
do	164	Neptune Road, Newport to Plateau Road, Avalon	Dual Carriageway	do	2,925
do	174	Bungan Street to Mona Street, Mona Vale	Reconstruction	Council	18,000
do	174	Bungan Street to Mona Street, Mona Vale	Public Utility Adjustment.	do	6,959
do	328	Intersection with Forest Way, French's Forest	Pedestrian Overbridge	Department	3,638
do	328 and 164	Daines Parade to Pittwater Road, Beacon Hill	Dual Carriageway including Intersection with M.R. No. 164	do	697,750
do	328	Wakehurst Parkway to Daines Parade, Beacon Hill	Dual Carriageway	do	21,569
do	530	Lawrence Street to Brighton Street, Harbord	Reconstruction	Council	1,625
do	530	Harbord Lagoon at Curl Curl	Reinforced Concrete Bridge	do	1,720
Willoughby	599	Sailors Bay Road to Babbage Road	Reconstruction and Widening	Department	16,448
Windsor	184	Fitzroy Bridge - South Creek, Windsor	Prestressed Concrete Bridge	do	81,586
do	184	Intersection with Macquarie Street and Bridge Street	Reconstruction and Widening	do	66,528
Wollongong	177	Northbound Carriageway of S.H. No. 1	Deviation Turning Lane and Additional Span of Bridge	do	287,850
do	513	Southbound Loading Ramp from S.H. No. 1	Bridge over Ramp	do	171,500
do	513	Bridge over Southbound Loading Ramp	Southern Approach	do	5,000
Woolahra	173	Intersection with Mona Road and Glenmore Road	Adjustment to Traffic Signals	Council	69
do	173	Near McClean Street	Provision of Bus Bay	do	1,965
Total — Ordinary Main Roads					\$8,077,430

*Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(iv) Secondary Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Ashfield	2028	Smith Street to S.H. No. 2	Reconstruction	Council	647
do	2056	S.H. No. 5 to Dobroyd Parade, Haberfield	Reconstruction and Widening	Department	715
do	2056	Dobroyd Parade, Crane Avenue to Boomerang Street, Haberfield	Reconstruction	Council	82,226
Ashford	2056	Dobroyd Parade between Boomerang and Tillock Streets, Haberfield	do	do	65,200
Bankstown	2068	Tower Street to Ferndale Road, Revesby	Reconstruction and Widening	do	15,000
do	2090	Between Punchbowl Road and S.H. No. 2, Punchbowl	Reconstruction	do	10,000
Baulkham Hills	2084	1.03 km west of Katherine Road, Baulkham Hills	do	do	3,775
Blacktown	2084	Blacktown Creek at Seven Hills	Prestressed Concrete Bridge	do	10,000
do	2084	From Sewell Avenue towards Vardy's Road	Reconstruction	do	13,000
Canterbury and Bankstown	2060	King George's Road to Canterbury Road	do	do	12,565
Drummoyne	2013	Great North Road to Henly Marine Drive, Five Dock	Reconstruction and Bitumen Surfacing	do	35,000
Fairfield	2071	M.R. No. 534 to St. Johns Road, Cabramatta	Deviation	do	24,000
do	2088	O'Connell Street, Smithfield	Sealed Bus Parking Bay	do	31
Holroyd	2071	Near Short Street	Deviation	do	70,000
Hornsby	2035	Intersection with Old Northern Road	Improvement	do	5,000
Hunters Hill and Ryde	2033	Intersection with Pittwater Road, Gladesville	Reconstruction	do	2,594
Hunters Hill	2033	Pittwater Road to Farnell Street, Gladesville	Strengthening Northern Kerbside Lane	do	1,516
Ku-ring-gai	2043	Spurwood Road to Bobbin Head Road, Turramurra	Reconstruction	do	724
do	2043	Barra Brui Crescent, St. Ives	Deviation	do	2,565
do	2043	Grosvenor Road to Municipal Boundary	Reconstruction	do	1,248
do	2043	Bancroft Avenue to Tyrone Road	do	do	5,500
North Sydney and Lane Cove	2070	Canberra Avenue to Boronia Street	Reconstruction and Widening	do	964
Randwick	2074	Nyan Street to Jennifer Street, Little Bay	Reconstruction	do	1,288
Rockdale	2014	Forest Road to Frederick Street	do	do	14,154
Ryde	2024	Balaclava Road, Eastwood	Reconstruction and Widening	do	3,684
do	2033	Victoria Road to Pittwater Road, Ryde	Reconstruction	do	1,480
do	2081	Along Northern Side Rutledge Street, west of Shaftesbury Road	Reconstruction and Sealing of Road Shoulders	do	624
Sutherland	2075	The Boulevard between Port Hacking and Taren Point Roads, Caringbah	Construction and Sealing of Side Strips	do	135
Total — Secondary Roads					\$376,085

*Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(A) COUNTY OF CUMBERLAND AREA — Continued

(v) Roads other than Main Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Hankstown and Sutherland		George's River at Alford's Point	Prestressed Concrete Bridge	Department	46,409
Hankstown		Overbridge at Henry Lawson Drive	Approaches	do	294,798
Hankstown and Sutherland		Bridge over Georges River at Alford's Point	Laying of Asphaltic Concrete Surface	do	10,299
Parramatta		Belmore Street, Parramatta	Grade Separation	do	60,484
do		Extension of M.R. No. 309 from M.R. No. 574 to S.H. No. 13	Dual Carriageway	do	562,994
Penrith		Russell Street from Western Freeway to S.H. No. 5	Reconstruction including Intersection with S.H. No. 5	do	1,804 *
Rockdale		Cooks River at Marsh Street	Prestressed Concrete Bridge	do	36,241
do		Western Suburbs Outfall Sewer near Marsh Street	do	do	144,290
do		West Botany Street to Bridge over Cooks River	Construction	do	101,122
Sutherland		Georges River at Alford's Point	Navigation Lights, Protective Fence and Welding of Cover Plates	do	1,164
do		Bridge over Georges River at Alford's Point	Southern Approach	do	280,150
Total — Roads other than Main Roads					\$1,536,147

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(B) COUNTRY URBAN AREA

(i) Freeways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
SOUTHERN FREEWAY					
Wollongong	F6	American Creek, Figtree	Aprons	Department	61,475
do	F6	Byarong Creek, Figtree	Channel Excavations and Concrete Lining	do	180,776
do	F6	0.31 km to 0.95 km south of M.R. No. 513	Additional Lane	do	381
do	F6	Byarong Avenue 4.0 km south of Wollongong	Temporary Pedestrian Overbridge	do	643
do	F6	Gladstone Avenue to Five Islands Road	Dual Carriageway	do	657,535
do	F6	Mount Keira Road Bridge to Gladstone Avenue	do	do	25,772
do	F6	Five Islands Road to Northcliffe Drive	do	do	1,807,151
do	F6	Masters Road, Mount St. Thomas	Railway Overpass	do	6,450
do	F6	Five Islands Road Interchange, Unanderra	Reinforced Concrete Box Culverts	do	31,389
do	F6	Berkeley Road, Unanderra	Prestressed Concrete Bridge	do	2,910
do	F6	Railway Line south of American Creek	do	do	406
do	F6	Byarong and American Creeks, Figtree	Channel Excavation	do	22,878
do	F6	The Avenue, Mount St. Thomas	Prestressed Concrete Bridge	do	5,185
do	F6	Australian Iron & Steel Unloading Ramp	do	do	2,793
do	F6	American Creek, Figtree	Reinforced Concrete Box Culvert	do	4,293
do	F6	Flagsaff Road, Unanderra	Prestressed Concrete Bridge	do	3,716
do	F6	Five Islands Road, Unanderra	do	do	4,037
do	F6	Byarong Creek, Unanderra	Reinforced Concrete Box Culvert	do	3,710
do	F6	Australian Iron & Steel Siding and Access Road	Prestressed Concrete Bridge	do	9,219
Total — Freeways					\$2,777,889
(ii) State Highways					
PRINCES HIGHWAY					
Wollongong and Shellharbour	1 and 25	Bridge over Macquarie Rivulet	Approaches including Intersection with Illawarra Highway	Department	30
Wollongong	1	Northcliffe Drive 8.95 km south of Wollongong	Intersection	do	26,998
do	1	Station Street to Fairy Creek, North Wollongong	Duplication of Carriageway	do	49,964
do	1	Mullett Creek 92 km to 95 km south of Sydney	Deviation	do	578,210
do	1	Northern Approach to Mullett Creek 11.4 km south of Wollongong	Prestressed Concrete Bridge	do	1,735
do	1	Mullett Creek 11 km south of Wollongong	do	do	2,216
do	1	Rothery Road to Bellambi Lane	Asphaltic Concreting on Sidesrips and Central Lanes	Council	3,000
do	1	Robson Road to Southern Freeway	Sidesrips	do	7,696
do	1	13 km to 13.8 km south of Wollongong	Kerbside Lanes	do	1,300

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(B) COUNTRY URBAN AREA — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
PRINCES HIGHWAY — Continued					
Wollongong	1	Broker Street to Colliery Entrance, Russell Vale	Strengthening	Council	2,683
do	1	Kanahooka Road to Urana Road	Sidestrips	do	7,000
do	1	75.40 km to 74.69 km south of Sydney	Kerbside Lanes	do	2,500
do	1	2.65 km to 2.89 km south of Wollongong	do	do	1,300
do	1	Fairy Creek 81.3 km south of Sydney	Prestressed Concrete Bridge	Department	53,449
					<u>\$738,081</u>
HUME HIGHWAY					
Camden	2	3 km to 4.5 km south of Camden	Widening	Department	107,365
do	2	Bridge over Nepean River at Camden	Southern Approach	do	313,610
do	2	Bridge over Nepean River at Camden	Steel and Concrete Superstructure	do	25,055
					<u>\$466,030</u>
PACIFIC HIGHWAY					
Lake Macquarie	10	20.45 km, 20.63 km and 20.71 km north of Belmont	Drainage	Department	1,794
do	10	Robert Street to Ada Street, South Belmont	Dual Carriageway including Approaches to Cold Tea Creek	do	2,468
do	10	Eastern Side, Oakdale Road to The Crescent, Gateshead	Reconstruction	do	10,616 *
do	10	Haddon Crescent to Robert Street, South Belmont	Dual Carriageway	do	473,714
do	10	12.6 km to 13.7 km south of Newcastle	do	do	13,769
do	10	9.53 km to 11.15 km south of Newcastle	Reconstruction and Bitumen Surfacing	do	19,108
Newcastle	10	National Park Street to Stewart Avenue	Reconstruction	Council	167,300
Port Stephens	10	12.52 km to 17.96 km north of Raymond Terrace	Reconstruction and Bitumen Surfacing	Department	260,226
Tweed	10	Boyd's Bay Bridge to Queensland Border	do	Council	15,402
					<u>\$943,165</u>
Total — State Highways					<u>\$2,127,276</u>

*Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(B) COUNTRY URBAN AREA — Continued

(iii) Trunk and Ordinary Main Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Camden	259	Nepean River Flood Plain, 1.0 km from S.H. No. 2	Prestressed Concrete Plank Deck Bridge	Department	87,338
Lake Macquarie	217	Boolaroo	Removal of Watkins Bridge	do	18,632
do	217	Cockle Creek at Speers Point	Reinforced Concrete Bridge	do	15,982
do	217	South Channel of Cockle Creek	Temporary Bridge	do	297
do	325	Railway Overbridge at Whytebridge	Approaches	Council	14,986
Newcastle	82	Stormwater Channel at Richardson Park	do	do	64,000
do	82	Broadmeadow Road to Chatham Road	Reconstruction	do	25,000
do	108	Newcastle and Stockton Docks and Stockton Mooring Berth	Demolition	Department	420
do	108	Bridge over North Arm of Hunter River	Eastern Approaches	do	5,076
do	217	Jubilee Road to Thomas Street and Intersection of Thomas and Taplan Streets	Deviation	Council	56,977
do	316	Industrial Route from Werribi Street to S.H. No. 10	Dual Carriageway	do	13,000
do	326	From T.R. No. 82 to Christs Road	Reconstruction of Carriageway	do	49,736
do	603	Slip Area near Carisbrooke Avenue	Investigation and Remedial Measures	do	10,000
Shellharbour	522	Windang Bridge to Shellharbour	Reconstruction	do	16,779
do	522	Windang Bridge to Reddall Parade	Southern Approaches	do	28,000
do	522	Lake Entrance Road to Bass Street	Dual Carriageway	do	49,024
do	522	Reddall Parade to Peterborough Avenue	do	do	59,000
Wollongong	185	Between North and South Junction of Hewitt Street, Thirroul	Kerb and Guttering	do	500
do	295	Port Kembla North	Railway Overbridge and Approaches	do	18,000
do	295	Flinders Street, Port Kembla	Railway Overbridge	do	14,300
do	513	Bridge over Bellambi Creek, 2.85 M west of Princes Highway	Widening	Department	2,848
Wollongong and Shellharbour		Lake Illawarra at Windang	Reinforced Concrete Bridge	do	663
Wollongong	522	Bridge over Lake Illawarra at Windang	Northern Approaches	Council	73,634
do	522	Boronia Avenue to Cedar Avenue	Reconstruction and Widening	do	52,000
do	522	Intersection with Northcliffe Drive	Improvement	do	6,687
Total — Trunk and Ordinary Main Roads					\$656,285

*Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA

(i) State Highways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
PRINCES HIGHWAY					
Bega	1	Bega River at North Bega	Prestressed Concrete Bridge	Department	149,451
do	1	Bega By-pass 11.7 km to 15.1 km south of Allsops Creek	Reconstruction and Bitumen Surfacing	do	557,020
do	1	Bega By-pass	Construction	do	3,408
Imlay	1	13.2 km to 18.0 km south of Bega	Reconstruction and Bitumen Surfacing	do	152,567
do	1	7.90 km to 13.21 km south of Eden	do	do	30,589
Shoalhaven	1	Parma Creek	Deviation	do	231,344
					<u>\$1,124,379</u>
HUME HIGHWAY					
Albury	2	60.8 km to 62.1 km south of Holbrook	Reconstruction and Bitumen Surfacing	Department	1,223
Goodradigbee	2	Bowning Deviation 12.1 km to 14 km west of Yass	Dual Carriageway	do	102,502
do	2	5.6 km to 12.1 km west of Yass	Divided Carriageway	do	395,519
Gundagai	2	Bridge over Murrumbidgee River at Gundagai	Bored Pile Foundations	do	218,573
Gunning	2	50.58 km to 56.8 km south of Goulburn	Widening and Drainage Improvements	do	10,966
Holbrook	2	3.4 km to 6.9 km south of Holbrook	Widening and Reconstruction	do	311,605
do	2	1.0 km to 9.2 km south of Holbrook	Reconstruction and Bitumen Surfacing	do	313,979
Mulwaree	2	14.3 km to 22.2 km south of Goulburn	Provision for Second Carriageway	do	229,530
do	2	67.1 km to 74.7 km south of Mittagong	Reconstruction and Bitumen Surfacing	do	318,278
do	2	56.5 km to 66.6 km south of Mittagong	Dual Carriageways	do	868,800
Wingecarribee	2	Hanging Rock to Uringalla Creek 165.07 km to 169.5 km south of Sydney	do	do	239,921
do	2	Comfort Hill 146.9 km to 150.0 km south of Sydney	do	do	4,859
do	2	Paddys River 27.76 km south of Berrima	Twin Reinforced Concrete Bridges	do	156,234
Wollondilly	2	88.87 km to 97 km south of Sydney	Widening and Formation	do	214,259
do	2	74 km to 76 km south of Sydney	Reconstruction and Bitumen Surfacing	do	471,921
					<u>\$3,858,169</u>

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(i) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
SNOWY MOUNTAINS HIGHWAY					
Snowy River	4	13.49 km to 21 km west of Kiandra	Reconstruction and Bitumen Surfacing	Department	126,588
Tumut	4	52.9 km to 63.4 km east of Tumut	do	do	10,250
do	4	63.4 km to 78.61 km east of Tumut	do	do	191,961
do	4	14.2 km to 19.8 km west of Tumut	do	do	330,473
					<hr/> \$659,272
GREAT WESTERN HIGHWAY					
Blaxland	5 and 55	Intersection	Reconstruction	Department	10,730
Turon	5	32 km to 34.8 km west of Lithgow	Reconstruction and Bitumen Surfacing	do	226,974
do	5	34.9 km to 39.3 km west of Lithgow	do	do	216,840
					<hr/> \$454,544
MID-WESTERN HIGHWAY					
Lyndhurst	6	10 km to 12.6 km west of Blayney	Reconstruction and Bitumen Surfacing	Department	4,932
do	6	13 km to 16 km west of Blayney	do	do	388,938
					<hr/> \$393,870
MITCHELL HIGHWAY					
Bourke	7	6 km to 24 km north of Bourke	Reconstruction and Bitumen Surfacing	Department	374,520
do	7	80 km to 95 km north of Bourke	do	do	452
Canobolas	7	37.2 km to 43.0 km west of Bathurst	do	do	286
Dubbo	7	Bridge over Macquarie River at Dubbo	Post Constructural Adjustments	do	135,172
Molong	7	6.3 km to 10.9 km north of Molong	Reconstruction and Bitumen Surfacing	do	297,246
do	7	10.9 km to 13.5 km north of Molong	do	do	46,649
do	7	6.3 km to 21 km north of Molong Sect. 4 20.3 km to 22.4 km Approach to Bridge	do	do	288,629
Wellington	7	21.6 km to 30.06 km west of Wellington	do	do	14,185
					<hr/> \$1,156,235

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(i) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
BARRIER HIGHWAY					\$
Central Darling	8	55 km to 82 km east of Wilcannia	Reconstruction and Bitumen Surfacing	Department	31,750
Murray Darling Div.	8	6.16 km to 49.2 km west of Broken Hill	Reconstruction and Elimination of Dips and Causeways	do	248,025
					<u>\$279,775</u>
NEW ENGLAND HIGHWAY					
Denman	9	38.9 km to 45.8 km west of Singleton	Reconstruction and Bitumen Surfacing	Department	201,569
Dumaresq	9	7.05 km to 10.99 km north of Armidale	do	do	195,814
Maitland	9	0.76 km to 3.83 km west of Maitland	do	do	44,278
do	9	22.42 km to 24.9 km west of Newcastle	Dual Carriageways and Approaches to Four Mile Creek Bridge	do	363,872
Patrick Plains	9	8.9 km to 10.0 km west of Singleton	Climbing Lane	do	27,433
Peel	9	66.3 km to 69.5 km north of Murrurundi	Reconstruction and Bitumen Surfacing	do	101,087
Severn	9	13.4 km to 18 km north of Glen Innes	do	do	118,284
do	9	18 km to 22.9 km north of Glen Innes	do	do	226,766
Tamarang	9	48.8 km to 51.7 km north of Murrurundi	do	do	129,723
Tenterfield Shire	9	13.5 km to 15.8 km north of Tenterfield	Deviation	do	173,602
Uralla	9	85.8 km to 88.11 km north of Tamworth	Reconstruction and Bitumen Surfacing	do	102,596
					<u>\$1,685,024</u>
PACIFIC HIGHWAY					
Coffs Harbour	10	7.7 km to 13 km north of Coffs Harbour	Reconstruction and Bitumen Surfacing	Department	4,658
do	10	19 km to 25.4 km north of Coffs Harbour	do	do	19,960
do	10	18 km to 19 km north of Coffs Harbour	do	do	197,816
Great Lakes	10	31 km to 32.5 km north of Raymond Terrace	Widening of Formation and Extension of Culverts	do	3,709
do	10	4.55 km to 6.85 km north of Bulahdelah	Climbing Lane	do	17,294
Hastings	10	Barriers Creek to Smiths Creek	Deviation	do	146,273
do	10	Approaches to Bridge over Wilsons River at Telegraph Point	Southern Deviation	do	271,272
do	10	Approaches to Bridge over Wilsons River at Telegraph Point	Northern Deviation	do	633,418
Manning	10	4.3 km to 16.3 km south of Taree	Climbing Lanes	do	217,105
Nambucca	10	0 km to 3.5 km north of Macksville	Reconstruction and Bitumen Surfacing	do	371,877
Tintenbar	10	16 km to 19 km north of Ballina	do	do	230,814
do	10	12.2 km to 16 km north of Ballina	do	do	148,997
Tweed	10	15.8 km to 19.6 km north of Murwillumbah	do	do	229,878
do	10	8.9 km to 11 km north of Murwillumbah	Deviation	do	20,692
Wyong	10	39 km to 39.4 km south of Newcastle	Reconstruction and Bitumen Surfacing	do	88 *
					<u>\$2,513,675</u>

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(i) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
OXLEY HIGHWAY					
Coonabarabran	11	Belar Creek 14.6 km south of Coonabarabran	Prestressed Concrete Bridge	Department	209,492
do	11	Belar Creek 12.2 km to 16.16 km south of Coonabarabran	Approaches	do	258,399
do	11	50.5 km to 53.6 km east of Coonabarabran	Reconstruction and Bitumen Surfacing	do	12,314
do	11	53.8 km to 55 km east of Coonabarabran	do	do	11,831
Hastings	11	69.81 km to 75.35 km west of Port Macquarie	do	do	91
do	11	62.0 km to 69.81 km west of Port Macquarie	do	do	515
Walcha	11	24 km to 39 km east of Walcha	do	do	59
do	11	39 km to 48 km east of Walcha	do	do	257,829
do	11	24 km to 28 km east of Walcha	do	do	320
do	11	111 km to 122 km west of Port Macquarie	do	do	359,064
do	11	48 km to 55 km east of Walcha	do	do	282,394
Warren	11	6 km to 19 km east of Nevertire	do	do	138,613
do	11	Guningbar Creek Bridge	Deviation	do	218,534
					<u>\$1,749,455</u>
GWYDIR HIGHWAY					
Boolooloo	12	26 km south of Moree at Courallie Creek (Gurley Bridge)	Prestressed Concrete Bridge	Department	110,094
Boomi	12	48 km to 51.7 km west of Moree	Reconstruction and Bitumen Surfacing	do	125,619
					<u>\$235,713</u>
STURT HIGHWAY					
Balranald	14	8.9 km to 28.2 km west of Euston	Improving Crests and Widening	Department	329,810
do	14	0.5 km to 6.3 km south-east of Balranald	Widening	do	6,121
do	14	23.3 km to 31.4 km east of Euston	do	do	8,939
Kycamba	14	71 km to 71.8 km west of Gundagai	Reconstruction of Fifes Corner	do	381
Mitchell	14	37 km to 40.9 km west of Wagga Wagga near Bulgary	Reconstruction and Bitumen Surfacing	do	4,777
Wagga Wagga	14	5 km to 9.2 km west of Wagga Wagga	Bitumen Surfacing including Channelised Intersection with T.R. No. 78	do	321,515
Wakool	14	82.22 km to 114.41 km west of Hay	Reconstruction and Bitumen Surfacing	do	238,632
					<u>\$909,413</u>

