



ANNUAL REPORT 1968-69

DEPARTMENT OF MAIN ROADS • NEW SOUTH WALES



FRONT COVER: New bridge over Tuggerah Lake at The Entrance.

Map of New South Wales showing Main Road System 

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DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES
SYDNEY, FEBRUARY, 1970

THE HONOURABLE
THE MINISTER FOR HIGHWAYS,
SYDNEY

Section 6 of the Main Roads Act, 1924-1967 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-fourth Annual Report, including statement of accounts.

The report covers the period from 1st July, 1968 to 30th June, 1969, though a few matters referred to are carried beyond the latter date for convenience and completeness of record.

R. J. S. THOMAS
COMMISSIONER FOR MAIN ROADS

COMMISSIONER FOR MAIN ROADS
R. J. S. THOMAS

ASSISTANT COMMISSIONER FOR MAIN ROADS
A. F. SCHMIDT

DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES

PRINCIPAL OFFICERS
HEAD OFFICE

Engineer-in-Chief
T. M. Coulter

Deputy Engineer-in-Chief
G. V. Fawkner

Assistant Chief Engineer
R. E. Johnston

Bridge Engineer
F. C. Cook

Assistant Chief Engineer
N. F. Hatcher

Assistant Chief Engineer
W. J. C. Orr

Rural Investigations Engineer
R. E. Playford

Road Design Engineer
E. F. Mullin

Mechanical Engineer
L. A. S. Flack

Highways Engineer
G. B. Cranna

Field Inspecting Engineer
R. Fitzhardinge

Urban Investigations Engineer
E. R. Jefferay

Advance Planning Engineer
H. James

Engineer for Country Councils Works
J. L. Allan

Traffic Service Engineer
M. B. Fairlie

Executive Engineer
V. R. Minus

Engineer for Standard Specifications
and Technical Instructions
J. C. Rudd

Materials and Research Engineer
A. Leask

Principal Land Surveyor and
Property Officer
J. S. Endean

Secretary
C. W. Mansfield

Assistant Secretary
C. A. Gittoes

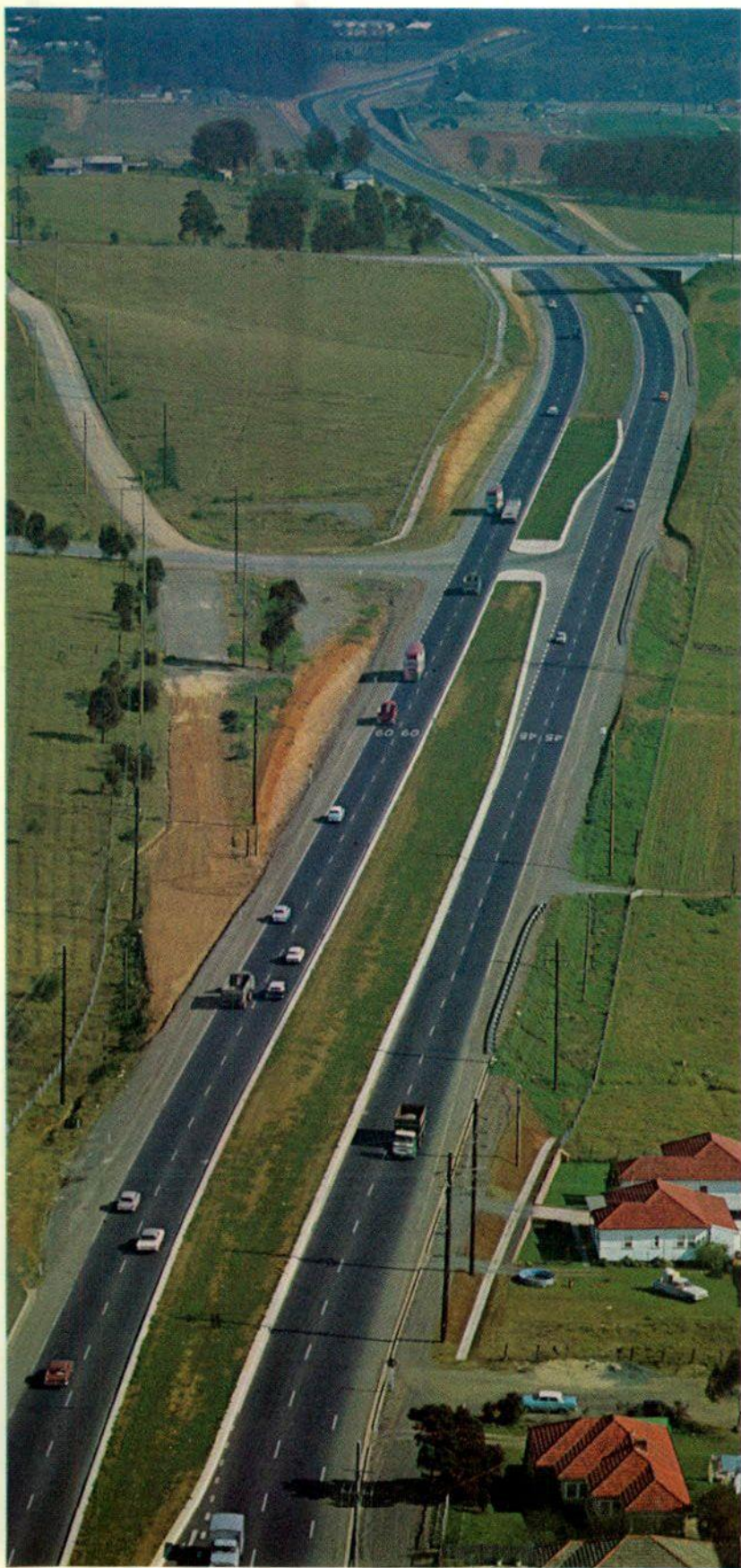
Assistant Secretary
H. W. Llewellyn

Chief Accountant
R. G. Barton

Assistant Chief Accountant
E. L. Marlin

Assistant Chief Accountant
N. D. Moloney

Principal Legal Officer
G. C. Sheldon



GENERAL REVIEW

During the year under review there has been considerable progress made in the continuing improvement to the Main Roads System of New South Wales.

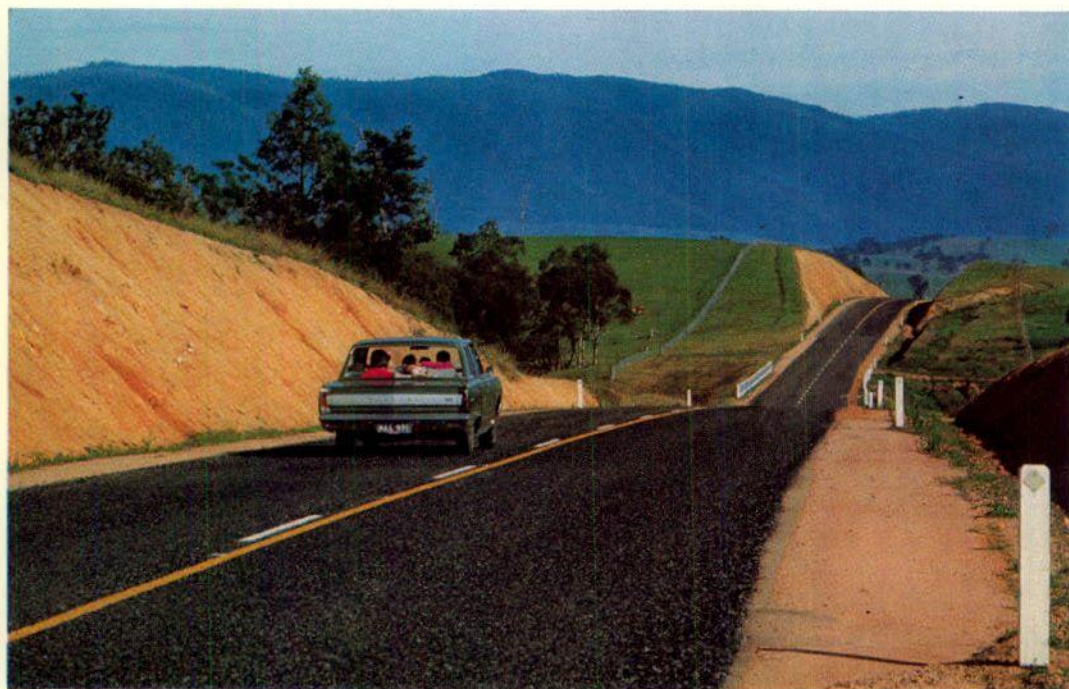
Additional finance, accruing from increased vehicle registrations, taxation on heavy vehicles, contributions from Local Government and Commonwealth Government sources and loans, enabled many important road and bridge projects to proceed throughout the State.

Another six-mile section of the Sydney-Newcastle Expressway was completed, tenders were invited for the construction of the first stage of the Western Distributor, a new improved road access to Sydney (Kingsford Smith) Airport was continued, many miles of State Highways were reconstructed and provided with a bituminous surface, numerous bridges were completed and others commenced, while Shire and Municipal Councils carried out considerable improvement works on the Trunk and Ordinary Main Roads, Secondary, Tourist and Developmental Roads. In addition, important proposals to improve conditions for road traffic at Kings Cross were announced.

Large sums of money are needed to provide and maintain satisfactory standards on Main Roads consistent with the needs of traffic. This is especially so along the heavily populated and highly industrialised corridor extending from Newcastle to Sydney and Wollongong. It also applies to the major rural arterial routes carrying large volumes of traffic, much of which consists of heavy commercial vehicles.

The Commonwealth Government has been persuaded to recognise the urgent needs of these vital road links and it has made provision for specific sums to be spent on these classes of roads under the terms of the Commonwealth Aid Roads Act which operates for the five-year period commencing from 1st July, 1969. The provision of designated funds for

New two-mile section of the Great Western Highway near Prospect.



Reconstructed section of the Snowy Mountains Highway between Bega and Bemboka.

selected classes of roads will call for an extensive programme of road and bridge construction. In the latter part of the 1968-69 financial year there has been much activity in planning for these works so that they may proceed as funds become available. The necessity to acquire the required land coupled with the ability to proceed with these acquisitions will be a significant factor in the prosecution of these vital works.

In the country the responsibility for State Highways rests wholly with the Commissioner for Main Roads. He shares the responsibility for all other classes of roads in the Main Roads System with the Shire and Municipal Councils.

The mutual interest of the Councils and the Commissioner in the provision of a first-class Main Roads System has developed, throughout the years, into a close partnership which has engendered a spirit of co-operation for the benefit of the community. This happy partnership has been maintained throughout the year.

The vital role of local government in Main Roads matters is well recognised and assistance is given and will continue to be given to Councils in all aspects affecting Main Roads administration. The Commissioner for Main Roads is

at all times cognisant of his responsibility for the safety of those who travel on and otherwise use Main Roads. Officers of the Department of Main Roads are constantly striving to improve road conditions consistent with traffic needs. Apart from many safety features designed and built into the roads, visual aids, such as warning, direction and information signs are provided to assist the traveller. These aids are constantly reviewed in the light of current needs.

It is alarming that so many road users ignore the safety aids provided and, in consequence, are involved in accidents resulting in injury and death, sometimes to themselves, but more regrettably to innocent victims. All too often this high accident rate is the result of human behaviour.

Throughout the year, surveys have been continued at the sites of fatal accidents on State Highways with a view to determining what, if any, improvements can be effected. In addition considerable research has been undertaken in an effort to develop a road system that incorporates every practical safety feature, whether it be in the design, the construction or the added necessary aids to suit particular locations.

Dual carriageways on the Pacific Highway near Gateshead, Newcastle.



FINANCE

Receipts:

The amount received from the regular sources of income totalled \$87,677,383 or \$4,906,823 more than the receipts for 1967-68.

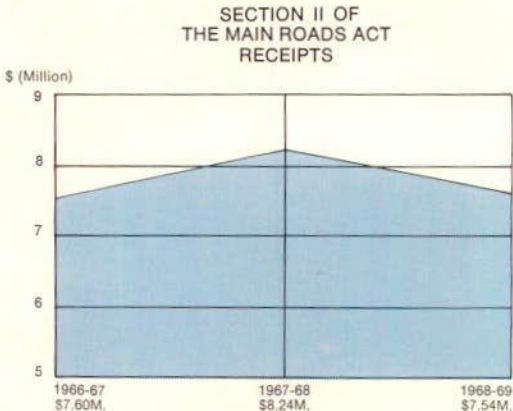
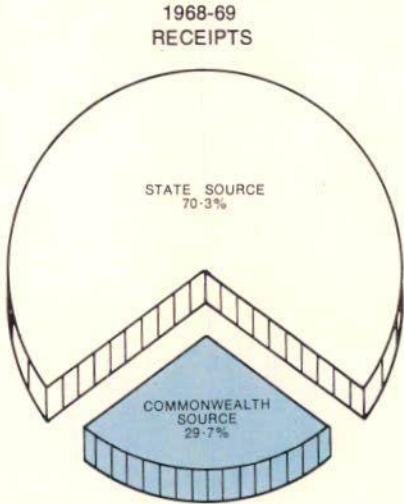
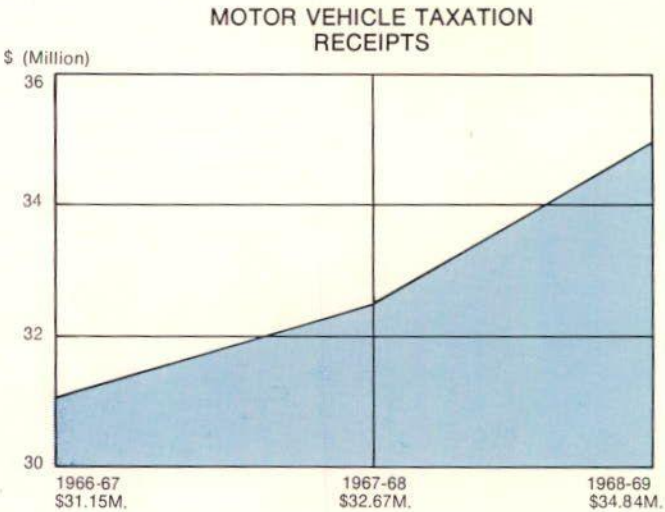
Funds for special works or for works that could not normally be undertaken from ordinary revenue totalled \$15,435,937. The total funds received for 1968-69 were thus \$103,113,320.

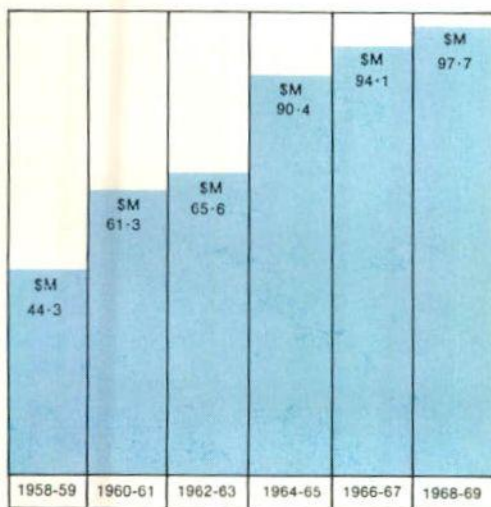
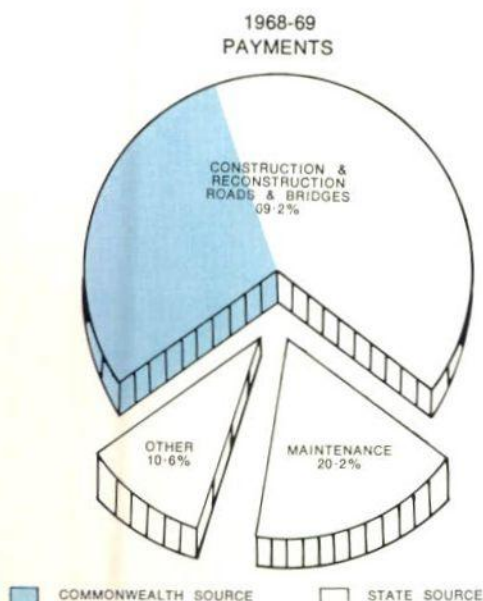
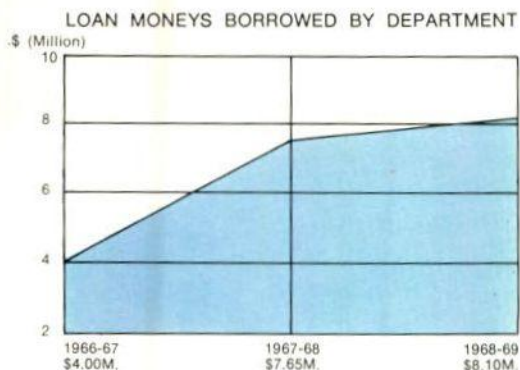
Receipts from State Motor Vehicle Taxation, which is the largest single item of income, amounted to \$34,836,865 and exceeded the previous year's level by \$2,164,078. The increase represented the yield from the increase in motor vehicle registrations.

A total of \$28,391,385 was received under Section 5(1) of the Commonwealth Aid Roads Act, 1964. Of this amount \$5,678,277 was credited to the County of Cumberland Main Roads Fund, equivalent to 16.1% of that Fund's total receipts. The balance of \$22,713,108, credited to the Country Main Roads Fund, was 34.3% of that Fund's total receipts. The Commonwealth Aid Roads grant amounted to less than half of the expenditure by the Department on the construction and reconstruction of roads and bridges. \$2,277,000 was received under Section 5(2) of the Act for expenditure on Developmental Roads (\$1,724,118), unclassified roads in the unincorporated area of the State (\$374,231) and Tourist Roads in National Parks (\$178,651).

Charges for heavy commercial vehicles under the Road Maintenance (Contribution) Act, 1958, as amended, yielded \$14,799,421 or \$2,233,877 more than the previous year.

The Department under Section 11 of the Main Roads Act, 1924-1967 issues annually a requisition on each Council in the County of Cumberland to rate on its behalf all property owners within Council's area at 5/24th cent in the dollar on the Unimproved Capital Value on rateable land. Alternatively, a Council may pay the Department 12% of the income from rates if the amount that would be payable is less than at the rate of 5/24th cent in the dollar on the Unimproved Capital Value. The amount received by the Department in





MAIN ROADS EXPENDITURE
AT 1968/69
MONETARY VALUES

1968-69 from the levy under Section 11 totalled \$7,538,001.

Loan moneys totalling \$8,100,000 were borrowed during 1968-69, or \$450,000 more than in the previous year. Loan receipts were used to assist in financing the cost of constructing—

- Access Road to Sydney (Kingsford Smith) Airport, Mascot \$3,350,000
- Berowra-Hawkesbury River Section of the Sydney-Newcastle Expressway \$950,000
- Great Western Highway—Prospect Deviation \$500,000
- Western Expressway—Regentville Bridge \$400,000
- Western Distributor \$200,000
- Bridge over Macquarie River at Dubbo \$250,000
- Bridge over Edward River at Deniliquin \$300,000
- Bridge over Myall River at Bulahdelah \$250,000
- Bridge over Hunter River at Raymond Terrace \$500,000

A total of \$4,800,000 was provided from loan funds to finance the Berowra-Hawkesbury River Section of the Sydney-Newcastle Expressway and the access road to Sydney (Kingsford Smith) Airport, Mascot. Amounts provided by the State Government are repayable by the Department.

Payments:

Total payments from the County of Cumberland, Country and Developmental Roads Funds amounted to \$97,702,445 or \$7,047,845 greater than for the previous year. Maintenance and minor improvement of roads and bridges cost \$19,719,364 or 20.2% of the total expenditure.

Construction, reconstruction and the acquisition of property for roadworks accounted for the major portion of the Department's expenditure. The amount expended on these works was \$67,949,885 or 69.5% of the total expenditure compared with \$64,533,767 in 1967-68.

Loan charges, administrative expenses and other costs amounted to \$10,033,196. In the case of the country area of the State, contributions made by Councils towards the cost of Main Roads works do not pass through the Department's accounts, and are therefore not included in the amounts stated above.

(A) COUNTY OF CUMBERLAND MAIN ROADS FUND

Statements of Receipts and Payments for the year ended 30th June, 1969

(i) General Purposes

RECEIPTS			1968/69	1967/68
		\$	\$	\$
Motor vehicle taxation in accordance with the Main Roads Act, 1924-1967	....		6,967,353	6,534,537
Charges on commercial vehicles under the Road Maintenance (Contribution) Act, 1958			2,959,884	2,513,109
Levy upon Councils in accordance with Section 11 of the Main Roads Act, 1924-1967			7,538,001	8,240,912
Contributions by Councils towards maintenance and construction of Main and Secondary Roads	....		79,751	192,095
Contributions by other departments and bodies towards maintenance and construction of Main and Secondary Roads	....		13,528	227,926
Grant under the Commonwealth Aid Roads Act, 1964	....		5,618,544	5,279,159
Other	....		640,408	483,850
TOTAL RECEIPTS:			23,817,469	23,471,588
Balance brought forward from last year			1,244,692	886,085
			25,062,161	24,357,673
PAYMENTS				
Maintenance and minor improvements of roads and bridges—				
Work by Councils	....	814,991		866,543
Work by Department	....	3,331,541	4,146,532	2,780,138
Construction and reconstruction of roads and bridges—				
Work by Councils	....	557,767		1,029,171
Work by Department	....	10,236,284	10,794,051	8,326,037
Land Acquisition	....		4,680,840	4,400,652
Administrative Expenses	....		1,700,758	1,474,188
Purchase of land and buildings for administration and operation	....		221,054	174,848
State Treasury Loans—				
Interest, exchange, management and flotation expenses	....		153,930	122,390
State Treasury—repayment of temporary advance	....		100,000	100,000
Loans under Section 42A of the Main Roads Act, 1924-1967				
Interest	....		454,252	305,983
Other	....		160,022	146,255
TOTAL PAYMENTS:			22,411,439	19,726,205
Transfer to County of Cumberland Reserve for Loan Repayments	....		110,776	69,300
Transfers to and Refunds from Special Purposes Accounts in respect of finance for Operating Accounts, Suspense Accounts and Reserve Accounts	....		1,409,617	3,317,476
			23,931,832	23,112,981
Balance carried forward	....		1,130,329	1,244,692
			25,062,161	24,357,673

(ii) Special Purposes

	\$	1968/69 \$	1967/68 \$
RECEIPTS			
State Government Loans — Repayable		4,800,000	4,700,000
Loan borrowings under Section 42A of the Main Roads Act, 1924-1967		5,400,000	3,750,000
Sydney Harbour Bridge Account for Warringah Expressway Approach— Construction including Land Acquisitions		900,000	4,765,000
Eastern Distributor (Cahill Expressway Construction)		—	10,000
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on Main Roads		59,733	56,891
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on rural roads		178,652	103,553
Contributions by other departments and bodies		41,908	—
TOTAL RECEIPTS:		11,380,293	13,385,444
Net transactions of Operating Accounts, Suspense Accounts and transfers to and from the General Purposes Account in respect of finance for Reserve Accounts and investigations, etc., City Expressways		764,584	3,255,298
		12,144,877	16,640,742
Balance brought forward from last year		7,351,186	3,671,097
		19,496,063	20,311,839
PAYMENTS			
Construction and reconstruction of roads and bridges— Main Roads— Work by Department		4,633,286	1,057,909
Other than on Main Roads— Work by Councils	271,529		2,941
Work by Department	6,318,911		11,717,416
		6,590,440	
Land acquisition		8,706	20,334
Department of Motor Transport—Public Vehicles Fund		59,167	56,891
Department of Public Works—for Drainage Research		566	—
State Treasury Loans—Sinking Fund Payment		10,820	9,620
Loans under Section 42A of the Main Roads Act, 1924-1967 Repayment of principal		128,518	95,542
TOTAL PAYMENTS:		11,431,503	12,960,653
Balance carried forward		8,064,560	7,351,186
		19,496,063	20,311,839

(iii) Reserve for Loan Repayments

RECEIPTS			
Transfer from— General Purposes Account	110,776		69,300
Special Purposes Account	60,375		42,300
		171,151	
Interest on Investments		136,715	37,528
TOTAL RECEIPTS:		307,866	149,128
Balance brought forward from last year— Investments	385,300		235,300
Cash	69,173		70,045
		454,473	
		762,339	454,473
PAYMENTS			
Balance carried forward— Investments	678,200		385,300
Cash	84,139		69,173
		762,339	
		762,339	454,473

(signed) R. J. S. THOMAS
Commissioner for Main Roads

(signed) R. G. BARTON
Chief Accountant

The accounts of the Department of Main Roads have been audited in accordance with the provisions of the Audit Act, 1902.
The above statement, in my opinion, is a correct record of receipts and payments of the County of Cumberland Main Roads
Fund during the year ended 30th June, 1969.

SYDNEY
30th September, 1969.

(signed) D. FAIRLIE
Auditor General of New South Wales

(B) COUNTRY MAIN ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1969

(i) General Purposes

	RECEIPTS		
	\$	1968/69 \$	1967/68 \$
Motor vehicle taxation in accordance with the Main Roads Act, 1924-1967		27,869,412	26,138,150
Charges on commercial vehicles under the Road Maintenance (Contribution) Act, 1958		11,839,537	10,052,435
Transfer from the Road Transport and Traffic Fund under the Transport Act, 1930		—	10,108
Contributions by Councils towards maintenance and construction of Main Roads		182,310	192,923
Contributions by other departments and bodies towards maintenance and construction of Main Roads		107,852	288,021
Grant under Commonwealth Aid Roads Act, 1964		21,918,175	20,561,636
Other		218,511	168,025
		<hr/>	<hr/>
	TOTAL RECEIPTS:	62,135,797	57,411,298
Balance brought forward from last year		2,009,470	2,038,294
		<hr/>	<hr/>
		64,145,267	59,449,592
		<hr/>	<hr/>
	PAYMENTS		
	\$	1968/69 \$	1967/68 \$
Maintenance and minor improvements of roads and bridges—			
Work by Councils	5,695,560		5,771,719
Work by Department	9,784,276		
	<hr/>	15,479,836	7,921,801
Construction and reconstruction of roads and bridges—			
Work by Councils	9,684,771		9,955,593
Work by Department	28,136,947		
	<hr/>	37,821,718	25,045,656
Land acquisition		602,508	641,974
Administrative Expenses		3,678,322	3,342,109
Purchase of land and buildings for administration and operation		857,123	511,044
State Treasury Loans—			
Interest, exchange, management and flotation expenses		817,177	845,718
State Treasury—Repayment of temporary advance		100,000	100,000
Loans under Section 42A of the Main Roads Act, 1924-1967			
Interest		96,358	—
Other		522,426	561,113
		<hr/>	<hr/>
	TOTAL PAYMENTS:	59,975,468	54,696,727
Transfer to Country Reserve for Loan Repayments		26,250	375
Transfers to and refunds from Special Purposes Accounts in respect of finance for Operation Accounts, Suspense Accounts and Reserve Accounts		2,327,930	2,743,020
		<hr/>	<hr/>
		62,329,648	57,440,122
Balance carried forward		1,815,619	2,009,470
		<hr/>	<hr/>
		64,145,267	59,449,592
		<hr/>	<hr/>

(ii) Special Purposes

		1968/69	1967/8
	RECEIPTS	\$	\$
Loan Borrowings under Section 42A of the Main Roads Act, 1924-1967	....	2,700,000	300,000
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on Main Roads	....	794,933	782,565
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on rural roads	....	374,231	180,774
Contributions by other departments and bodies	....	186,480	—
	TOTAL RECEIPTS	4,055,644	1,263,339
Net transactions of Operating Accounts, Suspense Accounts and transfers to and from the General Purposes Accounts in respect of finance for Reserve Accounts	....	1,039,616	242,470
		5,095,260	1,505,809
Balance brought forward from last year	....	4,080,392	4,020,288
		9,175,652	5,526,097
	PAYMENTS		
Maintenance and minor improvement of roads and bridges—			
Other than Main Roads			
Work by Department	....	92,996	11,774
Construction and reconstruction of roads and bridges—			
Main Roads—			
Work by Councils	....	110,719	30,000
Work by Department	....	1,013,536	300,000
		1,124,255	
Other than Main Roads—			
Work by Councils	....	—	11,097
Work by Department	....	890	—
Maintenance and construction of unclassified roads—			
Western Division	....	373,341	169,677
Department of Motor Transport—Public Vehicles Fund	....	236,667	227,565
Department of Public Works—for Drainage Research	....	2,266	—
Department of Public Works—expenditure on works connected with transport by water and on research work	....	556,000	555,000
State Treasury Loans—Sinking Fund Payment	....	145,202	140,592
Loans under Section 42A of the Main Roads Act, 1924-1967			
Repayment of Principal	....	32,568	—
	TOTAL PAYMENTS:	2,564,185	1,445,705
Balance carried forward	....	6,611,467	4,080,392
		9,175,652	5,526,097

(iii) Reserve for Loan Repayments

	RECEIPTS		
Transfer from—			
General Purposes	....	26,250	375
Special Purposes	....	19,647	19,647
		45,897	
Interest on Investments	....	55,440	200
	TOTAL RECEIPTS:	101,337	20,222
Balance brought forward from last year	....	24,722	4,500
		126,059	24,722
	PAYMENTS		
Balance carried forward—			
Investment	....	95,000	20,000
Cash	....	31,059	4,722
		126,059	
		126,059	24,722

(signed) R. J. S. THOMAS

Commissioner for Main Roads

The accounts of the Department of Main Roads have been audited in accordance with the provisions of the Audit Act, 1902. The above statement, in my opinion, is a correct record of receipts and payments of the Country Main Roads Fund during the year ended 30th June, 1969.

SYDNEY

30th September, 1969

(signed) R. G. BARTON

Chief Accountant

(signed) D. FAIRLIE

Auditor General of New South Wales

(C) DEVELOPMENTAL ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1969

RECEIPTS										1968/69	1967/8
										\$	\$
Grant under Section 5(2) of the Commonwealth Aid Roads Act, 1964										1,724,117	1,887,674
TOTAL RECEIPTS:										1,724,117	1,887,674
Balance brought forward from last year										101,748	39,384
										1,825,865	1,927,058
PAYMENTS											
Construction and reconstruction of Developmental Roads and Works—											
Work by Councils										1,319,850	1,825,310
TOTAL PAYMENTS:										1,319,850	1,825,310
Balance carried forward										506,015	101,748
										1,825,865	1,927,058
(signed) R. J. S. THOMAS Commissioner for Main Roads										(signed) R. G. BARTON Chief Accountant	
The accounts of the Department of Main Roads have been audited in accordance with the provisions of the Audit Act, 1902. The above statement, in my opinion, is a correct record of receipts and payments of the Developmental Roads Fund during the year ended 30th June, 1969.											
SYDNEY 30th September, 1969.										(signed) D. FAIRLIE Auditor General of New South Wales	

(D) SYDNEY HARBOUR BRIDGE ACCOUNT

Income and Expenditure Account for the year ended 30th June, 1969

INCOME										1968/69	1967/8
										\$	\$
Road Tolls										4,302,533	4,010,747
Railway Tolls										284,416	287,216
Omnibus Tolls										27,730	26,777
Net rents from properties										125,640	119,172
Other										—	76
TOTAL INCOME:										4,740,319	4,443,988
EXPENDITURE											
Maintenance, lighting and cleaning bridge and approaches										577,746	570,742
Provision of traffic facilities										132,184	136,103
Cost of collecting road tolls										584,275	535,097
Improvements to toll gates and alterations to archways										72,694	4,537
Loan Charges—State Loans										1,175,450	1,195,430
Loan Charges—Borrowings under Section 42A of the Main Roads Act, 1924-1967										897,952	825,412
Administrative expenses										101,214	55,416
TOTAL EXPENDITURE:										3,541,515	3,322,737
Balance being excess of income over expenditure transferred to Appropriation Account										1,198,804	1,121,251
										4,740,319	4,443,988

	\$	1968/69 \$	1967/8 \$
Appropriation Account for the year ended 30th June, 1969			
Excess of income over expenditure transferred from Income and Expenditure Account		1,198,804	1,121,251
Transfer to County of Cumberland Main Roads Fund (Special Purposes Account) for—			
Cahill Expressway Construction		—	10,000
Warringah Expressway Approach—			
Construction including land acquisition		900,000	1,165,000
	SURPLUS FOR YEAR:	298,804	53,749*
Deficiency brought forward from last year		1,943,823	1,890,074
Accumulated deficiency—carried forward		1,645,019	1,943,823
	*Deficiency for year		
Reserve for Loan Repayments			
INCOME			
Transfer from Sydney Harbour Bridge Account		226,487	227,209
Interest on Investments		23,231	46,771
	TOTAL INCOME:	249,718	273,980
Balance brought forward from last year		351,305	77,325
		601,023	351,305
EXPENDITURE			
Balance carried forward		601,023	351,305
Balance Sheet (excluding Capital Cost Transactions)			
ASSETS			
Furniture, fittings and equipment	225,264		74,063
Less: Depreciation	60,533		43,006
		164,731	
Stock on hand		40,622	43,075
Debtors		57,321	69,340
Cash at State Treasury and on hand		271,831	56,130
Reserve for repayment of loans raised by Commissioner			
Cash at State Treasury	22,198		25,024
Investments	569,000		319,000
Accrued interest	9,825		7,281
		601,023	
	TOTAL ASSETS:	1,135,528	550,907
Accumulated deficiency		1,645,019	1,943,823
		2,780,547	2,494,730
LIABILITIES			
Reserve—Repayment of loans raised by Commissioner		601,023	351,305
Creditors—			
State Treasury for sinking fund contributions		1,944,160	1,944,160
Other		235,364	199,265
	TOTAL LIABILITIES:	2,780,547	2,494,730

(signed) R. J. S. THOMAS
Commissioner for Main Roads

(signed) R. G. BARTON
Chief Accountant

The accounts of the Sydney Harbour Bridge have been audited in accordance with the provisions of the Audit Act, 1902. In my opinion the balance sheet as at 30th June, 1969, and supporting income and expenditure, appropriation and reserve accounts for the year then ended set out a true and fair view of the financial position of the Sydney Harbour Bridge Account and operations for the year.