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(i) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
BRUXNER HIGHWAY					\$
Kyogle	16	Bridge over Deep Creek at Piora	Approaches	Department	66,230
Tenterfield Shire	16	23 km to 31.9 km east of Bonshaw	Reconstruction and Bitumen Surfacing	do	32,028
do	16	58 km to 68 km west of Tenterfield	do	do	117,911
					<u>\$216,169</u>
NEWELL HIGHWAY					
Booloolaroo	17	87 km to 98 km north of Moree	Reconstruction and Bitumen Surfacing	Department	182,486
Dubbo and Talbragar	17	64 km to 68 km north of Peak Hill	do	do	109,038
					<u>\$291,524</u>
CASTLEREAGH HIGHWAY					
Gilgandra	18	18 km to 20.1 km north of Gilgandra	Strengthening of Pavement	Department	76,449
					<u>\$76,449</u>
MONARO HIGHWAY					
Cooma	19	Cooma Creek, Bombala Street, Cooma	Precast Concrete Bridge	Department	133,688
Monaro	19	50 km to 56 km south of Canberra	Reconstruction and Bitumen Surfacing	do	184,955
do	19	96.6 km to 98.2 km south of Canberra	do	do	135,641
					<u>\$454,284</u>
COBB HIGHWAY					
Central Darling	21	5 km to 13 km from S.H. No. 8	Reconstruction and Bitumen Surfacing	Department	236,045
Hay	21 and 14	Intersection at South Hay	Channelisation	do	1,897
Murray	21	16 km to 23 km north of Moama	Reconstruction and Bitumen Surfacing	do	174,733
do	21	23 km to 26.7 km north of Moama	do	do	4,471
					<u>\$417,146</u>
ILLAWARRA HIGHWAY					
Shellharbour	25	12.1 km to 20.1 km west of S.H. No. 1	Improvement and Provision of Climbing Lane	Department	9,982
					<u>\$9,982</u>
Total — State Highways					<u>\$16,485,078</u>

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(ii) Trunk and Ordinary Main Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Ashford	137	14.6 km to 17.2 km north of Ashford	Reconstruction and Bitumen Surfacing	Council	279
Barraba	132	9.5 km to 14.8 km east of Barraba	do	do	51,649
do	132	6.47 km to 9.83 km east of Barraba	do	do	80,400
Bibbentuke	91	16.7 km to 19.6 km east of Bombala	do	do	75,364
Bogan	57	11.91 km to 15.08 km south of Nyngan	do	do	2,522
Boorowa	56	39.4 km to 42.2 km north of Boorowa	do	do	67,200
do	380	2.6 km to 5.6 km west of T.R. No. 56	do	do	12,949
Boree	237	26 km to 27 km west of Orange	do	do	130,338
Bowral	260	6.6 km to 7.1 km south of Bowral	do	do	7,491
Brewarrina	70	18.08 km to 26.08 km north of Brewarrina	Realignment	do	27,183
Camden	259	Municipal Boundary to S.H. No. 2	Reconstruction and Bitumen Surfacing	do	533,121
Carrathool	321	3.7 km to 11 km north of Wade Shire Boundary	Deviation including Culverts	Department	8,002
Central Darling	433	49 km to 59 km west of Darnick	Reconstruction and Bitumen Surfacing	Council	43,519
Cobar	61	50 km to 58 km south of Cobar	Reconstruction	do	12,290
Cockburn	63	26.84 km to 31.49 km north of Tamworth	Reconstruction and Bitumen Surfacing	do	69,200
Corowa	331	3 km to 6 km west of Daysdale Section	do	do	11,094
Cudgegong	208	12.8 km to 13.8 km north of Mudgee	do	do	720
Culcairn	331	20 km to 22 km west of Culcairn	do	do	2,477
do	370	17.9 km to 22.45M from Howlong	do	do	89,300
Dumaresq	74	76 km to 76.9 km east of Armidale	do	do	54,000
Gloucester	90	2.1 km to 3.4 km east of Gloucester	do	do	95,000
Goobang	350	8 km to 16 km north of Trundle	do	do	1,222
Gosford	349	Bridge over Brisbane Water at the Rip	Approaches	do	134,455
do	505	0 km to 2.7 km east of M.R. No. 336	Reconstruction and Bitumen Surfacing	do	125,000
Gundagai	279	13.2 km to 16.66 km south of Gundagai	do	do	113,184
Gunning	249	14.6 km to 16.4 km south of Gunning	do	do	1,253
Guyra	135	20 km to 23.8 km west of Guyra	do	do	56,000
Jemalong	238	22.2 km to 27.5 km north of Eugowra	do	do	7,415
do	238	16 km to 19 km north of Eugowra	do	do	5,585
Kyogle	83	4.91 km to 10.17 km north of Kyogle	do	do	100,600
Lachlan	57	71 km to 77 km north of Condobolin	Surface Course Gravel and Bitumen Surfacing	do	230
do	57	From 6.6 km north of Tullamore	Reconstruction and Bitumen Surfacing	do	70,000
do	61	19 km to 24 km south of Condobolin	do	do	70,000
Liverpool Plains	55	15.3 km to 18.3 km south of S.H. No. 11	do	do	33,036
Manning	109	11.43 km to 16.73 km north-west of Wingham	do	do	79,000
Merriwa	214	4 km to 10 km south of T.R. No. 62	do	do	42,373
Mumbulla	320	6.6 km to 8.2 km from S.H. No. 1	do	do	71,552

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(ii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Murrumbidgee	321	60.4 km to 65.2 km north of S.H. No. 17	Reconstruction and Bitumen Surfacing	Council	8,459
Oberon	256	34.1 km to 41.4 km south of Oberon	do	do	19,099
Rylstone	215	15.3 km to 16.9 km north of Rylstone	do	do	8,000
Snowy River	286	6.9 km to 10.5 km from Cooma	Reconstruction	do	17,320
do	286	7.1 km to 13.5 km west of Cooma	do	do	208
Tallaganda	271	4.5 km to 7.7 km from Braidwood	Reconstruction and Bitumen Surfacing	do	2,213
Timbregongie	347	16.4 km to 19 km from Trangie	do	do	17,000
Tumbarumba	282	27.2 km to 28.3 km from Tumbarumba	do	do	3,843
Uralla	73	45.5 km to 49.7 km north of Uralla	do	do	10,370
Urana	385	39 km to 43.9 km north of Urana	do	do	706 *
Weddin	237	15.1 km to 24.8 km from Grenfell	do	do	1,459
Wentworth	68	56 km to 72 km north of Wentworth	Reconstruction and Bitumen Surfacing	do	60,000
Wyong	336	2.4 km to Gosford Shire Boundary	do	do	101,342
Yallaroi	63	45.06 km to 49.25 km north of Wyallda	do	do	61,000
Total — Trunk and Ordinary Main Roads					\$2,587,212

(iii) Developmental Roads

Ashford	3099	Reedy Creek 1.37 km north of M.R. No. 137	Reinforced Concrete Box Culvert	Council	2,203 *
do	3099	6 km north of M.R. No. 137	do	do	19,500
Barraba	1208	Rocky Creek 23.7 km from Barraba	Prestressed Concrete Bridge	do	1,608
Bingara	3191	23 km to 24.3 km south of Elcombe	Construction	do	328 *
do	3196	Keera Creek 29.8 km south-east of Bingara	Low Level Reinforced and Prestressed Concrete Bridge	do	330
Bland	1123	34.6 km to 35.4 km south of Narriah Siding	Forming and Graveling	do	1,287 *
do	1131	8.45 km in Various Sections	Graveling	do	4,690
Blue Mountains	1195	Pulpit Hill Creek 8.69 km from Blackheath	Reinforced Concrete Bridge	do	438 *
do	1195	10 km to 13 km south of Blackheath	Forming and Graveling	do	438
Bogan	1163	106 km to 109.7 km south of Nyngan	Construction of Culverts and Graveling	do	52 *
do	1169	At Moore Creek 32 km from Tottenham	Construction of R.C.B.C. and Approaches	do	10,000
Bourke	1316	0 km to 62.1 km north of M.R. No. 405	Graveling and Provision of Culverts	do	5,000
do	1316	19.83 km to 62.1 km north of M.R. No. 405	Construction and Formation	do	2,096 *
Canobolas	1310	Bosches Creek at 18.3 km to Mullion Creek at 21.4 km	Construction	do	5,000
Carrathool	1065	2 km to 20.1 km from M.R. No. 501	Graveling	do	5,000
Cockburn	1032	30.9 km to 33.6 km and 36.1 km to 37 km from Limbri	Construction	do	19,702

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(iii) Developmental Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Colo	1322	6.3 km to 14.5 km from M.R. No. 184	Construction	Council	10,000
Coolah	1304	28.55 km east of T.R. No. 55	Reinforced Concrete Box Culvert	do	19,000
do	1304	Talbragan River at Uarhry	Reinforced Concrete Bridge	do	436
do	1304	24.6 km to 34 km east of T.R. No. 55	Reconstruction and Bitumen Surfacing	do	44,000
Coonabarabran	1255	15 km to 16.6 km east of Binnaway	Reconstruction	do	2,000
do	1255	18.2 km to 21.4 km east of Binnaway	Construction	do	22,600
Coonamble	1269	Various Locations	1972/73 Storm Damage Restoration	do	1,657
Copmanhurst	1179	10.8 km to 15.9 km north of M.R. No. 150	Reconstruction	do	2,210
Cudgong	3211	Goulburn River 45.06 km south-west of Merriwa	Reinforced Concrete Bridge	do	79
do	3216	Wialdra Creek 4 km north of Gulgong	do	do	12,954
do	3223	Macquarie River at Dixons Long Point	Reinforced Concrete Bridge and Approaches	do	5,000
Dungog	3163	13 km to 14.8 km north of Dungog	Construction	do	22,780
do	3163	11.26 km to 12.87 km north of Dungog	do	do	22,780
Gloucester	1150	62.8 km to 69.2 km north of Gloucester	do	do	80,000
do	3139	Over Barnano River	Reinforced Concrete Bridge	do	1,970
Goodradigbee	1315	5 km to 5.99 km from Dicks Creek	Construction	do	13,185
do	1315	0 km to 8 km from Dicks Creek Road	do	do	7,391
Greater Cessnock	3222	6 km to 8 km from S.H. No. 9	do	do	59,850
Guyra and Macintyre	1291	M.R. No. 135 to Moredun	do	do	6
Guyra	3212	21.7 km to 23.3 km west of Junction with S.H. No. 9 and M.R. No. 135	do	do	10,000
Hastings	3177	Bulli Creek Road	Reinforced Concrete Pipe Culverts	do	127
Jerilderie	1295	3.7 km to 10.5 km west of M.R. No. 321	Flood Damage	do	1,125
Jindalee	3204	6.5 km to 7.5 km west of T.R. No. 87	Construction	do	5,457
Kyeamba	3167	Tarcutta Creek 100 km to 140 km north of S.H. No. 14	Concrete Bridge and Approaches	do	58
Lachlan	1029	6.20 km to 10.59 km north of Bland Shire Boundary	Gravelling	do	49
Liverpool Plains	1298	1.42 km from Currahuhula-Breeza Road	Reinforced Concrete Box Culvert	do	4,890
Maclean	1203	Adjacent to Tabbimoble Creek	Restoration	do	10,000
do	1286	0 km to 1.04 km west of S.H. No. 10	Construction	do	995
Merriwa	1304	Curryall to Shire Boundary	do	do	35,948
Molong	1320	13.84 km to 20.24 km north-west of Ohley	Reinforced Concrete Box Culverts, Reconstruction and Gravelling	do	20,000
Monaro	1268	32 km to 40 km north of Kybayan River	Reconstruction	do	40,325
do	1268	32 km to 33 km north of Kybayan	do	do	19,675
do	1268	39 km to 40 km from Tallagandra Shire Boundary	do	do	679
do	1268	37 km to 39 km north of Kybayan River	Construction	do	4,572
do	3190	Big Badja River 37 km east of Cooma	Five Span Steel and Concrete Bridge	do	3,301
Murrumbidgee	3213	Yarramanbah Creek on Blackville Road	Reinforced Concrete Bridge	do	4,803

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(iii) Developmental Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Murrumbidgee	3213	Phillips Creek	Prestressed Concrete Bridge	Council	5,000
Namoi	1242	Various Locations	Restoration	do	2,714
Peel	1275	Duff's Gully 3.14 km from M.R. No. 130	Prestressed Concrete Bridge	do	184 *
Rylstone	3100	6.03 km to 9.25 km from Ilford	Construction	do	5,250 *
do	3221	Narrango Road to Cox's Creek Road	Nine Pipe Culverts	do	5,250
Scone	1243	0 km to 5 km from Pages Creek Road	Reconstruction	do	5,000
Severn	1311	18.26 km to 42.65 km north of S.H. No. 12	Construction	do	30,000
Shoalhaven	1246	10.54 km to 12.50 km south of Burrill Creek	Construction	do	3,667
Snowy River	1297	Jacobs Ladder to Willis at Victorian Border	Reconstruction	do	3,880 *
Talbragar	1165	Various Locations	Restoration of Flood Damage	do	5,000
Tallaganda	1268	61 km to 68.7 km south of Braidwood	Construction	do	20,000
do	1268	77 km to 79 km south of Braidwood	do	do	36,541
Tamarang	3210	Quirindi Creek 0.8 km north of M.R. No. 126	Reinforced Concrete Box Culvert	do	3,798
Tenterfield Shire	3093	Hootons Road	Construction	do	18,000
do	3219	(1) 11.7 km to 13.5 km (2) 13.5 km to 24.5 km south of Billirimbba Road	(1) Roadway (2) Concrete Causeways	do	1,505
Timbrehongie	1320	Full Length	Clearing, Graveling including R.C.B.C. at Spring Creek	do	15,500
Tumbarumba	1117	Tarcutta Creek 5.99 km from T.R. No. 85	Reinforced Concrete Bridge	do	2,600
do	1171	0 km to 8.77 km east of M.R. No. 281	Construction	do	20,700
do	1171	0 km to 4.83 km east of Welaregang	do	do	28,500
Tumut	1215	32 km to 36.2 km south of S.H. No. 4	do	do	22,500
Tweed	3220	6.1 km to 9.3 km east of M.R. No. 142	do	do	30,000
Ulmarra	1274	8.9 km to 11 km south of Tucabia	do	do	16,000
Wakool	1240	Naeurrie to Gonn Crossing	Formation and Graveling	do	2,137
Walcha	1282	Nowendoc River 1.1 km north of Nowendoc	Reinforced Concrete Bridge	do	5,752
do	1317	Smiths Creek 39 km south of Walcha	Reinforced Concrete Bridge and Approaches	do	30,593
do	1317	Bridge over Smiths Creek 39 km south of Walcha	Construction	do	9,541 *
do	1317	21.7 km south of Walcha towards Topdale	Approaches	do	17,000
do	1317	26.5 km to 32 km south of Walcha	Construction	do	83,500
Wellington	1310	3 km to 8 km from Euchareena	do	do	497
do	1310	0 km to 3 km from M.R. No. 573 near Euchareena	do	do	497 *
do	3214	O'Learys Crossing	Low Level Reinforced Concrete Bridge and Approaches	do	7,000
Wentworth	1296	72.6 km to 78 km east of Pooncarie	Construction	do	2,677
do	1296	66.9 km to 72.6 km east of Pooncarie	Reconstruction	do	35
do	1296	77 km to 82 km east of Pooncarie	Construction	do	9,400
Woodburn	3120	Various Locations	Restoration of Flood Damage	do	1,372 *
Yallaro	1270	20.62 km to 21.60 km north-west of Wyallda	Construction	do	8,000

* Credit

APPENDIX NO. 5 — Continued

COMMONWEALTH AID ROADS FUND — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(C) COUNTRY RURAL AREA — Continued

(iii) Developmental Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Yallaroi	1270	12.59 km to 14.03 km north-west of Yallaroi	Reconstruction	do	12,400
do	1270	17.28 km to 20.48 km north-west of Warialda	do	do	14,600
do	1290	10.9 km to 12.58 km east of Yallaroi	Construction	do	1,106
Total — Developmental Roads					\$953,094
(iv) Roads other than Main Roads					
Tumbarumba		Alpine Way	Reconstruction	Department	56,312
Total — Roads Other than Main Roads					\$56,312

SUMMARY

	Works Expenditure \$	Property Acquisitions \$
Freeways	16,616,465	14,016,237
State Highways	24,969,016	382,978
Trunk and Ordinary Main Roads	11,320,927	1,312,987
Secondary Roads	376,085	2,165
Developmental Roads	953,094	—
Roads other than Main Roads	1,592,459	503,919
	55,828,046	16,218,286
Survey, Design, Supervision etc.	4,905,986	153,795
Total as shown in Receipts and Payments Statement — Appendix No. 1 (A)	60,734,032	16,372,081

*Credit

APPENDIX NO. 6

COUNTY OF CUMBERLAND MAIN ROADS FUND — GENERAL PURPOSES

Summary of Payments from Department's Funds on Construction and Reconstruction Works

(i) State Highways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
PRINCES HIGHWAY					\$
Marrickville	1	Intersection with Gannon Street, Tenipe	Median Adjustment	Department	1,818
do	1	Intersection with Gannon Street, Tenipe	Reconstruction	do	2,050
do	1	Intersection with Mary Street, St. Peters	Installation of Traffic Signals	Council	437
Sutherland	1	President Avenue to S.H. No. 1 at Loftus	Dual Carriageways	Department	327,426
Sydney	1	Junction with Corillon Avenue, Darlington	Installation of Traffic Signals	Council	1,662
Wollongong	1	Bulli Road	Restoration of Slip and Correction of Drainage	Department	1,331
do	1	Bulli Pass to M.R. No. 177	Climbing Lane	do	18,740
					<u>\$353,464</u>
HUME HIGHWAY					
Ashfield	2	Greenhills Street to Weatherill Street	Reconstruction	Department	683 *
Burwood	2	Coronation Parade to Burwood Road	Asphaltic Concrete Resheeting	do	13,862
Camden	2	Various Sections	Heavy Patching of Damaged Concrete Pavement	do	21,705
do	2	Bridge over South Creek 7.35 km north of Camden	Approaches	do	23
					<u>\$34,907</u>
GREAT WESTERN HIGHWAY					
Auburn	5	St. Hilliers Road and Silverwater Road	Improvement to Junction	Department	172,204
Auburn	5	Loftus Street, Concord to S.H. No. 13	Reconstruction	do	43,613
Burwood and Parramatta					
Blacktown	5	Intersection of Mt. Druitt Road	Passing Lane	do	788 *
Blue Mountains	5	17.77 km to 19.04 km west of Katoomba	Asphaltic Concrete Surfacing	do	40,973 *
do	5	Selected Sections	Reshaping and Strengthening with Asphaltic Concrete	do	2,651 *
do	5	Junction with Kings Tablelands Road, Wentworth Falls	Improvement	do	3,610
do	5	29.11 km to 29.58 km west of Penrith	Overtaking Lane	do	21,794
do	5	44.9 km to 45.6 km west of Penrith at Wentworth Falls	Climbing Lane	do	628
do	5	Knapsack Gully Bridge	Repairs to Sandstone	do	6,071
Concord	5	Broughton Street to Burwood Road	Reinstatement of Accesses	Council	784
Holroyd	5	Berith Road to Beresford Road	Reconstruction	Department	16,621
do	5	Mays Hill	Field Trial of Coloured Pavement	do	163
do	5	Intersection with Reservoir Road, Prospect	Construction Right Hand Turn Bay	do	10,963
do	5	Centenary Road to Greystanes Road, Pendle Hill	Heavy Patching and Drainage	do	54,004
Parramatta	5	Intersection with S.R. No. 2049	Reconstruction	do	22

* Credit

APPENDIX NO. 6 — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — GENERAL PURPOSES — Continued
Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued
(i) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
GREAT WESTERN HIGHWAY — Continued					\$
Penrith	5	Intersections with River Road and Punt Road	Widening of Pavement	Department	486
do	5	River Road to Old Bathurst Road, Emu Plains	Strengthen and Seal Kerbside Lanes	do	31,740
Strathfield	5	Hillcrest Street, Homebush	Street Closure to suit Co-ordinated Traffic Signals	do	1,025
do	5	Flemington Markets and Potts Street Entrances	Additional Lane and Reconstruction	do	41,385
Strathfield,	5	Lucas Road to Wentworth Road, Homebush	Asphaltic Concrete Surfacing	do	39,379
Burwood and Concord					
Strathfield	5	Welfare Street to Telopea Avenue	Reconstruction and Widening for Turning Traffic	do	454
do	5	Wentworth Road to Telopea Avenue, Homebush	Resheeting of Concrete Pavement	do	7,349
Sydney and Leichhardt	5	Pedestrian Footbridge at Sydney University	Approaches	do	3,244
					<u>\$411,127</u>
PACIFIC HIGHWAY					
Hornsby	10	Asquith to Mt. Ku-ring-g	Widening	Department	1,423
do	10	Hookhams Corner to Asquith	Kerbside Lanes	do	570
Lane Cove and Willoughby	10	Railway Overbridge at St. Leonards	Widening	do	420,091
					<u>\$422,084</u>
STATE HIGHWAY NO. 13					
Baulkham Hills	13	Gollan Avenue to Vista Street	Reconstruction and Widening	Department	29,530
					<u>\$29,530</u>
Total — State Highways					<u>\$1,251,112</u>

* Credit

APPENDIX NO. 6 — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) Ordinary Main Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Baulkham Hills	157	Intersection with M.R. No. 160	Reconstruction and Widening	Council	2,854
do	157	Castle Hill Showground to M.R. No. 184	Reconstruction	do	5,175
do	160	Near Cranstons Road	Improvement to Alignment	do	1,869
do	181	26.2 km north of M.R. No. 184	Reconstruction	Department	19,786
Blue Mountains	184	58 km to 66 km west of Windsor	Reconstruction and Improvement to Drainage	do	15,694
do	184	11.94 km to 12.49 km east of Mt. Victoria	Widening and Strengthening	do	53
do	184	61.99 km to 63.12 km west of Windsor	do	do	143,300
Botany	170	McFadyen Street to Cranbrook Street	Reconstruction	do	612
do	593	Over King Street	Reinforced Concrete Bridge	do	197
Campbelltown	179	3 km to 3.7 km from M.R. No. 178	Improvement and Widening	Council	5,937
Colo	184	Top of Bellbird Hill	Climbing Lane	Department	74,005
Concord	200	Averill Street to Ryde Bridge	Public Utility Adjustments	Council	620
Hornsby	548	0.5 km to 2.3 km west of Galston	Deviation and Bitumen Surfacing	do	54,000
Hurstville	168	Margaret Crescent to Lugarno Parade	Reconstruction	do	5,921
do	168	Renway Avenue to Old Forest Road	do	do	6,437
do	168	Commission Street to Koorabel Street	do	do	10,412
do	168	Near Valentia Avenue	Reconstruction and Kerb and Gutter	do	21,768
do	168	Old Forest Road to Margaret Street, Lugarno	Stormwater Drainage	do	14
do	168	Belmore Road to Lime Kiln Road, Lugarno	Drainage Improvement	do	11,320
Liverpool	512	Intersection with Centenary Avenue	Concrete Pipe Culvert	Department	2,121
do	515	Copeland Street to Maxwell Street	Divided Carriageway	do	8,055
Penrith	155	18.7 km north of S.H. No. 5	Multi-cell Reinforced Concrete Pipe Culvert	Council	4,000
Parramatta	139	Abuklea Road to Epping Road	Reconstruction	do	10,000
Randwick	327	Intersection with Darley Road and King Street	Widening and Improvement	Department	55,422
Ryde	165	Arras Parade to Charles Street	Reconstruction	do	7,161
Sydney	171	South of Lang Road	Widening of Carriageway and Relocation of Public Amenities	Council	6,354
Warringah	328	Middle Harbour at Roseville	Demolition of Old Bridge	do	10,000
Windsor and	155 and	Yarramundi	Channelised Intersection	Department	55,364
Penrith	570				
Burwood and Strathfield	315	Coronation Parade, Strathfield	Improvement to Drainage System	do	8,700
Total — Ordinary Main Roads					\$527,367