SYDNEY
30th September, 1969

(signed) D. FAIRLIE
Auditor General of New South Wales

EXPRESSWAYS

Within the County of Cumberland the road planning proposals of the Department of Main Roads provide for 185 miles of expressways and it is considered a brief report should be made of the present position.

Beyond the boundaries of the County of Cumberland, it is planned that the expressways radiating out from Sydney will extend southerly to Wollongong and Kiama, southwesterly to Mittagong and northerly to Newcastle.

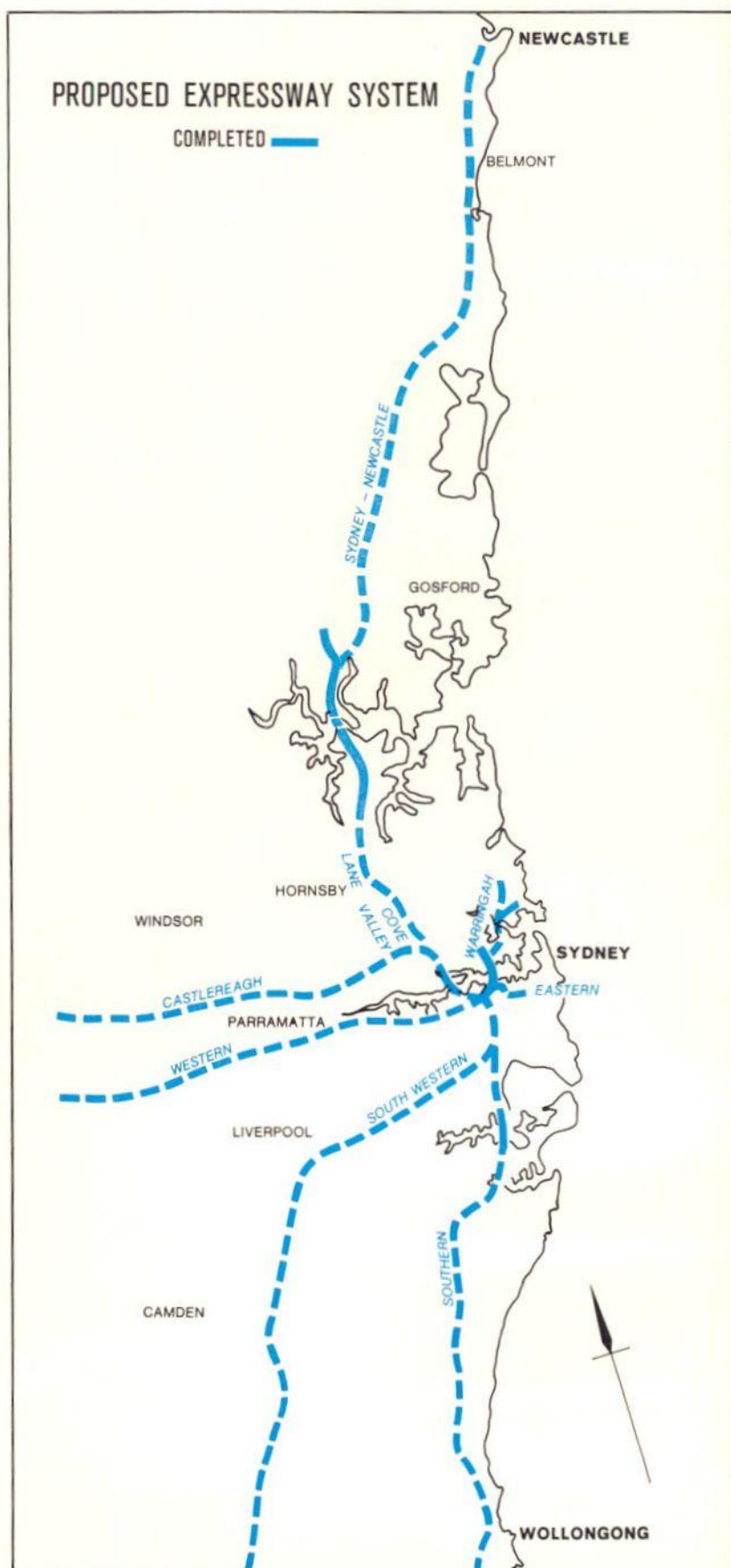
In the case of expressways included in the Department's planning proposals, there will be complete denial of access from abutting property and there will be grade separation of all intersections, that is, all cross traffic will be carried under or over the expressway. Vehicular access between the expressway and the normal street system will be at predetermined points called "interchanges" where traffic joining the expressway merges with the expressway traffic while departing traffic diverges from the expressway without any conflicting traffic movement.

Warringah Expressway

Towards the close of the 1967-68 financial year the first section of the Warringah Expressway, one and one-half miles in length, extending from the northern end of the Sydney Harbour Bridge to Miller Street, Cammeray, was opened to traffic.

At the time of its opening a considerable amount of work remained to be done, including some points of entrance and exit and landscape treatment. During this year these works were completed whilst the expressway was being fully used by traffic.

Throughout the year this important facility operated very satisfactorily. Motorists travelling to and from



the City have been afforded significant savings in travelling time and considerable relief has been given to the local street system in North Sydney.

Western Distributor

The full length of the Western Distributor, when constructed, will extend from the southern end of the Sydney Harbour Bridge to an interchange at Ultimo from which the proposed Southern and Western Expressways will commence.

There will also be a connection from the Distributor to the proposed North Western Expressway leading to Gladesville Bridge.

In the first place it is proposed to build the Distributor as far as Day Street, near King Street. From Day Street, traffic will be able to proceed to and from Pymont Bridge, the new railway overbridge at William Henry Street and to other parts of the City.

During this year tenders were invited for the construction of this stage of the work. It is expected that construction will commence in the latter part of 1969. The properties required for this work are being purchased.

There will be a separate Divisional organisation responsible for the construction of the Distributor.

Sydney-Newcastle Expressway

The first section of the Sydney-Newcastle Expressway from the Hawkesbury River to Mount White, a distance of 5.8 miles, was opened to traffic on 15th December, 1965, as a tollway. The second section of the expressway from Mount White to Calga, a distance of 3.4 miles, was opened to traffic on 28th October, 1966 and an additional mile of improved road towards Peat's Ridge was also constructed to ensure safe transition from expressway to normal highway conditions.

The third section of the expressway, from the Hawkesbury River to an interchange at approximately one mile north of Berowra, was completed and opened to traffic on 12th December, 1968.

Because of the need to use the existing Hawkesbury River Bridge for both highway and expressway traffic, pending the construction of a new bridge, southbound traffic is required to use the Pacific Highway for the first part of the ascent from the River.

Thus, this section of expressway is 6.3 miles in length northbound and 6.1 miles in length southbound. It has been constructed to the same high standards as the previous sections and cost \$13.2 million.

The grades on this section were maintained within the limits of 6% ascending and 6½% descending and therefore the design provided for deeper cuts and higher fills than any experienced elsewhere on the expressway. The total earthworks involved the removal and placing of approximately 5.3 million cubic yards, mostly sandstone. Cuts were up to 150 feet deep and one fill was about 215 feet high. This particular fill required about 1.7 million cubic yards of material.

Concurrently with the construction of this section of expressway, the Pacific Highway, between Mt. Kuring-gai and the interchange north of Berowra, was widened to provide for four lanes of traffic and this was completed just prior to the opening of the expressway section.

Motorists are now able to drive a distance of 58 miles from Sydney to Ourimbah in greatly improved conditions.

- From Sydney to the interchange between Cowan and Berowra the entire length of the Pacific Highway is at least four lanes wide.
- From this interchange to Calga motorists can use the tollway or the existing highway.
- From Calga to Ourimbah motorists can travel on the route through Peat's Ridge on a high standard highway.



Southern end of the Warringah Expressway, showing completed work at the junction with the Bradfield Highway.

The next segment of work in the construction of the Sydney-Newcastle Expressway will be the construction of a second road bridge across the Hawkesbury River. A design for this bridge, which will be six lanes in width, is currently being prepared. It will be constructed immediately upstream from the existing structure. The new bridge, when completed, will carry the expressway only and allow the existing bridge to revert to its planned function of carrying the Pacific Highway. It is programmed for completion before the end of 1971. Proposals for the construction of further sections of the expressway in the vicinity of Wyong and Swansea, to provide improved traffic conditions in those areas, are being investigated.

Southern Expressway

During the year the construction of the North South Arterial Road, the by-pass route around Wollongong, between Ghost's Creek and Gladstone Avenue, Fig Tree was continued. This work will be extended south towards Kembla Grange. The design for the section between Fig Tree and Five Islands Road is being prepared, but because of the complex structural requirements, which may cause some little delay in the design, it is proposed to proceed immediately with the construction of the section between Five Islands Road and Kembla Grange where structural needs will not restrict progress. This section will provide a new route which will allow through traffic to avoid the business centre and the railway level crossings at Unanderra. At the same time the extension of the expressway northward from North Wollongong towards Bulli will proceed.

South Western Expressway

In recognition of the rapid rate at which the population in the Campbelltown area is increasing, the Department of Main Roads will commence, in the latter part of 1969, the construction

of a section of the South Western Expressway from the Cross Roads, Liverpool to the Campbelltown-Camden Road, a distance of nine miles. During the year the design for this section of expressway has been proceeding and negotiations for the acquisition of the necessary properties have been under way. The construction of this section is programmed for completion before 30th June, 1972.

Western Expressway

The planned Western Expressway is designed to provide a fast through-route from the City to the lower Blue Mountains. At the present time a bridge over the Nepean River at Regentville is being constructed as the first step in the construction of this expressway. The western approaches to this bridge, built to expressway standards, will link with the Great Western Highway at Emu Plains. The eastern approaches will be constructed as far as St. Marys to provide a by-pass around the Penrith shopping and commercial centre. This work will be progressively extended easterly to link with the Great Western Highway near Wallgrove. A separate Divisional organisation responsible for expressway construction has been established to supervise this work.

Access Road to Sydney (Kingsford Smith) Airport

An expressway-type road from South Dowling Street, Kensington to Wentworth Avenue, Mascot is being constructed to provide a new high standard access road to Sydney (Kingsford Smith) Airport. This new road, built generally along the western boundaries of The Australian and The Lakes Golf Courses, is two miles in length. In conjunction with this work, sections of South Dowling Street and Wentworth Avenue are also being widened. This work will be completed later in 1969.

HIGHWAY CONSTRUCTION

County of Cumberland

Throughout the year there has been continued improvement to the Main Roads within the County of Cumberland.

Principal works carried out included:

- Prince's Highway—Engadine and Waterfall

The construction of a deviation at Engadine was completed and opened to traffic on 23rd April, 1969.

This work is being extended both northwards towards Loftus and southwards towards Waterfall.

A short deviation at Waterfall to eliminate several sharp bends was constructed.

- Hume Highway—Liverpool

The by-pass road at Liverpool was completed during the year. This work included the provision of a channelised intersection at the junction of the highway and Hoxton Park Road.

- Great Western Highway—Prospect

The construction of a deviation near Prospect, between 19.5 and 22.0 miles from Sydney, was completed.

This deviation has dual carriageways and has eliminated a section of highway which had low standard alignment. The widening of this highway is being continued westerly towards Penrith.

- Pacific Highway—Mt. Kuring-gai—Berowra

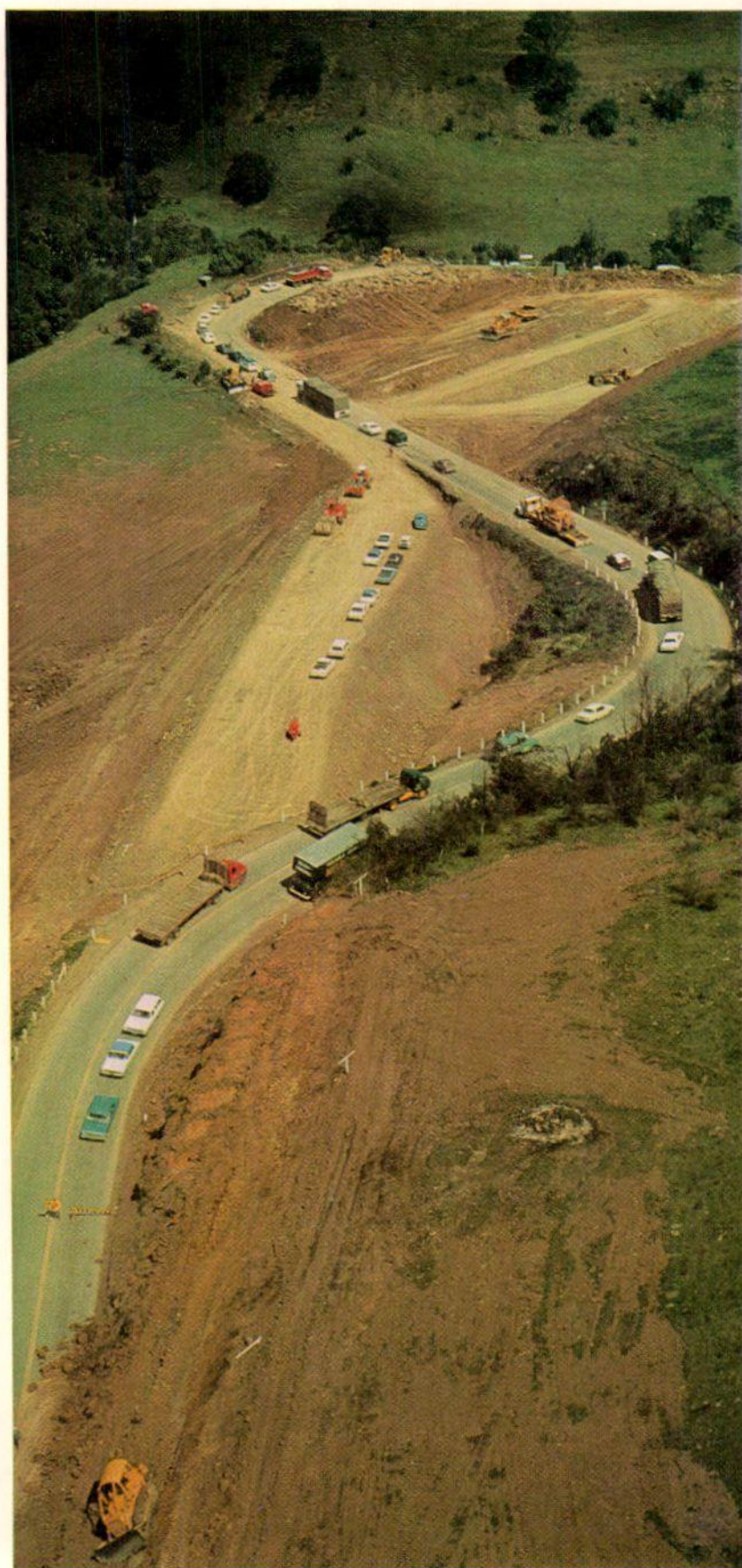
Reconstruction and widening of the highway to provide four traffic lanes from Mt. Kuring-gai to Berowra and the construction of dual carriageways from Berowra to the Sydney-Newcastle Expressway interchange, were completed during the year.

Country

Major works completed on State Highways in the country included:

- Prince's Highway

Reconstruction between Collaery Road and Collins Creek, Woonona, between 3.9 and 5.0 miles north of Wollongong, to provide improved alignment and grading. This work was undertaken in conjunction with the Council of the City of Greater Wollongong,





Laying aggregate on bitumen during the construction of a deviation of the New England Highway near Beresfield.

Widening and relocation of the Hume Highway on Razorback Range, to provide improved alignment and climbing lanes.

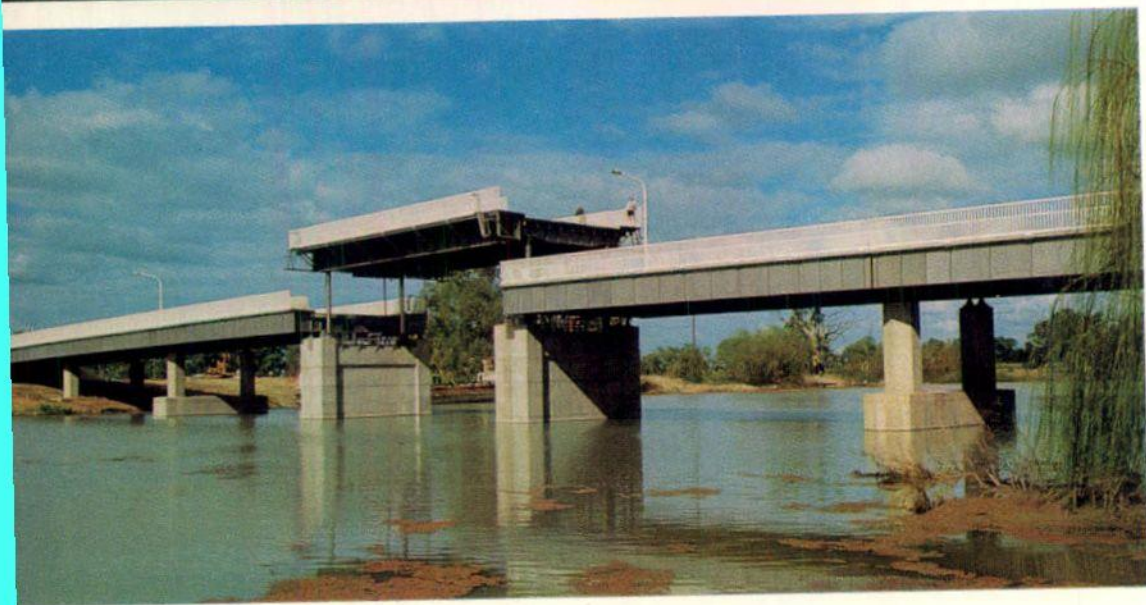
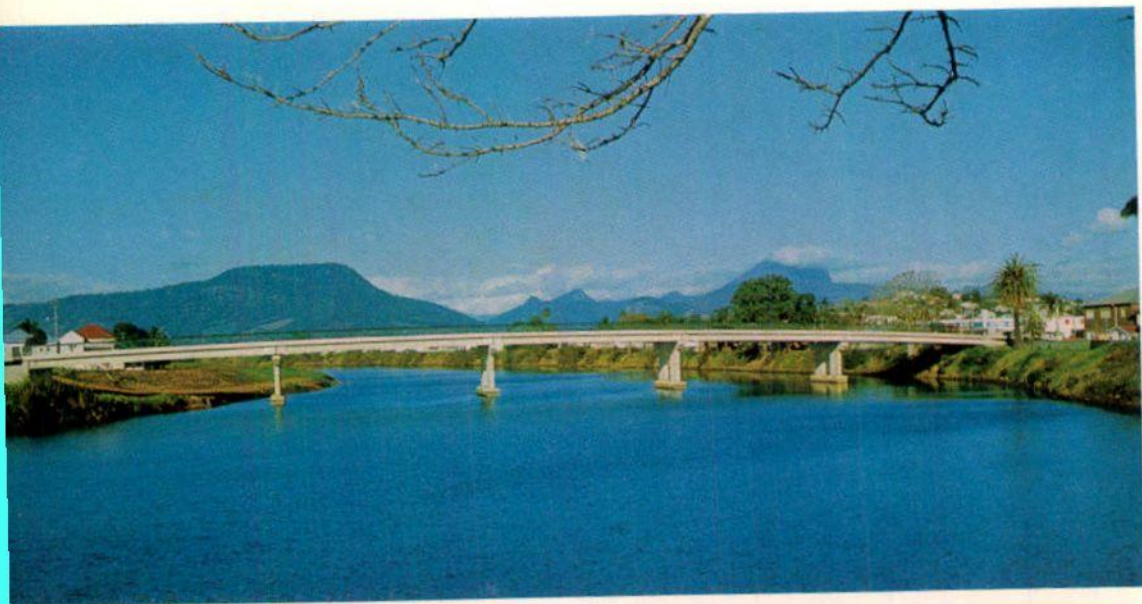
- which also contributed towards the cost.
- **Snowy Mountains Highway**
Construction of a deviation between 32.4 miles west of Bega and the new intersection with the Monaro Highway, 40.0 miles west of Bega, was opened to traffic on 20th December, 1968. This work, which included two bridge-size culverts, has reduced the length of the highway between Bega and Nimmitabel by two miles. Construction of the deviation around the Blowering and Jounama Dams was completed.
- **Barrier Highway**
Reconstruction and bituminous surfacing between 72.6 and 79.0 miles and between 80.2 and 84.2 miles west of Cobar.
Reconstruction and bituminous surfacing between 9.0 and 13.6 miles west

of Wilcannia.

Reconstruction and provision of a sand-seal surface between 14.8 and 19.0 miles west of Wilcannia.

Reconstruction and bituminous surfacing between 49.0 and 55.8 miles east of Broken Hill.

- **New England Highway**
Reconstruction and bituminous surfacing between 22.5 and 24.2 miles west of Singleton, immediately north of the deviation built around the Liddell Power Station.
Construction of a deviation between Kankool and Willow Tree, 6.1 to 11.4 miles north of Murrurundi. This deviation replaced a winding section of road and eliminated two railway level crossings from the route of the highway.
- **Pacific Highway**
Reconstruction and bituminous surfacing between 7.8 and 8.9 miles and between 14.1 and 14.8 miles north of Coffs Harbour.
Reconstruction and bituminous surfacing between 53.7 and 55.0 miles north of Grafton, including the raising of a section of pavement to alleviate flooding.
Reconstruction and bituminous surfacing between 1.2 and 2.6 miles and between 4.1 and 5.6 miles north of Murwillumbah.
- **Gwydir Highway**
Widening and partial reconstruction between 3.0 and 4.9 miles east of Warialda.
Reconstruction and bituminous surfacing between 33.4 and 37.0 miles west of Moree.
- **Sturt Highway**
Reconstruction and bituminous surfacing between 32.0 and 36.9 miles and between 39.0 and 43.6 miles west of Wagga Wagga.
- **Newell Highway**
Reconstruction between 15.0 and 24.0 miles north of Ardlethan providing a dustless surface from the Victorian border to Coonabarabran.
- **Silver City Highway**
Reconstruction and sand-seal between 1.0 and 11.0 miles and the provision of a sand-seal between 31.9 and 42.0 miles north of Wentworth, thus providing a bituminous surfaced road between Wentworth and Broken Hill.



New bridge over the Tweed River at Murwillumbah.
New bridge over Warrah Creek, near Quirindi.
New bridge over the Darling River at Wentworth on the Silver City Highway, showing the lift span in operation.

BRIDGE CONSTRUCTION

New bridges are being constructed to replace existing inadequate and worn-out structures, to replace vehicular ferry services, to eliminate railway level crossings and to provide structures where none at present exist.

The extensive programme of bridge building was continued during the year and 140 bridges and box culverts of bridge size were constructed by the Department and Councils on classified roads and at sites on unclassified roads where the Department is responsible for the construction of crossings.

The total length of completed bridges was 17,037 feet.

At the close of the year 75 bridges and and 70 culverts of bridge size were being built on classified roads.

Some of the larger bridges completed during the year included:

- Tuggerah Lake at The Entrance—to replace a narrow timber bridge.
- Sydney-Newcastle Expressway—to carry the Pacific Highway over the Expressway near the Berowra Interchange—a new facility.
- Porter Street Bridge over the North South Arterial Road, Wollongong—a new facility.
- Upper Warrell Creek, Nambucca Shire—extension of existing bridge.
- Camden Haven River at Kendall—to replace a timber bridge.
- Barrington River, Gloucester Shire—to replace an open causeway.
- Tweed River at Murwillumbah—to replace a narrow steel and timber bridge.
- Chilcott's Creek on Kankool-Willow Tree deviation—a new facility.
- Warrah Creek, Tamarang Shire—to replace a timber beam bridge.
- Darling River at Wentworth—to replace a narrow timber truss bridge.
- Edward River at Deniliquin—to replace an old timber beam and truss bridge.
- Mullanjandra Creek, south of Holbrook—to replace an old timber bridge.
- Gilmore Creek, near Tumut—to replace a narrow timber beam bridge and a railway level crossing.
- Barmedman Creek, near Barmedman—to replace a causeway.

- Yaven Yaven Creek on the Snowy Mountains Highway, east of the Hume Highway—to replace a low level timber bridge.

MAINTENANCE

Weather conditions have an important influence on the maintenance operations on Main Roads. In the northern and northwestern areas of the State, generally dry conditions lasting for most of the year caused accelerated wear on shoulders and gravel pavements.

In the southern and southwestern areas of the State, rainfall was generally above average, particularly in the latter half of the year.

In the County of Cumberland, Main Roads were maintained in a satisfactory condition during the year. However, the increasing volume of traffic necessitated a greater amount of maintenance than was formerly required. Sections of pavement, which were initially constructed to meet less demanding circumstances, were severely tested by the volumes of traffic they were required to carry.

With increasing traffic speeds, resulting partly from improved standards of road alignment and grading, the problem of providing pavement surfaces with adequate skid resistance under wet conditions has been accentuated.

Attention has been given to this problem by the development and trial use in particular locations of special asphaltic mixes and other bituminous treatments designed to allow rapid dispersion of surface water film and to give better skid resistance.

Because of increased traffic volumes particularly in the County of Cumberland, it has been necessary to give particular attention to the maintenance of pavement edges and shoulders.

Roadside furnishings have been regularly maintained and renewed as necessary. On a number of sections damaged painted steel guardrail was replaced with galvanised rail. The bushfires which occurred during the summer months caused extensive damage to roadside furnishings particularly in the Blue Mountains area, necessitating the replacement of many guide posts,



Grading of shoulders on Wakehurst Parkway, French's Forest.

road signs, etc.

In conformity with a recommendation by the National Association of Australian State Road Authorities, the Department adopted a guide post of smaller dimension than that previously used. Rectangular posts, 4 inches by 2 inches, are now being erected on new works, etc. A prototype of a self-propelled device for the mechanical cleaning of guardrails was developed by the Department during the year. The machine proved satisfactory and the Department is proceeding with the full-scale development of this equipment.

Improvement to signposting was actively pursued during the year, and new direction, warning and information signs were erected. Where necessary, existing signs were replaced by more appropriate signs. The use of asphaltic concrete for

resheeting on the more densely trafficked sections of road has resulted in improved riding qualities, while minor improvements to alignment and grading have improved conditions at a number of locations.

Snow-clearing operations were satisfactory during the winter of 1968. Maintenance and snow-clearing of selected unclassified roads in the Kosciusko National Park were undertaken on behalf of the National Parks and Wildlife Service. During the year 10,279 miles of roadway were linemarked which, with repeat markings of 5,559 miles of more heavily trafficked sections, lane marking of 956 miles and edge marking of 351 miles, made a total of 17,145 miles of linemarking.

Major repairs were carried out to 43 bridges and ferry vessels during the year.

ROAD MILEAGE AND BITUMINOUS SURFACING

The total mileage of Expressways, Main Roads (State Highways, Trunk Roads and Ordinary Main Roads), Secondary Roads, Tourist Roads, Developmental Roads and unclassified roads for which the Department of Main Roads is responsible, in New South Wales is 26,993 miles. Mileages of roads within the various classifications are:

Expressways	24 miles*
State Highways	6,535 miles
Trunk Roads	4,210 miles
Ordinary Main Roads	11,550 miles
Secondary Roads	164 miles
Tourist Roads	219 miles
Developmental Roads	2,719 miles
Unclassified Roads	1,572 miles

*Excludes four miles of expressway which are proclaimed Main Roads.

The total length of dustless surface on these roads is now 13,656 miles, an increase of 471 miles during the last year. During the year bituminous surfacing was carried out on ten miles of Expressways, 1,343 miles of Main and Secondary Roads, nine miles of Tourist Roads, ten miles of Developmental Roads and five miles of unclassified roads (generally located in the unincorporated areas of the State).

This represented 2,899 lane miles or the equivalent of 1,450 miles of normal two-lane road.

The work comprised 97 miles (345 lane miles) of bituminous plant mix surfacing, 1,103 miles (2,196 lane miles) of sprayed seal, 174 miles (348 lane miles) of prime or primer seal and four miles (ten lane miles) of slurry seal. Bituminous surfacing carried out during the year was in four categories:

1. Initial surfacing of 384 miles (776 lane miles) of road pavement not previously provided with a dust-free surface.
2. Provision of heavier treatments, either sprayed seal or plant mix surface on 96 miles (195 lane miles) of road pavement previously provided with a light treatment such as a prime or primer seal.

3. Restoration of bituminous surfaces—
 - a. on 31 miles (79 lane miles) following reconstruction to widen and/or strengthen the pavement.
 - b. on 32 miles (103 lane miles) following reconstruction to provide additional lanes or dual carriage-ways.
 - c. on 124 miles (280 lane miles) following reconstruction to improve alignment and/or grading.
 4. Maintenance resurfacing of 711 miles (1,466 lane miles) of road pavement.
- The types of surface on Main Roads throughout the State at 30th June, 1969 are shown on the map on the inside back cover of this report.

ELIMINATION OF RAILWAY LEVEL CROSSINGS

During the year, four railway level crossings were eliminated from the Main Roads System.

A road deviation between Kankool and Willow Tree eliminated two level crossings from the route of the New England Highway. The level crossing at Kankool was closed while that at Willow Tree is now on the route of the Willow Tree-Merriwa Road (Main Road No. 358).

Two level crossings on the Trundle-Tullamore Main Road (Main Road No. 350) were eliminated from the Main Roads System by the construction of a deviation.

The level crossing on the Snowy Mountains Highway at Gilmore was eliminated from the route of the highway by the construction of a bridge which spans both Gilmore Creek and the Tumut-Batlow railway line.

Since the Main Roads Act came into effect in 1925, a total of 169 level crossings have been eliminated from Main Roads. There remain 396 crossings on Main Roads comprising 335 on New South Wales Government Railways, 50 on privately-owned railways and 11 on Victorian Government Railways which extend into New South Wales. With a view to improving safety conditions at existing railway level crossings, improvements were carried out at a

number of locations by the installation of six sets of automatically operated flashing lights, increasing sight distance at various locations and the provision of warning signs on road pavements in approach to the crossings.

TRAFFIC SERVICE

The provision of median strips on heavily trafficked Main Roads was continued and an additional 8.6 miles were constructed mainly in the Sydney Metropolitan Area and the City of Newcastle.

Channelised facilities for traffic were completed at 26 intersections.

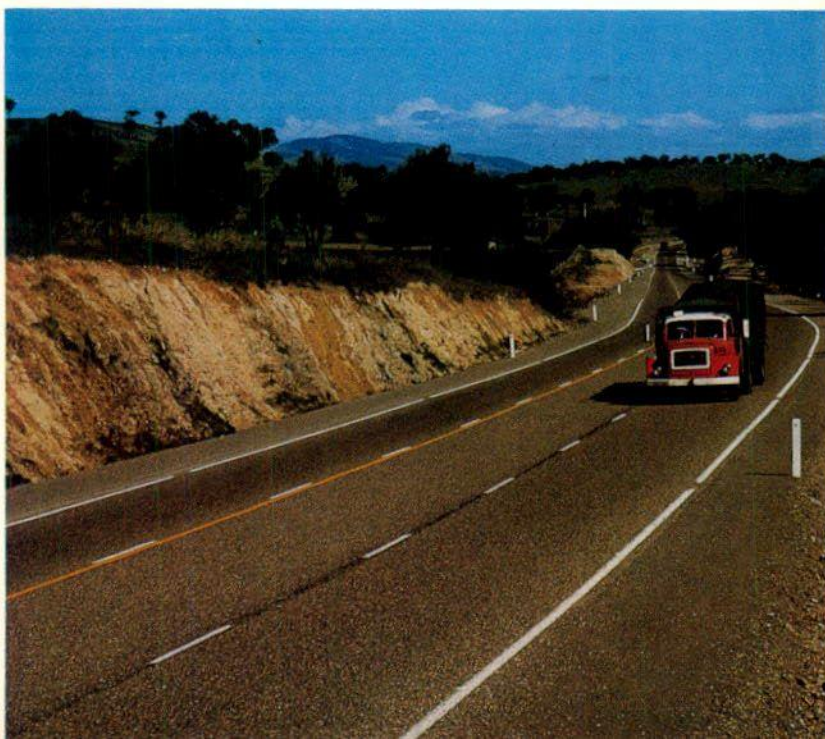
At the close of the year construction was in progress at a further 13 sites. Special bays, providing an area for buses to stop clear of moving traffic on Main Roads, were provided at seven new locations. Three of these bays were in the Sydney Metropolitan Area and the remaining four were in the Shire of Lake Macquarie.

Climbing lanes for slow-moving vehicles were provided at 16 additional locations, while those existing at four other sites were lengthened.

The completion of the Berowra-Hawkesbury River section of the Sydney-Newcastle Expressway involved a large signposting project, including the construction of four overhead sign structures.

In the Sydney Metropolitan Area a number of painted finger-board type signs have been replaced with retro-reflective signs, whilst in all areas greater use is being made of reassurance direction signs which are located beyond intersections. Experimental investigations have been made into the development of a new type of reflectorised milepost, whilst laboratory and field tests have been conducted on existing and new types of materials for sign backgrounds, with a view to improving the durability of signs and reducing the adverse effects of background reflectance.

Advisory speed surveys were conducted on approximately 570 miles of road



Top:
Channelised intersection of
the Hume Highway with
Copeland Street (foreground)
and Hoxton Park Road
(right) at Liverpool.

Bottom:
Climbing lane provided on
the Hume Highway
south of Yass.

principally in the northeastern sector of the State. A number of roads where there were existing advisory speed signs were re-surveyed as a result of changes in speed limits. Where absolute speed limits have been introduced which are higher than the general 50 miles per hour *prima facie* limit, the use of advisory speed signs has been extended to include a greater range of curves, e.g. where the speed limit is 60 miles per hour absolute, signs have been erected on all curves with advisory speeds of 55 miles per hour or less.

The special investigation of fatal accident sites on State Highways, which was commenced in 1966, was continued through the current year. An analysis has been made of all fatal accidents which occurred on rural State Highways over the three years ending 31st December, 1968. In this period there were 750 accidents in which 922 persons were killed and 1,029 persons injured. In the few cases where road conditions might have been a contributory cause, remedial action was taken.

Travel time surveys were intensified throughout the year in the Sydney Metropolitan Area, particularly in the northern suburbs, where the effects of the opening of the Warringah Expressway were measured. These studies showed that in the morning peak period the greatest time-savings resulting from the Expressway occurred in Eastern Valley Way, Willoughby Road and Pacific Highway where journeys to the City were reduced by approximately 8 minutes, 8½ minutes and 11 minutes respectively. Similar but slightly lower time-savings were recorded in the evening peak period.

An analysis was also made of changes in travel times on all principal radial routes leading to and from the City, comparing February, 1967 with October, 1968. It is of interest to note that improvements in travel times were recorded over many roads, mainly as a result of the introduction of Clearways. There were very few areas in which travel times increased by more than five minutes.

RESEARCH

The Department of Main Roads is vitally involved in research into many aspects of road engineering. Because of this involvement it is able to keep abreast of modern techniques and developments and at the same time contribute towards the advancement of this technology. During the year, 81 items were included in the research programme and the more important of these are detailed below. An investigation into the performance of flexible pavements, to verify the validity of the design criteria used, is of major importance. As a part of this research a number of lengths of pavements in the western area of the State have been examined thoroughly. The serviceability of these pavements was rated, both visually and by means of a roughness measuring instrument attached to a vehicle, and these ratings were related to the results of *in situ* strength tests and tests carried out on samples taken from the pavements and underlying surfaces. Environmental effects, such as the average rainfall and the amount of traffic, were also taken into account. The analysis of these results and factors is still proceeding. An investigation was carried out to determine the effectiveness of P.V.C. sub-soil drainage pipes in comparison with earthenware and other types. The measurement of skid resistance and prediction of susceptibility of some aggregates to polish under traffic were continued. This work was extended to deal with the development of skid resistant surfacings. Trial sections of bituminous plant mixes with tar additives, open graded mixes, Trinidad asphalt and special aggregates were being studied. In recent years the use of tar in roadworks has been largely confined to priming and precoating. However, a wide range of processed coke oven tars became available during the year for use as binders in sealing and plant mix work. As previous experience with tar binders indicated a lack of durability and hardening caused by loss of volatile oils, oxidation changes and loss of oils by absorption, an investigation into these aspects was commenced. In conjunction with the laboratory work, field trials were carried out using tar binders for seals and densely graded plant mixes.

INDUSTRIAL RELATIONS

The Department is a major employer of manpower. It places considerable reliance on its staff and employees in carrying out its function as a public authority.

At the close of the year, a total of 14,192 persons were employed on Main Roads works. They comprised 10,173 direct employees of the Department and its contractors, together with 4,019 persons employed by Shire and Municipal Councils and contractors thereto.

The fact that there were no major industrial disputes during the year is evidence of the generally harmonious relations that exist between employer and employee. Constantly improved facilities for field employees engaged on roadworks have removed many of the hardships that previously existed in these occupations. This naturally influences the Department's ability to effectively carry out its work.

Service Training

The Department again sponsored three senior officers to attend Administrative Staff Courses at the Administrative Staff College at Mt. Eliza, Victoria and at the University of New South Wales. A total of 46 Departmental officers has now been sponsored to such courses. It has always been the Department's policy to encourage its officers to attain recognised external tertiary qualifications to fit them for more responsible duties and this was maintained during the year. Details of the studies undertaken were:

Full-time students—

94 trainees were sponsored at the Universities of Sydney, New South Wales and Newcastle undertaking degree courses in Arts, Engineering, Surveying and Science.

Part-time students—

607 officers undertook courses at educational institutions in Arts, Economics, Commerce, Law, Accounting, Local Government, Transport Administration, Personnel Administration, Management and Drafting.

Apprentices—

82 employees were indentured to the Department in 10 trades.

In addition to the external studies undertaken, in-service training courses were conducted at the Training Centre, Head Office. A total of 197 persons comprised of clerks, typists, machine operators and plant foremen attended courses during the year. A further 107 newly appointed officers received instruction in accordance with the Department's Formal Staff Induction Programme. The Department's Training Officers also visited field offices to provide "follow-up" training to that provided at the Training Centre.

Non-Service Training

The Department continued to sponsor junior male and female staff and employees to courses conducted by the Australian Outward Bound Memorial Foundation. Persons selected to attend are drawn from both the ranks of junior salaried officers and apprentices. To date, a total of 82 persons has been sponsored to attend these courses.

At present 40 officers and employees are attending National Service Training. During their training, National Service Trainees are maintained on a comparable career basis with their contemporaries and, on their return, special attention is given to their re-establishment in their chosen vocation.

Credit Union

A Staff Credit Union, established in 1964, operates within the Department to encourage systematic saving and serve as a source of loans at equitable interest rates for provident purposes.

The Credit Union is a registered co-operative society and its services are available to staff officers. At 30th June, 1969 membership was 956 and loans totalling \$599,407 had been made, \$224,952 being loaned during the current year.

Social and Recreation Club

The activities of the Main Roads Social and Recreation Club, membership of which is available to all staff and employees of the Department, continued with fervour throughout the year. The Club, which is actively encouraged in its objectives, publishes a house journal, provides sporting equipment and facilities, organises sporting activities and arranges social functions on behalf of members and their families. The Department provides the full-time service of one of its officers to attend to the affairs of the Club.

PUBLIC RELATIONS

The Department of Main Roads is a public authority with ultimate responsibility to the people of New South Wales. It is therefore recognised that the public should be kept fully informed of its activities.

The best form of public relations is the provision of a first-class system of Main Roads commensurate with the needs of the motoring public and, within the limits of finance and physical capacity, the Department tries to provide this facility.

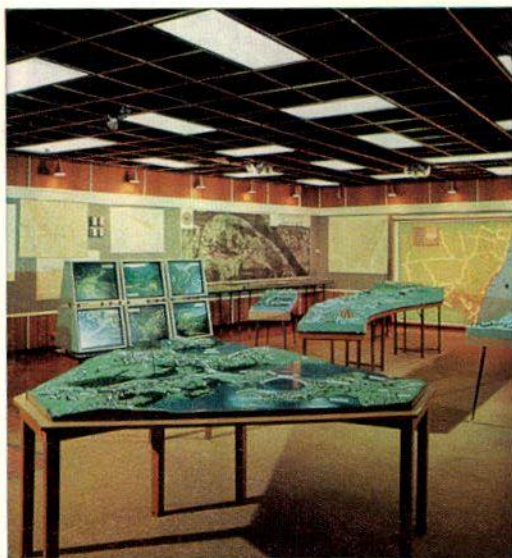
The public relations service provides

the liaison between the Department and the public. It informs the public through the various news services of important works that are planned for the future, about to be commenced or to be tendered for, the progress of works currently under construction and works that are nearing completion and when they are to be opened to traffic. Apart from the normal information service, it arranges visual displays and exhibits of works at important locations throughout the State. This gives not only the city dweller but also those who reside in the country the opportunity of viewing these exhibits. Usually they are arranged in conjunction with the annual shows at major towns and cities or at school fetes and similar functions. Public interest is thereby stimulated with a resultant appreciation of the Department's work.

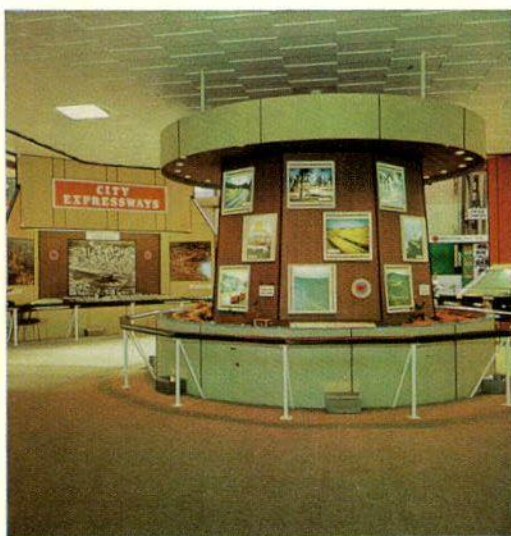
Many of the Department's construction projects are complex and, to aid both technical and aesthetic appreciation of the proposals, they are created in scale model form. These models play an important role in the acceptance of a project in visual form and best illustrate the Department's proposals to Councils, other authorities and the general public. A permanent display of scale models, supported by photographic and cartographic illustrations, is located in the Department's Head Office. Included as part of the public relations service is the Department's Journal, "Main Roads", which is published quarterly and describes current and projected works and matters pertaining to policy, administration and finance. This Journal is distributed widely throughout Australia and overseas.

Many organisations take advantage of the service which provides for the screening of films on road and bridge construction. In addition arrangements are made on request from organisations for officers to address them on matters relating to Main Roads.

As a general aid to publicity and for the education of the public, particularly the younger generation, brochures and road maps are issued without charge. The Department also publishes and issues to its staff and to Shire and Municipal Councils a number of bulletins, manuals and technical instructions.



Scale models on display at the Department's Head Office.



Department's exhibit at the 1969 Royal Easter Show.

NEW COMMONWEALTH AID ROADS ACT

The Commonwealth Government provides financial assistance to the States for roads, under the Commonwealth Aid Roads Act. The Commonwealth Aid Roads Act, 1964, provided for this financial assistance for the five-year period which ended on 30th June, 1969.

Under the provisions of this Act one-twentieth of the total amount made available under the basic grant was paid to Tasmania and the remainder was allocated to the other States, based on a formula which took into account three factors, namely population, area and number of registered vehicles. The total amount paid by the Commonwealth to the States during the currency of this Act was \$750 million, of which New South Wales received slightly in excess of \$209 million. For the year ended 30th June, 1969, the amount paid to New South Wales was \$47.3 million or 27.8% of the total amount distributed by the Commonwealth.

This Act further provided that not less than 40% of the money allocated was required to be spent on rural roads other than State Highways, Trunk Roads and ordinary Main Roads. Of the \$47.3 million paid to New South Wales during the last year of the Act, the Department of Main Roads received \$28.4 million for expenditure on State Highways, Trunk Roads and ordinary Main Roads, the remaining \$18.9 million being paid to the Department of Public Works for distribution to Councils for unclassified rural roads.

Under the provisions of the Main Roads Act the Department of Main Roads was required to allocate 80% of the amount it received to classified roads in the country.

A new Commonwealth Aid Roads Act will govern the allocation of money to the States for the five years commencing on 1st July, 1969.

Prior to the introduction of the Commonwealth Aid Roads Act 1969, the Commonwealth Bureau of Roads, in conjunction with the National Association of Australian State Road Authorities

conducted an Australia-wide survey of road needs. In New South Wales this survey was undertaken as a co-operative effort by Local Government Councils and the Department of Main Roads.

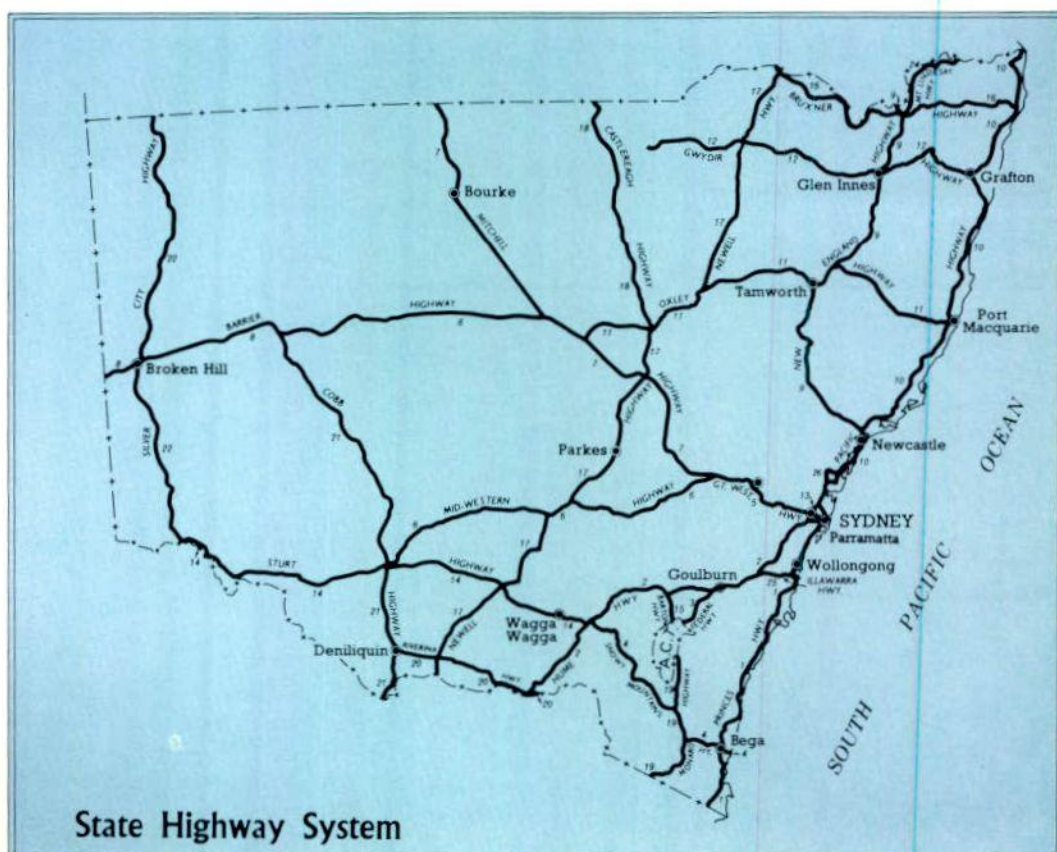
The new Act provides for fundamental changes in the basis of distribution of Commonwealth money to the States. It results from the findings of the Commonwealth Bureau of Roads in its road needs survey which identified the needs as being more closely allied to "people" than "area", two of the principal components of the previous formula, though then of equal value. The new distribution will result in New South Wales receiving 31.7% of the total allocation over the next five years, that is, it is to receive \$380.4 million out of a total of \$1,200 million. The Act also provides for supplementary grants totalling \$52.05 million for South Australia, Western Australia and Tasmania.

The new Act specifies that Commonwealth grants shall only be expended on certain categories of roads or works as defined in the Act and for the time being approved by the Minister of State for Shipping and Transport.

The various categories mentioned and the amounts allocated to each category for expenditure over the next five years, so far as New South Wales is concerned, are as follows:

• Urban arterial roads in the Sydney Statistical Division and the Urban Newcastle, Urban Wollongong and Urban Gold Coast areas (construction works only)	\$201,010,000
• Rural arterial roads (construction works only)	63,870,000
• Rural roads other than arterial roads (construction and maintenance works)	109,820,000
• Planning and Research	5,700,000
	<hr/>
	\$380,400,000

There is a specific requirement in the new Act for the State during the year, from its own resources, to expend or set aside for expenditure on road works an amount equal to the base amount set out in the Seventh Schedule to the Act as adjusted for each year of the Act, in order to qualify for the full amount of the Commonwealth grant in that year. The minimum amount required to be provided by New South Wales over the next five years in order to qualify for Commonwealth grants in full is estimated at \$397.6 million, which is about \$65.6 million more than is expected to be available from the sources of revenue at present applying to road works.



THE STATE HIGHWAYS OF NEW SOUTH WALES

When the Main Roads Act came into effect on 1st January, 1925, the newly established Main Roads Board assumed responsibility for assisting local Councils, on a 50-50 basis, with the 12,840 miles of proclaimed Main Roads. At that time the Main Roads were essentially those proclaimed under the Local Government Act of 1906 as being of most importance to the State.

The setting up of the Board was a recognition on the part of the Government that an overall authority was necessary to co-ordinate the planning, financing and technical research that were so obviously necessary if the State were to plan for roads to serve the era of the motor vehicle.

In 1910 there were 4,478 registered motor vehicles in New South Wales; by 1925 the number had increased

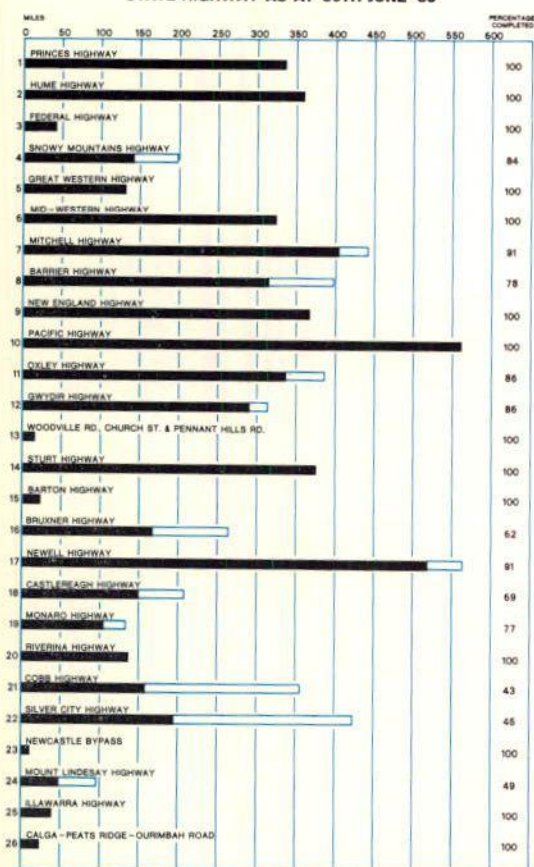
to 98,451! Yet at that time there were scarcely any dustless surfaces on Main Roads outside urban areas. Roads had been built basically to suit slow-moving horse-drawn vehicles. They could not withstand the ever-increasing volumes of fast motor traffic.

The Board at once set about implementing a programme of improvement, the primary aim being to ensure that the most suitable locations for routes were selected. This policy was adopted in order to ensure that, as far as practicable, costly construction and reconstruction works would not subsequently have to be abandoned in favour of more advantageous routes for the greater volumes of traffic expected in the future.

A vigorous campaign was also undertaken to improve the existing surfaces on major traffic arteries considered more permanently suitable.

After a few years, it soon became apparent that some distinction between the roads was necessary, since the main arteries leading to other States and to the most populous of the country towns were in a condition which made it impossible for local authorities to finance

LENGTH BITUMEN SURFACED ON EACH
STATE HIGHWAY AS AT 30TH JUNE '69



the work which was obviously necessary. On 17th August, 1928 the Main Roads were divided into three classes comprising:

State Highways	3,580 miles
Trunk Roads	2,300 miles
Ordinary Main Roads	7,540 miles

The total mileage of the Main Roads System was increased under the classification system to 13,420 miles and the Government assumed full financial responsibility for all works on State Highways. State Highways were defined as:

"The primary avenues of road communication connecting the State of New South Wales with the neighbouring States, or the far interior with the Coast, especially where no railway communication exists."

The State Highways that were selected numbered thirteen and included: Prince's, Hume, Federal, Sturt, Great Western, Mid Western, Mitchell, Barrier, New England, Pacific, Oxley, Gwydir and Sydney By-pass (Pennant Hills Road, Church Street, Woodville Road). Between 1929 and 1937 the total mileage of Main Roads increased by 1,864 miles.

However, there was little alteration to the highway system except for the addition of the Sturt Highway in 1933 and the Barton Highway in 1935. The expansion of the system was necessarily governed by monetary considerations and during the period of financial depression very little progress was made. In the County of Cumberland the Board, which became the Department of Main Roads in 1932, confined its activities to filling any missing links on stretches of improved roads and to extending others to a significant point of termination. This policy rapidly increased the effectiveness of Main Roads in the County. In addition, highways were widened where practicable, bitumen surfacing extended, and maintenance was organised on a systematic basis.

Owing to the inability of the Department to meet increased liabilities in respect of new Main Roads, additions to the mileage during the depression were made only in cases where exceptional circumstances rendered them specially desirable or necessary.

The return of more prosperous conditions in primary and secondary industry was reflected in the volume of traffic, and the sustained increase in the number of motor vehicles using the roads gave rise to a demand for more and better facilities for intercommunication throughout the State.

The Department undertook a comprehensive survey of the road system to determine the most satisfactory layout and classification of Main Road routes. Consideration was given to the planning of the State Highway routes as the principal avenues of road communication throughout the State and with other States, and as the foundations upon which the whole structure of road communication must depend. The roads were selected with due regard to the distribution of population and the trends of traffic within the State, taking into account the layout of the more important traffic arteries in adjoining States.

The selection of the State Highway routes was influenced also by the likely future developments in primary and secondary industry.

Major additions made to the Main Roads System in 1938 included the proclamation

of the Bruxner, Newell, Castlereagh, Monaro, Riverina and Cobb Highways. The length of the new roads proclaimed as State Highways amounted to 1,379 miles, an increase of 36% over the previous year.

Considerable lengths of the roads included in the additional State Highways were substandard, requiring reconstruction or improvement involving major works.

To some extent the additions to the highway system were made in anticipation of future growth, which was largely arrested during the period of the 1939-45 war, as was also the intended road improvement. During the war years reconstruction and improvement works were generally restricted to Main Roads strategic to national defence. One of these was the Silver City Highway which was proclaimed in February, 1945. Immediately after the war, the Department carried out a further general review of the Main Roads System.

The growth in the number of motor vehicles was beginning to reach phenomenal proportions. For example, from the figure of 98,451 in 1925, registrations had increased to 510,504 by 1950. Included in this new figure was an increasing number of heavy commercial vehicles which put a great burden on pavements not designed to carry them. The review indicated that the Main Roads System was generally satisfactory but increasing emphasis was placed on the distribution of population and on topography as an indication of possible future trends. Two new State Highways were proclaimed shortly after the war, the Newcastle By-pass in 1946 and the Mount Lindesay Highway in 1950 (formerly part of the route of the New England Highway). Subsequently, two additional State Highways have been proclaimed, the Illawarra Highway in 1962 and the Calga-Peat's Ridge-Ourimbah Road in 1967. Important changes in the Main Roads and particularly in the State Highways have been the ultimate result of the general review and subsequent reviews which the Department carries out at regular intervals.

When the Main Roads Board was established there were numerous ferry services provided at river crossings on State Highways. These obstructions to the free flow of traffic have been progressively reduced over the years,

and the last ferry on a State Highway was removed with the opening of the bridge over the Clarence River at Harwood on the Pacific Highway in 1966. The Main Roads Act provides that the carrying out of works on a country State Highway may be placed in the hands of the Council of the local government area involved. Until the late 1950's extensive use had been made of this provision and approximately half the mileage of country State Highways was under the control of Councils which carried out the necessary works with funds provided for this purpose.

However, during more recent years a number of factors have influenced the Commissioner to assume direct responsibility for a larger mileage of State Highways than in the past. These include the great growth of traffic volume and weight of vehicles occurring on interstate routes and the consequent need for more extensive reconstruction and maintenance; the extension of large-scale construction and bitumen surfacing especially in inland areas; and the need for the extension of higher standards of pavement requiring the use of specialised plant.

It was also recognised that when major construction or reconstruction works were required on a State Highway, a Council was not often equipped to carry out the work at a rate sufficient to meet the Department's requirements. The Department was in a better position to deploy its staff and facilities on these works and it would have been unrealistic to expect Councils to increase their staff and equipment to meet large construction requirements which were purely short term. The Department made rapid progress in reconstruction and bituminous surfacing of the lengths of unsealed State Highways, particularly in the western areas of the State.

Nowadays, works carried out on country State Highways usually involve one of the following:

- Reconstruction to provide for pavement strengthening or widening.
- Construction of climbing lanes.
- The construction of divided carriageways where practicable.
- Deviations on improved alignments and grades.

On heavily trafficked roads, such as the Pacific, Great Western and Hume

Highways, the Department's standards call for a minimum pavement width of 24 feet. Other State Highways which carry substantially less traffic are provided with a minimum width of 22 feet. In order to provide these standards, the Department has been carrying out a progressive programme of reconstruction and widening of the surfaces of State Highways for many years.

The construction of climbing lanes has been and will continue to be an important feature. These extra lanes for slow-moving traffic help to promote the free passage of faster-moving vehicles and have a very important part to play in reducing congestion and traffic accidents.

A considerable number of climbing lanes have been provided on the Hume and Pacific Highways in particular.

Although divided carriageways have been constructed mostly on Main Roads in the County of Cumberland, the Department has found it desirable to extend this facility to some very heavily trafficked rural highways.

In the County of Cumberland all highways are now bitumen surfaced and works such as reconstruction and widening to provide for six lanes of traffic, divided carriageways and channelised intersections, have been undertaken recently.

Concurrent with an extensive road building programme has been the progressive replacement of old bridges with modern structures of concrete and steel. Today, bridges on most State Highways are built to a minimum standard width of 24 feet between kerbs while on the more important highways a width of 28 feet is provided. During the past financial year a total of sixty bridges and culverts of bridge size were completed on the highways throughout the State.

Currently, large-scale construction and reconstruction works are being undertaken at numerous locations and on many State Highways including the Barrier, Mitchell, Castlereagh, Bruxner and Oxley Highways. The sealed surfaces have extended to many far-flung towns and otherwise remote areas. By 1974, apart from sections in the western area and other isolated sections, it is expected that the State Highway System will be a fully surfaced network of roads.

ACKNOWLEDGMENTS

In concluding this report of the activities of the Department of Main Roads for the financial year ended 30th June, 1969, I desire to extend thanks to the Hon. P. H. Morton, M.L.A., Minister for Local Government and Minister for Highways, for his continued consideration and support.

I wish to thank all Municipal and Shire Councils throughout the State for their co-operation and assistance.

I desire also to place on record appreciation for the co-operation and assistance of State Instrumentalities and of Government Departments, the Executive Committees of the Local Government and Shires Associations, and the Road Authorities of other States.

For their assistance in publicising 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 the building of the State's Main Roads System, its improvement and maintenance in the service of the motoring public.

R. J. S. THOMAS
Commissioner for Main Roads

BACK COVER: North South Arterial Road at North Wollongong,
showing the new overbridge at Porter Street.

Map of New South Wales showing Types of Surface on Main Roads



NEXT YEAR'S MAJOR WORKS

Roads

Kings Cross Road Tunnel
Western Distributor
Western Expressway
Sydney-Newcastle Expressway
Southern Expressway
South Western Expressway

Bridges

Brisbane Water at the Rip
Hawkesbury River
Lake Illawarra at Windang
Macquarie Rivulet
Nepean River at Camden
Georges River at Alfords Point



NEW SOUTH WALES

SHOWING
TYPES OF SURFACE
ON MAIN ROADS

SCALE OF MILES
0 20 40 60

DATE OF MAP JUNE, 1969

LEGEND

- Bitumen or Concrete
- Gravel, crushed stone or other improved surface
- Formed only
- Unformed





DEPARTMENT OF MAIN ROADS
NEW SOUTH WALES

SUPPLEMENT
TO THE
ANNUAL REPORT

YEAR ENDED 30TH JUNE 1969

MAP OF
NEW SOUTH WALES
SHOWING
MAIN ROAD SYSTEM
OVERLEAF ➡

QUEENSLAND

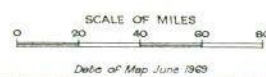
SOUTHERN AUSTRALIA

NEW SOUTH WALES

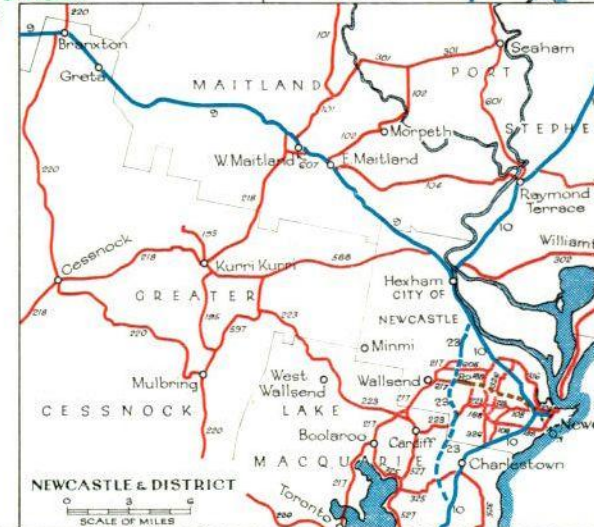
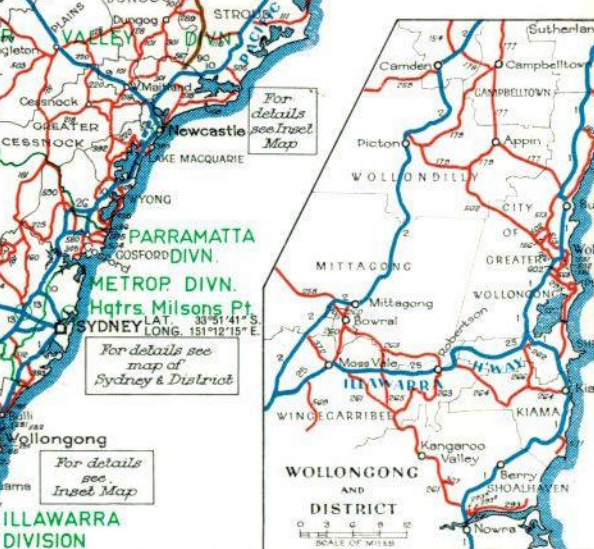
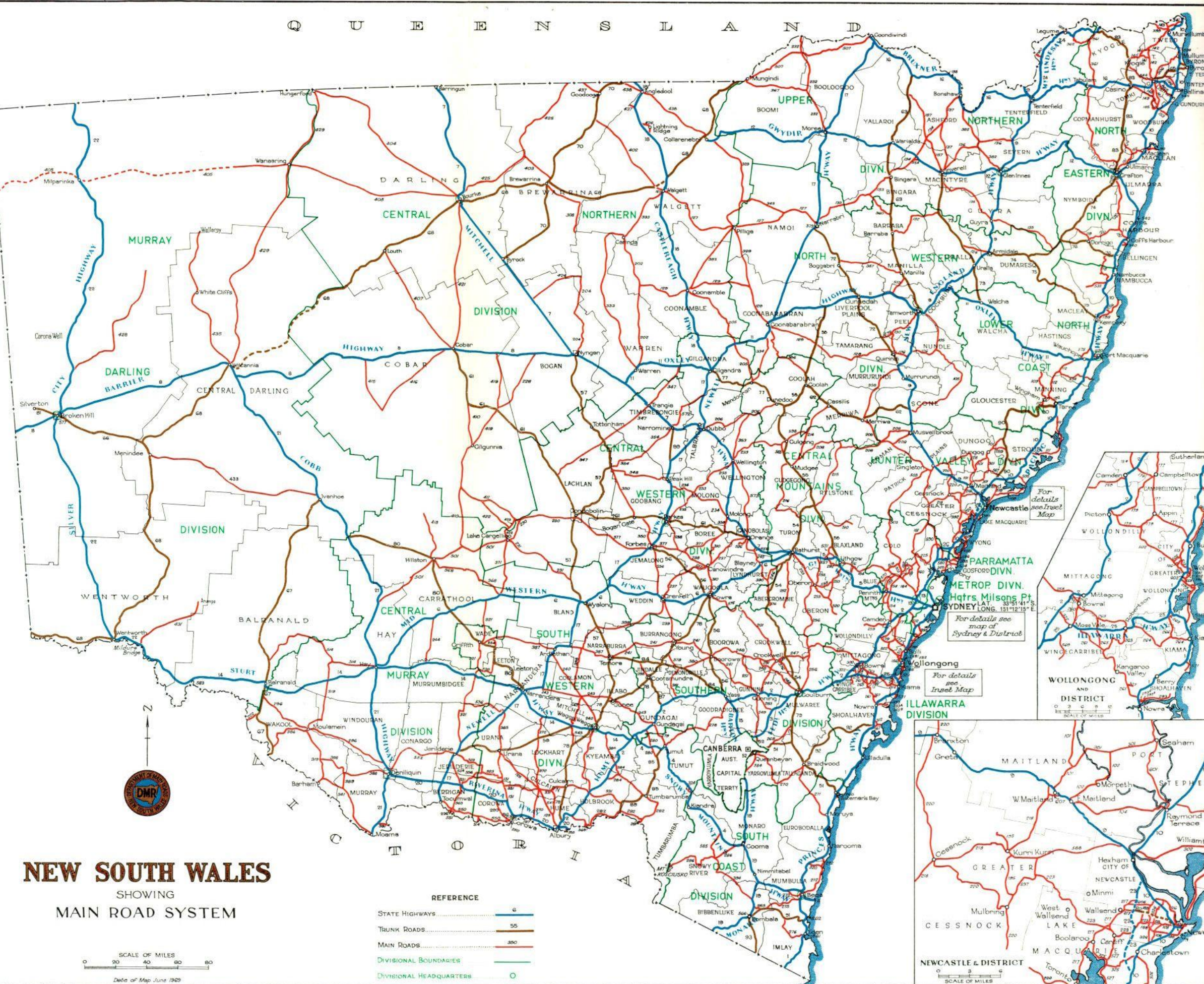
VICTORIA

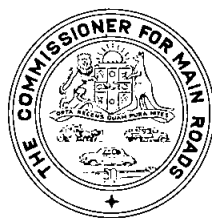
NEW SOUTH WALES

SHOWING
MAIN ROAD SYSTEM



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TRUNK ROADS	55
MAIN ROADS	350
DIVISIONAL BOUNDARIES	
DIVISIONAL HEADQUARTERS	O





SUPPLEMENT

to

REPORT

of the

COMMISSIONER FOR MAIN ROADS

for the

Year ended 30th June, 1969

DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES
SUPPLEMENT

to

FORTY-FOURTH ANNUAL REPORT

of the

COMMISSIONER FOR MAIN ROADS

Year ended 30th June, 1969

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DIVISIONAL ADMINISTRATION

The Department's responsibilities in the field are exercised by Divisional Engineers, who supervise all works on Main Roads throughout the State including those under the Department's direct control and those carried out by Councils.