*Credit

APPENDIX NO. 6 — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Secondary Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Ashfield	2013	Ramsay Road Intersection with Dobroyd Parade	Improvements	Department	130 *
Bankstown	2090	Roberts Road to Waterloo Road	Reconstruction	do	180 *
Blacktown	2085	S.H. No. 5 to Leabons Lane	do	do	8,000
do	2085	Newton to Alpha Streets	Kerb, Gutter and Drainage	do	13,000
do	2085	Railway Overbridge to Breakfast Road	Reconstruction, Kerb and Gutter and Drainage	do	10,000
Blue Mountains	2039	Megalong Street and Railway Parade, Leura	Reconstruction and Bitumen Surfacing	do	4,507
Holroyd	2071	Merrylands Road, Paton Street to Bruce Street	Reconstruction	Council	10,000
Hornsby	2043	S.H. No. 10 to Waitara Avenue	Sidestrip	do	15,000
Hunters Hill	2052	Princess Street to High Street	Reconstruction of Kerbside Lanes	do	2,100
Hurstville	2041	Stoney Creek Road, Kings Place to Maluka Place	Reconstruction	do	436
Leichhardt	2046	James Street to Balmain Road	do	do	9,687
do	2073	Intersection with Hereford Street, Forest Lodge	Relocation of Access Lane	do	1,022
Manly	2025	Intersection with The Crescent	Widening	do	750
Parramatta	2066	Macquarie Street to George Street	Reconstruction and Widening	do	31,995
Penrith	2063	Near Kenmare Road	Widening and Drainage	do	1,096
Randwick	2074	Brisbane Street to Nyan Street	Dual Carriageway	do	5,725 *
Rockdale	2079	Grand Parade, Crawford Road and O'Connell Street	Improvement of Intersections	do	6,000
do	2080	Sandringham Street to Ramsgate Road	Reconstruction	do	895
do	2080	Intersection with Sandringham Street	do	do	1,800
Ryde	2052	Kitty Creek	Single Span Prestressed Concrete Bridge	do	5,000
South Sydney	2083	Cooper Street to Phillip Street, Redfern	Widening and Reconstruction	do	1,200 *
Sutherland	2075	Sixways to President Avenue	Reconstruction	Council	3,295 *
do	2075	(1) Port Hacking Road to Taren Point and (2) Milford Road to Balfour Avenue, South Side	(1) Kerb and Gutter, (2) Reconstruction and Sealing Side Strips	do	6,087
Windor	2030	Intersection with M.R. No. 182	Improvement	Department	2,230
Willoughby	2093	Flat Rock Creek, Willoughby	Reinforced Concrete Pipe Culvert	Council	5,500
Total — Secondary Roads					\$124,575

(iv) Tourist Roads

Baulkham Hills	4006	5.87 km to 17.2 km from Webbs Creek Ferry	Reconstruction with Improvement to Grading and Alignment	Council	5,000
Blue Mountains	4004	S.H. No. 5 to Mount York	Reconstruction and Bitumen Surfacing	do	1,340
Total — Tourist Roads					\$6,340

* Credit

APPENDIX NO. 6 — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(v) Roads other than Main Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Bankstown		Courtney Road, Padstow	Turning Circle	Department	4,950
Baulkham Hills		Old Windsor Road from Abbott Road to Seven Hills Road	Reconstruction and Bitumen Surfacing	Council	26,000
Camden		Richardson Road from S.H. No. 2 to Spring Road	Reconstruction	do	12,000
Fairfield		Cowpasture Road from North Liverpool Road to Mount Street	do	do	20,000
Liverpool and Camden		Bridge over South Creek, Bringelly Road, Rossmore	Approaches	do	5,489
Liverpool		Hoxton Park Road from Flowerdale Road to Hill Road	Strengthen and Bitumen Surfacing of Shoulders	do	21,000
Penrith		Regentville Bridge on Link Road between River Road and Nepean Street, Emu Plains	Construction of Western Approach	do	2,250
Rockdale		Approaches to Cooks River Bridge on By-pass route	Reconstruction	do	5,500
do		Cooks River at Marsh Street	Prestressed Concrete Bridge	Department	5,051
do		Bridge over Cooks River at Marsh Street	Asphaltic Surfacing of Deck	do	6,224
Wollongong		Morrison Avenue, Wombarra	Reconstruction	Council	496
Total — Roads other than Main Roads					\$96,960

SUMMARY

	Works Expenditure \$	Property Acquisitions \$
Freeways	—	2,929,793
State Highways	1,251,112	597,577
Ordinary Main Roads	527,367	2,686,937
Secondary Roads	124,575	39,447
Tourist Roads	6,340	—
Roads other than Main Roads	108,960	795,624
	2,018,354	7,049,378
Survey, Design, Supervision etc.	1,450,338	163,257*
Total as shown in Receipts and Payments Statements — Appendix No. 1 (B) (i)	3,468,692	6,886,121

* Credit

APPENDIX NO. 6A

COUNTY OF CUMBERLAND MAIN ROADS FUND — SPECIAL PURPOSES

Summary of Payments from Department's Funds on Construction and Reconstruction Works

(i) Freeways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
WARRINGAH FREEWAY					
North Sydney	F1	Northern End of Sydney Harbour Bridge to Miller Street	Construction	Department	6,560
					6,560
SYDNEY — NEWCASTLE FREEWAY					
Hornsby	F3	Bridge over Hawkesbury River	Asphaltic Concrete Surfacing	Department	10,043
do	F3	Bridge over Hawkesbury River	Reinforced Concrete Construction	do	3,795
do	F3	Bridge over Hawkesbury River	Southern Approach	do	467,097
do	F3	Berowra Toll Office	Extensions	do	33,704
do	F3	Bridge over Hawkesbury River	Reinforced Concrete Superstructure	do	69,366
					5584,005
SOUTHERN FREEWAY					
Wollongong	F6	Waterfall	Toll Barriers	Department	105,371
do	F6	Waterfall	Provision of Administrative Building	do	141,242
do	F6	Waterfall to Bulli Pass	Driver Aid and Toll Registration Systems	do	19,190
do	F6	Waterfall to Bulli Pass	Bridge at M.R. No. 513 over Loading Ramp from S.H. No. 1	do	11,858
do	F6	Waterfall to Bulli Pass 55 km to 66 km south of Sydney	Construction	do	1,249,877
do	F6	43.81 km south of Sydney	Railway Overpass	do	640
do	F6	Waterfall to Bulli Pass 43 km to 55 km south of Sydney	Construction	do	1,348,780
do	F6	Waterfall to Bulli Pass 43 km to 55 km south of Sydney	Construction First Stage	do	90
do	F6	43.81 km south of Sydney	Underpass	do	31,523
do	F6	Waterfall to Bulli Pass	Public Utility Adjustment. Postmaster General's Department	do	31,200
do	F6	63.68 km south of Sydney	Railway Overpass	do	375,078
do	F6	45.46 km south of Sydney	Twin Reinforced Concrete Bridges	do	6,625
do	F6	Waterfall to Bulli Pass	Supervision	do	27,567
do	F6	Waterfall to Bulli Pass 55 km to 66 km south of Sydney	Construction	do	1,337,614
do	F6	Waterfall to Bulli Pass	Capitalisation and Debt Charges	do	1,975,766
					86,599,841
Total — Freeways					87,190,406

* Credit

APPENDIX NO. 6A — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — SPECIAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Marrickville, Rockdale Kogarah and Sutherland Wollongong	1	Sydney to Waterfall	Installation of Raised Reflective Pavement Markers	Department	4,491
	1	Metrop. Divisional Boundary to County of Cumberland Boundary	do	do	20,182
					<u>\$24,673</u>
HUME HIGHWAY					
Ashfield	2	S.H. No. 5 to Croydon	Installation of Raised Reflective Pavement Markers	Department	106
					<u>\$106</u>
PACIFIC HIGHWAY					
North Sydney, Lane Cove, Willoughby and Ku-ring-gai	10	Sydney to Pearce's Corner	Installation of Raised Reflective Pavement Markers	Department	4,509
					<u>\$4,509</u>
Total — State Highways					<u>\$29,288</u>
(iii) Ordinary Main Roads					
Woollahra, Waverley and Randwick	172	Intersection with Ocean Street and Wallis Street	Reconstruction and Channelisation	Department	37,706
Total — Ordinary Main Roads					<u>\$37,706</u>

* Credit

APPENDIX NO. 6A — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — SPECIAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

SUMMARY		
	Works Expenditure \$	Property Acquisitions \$
Freeways	7,190,406	—
State Highways	29,288	—
Trunk and Ordinary Main Roads	37,706	—
	<u>7,257,400</u>	<u>—</u>
Operating Accounts	134,417 *	—
Total as shown in Receipts and Payments Statements — Appendix No. 1 (B) (ii)	<u>7,122,983</u>	<u>—</u>

* Credit

APPENDIX NO. 7

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES

Summary of Payments from Department's Funds on Construction and Reconstruction Works

(i) Freeways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
SOUTH-WESTERN FREEWAY					
Mittagong	F5	Yanderra to Alpine	Dual Carriageways	Department	930,275
					<u>\$930,275</u>
SOUTHERN FREEWAY					
Wollongong	F6	Byarong Creek, Unanderra	Reinforced Concrete Box Culvert	Department	1,154
					<u>\$1,154</u>
					<u>\$931,429</u>
				Total — Freeways	
(ii) State Highways					
PRINCES HIGHWAY					
Bega	1	Swan Street to Union Street	Reconstruction and Bitumen Surfacing	Council	1,934
do	1	Bega River at North Bega	Prestressed Concrete Bridge	Department	541,712
Eurobodalla	1	0.13 km to 15.85 km south of Narooma	Reconstruction	do	43
do	1	Becca Creek Bridge	Provision of Footbridge	Council	3,000
Imlay	1	Bridge over Wolumla Back Creek at Long Bridge	Approaches	Department	350
do	1	Wolumla Back Creek, Long Bridge 16.42 km south of Bega	Reinforced Concrete Box Culvert	do	748
do	1	Wolumla By-pass 17.5 km to 19.6 km south of Bega	Reconstruction and Bitumen Surfacing	do	15,468
do	1	Whelans Swamp 11.51 km south of Eden	Reinforced Concrete Bridge	do	1,345
Kiama	1	17.92 km south of Kiama	Widening	do	587 *
Mumbulla	1	Dry River at Quaama 51.82 km south of Narooma	Prestressed Concrete Bridge	do	14,983
do	1	Quaama 50.2 km to 52.5 km south of Narooma	Deviation	do	274 *
Shellharbour	1	Macquarie Rivulet 21.4 km south of Wollongong	Prestressed Concrete Bridge	do	217
Shoalhaven	1	Jaspers Creek 11.7 km north of Nowra	Channel Excavation	do	2,852
do	1	Bridge, Berry and North Streets, Nowra	Improvement to Intersection	Council	46 *
do	1	Bridge over Abernathys Creek 156 km south of Sydney	Widening	Department	1,797
do	1	Curumbene Creek 10.3 km south of Nowra	Prestressed Concrete Bridge	do	27,040
Wollongong	1	16 km to 19 km south of Unanderra	Reconstruction	do	66
do	1	8.5 km north of Wollongong	Improvement to Crest	do	2,494 *
do	1	Tarrawanna Street to Harrigan Street	Strengthening	Council	3,889
					<u>\$612,043</u>

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
HUME HIGHWAY					\$
Camden	2	Bridge over Nepean River at Camden	Reinforced Concrete Substructure	Department	58
do	2	Junction with Pank Street, Camden	Reconstruction	Council	1,941
Demondrille	2	51 km to 57.1 km south of Yass	Widening including Climbing Lanes	Department	114,551
Goodradigbee	2	73.2 km south of Goulburn to 37 km south of Gundagai	Heavy Patching and Pavement Strengthening	do	133,693
Goulburn City and Mulwaree	2	1.19 km to 12.76 km south of Goulburn	Dual Carriageway	do	6,160
Goulburn City	2	Clinton Street to Bradley Street, Goulburn	Median Strip	Council	7,000
Gundagai	2	Bridge over Murrumbidgee River at Gundagai	Approaches	Department	3,103
do	2	68.6 km south of Yass	Widening Formation and Pavement including Culvert	do	2,615
do	2	Bridge over Big Ben Creek 6.3 km to 8 km south of Gundagai	Approaches	do	6,917
do	2	Big Ben Creek 7.2 km south of Gundagai	Prestressed Concrete Bridge	do	1,400
do	2	Murrumbidgee River at Gundagai	do	do	662
Gunning	2	57.8 km to 62.6 km south of Goulburn	Widening of Formation and Pavement, Improvement to Drainage	do	12,893
do	2	56.8 km to 59.4 km south of Goulburn	Reconstruction and Widening	do	919
Gunning and Mulwaree	2	66 km south of Mittagong to 71 km south of Goulburn	Heavy Patching and Pavement Strengthening	do	160
Holbrook	2	Bridge over Little Billabong Creek 38.95 km south of Tarcutta	Approaches	do	42
do	2	Bridge over Billabong Creek 47.31 km south of Tarcutta	do	do	40
Hume	2	Bridge over Sweetwater Creek 26.71 km south of Holbrook	do	do	269
do	2	Bridge over Table Top Creek 42.81 km south of Holbrook	do	do	1,213
do	2	Railway Overbridge at Tabletop (Ettamogah)	do	do	15,057
do	2	Main Southern Line at Tabletop (Ettamogah)	Railway Overpass	do	25,140
do	2	27 km to 29.5 km south of Holbrook	Reconstruction and Bitumen Surfacing	do	11,652
do	2	49.1 km to 53.6 km south of Holbrook	do	do	8,794
do	2	56 km to 59.7 km south of Holbrook	do	do	29,110
Hume and Albury	2	Tarcutta Creek at Tarcutta	Prestressed Concrete Bridge	do	9,305
Kyeamba	2	Intersection with S.H. No. 14	Improvement	do	87,978
do	2	Intersection with M.R. No. 260 (123.8 km south of Sydney)	Reconstruction	do	312
Mittagong	2	60.91 km to 61 km south of Camden	Deviation	do	166
do	2	White Horse Bridge 22.34 km to 24.08 km south of Picton	Improvement to Southern Approach	do	32
do	2	Narambulla Creek 67.82 km south of Mittagong	Duplicate Bridge, Southbound Carriageway	do	7,792
Mulwaree	2	North of Yarra	Two Railway Overbridges	do	3,503
do	2	46.3 km south of Mittagong to 73.2 km south of Goulburn	Heavy Patching and Pavement Strengthening	do	95,265
Wingecarribee	2	Main Southern Railway, Picton	Pedestrian Overbridge	do	12,844
do	2	29.05 km to 31.4 km and 31.94 km to 33.3 km	Widening	do	6,000
do	2	150 km to 151.60 km south of Sydney	Reconstruction and Approaches to Black Bobs Creek	do	20,436
do	2	Berrima Colliery Railway Line 140.2 km south of Sydney	Widening Railway Level Crossing	do	623

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
HUME HIGHWAY — Continued					\$
Wingecarribee	2	Three Legs O'Man Creek 6.3 km south of Berrima	Prestressed Concrete Bridge	Department	83,983
Wollondilly and Mittagong	2	Selected Lengths 5.78 km to 39.67 km south of Picton	Heavy Patching	do	68,945
Wollondilly	2	5.23 km to 6.65 km south of Camden	Reconstruction	do	6,000 *
do	2	76.4 km to 78.4 km south of Sydney	do	do	2,339
					<u>\$756,384</u>
FEDERAL HIGHWAY					
Gunning	3	Quarry Entrance 42.6 km south of Goulburn	Acceleration and Deceleration Lanes	Department	4,658
Mulwaree	3	22.2 km to 80 km south of Goulburn	Heavy Patching and Pavement Strengthening	do	23,065
do	3	Wologorong Creek 18.8 km south of Goulburn	Reinforced Concrete Bridge	do	33,003
do	3	Wologorong Creek 20.1 km south of Goulburn	do	do	4,315
					<u>\$65,041</u>
SNOWY MOUNTAINS HIGHWAY					
Cooma	4	Cooma Back Creek in Sharp Street	Prestressed Concrete Bridge	Department	204 *
Snowy River	4	14.6 km east to 22.9 km west of Kiandra	Asphaltic Concrete Surfacing	do	227,046
do	4	10 km to 13.5 km west of Kiandra	Reconstruction and Bitumen Surfacing	do	3,589
do	4	1.6 km to 2.09 km west of Kiandra	do	do	325
do	4	43.6 km to 52.9 km east of Tumut	do	do	22,392
Tumut	4	Selected Lengths 29 km to 39.7 km west of Tumut	Widening Formation	do	40,478
do	4	Bridge over Nacka Nacka Creek 28.2 km west of Tumut	Approaches	do	70
do	4	Bridge over Nacka Nacka Creek 28.2 km west of Tumut	Deviation	do	11,904
do	4	Capper Street to Wynyard Street, Tumut			
					<u>\$305,600</u>
GREAT WESTERN HIGHWAY					
Bathurst	5	Intersection with S.H. No. 6 and S.H. No. 7	Improvement	Department	11,782
Blaxland	5	Marrangaroo	Railway Overpass	do	18,934
do	5	19.04 km to 19.36 km west of Katoomba	Asphaltic Concrete Surfacing	do	7,087 *
do	5	Bridge over River Lett at Hartley 129.6 km west of Sydney	Approaches	do	131,226
do	5	River Lett at Hartley 129.6 km west of Sydney	Prestressed Concrete Bridge	do	30,490
do	5	Boxes Creek in western Approach to River Lett Bridge, Hartley	Reinforced Concrete Box Culvert	do	54,638
Turon	5	39.3 km to 44.6 km west of Lithgow	Deviation	do	7,809
do	5	Diamond Swamp Creek 34.25 km west of Lithgow	Reinforced Concrete Box Culvert	do	2,737
					<u>\$250,529</u>

*Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
MID-WESTERN HIGHWAY					\$
Abercrombie	6	Bridge over Evans Plains Creek 8.6 km west of Bathurst	Approaches	Department	12,607
do	6	3.1 km to 9.5 km west of Bathurst	Widening	do	1,211
do	6	16 km to 22.9 km west of Bathurst	do	do	93,498
do	6	Evans Plains Creek 8.6 km west of Bathurst	Prestressed Concrete Bridge	do	53,654
Bland	6	5.5 km west of West Wyalong	Reinforced Concrete Box Culvert and Approaches	do	12,288
do	6	Floodway at 18.83 km west of West Wyalong	Approaches	do	4,553
do	6	Bridge over Floodway 6.6 km west of West Wyalong	do	do	5,013
do	6	Humbug Creek 17.98 km west of West Wyalong	Reinforced Concrete Bridge	do	2,556
Lyndhurst	6	33.15 km to 37.98 km west of Bathurst	Widening	do	8,778
do	6	6.3 km to 9.7 km west of Blayney	Reconstruction and Bitumen Surfacing	do	1,991
do	6	Carcoar Deviation 12.2 km to 16.19 km west of Blayney	Road Batter Stabilisation and Associated Works	do	7,000
do	6	Mount Macquarie Road, Carcoar	Overpass on Carcoar Deviation	do	111,949
do	6	Eulamore Street, Carcoar 15.1 km west of Blayney	do	do	82,083
do	6	Belubula River at Carcoar	Prestressed Concrete Bridge	do	181,256
do	6	Icely Street, Carcoar	Reinforced Concrete Box Culvert	do	797
Waugoola	6	(1) 15.28 km to 17.53 km, (2) 9.5 km to 13.9 km east of Cowra	(1) Widening of Pavement, (2) Reconstruction and Bitumen Surfacing	Council	12,500
do	6	21 km to 24 km east of Cowra	Pavement Widening	do	4,123
Weddin	6	West of Caragahal	Widening and Strengthening	do	15,500
					<u>\$611,357</u>
MITCHELL HIGHWAY					
Abercrombie	7	13.5 km to 16.7 km west of Bathurst	Widening	Department	61,623
do	7	7.6 km to 12.4 km west of Bathurst	do	do	39,061
do	7	19.12 km west of Bathurst	Climbing Lane	do	104
Bourke	7	Barrington	Cattle Inspection Bays	do	786
do	7	82.7 km north of Bourke	Reinforced Concrete Box Culvert	do	10,480 *
do	7	Bridge over Cuffs Creek 132 km north of Bourke	Approaches	do	10,480
Canobolas	7	Fredericks Valley Creek 43 km west of Bathurst	Widening of Existing Bridge	do	1,659 *
do	7	Gosling Creek 49.4 km west of Bathurst	do	do	513
Molong	7	Molong Creek 0.8 km south of Larras Lee	Composite Steel Girder and Reinforced Concrete Bridge	do	60,302
do	7	Molong Creek at Larras Lee 12.7 km north of Molong	Steel and Concrete Bridge	do	26,864
do	7	Bell River at Three Rivers 20 km north of Molong	Prestressed Concrete Bridge	do	3,132
Orange	7	Intersection with T.R. No. 61 and M.R. No. 573, Orange	Reconstruction	Council	26,000
Talbragar	7	31 km to 39.3 km west of Wellington	Reconstruction and Widening	Department	191 *
do	7	11 km to 19.5 km west of Dubbo	Deviation	do	614
do	7	Bridge over Eulomogo Creek 11 km east of Dubbo	Widening	do	181 *

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways, — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
MITCHELL HIGHWAY — Continued					
Warren	7	59.9 km to 75 km south of Nyngan	Reconstruction and Widening	Department	41,498
Wellington	7	10.86 km to 14.89 km west of Wellington	Widening	do	67,419
do	7	11 km to 19 km north of Wellington	do	do	271
do	7	58 km to 63.17 km north of Molong	Reconstruction and Bitumen Surfacing	do	82,259
do	7	18.10 km to 21.32 km north of Wellington	Widening	do	1,329
do	7	26.1 km west of Wellington at Deep Creek	Channel Works	do	24,183
do	7	Deep Creek 26 km west of Wellington	Reinforced Concrete Box Culvert	do	21
					<u>\$433,948</u>
BARRIER HIGHWAY					
Bogan	8	Muriel Tank 63.89 km to 65.02 km west of Nyngan	Railway Overpass	Department	4,624
Central Darling	8	42 km to 48 km west of Wilcannia and Grassmere Creek Overflow	Reconstruction including Approaches	do	18,984
do	8	21 km to 34 km east of Wilcannia	Reconstruction and Bitumen Surfacing	do	2,365
do	8	34 km to 55 km east of Wilcannia	do	do	3,332
do	8	0 km to 13 km east of Wilcannia	do	do	2,292
do	8	Grassmere Creek	Prestressed Concrete Bridge	do	68,442
Murray Darling Division	8	77.73 km to 78.86 km east of Broken Hill	Raising and Strengthening	do	53,304
do	8	80.3 km to 105.4 km east of Broken Hill	Reconstruction and Bitumen Surfacing	do	2,250
do	8	Marachi Creek 43.6 km east of Broken Hill	Reinforced Concrete Box Culvert	do	2,074
do	8	Twenty-five Mile Creek 40 km east of Broken Hill	do	do	214
					<u>\$153,381</u>
NEW ENGLAND HIGHWAY					
Armidale City	9	From Butler Street to Railway Overbridge	Reconstruction	Council	13,000
do	9	Alternative Route through Armidale at Madgwick Drive	Provision of Grade Separation	do	7,337
Cockburn	9	31.91 km to 34 km north of Tamworth	Slow Vehicle Lane	Department	6,131
do	9	4 km to 16 km north of Tamworth	Widening of Formation, Selected Lengths	do	110,860
Glen Innes	9	2.4 km to 5.9 km north of Glen Innes	Reconstruction and Bitumen Surfacing	do	118
Greater Cessnock	9	Redhouse Creek 23.82 km south of Singleton	Multi-cell Culvert	do	12,669
do	9	Bridge over Anvil Creek at Braxton	Approaches	do	514
do	9	Culvert at Redhouse Creek 23.82 km south of Singleton	do	do	3,501
Guyra and Severn	9	Llangothlin to Glencoe	Widening Formation and Clearing	do	1,773