At present there are eighteen Divisional Engineers. Fourteen have their Divisional headquarters in country centres and two are located in the Sydney Metropolitan Area. The remaining two, referred to earlier in this report, are responsible for expressway construction.

This decentralised administration, established in 1928, facilitates close co-operation with Shire and Municipal Councils and ensures that local needs and conditions are constantly under observation.

The Divisional Engineer is vested with considerable authority which allows him to act over a wide field. Each Divisional Office includes a drawing office, testing laboratory, a clerical officer, a technical reference library and facilities for plan reproduction. Each is staffed by suitably qualified personnel.

Field works undertaken by the Department are controlled from Works Offices, the Works Engineer at each office being responsible to the Divisional Engineer concerned.

Because of the nature of its operations, the locality of these Works Offices, especially those engaged mainly on construction, is changed from time to time depending upon the areas where major works are undertaken.

The Divisional Engineers and the headquarters of the Divisions as at 30th June, 1969 were as follows:—

<i>Division</i>	<i>Headquarters</i>	<i>Divisional Engineer</i>
Metropolitan	Milson's Point	B. J. Sexton
Parramatta	Parramatta	L. R. Browne
Central Mountains	Lithgow	K. J. Paynter
Illawarra	Wollongong	G. A. Thompson
Hunter Valley	Newcastle	T. S. Hope
Lower North Coast	Port Macquarie	T. P. Desmarchelier
North Eastern	Grafton	H. B. Korff
Upper Northern	Glen Innes	W. J. Brecht
North Western	Tamworth	E. M. Brown
Central Western	Parkes	N. A. Waslin
Central Northern	Bourke	K. W. Dobinson
Murray Darling	Broken Hill	R. A. Dunstan
Central Murray	Deniliquin	K. Edgar
South Western	Wagga Wagga	C. N. Penney
South Coast	Bega	E. K. Twartz
Southern	Goulburn	J. B. Anderson

COUNTY OF CUMBERLAND ROAD CONSTRUCTION

Details of road construction expenditure in the County of Cumberland in the past twelve months are listed in Appendix No. 7.

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

State Highways

State Highway No. 1—Prince's Highway

The Department continued construction of a deviation of the highway between Anzac Parade and Numantia Road, Engadine. The deviation, via Railway Parade, was opened to traffic on 23rd April, 1969. The work was extended to Porter Road, Engadine and Oliver Street, Heathcote.

To eliminate several sharp curves on the previous route of the highway, the Department completed construction of a deviation between 26.8 and 27.6 miles south of Sydney, near Waterfall. The work included the provision of a climbing lane 0.5 miles in length for southbound traffic.

Conditions for traffic were improved between 34.1 and 34.5 miles south of Sydney by providing improvements to the alignment and lowering a crest.

At the top of Bulli Pass, work was commenced on the provision of a climbing lane between the junctions of the highway with the Campbelltown-Bulli Road (Main Road No. 177) and Mt. Ousley Road (Main Road No. 513).

State Highway No. 2—Hume Highway

The Department completed kerbing and guttering and laid asphaltic concrete sheeting on the shoulders of the highway between Prospect Creek and Cabramatta Creek, Lansvale.

Construction of shoulders, associated drainage works, kerbing and guttering were nearing completion between Cabramatta Creek and the railway overbridge at Warwick Farm.

The by-pass at Liverpool was completed with channelisation being provided at the intersection of the highway with Hoxton Park Road (Main Road No. 515) and Copeland Street (Secondary Road No. 2071), Liverpool.

State Highway No. 5—Great Western Highway

The Department commenced reconstruction of the concrete pavement near King Avenue, Flemington.

Reconstruction was completed between Church and Steele Streets, Parramatta. The highway was widened to provide two three-lane carriageways, divided by a kerbed median strip, and the intersection of the highway with Church Street was reconstructed.

Between Bridge Road and Station Street, Wentworthville, pavement widening to provide dual carriageways each of three lanes was nearing completion. The work included construction of kerbing and guttering and the provision of drainage.

The Department completed construction of a deviation at Prospect, between 19.5 and 22.0 miles from Sydney. The deviation, which was opened to traffic on 19th December, 1969, has a dual carriageway and eliminated a section of the highway with poor alignment.

Work was commenced on the construction of the eastbound carriageway of the highway to provide dual carriageways from the Prospect deviation to St. Marys between 22.0 and 27.7 miles from Sydney.

Construction was in progress to provide a four-lane carriageway over Quarry Hill, near Kingswood, between 30.1 and 31.3 miles from Sydney.

Channelisation of the western intersection of the highway with Henry Street (Secondary Road No. 2082), Penrith was commenced.

The Department commenced the widening of Victoria Pass between 11.3 and 12.0 miles west of Katoomba to provide an additional two lanes for slow-

moving vehicles. When completed there will be lanes available for slow-moving traffic both uphill and downhill between the bottom of Victoria Pass and the entrance to Mitchell's Ridge Lookout, except for a short length at "Mitchell's Bridge".

State Highway No. 10—Pacific Highway

The Department commenced reconstruction of the highway adjacent to the shopping centre at Asquith.

Widening of the highway to four lanes was completed between Mt. Kuringgai and the Berowra interchange of the Sydney-Newcastle Expressway. A divided carriageway was constructed between Berowra and the interchange.

State Highway No. 13—Woodville Road, Church Street and Pennant Hills Road

The railway level crossing on Woodville Road at Villawood was relocated to enable work to commence on the construction of the approaches to an over-bridge. When completed, this bridge will carry highway traffic over the railway line and eliminate the level crossing.

On Woodville Road at Guildford the Department completed widening of the approaches to the bridge over the Sydney Water Supply line. The bridge was widened to provide two three-lane carriageways divided by a kerbed median strip.

Construction of the kerbside lanes on Pennant Hills Road between Tintern Avenue and Felton Road, Carlingford was nearing completion.

The Department completed channelisation at the intersection of Pennant Hills Road with Marsden Road (Main Road No. 158), Mobb's Hill.

Ordinary Main Roads

Main Road No. 139—Blaxland Road, Devlin Street and Beecroft Road

The Department commenced the reconstruction of Devlin Street at Top Ryde, between Blaxland Road and Lane Cove Road (Main Road No. 162). The work will include channelisation of the intersection with Lane Cove Road.

Main Road No. 159—Sydney Road, Belgrave Street and Pittwater Road

Warringah Shire Council commenced construction of the eastern kerbside lane and the provision of kerb and gutter in Pittwater Road, between Girard Road and Oliver Street (Main Road No. 530), North Manly.

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

The Department commenced reconstruction of Ryde Road, between Yanko Road and Kiparra Street South, West Pymble, with a view to providing a six-lane divided carriageway.

Reconstruction was completed to provide a six-lane divided carriageway along Mona Vale Road, from Putarri Avenue to Killeaton Street, St. Ives. Improvement works were in progress at the intersection of Mona Vale Road with Killeaton Street.

The Department completed the reconstruction and widening of Mona Vale Road between Emma Street and Pittwater Road (Main Road No. 164), Mona Vale.

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

The Department commenced reconstruction and widening of Spit Road to provide a six-lane divided carriageway between Ourimbah Road (Secondary Road No. 2036) and Bickell Road, Mosman.

A commencement was also made on the reconstruction and widening of Barrenjoey Road between Seabeach Avenue and Cecil Road, Mona Vale.

Main Road No. 165—Union Street, Miller Street, Bank Street and Victoria Road

The Department completed widening of Victoria Road between Clubb Street and Henley Marine Drive in conjunction with the construction of an additional traffic lane on Iron Cove Bridge.

Main Road No. 166—Bridge over Tarban Creek, Road between Tarban Creek and Lane Cove River, Fig Tree Bridge, Burns Bay Road and Centennial Avenue

Preliminary work was commenced in preparation for the reconstruction and widening of Centennial Avenue, between Burns Bay Road and Epping Road (Main Road No. 373), Lane Cove.

Main Road No. 167—Enmore Road, Stanmore Road, New Canterbury Road, Canterbury Road, Milperra Road, Newbridge Road and Epsom Road

The Department completed improvements at the intersection of Canterbury Road with Punchbowl Road (Secondary Road No. 2060), Punchbowl.

Channelisation at the intersection with Henry Lawson Drive (Main Road No. 508), Milperra and construction of a six-lane divided carriageway between Milperra Bridge and Epsom Road were also completed.

Main Road No. 170—Regent Street and Botany Road

The Department completed reconstruction and widening to provide a six-lane divided carriageway in Botany Road between MacIntosh Street and McBurney Avenue, Mascot.

Main Road No. 177—From Hume Highway at Cross Roads, via Campbelltown and Appin to Prince's Highway

Reconstruction and widening were completed near the southern approach to the railway overbridge at Campbelltown between 8.6 and 8.7 miles from the Hume Highway.

Main Road No. 183—Canal Street, Ricketty Street, Kent Road and Gardener's Road

The Department commenced reconstruction and widening of the approaches to the new bridge over the improved access road to Sydney (Kingsford Smith) Airport, between Racecourse Place, Eastlakes, and Aboud Avenue, Kingsford.

Main Road No. 184—Church Street, Windsor Road, Bridge Street, Macquarie Street, Richmond Road, Windsor Road, Windsor Street, East Market Street, March Street and Bell's Line of Road

The approaches to the North Richmond Bridge over the Hawkesbury River were constructed to accommodate the widening of the bridge.

Main Road No. 185—From the Prince's Highway, near Helensburgh via Bald Hill, Stanwell Park, Clifton, Austinmer and Thirroul to the Prince's Highway at the foot of Bulli Pass

The Department completed widening the formation and pavement between Coalcliff and Clifton to improve traffic conditions.

Main Road No. 190—St. Hillier's Road, Rawson Street, Boorea Street, Olympic Drive, Bridge Street, Joseph Street, Rookwood Road and Chapel Road

Auburn Municipal Council completed the widening of Boorea Street, Lidcombe near the bridge over Haslam's Creek and reconstruction of the channelised junction with Olympic Drive.

Main Road No. 200—Concord Road, Church Street, and Devlin Street

Concord Municipal Council carried out adjustments to Concord Road, Rhodes, at Blaxland Road, to improve traffic conditions.

Main Road No. 227—Port Hacking Road, Kingsway, Cronulla Street, Waratah Street and Ewos Parade

Sutherland Shire Council completed reconstruction of Port Hacking Road between Box Road and Parraweena Road, Miranda.

Main Road No. 315—Concord Road, Cooper Street, Everton Road, Strathfield Railway Subway, Raw Square, Albert Road, Strathfield Square, The Boulevarde, Coronation Parade, Punchbowl Road and King George's Road

Hurstville Municipal Council completed reconstruction of King George's Road to provide four traffic lanes between Forest Road (Main Road No. 168) and Stoney Creek Road (Secondary Road No. 2041).

Main Road No. 327—Alison Road, Belmore Road and Coogee Bay Road

Randwick Municipal Council completed work to improve the drainage and correct the crossfall of Alison Road between Cowper and Prince Streets, Randwick.

Main Road No. 328—Boundary Street, Babbage Road and Warringah Road

The Department completed the widening of Boundary Street and Babbage Road between Ferncourt Avenue, Chatswood and Duntroon Avenue, East Roseville to provide a six-lane divided carriageway.

Main Road No. 344—Wentworth Avenue

The Department commenced reconstruction of Wentworth Avenue between Dransfield Avenue and Botany Road (Main Road No. 170), Mascot as part of a new access road to Sydney (Kingsford Smith) Airport.

Main Road No. 373—Carlingford Road, Epping Road and Longueville Road

Widening of Epping Road was completed by the Department to provide a six-lane divided carriageway between the Lane Cove River and Stringy Bark Creek.

Main Road No. 508—Henry Lawson Drive

The junction of Henry Lawson Drive with Carinya Road, Picnic Point was reconstructed.

Main Road No. 515—Hoxton Park Road, Flowerdale Road, Elizabeth Drive and Wallgrove Road

Construction of a climbing lane, 0.49 miles in length, was completed on Elizabeth Drive, between Maxwell's Avenue, Green Valley and Reservoir Road, Mt. Pritchard.

Main Road No. 530—Oliver Street, Bennett Street, Adams Street, Griffin Road, The Strand and Howard Avenue

Warringah Shire Council provided kerb and gutter and constructed the kerbside lane on the western side of Griffin Road between Abbott Road and Pitt Road, Curl Curl.

Main Road No. 537—Rooty Hill Road, Windsor Road, Richmond Road, Blacktown Road, Lennox Street and East Market Street

Blacktown Municipal Council commenced reconstruction on Rooty Hill Road South, Rooty Hill between Penfold Street, Eastern Creek and Mavis Street, Rooty Hill. Kerb and gutter and underground drainage are to be provided and the pavement is to be widened.

Reconstruction by the Department in Lennox Street, Richmond was nearing completion. Kerb and gutter and underground drainage were provided and the pavement was widened.

Main Road No. 548—Mid Dural Road

Hornsby Shire Council commenced reconstruction which will include a deviation to the new bridge over Colah Creek.

Main Road No. 587—George Street, Bridge Street and Jersey Street

The Department commenced reconstruction of Jersey Street between Bridge Road, Hornsby and the Pacific Highway (State Highway No. 10) at Asquith to provide a four-lane carriageway.

Main Road No. 599—Miller Street, Strathallen Avenue, Sailor's Bay Road, Eastern Valley Way, Clive Street and Boundary Street

The Department continued reconstruction and widening of Eastern Valley Way between Greenfield Avenue, Middle Cove and Boundary Street, East Roseville.

Secondary Roads

Secondary Road No. 2025—West Esplanade, Commonwealth Parade, The Crescent, Lauderdale Avenue, Rosedale Avenue and Hill Street

Manly Municipal Council completed reconstruction and widening of Lauderdale Avenue between Margaret Street and Woods Parade, Manly.

Secondary Road No. 2043—Archbold Road, Eastern Arterial Road, Birdwood Avenue, Horace Street, Killeaton Street, Burns Road, Eastern Road, Junction Road and Edgeworth David Avenue

Ku-ring-gai Municipal Council continued reconstruction and improvement work in Archbold Road, East Lindfield.

Construction of a deviation of Eastern Arterial Road, between Burraneer Avenue and a point just north of Rocky Creek, Barra Brui was completed by contract with the Department of Lands.

Secondary Road No. 2049—Junction Street, Parkes Street and Ethel Street

Parramatta City Council commenced reconstruction of Junction and Parkes Streets. The work includes improvements at the intersection of Junction Street and the Great Western Highway (State Highway No. 5) with Church Street (State Highway No. 13), Parramatta.

Secondary Road No. 2056—Darling Street, Balmain Road, Perry Street, Mary Street, Lilyfield Road, Dobroyd Parade and Wattle Street

The Department completed reconstruction of Dobroyd Parade and Wattle Street between Crane Avenue and Parramatta Road (State Highway No. 5), Haberfield including a short deviation near Martin Street.

Secondary Road No. 2057—Albert Road, Elva Street, Beresford Road, Broughton Road, Arthur Street and Church Street

Strathfield Municipal Council completed reconstruction of Arthur Street between Fraser Street and Henley Road, Flemington.

Secondary Road No. 2070—Shirley Road, River Road, Northwood Road, River Road West, Bridge Street and Penrose Street

Lane Cove Municipal Council commenced reconstruction and widening between Gore Creek and Northwood Road, Northwood and between William Edward Street, Northwood and Warraroon Road, Lane Cove. The Council completed reconstruction work in Bridge Street.

Secondary Road No. 2074—Anzac Parade

Randwick Municipal Council completed reconstruction at the intersection of Anzac Parade with Franklin Street, Malabar.

Secondary Road No. 2080—Sandringham Street and The Grand Parade

Rockdale Municipal Council completed reconstruction of Sandringham Street between The Grand Parade and Rocky Point Road (Main Road No. 199), Sans Souci.

Secondary Road No. 2082—Henry Street

Penrith City Council completed reconstruction of Henry Street, between Station Street and Doonmore Street, Penrith.

Secondary Road No. 2083—Elizabeth Street

South Sydney Municipal Council completed reconstruction of Elizabeth Street between Cooper Street, Redfern and Phillip Street, Waterloo.

Tourist Roads*Tourist Road No. 4018—Sublime Point Road*

Blue Mountains City Council commenced reconstruction of the full length of the road between Willoughby Street, Leura and the Lookout parking area.

Roads other than Main Roads*New Access Road to Sydney (Kingsford Smith) Airport*

(See also Main Road No. 344—Wentworth Avenue)

The Department continued construction between South Dowling Street at O'Dea Avenue, Zetland and Wentworth Avenue, Mascot, generally along the western boundaries of the Australian and The Lakes Golf Courses. The work includes the construction of eight bridges, two of which have been completed. The widened section of South Dowling Street between O'Dea Avenue and Epsom Road, Zetland has been made available to traffic.

The Department continued reconstruction of Robey and Amelia Streets between Botany Road (Main Road No. 170) and Duguid Street, Mascot including channelisation at O'Riordan Street (Secondary Road No. 2008), Mascot.

Warringah Expressway—Auxiliary Works

The Department completed reconstruction and widening of Alpha Road between French's Road and Edinburgh Road, Willoughby.

COUNTRY ROAD CONSTRUCTION

Details of country road construction expenditure in the past twelve months are listed in Appendices Nos. 8 and 8A.

The principal construction works undertaken during the year were:—

State Highways*State Highway No. 1—Prince's Highway*

Reconstruction of the highway was completed between Collaery Road and Collins Creek, Woonona, 3.9 to 5.0 miles north of Wollongong, to provide improved alignment and grading. The work was undertaken in conjunction with the Council of the City of Greater Wollongong, which also contributed to the cost.

The Department commenced reconstruction of the approaches to the railway overbridge at North Wollongong to provide improved alignment and grading.

Greater Wollongong City Council completed construction of kerbside lanes to provide a carriageway 42 feet wide between Mt. Keira Road (Main Road No. 186) and Highway Avenue, including channelisation of the intersection of the highway with Mt. Keira Road.

Greater Wollongong City Council commenced construction of kerbside lanes to provide a carriageway 42 feet wide between MacCabe Street and Avondale Road, Dapto.

The Department completed widening of the pavement and improvement of the grade between Bomaderry Creek and Shoalhaven River on the northern approach to Nowra.

Work was continued on pavement and shoulder widening and improvement of the alignment of the highway between 1.7 miles north and 0.6 miles south of Narooma.

Bega Municipal Council commenced ancillary works along Carp Street, Bega preparatory to the Department commencing reconstruction and lowering of the pavement in the business section of the town.

The Department commenced construction of the Kiah deviation, which will extend from the Boydtown turn-off to the northern approach to the Towamba River Bridge at Kiah, between 4.9 and 8.2 miles south of Eden.

At the junction of the highway with Edrom Road, 16.5 miles south of Eden, the Department commenced pavement widening to provide 1,000 feet of passing lane for northbound traffic and 4,000 feet of climbing lane for southbound traffic. When completed, this widening will facilitate the overtaking of heavy timber trucks which are prevalent in this area.

State Highway No. 2—Hume Highway

Between 43.0 and 51.0 miles south of Sydney, widening of the pavement and formation was continued by the Department on the northern and southern sides of Razorback Range to improve alignment and provide climbing lanes.

A commencement was made on the construction of a deviation on the southern approach to the Whitehorse railway overbridge, between 14.0 and 14.8 miles south of Picton. The deviation will improve the alignment and grade of this section of the highway.

Reconstruction, which will include the provision of a climbing lane for northbound traffic, proceeded to the prime seal stage between 39.1 and 41.7 miles south of Mittagong.

Construction of a second carriageway for southbound traffic was commenced between 2.9 and 5.8 miles north of Goulburn.

Between 0.1 and 1.2 miles east of Gunning the Department commenced construction of the approaches to a new bridge being built over Meadow Creek. The work will include the provision of a climbing lane.

Reconstruction and bituminous surfacing were completed from 1.5 to 2.0 miles west of Yass. The work forms the approaches to a new bridge constructed over Bango Creek at 1.6 miles west of Yass and includes a climbing lane for southbound traffic.

Reconstruction and bituminous surfacing were continued between Conroy's Gap and Bogolong Creek, 12.7 to 19.0 miles west of Yass. A prime seal was applied to the section between 12.7 and 17.4 miles and work was continued on the remaining section. The whole section will include three lengths of climbing lane.

Improvements to the junction of the Hume Highway and the Sturt Highway (State Highway No. 14), including the provision of median strips and traffic islands, were in progress. Pavement works were completed and opened to traffic, although a final seal was still to be provided.

Reconstruction proceeded on the section between 30.6 and 34.9 miles south of Tarcutta. The gravel pavement was primed and opened to traffic. Improvements to the old carriageway were commenced between 30.6 and 33.8 miles to enable it to be used as a duplicate carriageway.

Between 20.0 and 20.7 miles south of Holbrook, reconstruction was in progress to extend and improve the approaches to a new bridge over Mullanjandra Creek.

State Highway No. 4—Snowy Mountains Highway

The Department continued reconstruction of the highway between Bega and Nimmitabel, the whole length of which has now been provided with either a prime or final bituminous surface. The provision of guide posts, safety fencing and guardrails was in progress.

The deviation between 32.4 miles west of Bega and the new intersection with the Monaro Highway, 40.0 miles west of Bega, was completed and opened to traffic on 20th December, 1968. The work included the provision of two bridge-size culverts, located at 35.5 and 37.0 miles west of Bega. The deviation has reduced the length of the highway between Bega and Nimmitabel by two miles.

Earthworks were in progress between 0.0 and 1.3 miles west of Kiandra. This section will form the approaches to a new bridge which was being constructed over Bullock Head Creek. The existing corrective gravel course between 1.3 and 4.0 miles was extended a further two miles to a point 6.0 miles west of Kiandra.

Reconstruction was in progress between 29.6 and 40.7 miles southeast of Tumut. A length of 1.5 miles was provided with a gravel surface and opened to traffic.

Construction of the deviation around Blowering and Jounama Dams was completed, with a final bituminous surface being provided on a short length at the Tumut end.

Between 26.2 and 27.8 miles west of Tumut, reconstruction and bituminous surfacing were continued. This work will form the approaches to a new bridge which was constructed over Yaven Yaven Creek at Mt. Adrah.

State Highway No. 5—Great Western Highway

At the junction of the highway with Trunk Road No. 55, 5.0 miles west of Lithgow, reconstruction was in progress to provide for grade separation.

Work was continued on the construction of a deviation at Yetholme, between 24.4 and 27.7 miles west of Lithgow.

State Highway No. 7—Mitchell Highway

The Department continued reconstruction preparatory to providing a bituminous surface on the section between 26.7 and 31.7 miles west of Bathurst.

Reconstruction and widening of the bituminous pavement were commenced between 24.4 and 29.1 miles west of Wellington.

In the City of Dubbo the Department commenced work on construction of the approaches to a new bridge being built over the Macquarie River.

Widening of the pavement was completed between 0.2 and 2.3 miles west of Trangie.

The Department completed bituminous surfacing between 18.5 and 29.0 miles southeast of Nyngan and between 59.9 and 71.2 miles north of Bourke.

Reconstruction, preparatory to applying a bituminous surface, was in progress between 29.0 and 37.5 miles southeast of Nyngan and between 21.0 and 40.0 miles and between 82.2 and 82.6 miles north of Bourke.

State Highway No. 8—Barrier Highway

Bogan Shire Council commenced reconstruction of the highway between 38.9 and 41.2 miles west of Nyngan, preparatory to applying a bituminous surface. The work, when completed, will provide a dustless surface between Nyngan and Cobar and will eliminate a railway level crossing at Muriel Tank.

The Department completed bituminous surfacing between 72.6 and 79.0 miles and between 80.2 and 84.2 miles west of Cobar. Reconstruction, preparatory to applying a bituminous surface, was in progress between 79.0 and 80.2 miles and between 84.2 and 102.0 miles west of Cobar.

Reconstruction was continued westerly from Wilcannia. A final bituminous surface was applied between 9.0 and 13.6 miles west of Wilcannia. The section between 14.8 and 19.0 miles was provided with a bitumen-sand seal.

Work was well advanced on the deviation between 19.0 and 34.5 miles west of Wilcannia and a bitumen-sand seal was applied to the length between 19.0 and 22.0 miles. The deviation will replace low-lying sections of the highway, which are subject to flooding from Grassmere Creek and Dolo Creek.

Reconstruction was approaching completion between 49.0 and 73.0 miles east of Broken Hill. A bitumen-sand seal was applied throughout the whole length and a final bituminous surface was provided on the section between 49.0 and 55.8 miles.

State Highway No. 9—New England Highway

Work was continued on the construction of a deviation, 3.2 miles long, extending from Tarro overbridge, 1.5 miles west of Hexham Bridge, to the

Thornton-Minmi Road intersections, west of Beresfield. When the work is completed, dual carriageways will extend from Maud Street, Mayfield to the Thornton-Minmi Road intersections, a distance of 9.4 miles.

A section of the highway, 0.7 miles in length, was widened to provide four traffic lanes between Porter and Melbourne Streets, East Maitland.

The widening of two large box culverts and reconstruction of the highway were completed, 3.0 miles west of Maitland at the Gosforth turn-off.

The Department completed reconstruction between 22.5 and 24.2 miles west of Singleton, immediately north of the deviation around Liddell Power Station.

At Scone, reconstruction of the highway was commenced in order to improve the alignment on a section 0.2 miles long. The work will include channelisation of two junctions of the highway with side streets and the construction of a median strip.

Construction of the deviation between Kankool and Willow Tree, between 6.1 and 11.4 miles north of Murrurundi, was completed. The deviation replaced a winding section of the highway and eliminated two railway level crossings.

Reconstruction was continued at Devil's Elbow, between 24.1 and 25.8 miles north of Murrurundi to improve alignment. A climbing lane will be constructed to connect with the climbing lane on the adjacent section.

Construction of the approaches to Kentucky Creek Bridge, between 47.3 and 48.1 miles north of Tamworth was well advanced and reconstruction was in progress between 48.1 and 50.1 miles. Preliminary works were commenced towards the reconstruction of the section between 50.1 and 53.2 miles north of Tamworth, past "Thunderbolt's Rock".

Armidale City Council completed reconstruction of the highway between 1.0 and 1.4 miles north of Armidale.

Work was commenced on a deviation between 2.5 miles south of Guyra to Llangothlin, 6.5 miles north of Guyra. Earthworks were nearing completion on the section between 0.2 and 6.0 miles north of Guyra.

State Highway No. 10—Pacific Highway

Provision of a section of divided carriageway, 0.9 miles long, between South Street, Bennett's Green and Oakdale Road, Gateshead was completed and provision of a further section, 1.1 miles long, between Ida Street, Charlestown and the Newcastle City boundary was commenced.

Construction of a dual carriageway to provide six traffic lanes for a length of 0.3 miles was completed by Newcastle City Council from the southern boundary of the City to Lake Macquarie Road (Main Road No. 108).

Reconstruction of the highway between Main Road No. 517 and Grahams-town Deviation, a length of 1.6 miles, was completed during the year and reconstruction of a further section, 2.5 miles long, between Grahamstown Deviation and Balickera Channel was commenced.

The Department commenced widening the formation to 44 feet, between Main Road No. 506 and Bulahdelah, to provide shoulders 10 feet wide for a distance of 18.2 miles.

Work was commenced on widening the highway and strengthening the pavement in the Coolongolook area, between 15.5 and 19.0 miles north of Bulahdelah.

Kempsey Municipal Council commenced work on the provision of traffic islands at the intersection of the highway with Belgrave Street, Kempsey.

Construction of a deviation between 3.1 and 4.8 miles north of Coff's Harbour at Kororo was commenced.

Reconstruction and bituminous surfacing were completed between 7.8 and 8.9 miles and between 14.1 and 14.8 miles north of Coff's Harbour and reconstruction was commenced between 8.9 and 11.0 miles.

Construction of the deviation between 45.7 and 47.1 miles north of Grafton, including two new bridges, was continued. Work was commenced on the continuation of the deviation northwards to 50.1 miles and a new bridge was under construction at 49.2 miles from Grafton. The works, when completed, will eliminate two sections of the highway which are subject to frequent flooding.

Between 53.7 and 55.0 miles north of Grafton, reconstruction and bituminous surfacing were completed and a section of pavement subject to flooding was raised.

Construction was commenced of a climbing lane on the Burringbar Range between 6.2 and 7.0 miles south of Murwillumbah.

Reconstruction and bituminous surfacing were completed between 1.2 and 2.6 miles and between 4.1 and 5.6 miles north of Murwillumbah.

Work was commenced on the channelisation of an intersection at the Queensland border.

State Highway No. 10A—Parry and King Streets, Newcastle

Newcastle City Council completed construction of a second carriageway for a length of 0.4 miles between Lauer's Lane and Cottage Creek, to provide six traffic lanes.

State Highway No. 11—Oxley Highway

Port Macquarie Municipal Council commenced reconstruction of Gordon Street, Port Macquarie and the provision of a median strip for a distance of 0.5 miles at the entrance to the town.

Hastings Shire Council commenced reconstruction of the highway through Wauchope, between 12.9 and 14.0 miles west of Port Macquarie.

The Department continued its programme of bituminous surfacing between Wauchope and Walcha. A dustless surface has now been provided between 0.0 and 35.8 miles and between 47.1 and 68.6 miles west of Port Macquarie, to the boundary of Hastings and Walcha Shires. A dustless surface has also been provided between 10.0 miles east of Walcha and the New England Highway (State Highway No. 9) at Bendemeer.

The Department commenced reconstruction and widening of the pavement between Nevertire and Warren.

State Highway No. 12—Gwydir Highway

Yallaroi Shire Council completed widening and partial reconstruction of the section between 3.0 and 4.9 miles east of Warialda, including construction of a climbing lane between 3.0 and 3.8 miles.

Reconstruction and realignment of the highway were commenced by Boolooroo Shire Council between 7.7 and 10.9 miles east of Moree.

Boomi Shire Council completed reconstruction of the section between 33.4 and 37.0 miles west of Moree.

State Highway No. 14—Sturt Highway

Work was commenced on construction of the Guy's Hill deviation, between 13.8 and 17.7 miles west of the Hume Highway (State Highway No. 2).

Reconstruction and bituminous surfacing were completed between 32.0 and 36.9 miles west of Wagga Wagga, near Galore. The work included raising and widening of the pavement. Similar work was completed between 39.0 and 43.6 miles west of Wagga Wagga, near Kywong.

Approaches to the bridge over Poisoned Waterholes Creek, between 54.7 and 55.8 miles west of Wagga Wagga, were constructed on a new alignment and provided with a bituminous surface.

Reconstruction, widening and bituminous surfacing were completed by Hay Shire Council between 4.8 and 5.9 miles, between 27.7 and 29.0 miles and between 29.7 and 30.4 miles west of Hay.

Wakool Shire Council substantially completed similar work between 71.4 and 74.8 miles west of Hay.

Work was continued on widening the formation and pavement of the highway on a section between 0.0 and 5.5 miles west of Euston.

State Highway No. 16—Bruxner Highway

Reconstruction, preparatory to bituminous surfacing was commenced by Tintenbar Shire Council between 12.6 and 12.9 miles west of Ballina. The work will improve the alignment of this section of the highway and will include the replacement of two narrow culverts by new pipe and box culverts.

Gundurimba Shire Council completed reconstruction and bituminous surfacing between 2.7 and 4.0 miles west of Lismore and continued similar work between 5.0 and 5.7 miles, to raise the level of a section which is subject to flooding.

Reconstruction and bituminous surfacing were also completed by Gundurimba Shire Council between 7.6 and 8.4 miles and between 10.1 and 10.7 miles west of Lismore.

Between 12.7 and 14.1 miles west of Lismore, reconstruction, prior to bituminous surfacing, was continued by Tomki Shire Council, to provide approaches to a new bridge which is being built over Tomki Creek and to eliminate a section of narrow pavement.

Pavement strengthening and improvement were completed between 8.0 and 9.1 miles west of Casino.

Reconstruction was continued on the section between Tabulam and Drake, to improve the alignment and provide a bituminous surface over the full length.

Tenterfield Shire Council reconstructed and applied a prime seal to the section between 14.7 and 21.5 miles west of Tenterfield. Earthworks were in progress between 21.5 and 26.0 miles west of Tenterfield.

The Department completed reconstruction and bituminous surfacing on the section between 0.5 miles and 8.0 miles east of Bonshaw and completed earthworks for a further length of 6.0 miles to a point 14.0 miles east of Bonshaw, at Beardy River.