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
NEW ENGLAND HIGHWAY — Continued					
Guyra	9	2 km south to 0.55 km north of Guyra	Deviation	Department	7,341
Maitland	9	Bridge over Four Mile Creek 7.73 km south of Maitland	Superstructure	do	1,316 *
do	9	Intersection with Mitchell Drive, East Maitland	Channelisation	do	332
do	9	Eastern End of Maitland By-pass	Improvement	Council	3,606
Murrurundi	9	Bridge over Pages River at Murrurundi	Approaches	Department	3,732
Muswellbrook Munic.	9	Muscle Creek	Prestressed Concrete Bridge	do	3,656
do	9	Bridge over Muscle Creek	Approaches	do	302
Patrick Plains	9	5.6 km west of Singleton	Heavy Vehicle Inspection Bay	do	943
Patrick Plains, Greater Cessnock and Maitland	9	Between Maitland and Muswellbrook	Widening and Reconstruction of Selected Lengths	do	3,577 *
Patrick Plains	9	1.9 km to 3.7 km west of Singleton	Slow Vehicle Lane	do	4,401
do	9	33.73 km south to 46.38 km north of Singleton	Widening of Culverts and Provision of Guardrail	do	15,783
do	9	26 km west of Maitland	Improvement to Junction	do	484
do	9	7.93 km and 8.32 km east of Singleton	Widening and Strengthening of Pavement	do	23,411
do	9	10.5 km to 20.9 km north-west of Singleton	do	do	26,007
do	9	East of Liddell Dam	Reconstruction and Bitumen Surfacing	Council	2,752
Scone	9	Spring Gully 14.81 km north of Scone	Widening of Bridge	Department	33,470
do	9	18.5 km north of Scone at Bosleys Gully	Widening of Culvert	do	39
Severn	9	Railway Level Crossing at Stonehenge	Installation of "F" Type Signals	do	11,767
do	9	Southern Approach to Severn River Bridge	Reconstruction	do	1,792
do	9	26 km to 32 km north of Glen Innes	Heavy Patching	do	32,120
Tamarang	9	Wiles Gully 45.67 km north of Murrurundi	Reinforced Concrete Box Culvert	do	44,048
do	9	Wiles Gully Culvert 44.67 km to 46.73 km north of Murrurundi	Approaches	do	84,343
Tamworth	9	Kent Street to Gipp Street, West Tamworth	Reconstruction	Council	30,000
do	9	Tamworth City Boundary to Scott Road, Wilburtree to Bilkurra Streets	Drainage	do	2,390
Tenterfield Munic.	9	Rouse Street, Tenterfield	Reconstruction and Bitumen Surfacing	do	729
Tenterfield Shire	9	15.3 km north of Tenterfield	Railway Overbridge	Department	48,960
Uralla	9	80.67 km to 85.76 km north of Tamworth	Reconstruction and Bitumen Surfacing	do	15,013
					<u>\$533,757</u>

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSE — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
PACIFIC HIGHWAY					
Bellingen	10	Bridge over South Arm of Bellinger River at Urunga	Approaches	Department	397
do	10	Various Sections 21.7 km to 24.6 km south of Coffs Harbour	Heavy Patching	do	6,868
Byron	10	22 km to 24.86 km north of Bangalow	Climbing Lanes	do	704
do	10	2.2 km to 2.7 km south of Bangalow	Extension of Climbing Lanes	do	4,776
Byron and Tintenbar	10	Skidders Creek 22 km north of Ballina	Replacement of Culverts and Construction of Approaches	do	3,167
Byron	10	27.8 km to 29.8 km north of Bangalow	Climbing Lane	do	74,570
Coffs Harbour	10	0.8 km north of Coffs Harbour	Widening of Underpass	do	116,344
do	10	McAuleys Headland 2.70 km to 3 km north of Coffs Harbour	Heavy Patching	do	57,907
Coffs Harbour and Ulmarra	10	28.94 km to 65.55 km north of Coffs Harbour	Reconstruction	do	1,948
Coffs Harbour	10	19 km to 24.17 km north of Coffs Harbour	Reconstruction and Bitumen Surfacing	do	45,954
Gosford	10	Silvester Road to Property formerly owned by A. Davison	Access Road	do	688
Grafton City	10	Alipou Creek 2.09 km south of Grafton	Widening	do	37,613
do	10	Alipou Creek 0.32 km north of Grafton	Reinforced Concrete Box Culvert	do	343
do	10	Musk Valley Creek Bridge 1.13 km south of Grafton	Widening	do	28,249
Great Lakes	10	3.7 km to 4.0 km and 11.25 km to 11.75 km north of Raymond Terrace	Reconstruction	do	1,417
do	10	Various Sections 19 km to 24 km north of Bulahdelah	Heavy Patching	do	30,007
do	10	Coolonglook Gap to Shire Boundary	Widening and Sealing	do	187
do	10	31 km to 32.5 km north of Raymond Terrace	Widening of Formation and Extension of Culverts	do	11,038
do	10	45.2 km to 45.5 km and 53.3 km to 53.4 km north of Raymond Terrace	Reconstruction	do	4,599
do	10	O'Sullivan Gap 10.0 km to 12.7 km north of Bulahdelah	Subsoil Drains	do	6,163
do	10	2 km north of Bulahdelah	Improvement to Crest	do	2,721
do	10	45.2 km to 45.5 km and 53.3 km to 53.4 km north of Raymond Terrace	Reconstruction of Failed pavement	do	9,752
do	10	4.55 km to 6.65 km north of Bulahdelah	Climbing Lane	do	59,801
do	10	Myall River at Bulahdelah	Prestressed Concrete Bridge	do	16
do	10	Myall River at Bulahdelah	Demolition of Old Bridge	do	3,500
Hastings	10	Telegraph Point to Barries Creek	Deviation	do	67,359
do	10 and 11	72.6 km north of Taree	Improvement of Intersection	do	1,722 *
Hastings and Macleay	10	Smith Creek Bridge 105.34 km north of Taree	Widening	do	19,477
Hastings	10	Barries Creek 100.4 km north of Taree	Reinforced Concrete Box Culvert	do	545
do	10	Southern Approach to Wilson River 88.54 km north of Taree	do	do	794 *
do	10	Southern Approach to Wilson River 89.12 km north of Taree	do	do	640 *

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
PACIFIC HIGHWAY — Continued					\$
Hastings	10	Southern Approach to Wilson River 88.82 km north of Taree	Reinforced Concrete Box Culvert	Department	180 *
do	10	Cooperabung Creek 5.6 km north of Telegraph Point	Prestressed Concrete Bridge	do	6,081
do	10	Wilson River at Telegraph Point	do	do	450,341
do	10	Wilson River at Telegraph Point	Overbridge in Northern Approach to New Bridge	do	87,380
Maclean	10	22.40 km to 22.95 km north of Maclean	Heavy Patching	do	1,105
do	10	Various Sections south of Harwood Bridge	do	do	24,226
do	10	16.85 km to 19.99 km north of Maclean	do	do	209 *
do	10	Northern Approach to Harwood Bridge	Restoration	do	294
Macleay	10	14 km to 20.8 km north of Kempsey	Reconstruction and Bitumen Surfacing	do	6,374
do	10	Northern Approach to Smiths Creek Bridge 105.4 km from Taree	Widening of Culvert	do	67 *
do	10	Bridge over Pipers Creek 14.82 km south of Kempsey	Widening	do	1,183
Manning	10	13.68 km to 16.09 km north of Taree	Reconstruction of Failed Pavement	do	3,422
Nambucca	10	Beer Parade, Nambucca	Reinforced Concrete Box Culvert	do	14,599
do	10	Teague Creek Bridge 10 km north of Macksville	Approaches	do	85,217
do	10	Newee Creek 1.1 km north of Macksville	Prestressed Concrete Bridge	do	234,448
do	10	Teague Creek 10 km north of Macksville	do	do	45,399
Port Stephens	10	Nine Mile Creek 38.62 km north of Newcastle	Reinforced Concrete Box Culvert	do	82,388
do	10	12.52 km to 17.96 km north of Raymond Terrace	Reconstruction and Bitumen Surfacing	do	2,071
do	10	3.7 km to 4.0 km and 11.3 km to 11.7 km north of Raymond Terrace	Reconstruction	do	3,199
Taree	10	Racecourse to Dawson River 3.40 km to 4.2 km north of Taree	Elimination of Flooding	do	4,144
do	10	Junction of Victoria and Commerce Streets	Reconstruction	Council	7,651
do	10	Intersection with Cowper Street, Taree	Improvement	do	1,367
Tintenbar	10	3 km to 18 km south of Ballina	Heavy Patching on Selected Lengths	Department	57
do	10	10 km to 12.18 km north of Ballina	Reconstruction and Bitumen Surfacing	do	2,689
do	10	Richmond River at Wardell	Reconstruction of Dolphin and Fender Streets	do	3,378
Tweed	10	11.23 km to 13.6 km south of Murwillumbah	Climbing Lanes	do	29
Ullmarra	10	48.8 km to 49.2 km south of Grafton	Heavy Patching	do	18,245
do	10	0 km to 16.6 km north of Grafton	Widening and Asphaltic Concrete Surfacing	do	77,825
do	10	40.6 km to 43.6 km south of Grafton (Cassons Creek to Dirty Creek)	Reconstruction and Bitumen Surfacing	do	10,461
Wyang	10	Ourimbah Creek 12.73 km north of Gosford	Steel and Reinforced Concrete Bridge	do	1,294
do	10	12.2 km to 13.4 km north of Gosford	Reconstruction and Widening	do	17,775
do	10	Railway Overbridge to North Road, Wyong	Dual Carriageway	do	1,531
do	10	Craigie Avenue, Kanwal 27 km to 29 km north of Gosford	Heavy Patching in Climbing Lane	do	21,066
do	10	44.6 km north of Gosford	Construction of Passing Lanes at Gwandalan Turnoff	do	3,214
					\$1,810,951

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
OXLEY HIGHWAY					\$
Coonabarabran	11	39.9 km to 46.0 km east of Coonabarabran	Widening of Shoulders on Selected Lengths	Department	2,804
do	11	2.6 km to 16.0 km east of Coonabarabran	do	do	19,632
do	11	63 km to 68 km east of Coonabarabran	Reconstruction and Realignment	do	26,512
do	11	Unnamed Creek 66.35 km east of Coonabarabran	Prestressed Concrete Bridge	do	113,094
Gunnedah	11	Henry Street, Gunnedah	Drainage Improvement	Council	10,000
Hastings	11	Kings Creek Bridges 17.2 km west of Port Macquarie	Approaches	Department	23
do	11	High Street, Wauchope	Reconstruction and Bitumen Surfacing	Council	20,500
do	11	20.84 km to 23 km west of Port Macquarie	do	do	4,622
do	11	Bridge over Ellenborough River at Ellenborough	Approaches	Department	42,194
do	11	Bridge over Moripo Creek 18.5 km west of Wauchope	do	do	439
do	11	Kings Creek 17.4 km west of Port Macquarie	Reinforced Concrete Bridge and Approaches	do	83
do	11	Ellenborough River at Ellenborough	Prestressed Concrete Bridge	do	136,007
Liverpool Plains	11	19 km to 34.6 km west of Gunnedah	Widening of Shoulders	Council	3,877
do	11	13.2 km to 28.2 km east of Gunnedah	do	do	20,000
Peel	11	26 km to 27 km west of Tamworth	Reconstruction and Bitumen Surfacing	do	7,000
do	11	Selected Lengths west of Tamworth	Widening of Shoulders	do	40,000
do	11	29.6 km to 31.5 km west of Tamworth	Reconstruction and Bitumen Surfacing	do	8,000
Tamworth	11	Church Street to Dennison Street, West Tamworth	Median	do	2,235
Walcha	11	Apsley River at Walcha	Approaches	Department	25
do	11	Staces Creek 48.42 km east of Walcha	Reinforced Concrete Box Culvert	do	43,394
do	11	Tia River 35.7 km east of Walcha	Prestressed Concrete Bridge	do	10
do	11	Yarrowitch River 49.29 km east of Walcha	Prestressed Concrete Bridge and R.C.B.C. in Approaches	do	80,497
Warren	11	Gunningbar Creek 0.8 km south of Warren	Steel and Concrete Bridge	do	22,079
					<u>\$594,395</u>
GWYDIR HIGHWAY					
Booolooroo	12	17.2 km to 39.6 km east of Moree	Reconstruction	Council	112,000
Boomi	12	Cowbail Creek 46 km west of Moree	Prestressed Concrete Bridge and Approaches	do	1,281
do	12	Browns Creek 53.3 km and 54 km west of Moree	Reinforced Concrete Box Culverts and Approaches	do	4,299
do	12	42.13 km to 52 km west of Moree	Reconstruction and Bitumen Surfacing	do	4,275
do	12	Black Gully 98.81 km west of Moree	Prestressed Concrete Bridge	Department	2,028
Grafton	12	T.R. No. 74 to City Boundary	Reconstruction and Bitumen Surfacing	do	559
Inverell	12	0.3 km to 1.9 km west of Inverell	do	Council	80,000
Macintyre	12	9.38 km west of Inverell	Reinforced Concrete Box Culvert	do	1

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
GWYDIR HIGHWAY — Continued					\$
Macintyre	12	31.2 km to 32.03 km east of Inverell	Reconstruction and Bitumen Surfacing	Council	2,499
Nymbodia	12	21 km to 37 km west of Grafton	do	Department	12,913
do	12	22 km west of Grafton	Restoration of Slip Area	do	42,162
Severn	12	76 km to 90 km east of Glen Innes	Mountain Type Drains	do	179 *
do	12	Reddestone Creek Bridge 11.3 km west of Glen Innes	Raising and Widening of Approaches	Council	42,000
Yallaroi	12	9.8 km to 11.3 km east of Warialda	Widening	do	3,707
do	12	39.6 km to 52.6 km east of Moree	Reconstruction and Bitumen Surfacing	do	74,400
					<u>\$381,943</u>
STURT HIGHWAY					
Balranald	14	9.2 km to 16.3 km east of Euston	Reconstruction and Widening	Department	88,044
do	14	6 km to 20.3 km and 22.2 km to 23.3 km east of Euston	Widening	do	17,740
do	14	73.4 km to 79 km east of Euston	Widening and Improvement of Two Crests	do	73,174
do	14	Murrumbidgee River at Balranald	Steel and Concrete Bridge	do	25,933
do	14	Bridge over Murrumbidgee River at Balranald	Approaches	do	36,298
do	14	Murrumbidgee River at Balranald	Demolition of Old Bridge	do	9,088
Hay	14	19 km to 31.4 km west of Hay	Reconstruction and Bitumen Surfacing	do	42,560
Kyeamba	14	22.2 km to 28.24 km west of S.H. No. 2	Deviation	do	9,061
do	14	44.4 km to 49.6 km from Gundagai	Reconstruction	do	99,052
Mitchell	14	Bridge over Bullenbung Creek 44.4 km west of Wagga Wagga	Widening of Approaches	do	3,709
do	14	Bullenbung Creek 40.9 km to 45.4 km west of Wagga Wagga	Reconstruction and Bitumen Surfacing including Approaches	do	893
do	14	Bullenbung Creek 44.4 km west of Wagga Wagga	Widening of Bridge to 9 metres (28 feet) between Kerbs	do	11,639
Narrandera	14	Bridge over Poisoned Waterholes Creek 89.5 km west of Wagga	Widening of Approaches	do	29
do	14	Bridge over Poisoned Waterholes Creek 89.5 km west of Wagga Wagga	Widening	do	6,362
Wagga Wagga	14	Edward Street west to Ashmont Avenue	Deviation	Council	28,200
Wagga Wagga and Mitchell	14	5 km to 9.2 km west of Wagga Wagga	Bitumen Surfacing including Channelised Intersection with T.R. No. 78	Department	1,200
					<u>\$452,982</u>
BARTON HIGHWAY					
Goodradigbee	15	S.H. No. 2 to Murrumbateman 5 km to 19 km from Yass	Heavy Patching	Department	50,865
					<u>\$50,865</u>

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
BRUXNER HIGHWAY					\$
Ashford	16	6 km to 16 km east of Bonshaw	Reconstruction and Bitumen Surfacing	Department	154
do	16	8 km to 28.8 km west of Bonshaw	Deviation	do	660
do	16	16 km to 22 km east of Bonshaw	Reconstruction and Bitumen Surfacing	do	144
do	16	0.8 km to 8 km west of Bonshaw	do	do	333
do	16	0.8 km to 6 km east of Bonshaw	do	do	106
do	16	5 km to 11.2 km west of Yetman	do	Council	2,203
do	16	11.1 km to 18 km west of Yetman	do	do	113,700
Booleoora	16	0 km to 8.9 km west of Boggabilla	do	Department	637
Casino	16	2 km to 3.5 km east of Casino	do	Council	5,000
Kyogle	16	Piora Bridge at Deep Creek 22.53 km west of Casino	Reinforced Concrete Bridge and Approaches	Department	5,241
Lismore	16	29.72 km to 33.7 km from Ballina	Deviation	Council	30,000
Tenterfield Shire	16	Black Creek 83.27 km west of Tenterfield	Reinforced Concrete Box Culvert	Department	21,963
do	16	Unnamed Creek 63.25 km west of Tenterfield	do	do	1,507
do	16	Black Creek Billabong 84.97 km west of Tenterfield	do	do	45,679
do	16	40 km to 43 km east of Bonshaw	Reconstruction and Bitumen Surfacing	do	90,235
do	16	43 km to 53 km east of Bonshaw	do	do	93,248
do	16	68 km to 80 km west of Tenterfield	do	do	2,764
do	16	32 km to 37 km east of Bonshaw	do	do	125,832
do	16	37 km to 40 km east of Bonshaw	do	do	67,256
do	16	47 km to 51 km west of Tenterfield (Mole Descent)	do	Council	138,000
do	16	42 km to 47 km east of Tenterfield	do	do	2,497
do	16	51 km to 58 km west of Tenterfield	do	do	100,000
do	16	37 km to 43 km west of Tenterfield	do	do	8,799
do	16	Gulf Creek 78.5 km west of Tenterfield	Reinforced Concrete Box Culvert	Department	46,803
do	16	Sandy Creek 78.7 km west of Tenterfield	do	do	17,045
Tomiki	16	52.5 km to 60.99 km west of Ballina	Raising of Pavement	Council	37,537
Yallaroi	16	Newlands Creek 25.68 km west of Yetman	Reinforced Concrete Box Culvert	do	19,090
do	16	Ottleys Creek to Shire Boundary near Wearnes Siding	Reconstruction and Bitumen Surfacing	do	60,000
do	16	23 km to 24 km west of Yetman	do	do	1,500
					<u>\$1,019,457</u>
NEWELL HIGHWAY					
Berrigan	17	2 km to 2.4 km north of Finley	Widening and Bitumen Surfacing	Department	11,651
Booleoora	17	63 km to 76 km north of Moree	Reconstruction and Bitumen Surfacing	do	3,724
do	17	76 km to 87 km north of Moree	do	do	9,662

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
NEWELL HIGHWAY — Continued					
Boolooleroo	17	2.69 km to 8.32 km south of Moree	Widening Formation and Pavement	Department	82,730
do	17	100 km to 116 km north of Moree	Reconstruction and Bitumen Surfacing	do	868 *
do	17	Courallie Creek 25.75 km south of Moree	Approaches	do	117,972
Coonabarabran	17	102.2 km to 109.1 km south of Narrabri	Reconstruction and Bitumen Surfacing	do	3,812
do	17	109.1 km to 115.1 km south of Narrabri	do	do	8,203
do	17 and	East of Coonabarabran	Reconstruction of Intersection	do	8,336
Gilgandra	11		Reconstruction of Curve	do	39,862
Goobang	17	Balladoran Hill Turnoff 50 km north of Dubbo	Widening	do	3,432
do	17	16 km to 27 km north of Forbes	do	do	4,274
do	17	15.1 km to 23.83 km north of Parkes	Widening including Culverts	do	6,010
do	17	Parkes to Aleetown	Widening	do	4,103 *
Jemalong	17	3 km to 15.1 km north of Parkes	Reconstruction and Widening	Council	30,000
do	17	12.1 km to 14.5 km north of Forbes	Widening	do	13,500
do	17	13.7 km to 16.9 km north of Forbes	Reconstruction	do	18,500
Namoi	17	Southern Approaches to Fitzgeralds Bridge over Lachlan River	Approaches	Department	5,000
do	17	Bobbiwa Creek 17.38 km north of Narrabri			
		6.3 to 6.6 km, 10 km to 10.1 km, 13.7 km to 14.3 km south of Narrabri	Reconstruction and Bitumen Surfacing	do	61,245
			do	do	176 *
Namoi and Coonabarabran	17	60.7 km to 75 km south of Narrabri	Approaches	do	92,738
Narrabri	17	Namoi River at Narrabri	Prestressed Concrete Bridge	do	51,061
do	17	Namoi River at Narrabri	Drainage Works	Council	4,000
Parkes	17	Between Dalton Street and Mitchell Street	Reconstruction	Department	134,896
do	17	Clarinda Street, Parkes	Widening Formation Prior to Resealing	do	8,240
Talbragar	17	58.9 km to 64 km north of Peak Hill	Steel and Concrete Bridge	do	1,100 *
do	17	Talbragar River at Troy			
					\$712,601
CASTLEREAGH HIGHWAY					
Gilgandra	18	16.1 km to 17.7 km north of Gilgandra	Widening Formation and Strengthen Pavement prior to Reseal	Department	58,348
do	18	0.3 km to 3.4 km north of Gilgandra	Widening and Bitumen Surfacing	do	1,843
Walgett	18	51 km to 71 km north of Walgett	Reconstruction and Bitumen Surfacing	do	41,819
do	18	71 km to 90 km north of Walgett	do	do	422,804
do	18	32 km to 51 km north of Walgett	do	do	78
					\$524,892

*Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
MONARO HIGHWAY					\$
Bibbenluke	19	Ryans Creek 28.5 km and Station Gully Creek 29.3 km south of Bombala	Reinforced Concrete Box Culverts	Council	56,943
do	19	34.34 km to 35.97 km south of Bombala	Reconstruction and Bitumen Surfacing	do	2,432 *
do	19	16 km to 21.7 km south of Bombala	do	do	14,905
do	19	17.36 km to 20.74 km south of Bombala	do	do	34,000
do	19	28.29 km to 30.33 km south of Bombala	do	do	18,000
do	19	30.34 km to 34.34 km south of Bombala	do	do	373
do	19	1.5 km to 2.25 km south of Bombala including Intersection T.R. No. 93	do	do	1,281 *
Cooma	19	Bridge over Cooma Creek in Bombala Street	Approaches	do	10,000
do	19	Railway Overbridge 1.45 km south of Cooma	Sidetrack	do	5,479
Monaro	19	Railway Level Crossing at Michelago	Installation of "F" Type Signals	Department	255
do	19	Railway Level Crossing at Bredbo	do	do	212
do	19	87.7 km to 90.1 km south of Canberra	Reconstruction and Bitumen Surfacing	do	183,615
do	19	3 km to 8.9 km south of Cooma	do	do	9,662
					<u>\$329,731</u>
RIVERINA HIGHWAY					
Berrigan	20	Griffith to Bendigo Co-Axial Cable	Tree Planting and Establishment of Hard Standing Areas	Department	322
Conargo	20	Intersection with Cowans Road 20.1 km west of Finley	Improvement to Visibility	do	909
Deniliquin	20	5 km to 9 km east of Deniliquin	Reconstruction and Bitumen Surfacing	Council	53,600
					<u>\$54,831</u>
COBB HIGHWAY					
Central Darling	21	13 km to 36.2 km from S.H. No. 8	Reconstruction and Bitumen Surfacing	Department	355
do	21	0 km to 5 km from S.H. No. 8	do	do	75,168
Deniliquin	21	0.8 km south of Deniliquin	Reinforced Concrete Box Culvert	Council	5,000
do	21	Bridge over Mulwala Canal 2.4 km south of Deniliquin	Widening	Department	34,000
Hay	21	Within the Township of Hay	Reconstruction and Bitumen Surfacing	Council	11,377
do	21	Murrumbidgee River at Hay	Prestressed Concrete Bridge	Department	33,788
do	21	Bridge over Murrumbidgee River at Hay	Approaches	do	24,855
do	21	Murrumbidgee River at Hay	Removal of Old Bridge	do	73,114
Murray	21	13.2 km to 23 km north of Moama	Reconstruction and Widening	do	59,560
Windouran	21	Billabong Creek 41.47 km north of Deniliquin	Steel and Concrete Bridge and Approaches	Council	8,247
					<u>\$325,464</u>

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
SILVER CITY HIGHWAY					
Wentworth	22	Tincha Deviation 2 km to 18 km north of Wentworth	Reconstruction and Bitumen Surfacing	Department	74,673
do	22	Tincha Creek 8.77 km north of Wentworth	Prestressed Concrete Bridge	do	38,366
do	22	2 km to 18 km north of Wentworth	Reconstruction and Bitumen Surfacing	do	1,902
do	22	Abbotsford Bridge at Curlivaa	Approaches	do	57
do	22	Bridge over Darling River at Wentworth	do	do	57
do	22	Bridge over Tuckers Creek	do	do	5,541
do	22	Tuckers Creek 0.5 km east of Wentworth	Reinforced Concrete Bridge	do	1,169
do	22	Four Mile Break 8 km north of Wentworth	Prestressed Concrete Bridge	do	120,865
do	22	Four Mile Break 6.52 km north of Wentworth	do	do	34,027
					<u>\$276,657</u>
STATE HIGHWAY NO. 23					
Newcastle	23	Junction with M.R. No. 605	Passing Lane	Council	8,100
					<u>\$8,100</u>
ILLAWARRA HIGHWAY					
Mittagong	25	Selected Lengths 6.1 km to 28.6 km east of Moss Vale	Heavy Patching	Department	38,411
Shellharbour	25	2.7 km to 3.4 km from S.H. No. 1	Heavy Patching through Albion Park Town	do	130,545
do	25	Slip on Macquarie Pass	Retaining Wall	do	16,754
Wingecarribee	25	Black Bob's Creek 11.10 km west of Moss Vale	Reinforced Concrete Box Culvert	do	1,596 *
do	25	Paynes Creek 6.28 km west of Moss Vale	Reinforced Concrete Box Culvert and Approaches	do	332
do	25	58.9 km to 62.83 km from S.H. No. 1	Reconstruction and Approaches to New Bridges over Wells and Black Bobs Creeks	do	69,852
do	25	Burrawang 14 km east of Moss Vale	Pipe Culvert	do	17,289
					<u>\$271,587</u>

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
STATE HIGHWAY NO. 26					\$
Gosford	26	Oak Milk Bar and Service Station	Passing Lanes including Extensions of Junction with	Department	21,395
do	26	Portion 61, Parish of Eglington	M.R. No. 590 Reinstatement of Access	do	2,070
					<u>\$23,465</u>
Total — State Highways					<u>\$10,559,961</u>

(iii) Trunk and Ordinary Main Roads

Abercrombie	54	38.1 km to 41.4 km south of Bathurst	Reconstruction and Bitumen Surfacing	Council	15,831
do	252	40.23 km to 43.45 km south of Bathurst	do	do	59,169
Ashford	137	11.38 km to 17.14 km north of Ashford	do	do	282
do	137	21.44 km to 22.71 km north of Ashford	do	do	1,266
do	137	19.55 km to 22.53 km north of Ashford	do	do	1,266 *
do	137	22.69 km to 29.93 km north of Ashford	do	do	55,000
do	187	Smedleys Gully 69 km north of Inverell	Reinforced Concrete Box Culvert	do	282 *
Balranald	67	138.72 km to 145.64 km north of Balranald	Reconstruction	do	77
do	67	105.57 km to 106.54 km north of Balranald	do	do	17
do	67	121 km to 124 km north of Balranald	do	do	16,207
do	67	32 km to 34.6 km north of Balranald	do	do	21,750
Barraba	63 and 132	Intersection	do	do	11,282
do	132	2.91 km to 6.44 km north-east of Barraba	Reconstruction and Bitumen Surfacing	do	8,505
do	360	Noogera Creek 31.09 km from Cobbadah	Reinforced Concrete Bridge	do	2,039
Bellingen	76	Roses Creek 15 km west of S.H. No. 10	Reinforced Concrete Box Culvert and Approaches	do	35,000
do	76	5 km to 11 km west of Dorrigo	Reconstruction	do	8,700
do	76	16 km to 27 km west of Bellingen	Improvement to Alignment	do	46,000
Berrigan	331	18.11 km to 22.85 km north of Berrigan	Reconstruction and Bitumen Surfacing	do	3,605
do	363	0.81 km to 5.63 km north of M.R. No. 550	do	do	13,500
Bibbenluke	91	Bridge over Yellow Waterhole Creek 20.6 km east of Bombala	Reinforced Concrete Bridge and Approaches	do	1,306 *
do	91	Bridge over Dragon Swamp 16 km east of Bombala	Approaches	do	7,612
do	91	13.5 km to 16 km east of Bombala	Reconstruction	do	19,204
do	91	10.54 km to 13.52 km east of Bombala	Gravelling, Priming and Sealing	do	963 *

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Bibbenluke	91	Dragon Swamp 16 km east of Bombala	Steel and Concrete Bridge	Department	3,818
Bingara	133	35.41 km west of Bingara	Reconstruction and Realignment	Council	54,700
do	134	10.91 km north of Bingara	Reconstruction and Bitumen Surfacing	do	2,646
Bland	57	33.17 km to 35.53 km north of Tenora	do	do	43,000
do	57	31 km to 46 km north of West Wyalong	do	do	54,536
do	231	12.49 km north of T.R. No. 57	Reinforced Concrete Box Culvert and Approaches	do	604
do	398	3.27 km to 12.38 km south-west of T.R. No. 57 at Barmedman	Surface Course Graveling and Bitumen Surfacing	do	2,636
do	398	0.48 km to 12.39 km south-west of T.R. No. 57 at Barmedman	Reconstruction and Bitumen Surfacing	do	12,349
Blaxland	55	8.2 km to 9.1 km north of Lithgow	do	Department	702
do	55	14.7 km to 19.4 km north of Lithgow	do	do	144
do	253	30 km to 31.53 km west of Katoomba	do	do	27,990
do	531	3.70 km to 5.31 km north of S.H. No. 5	do	Council	7,300
do	531	Railway Level Crossing at Wallerawang	Installation of "F" Type Signals	Department	134
do	531	Railway Overbridge at Wallerawang	Provision of Footway and Reconstruction of Approaches	Council	1,509
Bogan	70	0.18 km to 8.16 km from S.H. No. 7	Reconstruction and Bitumen Surfacing	do	32,900
Booloroon	232	8.53 km to 10.14 km north of Moree	do	do	584
do	507	48.28 km to 53.91 km from Goondiwindi	do	do	18,184
do	507	55.04 km to 66.79 km west of Goondiwindi	do	do	15,750
Boomi	232	64.44 km to 67.59 km north of Moree	do	do	12,103
do	232	70.81 km to 74.03 km north of Kyogle	do	do	30,500
do	367	97.85 km to 102.35 km north of Moree	do	do	13,293
Boorowa	56	Over Narrellan Creek 22.2 km north of Boorowa	Composite Steel Girder, Reinforced Concrete Bridge	do	41,000
do	56	Woolpack Creek 29.8 km north of Boorowa	Six Span Reinforced Concrete Bridge	do	46,000
do	56	Bridge over Narrellan Creek 22.2 km north of Boorowa	Approaches	do	20,000
do	56	35.41 km to 46.33 km north of Boorowa	Reconstruction and Bitumen Surfacing	do	122
do	241	Harrys Creek 10.9 km east of Boorowa	Reinforced Concrete Bridge	do	9
do	380	Corcorans Creek 8.9 km from Boorowa	New Bridge	do	2,011
Boree	237	Grove Creek 46.4 km south-west of Orange	Reinforced Concrete Box Culvert	do	16,000
Bourke	404	11.27 km to 19.31 km west of Bourke	Reconstruction and Bitumen Surfacing	do	63,856
Bowral	263	Junction with Eridge Park Road 2 km to 2.51 km east of Bowral	Realignment	do	6,000
Burrangong	78	29.89 km to 44.88 km north from Young	Construction	do	25,000
do	239	Burrangong Creek at 19 km north of Young	Composite Steel Beam and Reinforced Concrete Bridge	do	3,798
do	241	33.8 km to 39.19 km west of Young	Reconstruction and Bitumen Surfacing	do	165
do	241	33.8 km to 37.01 km west of Young	do	do	2,225
do	241	6.44 km to 9.66 km east of Young	do	do	31,371
Byron	65	Belongil Creek 4.23 km east of S.H. No. 10 at Ewingsdale	Prestressed Concrete Bridge and Approaches	do	84,000
do	65	23.49 km to 26.63 km from Lismore	Reconstruction and Bitumen Surfacing	do	30,000
Canobolas	61	3.65 km Orange City Boundary to 9.08 km Heifer Station Creek	do	do	55,000

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Carrathool	80	Middle Billabong Creek 38 km west of Hillston	Concrete Slab Bridge	Council	71,500
do	501	0.81 km to 8.85 km east of T.R. No. 80	Reconstruction and Bitumen Surfacing	do	40,000
Central Darling	66	Darling River at Menindee	Construction of Approaches	do	4,000
do	433	69.2 km to 82.07 km west of Darnick	Construction	do	1,481
Cockburn	63	24.54 km to 26.67 km north of Tamworth	Reconstruction and Widening	do	4,000
Coffs Harbour	151	Over Star Creek 67.57 km south of Grafton	3-cell Reinforced Concrete Box Culvert	do	34,000
do	151	65.45 km to 68.07 km south of Grafton	Reconstruction and Bitumen Surfacing	do	40,000
do	151	57.63 km to 59.06 km south of Grafton	do	do	8,000
do	540	Boambee Creek 10.22 km from S.H. No. 10	Reinforced Concrete Box Culvert	do	3,808
Colo	181	0 km to 2 km north of Webbs Creek Ferry	Reconstruction and Bitumen Surfacing	do	8,558
do	182	Addys Creek	Two Span Reinforced Concrete Bridge and Approaches	do	3,000
do	184	Kurrajong Heights	Climbing Lane	do	376
do	503	Roberts Creek 17 km from Windsor	Superstructure	Department	7,855
do	503	15.52 km to 16.06 km north of Windsor	Reconstruction	do	12
do	503	Bridge over Roberts Creek (16.4 km to 17.8 km north of Windsor)	Deviation	do	15
do	503	Roberts Creek to Colo River	Heavy Patching and Subsoil Drainage	do	20,439
do	503	17.54 km to 18.19 km north of Colo	Reconstruction	do	78,473
do	503	Bridge over Roberts Creek 18.0 km from Windsor	Bored Piles	do	72,450
do	519	14.65 km to 16.25 km from M.R. No. 184	Reconstruction	Council	3,558
do	519	Between 18.2 km and M.R. No. 503	Reconstruction and Bitumen Surfacing	do	32,800
Conargo	552	62.76 km to 67.75 km from Deniliquin	do	do	4,996
do	552	57.94 km to 67.75 km from Deniliquin	Reconstruction, Realignment and Bitumen Surfacing	do	20,451
do	552	7.32 km to 34.28 km from Deniliquin	Widening of Formation and Seal	do	20,000
Coolah	55	10.9 km to 14 km north of Coolah	Reconstruction and Bitumen Surfacing	do	41,000
do	55	13 km to 14 km north of Coolah including Box Culvert at 13.2 km	do	do	3,400
do	77	Ukebung Creek 27 km west of Dunedoo	Reinforced Concrete Bridge and Approaches	do	9,750
do	206	Sandy Creek 24.8 km west of Dunedoo	Precast and Reinforced Concrete Bridge	do	102,000
Coolamon	240	Intersection with M.R. No. 243	Reconstruction	do	615
do	240	Cowabbie Creek 32 km north of Coolamon	Prestressed Concrete Bridge and Approaches	do	11,929
do	243	14.48 km to 15.29 km east of Coolamon	Reconstruction and Realignment	do	14
do	398	5.65 km to 19.31 km north of M.R. No. 240	Reconstruction and Bitumen Surfacing	do	44,662
do	398	3.22 km to 7.08 km north of M.R. No. 240	do	do	1,460
do	398	0 km to 3.22 km north of M.R. No. 240	do	do	1,185
do	543	2.58 km to 8.05 km south of Coolamon at Shire Boundary	do	do	21
Coonabarabran	55	33.2 km north of Coolah	Reinforced Concrete Box Culvert	do	12,000
do	55	29.77 km to 53.91 km north of Coolah	Reconstruction and Bitumen Surfacing	do	15,000
do	129	24.9 km east of Coonabarabran	Reinforced Concrete Box Culvert and Approaches	do	14,000

* Credit

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Coonabarabran	129	2.4 km east of Coonabarabran	Reinforced Concrete Pipe Culvert	Council	1,551
do	129	28.97 km to 30.9 km east of Coonabarabran	Reconstruction and Bitumen Surfacing	do	9,000
do	129	Railway Overbridge 7.24 km north of Coonabarabran	Approaches	do	1,316
do	129	52.24 km to 57.07 km west of Coonabarabran	Reconstruction and Bitumen Surfacing	do	30,000
do	334	13.6 km south of S.H. No. 11	Prestressed Concrete Bridge	do	25,000
Coonamble	205	20.28 km to 26.71 km east of Coonamble	Reconstruction and Bitumen Surfacing	do	17,000
Copmanhurst	83	Sheep Creek 34.20 km north of Grafton	Prestressed Concrete Bridge	do	37,000
do	83	Sheep Creek 34.63 km north of Grafton	Prestressed Concrete Bridge and Approaches	do	5,000
do	83	Rileys Creek 44.9 km north of Grafton	do	do	50,000
do	83	Sportsmans Creek to Tick Gate 29 km to 48 km north of Grafton	Strengthening	do	30,000
do	150	Over Deep Creek 93.2 km north of Grafton	Prestressed Concrete Bridge and Approaches	do	12,000
do	150	Double Swamp 14.27 km north of Grafton	Reinforced Concrete Box Culvert	do	311 *
do	150	11.75 km to 15.13 km north of Grafton	Reconstruction and Bitumen Surfacing	do	10,270
do	150	75.32 km to 78.53 km north of Grafton	do	do	2,020 *
do	150	70.81 km to 75.32 km north of Grafton	do	do	12,000
Corowa	331	4.83 km to 24.94 km east of M.R. No. 131	do	do	27,000
Cowra	310	0.40 km north of S.H. No. 6	do	do	6,000
Crookwell	54	34.25 km to 37.74 km north of Goulburn	do	do	1,558
do	201	19.15 km from Crookwell Bindavale Creek	Reinforced Concrete Box Culvert and Approaches	do	35,000
do	201	56.25 km to 57.53 km, 58.34 km to 60.43 km north of Crookwell	Reconstruction and Bitumen Surfacing	do	17,700
do	201	20.36 km to 22.53 km north of Crookwell	do	do	44,269
do	247	8.45 km to 10.94 km east of Crookwell	do	do	153
Crookwell and Boorowa	248	Lachlan River at Narrawa	Steel and Concrete Bridge	do	50,000
Cudgegong	208	20.6 km to 22.21 km north of Mudgee	Reconstruction and Bitumen Surfacing	do	280
do	214	44.74 km to 48.92 km north of Mudgee	Surface Course Gravelling and Bitumen Surfacing	do	49,488
do	214	28.65 km to 30.26 km north of Mudgee	Reconstruction and Bitumen Surfacing	do	29
do	214	26.55 km to 28.81 km north of Mudgee	Surface Course Gravelling and Bitumen Surfacing	do	529 *
do	214	Sportsmans Hollow Creek at Ulan	Reinforced Concrete Bridge	do	36
do	214	Conyal Creek Bridge 20.12 km north of Mudgee	Approaches	do	9,479
do	216	18.51 km to 20.12 km south of Mudgee	Reconstruction and Bitumen Surfacing	do	36 *
do	216	15.43 km to 17.09 km south of Mudgee	Gravelling and Bitumen Surfacing	do	1,431 *
Demondrille	84	2.6 km to 4.5 km east of Murrumburrah	Reconstruction and Bitumen Surfacing	do	826 *
do	84	7.2 km to 9.5 km west of Murrumburrah	do	do	20,000
do	84	4.5 km to 5.8 km west of Murrumburrah	Widening and Curve Improvement	do	826
do	380	Railway Level Crossing at Cunnigar	Installation of "F" Type Signals	Department	429
Denman	213	10.1 km to 14.2 km west of Jerrys Plains	Reconstruction and Bitumen Surfacing	Council	60,000
Dumaresq	74	Rigney Creek at 73.58 km east of Armidale	Reinforced Concrete Box Culvert	do	7,000

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Dumaresq	74	Oakey Creek 62.5 km to 62.98 km and 63.54 km to 63.97 km east of Armidale	Bridge Approaches and Adjacent Works	Council	35,277
Dungog	101	New Bridge over Myall Creek	Approaches	do	3,262 *
do	101	0.76 km to 1.56 km south of Dungog	Reconstruction	do	3,404
do	101	Myall Creek at Dungog	Reinforced Concrete Bridge and Approaches	do	1,314 *
do	289	2.3 km from M.R. No. 101 towards Great Lakes Shire Boundary	Reconstruction and Bitumen Surfacing	do	9,878
do	289	2.1 km to 2.86 km from M.R. No. 101	do	do	45,500
Eurobodalla	271	6.71 km to 10.46 km west of Moruya	Reconstruction	do	20,000
do	271	4.3 km to 5.07 km west of Moruya	Reconstruction and Bitumen Surfacing	do	837 *
Gilgandra	77	27 km to 32 km east of Gilgandra	do	do	38,817
do	77	24.8 km to 29 km east of Gilgandra	do	do	24,022
do	205	Tooraweenah Creek 3.7 km north of S.H. No. 11	Reinforced Concrete Bridge	do	3,000
Goobang and Lachlan	57	Bridge over Bullock Creek 0.8 km west of Tullamore	Approaches	do	27,250
Goobang	61	Gunningbland Creek at Carlsby	Prestressed Concrete Bridge and Approaches	do	50,878
do	233	Back Goobang Creek 14 km north of Parkes	Reinforced Concrete Box Culvert	do	1 *
do	350	29.77 km to 32.19 km north of Forbes	Reconstruction and Bitumen Surfacing	do	41,000
Goodradigbee	56	23.5 km to 24.46 km north of Yass	do	do	6,888
do	249	0 km to 4.18 km south of Gundaroo	do	do	11,850
do	249	6.12 km to 7.73 km south of Gundaroo	Gravelling and Bitumen Surfacing	do	286
do	249	7.73 km to 9.33 km south of Gundaroo	Reconstruction and Bitumen Surfacing	do	504 *
do	249	4.51 km to 6.12 km south of Gundaroo	do	do	38,150
do	278	13.04 km to 14.97 km south of S.H. No. 2	do	do	54 *
Gosford	225	30.01 km to 31.14 km east of Wisemans Ferry	do	do	10,000
do	225	28.32 km to 29.13 km from S.H. No. 10	do	do	2,479
do	349	1.67 km to 2.35 km from S.H. No. 10	do	do	1,302
Goulburn	54	1.69 km to 2.43 km west of Goulburn	do	do	9,202
do	79	2.09 km from Goulburn	Drainage Provision	do	2,132
Grafton	74	2.96 km to 4.12 km south of Grafton	Reconstruction and Widening of Bitumen Pavement	do	9,071
do	74	9.33 km to 4.73 km south of Grafton	Reconstruction and Bitumen Surfacing	do	1,393
Great Lakes	90	Bridge over Camerons Creek 7.71 km south of M.R. No. 110	Approaches	do	5,000
do	111	Beach Street to Mark Street, Forster	Relocation	do	12,548
do	111	34.44 km to 39.91 km from S.H. No. 10	Reconstruction and Bitumen Surfacing	do	4,493
do	111	2.21 km to 5.63 km south of Forster	do	do	17,452
do	289	Railway Level Crossing at Nooroo	Elimination by Road Deviation	do	2,368 *
Greater Cessnock	181	4.83 km to 6.12 km south of Wollombi	Reconstruction and Bitumen Surfacing	do	3,006 *
do	181	1.18 km to 3.22 km from M.R. No. 218	do	do	2,977 *
do	195	Government Road including Junction with Smelter Road	Reconstruction	do	36,130

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Greater Cessnock	195	Swamp Creek 2.49 km north of Kurri Kurri (Homestead Bridge)	Reinforced Concrete Bridge	Council	21,670
do	220	23.9 km to 25.67 km south of Cessnock	Reconstruction and Bitumen Surfacing	do	7,792
Gundagai	279	4.99 km to 8.21 km south of Gundagai	do	do	8,184 *
Gundurimba	146	21.40 km to 23.16 km from S.H. No. 10	do	do	13,733
do	147	18.19 km to 20.41 km from Woodburn	do	do	14,474
do	147	15.37 km to 18.19 km from Woodburn	do	do	29,500
Gunnedah	72	Intersection at 1.17 km south of Gunnedah	Reconstruction and Improvement	do	2,083
Gunning	249	Nelanglo Creek 21.1 km south of Gunning	Reinforced Concrete Box Culvert	do	23,500
do	249	16.09 km to 29.32 km south of Gunning	Resumption, Fencing and Clearing	do	35,000
do	249	12.89 km to 14.66 km south of Gunning	Gravelling and Bitumen Surfacing	do	17,800
Guyra	73	Teinga Creek 8.63 km north of Bundarra	Reinforced Concrete Box Culvert	do	18,915
do	73	Hawkins Gully 27.92 km south of Inverell	do	do	19,000
do	73	4.54 km to 8.64 km north of Bundarra	Bitumen Surfacing	do	42,935
Hastings	112	21.73 km to 23.34 km from S.H. No. 11	Reconstruction and Bitumen Surfacing	do	34,676
do	112	Junction with M.R. No. 538 towards Wauchope	do	do	16,367
do	538	For 1.61 km west of Lorne	do	do	15,000
do	538	Railway Level Crossing at Kendall	Installation of "F" Type Signals	do	1,154
do	600	Bridge over Fernbank Creek	Approaches	do	10,000
Hay	514	63 km to 66.21 km west of Hay	Reconstruction and Bitumen Surfacing	do	10,000
do	514	54.64 km to 60.19 km west of S.H. No. 21	do	do	3,984
Holbrook	331	28.65 km to 36.37 km east of Holbrook	Reconstruction	do	10,500
do	331	28.65 km to 35.25 km from T.R. No. 8	do	do	55,000
do	331	36.37 km to 37.98 km east of Holbrook	do	do	10,320
Hume	547	28.12 km to 29.64 km north of Albury	Reconstruction and Bitumen Surfacing	do	38,132
Illabo	78	22.05 km to 24.70 km north of Wagga Wagga	do	do	2 *
do	78	33.2 km to 38.3 km north of Wagga Wagga	Reconstruction and Widening	do	32,320
do	78	30.3 km to 33.6 km north of Wagga Wagga	Reconstruction and Bitumen Surfacing	do	9,083
Imlay	91	20.9 km to 24.3 km west of Pambula	do	do	1,980
do	91	16.09 km to 17.7 km west of Pambula	do	do	2,701
do	275	Tylers Creek 5.6 km west of S.H. No. 1	Prestressed Concrete Bridge and Approaches	do	3,000
do	275	Wolumla Creek 1.6 km from S.H. No. 1	Steel and Concrete Bridge and Approaches	do	4,078
do	275	Over Candelo Creek at Candelo	Prestressed Concrete Bridge	do	39,366
Jemalong	238	5.31 km to 16.09 km north of Eugowra	Reconstruction and Bitumen Surfacing	do	1,889
Jerilderie	323	23.01 km to 27.84 km east of S.H. No. 17	do	do	11,000
do	323	19.47 km to 32.35 km west of S.H. No. 17	do	do	13,965
do	596	6.6 km to 8.37 km east of M.R. No. 321	do	do	683
do	596	8.37 km to 10.46 km east of M.R. No. 321	do	do	885
do	596	0 km to 6.6 km east of M.R. No. 321	do	do	2,587