A commencement was made on a deviation of the highway between Bonshaw Weir, 5.0 miles west of Bonshaw, and Sandy Creek, 18.0 miles west of Bonshaw. Earthworks were in progress between 5.0 and 9.5 miles.

Ashford Shire Council applied a bituminous surface on the approaches to the culvert over Greenhills Creek at 28.6 miles west of Bonshaw. The Council also completed reconstruction and sealing to prime stage between Camp Creek at 23.5 miles and Middle Creek at 31.0 miles west of Bonshaw, with the exception of the approaches to the bridge over Brown's Creek between 27.5 and 28.0 miles. Earthworks were in progress between 32.0 and 35.0 miles west of Bonshaw.

State Highway No. 17—Newell Highway

Between 15.0 and 24.0 miles north of Ardlethan, reconstruction and sealing to prime stage was completed. A dustless surface has now been provided between the Victorian border and Coonabarabran.

Jemalong Shire Council completed reconstruction and bituminous surfacing between 3.4 and 5.6 miles north of Forbes.

Between 1.9 and 9.5 miles south of Gilgandra the Department commenced pavement widening and strengthening, preparatory to bituminous surfacing.

Reconstruction and bituminous surfacing were continued between Coonabarabran and Narrabri and only 18.6 miles of gravel surface remained to be sealed. Work was in progress on the section between 11.5 and 16.5 miles north of Coonabarabran. A bituminous surface has now been provided between 20.6 miles north of Coonabarabran and Narrabri, except between 23.4 and 24.9 miles, where work on the approaches to the bridge over Billy Creek was in progress.

Short gaps in the bituminous surfacing which had existed at Mallallee Creek, Tooley Gully and Box Flat Gully were eliminated following the construction of reinforced concrete box culverts at these locations.

All open crossings between Coonabarabran and Narrabri have been eliminated and a flood-free route now exists between these towns.

The Department continued reconstruction and bituminous surfacing of the highway north of Moree. Work on the section between 28.4 and 32.8 miles north of Moree was completed. Between 32.8 and 38.1 miles sealing to prime stage was completed and between 38.1 and 45.0 miles earthworks were in progress.

State Highway No. 18—Castlereagh Highway

The Department completed bituminous surfacing between 10.0 and 17.5 miles north of Walgett.

Reconstruction, preparatory to bituminous surfacing, was in progress between 8.5 and 10.0 miles and between 17.5 and 32.0 miles north of Walgett.

State Highway No. 19—Monaro Highway

The Department completed bituminous surfacing of the deviation between Nimmitabel and 7.4 miles south of Nimmitabel. Work, including the installation of a bridge-size culvert at Helmer's Creek, was continued between 7.4 and 10.0 miles south of Nimmitabel to the boundary of Monaro and Bibbenluke Shires.

Bibbenluke Shire Council continued reconstruction and bituminous surfacing between 10.0 and 14.5 miles south of Nimmitabel and between 7.0 and 8.0 miles south of Bombala. Gravelling was almost completed, preparatory to applying a bituminous surface.

State Highway No. 21—Cobb Highway

Reconstruction and bituminous surfacing were commenced between 4.7 and 8.2 miles north of Moama and similar works were continued between 16.5 and 24.0 miles.

Windouran Shire Council commenced construction of a deviation between 5.7 and 6.2 miles north of Deniliquin and completed construction and bituminous surfacing of a deviation at Booroorban, 46.4 miles north of Deniliquin. The latter deviation included the provision of a new bridge over Coleambally outfall drain by the Water Conservation and Irrigation Commission.

Bituminous surfacing was completed by the Department between 25.0 and 29.0 miles north of Hay and work, preparatory to bituminous surfacing, was in progress between 29.0 and 48.0 miles.

State Highway No. 22—Silver City Highway

The Department completed bituminous surfacing of all sections of previously unsealed pavement between Wentworth and Broken Hill.

Bitumen-sand seals were applied to the sections between 1.0 and 11.0 miles and between 31.9 and 42.0 miles north of Wentworth (the "Watara" deviation). Bituminous surfacing was completed between 21.2 and 31.9 miles north of Wentworth (the "Bulpunga" deviation) and between 52.0 and 64.0 miles south of Broken Hill.

State Highway No. 24—Mount Lindesay Highway

Reconstruction and widening, preparatory to bituminous surfacing, were commenced by Kyogle Shire Council between 2.9 and 3.6 miles north of Woodnong.

State Highway No. 25—Illawarra Highway

Reconstruction and pavement widening were completed between 3.4 and 5.0 miles east of Moss Vale and similar works were commenced between 5.0 and 7.0 miles, including improvement of the intersection of the highway with Main Road No. 265.

Work was also commenced on the provision of a climbing lane on Macquarie Pass, between 11.1 and 11.6 miles west of the Prince's Highway (State Highway No. 1) at Albion Park.

Trunk Roads*Trunk Road No. 54—Goulburn-Ilford*

Crookwell Shire Council completed reconstruction, preparatory to bituminous surfacing, between 32.5 and 34.3 miles north of Goulburn and commenced similar work between 34.3 and 36.7 miles.

Rylstone Shire Council completed reconstruction and bituminous surfacing between 1.0 and 2.8 miles south of Ilford and commenced work on a further section between 2.8 and 4.5 miles.

Trunk Road No. 55—Marrangaroo-Mullaley

Reconstruction and bituminous surfacing between Coolah and Mullaley were continued during the year.

Coolah Shire Council completed reconstruction and bituminous surfacing between 3.6 and 4.2 miles north of Coolah and commenced similar work between 4.2 and 5.0 miles. Reconstruction was commenced by Coonabarabran Shire Council between 31.1 and 32.7 miles south of Mullaley. Liverpool Plains Shire Council completed reconstruction between 0.0 and 1.4 miles south of Mullaley.

Trunk Road No. 56—Forbes-Hume Highway, near Yass

Boorowa Shire Council continued reconstruction north of Boorowa, completing the section between 15.9 and 17.1 miles to gravel surface stage and commencing a further section between 18.3 and 19.0 miles.

Reconstruction and bituminous surfacing were completed by Goodradigbee Shire Council between 17.2 and 18.9 miles north of Yass.

Trunk Road No. 57—Nyngan-Old Junee

Bogan Shire Council completed reconstruction and bituminous surfacing between 10.1 and 11.9 miles south of Nyngan.

Reconstruction and bituminous surfacing were completed by Lachlan Shire Council between 10.1 and 13.3 miles south of Condobolin and was in progress between 13.3 and 16.4 miles.

Between 0.1 and 1.7 miles north of Tullamore, reconstruction and bituminous surfacing were completed by Goobang Shire Council.

Formation and pavement widening were completed by Bland Shire Council between 22.1 and 22.8 miles north of Temora.

Trunk Road No. 61—Orange-Cobar

Cobar Shire Council continued reconstruction, preparatory to bituminous surfacing, of the section between 26.0 and 36.0 miles south of Cobar.

Trunk Road No. 62—Scone-Coolah

The section between 16.0 and 20.0 miles west of Scone was reconstructed and primed by Scone Shire Council. A large box culvert was installed at Tommy's Gully, 22.5 miles west of Scone, prior to a commencement being made on reconstruction of the section between 21.7 and 25.2 miles.

Merriwa Shire Council completed reconstruction between 7.9 and 10.1 miles east of Merriwa and provided a gravel pavement. The Council also completed pavement improvement and widening between 2.0 and 2.8 miles west of Merriwa and earthworks were in progress between 18.0 and 20.0 miles. On the latter section, a large box culvert was installed at Willy Wally Gully, 19.1 miles west of Merriwa.

Trunk Road No. 63—Tamworth-Yetman

Cockburn Shire Council completed reconstruction between 4.0 and 6.0 miles north of Tamworth, thus providing a 22 feet wide bituminous pavement in lieu of the old 16 feet wide pavement, between Tamworth and Attunga, a distance of 13 miles.

Manilla Shire Council carried out improvements to the grading of a crest at a point 3.0 miles south of Manilla.

Widening of the bituminous surfaced pavement was completed by Barraba Shire Council between 1.6 and 3.4 miles south of Barraba.

North of Warialda, Yallaroi Shire Council continued reconstruction between 26.5 and 28.0 miles and work was completed to the base course stage.

Trunk Road No. 65—Ewingsdale-Lismore

Reconstruction and bituminous surfacing were completed by Byron Shire Council between 18.3 and 18.7 miles and between 13.6 and 15.0 miles east of Lismore.

Construction of a deviation was continued by Terania Shire Council between 6.9 and 11.1 miles northeast of Lismore. The Council also commenced reconstruction, preparatory to bituminous surfacing, between 4.7 and 5.0 miles.

Trunk Road No. 67—Ivanhoe-Swan Hill

Reconstruction by Balranald Shire Council was in progress between 60.0 and 62.3 miles and between 17.1 and 19.9 miles north of Balranald. Reconstruction and bituminous surfacing were completed between 13.1 and 17.1 miles north of Balranald.

Trunk Road No. 68—Wentworth-Queensland border near Mungindi

Reconstruction between 53.5 and 55.5 miles north of Trunk Road No. 66 was continued by Central Darling Shire Council and a gravel pavement is being provided.

Darling Shire Council commenced reconstruction, preparatory to bituminous surfacing, on the section 0.0 to 3.0 miles east of Bourke.

Trunk Road No. 70—Byrock-Queensland Border near Hebel

Brewarrina Shire Council completed reconstruction and bituminous surfacing between 17.4 and 27.8 miles south of Brewarrina and commenced reconstruction, preparatory to bituminous surfacing, between 5.1 and 26.0 miles north of Brewarrina.

Trunk Road No. 72—Willow Tree-Narrabri West

Between 3.7 and 5.3 miles south of Quirindi, Tamarang Shire Council completed reconstruction and widening of the bituminous pavement from 16 feet to 22 feet.

Trunk Road No. 73—Inverell-Walcha

Uralla Shire Council completed bituminous surfacing of the reconstructed section between 35.3 and 40.4 miles north of Uralla, including the approaches to the bridge over Laura Creek. The Council commenced reconstruction between 15.7 and 16.7 miles north of Uralla, with a view to extending the bituminous surface beyond the intersection with the Yarrowyck-Armidale Road (Main Road No. 124) at Yarrowyck.

Trunk Road No. 74—Armidale-South Grafton

Armidale City Council completed reconstruction and bituminous surfacing between 0.0 and 2.0 miles east of Armidale.

A bituminous surface has now been provided between 0.0 and 41.3 miles east of Armidale with the exception of the approaches to Oakey Creek Bridge, between 39.2 and 39.8 miles east of Armidale.

Reconstruction was completed by Dumaresq Shire Council between 41.3 and 43.6 miles east of Armidale.

Nymbodia Shire Council completed reconstruction and bituminous surfacing between 68.5 and 70.1 miles south of Grafton and commenced similar work between 58.1 and 59.0 miles. The Council also continued reconstruction, preparatory to bituminous surfacing, of the section between 30.4 and 31.6 miles south of Grafton.

Trunk Road No. 75—Wollomombi-Kempsey

Macleay Shire Council completed reconstruction and bituminous surfacing between 22.9 and 24.2 miles west of Kempsey. Similar work was commenced by the Council between 24.2 and 26.6 miles west of Kempsey.

Trunk Road No. 76—Raleigh-Ebor

Improvements to the alignment of the road were continued by Bellingen Shire Council between 18.0 and 18.4 miles west of Raleigh on Dorriggo Mountain.

Trunk Road No. 77—Gilgandra-Craboona

Gilgandra Shire Council completed reconstruction and bituminous surfacing between 4.3 and 10.4 miles east of Gilgandra.

Trunk Road No. 78—Cowra-Hume Highway near Ettamogah

Culcairn Shire Council reconstructed a damaged section of road between 4.0 and 4.7 miles north of Culcairn.

Trunk Road No. 80—Narrandera-Cobb Highway near Mossgiel

Carrathool Shire Council commenced reconstruction and bituminous surfacing between 17.5 and 25.4 miles south of Hillston.

Trunk Road No. 83—South Grafton-Mount Lindesay Highway near Woodenbong

Reconstruction and bituminous surfacing were completed by Tomki Shire Council between 7.0 and 8.0 miles north of Casino and by Kyogle Shire Council between 14.5 and 15.4 miles. Kyogle Shire Council commenced reconstruction and bituminous surfacing between 13.0 and 13.7 miles north of Casino.

Trunk Road No. 84—Bowning-Temora

Reconstruction and bituminous surfacing were completed by Demondrille Shire Council between 2.6 and 3.6 miles east of Murrumburrah and by Jindalee Shire Council between 24.7 and 28.7 miles west of Murrumburrah.

Trunk Road No. 89—Tomingley-Narromine

Timbreebongie Shire Council completed reconstruction and bituminous surfacing between 10.1 and 14.1 miles south of Narromine.

Trunk Road No. 90—Pacific Highway-Gloucester-Purfleet

Port Stephens Shire Council completed reconstruction between 12 Mile Creek, 0.2 miles north of the Pacific Highway and the Stroud Shire boundary at the junction of Main Road No. 567, 2.0 miles north of the Pacific Highway.

Manning Shire Council commenced reconstruction and bituminous surfacing between 2.6 and 3.9 miles west of Krumbach.

Trunk Road No. 91—Prince's Highway near Pambula-Bombala

Imlay Shire Council completed bituminous surfacing between 16.5 and 19.7 miles west of the Prince's Highway, through the village of Wyndham.

Ordinary Main Roads*Main Road No. 105—Scone-Nemingha*

Scone Shire Council completed construction of the approaches to a new bridge over the Hunter River at Shallow Crossing, 40.0 miles east of Scone.

Nundle Shire Council continued construction of a deviation between Bowling Alley Point, 28.5 miles southeast of Tamworth, and Nundle, 35.9 miles southeast of Tamworth.

Main Road No. 111—Pacific Highway-Forster-Bulahdelah

Reconstruction and bituminous surfacing were completed by Stroud Shire Council on a deviation between 3.0 and 4.2 miles east of the Pacific Highway near Bulahdelah. The work was carried out in conjunction with the construction of replacement bridges over Boolambayte Creek and Branch Creek. The Council continued reconstruction of the section between 21.4 and 24.8 miles east of the Pacific Highway near Bulahdelah.

Main Road No. 112—Trunk Road No. 90—Oxley Highway

Hastings Shire Council completed reconstruction and bituminous surfacing between 4.0 and 5.0 miles south of the Oxley Highway towards Comboyne. The Council commenced work on the approaches to a recently completed bridge over Gannon's Creek, 0.8 miles south of the Oxley Highway. When this work is completed, there will be a dustless surface for a distance of five miles south of the highway.

Main Road No. 124—Yarrowyck-Armidale

Bituminous surfacing was completed by Uralla Shire Council between 5.4 and 6.3 miles west of Armidale and work was commenced, between 5.0 and 5.4 miles, on the approaches to the bridge over Saumarez Creek at the boundary of Dumaresq and Uralla Shires. These works will link up with the existing bituminous surface in Dumaresq Shire.

Main Road No. 127—Narrabri-Trunk Road No. 68 near Walgett

Namoi Shire Council completed bituminous surfacing between 4.7 and 7.0 miles (Spring Creek deviation), between 15.0 and 17.0 miles and between 19.0 and 21.3 miles west of Narrabri. The Council also completed reconstruction and bituminous surfacing between 17.0 and 19.0 miles west of Narrabri (Myall Vale deviation), including the installation of multicell box culverts at Myall Vale. A bituminous surface has now been provided between Narrabri and Wee Waa.

Main Road No. 129—Quirindi-Quambone

Between 14.2 and 15.7 miles west of Quirindi, Tamarang Shire Council completed construction and bituminous surfacing of the approaches to a new bridge at Warrah Creek. Work was proceeding on the section between 16.4 and 19.0 miles, where formation and gravelling were completed.

Coonabarabran Shire Council completed reconstruction and bituminous surfacing between 4.9 and 6.0 miles northwest of Coonabarabran together with improvements to the approaches to the railway level crossing at 5.0 miles and the railway underpass at 6.0 miles.

Main Road No. 132—Barraba-Bundarra

Barraba Shire Council installed a large box culvert and completed the approaches between 23.1 and 24.2 miles northeast of Barraba, thus eliminating a number of open creek crossings.

Main Road No. 134—Bingara-Ashford

Bingara Shire Council completed reconstruction and bituminous surfacing between 4.4 and 6.0 miles north of Bingara.

Reconstruction to the prime stage was carried out by Macintyre Shire Council between 7.0 and 9.8 miles south of Delungra.

Main Road No. 135—Gilgai-Ebor

Guyra Shire Council completed bituminous surfacing between 5.8 and 7.5 miles west of Guyra and completed the earthworks and provided a running course on the section between 7.5 and 9.0 miles.

Main Road No. 136—Inverell-Deepwater

Severn Shire Council completed reconstruction and bituminous surfacing to the prime stage between 9.4 and 13.0 miles west of Deepwater, to provide a dustless surface between Emmaville and Deepwater.

Main Road No. 181—McGraths Hill—Main Road No. 503 near Singleton

Reconstruction and bituminous surfacing were completed by Greater Cessnock City Council between 0.0 and 2.0 miles south of Wollombi and between 0.0 and 0.6 miles north of Bucketty. Work on the former section included the construction of approaches to a replacement bridge over the south arm of Wollombi Brook. Council also commenced work on the section between 2.0 and 3.0 miles south of Wollombi.

Main Road No. 206—Dubbo-Dunedoo

Coolah Shire Council completed reconstruction and bituminous surfacing between 2.4 and 4.6 miles west of Dunedoo and continued similar work between 4.6 and 6.3 miles.

Main Road No. 213—Mount Thorley—Main Road No. 209 near Denman

Patrick Plains Shire Council completed reconstruction between 0.9 and 2.4 miles west of the Wilberforce-Singleton Road (Main Road No. 503).

Denman Shire Council commenced reconstruction and bituminous surfacing between 1.0 and 3.5 miles west of Main Road No. 209.

Main Road No. 214—Cassilis—Main Road No. 208 near Mudgee.

Merriwa Shire Council completed reconstruction and basecourse gravelling between 0.3 and 2.5 miles south of Cassilis including the approaches to a new bridge over Four Mile Creek at 2.2 miles south of Cassilis.

Main Road No. 215—Ilford—Main Road No. 208 near Bylong

Rylstone Shire Council completed reconstruction and bituminous surfacing between 6.0 and 6.5 miles north of Rylstone and commenced work on the section between 6.5 and 7.0 miles.

Main Road No. 217—Birmingham Gardens-Wyong

Newcastle City Council completed construction of a second carriageway between State Highway No. 23 and Drury Street, Jesmond.

Lake Macquarie Shire Council completed reconstruction and bituminous surfacing between Cross Roads, Glendale and Cockle Creek Railway Station.

Main Road No. 232—Moree-Boonangar

Boomi Shire Council completed reconstruction between 36.2 and 41.0 miles north of Moree.

Main Road No. 233—Gulgong-Parkes

Cudgong Shire Council completed reconstruction and bituminous surfacing between 15.9 and 18.2 miles west of Gulgong and commenced work on further sections between 18.2 and 19.2 miles.

Main Road No. 240—Wagga Wagga-Newell Highway near Ardlethan

Coolamon Shire Council completed reconstruction and bituminous surfacing between 13.6 and 21.0 miles north of Coolamon and, except for a short section at Cowabbie Creek, has completed reconstruction and bituminous surfacing of the whole length of the road within the Shire.

Main Road No. 241—Temora-Gunning

Narraburra Shire Council completed bituminous surfacing between 10.1 and 12.1 miles east of Temora.

Burrangong Shire Council applied a bituminous surface to the reconstructed pavement between 28.5 and 30.5 miles west of Young and carried out reconstruction to basecourse gravel stage between 15.2 and 19.0 miles.

Reconstruction to basecourse gravel stage was completed by Boorowa Shire Council between 2.8 and 4.9 miles west of Boorowa.

Main Road No. 249—Federal Highway near Sutton-Laggan

Crookwell Shire Council completed reconstruction and bituminous surfacing between 1.9 and 7.9 miles south of Crookwell.

Main Road No. 271—Braidwood-Moruya

Eurobodalla Shire Council completed construction of a deviation in the approach to the culvert over Cooper's Creek, 17.5 miles west of Moruya. The Council also applied a final bituminous seal to the section between 1.0 and 2.4 miles west of Moruya.

Main Road No. 282—Tumbarumba-Hume Highway near Mullengandra

Reconstruction was continued by Tumbarumba Shire Council between 11.2 and 19.2 miles southeast of Tumbarumba. The work involves realignment of the existing road.

Between 3.1 and 4.1 miles northwest of Jingellic, Holbrook Shire Council raised the formation of the road and installed a large culvert to overcome flooding.

Main Road No. 286—Mount Kosciuszko Road

Strengthening of the pavement surface by bitumen reseal was carried out between 13.0 and 20.0 miles west of Jindabyne. Reconstruction of road shoulders to improve surface course drainage was undertaken at selected locations.

Reconstruction continued beyond Perisher Valley to 24.0 miles west of Jindabyne, bringing into use the culvert over Betts Creek, which had been constructed during the previous year on a minor deviation of the road.

Main Road No. 301—Main Road No. 101 near Maitland-Wiragulla

Dungog Shire Council completed construction of a deviation on Clarence-town Hill between 9.0 and 9.8 miles south of Wiragulla.

Main Road No. 319—Main Road No. 514 near Maude-Barham

Hay Shire Council commenced reconstruction and bituminous surfacing between 22.4 and 26.0 miles north of Windouran Shire boundary.

Wakool Shire Council completed reconstruction and bituminous surfacing between 24.5 and 28.7 miles north of Barham and commenced similar work between 20.5 and 24.5 miles.

Main Road No. 326—Adamstown Heights-Mayfield North

The construction of a second carriageway in Turton Road from Kahibah Road to Young Road was completed by Newcastle City Council.

Main Road No. 329—Baradine-Gwydir Highway near Grawan Bridge

Coonabarabran Shire Council completed bituminous surfacing between 1.5 and 6.0 miles north of Baradine and reconstruction and bituminous surfacing were completed between 6.0 and 6.9 miles.

Main Road No. 331—Berrigan—Trunk Road No. 85 near Jingellic

Corowa Shire Council continued reconstruction and bituminous surfacing between 0.0 and 0.3 miles west of Daysdale.

Culcairn Shire Council continued reconstruction and bituminous surfacing between 24.8 and 30.0 miles west of Holbrook and provided a bituminous seal on the section between 12.3 and 13.1 miles west of Walbundrie.

Holbrook Shire Council commenced reconstruction and bituminous surfacing between 0.0 and 2.5 miles west of Trunk Road No. 85, near Jingellic.

Main Road No. 357—Boggabri-Manilla

Manilla Shire Council completed reconstruction and priming of the section between 3.3 and 5.6 miles west of Manilla. Formation and basecourse gravelling were completed on the section between 5.6 and 8.1 miles.

Main Road No. 367—Garah-Mungindi

Boomi Shire Council completed reconstruction and bituminous surfacing of the section between 7.1 and 10.4 miles south of Mungindi.

Main Road No. 380—Trunk Road No. 56 near Boorowa-Cunningar

Reconstruction and bituminous surfacing were completed by Demondrille Shire Council on the section between 7.8 and 9.6 miles east of Trunk Road No. 84 at Cunningar. A further section between 9.6 and 10.3 miles was completed to gravel pavement stage.

Main Road No. 384—Alfred Town—Main Road No. 284

Reconstruction and bituminous surfacing between Alfred Town and Lady-smith were commenced by Kyeamba Shire Council. Two sections of reconstruction were completed between 15.3 and 16.1 miles and between 16.8 and 17.3 miles south of Wagga Wagga.

Main Road No. 394—Berridale-Monaro Highway near Bibbenluke

Snowy River Shire Council completed reconstruction and bituminous surfacing of the section between 11.0 and 17.6 miles south of Berridale.

Monaro Shire Council completed work to prime seal stage on the section between 25.4 and 26.5 miles south of Berridale.

The complete length of this road in Snowy River Shire and Monaro Shire has now been provided with a dustless surface.

Main Road No. 502—Top of Bulli Pass—Main Road No. 179 near Wilton

The Department commenced widening of the formation between 2.3 and 4.3 miles west of Mt. Ousley Road (Main Road No. 513).

Main Road No. 503—Wilberforce-Singleton

The Department completed reconstruction and bituminous surfacing between 7.6 and 9.0 miles north of Windsor.

Main Road No. 507—Mungindi-Bruxner Highway near Goondiwindi

Reconstruction and bituminous surfacing of the section between 22.1 and 25.6 miles southwest of Goondiwindi were completed by Boolooroo Shire Council.

Main Road No. 514—Hay-Oxley-Penarie

Between 20.0 and 28.3 miles west of Hay, bituminous surfacing was completed by Hay Shire Council. Reconstruction and bituminous surfacing were commenced on a further section between 28.3 and 29.8 miles west of Hay.

Main Road No. 522—Port Kembla-Shellharbour

Shellharbour Municipal Council commenced construction of dual carriage-ways on Shellharbour Road between Woodford Avenue and William Avenue, Warilla, 6.4 to 6.8 miles from Darcy Road (Main Road No. 295), Port Kembla.

Main Road No. 531—Cullen Bullen-Great Western Highway near Marrangaroo

Blaxland Shire Council completed reconstruction and bituminous surfacing between 3.3 and 4.9 miles north of the Great Western Highway near Marrangaroo.

Main Road No. 533—Macksville-Taylor's Arm

Nambucca Shire Council completed construction of a deviation and provided a dustless surface between 4.1 and 5.8 miles west of Macksville, at Mogford's Hill.

Main Road No. 550—Corowa-Tocumwal

Between 0.0 and 6.2 miles from the Corowa Shire boundary reconstruction and bituminous surfacing were completed by Berrigan Shire Council. A dustless surface has now been provided between Barooga and Corowa.

Main Road No. 596—Newell Highway near Morundah—Main Road No. 321 near Colleambally

Murrumbidgee Shire Council completed reconstruction and bituminous surfacing between 11.2 and 12.5 miles east of Main Road No. 321 and commenced reconstruction and bituminous surfacing between 8.0 and 11.2 miles.

Developmental Roads and Developmental Works

Details of expenditure on Developmental Roads and Works are listed in Appendix No. 9.

Tourist Roads

Details of expenditure on Tourist Roads are given in Appendix No. 8. Details of proclamations of Tourist Roads are given in Appendix No. 12A.

The following substantial works were completed on Tourist Roads during the year.

Tourist Road No. 4032—Kinchela-Hat Head

Macleay Shire Council completed reconstruction and bituminous surfacing between 4.5 and 6.2 miles east of Main Road No. 198 at Kinchela. A dustless surface has now been provided between Kempsey and Hat Head.

Tourist Road No. 4037—Prince's Highway near Narrabarba-Womboyn Lake

Imlay Shire Council completed reconstruction between 0.0 and 2.0 miles east of the Prince's Highway.

BRIDGE CONSTRUCTION

During the year sixty new bridges and eighty bridge-size concrete box culverts, i.e. with a water-way width of twenty feet or more, were made available for traffic. In addition, major widening works or construction of footways were completed on four bridges.

The 140 structures are situated generally on Main and Developmental Roads, but a few are on unclassified roads at locations where the Department is responsible for bridging.

At the end of the year, seventy-five bridges and seventy bridge-size culverts were under construction on classified roads.

A table showing the number of structures completed on each road classification is set out below:—

	Express-ways	State High-ways	Trunk Roads	Ordinary Main Roads	Developmental & Unclassified Roads	Secondary Roads	Total
Bridges	4	20	4	27	5	—	60
Bridge-size Culverts	—	40	9	22	9	—	80
Total	4	60	13	49	14	—	140

Of the completed bridges, twenty-five were built by the Department (eleven by contract) and thirty-one by Councils (twenty-three by contract). The four remaining bridges were constructed by the Water Conservation and Irrigation Commission of New South Wales (3) and the Department of Railways, New South Wales (1).

Thirty-eight of the culverts were built by the Department (sixteen by contract) and forty-two by Councils (sixteen by contract).

Principal Bridgeworks Completed During the Year

Berowra Railway Bridge—Sydney-Newcastle Expressway

The Department completed the construction of a two-span prestressed concrete bridge, 162 feet long and 33 feet wide to carry the Main Northern Railway Line over the Expressway.

Porter Street—North South Arterial Road, Wollongong

The Department completed the construction by contract of a three-span prestressed and reinforced concrete bridge over the North South Arterial Road at Porter Street, North Wollongong. The new structure is 252 feet long and provides two traffic lanes.

Mullanjandra Creek—State Highway No. 2—Hume Highway

The Department completed the construction of a five-span two lane steel and reinforced concrete bridge, 200 feet long over Mullanjandra Creek 22 miles south of Holbrook. The new bridge replaced a timber beam structure, 123 feet long.

Gilmore Creek—State Highway No. 4—Snowy Mountains Highway

The Department completed the construction by contract of a five-span steel and reinforced concrete bridge, 283 feet long, over Gilmore Creek 4.9 miles southwest of Tumut. The new bridge provides two traffic lanes and replaced a narrow timber beam bridge 57 feet long. The bridge also spans the Tumut-Batlow railway line and eliminated the railway level crossing at Gilmore.

Yaven Yaven Creek—State Highway No. 4—Snowy Mountains Highway

The Department completed the construction by contract of a seven-span two-lane prestressed and reinforced concrete bridge over Yaven Yaven Creek 2.8 miles east of the Hume Highway. The new 354 feet long structure replaced a low level timber beam bridge 160 feet long.

Chilcott's Creek—State Highway No. 9—New England Highway

The Department completed the construction of a four-span steel and concrete bridge over Chilcott's Creek, 8.6 miles north of Murrurundi. The new bridge, which is on the route of the Kankool-Willow Tree Deviation, is 205 feet long and provides two traffic lanes.

Berowra Interchange—State Highway No. 10—Pacific Highway

The Department completed the construction of a two-span prestressed concrete bridge, 213 feet long and 22 feet wide between kerbs, to carry southbound highway traffic over the Sydney-Newcastle Expressway at the Berowra Interchange.

Upper Warrell Creek—State Highway No. 10—Pacific Highway

The Department completed extensions to the bridge over Upper Warrell Creek 6.2 miles south of Macksville. The bridge was extended southerly by four 39 feet spans and northerly by two 39 feet spans. The additional spans have steel girders and a reinforced concrete deck.

Edward River at Deniliquin—State Highway No. 21—Cobb Highway

The Department completed the construction by contract of a five-span two-lane prestressed and reinforced concrete bridge over the Edward River at Deniliquin. The bridge is 570 feet long and replaced an old timber beam and truss bridge, 546 feet long.

Darling River at Wentworth—State Highway No. 22—Silver City Highway

The Department completed the construction by contract of a steel and concrete bridge over the Darling River at Wentworth. The new structure has six steel girder spans and one steel girder vertical lift span, an overall length of 532 feet, two footways, and two traffic lanes. It replaced a narrow timber truss and steel vertical lift span bridge.

Warrah Creek—Main Road No. 129

Tamarang Shire Council completed the construction by contract of a sixteen-span prestressed and reinforced concrete bridge over Warrah Creek 15.5 miles west of Quirindi. The new bridge is 320 feet long, has two traffic lanes, and replaced a timber beam bridge 164 feet long.

Tweed River at Murwillumbah—Main Road No. 142

The Department completed the construction by contract of a five-span two-lane reinforced and prestressed concrete bridge over the Tweed River at Murwillumbah. The new structure is 513 feet long and replaced a narrow timber truss and steel vertical lift span bridge 524 feet long.

Tuggerah Lake at The Entrance—Main Road No. 335

The Department completed the construction by contract of an eighteen-span reinforced concrete bridge, 1,532 feet long, over Tuggerah Lake at The Entrance. The bridge provides two traffic lanes and two footways and replaced a narrow timber beam bridge, 1,224 feet long.

Barmedman Creek—Main Road No. 398

Bland Shire Council completed the construction by contract of a seven-span prestressed and reinforced concrete bridge over Barmedman Creek, 3 miles east of Barmedman. The new structure is 245 feet long with two traffic lanes and replaced a causeway.

Camden Haven River at Kendall—Main Road No. 538

Hastings Shire Council completed the construction by contract of a five-span reinforced concrete girder bridge over the Camden Haven River at Kendall. The structure is 342 feet long with two traffic lanes and replaced an old timber beam bridge 252 feet long.

Wyangala Dam—Main Road No. 576

The Water Conservation and Irrigation Commission completed the construction of a prestressed and reinforced concrete bridge over Wyangala Dam. The new structure is 457 feet long and provides two traffic lanes.

Barrington River—Developmental Work No. 3188

Gloucester Shire Council completed the construction by contract of a five-span prestressed and reinforced concrete bridge over the Barrington River. The new structure is 300 feet long and 12 feet wide between kerbs with provision for extension to 24 feet. It eliminated an open crossing.

Principal Bridgeworks in Progress at the Beginning of the Year and Not Completed*Macquarie River at Dubbo—State Highway No. 7—Mitchell Highway*

The Department continued the construction by contract of a twenty-eight span prestressed concrete bridge over the Macquarie River at Dubbo. The new structure will be 2,013 feet long and the two-lane carriageway will be flanked by a footway on one side and a cycleway on the other. It will replace a timber beam and truss bridge 502 feet long.

Myall River at Bulahdelah—State Highway No. 10—Pacific Highway

The Department continued the construction by contract of a four-span prestressed and reinforced concrete bridge over the Myall River at Bulahdelah. The new bridge will be 395 feet long and will replace a steel truss and timber beam bridge 248 feet long. It will have two traffic lanes and a footway on each side.