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Jindalee	78	3.73 km to 4.41 km and 6.21 km to 24.51 km north of Cootamundra	Widening to 10.36 m (34 ft.) Formation and Graveling of Shoulders	Council	9,195 *
do	78	15.1 km to 18.8 km north of Cootamundra	Formation and Widening	do	18,500
do	78	8.63 km to 10.24 km north of Cootamundra	Reconstruction and Widening	do	1,106 *
do	84	Flagstaff Creek 35.71 km to 36.77 km west of Murrumburrah	Prestressed Concrete Bridge and Approaches	do	1,909
do	84	Bland Creek at Stockinbingal	do	do	61,415
do	84	Through Village of Wallendbeen	Reconstruction	do	13,680
do	84	13.36 km to 18.31 km west of Murrumburrah	Formation and Widening, and Provision of Climbing Lane	do	21,500
Kempsey	198	Intersection of Rudder and Bissett Streets	Reconstruction and Bitumen Surfacing	do	20,000
Kyeamba and Mitchell	78	Sandy Creek at Uranquinty	Reinforced Concrete Bridge and Approaches	do	15,390
Kyeamba	211	Sandy Creek 20.3 km south of Wagga Wagga	Reinforced Concrete Box Culvert and Approaches	do	378
do	211	23.17 km to 24.14 km south of Wagga Wagga	Reconstruction and Widening	do	2,689
do	211	11.84 km to 19.79 km from Wagga Wagga	Reconstruction and Bitumen Surfacing	do	41,000
do	211	15.98 km to 18.15 km south of Wagga Wagga	Reconstruction and Basecourse Gravel Surfacing	do	1,188
do	384	Book Book 39.85 km south of Wagga Wagga	Reinforced Concrete Box Culvert and Approaches	do	761
do	384	35.34 km to 36.06 km from Wagga Wagga	Reconstruction and Widening	do	2,813
do	384	35.34 km to 41.05 km from Wagga Wagga	Reconstruction and Bitumen Surfacing	do	598
Kyogle	83	Railway Viaducts at 0.4 km, 15.1 km and 16.01 km north of Kyogle	Clearance Increase	do	744
do	361	Bottle Creek 58.7 km from Woodenbong	Reinforced Concrete Bridge and Approaches	do	63,000
Lachlan	57	70.65 km to 77.73 km north of Condobolin	Reconstruction and Bitumen Surfacing	do	12,417
do	57	6.6 km north of Tullamore to Shire Road No. 25	do	do	32,500 *
Lachlan and Goobang	57	Bullock Creek 0.8 km west of Tullamore	Prestressed Concrete Bridge	do	19,000
Lachlan	61	16 km to 21 km west of Condobolin	Reconstruction and Bitumen Surfacing	do	1,750
do	230	6.76 km to 11.91 km west of Condobolin	do	do	44,370
Lake Macquarie	527	Eleebana	Deviation	do	30,000
Leeton	80	7.36 km to 13.5 km east of Leeton	Reconstruction and Bitumen Surfacing	do	3,650
do	80	9.65 km to 11.54 km west of Leeton	do	do	40,000
do	80	9.66 km to 12.13 km west of Leeton	do	do	257
do	80	14.56 km to 15.96 km west of Leeton	do	do	379
Lismore	65	0.55 km to 3.41 km north of S.H. No. 16	do	do	40,000
do	306	At 2.58 km from M.R. No. 142	Reconstruction of Formation	do	5,422
Liverpool Plains	55	Over Wallaces Gully 14.89 km south of Mullaley	Reinforced Concrete Box Culvert and Approaches	do	42,000
do	357	Buchanans Creek at 14.32 km east of Namoi Shire Boundary	do	do	37,519
Lockhart	78	31.8 km to 33.2 km south of S.H. No. 14	Reconstruction and Bitumen Surfacing	do	6,111
do	78	31.91 km to 35.86 km south of S.H. No. 14	do	do	385
do	78	1.21 km north of Yerong Creek Village	Prestressed Concrete Bridge	do	12,500
do	370	Brookong Creek at Lockhart	Pre-cast Box Culvert	do	611 *

* Credit

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Lyndhurst	246	2.83 km to 7.05 km north of Newbridge	Reconstruction and Bitumen Surfacing	Council	5,000
do	246	6.28 km to 8.21 km south of Newbridge	do	do	6,000
do	246	2.06 km to 5.47 km south of Newbridge	Realignment	do	1,560
Macintyre	134	15.77 km to 18.51 km south of Delungra	Reconstruction and Bitumen Surfacing	do	2,169
do	136	12.13 km to 16.9 km north of Inverell	do	do	14,750
do	136	9.66 km to 11.27 km north of Inverell	Reconstruction and Bitumen Surfacing	do	30,500
Macleay	152	Between S.H. No. 10 and Palmers Channel Bridge	do	do	30,000
do	152	Bluff Point Ferry	Approaches	do	2,680
Macleay	75	42.7 km to 47.59 km west of Kempsey	Reconstruction and Bitumen Surfacing	do	7,845 *
do	75	51 km to 56 km from Kempsey	do	do	36,000
do	75	54.23 km to 55.04 km west of Kempsey	do	do	24,000
do	556	Macleay River at Smithtown	Reinforced and Prestressed Concrete Bridge	Department	3,946
do	556	Bridge over Macleay River at Smithtown	Approaches	Council	8,000
do	556	Bridge over Macleay River at Smithtown	Sealing of Deck Joints and Asphaltic Concreting of Deck	Department	5,982
Maitland	104	Bridge over Hunter River at Raymond Terrace	Western Approaches	Council	6,441
do	218	Bonar Street to Steam Street, Maitland	Reconstruction and Bitumen Surfacing	do	6,517
Manilla	357	9.01 km to 17.70 km west of Manilla	do	do	4,670
do	553	0 km to 1.61 km west of T.R. No. 63	do	do	40,000
Merriwa	62	Borambil Creek 35 km to 36.9 km west of Merriwa	Reinforced Concrete Box Culvert and Approaches	do	38,842
do	62	24.35 km to 28.97 km west of Merriwa	Reconstruction and Bitumen Surfacing	do	10,998 *
do	62	28.97 km west of Merriwa to Borambil Creek	do	do	24,946
do	106	7.64 km to 9.66 km south of T.R. No. 62	do	do	22,000
do	214	Ironbark Creek 10 km south of Cassilis	Reinforced Concrete Box Culvert	do	4,871
Mitchell	240	Houlaghans Creek 15.3 km north of Wagga Wagga	Reinforced and Prestressed Concrete Bridge and Approaches	do	83,691
do	543	49.84 km to 50.84 km north of the Rock	Reconstruction and Bitumen Surfacing	do	39,000
do	543	8.53 km north of Old Narrandera Road to Shire Boundary	do	do	3,508
Mittagong	258	12.47 km to 14.9 km from S.H. No. 2	do	do	8,283
do	258	53.11 km to 53.91 km from S.H. No. 2	Widening	do	2,892
Molong	234	24.14 km to 30.09 km from Molong	Reconstruction and Bitumen Surfacing	do	858
do	234	Burrawong Creek 25.4 km from Molong	Reinforced Concrete Bridge	do	4,474
do	359	11.27 km to 16.09 km south of Molong	Reconstruction and Bitumen Surfacing	do	44,500
do	359	6.44 km to 11.27 km south of Molong	do	do	21,500
do	359	2.25 km to 6.44 km south of Molong	do	do	122
Moree	232	Intersection with S.H. No. 17 north of Moree	Improvement	do	37,000
Mulwaree	256	Tarlo River 19.6 km north of Goulburn	Prestressed Concrete Bridge	do	52,000
do	256	28.81 km to 32.19 km north of Goulburn	Reconstruction and Bitumen Surfacing	do	2,235
do	256	31.38 km to 35.41 km north of Goulburn	do	do	25,000

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Mulwaree	256	28.81 km to 31.06 km north of Goulburn	Gravelling and Bitumen Surfacing	Council	1,833
Mumbulla	273	Spring Creek 6.44 km from Bega	Realignment	do	15,510
do	275	Spring and Grosses Creeks 5.5 km from Bega	Two Prestressed Concrete Bridges and Approaches	do	923 *
Murray	94	42.8 km to 46.3 km west of Deniliquin	Reconstruction and Bitumen Surfacing	do	31,000
do	341	39.75 km to 45.06 km from Moama	do	do	20,000
do	341	75.64 km to 80.47 km west of S.H. No. 21	do	do	3,625 *
Murray Darling Div.	66	3 km to 21 km east of Broken Hill	Reconstruction	Department	36,056
Murrumbidgee	321	49.47 km to 52.69 km north of S.H. No. 17	Reconstruction and Bitumen Surfacing	Council	5,125
do	321	52.62 km to 55.52 km north of S.H. No. 17	Widening, Strengthening and Bitumen Surfacing	do	31,500
Murrumbidgee	358	20.12 km to 24.62 km south of S.H. No. 9	Reconstruction and Bitumen Surfacing	do	26,000
Nambucca	533	20.36 km to 21.89 km west of Macksville	do	do	45,000
Namoi	127	6.44 km to 8.69 km west of Wee Waa	do	do	37,500
do	127	2.72 km to 6.44 km west of Wee Waa	do	do	43,128
do	343	2.4 km west of Wee Waa	Reinforced Concrete Box Culvert	do	12,000
Narraburra	241	27.52 km to 29.93 km east of Temora	Reconstruction and Bitumen Surfacing	do	5,213
do	398	13.68 km to 18.51 km east of Barmedman	do	do	2,227
do	398	9.17 km to 12.87 km south of Ariah Park	do	do	62,423
Narrandera	80	0.71 km to 1.6 km west of S.H. No. 17	do	do	7,815
do	243	0 km to 6.44 km from Coolamon Shire Boundary	do	do	8,000 *
Newcastle	108	Bridge over North Arm of Hunter River	Western Approaches	Department	4
do	316	George Street to Bull Street	Industrial Route	Council	18,977 *
do	326	Turton Road to Griffiths Road	Reconstruction	do	25,000
Nundle	106	6.46 km to 7.77 km south of Nundle	Reconstruction and Bitumen Surfacing	do	29,000
do	106	5.55 km to 6.47 km south of Nundle	do	do	18,055
do	106	3.04 km to 5.47 km west of Nundle	do	do	1,088
Nymboida	74	Southern Approaches of Blicks River Bridge	do	do	15,000
do	74	49 km to 52.46 km south of Grafton	do	do	7,095
Oberon	253	11.75 km to 13.68 km south of Oberon	do	do	18,380
do	256	28.32 km to 34.12 km south of Oberon	Reconstruction	do	8,681
Parkes	61	Eugowra Road to Billabong Creek Bridge	Widening and Strengthening	do	18,500
Patrick Plains	213	14.19 km to 14.85 km from M.R. No. 503	Reconstruction and Bitumen Surfacing	do	20,000
do	213	11.49 km to 14.19 km west of M.R. No. 503	do	do	79 *
do	213	9.58 km to 11.49 km west of M.R. No. 503	do	do	36,758
do	503	18.51 km to 19.31 km south of Singleton	do	do	3,768
do	503	2.86 km to 3.25 km south of Singleton	do	do	229
do	503	Bridge over Boggy Swamp Creek 77.04 km south of Singleton	Regrading of Approaches	Department	33,799
Peel	130	10.46 km to 11.43 km south of Tamworth	Reconstruction and Bitumen Surfacing	Council	10,000

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Peel	130	29.21 km to 31.04 km south of Tamworth	Reconstruction and Bitumen Surfacing	Council	1,032
do	130	Bridge over Werries Creek at Werries Creek	Approaches	do	24,000
do	130	Public Level Crossing at Werries Creek	Installation of "F" Type Signals and Warning Bells	do	4,200
do	130	Werries Creek at Werries Creek	Prestressed Concrete Bridge	Department	2,510
Port Stephens	104	Bridge over Hunter River at Raymond Terrace	Eastern Approaches	Council	7,145
do	108	8.2 km south of Nelson Bay	Reinforced Concrete Box Culvert	do	4,288
do	301	Woodville	Levee	do	3,118
do	601	M.R. No. 104 to Foots Corner	Reconstruction	do	50,000
Queanbeyan	51	Queanbeyan River	Reinforced Concrete Bridge	Department	162,412
do	584	Queenbar Street to Municipal Boundary	Reconstruction	Council	9,000
do	584	Alanbar Street to Queenbar Street	do	do	4,187
do	584	Fergus Road and Queenbar Street, Bulbar and Alanbar Streets	do	do	549
Rylstone	54	10.5 km to 12.1 km west of Ilford	Reconstruction and Bitumen Surfacing	do	31,000
do	55	51.2 km south of Mudgee	Reinforced Concrete Bridge	Department	3,260
do	215	Breakfast Creek 14.8 km north of Rylstone	Reinforced Concrete Box Culvert	Council	6,500
do	215	14.92 km to 15.48 km north of Rylstone	Gravelling and Priming	do	33,100
Scone	62	37.14 km to 37.29 km west of Scone	Reconstruction and Bitumen Surfacing	do	32,000
do	105	0.32 km to 4.93 km east of Scone	Widening	do	3,755
Severn	382	26.71 km to 31.54 km north of Glen Innes	Reconstruction and Bitumen Surfacing	do	39,500
do	382	29.06 km to 31.51 km north-west of Glen Innes	do	do	20,000
do	382	18.19 km to 23.24 km north-west of Glen Innes	do	do	14,000
do	382	32.42 km north-west of Glen Innes	Reinforced Concrete Box Culvert	do	30,000
Shoalhaven	261	Cambewarra Mountain 10.4 km from Nowra	Realignment of Lower Elbow	Department	52,653
do	267	4.51 km from S.H. No. 1	Reconstruction and Bitumen Surfacing	Council	21,000
Singleton	503	Through Town of Singleton	Reconstruction	do	10,398
Snowy River	286	Bridge over Slacks Creek 12 km west of Cooinda	Widening	do	1,900
do	286	18 km to 35 km from Jindabyne	Batter Stabilisation	Department	18,000
do	286	Perisher Valley to Rawson Pass	Reconstruction	do	152,056
do	286	35 km to 37.2 km west of Jindabyne	Reconstruction and Bitumen Surfacing	do	6,778
do	286	Perisher Valley to Rawson Pass (32 km to 48 km west of Jindabyne)	Reconstruction	do	172,033
Talbragar	206	Bellimare Creek 33 km from Dubbo	Reinforced Concrete Bridge	Council	1,171
do	572	12.39 km to 19.06 km from S.H. No. 17	Reconstruction and Bitumen Surfacing	do	20,000
do	572	Drillwarrina Creek at Eumungerie	Reinforced Concrete Bridge and Approaches	do	11,000
Tallaganda	51	20 km east of Braidwood	Pre-cast Box Culverts	do	4,581
do	92	10 km to 14 km east of Braidwood	Reconstruction and Bitumen Surfacing	do	60,000
do	271	19.15 km to 24.14 km from Braidwood	do	do	2,227
Tamarang	72	2.51 km from S.H. No. 9	Reinforced Concrete Box Culvert and Approaches	do	9,000

*Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Tamarang	72	0.35 km to 2.19 km west of M.R. No. 126	Reconstruction and Provision of Climbing Lane	Council	39,000
do	72	Braefield Railway Overbridge	Approaches	do	20,000
do	72	12.52 km to 12.82 km south of Quirindi	Reconstruction and Bitumen Surfacing	do	5,000
do	129	30.74 km to 36.02 km west of Quirindi	do	do	168
Tamworth	63	Bligh Street to Marius Street, Tamworth	Median Strip	do	5,000
Temora	387	1.27 km to 2.98 km west of Temora	Reconstruction and Bitumen Surfacing	do	1,191
Terania	65	Bexhill to Clunes 10.25 km to 16.83 km east of Lismore	Table and Subsoil Drains	do	6,100
do	142	37.98 km to 41.28 km north of Lismore	Reconstruction and Bitumen Surfacing	do	41,593
Timbrehongie	347	11.57 km to 18.51 km from Trangie	do	do	4,589
do	572	19.96 km to 24.14 km north of Narromine	do	do	15,000
do	572	15.13 km to 24.14 km from Narromine	do	do	1,269
Tonki	83	Bridge over Deep Creek 8.96 km south of Casino	Approaches	do	5,500
do	83	At 21 km south of Casino	Two 3 cell Reinforced Concrete Box Culverts	do	14,000
do	544	14.74 km to 16.83 km from Lismore	Reconstruction and Bitumen Surfacing	do	24,000
Tumbarumba	281	Patons Creek 3 km south of M.R. No. 282	Prestressed Concrete Bridge	do	20,000
do	281	2.32 km to 4.83 km from M.R. No. 282	Bitumen Surfacing	do	53,900
do	282	28.40 km to 29.8 km south of Tumbarumba	Reconstruction and Bitumen Surfacing	do	40,500
Tumut	85	18.99 km to 23.17 km south of S.H. No. 4	do	do	50,517
do	279	10.54 km to 14.65 km from Tumut	do	do	1
Turon	54	39.6 km to 41.5 km north of Bathurst	do	do	2,370
do	253	18.43 km to 20.12 km south of Kelso	do	do	15,000
Tweed	142	50.63 km to 52.24 km from Lismore	do	do	15,000
do	399	19.59 km to 19.97 km west of Murwillumbah	do	do	24,438
Ulmarra	151	Glenreagh Creek 46.15 km south of Grafton	Reinforced Concrete Bridge	do	4,800
Uralla	73	Two Mile Creek 50.29 km north of Uralla	do	do	19,017
do	73	Bridge over Two Mile Creek 50.18 km to 50.69 km north of Uralla	Approaches	do	8,700
do	73	28.5 km to 31.7 km north of Uralla	Reconstruction and Bitumen Surfacing	do	17,000
Urana	385	30.09 km to 36.37 km north of Urana	do	do	61,714
Wade	321	Bridge over Benerembah Chan 15.29 km to 16.09 km south of Griffith	Approaches	do	8,060
do	321	0.64 km to 2.41 km south of T.R. No. 80	Reconstruction and Bitumen Surfacing	do	1,799
do	321	Intersections with T.R. No. 80, Wakaden and Macarthur Streets	Improvements	do	571
do	321	0.32 km to 0.97 km south of T.R. No. 80	Reconstruction and Bitumen Surfacing	do	54
do	321	0.64 km to 2.41 km south of T.R. No. 80	do	do	19,126
do	321	22.32 km to 26.36 km south of Griffith	do	do	1,605
Wagga Wagga	78	0.90 km to 2.4 km south of S.H. No. 14	Reconstruction and Widening	do	28,000
Wakool	386	39.19 km to 43.32 km west of M.R. No. 319	Reconstruction and Bitumen Surfacing	do	15,785

*Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Wakool	386	17.45 km to 25.97 km west of M.R. No. 319	Reconstruction and Bitumen Surfacing	Council	50,000
do	386	11.27 km to 19.31 km west of M.R. No. 319	do	do	25,128
Walgett	68	Bridge over Moonie River at Goondabluie	Approaches	do	12 *
do	68	Moonie River at Goondabluie	Prestressed Concrete Bridge	Department	16,171
do	329	Railway Level Crossing south of Pokataroo	Improvements	Council	42
do	329	Railway Level Crossing at Pokataroo	do	Department	183
do	426	S.H. No. 18 to Lightning Ridge	Relocation and Bitumen Surfacing	Council	21,000
Warren	347	0 km to 9.87 km south of Collie	Reconstruction and Bitumen Surfacing	do	50,000
Waugoola	56	Morangla Creek 18.5 km south of Cowra	Approaches	do	20,000
do	56	Kangaroo Creek near Gooloogong	do	do	904 *
do	56	Morangla Creek 18.5 km south of Cowra	Reinforced Concrete Box Culvert and Approaches	do	20,000 *
do	237	Gooloogong Bridge Approaches	Reconstruction and Bitumen Surfacing	do	3,500
do	237	37.66 km to 41.84 km from Grenfell	do	do	10,500
do	576	20.6 km to 25.75 km east of Cowra	do	do	48,733
Weddin	237	Warraderry Creek 12 km from Grenfell	Reinforced Concrete Bridge	do	1,312 *
do	237	21.08 km to 24.78 km from Grenfell	Reconstruction and Bitumen Surfacing	do	4,000
do	398	40.55 km to 48.12 km from Grenfell	do	do	41,000
do	398	30.09 km to 34.92 km from Grenfell	do	do	11,751 *
do	398	34.92 km to 39.75 km south of Grenfell	do	do	6,649
Wellington	206	Four Mile Creek 35 km from Dunedoo	Prestressed Concrete Bridge and Approaches	do	7,951 *
do	206	29.55 km to 31.22 km west of Dunedoo	Reconstruction and Bitumen Surfacing	do	44,905
do	206	25.35 km to 29.61 km west of Dunedoo	do	do	34,687
do	233	27.36 km to 33.63 km north of Wellington	do	do	2,971 *
do	353	13.84 km to 18.01 km north of Wellington	do	do	2,509
do	573	Railway Level Crossing at Apsley	Relocation	do	3,072 *
Wentworth	431	0 km to 2.74 km north of S.H. No. 22	Reconstruction and Bitumen Surfacing	do	15,000
Windouran	296	87.71 km to 94.14 km west of Deniliquin	do	do	5,786
do	296	90.93 km to 96.56 km west of Deniliquin	do	do	21,990
do	319	11.59 km to 17.7 km north of Moulamein	do	do	23,500
Wingecarribee	260	Wingecarribee River at Bong Bong 27.23 km south of S.H. No. 2	Prestressed Concrete Plank and Reinforced Concrete Deck Bridge	do	84,000
do	264	0.80 km to 3 km east of S.H. No. 25	Reconstruction and Bitumen Surfacing	do	19,027
do	264	3.5 km to 5.8 km from S.H. No. 25	do	do	17,500
Wollondilly	95	Allens Creek 0.8 km east of Wilton	Reinforced Concrete Bridge and Approaches	Council	27,000
do	179	8.84 km to 9.29 km south of M.R. No. 178	Reconstruction	do	27
do	179	21.57 km to 23.37 km from M.R. No. 178	do	do	2,156
do	259	6.49 km to 23.7 km west of S.H. No. 2	do	Department	26,283
Wollongong	295	Jetty Line Bridge to Public Works Department Office	do	Council	773 *

* Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iii) Trunk and Ordinary Main Roads — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
Wollongong	295	Public Works Department Office to Military Road			\$
do	513	Bridge over Bellambi Creek 4.59 km west of S.H. No. 1	Reconstruction	Council	5,257 *
do	513	S.H. No. 1 to T.R. No. 95	Widening	Department	25
do	513	9.89 km to 10.53 km south of Northern Junction with S.H. No. 1	Fourth Lane	do	166,656
do	513	11 km to 14 km west of S.H. No. 1	Climbing Lane	do	16,250 *
do	513	4.57 km to 6 km west of S.H. No. 1	do	do	8,671 *
do	581	S.H. No. 1 to Kembla Street	do	do	1 *
do	581	Gipps Street to Kembla Street	Reconstruction	Council	5,730 *
Woodburn	145	Rocky Mouth Creek at Woodburn	Reconstruction and Widening	do	1,021
Wyong	217	7.19 km to 9.33 km from S.H. No. 10	Reinforced Concrete Bridge	do	119,172
do	335	Bridge over Tuggerah Lakes at The Entrance	Reconstruction and Bitumen Surfacing	do	13,431
Yallaroi	63	Flaggy Gully 47.3 km north of Wyallda	Restoration of Handrail	do	10,000
Yarrowlumla	51	16.98 km to 18.35 km east of Queanbeyan	Reinforced Concrete Box Culvert and Approaches	do	21,798
do	51	3 km to 10 km east of Queanbeyan	Reconstruction and Widening	do	2,443 *
do	268	36.42 km to 39.11 km north of Queanbeyan	Formation, Widening and Drainage Improvement	do	20,000
do	268	36.42 km to 39.11 km north of Queanbeyan	Gravelling and Bitumen Sealing	do	20,000
do	268	35.16 km to 36.42 km north of Queanbeyan	Reconstruction	do	23,448
do	584	11.27 km to 13.36 km south of Queanbeyan	do	do	42,443
do	584	8.51 km to 12.65 km south of Queanbeyan	Reconstruction and Bitumen Surfacing	do	1,348
Young	241	Boorowa Street, Young from Clarke Street to Zouch Street	do	do	9,742 *
			Reconstruction	do	10,000
Total — Trunk and Ordinary Main Roads					\$7,665,910
(iv) Tourist Roads					
Eurobodalla	4054	0 km to 4.51 km south of Rosedale	Construction and Bitumen Surfacing	Council	29,030
Hastings	4022	4.83 km north of Port Macquarie	Reinforced Concrete Bridge	do	7,551
Maclean	4024	0 km to 14.48 km south of Angourie	Construction	do	1,500
Port Macquarie	4030	Lake Cathie	Reinforced Concrete Bridge and Approaches	do	17
Tintenbar	4051	4.02 km to 7.4 km north of Ballina Municipal Boundary	Gravelling and Bitumen Surfacing	do	29,500
Tweed	4028	5.63 km south of Pottsville	Reconstruction and Bitumen Surfacing	do	25,031
Ulmara	4049	1.67 km towards Minnie Waters	Construction	do	769
do	4049	Wooli Road towards Sander River	do	do	769 *
Wagga Wagga	4050	Williams Hill Scenic Road	Construction and Bitumen Surfacing	do	626
Waugoola	4047	Within Wyangala National Park	Construction	do	5,048
Wingecarribee	4038	Approaches to Causeway 1.93 km from M.R. No. 264	Improvement to Alignment	do	88
Total — Tourist Roads					\$98,391

*Credit

APPENDIX NO. 7 — Continued

COUNTRY MAIN ROADS FUND — GENERAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(v) Roads Other than Main Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Gosford		Brisbane Waters at "The Rip"	Prestressed Concrete Bridge	Department	550,112
do		Booker Bay Road	do	Council	74,084
Kempsey		Railway Overbridge over Macleay River at Kempsey	Provision of Stairway	Department	534
Narrabri		Narrabri Creek, Violet Street, Narrabri	Prestressed Concrete Bridge	Council	7,000
Patrick Plains		Glennies Creek Bridge 20.1 km from Singleton at Upper Falbrook	Approaches	do	5,000
do		Upper Falbrook 20.1 km from Singleton	Prestressed Concrete Bridge	Department	113,993
Port Stephens		Fullerton Cover Road	Remedial Work	Council	41,000
Talbragar		Dubbo-Mendooran Road 47.7 km to 50.16 km north of Dubbo	Reconstruction and Bitumen Surfacing	do	4,668
do		Dubbo-Mendooran Road 39.27 km to 44.1 km	do	do	4,307
Total — Roads other than Main Roads					<u>\$800,698</u>

SUMMARY

	Works Expenditure \$	Property Acquisitions \$
Freeways	931,429	952,125
State Highways	10,559,961	1,212,989
Trunk and Ordinary Main Roads	7,665,910	84,658
Tourist Roads	98,391	—
Roads other than Main Roads	<u>800,698</u>	<u>—</u>
	20,056,389	2,249,772
Survey, Design, Supervision etc.	<u>6,861,818</u>	<u>146,712</u>
Total as shown in Receipts and Paym Appendix No. 1 (c) (i)	<u>26,918,207</u>	<u>2,396,484</u>

* Credit

APPENDIX NO. 7A

COUNTRY MAIN ROADS FUND — SPECIAL PURPOSES

Summary of Payments from Department's Funds on Construction and Reconstruction Works

(i) Freeways

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
SYDNEY-NEWCASTLE FREEWAY					\$
Gosford	F3	Bridge over Hawkesbury River	Asphaltic Concrete Surfacing	Department	10,043
do	F3	Bridge over Hawkesbury River	Northern Approach	do	529,890
do	F3	Hawkesbury River at Peats Ferry	Additional Span in Northern Approach	do	42,191
do	F3	Overbridge at Mooney Mooney Interchange	Raising and Widening	do	85,209
do	F3	Bridge over Hawkesbury River	Reinforced Concrete Substructure	do	3,795
do	F3	Bridge over Hawkesbury River	Reinforced Concrete Superstructure	do	64,011
					<u>\$735,139</u>
					<u>\$735,139</u>
					Total — Freeways
					<u>\$735,139</u>
(ii) State Highways					
PRINCES HIGHWAY					
Eurobodalla	1	Shoalhaven Shire Boundary to T.R. No. 51	Shoulder Widening and Improvement of Sight Distance	Department	29,754
Imlay	1	Merimbula to Pambula	do	do	20,710
					<u>\$50,464</u>
HUME HIGHWAY					
Wingecarribee	2	29 km south of Berrima	Climbing Lane	Department	7,219
					<u>\$7,219</u>
NEW ENGLAND HIGHWAY					
Cockburn	9	Intersection with Kootingal Road 16 km north of Tamworth	Extension of Passing Lanes	Department	9,473
do	9	26.4 km to 26.7 km north of Tamworth	Replace and Strengthen Guardrail	do	4,341
do	9	Adjacent to Restrictive Linemarking 34.1 km north of Tamworth	Widening of Shoulders	do	186
do	9	Adjacent to Restrictive Linemarking 11.99 km to 14.66 km north of Tamworth	do	do	18,215
Murrurundi	9	Adjacent to Restrictive Linemarking 31.1 km to 31.4 km north of Scone	do	do	3,161
					<u>\$35,376</u>

* Credit

APPENDIX NO. 7A — Continued

COUNTRY MAIN ROADS FUND — SPECIAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(ii) State Highways — Continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
PACIFIC HIGHWAY					
Newcastle	10	Various Sections	Installation of Raised Reflective Pavement Markers	Department	3,347
					<u>\$3,347</u>
OXLEY HIGHWAY					
Coonaharahran	11	2.3 km to 3.1 km south of Coonaharahran	Widening of Shoulders	Department	3,000
					<u>\$3,000</u>
SILVER CITY HIGHWAY					
Broken Hill	22 and 81	South Street and Gypsum Street Overbridges	Engineering Services	Department	6,829
do	22	Intersection with Eyre Street	Improvement	Council	700
do	22	South Road, Broken Hill	Railway Overbridge	Department	346
					<u>\$7,875</u>
ILLAWARRA HIGHWAY					
Wingecarribee	25	3.2 km east of Moss Vale	Widen Shoulders	Department	13,814
					<u>\$13,814</u>
					<u>\$121,095</u>
					Total — State Highways
(iii) Trunk and Ordinary Main Roads					
Wollongong	295	Port Kembla North Railway Station	Reinforced Concrete Bridge and Approaches	Council	18,000
do	295	Inner Harbour, Port Kembla	Land Acquisitions	do	26,672 *
do	295	Flinders Street, Port Kembla	Railway Overbridge	do	14,300
do	295	Jetty Line Bridge to Public Works Department's Office	Reconstruction	do	1,902 *
do	295	Public Works Department Office to Military Road	do	do	13,178 *
					<u>\$9,452 *</u>
					Total — Trunk and Ordinary Main Roads

* Credit

APPENDIX NO. 7A — Continued

COUNTRY MAIN ROADS FUND — SPECIAL PURPOSES — Continued

Summary of Payments from Department's Funds on Construction and Reconstruction Works — Continued

(iv) Roads other than Main Roads

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Amount 1973/74
					\$
Tumbarumba		Alpine Way, 37 km to 40 km west of Jindabyne	Reconstruction	Department	1,752
do		Alpine Way 40 km to 43 km west of Jindabyne	do	do	110,874
Total — Roads other than Main Roads					<u>\$112,626</u>

SUMMARY

	Works Expenditure \$	Property Acquisitions \$
Freeways	735,139	—
State Highways	121,095	—
Trunk and Ordinary Main Roads	9,452 *	—
Roads other than Main Roads	<u>112,626</u>	<u>—</u>
Total as shown in Receipts and Payments Statements — Appendix No. 1 (c) (ii)	<u>959,408</u>	<u>—</u>

* Credit

APPENDIX NO. 8

COUNTY OF CUMBERLAND MAIN ROADS FUND

Summary of Payments from Department's Funds on Maintenance and Minor Improvement

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
FREEWAYS				
F.3 — North-Western Freeway				
	Drummoyne	13,501		13,501
	Hunters Hill	55,173		55,173
		<u>68,674</u>		<u>68,674</u>
F.4 — Western Freeway				
	Blacktown	28,435		28,435
	Penrith	131,641		131,641
		<u>160,076</u>		<u>160,076</u>
F.5 — South-Western Freeway				
	Liverpool	18,497		18,497
F.6 — Southern Freeway				
	Sutherland	31,269		31,269
F.7 — Cahill Expressway				
	Sydney City Council	1,695		1,695
F.9 — Southern Cross Drive				
	Botany	34,823		34,823
	Randwick	35,800		35,800
		<u>70,623</u>		<u>70,623</u>
Total Freeways		<u>350,834</u>		<u>350,834</u>
STATE HIGHWAYS				
S.H. 1 — Princes Highway				
	Kogarah	61,000		61,000
	Marrickville	20,160		20,160
	Rockdale	24,900		24,900
	South Sydney		15,294	15,294
	Sutherland	136,890		136,890
	Sydney		4,563	4,563
	Wollongong	100,346		100,346
		<u>343,296</u>	<u>19,857</u>	<u>363,153</u>
S.H. 2 — Hume Highway				
	Ashfield	32,238		32,238
	Bankstown	78,006		78,006
	Burwood	19,653		19,653
	Camden	71,559		71,559
	Fairfield	23,108		23,108
	Liverpool	120,300		120,300
	Strathfield	26,002		26,002
		<u>370,866</u>		<u>370,866</u>
S.H. 5 — Great Western Highway				
	Ashfield	22,855		22,855
	Auburn	23,654		23,654
	Blacktown	65,898		65,898
	Blue Mountains	139,977		139,977
	Burwood	7,880		7,880
	Concord	6,867		6,867
	Drummoyne	6,348		6,348
	Holroyd	33,813		33,813
	Leichhardt	8,888		8,888
	Marrickville	11,428		11,428
	Parramatta	23,209		23,209
	Penrith	73,588		73,588
	Strathfield	10,683	735	11,418
		<u>435,088</u>	<u>735</u>	<u>435,823</u>
S.H. 10 — Pacific Highway				
	Hornsby	153,605		153,605
	Ku-ring-gai	101,352		101,352
	Lane Cove	17,375		17,375
	North Sydney	20,271		20,271
	Willoughby	34,749		34,749
		<u>327,352</u>		<u>327,352</u>

APPENDIX NO. 8 — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvement — Continued

STATE HIGHWAYS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
S.H. 13	Bankstown	9,466		9,466
	Fairfield	9,467		9,467
	Holroyd	947		947
	Hornsby	29,672		29,672
	Parramatta	40,346		40,346
		<u>89,898</u>		<u>89,898</u>
Total — State Highways		<u>1,566,500</u>	<u>20,592</u>	<u>1,587,092</u>

ORDINARY MAIN ROADS

Ashfield	655	2,561	3,216
Auburn	10,704	11,354	22,058
Bankstown	123,945		123,945
Baulkham Hills	60,627	19,750	80,377
Blacktown	50,974	19,000	69,974
Blue Mountains	80,888	21,980	102,868
Botany	157,447		157,447
Burwood	1,491	398 *	1,093
Camden	1,672	17,779	19,451
Campbelltown	50,531	14,500	65,031
Canterbury	71,874		71,874
Colo	73,187	80,041	153,228
Concord		26,671	26,671
Drummoyne	32,878	2,583	35,461
Fairfield	69,185	5,000	74,185
Hornsby	13,928	88,000	101,928
Hunters Hill	39,856		39,856
Hurstville		68,128	68,128
Kogarah	3,794	1,600	5,394
Ku-ring-gai	23,979	27,234	51,213
Lane Cove	21,363		21,363
Leichhardt	61,662	1,637 *	60,025
Liverpool	62,032	7,059	69,091
Manly	40,224	12,905	53,129
Marrickville	2,996	8,160	11,156
Mosman	32,524	2,600	35,124
North Sydney		8,850	8,850
Parramatta	102,844		102,844
Penrith	95,022	18,011	113,033
Randwick	47,874	1,826	49,700
Rockdale	21,361	53,058	74,419
Ryde	82,142	27,000	109,142
South Sydney	6,742	24,022	30,764
Strathfield		7,296	7,296
Sutherland	129,381	18,627	148,008
Sydney	401,111	32,717	433,828
Warringah	256,019	65,781	321,800
Waverley	1,368	17,814	19,182
Willoughby	31,888	8,999	40,887
Windsor	116,273		116,273
Wollondilly		44,744	44,744
Wollongong	136,741		136,741
Woollahra	4,103	11,604	15,707
Total — Ordinary Main Roads	<u>2,521,285</u>	<u>775,219</u>	<u>3,296,504</u>

SECONDARY ROADS

Ashfield		10,529	10,529
Auburn		2,000	2,000
Bankstown		16,190	16,190
Baulkham Hills		12,686	12,686
Blacktown		3,000	3,000
Blue Mountains		1,367	1,367
Botany		2,140	2,140
Burwood		398	398
Canterbury		24,333	24,333
Concord		2,352	2,352
Drummoyne		4,721	4,721
Fairfield		5,000	5,000
Holroyd		6,932	6,932
Hornsby		5,800	5,800
Hunters Hill		3,839	3,839
Hurstville		14,977	14,977
Ku-ring-gai		4,095	4,095

* Credit

APPENDIX NO. 8 — Continued

COUNTY OF CUMBERLAND MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvement — Continued

SECONDARY ROADS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
	Lane Cove		700	700
	Leichhardt		9,018	9,018
	Livestpool		1,538	1,538
	Manly		2,955	2,955
	Marrickville		21,755	21,755
	Mosman		600 *	600 *
	North Sydney		15,616	15,616
	Parramatta		7,488	7,488
	Penrith		16,540	16,540
	Randwick		21,323	21,323
	Rockdale		19,500	19,500
	South Sydney		10,198	10,198
	Strathfield		6,734	6,734
	Sutherland	63,902	73,976	137,878
	Sydney		2,500	2,500
	Willoughby		12,313	12,313
	Windsor		4,404	4,404
	Woollahra		131	131
Total — Secondary Roads		63,902	346,448	410,350

TOURIST ROADS

			20,355	20,355
	Baulkham Hills		2,895	2,895
	Blue Mountains			
	Sutherland	8,285		8,285
	Warringah	12,991		12,991
Total — Tourist Roads		21,276	23,250	44,526

SUMMARY

Freeways	350,834		350,834
State Highways	1,566,500	20,592	1,587,092
Ordinary Main Roads	2,521,285	775,219	3,296,504
Secondary Roads	63,902	346,448	410,350
Tourist Roads	21,276	23,250	44,526
Bridges and Ferries not on Classified Roads	162,241		162,241
Maintenance of Median Strips and Minor Road Restoration	36,724		36,724
Supervision, Traffic Striping, Signposting, and Allowances to Councils, etc.	1,613,553	21,721	1,635,274
Total as shown in Receipts and Payments Statements — Appendix No. 1 (B) (i)	6,336,315	1,187,230	7,523,545

* Credit

APPENDIX NO. 9

COUNTRY MAIN ROADS FUND

Summary of Payments from Department's Funds on Maintenance and Minor Improvements

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
FREEWAYS				
F.6 — Southern Freeway	Wollongong	49,931		49,931
F.8 — Wollongong Freeway	Wollongong	9,859		9,859
	Total — Freeways	59,790		59,790
STATE HIGHWAYS				
S.H. 1 — Princes Highway	Bega	11,182		11,182
	Eurobodalla	130,085		130,085
	Imlay	185,076		185,076
	Kiama	160,423		160,423
	Mumbulla	66,405		66,405
	Shellharbour	37,477		37,477
	Shoalhaven	252,259		252,259
	Wollongong	71,774	5,000	76,774
		914,681	5,000	919,681
S.H. 2 — Hume Highway	Albury	40,916		40,916
	Camden	4,852		4,852
	Demondrille	68,421		68,421
	Goodradigbee	126,152		126,152
	Goulburn	20,493	4,296	24,789
	Gundagai	235,207		235,207
	Gunning	131,091		131,091
	Holbrook	133,182		133,182
	Hume	85,662		85,662
	Kyeamba	95,709		95,709
	Mittagong	135,733		135,733
	Mulwaree	137,609		137,609
	Wingecarribee	145,018		145,018
	Wollondilly	126,734		126,734
	Yass	8,018		8,018
		1,494,797	4,296	1,499,093
S.H. 3 — Federal Highway	Gunning	86,929		86,929
	Mulwaree	41,508		41,508
	Yarrowlumla	38,087		38,087
		166,524		166,524
S.H. 4 — Snowy Mountains Highway	Bega	1,810		1,810
	Cooma	505	4,796	5,301
	Gundagai	1,587		1,587
	Imlay	11,909		11,909
	Monaro	20,975		20,975
	Mumbulla	67,615		67,615
	Snowy River	111,635		111,635
	Tumut	103,097		103,097
		319,133	4,796	323,929
S.H. 5 — Great Western Highway	Bathurst	16,624		16,624
	Blaxland	111,980		111,980
	Lithgow	9,605		9,605
	Turon	81,954		81,954
		220,163		220,163

APPENDIX NO. 9 — Continued

COUNTRY MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvements — Continued

STATE HIGHWAYS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
S.H. 6 — Mid-Western Highway				
	Abercrombie	44,693		44,693
	Bathurst	368		368
	Bland	73,732		73,732
	Carrathool	50,769		50,769
	Hay	23,763	1,259	25,022
	Lyndhurst	100,826		100,826
	Waugoola		26,771	26,771
	Weddin		85,500	85,500
		<u>294,151</u>	<u>113,530</u>	<u>407,681</u>
S.H. 7 — Mitchell Highway				
	Abercrombie	61,164		61,164
	Bathurst	492		492
	Bogan	78,094	2,950	81,044
	Bourke	128,766		128,766
	Canubolas	51,001		51,001
	Dubbo	31,111		31,111
	Molong	49,409		49,409
	Narromine	2,592		2,592
	Orange		5,650	5,650
	Talbragar	50,007		50,007
	Timbregongie	76,262		76,262
	Warren	22,150		22,150
	Wellington	96,140		96,140
		<u>647,188</u>	<u>8,600</u>	<u>655,788</u>
S.H. No. 8 — Barrier Highway				
	Bogan	33,347		33,347
	Broken Hill		15,687	15,687
	Cobar	135,480	350	135,830
	Central Darling	157,637	350	157,987
	Murray Darling Division	228,247		228,247
		<u>554,711</u>	<u>16,387</u>	<u>571,098</u>
S.H. 9 — New England Highway				
	Armidale		10,309	10,309
	Cockburn	111,663		111,663
	Cessnock	70,804		70,804
	Denman	41,170		41,170
	Dumaresq	25,917		25,917
	Glen Innes	16,058		16,058
	Guyra	59,435		59,435
	Maitland	52,106	554	52,660
	Murrurundi	88,885		88,885
	Muswellbrook	9,382	166	9,548
	Newcastle	16,936		16,936
	Nundle	18,172		18,172
	Patrick Plains	80,644		80,644
	Peel	28,792		28,792
	Severn	96,686		96,686
	Scone	79,079		79,079
	Singleton	9,268	484	9,752
	Tamarang	37,555		37,555
	Tamworth		12,500	12,500
	Tenterfield Municipality		14,180	14,180
	Tenterfield Shire	95,181		95,181
	Uralla	40,732		40,732
		<u>978,465</u>	<u>38,193</u>	<u>1,016,658</u>

APPENDIX NO. 9 — Continued

COUNTRY MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvements — Continued

STATE HIGHWAYS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
S.H. 10 — Pacific Highway				
	Ballina	2,161	270	2,431
	Bellingen	33,386		33,386
	Byron	146,360		146,360
	Coffs Harbour	93,044	1,500	94,544
	Gosford	135,263	750	136,013
	Grafton	22,515		22,515
	Great Lakes	171,049		171,049
	Hastings	97,736		97,736
	Kempsey	16	2,012	2,028
	Lake Macquarie	117,853		117,853
	Macleay	81,293		81,293
	Macleay	183,073		183,073
	Manning	125,833		125,833
	Nambucca	175,617		175,617
	Newcastle	27,674	20,000	47,674
	Port Stephens	124,970		124,970
	Taree	3,983	5,764	9,747
	Tintenbar	60,487		60,487
	Tweed	146,969		146,969
	Ulmarra	149,905		149,905
	Woodburn	157,774		157,774
	Wyong	146,508		146,508
		<u>2,203,469</u>	<u>30,296</u>	<u>2,233,765</u>
S.H. 11 — Oxley Highway				
	Cockburn	4,977		4,977
	Coonaharabran	139,785		139,785
	Gilgandra	106,960		106,960
	Gunnedah		10,406	10,406
	Hastings	79,727		79,727
	Liverpool Plains		97,700	97,700
	Peel		40,043	40,043
	Port Macquarie		1,133	1,133
	Walcha	91,536		91,536
	Warren	40,705		40,705
		<u>463,690</u>	<u>149,282</u>	<u>612,972</u>
S.H. 12 — Gwydir Highway				
	Boolooroo		12,041	12,041
	Boomi	48,631		48,631
	Glen Innes		3,400	3,400
	Inverell	11,980	6,689	18,669
	Macintyre		44,501	44,501
	Moree		20,593	20,593
	Nymboida	82,381		82,381
	Severn	33,981	16,700	50,681
	Yallaro	622	26,000	26,622
		<u>177,595</u>	<u>129,924</u>	<u>307,519</u>
S.H. 14 — Sturt Highway				
	Balranald	70,298	210 *	70,088
	Hay	130,676		130,676
	Kycamba	22,492		22,492
	Mitchell	28,883		28,883
	Murrumbidgee	130,546		130,546
	Narrandera	41,180		41,180
	Wagga Wagga		2,956	2,956
	Wakool	38,650		38,650
	Wentworth	80,886		80,886
		<u>543,611</u>	<u>2,746</u>	<u>546,357</u>
S.H. 15 — Barton Highway				
	Goodradigbee	54,457		54,457
	Yarrowlumla	12,529		12,529
		<u>66,986</u>		<u>66,986</u>

APPENDIX NO. 9 — Continued

COUNTRY MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvements — Continued

STATE HIGHWAYS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
S.H. 16 — Bruxner Highway				
	Ashford	36,178	17,510	53,688
	Booolooroo	5,780		5,780
	Casino	10,150	4,408	14,558
	Gundurimba		23,000	23,000
	Kyogle	133,218	901	134,119
	Lismore		16,745	16,745
	Tenterfield Shire	83,003	16,559	99,562
	Tintenbar		12,873	12,873
	Tomki	20,712	10,898	31,610
		289,041	102,894	391,935
S.H. 17 — Newell Highway				
	Berrigan	60,896		60,896
	Bland	57,621		57,621
	Bookooroo	192,435		192,435
	Coolamon	48,891		48,891
	Coonaharahrn	43,473		43,473
	Dubbo	7,756		7,756
	Forbes		3,500	3,500
	Gilgandra	38,258		38,258
	Goobang	97,730		97,730
	Jemalong		26,345	26,345
	Jerilderie	67,865		67,865
	Namoi	111,786		111,786
	Narrabri		13,210	13,210
	Narrandera	133,693		133,693
	Talbragar	87,368		87,368
	Timbrehongie	52,521		52,521
	Urana	54,752		54,752
		1,055,045	43,055	1,098,100
S.H. 18 — Castlereagh Highway				
	Brewarrina	2,741		2,741
	Coonamble	118,985		118,985
	Gilgandra	89,519		89,519
	Walgett	155,070	10,387	165,457
		366,315	10,387	376,702
S.H. 19 — Monaro Highway				
	Bibbenluke	795	23,649	24,444
	Bombala		1,285	1,285
	Monaro	122,025		122,025
	Yarrowluma	14,385		14,385
		137,205	24,934	162,139
S.H. 20 — Riverina Highway				
	Albury	9,402		9,402
	Berrigan	41,018		41,018
	Conargo	29,318		29,318
	Corowa	70,017		70,017
	Hume	54,397		54,397
		204,152		204,152
S.H. 21 — Cobb Highway				
	Carrathool	10,507		10,507
	Central Darling	91,581		91,581
	Deniliquin		16,534	16,534
	Hay	70,795		70,795
	Murray	64,749		64,749
	Windouran	32,186		32,186
		269,818	16,534	286,352
S.H. 22 — Silver City Highway				
	Murray Darling Division	306,079		306,079
	Wentworth	88,000	300	88,300
		394,079	300	394,379
S.H. 24 — Mount Lindesay Highway				
	Tenterfield Shire	82,338		82,338