Tomki Creek—State Highway No. 16—Bruxner Highway

Tomki Shire Council continued the construction by contract of a four-span prestressed and reinforced concrete bridge over Tomki Creek 34.3 miles west of Ballina. The new bridge will be 280 feet long with two traffic lanes and will replace a timber beam bridge 123 feet long.

Six Mile Creek—Trunk Road No. 83

The Department continued the construction by contract of a nineteen-span prestressed and reinforced concrete bridge over Six Mile Creek at Batten's Bight, 39 miles north of Grafton. The new bridge will be 665 feet long with two traffic lanes and will replace a timber beam bridge 53 feet long.

Hunter River at Raymond Terrace—Main Road No. 104

The Department continued the construction by contract of a five-span reinforced and prestressed concrete bridge over the Hunter River at Raymond Terrace. The new bridge will be 678 feet long with two traffic lanes and will eliminate the vehicular ferry service over the Hunter River at Raymond Terrace.

Bridge over Airport Access Road—Main Road No. 183

The Department continued the construction of a single-span reinforced and prestressed concrete bridge on Gardener's Road (Main Road No. 183) over the improved access road to Sydney (Kingsford Smith) Airport. The new structure will be 224 feet long and will have six traffic lanes.

Castlereagh River—Developmental Road No. 1170

Coonabarabran Shire Council continued the construction by contract of a steel and reinforced concrete bridge over the Castlereagh River at Binnaway. The new bridge will be 360 feet long, have two traffic lanes, and will replace a low level concrete slab bridge 130 feet long.

North Arm of the Hunter River at Stockton

The Department continued the construction by contract of a twenty-three span reinforced and prestressed concrete bridge over the North Arm of the Hunter River between Kooragang Island and the Stockton Peninsula. The Department constructed bored-pile foundations for sixteen approach spans. The new bridge will be 3,357 feet long and will have four traffic lanes and a central footway. It will eliminate the Newcastle-Stockton vehicular ferry service.

Principal Bridgeworks Commenced During the Year and Not Completed*Nepean River at Regentville—Western Expressway*

The Department commenced the construction by contract of a five-span, 1,045 feet long prestressed concrete bridge over the Nepean River at Regentville. Initially the bridge will have two traffic lanes and two footways. At a later stage, when warranted by traffic conditions, the bridge will be widened to provide dual three-lane carriageways separated by a median and flanked by two footways.

Railway Overbridge at Stacey Street, Bankstown

The Department commenced the construction by contract of a prestressed concrete bridge which will connect the northern and southern sections of Stacey Street, Bankstown and provide a new through route to by-pass the business centre of Bankstown. The bridge will provide a new crossing of the railway line, grade separation for the extensions of North Terrace and South Terrace, and interchange facilities for local traffic. It will consist of three spans, two each of 86 feet and one of 123 feet, and will have a six-lane divided carriageway with two footways.

Bridge over Epsom Road—Airport Access Road

The Department commenced the construction, partly with its own forces and partly by contract, of a two-span prestressed and reinforced concrete girder bridge to carry the improved access road to Sydney (Kingsford Smith) Airport over Epsom Road, Zetland. The new structure will be 202 feet long and have four traffic lanes.

Nepean River at Camden—State Highway No. 2—Hume Highway

The Department commenced the construction of a steel and concrete bridge, 3,380 feet long over the Nepean River at Camden. The new structure, which is being built partly by contract, is about one mile upstream from the present crossing. It will consist of twenty-six spans each 130 feet long and will have two traffic lanes and one footway.

Billabong Creek—State Highway No. 2—Hume Highway

The Department commenced the construction by contract of an eleven-span prestressed concrete bridge, 385 feet long, over Billabong Creek 30.5 miles south of Tarcutta. The new two-lane structure will replace a low level concrete bridge which is 70 feet long and subject to flooding.

Unnamed Creek—State Highway No. 10—Pacific Highway

The Department commenced the construction of a six-span reinforced and prestressed concrete bridge, 211 feet long at Tabbimoble, 49.5 miles north of Grafton. The two-lane structure will replace a causeway and a relief pipe culvert.

King Creek—State Highway No. 11—Oxley Highway

The Department commenced the construction of a seven-span reinforced and prestressed concrete bridge, 237 feet long, over King Creek on the Oxley Highway, 3.2 miles west of Port Macquarie. The new two-lane structure will replace a narrow concrete bridge, 166 feet long, on poor alignment and subject to flooding.

Railway Overbridge at Villawood—State Highway No. 13—Woodville Road

The Department commenced the construction by contract of a prestressed concrete bridge which will eliminate the railway level crossing at Villawood. The bridge will have five spans each 40 feet long, a six-lane divided carriageway and a footway on each side.

Black Creek—State Highway No. 16—Bruxner Highway

The Department commenced the construction by contract of a two-lane, 240 feet long reinforced and prestressed concrete bridge over Black Creek, 44.1 miles east of Tenterfield. The new bridge is being constructed on a deviation of the highway but the existing four-span timber beam bridge, 143 feet long, will be maintained for use of local traffic.

Myall Creek—State Highway No. 16—Bruxner Highway

The Department commenced the construction by contract of a prestressed and reinforced concrete bridge over Myall Creek, 1.75 miles west of Bonshaw. The new structure will be 210 feet long and will have two traffic lanes.

Lake Forbes—State Highway No. 17—Newell Highway

The Department commenced the construction by contract of a nine-span prestressed concrete bridge, 470 feet long, over Lake Forbes at Forbes. The new structure will have two traffic lanes and a footway on each side.

Michelago Creek—State Highway No. 19—Monaro Highway

The Department commenced the construction by contract of a seven-span continuous prestressed concrete bridge, 301 feet long, over Michelago Creek, 32 miles south of Canberra. The new two-lane bridge will replace a narrow timber beam structure, 114 feet long.

Two Mile Break—State Highway No. 22—Silver City Highway

The Department commenced the construction by contract of a twenty-span reinforced and prestressed concrete bridge, 400 feet long, at Two Mile Break just north of Wentworth. The two-lane bridge is on a flood free deviation of the highway across the Darling River flood plain, and spans a flood channel which carries water from the Darling River to the Murray River downstream from Wentworth.

Warialda Creek—Trunk Road No. 63

The Department commenced the construction by contract of a five-span steel and concrete bridge, 295 feet long, over Warialda Creek at Warialda. The new bridge will have two traffic lanes and will replace an old timber beam structure 266 feet long, built about 1900.

Murray River—Main Road No. 281

The Department commenced the construction by contract of extensions to the existing bridge over the Murray River at Tintaldra. Five spans, each 40 feet long and similar in design to the main bridge, are being constructed to provide a greater waterway area. These spans consist of steel girders with a concrete deck supported by concrete piled piers. One lane of the extension has been opened to traffic and construction of the second lane is proceeding.

Edward River—Main Road No. 319

Wakool Shire Council commenced the construction by contract of a six-span reinforced concrete and steel bridge over the Edward River at Moulamein. The bridge, which will be 316 feet long, will have two traffic lanes and one footway. It will replace a narrow timber beam bridge, 356 feet long, built in 1925 by the Department of Public Works.

Pedestrian Bridge over Warringah Road—Main Road No. 328

The Department commenced the construction by contract of a prestressed and reinforced concrete footbridge over Warringah Road near its intersection with Forest Way (Main Road No. 529). The new pedestrian bridge will be 320 feet long.

MAINTENANCE OF BRIDGES AND FERRIES

During the year the following major maintenance and repair works to bridges and ferries were carried out:—

Bridge over Merimbula Lake at Merimbula—State Highway No. 1—Prince's Highway

This five-span timber beam bridge is 153 feet long. The deck was renewed.

Denison Bridge over Macquarie River at Bathurst—State Highway No. 5—Great Western Highway

This structure is 474 feet long and has three 110-foot steel truss spans and six timber beam spans. General repairs to the timber spans and repainting of the steelwork were carried out.

Timber Beam Bridges between 21 miles and 29 miles west of Broken Hill—State Highway No. 8—Barrier Highway

Ten single lane timber beam bridges and culverts, having a combined length of 456 feet, were widened to 24 feet between kerbs.

Dunolly Bridge over the Hunter River at Singleton—State Highway No. 9—New England Highway

This bridge is 608 feet long and has two 154-foot steel truss spans and nine timber beam spans. Replacement of the timber decking was continued.

Bridge over Muscle Creek at Muswellbrook—State Highway No. 9—New England Highway

This timber beam bridge is 93 feet long. The deck was replaced.

Bridge over the Macdonald River at Bendemeer—State Highway No. 9—New England Highway

This bridge is 302 feet long and has one composite Howe truss span and six timber beam spans. Extensive repairs to girders and decking were completed.

Swansea Bridge over Entrance to Lake Macquarie—State Highway No. 10—Pacific Highway

This bridge is 570 feet long and has one 89-foot bascule span and twelve 40-foot steel beam spans. Extensive repainting of the steelwork was completed.

Hexham Bridge over the Hunter River—State Highway No. 10—Pacific Highway

This bridge is 1,253 feet long and has five 120-foot steel truss spans, one 124-foot lift span, and thirteen 40-foot steel beam approach spans. The bridge was repainted and the timber dolphins and fenders were repaired.

Martin Bridge over the Manning River at Taree—State Highway No. 10—Pacific Highway

This bridge is 1,558 feet long and has eleven 120-foot steel truss spans, three 40-foot steel beam spans, and a 63-foot lift span. Repainting of the steelwork was commenced during the year.

Two Bridges over Swan Creek, north of Grafton—State Highway No. 10—Pacific Highway

These timber beam bridges are 303 feet and 93 feet long. Replacement of decking and improvement to the riding quality of the decks were commenced.

Four Approach Bridges to the Bridge over the Murray River at Mildura—State Highway No. 14—Sturt Highway

These four timber beam bridges have a combined length of 1,330 feet. Repairs to the decks of the bridges were completed.

Bridge over Namoi River at Narrabri—State Highway No. 17—Newell Highway

This bridge is 214 feet long and has one truss span and four timber beam spans. Undertrussing of the truss cross girders to strengthen the structure was carried out.

Bridge over Narrabri Creek at Narrabri—State Highway No. 17—Newell Highway

This bridge is 397 feet long and has two truss spans and seven timber beam spans. Undertrussing of the cross girders on both truss spans to strengthen the structure was carried out during the year and guardrail protection fencing was installed on the truss spans.

Boolooroo Bridge over the Gwydir River north of Moree—State Highway No. 17—Newell Highway

This bridge is 325 feet long and has three 90-foot timber truss spans and two 25-foot timber beam spans. Extensive repairs were carried out to the superstructure and northern abutment.

Bridge over the Murrumbidgee River at Hay—State Highway No. 21—Cobb Highway

This bridge is 786 feet long and has twenty-one timber beam spans, two fixed steel spans, and a steel swing span. Replacement of 95 per cent of the decking was completed.

Bridge over the Anabranh of the Darling River, 10 miles west of Wentworth—Trunk Road No. 68

This timber beam bridge is 308 feet long and has nine spans. Replacement of girders was carried out.

No. 1 Approach Bridge to the Bridge over the Murray River at Corowa—Trunk Road No. 86

This timber beam bridge is 178 feet long and has twelve spans. Extensive reconstruction of the bridge was commenced and almost completed during the year.

Bridge over Richmond River at Coraki—Main Road No. 148

This composite steel and timber bridge is 362 feet long and has a lift span. Extensive repairs to the lift span and substructure were completed during the year.

Bridge over Middle Harbour at The Spit—Main Road No. 164

This steel bridge is 745 feet long and has six 100-foot spans and one 90-foot bascule opening span. Repairs to the machinery for the bascule opening span were carried out and repainting of the bridge was commenced.

Glebe Island Bridge, Blackwattle Bay, Sydney—Main Road No. 165

This steel bridge is 355 feet long and has two 96-foot swing spans and two 80-foot truss spans. Reconstruction of the fencing on the long approach embankments was completed and replacement of a number of piles in the timber protection platform for the swing spans was commenced.

Bridge over Iron Cove, Sydney—Main Road No. 165

This steel bridge is 1,536 feet long and has seven steel truss spans and four steel plate girder spans. Installation of new lighting on the bridge was commenced.

Ferry Service over the Hawkesbury River at Webb's Creek—Main Road No. 181

The hull and engine of the steel ferry vessel were given a major overhaul.

Endeavour Bridge over Cook's River at Kyeemagh, Sydney—Main Road No. 194

This reinforced concrete bridge is 566 feet long and has eight 60-foot spans. Repairs to the deck beams were commenced.

Bridges over the Murray River and Flood Channels at Howlong—Main Road No. 197

The bridge over the Murray River is 306 feet long and has six timber beam spans and one 100-foot timber truss span. The four approach timber beam bridges have a combined length of 667 feet. Extensive repairs were carried out, including the replacement of piles, girders and decking on each bridge and the replacement of some truss members on the main bridge.

Bridge over the Murray River at Cobram—Main Road No. 226

This bridge is 606 feet long and has ten timber beam spans, two De Burgh-type truss spans, and a steel lift span. Replacement of one pier and 60 per cent of the deck was commenced.

Hampden Bridge over the Kangaroo River at Kangaroo Valley—Main Road No. 261

This suspension bridge has one 253 feet span and was built in 1898. Extensive repairs to the stiffening trusses and the deck system were completed.

Dunmore Bridge over Paterson River at Woodville—Main Road No. 301

This bridge is 428 feet long and has three 112-foot timber truss spans, one 30-foot timber beam span and one 58-foot steel lift span. Extensive repairs to the trusses were completed.

Ferry Service over the Macleay River at Smithtown—Main Road No. 556

The steel ferry vessel was docked, repaired and painted, and its machinery was overhauled.

Bridge over the Murray River at Euston—Main Road No. 583

This bridge is 2,180 feet long and has sixty-seven timber beam spans, six steel girder spans and one steel girder lift span. Repairs to the deck of the lift span were completed.

Bridge over Darling Harbour at Pyrmont, Sydney

This bridge is 1,215 feet long and has two 110-foot steel swing spans and twelve 82-foot timber truss spans. Repairs to timber truss members were carried out and replacement of a number of piles in the timber protection platform for the swing spans was commenced.

Ferry Service over the Parramatta River between Mortlake and Putney, Sydney

The hull, deck and engine of the steel ferry vessel were given a major overhaul.

Grahame Bridge over Throsby Creek at Tighe's Hill, Newcastle

This reinforced concrete bridge is 286 feet long and has seven 40-foot spans. Extensive repairs to the concrete girders and piers were completed.

Bridge over Towamba River at New Buildings

This bridge is 332 feet long and has three 90-foot composite steel and timber truss spans and two timber beam spans. Extensive repairs to piles and cross girders were completed.

ELIMINATION OF RAILWAY LEVEL CROSSINGS ON MAIN ROADS

During the year four (4) railway level crossings were eliminated from the Main Roads System:—

State Highway No. 4—Snowy Mountains Highway

The bridge constructed over Gilmore Creek also spans the Tumut-Batlow railway line and has eliminated the level crossing on the highway at Gilmore. The level crossing is still available for local traffic.

State Highway No. 9—New England Highway

The construction of a deviation between Kankool and Willow Tree eliminated two level crossings from the route of the New England Highway. The level crossing at Kankool has been closed and the level crossing at Willow Tree is now on the route of the Merriwa-Willow Tree Road (Main Road No. 358).

Main Road No. 350—Trundle-Tullamore

The construction of a deviation north of Trundle eliminated two level crossings from the Main Roads System.

The total of four crossings eliminated, reduced the number of level crossings on Main Roads to 396 comprising 335 on New South Wales Government Railways, 50 on privately-owned railways and 11 on Victorian Government Railways which extend into New South Wales.

A total of 169 level crossings has been eliminated from the Main Roads System since the Main Roads Act came into effect in 1925.

With a view to improving safety conditions at existing railway level crossings, improvements were carried out at a number of locations by the installation of six sets of automatically operated flashing lights, increasing sight distance at various locations and the provision of warning signs on road pavements in approach to the crossings.

TRAFFIC SERVICE

Median Strips

During the year a total length of 8.6 miles of median strip was constructed, of which approximately 80 per cent was in the Sydney Metropolitan Area and most of the remainder in the City of Newcastle.

Channelisation of Intersections

Channelisation was completed at 26 intersections and work was in progress at a further 13 sites. During the year, designs were completed for future channelisation at 30 intersections. Some of the sites at which construction of channelisation was completed were:—

State Highway No. 1	Prince's Highway, City of Greater Wollongong. Intersection with Main Road No. 186—Mt. Keira Road, West Wollongong.
State Highway No. 1	Prince's Highway, Shire of Sutherland. Intersection with Railway Parade (south), Engadine.
State Highway No. 2	Hume Highway, City of Liverpool. Intersection with Main Road No. 515—Hoxton Park Road and Secondary Road No. 2071—Copeland Street, Liverpool.
State Highway No. 5	Great Western Highway, Municipalities of Holroyd and Blacktown. Intersections of the deviation at Prospect with the existing route of State Highway No. 5, with Flushcombe Road and with Reservoir Road.
State Highway No. 7	Mitchell Highway, Shire of Molong. Intersection with Wellington Street, Molong.
State Highway No. 9	New England Highway, Municipality of Muswellbrook. Intersection with Brook Street, Muswellbrook.
State Highway No. 10	Pacific Highway, Shire of Hornsby. Intersections (temporary connections) with Sydney-Newcastle Expressway at the Berowra Interchange and at Brooklyn.
State Highway No. 10	Pacific Highway, City of Newcastle. Intersection with Main Road No. 326—Northcott Drive, Adamstown Heights.
State Highway No. 10	Pacific Highway, Shire of Lake Macquarie. Intersection with the Groves, Windale.
State Highway No. 13	Pennant Hills Road, City of Parramatta. Intersection with Main Road No. 158—Marsden Road, Mobb's Hill.
Main Road No. 139	Blaxland Road, Municipality of Ryde. Intersection with Secondary Road No. 2081—Ryedale Road and Rowe Street, Eastwood.
Main Road No. 167	Canterbury Road, Municipalities of Canterbury and Bankstown. Intersection with Secondary Road No. 2060—Punchbowl Road, Punchbowl.
Main Road No. 170	Botany Road, Municipality of Botany. Intersection with Robey Street, Mascot.
Main Road No. 170	Botany Road, Municipality of Botany. Intersection with Main Road No. 194—General Holmes Drive, Mascot.

Main Road No. 199	Taren Point Road, Shire of Sutherland. Intersection with Main Road No. 227—the Kingsway.
Main Road No. 223	Main Road, Shire of Lake Macquarie. Intersection with Main Road No. 217—Lake Road at Cross Roads, Glendale.
Main Road No. 328	Boundary Street, Municipality of Ku-ring-gai. Intersection with Babbage Road, East Roseville.
Main Road No. 328	Boundary Street, Municipality of Ku-ring-gai. Intersection with Secondary Road No. 2043—Archbold Road, Roseville.
Main Road No. 328	Boundary Street, Municipality of Willoughby. Intersection with Penshurst Street, East Willoughby.
Main Road No. 373	Epping Road, Municipality of Willoughby. Intersection with Mowbray Road, Lane Cove.

Bus Bays

Seven bus bays were established to permit buses on Main Roads to stop clear of moving traffic. Three of the bays were in the Sydney Metropolitan Area and the remaining four in the Shire of Lake Macquarie.

Climbing Lanes on Hills

During the year, the construction of sixteen climbing lanes for slow-moving vehicles was completed. In addition, four existing climbing lanes were lengthened and work was commenced at two sites. Some of the locations at which climbing lanes were completed are listed below:—

State Highway No. 1	Prince's Highway—south of Waterfall.
State Highway No. 2	Hume Highway—between 12.3 and 13.8 miles north of Goulburn.
State Highway No. 4	Snowy Mountains Highway—on Brown Mountain near Devil's Elbow.
State Highway No. 9	New England Highway— (i) 8 miles north of Murrurundi near Chilcott's Creek Bridge. (ii) 48.1 miles north of Tamworth on the approaches to Kentucky Creek Bridge. (iii) 5.7 miles south of Tenterfield at Gardener's Gully.
State Highway No. 12	Gwydir Highway— (i) 7.6 miles west of Glen Innes. (ii) 9.1 miles west of Glen Innes. (iii) 3.0 miles east of Warialda.
State Highway No. 14	Sturt Highway—two climbing lanes in conjunction with improvements to the junction with State Highway No. 2—Hume Highway.
Main Road No. 217	Birmingham Gardens—Wyang. (i) South of Toronto. (ii) Near junction of road to Arcadia Vale.
Main Road No. 503	Putty Road—7.4 miles north of Windsor at Howes Creek.

Signposting

The largest single signposting project undertaken during the year was on the Berowra to Hawkesbury River section of the Sydney-Newcastle Expressway. This project included the construction of four tubular sign bridges.

In the Sydney Metropolitan Area a number of painted fingerboard type signs were replaced by retro-reflective signs. In all areas more extensive use was made of reassurance direction signs which were located beyond intersections.

Experimental investigations were made into the development of a new type of reflectorised milepost. Laboratory and field tests were conducted on existing and new types of materials for sign backgrounds, with a view to improving the durability of signs and reducing the adverse effects of background reflectance.

Advisory Speed Signs

Advisory speed surveys were conducted on approximately 570 miles of road, principally in the northeastern sector of the State. A number of roads where there are existing advisory speed signs were resurveyed as a result of changes in speed limits. On these roads, where absolute speed limits have been introduced which are higher than the general 50 m.p.h. *prima facie* limit, the Department has extended its advisory signs to a greater range of curves, e.g. where the speed limit is 60 m.p.h. absolute, the Department has signposted all curves with advisory speeds of 55 m.p.h. or less.

Accident Analysis and Investigation

The investigation of fatal accident sites on rural State Highways, which was commenced in 1966, was continued through the year. During the three years ending 31st December, 1968 there were 750 fatal accidents on rural State Highways, in which 922 persons were killed and 1,029 persons injured. Following analysis of all of these accidents, appropriate action was taken in cases where road conditions might have been a contributory cause.

Travel Time Surveys

Travel time surveys were intensified throughout the year in the Sydney Metropolitan Area, particularly in the northern suburbs where the effects of the opening of the first section of the Warringah Expressway were measured. These studies showed that in the morning peak period the greatest time-savings resulting from the Expressway occurred in Eastern Valley Way, Willoughby Road and Pacific Highway where journeys to the City were reduced by approximately 8 minutes, 8½ minutes and 11 minutes respectively. Similar, but slightly lower time-savings were recorded in the evening peak period.

An analysis was also made of changes in travel times on all principal radial routes leading to and from the City, comparing those recorded in February, 1967 with those of October, 1968. This analysis showed that improvements in travel times were recorded over many roads, mainly as a result of the introduction of clearways, and that there were very few areas in which travel times increased by more than five minutes.

Scheduled according to Road Classifications

TABLE 1—ROAD MILES

Nature of Work	Express- ways	State Highways	Trunk Roads	Ordinary Main Roads	Secondary Roads	Tourist Roads	Develop- mental Roads	Unclassi- fied Roads	All Roads Sub Total
1. Initial Surfacing—									
A. Prime	—	30.48	—	21.47	—	0.57	—	—	52.52
B. Primer Seal	—	47.58	12.58	2.85	—	—	—	—	63.01
C. Sprayed Seal	—	54.29	35.38	155.05	—	4.05	9.97	—	258.74
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	6.23	0.62	—	1.76	—	0.92	—	—	9.53
Sub Total	6.23	132.97	47.96	181.13	—	5.54	9.97	—	383.80
2. Surfacing Lengths Primed Before This Year—									
A. Prime	—	0.98	—	3.90	—	—	—	—	4.88
B. Primer Seal	—	1.28	0.26	12.46	—	—	—	—	14.00
C. Sprayed Seal	—	56.35	7.11	13.74	—	—	—	—	77.20
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	—	—	—	—	—	—	—	—	—
Sub Total	—	58.61	7.37	30.10	—	—	—	—	96.08
3. Restoration after Widening and/or Strengthening—									
A. Prime	—	0.09	—	—	—	—	—	—	0.09
B. Primer Seal	—	2.08	0.30	1.00	—	—	—	—	3.38
C. Sprayed Seal	—	12.87	3.43	4.37	—	—	—	—	20.67
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	—	0.31	—	6.13	0.18	—	—	0.54	7.16
Sub Total	—	15.35	3.73	11.50	0.18	—	—	0.54	31.30
4. Restoration after Adding Lanes—									
A. Prime	—	—	—	—	—	—	—	—	—
B. Primer Seal	—	0.65	—	2.13	—	—	—	—	2.78
C. Sprayed Seal	—	11.70	0.60	0.75	—	—	—	—	13.05
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	0.56	8.41	0.38	3.70	3.29	—	—	—	16.34
Sub Total	0.56	20.76	0.98	6.58	3.29	—	—	—	32.17
5. Restoration after New Alignment and/or Grade—									
A. Prime	—	5.29	—	2.11	—	—	—	—	7.40
B. Primer Seal	—	7.30	—	0.97	—	—	—	—	8.27
C. Sprayed Seal	—	57.78	13.82	24.17	—	1.50	—	0.32	97.59
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	—	3.30	—	2.62	1.96	—	—	2.39	10.27
Sub Total	—	73.67	13.82	29.87	1.96	1.50	—	2.71	123.53

TABLE 1—ROAD MILES—(continued)

Nature of Work	Express-ways	State Highways	Trunk Roads	Ordinary Main Roads	Secondary Roads	Tourist Roads	Developmental Roads	Unclassified Roads	All Roads Sub Total
6. Maintenance Resurfacing—									
A. Prime	—	—	—	—	—	—	—	—	—
B. Primer Seal	—	17.53	—	—	—	—	—	—	17.53
C. Sprayed Seal	—	281.18	81.74	269.29	—	1.79	—	2.18	636.18
D. Slurry Seal	—	3.10	0.11	1.00	—	—	—	—	4.21
E. Plant Mix	3.31	20.31	0.91	25.01	3.70	—	—	—	53.24
Sub Total	3.31	322.12	82.76	295.30	3.70	1.79	—	2.18	711.16
Summary of 1 to 6—									
A. Prime	—	36.84	—	27.48	—	0.57	—	—	64.89
B. Primer Seal	—	76.42	13.14	19.41	—	—	—	—	108.97
C. Sprayed Seal	—	474.17	142.08	467.37	—	7.34	9.97	2.50	1,103.43
D. Slurry Seal	—	3.10	0.11	1.00	—	—	—	—	4.21
E. Plant Mix	10.10	32.95	1.29	39.22	9.13	0.92	—	2.93	96.54
TOTAL	10.10	623.48	156.62	554.48	9.13	8.83	9.97	5.43	1,378.04

TABLE 2—LANE MILES

1. Initial Surfacing—									
A. Prime	—	62.00	—	42.94	—	1.14	—	—	106.08
B. Primer Seal	—	95.16	25.16	5.70	—	—	—	—	126.02
C. Sprayed Seal	—	108.57	70.76	302.10	—	6.39	19.94	—	507.76
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	29.99	0.88	—	3.35	—	1.84	—	—	36.06
Sub Total	29.99	266.61	95.92	354.09	—	9.37	19.94	—	775.92
2. Surfacing Lengths Primed Before This Year—									
A. Prime	—	2.36	—	7.80	—	—	—	—	10.16
B. Primer Seal	—	2.56	0.52	24.92	—	—	—	—	28.00
C. Sprayed Seal	—	115.06	14.22	27.48	—	—	—	—	156.76
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	—	—	—	—	—	—	—	—	—
Sub Total	—	119.98	14.74	60.20	—	—	—	—	194.92

3. Restoration after Widening and/or Strengthening—									
A. Prime	—	0.18	—	—	—	—	—	—	0.18
B. Primer Seal	—	3.77	0.60	2.00	—	—	—	—	6.37
C. Sprayed Seal	—	27.48	6.86	9.61	—	—	—	—	43.95
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	—	1.86	—	22.97	1.08	—	—	2.16	28.07
Sub Total	—	33.29	7.46	34.58	1.08	—	—	2.16	78.57
4. Restoration after Adding Lanes—									
A. Prime	—	—	—	—	—	—	—	—	—
B. Primer Seal	—	1.95	—	4.26	—	—	—	—	6.21
C. Sprayed Seal	—	27.73	1.86	0.75	—	—	—	—	30.34
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	2.24	36.03	2.28	16.70	9.38	—	—	—	66.63
Sub Total	2.24	65.71	4.14	21.71	9.38	—	—	—	103.18
5. Restoration after New Alignment and/or Grade—									
A. Prime	—	10.58	—	4.22	—	—	—	—	14.80
B. Primer Seal	—	13.15	—	1.94	—	—	—	—	15.09
C. Sprayed Seal	—	121.13	27.64	48.99	—	3.00	—	1.28	202.04
D. Slurry Seal	—	—	—	—	—	—	—	—	—
E. Plant Mix	—	15.77	—	11.64	7.84	—	—	13.22	48.47
Sub Total	—	160.63	27.64	66.79	7.84	3.00	—	14.50	280.40
6. Maintenance Resurfacing—									
A. Prime	—	—	—	—	—	—	—	—	—
B. Primer Seal	—	35.06	—	—	—	—	—	—	35.06
C. Sprayed Seal	—	564.64	167.08	515.51	—	3.58	—	4.36	1,255.17
D. Slurry Seal	—	7.58	0.22	2.00	—	—	—	—	9.80
E. Plant Mix	12.00	70.18	2.10	71.45	9.83	—	—	—	165.56
Sub Total	12.00	677.46	169.40	588.96	9.83	3.58	—	4.36	1,465.59
Summary of 1 to 6—									
A. Prime	—	75.12	—	54.96	—	1.14	—	—	131.22
B. Primer Seal	—	151.65	26.28	38.82	—	—	—	—	216.75
C. Sprayed Seal	—	964.61	288.42	904.44	—	12.97	19.94	5.64	2,196.02
D. Slurry Seal	—	7.58	0.22	2.00	—	—	—	—	9.80
E. Plant Mix	44.23	124.72	4.38	126.11	28.13	1.84	—	15.38	344.63
TOTAL	44.23	1,323.68	319.30	1,126.33	28.13	15.95	19.94	21.02	2,898.58

BITUMINOUS SURFACING COMPLETED DURING THE YEAR ENDED 30th JUNE, 1969

Scheduled according to work by Department and Councils

TABLE 1—ROAD MILES

Nature of Work	By Department		By Councils	
	Direct	Contract	Direct	Contract
1. Initial Surfacing—				
A. Prime	19.73	—	1.62	31.17
B. Primer Seal	42.15	—	—	20.86
C. Sprayed Seal	53.42	0.43	25.68	179.21
D. Slurry Seal	—	—	—	—
E. Plant Mix	7.53	0.15	1.71	0.14
Sub Total	122.83	0.58	29.01	231.38
2. Surfacing Lengths Primed Before This Year—				
A. Prime	0.98	—	—	3.90
B. Primer Seal	—	0.50	—	13.50
C. Sprayed Seal	49.36	—	4.78	23.06
D. Slurry Seal	—	—	—	—
E. Plant Mix	—	—	—	—
Sub Total	50.34	0.50	4.78	40.46
3. Restoration after Widening and/or Strengthening—				
A. Prime	0.09	—	—	—
B. Primer Seal	2.08	—	0.30	1.00
C. Sprayed Seal	5.56	6.96	1.84	6.31
D. Slurry Seal	—	—	—	—
E. Plant Mix	4.49	0.60	0.77	1.30
Sub Total	12.22	7.56	2.91	8.61
4. Restoration after Adding Lanes—				
A. Prime	—	—	—	—
B. Primer Seal	0.65	—	—	2.13
C. Sprayed Seal	9.25	2.45	1.35	—
D. Slurry Seal	—	—	—	—
E. Plant Mix	5.42	2.66	5.32	2.94
Sub Total	15.32	5.11	6.67	5.07
5. Restoration after New Alignment and/or Grade—				
A. Prime	3.79	—	—	3.61
B. Primer Seal	7.30	—	—	0.97
C. Sprayed Seal	48.22	9.13	14.02	26.22
D. Slurry Seal	—	—	—	—
E. Plant Mix	7.12	0.28	1.14	1.73
Sub Total	66.43	9.41	15.16	32.53
6. Maintenance Resurfacing—				
A. Prime	—	—	—	—
B. Primer Seal	17.53	—	—	—
C. Sprayed Seal	233.97	74.82	29.61	297.78
D. Slurry Seal	1.49	0.46	1.00	1.26
E. Plant Mix	26.95	2.54	10.09	13.66
Sub Total	279.94	77.82	40.70	312.70
Summary of 1 to 6—				
A. Prime	24.59	—	1.62	38.68
B. Primer Seal	69.71	0.50	0.30	38.46
C. Sprayed Seal	399.78	93.79	77.28	532.58
D. Slurry Seal	1.49	0.46	1.00	1.26
E. Plant Mix	51.51	6.23	19.03	19.77
Total	547.08	100.98	99.23	630.75
SUMMARY				
by Department			648.06 miles	
by Councils			729.98 miles	
TOTAL			1,378.04 miles	

TABLE 2—LANE MILES

Nature of Work	By Department		By Councils	
	Direct	Contract	Direct	Contract
1. Initial Surfacing—				
A. Prime	39.46	—	3.24	63.38
B. Primer Seal	84.30	—	—	41.72
C. Sprayed Seal	106.84	1.29	53.34	346.29
D. Slurry Seal	—	—	—	—
E. Plant Mix	32.29	0.60	2.89	0.28
Sub Total	262.89	1.89	59.47	451.67
2. Surfacing Lengths Primed Before This Year—				
A. Prime	2.36	—	—	7.80
B. Primer Seal	—	1.00	—	27.00
C. Sprayed Seal	98.72	—	11.92	46.12
D. Slurry Seal	—	—	—	—
E. Plant Mix	—	—	—	—
Sub Total	101.08	1.00	11.92	80.92
3. Restoration after Widening and/or Strengthening—				
A. Prime	0.18	—	—	—
B. Primer Seal	3.77	—	0.60	2.00
C. Sprayed Seal	12.33	13.92	3.68	14.02
D. Slurry Seal	—	—	—	—
E. Plant Mix	20.65	2.40	2.45	2.57
Sub Total	36.93	16.32	6.73	18.59
4. Restoration after Adding Lanes—				
A. Prime	—	—	—	—
B. Primer Seal	1.95	—	—	4.26
C. Sprayed Seal	20.06	7.67	2.61	—
D. Slurry Seal	—	—	—	—
E. Plant Mix	27.25	10.64	21.12	7.62
Sub Total	49.26	18.31	23.73	11.88
5. Restoration after New Alignment and/or Grade—				
A. Prime	7.58	—	—	7.22
B. Primer Seal	13.15	—	—	1.94
C. Sprayed Seal	102.35	18.56	28.39	52.74
D. Slurry Seal	—	—	—	—
E. Plant Mix	36.59	0.56	3.56	7.76
Sub Total	159.67	19.12	31.95	69.66
6. Maintenance Resurfacing—				
A. Prime	—	—	—	—
B. Primer Seal	35.06	—	—	—
C. Sprayed Seal	470.17	149.91	62.82	572.27
D. Slurry Seal	3.32	0.92	2.00	3.56
E. Plant Mix	92.36	8.40	26.87	37.93
Sub Total	600.91	159.23	91.69	613.76
Summary of 1 to 6—				
A. Prime	49.58	—	3.24	78.40
B. Primer Seal	138.23	1.00	0.60	76.92
C. Sprayed Seal	810.47	191.35	162.76	1,031.44
D. Slurry Seal	3.32	0.92	2.00	3.56
E. Plant Mix	209.14	22.60	56.89	56.16
Total	1,210.74	215.87	225.49	1,246.48
SUMMARY				
by Department			1,426.61 miles	
by Councils			1,471.97 miles	
TOTAL			2,898.58 miles	

TYPES OF ROAD SURFACES AS AT 30th JUNE, 1969

Scheduled according to Road Classifications

	Cement Concrete	Bitumen Concrete	Bitumen Other	Gravel	Formed Only	Natural Surface	Total
COUNTY OF CUMBERLAND							
Expressways	—	9.88	—	—	—	—	9.88
State Highways	31.52	128.00	33.90	—	—	—	193.42
Ordinary Main Roads	49.95	341.36	268.56	1.66	—	0.35	661.88
Secondary Roads	11.06	116.81	34.65	0.52	—	1.35	164.39
Tourist Roads	—	4.95	34.78	2.26	0.53	8.50	51.02
Developmental Roads	—	—	5.00	3.72	0.60	4.28	13.60
Unclassified Roads	—	4.54	0.32	—	—	0.52	5.38
Sub Total	92.53	605.54	377.21	8.16	1.13	15.00	1,099.57
COUNTRY							
Expressways	—	13.82	—	—	—	—	13.82
State Highways	28.97	197.93	5,126.57	510.68	477.87	—	6,342.02
Trunk Roads	6.43	4.48	2,338.42	1,232.47	627.94	—	4,209.74
Ordinary Main Roads	13.22	114.41	4,557.56	4,235.10	1,929.88	38.20	10,888.37
Tourist Roads	—	0.92	86.16	55.46	7.98	17.18	167.70
Developmental Roads	—	—	69.85	1,714.75	719.73	200.74	2,705.07
Unclassified Roads	—	—	20.84	19.08	1,527.27	—	1,567.19
Sub Total	48.62	331.56	12,199.40	7,767.54	5,290.67	256.12	25,893.91
TOTAL FOR STATE OF NEW SOUTH WALES (County of Cumberland and Country)							
Expressways	—	23.70	—	—	—	—	23.70
State Highways	60.49	325.93	5,160.47	510.68	477.87	—	6,535.44
Trunk Roads	6.43	4.48	2,338.42	1,232.47	627.94	—	4,209.74
Ordinary Main Roads	63.17	455.77	4,826.12	4,236.76	1,929.88	38.55	11,550.25
Secondary Roads	11.06	116.81	34.65	0.52	—	1.35	164.39
Tourist Roads	—	5.87	120.94	57.72	8.51	25.68	218.72
Developmental Roads	—	—	74.85	1,718.47	720.33	205.02	2,718.67
Unclassified Roads	—	4.54	21.16	19.08	1,527.27	0.52	1,572.57
TOTAL	141.15	937.10	12,576.61	7,755.70	5,291.80	271.12	26,993.48

TYPES OF ROAD SURFACES AS AT 30th JUNE, 1969

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
Metropolitan	1.37	—	—	—	—	16.72	—	337.39	49.28	404.76
Parramatta	—	—	—	—	—	—	—	—	—	—
County of Cumberland	0.85	—	2.18	—	—	246.63	—	210.28	37.20	497.14
Country	13.50	2.18	31.34	—	—	147.30	—	60.49	—	254.81
Sub Total	14.35	2.18	33.52	—	—	393.93	—	270.77	37.20	751.95
Central Mountains	—	—	—	—	—	—	—	—	—	—
County of Cumberland	12.78	1.13	5.98	—	—	68.30	—	14.83	—	103.02
Country	2.65	3.60	450.18	—	—	548.68	0.11	3.27	17.87	1,026.36
Sub Total	15.43	4.73	456.16	—	—	616.98	0.11	18.10	17.87	1,129.38
Illawarra	—	—	—	—	—	—	—	—	—	—
County of Cumberland	—	—	—	—	—	45.56	—	43.04	6.05	94.65
Country	—	—	117.52	2.60	—	319.85	—	148.91	1.87	590.75
Sub Total	—	—	117.52	2.60	—	365.41	—	191.95	7.92	685.40
Hunter Valley	3.75	—	152.47	—	0.65	801.46	3.47	100.51	11.17	1,073.48
Lower North Coast	10.20	108.10	274.83	—	—	487.32	—	—	—	880.45
North Eastern	13.11	—	404.90	—	—	958.72	—	—	15.64	1,392.37
Upper Northern	73.98	—	867.09	27.50	29.44	868.73	—	—	0.29	1,867.03
North Western	24.90	51.34	797.53	1.62	—	1,065.07	—	0.20	0.13	1,940.79
Central Western	19.80	35.78	1,164.31	19.17	—	1,337.07	—	—	0.30	2,576.43
Central Northern	56.64	1,779.21	888.54	—	40.17	805.68	—	—	—	3,570.24
Murray Darling	—	3,107.85	303.05	—	61.49	536.44	—	—	—	4,008.83
Central Murray	15.13	139.99	780.87	1.17	—	999.02	0.63	0.28	—	1,937.09
South Western	21.72	50.64	616.24	1.62	—	1,690.06	—	4.20	—	2,384.48
South Coast	0.74	11.98	341.02	26.40	—	557.25	—	0.17	0.35	937.91
Southern	—	—	577.65	—	24.98	835.73	—	13.53	1.00	1,452.89
TOTAL	271.12	5,291.80	7,775.70	80.08	156.73	12,335.59	4.21	937.10	141.15	26,993.48

PLANT AND MOTOR VEHICLES

Plant, to the value of \$2,989,000, was purchased for the replacement of existing plant and to provide for some additional requirements. For the first time, the Department purchased 3,000-gallon water tankers for road construction in western areas and suction road sweepers for removing loose aggregate and debris from roads. The Department's helicopter was replaced by a larger machine powered by a gas turbine.

The value of motor vehicles of all types purchased during the year was \$746,559.

The total value of payments made to private owners for hire of plant was \$6,005,873, a decrease of approximately three per cent on the previous year.

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

Central Workshop

A total of 6,209 jobs was completed by the workshop, to a total value of \$2,692,878.

The workshop's activities during the year were as follows:—

Property repairs and general building work	...	...	...	30%
Sign manufacture	...	...	...	19%
Manufacture and repair of plant and overhaul of ferries	...	...	...	18%
Plumbing and electrical services to Metropolitan and Parramatta Divisions and general transport services	...	...	...	12%
Structural steelwork and concrete reinforcing steel for bridges, etc.	...	...	...	11%
Other miscellaneous work	...	...	...	10%

Building work included the construction of toll booths, as well as office and amenities buildings at Berowra for the Sydney-Newcastle Expressway, erection of amenities buildings at Wentworth Park and Werrington, major alterations to the Materials and Research Laboratory at Milson's Point and extensions to the toll offices at Mooney Mooney and the Sydney Harbour Bridge.

Maintenance was carried out on Departmental properties in the Sydney Metropolitan Area, including tenanted houses acquired for future road construction. Inspections were carried out on country residences.

Approximately 13,600 road signs were manufactured.

All plant and motor vehicle repairs for the Metropolitan Construction Works Office and a number of large plant repair jobs for other Works Offices were carried out.

Three large vehicular ferries were overhauled at Mortlake Slipway, and Central Workshop personnel assisted and supervised the overhaul of a further nine ferries throughout the State.

A heavy duty centre-articulated linemarker was designed and manufactured. The manufacture of three additional truck-mounted linemarkers was well advanced.

A proto-type guardrail cleaning machine was designed and manufactured.

Steel handrails, totalling 1,800 feet in length, were fabricated for eight bridges and structural steelwork was fabricated for two bridges. Seventy sign structures were manufactured for the Sydney-Newcastle Expressway, including five of a major nature.

Approximately 1,150 tons of steel reinforcement were cut and bent to shape for use in concrete bridges and culverts.

Fifty-six bitumen sprayers, owned by contractors, Councils and the Department, were tested during the year for the purpose of issuing or renewing Sprayer Certificates.

An exhibit was constructed for the Royal Easter Show and a float for the Waratah Festival.

Field Workshops

The Department's field workshops throughout the State numbered forty, including three established during the year at Bonshaw, Tumut and Walcha. An additional workshop was under construction at Wilcannia.

The third stage of a Workshop Supervisors' Training Course was conducted at Granville for all foremen in charge of field workshops. The purpose of the course is to keep foremen informed of modern developments. The subjects included in this stage of the course were welding, turbochargers, crawler tracks and air cleaners.

Plant inspectors carried out regular inspections and assisted workshop personnel with plant repair problems. With the assistance of a movie projector, a strip film projector and a tape recorder, inspectors gave instruction to field personnel on new types of plant.

A successful campaign was carried on to increase the number of apprentices in the country and this resulted in an increase from four to thirty-two apprentices.

INSTRUCTION IN PLANT MAINTENANCE AND OPERATION

The activities of the School of Plant Instruction were continued throughout the year.

The standards of plant operation and maintenance were improved and the scheme was extended to provide for the training of potential and existing operators in respect of a wider variety of plant. In addition, training facilities were made available to a limited number of operators employed by Councils.

Instructions were given to Departmental operators of the following numbers and types of plant:—

Graders	...	...	...	...	...	...	...	203
Rollers	...	...	...	...	...	...	...	147
Tractors (crawler)	...	...	...	...	...	...	...	106
Tractors (rubber-tyred)	...	...	...	...	...	...	...	126
Loaders (all types)	...	...	...	...	...	...	...	108
Vehicles	...	...	...	...	...	...	...	33
Miscellaneous	...	...	...	...	...	...	...	112
<i>Total</i>	...	...	...	...	...	...	...	<hr/>835 <hr/>

TESTING OF MATERIALS AND RESEARCH

The Materials and Research Section, located in Head Office, was composed of the Materials and Research Engineer, four other engineers, the Principal Scientific Officer and five clerical officers.

All Divisions are now equipped to do their own routine testing. Following the establishment of separate soil testing facilities for the Metropolitan Division, the Central Testing Laboratory became free from routine divisional testing, except for materials such as bitumen, and was renamed the Materials and Research Laboratory.

The Materials and Research Laboratory was staffed by an Engineer-Manager, two supervising engineering analysts, seven other engineering analysts, thirty-two testing operators, twelve laboratory labourers as well as five laboratory equipment officers, a sampling officer and eight clerical officers.

At the end of the year the Divisional and Works Office Laboratories throughout the State employed fifteen engineering analysts, eighty-five testing operators and forty-six labourers.

Divisional and Field Testing

Apart from the main laboratory at Milson's Point the Department had operating at the end of the year sixteen Divisional laboratories, seven Works Office

laboratories, three mobile units and a number of vehicles fitted for limited field control testing.

The new Central Mountains Divisional laboratory was established in an existing building at Bowenfels and commenced operating in March, 1969.

The Warringah Expressway laboratory at Milson's Point ceased functioning in November, 1968 and following completion of the Berowra-Hawkesbury River section of the Sydney-Newcastle Expressway the laboratory at Mooney Mooney was closed. The equipment from these laboratories was used to fit new laboratories established at Wilcannia and Moree and arrangements were made to move the laboratory building from Mooney Mooney to Ballina.

A new fog room for curing concrete samples was constructed at Waratah in conjunction with other facilities provided for the testing work involved in the erection of the new bridge over the North Arm of the Hunter River at Stockton.

During the year the Divisional and field laboratories processed 54,496 samples of road and bridge making materials, involving approximately 207,789 tests. The bulk of these were on soils and gravels, including stabilisation with additives such as lime, cement and bitumen emulsion. In addition, approximately 1,300 precast concrete culvert and bridge units and girders were load tested.

Field control work included 10,449 density-in-situ and 2,717 moisture content tests carried out during the construction of formations and pavements.

Materials and Research Laboratory

Restoration work relating to the construction of the Warringah Expressway, renovations and extension of facilities at the Materials and Research Laboratory continued throughout the year. The new administrative section, store and combined lecture and recreation room were completed and occupied.

Testing equipment acquired during the year included vane boring apparatus and a 60-ton capacity compression testing machine for aggregate and cement tests. A new four-wheel drive vehicle was obtained for geological inspections, seismic surveys and foundation exploration work.

The work carried out at the Materials and Research Laboratory involved 46,611 tests on a wide range of materials. Apart from the usual samples of soils, gravels, aggregates, concrete, lime, cement, bituminous materials, paints, steel reinforcement, neoprene rubber bearings and joint fillers, a variety of other tests were done. These involved such materials as epoxy resins, concrete additives, plastic subsoil drain pipes, retro-reflective materials and batteries.

Field services provided included seismic and geological surveys, skid resistance and benkelman beam tests and instrumentation for bridge foundation loading tests. In addition, the Laboratory Equipment Officers supplied a maintenance and calibration service throughout the State.

Research

The research programme included 81 items grouped as follows:—

- Soils and flexible pavements.
- Stabilisation.
- Compaction and consolidation.
- Surfacing materials and methods.
- Asphaltic concrete technology.
- Portland cement concrete pavements.
- Portland cement concrete technology.
- Paints, coatings and road-marking materials.
- Test equipment and procedures.
- Miscellaneous materials, methods and investigations.
- Bridges.

The analysis of the results of the field investigation of the performance of flexible pavements in the western area of the State proceeded during the year. Correlations between the existing pavement condition assessed by visual ratings,

- road roughness measured by a P.C.A. meter and various pavement material properties such as plasticity indices and gradings were studied, as well as the relationship between the strengths of subgrades, the various soil parameters and the pavement thickness requirements.

An investigation was carried out to determine the effectiveness of P.V.C. subsoil drainage pipes in comparison with earthenware and other types of pipe.

Work was continued on the measurement of skid resistance and the prediction of susceptibility to polishing. This research was extended to deal with the development of skid resistant surfacings. Trial sections of bituminous plant mixes with tar additives, open graded mixes, Trinidad asphalt and special aggregates were studied.

In recent years the use of tar in roadworks has been largely confined to priming and precoating. However, a wide range of processed coke oven tars became available during the year for use as binders in sealing and plant mix work. As previous experience with tar binders indicated a lack of durability and hardening caused by loss of volatile oils, oxidation changes and loss of oils by adsorption, an investigation into these aspects was commenced. In conjunction with the laboratory work, field trials were carried out using tar binders for seals and densely graded plant mixes.

CLASSIFICATION OF ROADS

The mileage of proclaimed Main Roads (State Highways, Trunk Roads and Ordinary Main Roads) in the State at the 30th June, 1969, totalled 22,295 miles.

The total mileage of Expressways, Main Roads (State Highways, Trunk Roads and Ordinary Main Roads), Secondary Roads, Tourist Roads, Developmental Roads and unclassified roads, for which the Department of Main Roads is responsible, was 26,993 miles.

Mileages of roads within the various classifications were:

Expressways	...	...	...	...	24 miles*
State Highways	...	...	...	...	6,535 miles
Trunk Roads	...	...	...	...	4,210 miles
Ordinary Main Roads	...	...	...	...	11,550 miles
Secondary Roads	...	...	...	...	164 miles
Tourist Roads	...	...	...	...	219 miles
Developmental Roads	...	...	...	...	2,719 miles
Unclassified Roads	...	...	...	...	1,572 miles

*Excludes four miles of expressway which are proclaimed Main Roads.

During the year three additional Main Roads were proclaimed, one existing Main Road was extended and the proclamations of three Main Roads were altered.

In addition, one road was proclaimed as a Tourist Road, five roads were proclaimed as Developmental Roads and three Developmental Works were proclaimed.

During the year, four Developmental Roads and five Developmental Works were deproclaimed. Details of these proclamations, deproclamations, extensions and alterations are listed in Appendices Nos. 12, 12A, 13, 14 and 15.

The system of Main Roads at the 30th June, 1969 and the boundaries of the Department's Divisions are shown on the map on the inside of the front cover of this Supplement.

WIDENING OF METROPOLITAN MAIN ROADS

During the year land was acquired for the widening of the following roads in the County of Cumberland:—

Prince's Highway (State Highway No. 1), Railway Parade, Engadine, (Engadine By-pass), in the Shire of Sutherland.

Great Western Highway (State Highway No. 5), at Wattle Street (Secondary Road No. 2056), Haberfield, in the Municipality of Ashfield.

- Great Western Highway* (State Highway No. 5), between Blacktown Road (Secondary Road No. 2085), Prospect and Castlereagh Road (Main Road No. 155), Penrith, in the Municipalities of Holroyd and Blacktown and the City of Penrith.
- Pacific Highway* (State Highway No. 10), between Hornsby and Berowra, in the Shire of Hornsby.
- Pennant Hills Road* (State Highway No. 13), at Mobb's Hill, in the Shires of Baulkham Hills and Hornsby.
- Lane Cove Road* (Main Road No. 162), between Epping Road (Main Road No. 373) and De Burgh's Bridge, in the Municipality of Ryde.
- Mona Vale Road* (Main Road No. 162), in the Municipality of Ku-ring-gai and the Shire of Warringah.
- Miller Street* (Main Road No. 164), between Falcon Street (Main Road No. 164) and Rosalind Street, in the Municipality of North Sydney.
- Military Road and Spit Road* (Main Road No. 164), in the Municipality of Mosman.
- Barrenjoey Road* (Main Road No. 164), between Mona Vale and Newport Beach, in the Shire of Warringah.
- Botany Road* (Main Road No. 170), between Bourke Street (Secondary Road No. 2008) and Gardener's Road (Main Road No. 183), in the Municipality of South Sydney.
- Botany Road* (Main Road No. 170), at the Mascot Shopping Centre, in the Municipality of Botany.
- Gardener's Road* (Main Road No. 183), at Florence Avenue, Eastlakes, in the Municipality of Randwick.
- Church Street* (Main Road No. 184), between Barney Street and North Rocks Road, Parramatta North, in the City of Parramatta.
- King George's Road* (Main Road No. 315), Beverly Hills, in the Municipality of Hurstville.
- Boundary Street and Babbage Road* (Main Road No. 328), in the Municipalities of Willoughby and Ku-ring-gai.
- Wentworth Avenue* (Main Road No. 344), between The Lakes Golf Club and Botany Road (Main Road No. 170), in the Municipality of Botany.
- Henry Lawson Drive* (Main Road No. 508), Padstow Heights, in the Municipality of Bankstown.
- South Dowling Street*, between Dacey Avenue (Main Road No. 528) and Lenthall Street, Kensington, in the City of Sydney and the Municipalities of South Sydney and Randwick.
- Stacey Street*, Bankstown, in the Municipality of Bankstown.

WIDENING OF RURAL ROAD RESERVES

The work in this field continued to be concerned mainly with reviewing earlier proposals and approved schemes. The reviews resulted from the need for superior design standards to those on which the previously approved schemes were based.

The general policy for widths remains unchanged and approved widths are as follows:—

Classified roads (other than Tourist Roads)—

In western areas	3 chains and 5 chains
In rural areas (other than above)	2 chains
In built-up areas	1½ chains

Tourist Roads—

In rural areas	2 chains
In built-up areas	1½ chains

These widths are exceeded in special cases and where dictated by physical conditions.

The aim is to provide a road reserve width adequate for future requirements.

An additional length of 8.2 miles of widening on classified roads was approved during the year.

ADVANCE PLANNING

The Road Needs Survey for the ten-year period 1969 to 1979, as arranged by the Commonwealth Bureau of Roads in conjunction with the National Association of Australian State Road Authorities, proceeded to completion in New South Wales under the Department's direction. Processing of the survey data was carried out by the Department and summaries of the results and other data were supplied to the Commonwealth Bureau of Roads for use by the Bureau in advising the Commonwealth Government in regard to the provision of financial aid to the States for roads.

Further progress was made during the year in connection with a statistical investigation of road construction costs and compilation of a price index series for use in the adjustment of estimates of construction costs in accordance with economic trends.

The Department continued to contribute to the investigation of road economics by providing an engineer to work on a research project relating to the determination of road-user costs. The initial project proceeded continuously for a period of three years, 1965 to 1968, at the School of Traffic Engineering, University of New South Wales, under the auspices of the Australian Road Research Board. Further supplementary investigations were carried out during the past year and a detailed report on the whole project is being completed.

Staff and equipment for electronic data processing for technical purposes are located in the Department's Advance Planning Section.

Usage of the small technical computer continued to increase so that towards the end of the year computer time used was about 140 hours per month, representing an increase of approximately forty per cent in twelve months. This substantial increase in computer usage was achieved without increase in the number of personnel engaged on data processing work. The computer is used in the fields of bridge design, traffic analysis and assignment, cadastral and photogrammetric survey, road needs data processing, pavement research, road design, construction scheduling, and library records.

At the end of the year, arrangements had been made for the provision of additional core storage for the computer and the attachment of an automatic drafting machine to the computer was under consideration.

PLANNING FOR DEVELOPMENT OF THE MAIN ROADS SYSTEM IN SYDNEY, NEWCASTLE AND WOLLONGONG

Sydney

The State Planning Authority recently issued an Outline Plan for the Sydney Region, which provides for an anticipated five million people by the year 2000 A.D., or double the population capacity of the prescribed County of Cumberland Planning Scheme. The effect of these latest proposals upon the Main Roads Development Plan was studied and resulted in a considerable growth in the Department's urban planning activities during the year.

Outline designs for a number of expressways and surface roads were reviewed in the light of increased traffic requirements and the need for some important additional routes, such as a ring road between Ingleburn and Galston, was investigated. These investigations are still proceeding.

Plans and reports were prepared for altering the location of Main and County Roads in the vicinity of Oxford Falls, Lane Cove Valley, Sydney (Kingsford Smith) Airport and at Ashfield, King's Cross, Edgecliff, Paddington, Darlinghurst, Newtown and Chullora.

Frequent consultations were held with Councils and the State Planning Authority in the preparation of local planning schemes in the County of Cumberland. The Department made representations concerning road proposals provided in seventeen of the schemes that were exhibited during the year.

The Department assisted the State Planning Authority in planning roads for the proposed new satellite towns to be located at Mount Druitt, Campbelltown and the Penrith-St. Marys area.

The volume of written enquiries regarding the effect of proposed County Roads upon private properties increased by thirteen per cent during the year and were answered at an average rate of 8,000 per month.

The Department was represented on various interdepartmental committees dealing with such urban planning matters as port development, decentralisation, containerisation, environment and the Eastern Suburbs Railway.

Considerable activity took place in the preparation of road needs information which was furnished to the Commonwealth Bureau of Roads and resulted in changes being made in the basis for Commonwealth Aid Roads (CAR) grants. Some of this information was assembled by Councils and collated by the Department.

Newcastle

Planning of the Main Roads System in the Northumberland County District was under continuing review to assess the need for modifications to take account of the growth and development of the region.

The Department is responsible for the fixing in this area of the boundaries of approximately 113 miles of the Main Roads System and of this approximately 46 miles are proposed new routes. These new routes include the northern end of the Sydney-Newcastle Expressway between Swansea and Adamstown Heights, State Highway No. 23 between Bennett's Green and Sandgate, a new location for the New England Highway (State Highway No. 9) to avoid the built-up area of Maitland and a route across Kooragang Island.

To date the location and boundaries have been fixed over approximately 58 miles and investigation is proceeding on the remaining 55 miles.

Wollongong

The planned Main Roads System for the Wollongong-Port Kembla area was under continuing review. During the year consideration was given to the inclusion in the system of additional routes but there was insufficient justification for any additions at that stage. Review of boundaries for the proposed expressway system, over a length of about 12 miles, was continued.

COUNTRY ROAD LOCATION, INVESTIGATION AND AERIAL PHOTOGRAPHY

Road location proposals developed or examined during the year totalled 415 route miles, and involved 141 bridge sites. Of this length, location was finalised over 187 route miles, including 68 bridge sites. Expressway location investigation was carried out over an increased mileage including lengths between Sydney and Mittagong, Sydney and Newcastle and northerly from Brunswick Heads.

The expenditure on photogrammetry from outside sources during the year was \$66,929 which is about twenty per cent lower than the previous year.

The Zeiss Stereometrograph which was placed in service during the previous year was in steady use, both for checking work carried out for the Department by outside bodies and for preparing contour plans of specific works. Equipment for recording terrain data in digital form was added to it, and trial use was made of this digital data for drawing contour plans by means of the Department's computer and hired time on a flat bed plotter. The Department is continuing investigations into this method.

Aerial photography was undertaken over a route mileage of 520 miles during the year. This photography was over areas previously photographed and was taken

to give greater accuracy and larger scale and to bring existing photography up to date.

The Department's helicopter was used to a considerable extent in field examination of various proposals.

ROAD TRAFFIC SURVEYS

Permanent and Semi-Permanent Stations

At the beginning of the year, traffic was being counted mechanically at 140 locations and, in addition, returns of traffic volumes at 15 ferry sites were being received. During the year the number of permanent and semi-permanent stations was increased to 164 while the number of ferry stations remained unchanged.

Following the opening of the section of the Sydney-Newcastle Expressway between Berowra and Hawkesbury River in December, 1968 a permanent counting station to record hourly volumes by directions was established on this section of the tollway.

Divisional Traffic Volume Surveys

Detailed traffic volume surveys were completed in the County of Cumberland and the Southern Division, and were commenced in the Central Western, Upper Northern and South Western Divisions.

Classification Surveys

In conjunction with divisional area traffic surveys, twelve-hour classification counts carried out at major intersections in the North Western Division were completed.

Special Purpose Traffic Counts

Origin and Destination Surveys were carried out at Tamworth, in the North Western Division, and in the Hunter's Hill, Drummoyne, Gladesville and Rozelle areas in the County of Cumberland, in order to assist investigations for planned road systems in these areas. In addition special counts were undertaken at the entry and exit points of the Warringah Expressway to assess future demands in connection with the planning of the extension of the Warringah Expressway.

Publication of Data

Data collected from the 1966 traffic volume surveys in the Southern, South Western and Central Murray Divisions, and from the 1967 traffic volume surveys in the Murray Darling and Central Northern Divisions were published in four separate volumes.

Preparation of traffic volume publications for five other Divisions is nearing completion.

Annual Average Daily Traffic Volumes

Annual Average Daily Traffic Volumes obtained from permanent and semi-permanent stations for the calendar year 1968 are listed below. The corresponding volume for 1967 and the percentage changes in volume, where available, are also shown.

Local Government Area	Location	Annual Average Daily Traffic Volume		Percentage Change
		1967	1968	
<i>Sydney-Newcastle Expressway</i>				
Gosford	Hawkesbury River-Calga Tollway south of Mt. White	10,270	11,290	+ 10
<i>North South Arterial Road (West Wollongong Section)</i>				
Wollongong	Gipps Street Overbridge	13,580	16,820	+ 24
<i>Bradfield Highway</i>				
Sydney	Sydney Harbour Bridge	109,760	116,200	+ 6

Local Government Area	Location	Annual Average Daily Traffic Volume		Percentage Change
		1967	1968	
<i>State Highway No. 1—Prince's Highway</i>				
Rockdale	Tempe—Bridge over Cook's River	48,230	49,960	+ 4
Sutherland	Sylvania—Bridge over George's River	46,710	48,450	+ 4
Sutherland	Loftus—Railway Overbridge	18,210	19,570	+ 7
Wollongong	North of Main Road No. 513—(Mount Ousley Road)	10,180	10,890	+ 7
Wollongong	South of Smith Street	20,470	20,990	+ 3
Kiama	1 mile south of Post Office	4,750	5,100	+ 7
Eurobodalla	Bateman's Bay—Bridge over Clyde River	2,490	2,630	+ 6
Mumbulla	1 mile north of State Highway No. 4 (Snowy Mountains Highway)	920	960	+ 4
Imlay	Eden—2 miles north of Post Office	980	1,080	+ 10
<i>State Highway No. 2—Hume Highway</i>				
Ashfield	East of Bruce Street	20,480	20,440	+ 0
Bankstown	Lansdowne—east of State Highway No. 13 (Woodville Road) ..	32,030	32,980	+ 3
Liverpool	Cross Roads—east of York Street	25,890	26,220	+ 1
Mittagong	Mittagong—2 miles northeast of Post Office	5,970	6,270	+ 5
Mulwaree	Yarra—west of State Highway No. 3 (Federal Highway) ..	2,630	2,780	+ 6
Goodradigbee	Yass—4 miles west of Post Office	3,670	3,860	+ 5
Holbrook	Holbrook—2 miles north of Post Office	1,880	1,820	- 3
<i>State Highway No. 3—Federal Highway</i>				
Mulwaree	Yarra—south of State Highway No. 2 (Hume Highway) ..	2,350	2,460	+ 5
<i>State Highway No. 4—Snowy Mountains Highway</i>				
Mumbulla	West of State Highway No. 1 (Prince's Highway)	510	570	+ 12
Snowy River	East of Main Road No. 286 (Cooma-Berridale Road)	2,070	1,920	- 7
Snowy River	Adaminaby—0.8 miles west of Rosedale Road	680	630	- 7
<i>State Highway No. 5—Great Western Highway</i>				
Ashfield	East of Dalhousie Street	38,250	37,920	- 1
Parramatta	Clyde—Railway Level Crossing	43,780	46,200	+ 6
Blacktown	Wallgrove—Bridge over Eastern Creek	19,760	21,430	+ 8
Penrith	Bridge over Nepean River	12,920	14,260	+ 10
Turon	West of Blaxland Shire Boundary	2,670	2,770	+ 4
<i>State Highway No. 6—Mid Western Highway</i>				
Waugoola	Cowra—Bridge over Waugoola Creek	1,730	1,700	- 2
Weddin	Marsden—East of State Highway No. 17 (Newell Highway) ..	260	270	+ 4
Bland	Wyalong—East of Trunk Road No. 57 (Temora Road)	1,080	1,240	+ 15
Hay	Hay—20 miles east of Post Office	420	480	+ 14
<i>State Highway No. 7—Mitchell Highway</i>				
Canobolas	Orange—1.5 miles east of Main Road No. 245 (Piesle Street) ..	3,190	3,150	- 1
Canobolas	Orange—3 miles north of Post Office	1,640	1,640	+ 0
Talbragar	Dubbo—1.2 miles east of East Dubbo level crossing	1,560	1,600	+ 3
Darling	Bourke—5 miles south of Post Office	140	150	+ 7
<i>State Highway No. 8—Barrier Highway</i>				
Cobar	East of Trunk Road No. 61 (Orange-Cobar Road)	300	310	+ 3
<i>State Highway No. 9—New England Highway</i>				
Patrick Plains	2.9 miles east of Main Road No. 128 (Singleton-Gostwyck Road)	3,090	3,430	+ 11
Peel	Tamworth—3.4 miles south of Post Office	1,500	1,550	+ 3
Cockburn	Tamworth—0.6 miles north of Main Road No. 105 (Nemingha-Scone Road)	2,790	3,090	+ 11
Severn	Glen Innes—south of Glen Innes Municipal Boundary	1,780	2,260	+ 27
<i>State Highway No. 10—Pacific Highway</i>				
Lane Cove	Gore Hill—north of Innes Road		44,720	
Hornsby	Waitara—north of State Highway No. 13 (Pennant Hills Road)	24,880	26,470	+ 6
Hornsby	Brooklyn—Bridge over Hawkesbury River	12,330	13,470	+ 9
Gosford	Mount White	1,840	1,870	+ 2
Lake Macquarie	Swansea—2 miles south of bridge over entrance to Lake Macquarie	7,590	7,960	+ 5
Lake Macquarie	Charlestown—south of Smart Street	30,110	31,390	+ 4
Newcastle	Hexham—Bridge over Hunter River	9,200	10,190	+ 11
Port Stephens	Karuah—Bridge over Karuah River	3,090	3,370	+ 9
Manning	Nabiac—Bridge over Wollomba River	2,530	2,700	+ 7
Hastings	Bridge over Hastings River	2,230	2,320	+ 4
Ulmarra	South Grafton—South of Developmental Road No. 1253 (Grafton By-Pass Road)	2,030	2,080	+ 2
Maclean	Harwood—Bridge over Clarence River	2,280	2,280	+ 0
Tintenbar	Ballina—South of State Highway No. 16 (Bruxner Highway) ..	1,850	1,960	+ 6
Tweed	Boyd's Point—South of Drydock Road	7,710	8,680	+ 13
<i>State Highway No. 11—Oxley Highway</i>				
Hastings	Wauchope—1.6 miles west of Beechwood Road	740	770	+ 4
Peel	Tamworth—5 miles west of Main Road No. 130 (Tamworth-Werris Creek Road)	1,210	1,270	+ 5
<i>State Highway No. 12—Gwydir Highway</i>				
Severn	Gibraltar Range Tick Gate	330	350	+ 6
Booolooroo	Moree—2 miles east of Post Office	900	910	+ 1