APPENDIX NO. 9 — Continued

COUNTRY MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvements — Continued

STATE HIGHWAYS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
S.H. 25 — Illawarra Highway				
	Mittagong	10,390		10,390
	Shellharbour	49,401		49,401
	Wingecarribee	110,420		110,420
		<u>170,211</u>		<u>170,211</u>
S.H. 26 —				
	Gosford	73,217		73,217
	Wyong	12,919		12,919
		<u>86,136</u>		<u>86,136</u>
	Total — State Highways	<u>12,099,504</u>	<u>701,154</u>	<u>12,800,658</u>

TRUNK AND ORDINARY MAIN ROADS

Abercrombie	14,882	45,299	60,181
Albury		1,295	1,295
Armidale		1,677	1,677
Ashford	54	66,704	66,758
Ballina		850	850
Balranald	6,562	70,292	76,854
Barraba		43,347	43,347
Bathurst		3,818	3,818
Bega		278	278
Bellingen		122,974	122,974
Berrigan	74,242	35,948	110,190
Bibbenluke		48,452	48,452
Bingara		49,400	49,400
Bland		55,573	55,573
Blaxland	128,108	37,355	165,463
Bogan		66,554	66,554
Bombala		1,185	1,185
Boothby		31,500	31,500
Boomi	1,012	77,749	78,761
Boorowa	2,313	40,913	43,226
Boree		69,735	69,735
Bourke	12,021	150,861	162,882
Bowral		9,000	9,000
Brewarrina	38,410	86,387	124,797
Broken Hill		18,471	18,471
Burrangong		87,234	87,234
Byron		37,651	37,651
Camden		18,429	18,429
Canobolas		39,994	39,994
Carrathool	7,251	117,516	124,767
Casino		3,304	3,304
Central Darling	6,447	166,318	172,765
Cobar		188,152	188,152
Cockburn		38,747	38,747
Coffs Harbour		42,500	42,500
Colo	135,646	80,780	216,426
Conargo		31,496	31,496
Condobolin	7,047	2,166	9,213
Coolah		91,464	91,464
Coolamon		26,669	26,669
Coonabarabran		62,500	62,500
Coonamble		97,654	97,654
Cootamundra		1,006	1,006
Copmanhurst	465	148,110	148,575
Corowa	42,717	22,487	65,204
Cowra		24,119	24,119
Crookwell		98,978	98,978
Cudgegong	3,112	84,033	87,145
Culcairn		33,500	33,500
Demondrille		43,796	43,796
Deniliquin		9,340	9,340
Denman	5,045		5,045
Dubbo		620	620
Dumaresq		80,965	80,965
Dungog	35,718	49,998	85,716
Eurobodalla		37,980	37,980
Forbes		5,137	5,137

APPENDIX NO. 9 — Continued

COUNTRY MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvements — Continued

TRUNK AND ORDINARY MAIN ROADS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
Gilgandra			17,700	17,700
Glen Innes			1,000	1,000
Gloucester			36,787	36,787
Goonbang			104,785	104,785
Goudradigbee			99,503	99,503
Gosford			160,768	160,768
Goulburn		2,377	3,200	5,577
Grafton		5,592	5,366	10,958
Great Lakes		1,436	90,441	91,877
Greater Cessnock			177,193	177,193
Grenfell			1,050	1,050
Gundagai			37,074	37,074
Gundurimba			62,600	62,600
Gunnedah			248	248
Gunning		8,666	68,086	76,752
Guyra			56,191	56,191
Hastings		12,796	55,964	68,760
Hay		486	28,033	28,519
Holbrook			17,581	17,581
Hume		50,297	49,827	100,124
Illabo			55,635	55,635
Imlay			74,845	74,845
Inverell			4,600	4,600
Jemalong			52,113	52,113
Jerilderie			41,744	41,744
Jindalee			70,081	70,081
Junee			17,484	17,484
Kempsey			2,714	2,714
Kiamia			30,117	30,117
Kyeamba			25,695	25,695
Kyogle			128,917	128,917
Lachlan		7,920	174,342	182,262
Lake Macquarie		9,547	114,162	123,709
Leeton			36,827	36,827
Lismore		563	15,929	16,492
Lithgow			2,262	2,262
Liverpool Plains			85,932	85,932
Lockhart			53,292	53,292
Lyndhurst			16,667	16,667
Macintyre			54,000	54,000
Nucleon		47,311	66,430	113,741
Macleay		44,282	58,824	103,106
Maitland		34,951	40,344	75,295
Manilla			34,173	34,173
Manning		49,871	59,596	109,467
Merriwa			82,495	82,495
Mitchell		74	45,664	45,738
Mittagong			71,440	71,440
Molong			31,768	31,768
Monaro			1,258	1,258
Moree			682	682
Mudgee			1,193	1,193
Mullumbimby			2,115	2,115
Mulwaree		6,484	93,497	99,981
Mumbulla		10,225	28,213	38,438
Murray		275	44,268	44,543
Murray Darling Division		158,715		158,715
Murrumbidgee		12,472	33,428	45,900
Murrumburrah			2,200	2,200
Murrurundi			25,795	25,795
Muswellbrook		2,265	49,350	51,615
Nambucca			37,760	37,760
Namoi			146,696	146,696
Narrabri			1,542	1,542
Narraburra			64,254	64,254
Narrandera			43,475	43,475
Narromine			1,000	1,000
Newcastle		33,192	30,249	63,441
Nundle			22,955	22,955
Nymboida		415	74,000	74,415
Oberon		27,193	58,566	85,759
Orange			4,410	4,410
Parkes			7,050	7,050
Patrick Plains		126,665	75,579	202,244
Peel			36,860	36,860
Port Macquarie			2,876	2,876
Port Stephens			95,068	95,068

APPENDIX NO. 9 — Continued

COUNTRY MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvements — Continued

TRUNK AND ORDINARY MAIN ROADS — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By		Total
		Department	Council	
		\$	\$	\$
	Queanbeyan		7,000	7,000
	Quirindi		800	800
	Rylstone		68,880	68,880
	Scone	1,185	38,815	40,000
	Severn		47,099	47,099
	Shellharbour		21,095	21,095
	Shoalhaven	168,590	28,632	197,222
	Singleton	44,900	864	45,764
	Snowy River	172,316	45,705	218,021
	Talbragar		12,025	12,025
	Tallaganda	6,471	107,265	113,736
	Tamarang		57,327	57,327
	Tamworth		2,284	2,284
	Taree		3,751	3,751
	Temora		4,119	4,119
	Tenterfield Shire		21,354	21,354
	Terania		51,378	51,378
	Timbregongie	485	52,179	52,664
	Tintenbar		34,850	34,850
	Tomki		55,774	55,774
	Tumbarumba		52,781	52,781
	Tumut	1,942	44,922	46,864
	Turon	1,262	46,359	47,621
	Tweed	18	62,416	62,434
	Ulmorra	10	34,505	34,515
	Uralla		25,099	25,099
	Urana		59,018	59,018
	Wade		110,679	110,679
	Wagga Wagga		11,241	11,241
	Wakool	63,296	111,977	175,273
	Walcha		7,196	7,196
	Walgett	3,272	82,788	86,060
	Warren		62,378	62,378
	Waugoola	606	41,139	41,745
	Weddin		39,209	39,209
	Wellington		28,500	28,500
	Wentworth		55,073	55,073
	Windouran		37,519	37,519
	Wingham		3,811	3,811
	Wingecarribee		45,200	45,200
	Wollondilly	82,654	91,305	173,959
	Wollongong	182,418	84,500	266,918
	Woodburn	108,687	20,050	128,737
	Wyong		86,270	86,270
	Yallaro		30,354	30,354
	Yarrowlumla		87,193	87,193
	Yass		346	346
	Young		6,249	6,249
Total — Trunk and Ordinary Main Roads		2,013,234	8,543,361	10,556,595
TOURIST ROADS				
	Abercrombie		701	701
	Cooma		55 *	55 *
	Coonabarabran		500	500
	Cootamundra		200	200
	Dumaresq		3,704	3,704
	Eurobodalla		200	200
	Goodradigbee		1,876	1,876
	Gosford		1,074	1,074
	Great Lakes		1,652	1,652
	Guyra		220	220
	Hastings		3,768	3,768
	Imlay		204	204
	Maclean		320	320
	Macleay		1,973	1,973
	Nambucca		2,087	2,087
	Port Macquarie		4,046	4,046
	Scone		4	4
	Snowy River	1,300	7,108	8,408
	Tintenbar		1,200	1,200
	Tweed		10,979	10,979
	Wade		188	188
	Wagga Wagga		471	471
	Wingecarribee		60	60
	Wollondilly		447 *	447 *
Total — Tourist Roads		1,300	42,033	43,333

* Credit

APPENDIX NO. 9 — Continued

COUNTRY MAIN ROADS FUND — Continued

Summary of Payments from Department's Funds on Maintenance and Minor Improvements — Continued

Road No.	City, Municipal or Shire Area	Work Carried Out By Department	Council	Total
SUMMARY				
		\$	\$	\$
Freeways		59,790		59,790
State Highways		12,099,504	701,154	12,800,658
Trunk and Ordinary Main Roads		2,013,234	8,543,361	10,556,595
Tourist Roads		1,300	42,033	43,333
Bridges and Ferries not on Classified Roads		293,030		293,030
Flood Restoration Work Supervision, Traffic Striping, Signposting, and Allowances to Councils, etc.		2,990,591	370,615	3,361,206
Total as shown in Receipts and Payments Statements — Appendix No. 1 (C) (i)		<u>\$17,457,449</u>	<u>\$9,657,163</u>	<u>\$27,114,612</u>

APPENDIX NO. 10

PROCLAMATION OF MAIN ROADS 1973/74

During the year the following new Main Roads were proclaimed or proclamations of existing Main Roads were amended

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Kilometres	(Mileage)
Newcastle	28. 8.73	604	From the intersection of Parry Street (State Highway No. 10) and Tudor Street, Newcastle, via Tudor Street, Belford Street and Brunker Road to the Pacific Highway (State Highway No. 10) Adamstown Heights. (Formerly part of Main Road No. 108).	5.31	(3.30)
			By Government Gazette of 29th March, 1974 the proclamation of State Highway No. 5 was extended to include Russell Street southerly to the Western Freeway (F4) at Emu Plains.	0.55	(0.34)
			By Government Gazette of 24th August, 1973 the proclamation of Main Road No. 108 was altered to exclude the section between Stockton Bridge, south to Adamstown Heights and to include the section from Tourle Street, Mayfield North, to Fullerton Road at the eastern end of Stockton Bridge.	4.42	(2.75)
			By Government Gazette of 24th August, 1973 the proclamation of Main Road No. 188 was altered, sections of Hunter and Darby Streets being deproclaimed between Merewether Street and King Street.	0.29	(0.18)
			By Government Gazette of 24th August, 1973 the proclamation of Main Road No. 316 was altered to exclude the section from Hunter Street over the railway to Hannell Street at Dangar Street and include the section of Hannell Street, south over the level crossing to Hunter Street and Hunter Street west from Hannell Street to Tudor Street (State Highway No. 10) also Industrial Drive from Werrihi Street west to Pacific Highway (State Highway No. 10).	1.58	(0.98)

APPENDIX NO. 10A

PROCLAMATION OF TOURIST ROADS 1973/74

During the year the following proclamations of Tourist Roads were amended

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Kilometres	(Mileage)
Dumaresq	27. 7.73	4002	The point Lookout Road from the Armidale-Grafton Road (Trunk Road No. 74) easterly for 11.83 km (7.35 miles).	11.83	(7.35)
Maclean and Ulmarra	24. 8.73	4049	The road generally easterly passing between Lakes Hiawatha and Minni Water, a distance of approximately 4 km (2.5 miles).	3.22	(2.0)*

APPENDIX NO. 11

DECLARATION OF SECONDARY ROADS 1973/74

During the year the following Secondary Roads were declared or declarations of existing Secondary Roads were amended

City, Municipal or Shire Area	Date of Declaration	Road No.	Description	Kilometres	(Mileage)
Bankstown	10. 5.74	2094	Brunker Road from the intersection with the Hume Highway (State Highway No. 2) to the intersection with Rookwood Road (Main Road No. 190) Bankstown.	0.76	(0.47)
Rockdale	26. 4.74	2032	Wickham Street westerly from West Botany Street to the Princes Highway (State Highway No. 1).	0.32	(0.20)

APPENDIX NO. 12

DEPROCLAMATION OF DEVELOPMENTAL ROADS 1973/74

During the year the following Developmental Roads were deproclaimed or partly deproclaimed

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Kilometres	(Mileage)
Uralla	6. 7.73	1258	That part of the Balala-Torryburn Road from a point approximately 3 km (1.9 miles) north-west of Balala to the Kingstown Road at Torryburn, a length of approximately 20.1 km (12.5 miles).	20.12	(12.50)
Booolooroo and Yallaro	27. 7.73	1200	County boundary road from a point approximately 21.4 km (13.35 miles) north of Pallamallawa generally northerly via Paynters Bore to the Croppa Creek-Tuloona Road at approximately 48.9 km (30.4 miles) from Pallamallawa, being a boundary road between Booolooroo and Yallaro Shires.	27.44	(17.05)
Peel	26.10.73	1121	From the Oxley Highway (State Highway No. 11) to Gidley Siding.	4.47	(2.78)
Namoi	26.10.73	1182	That part of the Narrabri-Mount Kaputar Road from 8.2 km (5.1 miles) to 13 km (8.1 miles) east of Narrabri.	4.83	(3.00)
Bland	9.11.73	1131	The Tallimba-Winnunga Road from 0 km to 4.8 km (3 miles) and 40.5 km (25.2 miles) to 45.3 km (28.25 miles) north of Tallimba.	9.73	(6.05)
Tamarang	21.12.73	1213	The Wallabadah-Woolshed Road branching off the New England Highway (State Highway No. 9) at about 0.8 km (0.5 miles) north of Wallabadah and proceeding generally south-easterly along the northern side of Quirindi Creek to a point approximately 11.5 km (7.20 miles) from the highway.	11.59	(7.20)
Waugoola	11. 1.74	1058	From Wattamondara to Mount Collins.	17.64	(10.96)
Waugoola	11. 1.74	1156	The Goolagong Railway Siding — Bumbaldry Road from Trunk Road No. 56 southerly to the Waugoola Shire Boundary.	14.49	(9.00)
Woodburn and Maclean	11. 1.74	1203	The road from 4.2 km (2.6 miles) south-west of the Pacific Highway (State Highway No. 10) via Jackybulin to 11.6 km (7.3 miles) to the junction with Developmental Road No. 1049.	7.84	(4.87)
Waugoola	18. 1.74	1098	From Bangaroo Railway Siding generally westerly via Bangaroo Soldiers' Settlement to the bridge over the Belubula River at North Bangaroo.	18.83	(11.70)
Copmanhurst	15. 2.74	1179	That section of the Coaldale Road measured from Main Road No. 150 near Clifden north-westerly 10.6 km (6.6 miles) to 15.4 km (9.6 miles).	4.92	(3.06)
Walcha	15. 2.74	1317	That part of the Flags Road 21.7 km (13.5 miles) to 26.5 km (16.5 miles) south of Walcha.	4.83	(3.00)
Wakool	22. 2.74	1240	From Nacurrie Railway Siding generally south-easterly to Gonn Crossing.	14.21	(8.83)
Macleay	26. 4.74	1048	That part of the road from Trunk Road No. 75 near Bellbrook, north to Nulla Nulla a distance of about 9.9 km (6.25 miles).	10.06	(6.25)
Nymboida	26. 4.74	1154	From the public road near the western boundary of T.S. and C.R. 50.815, Parish of Braylesford, County of Gresham westerly across the Mitchell or Mann River, and northerly along the western side of that river to the road separating Portion 16 from Portion 28 in the Parish of Cangi, County of Drake.	0.40	(0.25)
Tomki	3. 5.74	1125	The Middle Creek — Neils Creek Road from 6.1 miles to 9.3 miles from Trunk Road No. 83.	5.33	(3.31)
Ashford	3. 5.74	1193	The road from Keetah Bridge over the Dumaresq River generally easterly along the southern bank of the Dumaresq River to a point 19.3 km (12 miles) from the Bruxner Highway (State Highway No. 16), within the Shire of Ashford.	30.58	(19.00)

APPENDIX NO. 13

PROCLAMATION OF DEVELOPMENTAL WORKS 1973/74

During the year the following Developmental Works were proclaimed or extended

Shire Area	Date of Proclamation	Work No.	Description	Kilometres	(Mileage)
Cudgegong and Canobolas	2.11.73	3223	(a) The construction of a low level bridge, 7.2 m (24 feet) wide over the Macquarie River at Dixons Long Point. (b) The construction of a one way feeder road with passing places on the steep descent to the Macquarie River over a length of approximately 2 km (1.33 miles) from the Ullamulla Road at about 73.7 m (11 chains) south-west from the south-western corner of Portion 28, Parish of Ulmarrah, County of Wellington, within the Shire of Cudgegong. (c) The construction of a one way feeder road with passing places on the steep approach to the Macquarie River over a length of approximately 4.6 km (2.9 miles) from the Long Point Road at about 19.4 km (12.15 miles) from Mullion Creek within Portion 77, Parish of Forbes, County of Wellington, in the Shire of Canobolas.	—	—
Gloucester	3. 5.74	3224	The construction of part of the Walcha-Nowendoc-Gloucester Road from the Pigeon Top at 62.7 km (39 miles) to the Walcha Shire Boundary at 69.1 km (43 miles) from Gloucester within the Shire of Gloucester	—	—
Jindalee	17. 8.73	3204	The construction of a high level bridge and approaches over Cungegong Creek.	—	—
Ashford and Yallarni	21.12.73	3002	The construction of a timber bridge on the Yetman to North Star Road over Ottleys Creek and approaches thereto extending 914.4 m (3,000 feet) easterly and 2.286 m (7,500 feet) westerly from the bridge.	—	—
Peel	21.12.73	3004	The construction of a timber bridge on the Currahubula-Piallaway Road over Currahubula Creek at 15.7 km (9.8 miles) from Currahubula.	—	—
Peel	21.12.73	3005	The construction of a timber bridge on the Currahubula-Piallaway Road over Currahubula Creek at 18.6 km (11.6 miles) from Currahubula.	—	—
Ashford and Yallarni	15. 2.74	3040	The construction of the North Star-Yetman via Peates Road, from and including the crossing of Ottleys Creek extending generally north-easterly for a distance of 2 km (1.3 miles) towards Yetman.	—	—
Peel	22. 2.74	3058	The construction of a timber bridge and immediate approaches over Timbumburi Creek at 1.2 km (0.75 miles) east of Buri on the road from Buri to Dungowan.	—	—

APPENDIX NO. 14

DISTANCES OF FREEWAYS, STATE HIGHWAYS, TRUNK ROADS, ORDINARY MAIN ROADS,
SECONDARY ROADS, TOURIST ROADS AND DEVELOPMENTAL ROADS IN NEW SOUTH WALES
FOR THE FIVE YEARS ENDED 30TH JUNE, 1974

Note: All distances in table are miles, except the column marked kilometres

Road Class	At 30th June					
	1970	1971	1972	1973	1974	1974 km
County of Cumberland Area —						
Freeways	12	13	16	25	36	58
State Highways	194	194	194	194	195	313
Ordinary Main Roads	673	685	675	671	672	1,082
Total all Main Roads and Freeways	879	892	885	890	903	1,453
Secondary Roads	176	170	177	180	181	291
Tourist Roads	51	53	53	53	53	85
Developmental Roads	14	14	14	14	19	30
Total all Classified Roads	1,120	1,129	1,129	1,137	1,156	1,859
Country Area —						
Freeways	14	14	14	14	16	26
State Highways	6,345	6,342	6,341	6,333	6,330	10,188
Trunk Roads	4,245	4,332	4,375	4,374	4,372	7,037
Ordinary Main Roads	10,889	10,828	10,838	10,800	10,799	17,379
Total all Main Roads and Freeways	21,503	21,516	21,568	21,521	21,517	34,630
Tourist Roads	168	190	198	193	199	320
Developmental Roads	2,728	2,656	2,539	2,407	2,256	3,631
Total all Classified Roads	24,399	24,362	24,305	24,121	23,972	38,581
Total for whole State —						
Freeways	26	27*	30*	39	52	84
State Highways	6,539	6,536	6,535	6,527	6,525	10,501
Trunk Roads	4,245	4,332	4,375	4,374	4,372	7,037
Ordinary Main Roads	11,572	11,408	11,513	11,471	11,471	18,461
Total all Main Roads and Freeways	22,382	22,408	22,453	22,411	22,518	36,083
Secondary Roads	176	170	177	180	181	291
Tourist Roads	219	243	251	246	252	405
Developmental Roads	2,741	2,670	2,553	2,421	2,275	3,661
Total all Classified Roads	25,518	25,491	25,434	25,258	25,128 **	40,440 **

* Excludes three miles of Freeways which are proclaimed Main Roads.

** In addition, the Department is responsible for the full cost of works on unclassified roads in the unincorporated area in the western part of the State, totalling 2,397 km (1,489 miles) and is also responsible for a length of 80 km (50 miles) in the incorporated area.

APPENDIX NO. 15

DISTRIBUTION BETWEEN THE DEPARTMENT AND COUNCILS OF RESPONSIBILITY
FOR CARE AND CONTROL OF ROADS AT 30TH JUNE, 1974 IN ACCORDANCE WITH
THE PROVISIONS OF THE MAIN ROADS ACT, 1924

Road Class	County of Cumberland*		Country		Total	
	km	(miles)	km	(miles)	km	(miles)
1. Roads which are the responsibility of the Department of Main Roads —						
(a) Where work was carried out by the Department —						
Freeways	58	(36)	26	(16)	84	(52)
State Highways	299	(186)	9,117	(5,665)	9,416	(5,851)
Trunk and Ordinary Main Roads in the Eastern and Central Divisions other than the County of Cumberland			425	(264)	425	(264)
Ordinary Main Roads in the County of Cumberland	536	(333)			536	(333)
Unincorporated area of the Western Division —						
Trunk and Ordinary Main Roads			763	(474)	763	(474)
Unclassified Roads			2,397	(1,489)	2,397	(1,489)
(b) Where work was carried out for the Department by Councils —						
State Highways	13	(8)	1,072	(666)	1,085	(674)
Ordinary Main Roads in the County of Cumberland	545	(339)			545	(339)
2. Roads which are the responsibility of Councils assisted by the Department of Main Roads —						
Trunk and Ordinary Main Roads other than in the County of Cumberland			23,229	(14,433)	23,229	(14,433)
	1,451	902	37,029	23,007	38,480	23,909

* County of Cumberland refers to the area defined in Part IV, Section 9 of the Main Roads Act, 1924.