Local Government Area	Location	Annual Average Daily Traffic Volume		Percentage Change
		1967	1968	
<i>State Highway No. 13—Woodville Road, Church Street and Pennant Hills Road</i>				
Fairfield	Villawood—North of State Highway No. 2 (Hume Highway)	21,540	23,060	+ 7
Hornsby	West Pennant Hills—South of Copeland Road		18,800	
<i>State Highway No. 14—Sturt Highway</i>				
Kyeamba	0.3 miles east of Main Road No. 384 (Alfred Town-Kyeamba Road)	1,020	1,050	+ 3
Hay	Hay—2 miles west of Post Office	750	840	+ 12
Wentworth	Buronga—12 miles east of State Highway No. 22 (Silver City Highway)	850	790	— 7
<i>State Highway No. 15—Barton Highway</i>				
Goodradigbee	Yass—South of State Highway No. 2 (Hume Highway)	1,640	1,820	+ 11
<i>State Highway No. 16—Bruxner Highway</i>				
Tintenbar	Ballina—2 miles west of State Highway No. 10 (Pacific Highway)	1,680	1,770	+ 5
Gundurimba	McKee's Hill Post Office	1,580	1,730	+ 9
Tenterfield	West of State Highway No. 9 (New England Highway)	210	220	+ 5
<i>State Highway No. 17—Newell Highway</i>				
Boooroo	Camurra—Railway level crossing No. 209	730	590	— 19
Talbragar	Dubbo—2 miles north of Post Office	2,390	2,680	+ 12
Parkes	2.1 miles north of Post Office	1,110	1,380	+ 24
Narrandera	2 miles east of Post Office	940	1,040	+ 11
Berrigan	Finley—2 miles south of Post Office	1,140	1,210	+ 6
<i>State Highway No. 18—Castlereagh Highway</i>				
Coonamble	2 miles south of Post Office	460	560	+ 22
<i>State Highway No. 19—Monaro Highway</i>				
Monaro	Bunyan—Bridge over Cooma Creek	1,270	1,330	+ 5
Bombala	0.5 miles north of Iris Street	450	480	+ 7
Monaro	Nimmitabel—0.8 miles south of State Highway No. 4 (Snowy Mountains Highway)	690	730	+ 6
<i>State Highway No. 20—Riverina Highway</i>				
Hume	Albury—4 miles west of Post Office	820	870	+ 6
Deniliquin	1 mile east of Main Road No. 552 (Deniliquin-Jerilderie Road)	930	920	— 1
<i>State Highway No. 21—Cobb Highway</i>				
Murray	Deniliquin—2 miles south of Post Office	860	830	— 3
<i>State Highway No. 22—Silver City Highway</i>				
Broken Hill	8 miles south of Post Office	180	200	+ 11
<i>State Highway No. 25—Illawarra Highway</i>				
Shellharbour	Macquarie Pass	1,280	1,350	+ 5
<i>State Highway No. 26—Calga-Peat's Ridge-Ourimbah</i>				
Gosford	Peat's Ridge—At Post Office	8,510	8,420	— 1
<i>Trunk Road No. 51—Bateman's Bay—Canberra</i>				
Eurobodalla	Nelligen—Bridge over Clyde River	1,020	970	— 5
<i>Trunk Road No. 55—Marrangaroo—Mullaley</i>				
Cudgegong	Mudgee—0.5 miles south of railway level crossing	1,160	1,150	— 1
<i>Trunk Road No. 61—Orange—Cobar</i>				
Canobolas	Orange—At Canobolas Shire Boundary	1,450	1,490	+ 3
<i>Trunk Road No. 65—Ewingsdale—Lismore</i>				
Byron	Bangalow—0.3 miles west of State Highway No. 10 (Pacific Highway)	1,290	1,310	+ 2
<i>Trunk Road No. 74—Armidale—South Grafton</i>				
Ulmarra	South Grafton—South of Main Road No. 151 (Grafton-Coff's Harbour Road)	420	450	+ 7
<i>Trunk Road No. 76—Raleigh—Ebor</i>				
Bellingen	Fernmount—3.8 miles west of State Highway No. 10 (Pacific Highway)	1,200	1,270	+ 6
<i>Trunk Road No. 78—Olympic Way</i>				
Mitchell	Wagga Wagga—1 mile north of Main Road No. 240 (Coolamon Road)	1,620	1,640	+ 1
<i>Trunk Road No. 83—Grafton—Casino—Woodenbong</i>				
Grafton	Bridge over Clarence River	10,560	11,970	+ 13
Copmanhurst	Koolkhan—0.3 miles south of Main Road No. 150 (Koolkhan-Woodenbong Road)	750	810	+ 8
Kyogle	Kyogle—0.5 miles south of Highfield Road	1,440	1,400	— 3
<i>Main Road No. 101—West Maitland—Weismantels</i>				
Port Stephens	Paterson—Bridge over Paterson River	320	300	— 6

Local Government Area	Location	Annual Average Daily Traffic Volume		Percentage Change
		1967	1968	
<i>Main Road No. 104—East Maitland—Raymond Terrace</i>				
Port Stephens	Raymond Terrace—Ferry over Hunter River	280	269	— 4
<i>Main Road No. 108—Adamstown—Newcastle—Stockton—Nelson Bay</i>				
Newcastle	Broadmeadow—Southwest of Samdon Street	26,720	28,030	+ 5
Newcastle	Stockton—Ferry over Hunter River	3,818	3,910	+ 2
<i>Main Road No. 139—Beecroft Road</i>				
Epping	North of Main Road No. 373 (Carlingford Road)		17,820	
<i>Main Road No. 147—Woodburn—Lismore</i>				
Woodburn	Woodburn—Ferry over Richmond River	180	197	+ 9
<i>Main Road No. 149—Casino—Coraki—Buckendoon</i>				
Woodburn	Coraki—Ferry over Richmond River	137	158	+ 15
<i>Main Road No. 152—Lawrence—Maclean—Yamba</i>				
Maclean	Bluff Point—Ferry over Clarence River	90	96	+ 7
<i>Main Road No. 162—Mona Vale Road</i>				
Ku-ring-gai	Pymble—North of Orana Avenue	15,100	15,390	+ 2
Ryde	North Ryde—De Burgh's Bridge over Lane Cove River ..		20,830	
<i>Main Road No. 164—Spit Road</i>				
Manly	The Spit—Bridge over Middle Harbour	43,150	44,110	+ 2
<i>Main Road No. 165—Commercial Road—Victoria Road</i>				
Leichhardt	Glebe Island—Bridge over Johnston's Bay	42,470	43,560	+ 3
Drummoyne	Gladesville—Bridge over Parramatta River	59,980	62,610	+ 4
Parramatta	Parramatta—East of State Highway No. 13 (Church Street)		18,560	
<i>Main Road No. 166—Huntley's Point—Lane Cove</i>				
Hunter's Hill	Bridge over Tarban Creek	29,840	31,960	+ 7
Lane Cove	Figtree Bridge over Lane Cove River	30,050	31,320	+ 4
<i>Main Road No. 167—Canterbury Road—Newbridge Road</i>				
Bankstown	Milperra—Bridge over George's River	25,740	28,810	+ 12
Canterbury	Wiley Park—East of Canary Road	33,120	33,770	+ 2
<i>Main Road No. 168—Forest Road</i>				
Sutherland	Lugarno—Ferry over George's River	1,464	1,468	+ 0
<i>Main Road No. 170—Botany Road</i>				
Botany	Rosebery—North of Main Road No. 183 (Rolfe Street) ..		23,960	
<i>Main Road No. 171—Anzac Parade</i>				
Sydney	Moore Park—South of Main Road No. 183 (Robertson Road)		51,760	
<i>Main Road No. 172—Oxford Street</i>				
Woollahra	Woollahra—West of Ocean Street	34,930	37,080	+ 6
<i>Main Road No. 173—New South Head Road</i>				
Woollahra	Edgecliff—West of Ocean Street		42,300	
<i>Main Road No. 177—Appin Road</i>				
Campbelltown	Campbelltown—0.5 miles north of Post Office	8,560	9,040	+ 6
<i>Main Road No. 179—Menangle Road</i>				
Wollondilly	Maldon—railway level crossing	1,190	1,150	— 3
<i>Main Road No. 181—McGraths Hill—Singleton</i>				
Baulkham Hills	Webb's Creek—Ferry over Hawkesbury River	156	151	— 3
<i>Main Road No. 182—Windsor—Sackville Reach</i>				
Baulkham Hills	Sackville Reach—Ferry over Hawkesbury River	181	214	+ 18
<i>Main Road No. 184—Windsor Road</i>				
Baulkham Hills	Kellyville—North of Main Road No. 157 (Showground Road)		12,420	
<i>Main Road No. 186—Mount Keira Road</i>				
Wollongong	West Wollongong—East of Robson's Road	8,230	10,930	+ 33
<i>Main Road No. 190</i>				
Auburn	Lidcombe—North of Amy Street		20,630	
<i>Main Road No. 194—General Holmes Drive</i>				
Botany	1.3 miles east of Bridge over Cook's River	50,180	52,520	+ 5
<i>Main Road No. 199—Rocky Point Road—Taren Point Road</i>				
Sutherland	Captain Cook Bridge over George's River	32,460	34,920	+ 8
<i>Main Road No. 200—Concord Road</i>				
Ryde	Uhrs Point—Bridge over Parramatta River	37,180	37,700	+ 1

Local Government Area	Location	Annual Average Daily Traffic Volume		Percentage Change
		1967	1968	
<i>Main Road No. 217—Birmingham Gardens—Wyong</i>				
Lake Macquarie	Boolaroo—North of First Street	11,530	11,940	+ 4
<i>Main Road No. 220—Glendon Brook—Cessnock—Brunkerville—Toronto</i>				
Cessnock	Brunkerville—Post Office	2,180	2,460	+ 12
<i>Main Road No. 223—West Wallsend—Kurri Kurri</i>				
Newcastle	New Lambton Heights—North of Ridgeway Road	16,900	16,110	— 5
<i>Main Road No. 225—Wiseman's Ferry—Spencer—Central Mangrove</i>				
Baulkham Hills	Wiseman's Ferry—Ferry over Hawkesbury River	351	369	+ 5
<i>Main Road No. 227—Port Hacking Road</i>				
Sutherland	Sylvania—North of Box Road		18,840	
<i>Main Road No. 261—Moss Vale—Bomaderry</i>				
Wingecarribee	Fitzroy Falls—North of Post Office	540	560	+ 4
<i>Main Road No. 286—Mount Kosciuszko Road</i>				
Snowy River	Jindabyne—10 miles northwest of Post Office	1,120	790	— 29
<i>Main Road No. 295—Five Islands Road</i>				
Wollongong	Cringilla—East of Main Road No. 568 (Springhill Road) ..	27,800	29,770	+ 7
<i>Main Road No. 309—Aston Street</i>				
Parramatta	Camellia—South of River Road	14,610	16,900	+ 16
<i>Main Road No. 315—King George's Road</i>				
Canterbury	South of Canary Road		31,900	
Strathfield	Enfield—North of State Highway No. 2 (Hume Highway) ..		17,070	
Kogarah	Blakehurst—South of Terry Street		30,770	
<i>Main Road No. 328—Warringah Road</i>				
Warringah	Forestville—West of Melwood Avenue	33,780	37,150	+ 10
<i>Main Road No. 332—Berowra Waters Road</i>				
Hornsby	Berowra Waters—Ferry over Berowra Creek	179	195	+ 9
<i>Main Road No. 336—Gosford—The Entrance</i>				
Gosford	0.2 miles east of Russell Street	10,730	11,740	+ 9
<i>Main Road No. 366—Bobbin Head Road</i>				
Ku-ring-gai	North Turramurra—South of Milton Street		4,070	
<i>Main Road No. 369—Wymah Ferry Road</i>				
Hume	Wymah—Ferry over Murray River	12	9	— 15
<i>Main Road No. 373—Epping Road</i>				
Hornsby	Epping—Bridge over Terry's Creek	18,170	20,720	+ 14
<i>Main Road No. 503—Wilberforce—Singleton</i>				
Patrick Plains	Howes Valley—3.5 miles north of Post Office	990	1,070	+ 8
<i>Main Road No. 508—Henry Lawson Drive</i>				
Hurstville	Peakhurst—Bridge over Salt Pan Creek		18,530	
<i>Main Road No. 532—Silverwater Road</i>				
Parramatta	Silverwater—Bridge over Parramatta River	23,060	25,530	+ 11
<i>Main Road No. 556—Gladstone—Smithtown—Seven Oaks</i>				
Macleay	Smithtown—Ferry over Macleay River	395	417	+ 6
<i>Main Road No. 571—Gerrigong—Gerroa</i>				
Kiama	Gerrigong—0.5 miles south of Post Office	1,100	1,450	+ 32
<i>Main Road No. 581—North Wollongong—Coniston</i>				
Wollongong	North of Main Road No. 582 (Crown Street)	10,850	11,320	+ 4
<i>Main Road No. 582—Crown Street</i>				
Wollongong	West of Main Road No. 581 (Corrimal Street)	12,120	15,810	+ 30
<i>Other Than Main Roads</i>				
Concord	Mortlake—Ferry over Parramatta River	210	229	+ 9
Sydney	Pymont—Bridge over Darling Harbour	50,530	51,290	+ 2
Wakool	Speewa—Ferry over Murray River	57	52	— 9
Ulmarra	Ulmarra—Ferry over Clarence River	38	36	— 5

EMPLOYMENT AND INDUSTRIAL

The number of wages employees (including contractors' employees and contract lorry owner-drivers) engaged on maintenance and construction of all Main Roads and construction of Developmental Roads by the Department of Main Roads and Councils at 30th June, 1969, was 11,428, compared with 11,431 at 30th June, 1968.

No major industrial dispute occurred during the year.

OFFICE PREMISES AND HOUSING FOR STAFF

Some remodelling of the existing Head Office space was carried out to provide for increased staff by a more efficient space allocation. The preparation of plans was commenced for the renovation and remodelling of a Pitt Street property, which adjoins Head Office at the rear and was recently purchased to provide additional office space. A temporary office was established at 165 Darlinghurst Road, King's Cross in order to deal with enquiries from property owners and tenants affected by the King's Cross Road Project.

Contracts were let for the construction of a testing laboratory at Wagga Wagga and extensions to the Divisional Office at Newcastle. Plans and specifications were completed for alterations and extensions to the Grafton Divisional Office.

The construction of a Snow Clearing Depot at Wilson's Valley was completed and new Works Offices at Bonshaw and Tumut were nearing completion. Contracts were let for new Works Offices at Wilcannia and Bowenfels. The preparation of plans was commenced for new Works Offices at Thornleigh, Yagoona, Singleton and Murwillumbah.

Accommodation was provided for toll collectors at Berowra and extensions were carried out to the Toll Office at the southern end of the Sydney Harbour Bridge.

The preparation of plans was commenced for extensive remodelling to provide modern facilities at the Materials and Research Laboratory, Milson's Point.

Five transportable houses were erected at Wilcannia and one at Tibooburra for staff accommodation. One brick veneer house was completed at Lithgow and contracts for the erection of a further two were nearing completion. A contract was let for the erection of a Divisional Engineer's residence at Bega.

Sketch proposals and plans for one-man hut and mobile camp accommodation of an improved standard were prepared and a contract was let for the supply of 125 one-man huts.

LIBRARY SERVICE

During the year the Department's Technical Library added 1,929 books, pamphlets and standards to the Head Office and Divisional Office Libraries bringing the total holdings to 28,310 publications.

Subscriptions were placed for an additional 10 periodical titles bringing the total number of periodical titles received to 387.

The library circulated 22,385 new periodicals to the staff, lent 9,284 items from stock, and issued five library bulletins.

The Department's Library System now comprises the Head Office Library and seventeen branch libraries located in the Divisional Offices throughout the State, and at the Materials and Research Laboratory, Milson's Point.

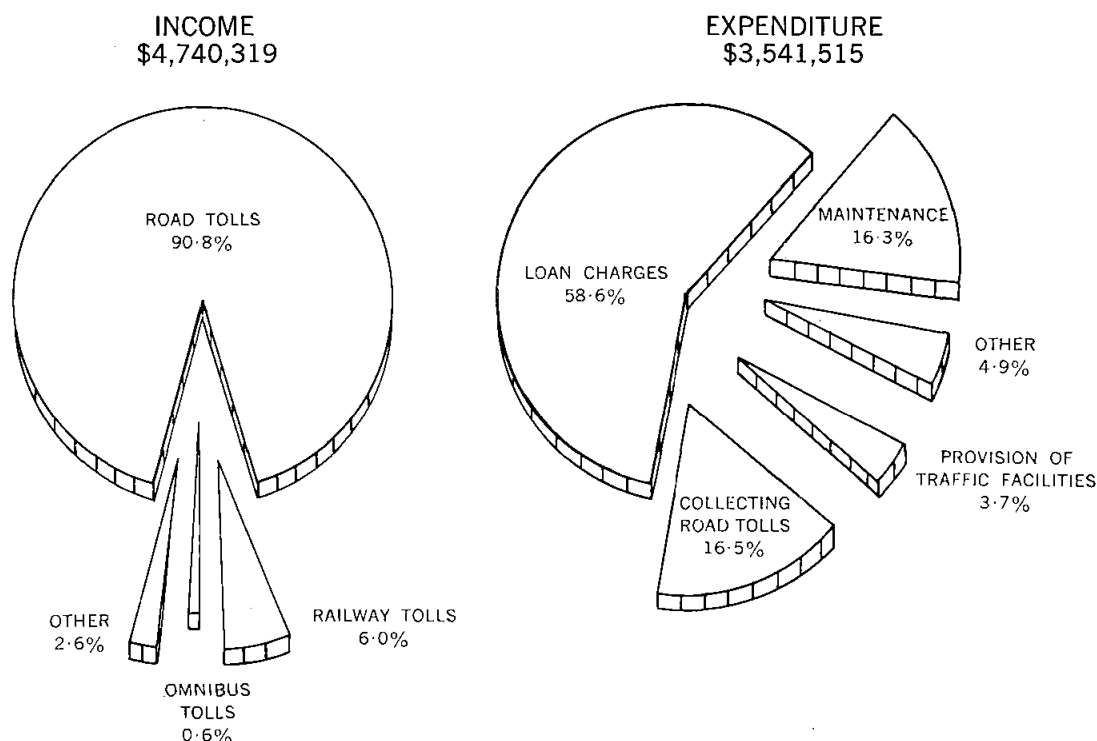
SYDNEY HARBOUR BRIDGE

Financial Position

The toll income of the bridge exceeded the previous year's level by \$289,939. Expenditure at \$3,541,515 was \$218,778 more than the expenditure for 1967/68. The increased expenditure was mainly due to rises in toll collection expenses,

alterations to archways for occupation by tenants, interest charges and the provision for repayment of loan moneys borrowed for construction of the first section of the Warringah Expressway from the Sydney Harbour Bridge to Miller Street, Cammeray. \$900,000 was appropriated from the Sydney Harbour Bridge Account for construction of the Warringah Expressway approach to the Sydney Harbour Bridge.

The sources of income and the main items of expenditure are shown in the diagrams below.



Traffic

The road vehicle crossings of the bridge during 1968/69 totalled 44,093,000 including 601,000 crossing by omnibuses. The approximate number of rail and omnibus passengers and the revenue received from the users of each class of transport were as follows:—

Particulars	Vehicles	Passengers	Toll Collections \$	Percentage of Total Toll Collection %
Road vehicles (excluding omnibus and exempt vehicles)	42,558,984		4,302,533	93.24
Railway passengers		24,958,330	284,416	6.16
Omnibus passengers		12,403,394	27,730	0.60

The annual average daily traffic volume on the Sydney Harbour Bridge increased by six per cent to 116,200 vehicles per day. The highest volume recorded on any one day was 153,620 vehicles on 3rd April, 1969.

Peak-hour flows in the direction of major flow have also increased, due mainly to the effect of improved approaches to the bridge on the north side brought about by the construction of the first section of the Warringah Expressway. The southbound flow in six lanes in the morning peak period frequently exceeded 11,000 vehicles per hour. In the evening peak period, flows in the order of 9,800 vehicles per hour were recorded. The increase in the morning peak-hour flow was approximately eleven per cent above 1967/68 figures and the evening peak-hour flow increased by approximately nine per cent.

During the year, 2,932 vehicles were removed from the Sydney Harbour Bridge, Cahill Expressway and the Warringah Expressway by the Department's tow-truck organisation. This was an increase of 589 vehicles above the number removed in the previous year and would have been due, in part, to an extension of the tow-truck service to the Warringah Expressway.

Details of breakdowns are shown in the following table:—

*Breakdowns on Sydney Harbour Bridge,
Cahill Expressway and Warringah Expressway,
between 6.30 a.m. and 6.30 p.m.
1st July, 1968 to 30th June, 1969*

Cause of Breakdown	Week Days	Weekends and Public Holidays	Total	Percentage
Lack of Petrol	879	159	1,038	35
Mechanical Breakdown	1,226	179	1,405	48
Flat Tyres	267	74	341	12
Accidents	125	10	135	5
Abandoned	10	3	13	0
	2,507	425	2,932	100

Maintenance

The fourth repainting of the Sydney Harbour Bridge was continued, a total of about 495,221 square yards of steelwork or approximately 83 per cent being completed by the end of the year.

An area of 71,300 square yards of steelwork was painted during the year, all of which was normal two-coat work.

Maintenance and inspection of steelwork, cranes, lifts, expansion joints, etc., were carried out during the year, and replacement of pipe handrail with flat bar to simplify and decrease the cost of maintenance was continued during the year. Reconstruction of the catwalks on the northern approach spans was completed.

All mercury vapour lamps were changed and fittings cleaned on the bridge and its approach roadways. On the Cahill Expressway all fluorescent tubes were changed and fittings cleaned. Routine electrical maintenance was continued on flood lighting, cranes, toll barriers, stairways, etc., and wiring was installed for a new security system.

LEGISLATION

There were no amendments to the Main Roads Act, 1924/67 during the year.

REGULATION OF WEIGHTS OF LOADS ON MAIN ROADS

Ordinance No. 30C of the Local Government Act, 1919, prescribes limits for the gross loads and individual axle loads imposed on road pavements and structures and on ferry vessels by vehicles using Main Roads.

The following statement summarises action taken during the year in the administration of the Ordinance. Figures for the year ended 30th June, 1968 are also shown.

	1967/68	1968/69
Vehicles stopped for checking	45,974	44,847
Vehicles reported as overloaded	7,516	7,491
Drivers prosecuted for failure to obey lawful direction	91	78
Notices of overloading issued	621	732
(Notices of overloading represent the number of cases in which warning notices only are sent to both the owner and driver but no prosecution action taken.)		

Prosecutions authorised	4,723	6,751
Number of cases heard by courts	6,029	6,954
Number of convictions recorded	4,679	5,202
Total penalties imposed	\$216,918	\$243,444.40
Maximum penalty (\$400)	4	1
Average penalty, including all costs required to be met by the defendant per case	\$46.36	\$46.80

Of the total number of vehicles stopped, 7,491 or approximately 16.7 per cent were found to be loaded in excess of Ordinance limits.

The following table summarises the extent of overloading found in these 7,491 vehicles:—

Percentage Overloaded	0-10 Cwt.	10-20 Cwt.	Over 20 Cwt.	Over 40 Cwt.	Over 60 Cwt.	Total
Number of vehicles reported—						
(i) Vehicles travelling interstate.....	488	987	837	269	226	2,807
(ii) Vehicles travelling within the State..	538	1,591	1,588	537	430	4,684
	1,026	2,578	2,425	806	656	7,491

The installation of new plant for heavy industry and the movement of large plant items resulted in many problems in the movement of such equipment and this led to a continuing increase in applications for permits to transport non-divisible loads with axle and gross weights in excess of Ordinance limits.

Permits to exceed Ordinance limits are issued only for non-divisible loads and then only if transportation by rail or sea is not practicable. These permits are divided into two categories:

“A” class or Special Permits, which are issued as a result of an individual application for a single journey on a specified date. During the year, 5,271 such permits were issued involving the movement of 256,785 tons, compared with the issue of 4,994 permits involving 219,271 tons during the previous year.

Included in the Special Permits issued this year were 121 loads in excess of 75 tons each, the heaviest of these being the transportation of a 207-ton boiler in a gross load of 257 tons. This boiler was transported by road from Garden Island to Cook’s River then, after rail movement, from Ravensworth to Liddell.

“B” class or Period Permits, which are issued for a specified period varying from three to twelve months. Period Permits provide for lesser weights than those allowed by Special Permits and the majority apply to travel by mobile cranes. These permits are issued for travel within a restricted area, generally 30 to 50 miles of a given point. During the year 344 Period Permits were issued compared with 228 issued during the previous year. The gross tonnage carried under Period Permits exceeded that carried under Special Permits.

The Department continued to supply information regarding application of the Ordinance limits to particular types of vehicles, and many vehicle operators, transport interests, manufacturers and importers availed themselves of this service during the year. Numerous copies of a “Guide to Load Limits under Ordinance No. 30C” were distributed, while assessments of the carrying capacity of vehicles were issued on the application of owners.

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 Commonwealth Department of Works which is the road constructing authority for

the Commonwealth Territories. The respective Executive Heads of these authorities comprise the membership of the Association.

The Association, which was established in 1934, serves to provide a means of pooling technical and administrative experiences; of inaugurating, co-ordinating and rationalising road research projects; of harmonising and co-ordinating standards; of ascertaining and publishing the facts about Australia's principal roads and their financing; and of developing an informed outlook on Australia's road problems.

The technical work of the Association is developed by the Principal Technical Committee, comprising the Chief Engineers of the various Authorities. The Principal Technical Committee is assisted by specialist committees of officers from the State Road Authorities experienced in Materials Research, Traffic Engineering, Bridge Engineering, Advance Planning, Bituminous Pavements, Plant and Equipment, Computers, Road Design and Construction and Maintenance Practice.

A Secretarial and Accounts Committee comprising the Secretaries and Accountants of the various State Road Authorities and the Commonwealth Department of Works assists the Association in administrative and management practices.

The Engineer-Secretary, assisted by a small staff, carries out the secretarial work of the Association. The Secretariat, for the time being, is located at the Department of Main Roads, New South Wales, and each of the Member Authorities contribute towards the cost of its operation.

Two meetings of the Association were held during the year. The Thirty-seventh Meeting was held in November, 1968 at Brisbane and the Thirty-eighth Meeting was held in Sydney and Wellington, New Zealand in conjunction with the Annual Meeting of the Australian Road Research Board in New Zealand in May, 1969.

During the year there have been eight meetings of the specialist committees and two meetings of the Principal Technical Committee at the various capital cities.

Representatives from other organisations including the Commonwealth Department of Shipping and Transport, the Commonwealth Bureau of Roads, the Commonwealth Scientific and Industrial Research Organisation and the Australian Road Research Board have attended some meetings of the committees where items of mutual interest were being considered.

The Association at its meetings dealt with matters which had come forward during the year from its Principal Technical Committee and arranged for further action to be taken by the Specialist Committees on additional aspects of road and bridge works and planning. Important matters considered included the completion of the Road Needs Survey for Ten Year Period 1969-79; the conduct of study courses in Australia for African and Asian Engineers; reference of items to the Standards Association of Australia for the preparation or revision of Standards; and the progress made with the preparation of the following publications:—

“Principles and Practice of Bituminous Surfacing—Vol. II—Plant Mix”

“Specification for Performance Requirements of Mechanical Sprayers of Bituminous Materials”—Revised edition

“Recommended Acceptance Requirements for Precast Pretensioned Prestressed Concrete Bridge Units”—Revised edition

“Duties and Responsibilities of Superintending Officers—Vol. II—Bridge-works”

During the year the following technical manuals and bulletins were published:—

“Australian Roads”—1968 edition. A bulletin on the activities of the Association and its Member Authorities

“Road Legislation and Practice”—1968 edition. A bulletin giving a brief account of the principal road legislation in Australia as at June, 1968

“Technical Road Notes No. 12”

Amendments to 1968 edition of "Vehicle Limits for Road Safety and Road Protection"

"Guide for the Design of Driveway Entrances on Major Roads in Urban Areas"

"Principles and Practice of Bituminous Surfacing—Vol. I—Sprayed Work—Amendment No. 1"

"Highway Bridge Design Specification—Amendment No. 3"

"NAASRA Publications, Policies and Guides"—1969 edition

During the year the Department of Main Roads, New South Wales was host Authority to the Thirty-eighth Meeting of the Association in May, 1969 and to a meeting of the Computer Committee in December, 1968.

AUSTRALIAN ROAD RESEARCH BOARD

The Australian Road Research Board was established in 1960 by the National Association of Australian State Road Authorities as a national centre for road research and development. In 1965 the Board was registered as a public company, the Members and Directors of the Company being the Executive Heads of the six State Road Authorities and the Commonwealth Department of Works.

At the Tenth Meeting of the Board of Directors held during May, 1968 in Melbourne, Mr. C. N. Barton, O.B.E., Commissioner of Main Roads, Queensland, was appointed as Chairman and Mr. I. J. O'Donnell, O.B.E., Chairman of the Country Roads Board, Victoria, was re-appointed as Deputy Chairman, for the year 1968/69.

The Eleventh Meeting of the Board of Directors was held in Melbourne on 21st August, 1968 and the Twelfth Meeting was held in Brisbane on 13th November, 1968.

In January, 1969 the Chairman, Mr. C. N. Barton, was appointed Co-ordinator-General of Public Works in Queensland and resigned from his position on the Board and as Commissioner of Main Roads, Queensland. His successor as Commissioner of Main Roads, Queensland, Mr. H. A. Lowe, was appointed as a Member of the Australian Road Research Board.

During the year, Mr. A. K. Johnke, Commissioner of Highways, South Australia, was appointed as a Member of the Board on the retirement in March, 1969 of Mr. J. N. Yeates, formerly Commissioner of Highways, South Australia.

The Thirteenth Meeting of the Australian Road Research Board and a joint meeting with the National Roads Board were held in New Zealand during May, 1969 at the invitation of the National Roads Board, New Zealand, with a view to promoting mutual understanding and co-operation and the exchange of ideas and information.

At the Thirteenth Meeting of the Board of Directors, Mr. D. H. Aitken, Commissioner of Main Roads, Western Australia, was appointed Chairman and Mr. I. J. O'Donnell, Chairman, Country Roads Board, Victoria, was re-appointed Deputy Chairman for the financial year 1969/70.

During the year, the Fourth Biennial Conference was held in Melbourne from 18th-23rd August, 1968. The Conference was opened by Senator the Hon. R. C. Wright, Minister of State for Works, and the guest speaker was Mr. P. F. Stott, Traffic Commissioner and Director of Transportation, Greater London Council. Over 500 overseas and Australian delegates attended the Conference where over 100 papers were presented. Members of the staff of the Department of Main Roads, New South Wales, presented papers on subjects dealing with traffic research, transport economics, materials research and road construction. Sections of the Conference which attracted particular attention were the Symposia on Terrain Evaluation, Compaction Equipment and Local Government Engineering Problems.

To better assist in the operation of the Board's research activities, adjustments were made in some specialist committees and a number of new committees established. Existing Pavement Design Project Committees were disbanded and

two other committees, "Pavements—Structural Analysis and Design" and "Pavements—Materials and Construction", were approved to replace them. In addition, the existing Compaction Sub-committees in Melbourne and Adelaide were disbanded and a Compaction Specialist Committee and an Adelaide Compaction Project Committee were constituted instead. New committees approved included the Road Structures Specialist Committee and the Local Government Engineers Committee.

A comprehensive review of progress was undertaken during the year on projects in the Research and Development Programme with a view to identifying profitable and unprofitable projects to assist management overall. Increasing emphasis was placed on the need for research projects to be more closely associated with problems faced in practice.

The Board continued to sponsor research at universities and other authorities and grants to outside bodies for research during 1968/69 approximated \$230,000 from the Board's total estimated expenditure for 1968/69 of \$860,000.

Direct research carried out by the Board and sponsored at universities and other institutions included work in the fields of human factors, traffic flow and operations, road transport economics, bituminous materials, pavement design and compaction, road structures and brittle fracture.

MISCELLANEOUS

Visitors from Overseas

The Department continued its co-operation with Commonwealth Authorities in providing study facilities for Fellows nominated to visit Australia.

The visiting Fellows were:—

Mr. Suresh Chander BHANDARI	Special Commonwealth African Assistance Plan Fellow from Tanzania
Mr. Nitayauibool TERAPOL	Colombo Plan Fellow from Thailand
Mr. Shafrin MANTI	Colombo Plan Fellow from Indonesia
Mr. Pow Pah YAP	Colombo Plan Fellow from Malaysia
Mr. Don Ronald Tudor COLONNE	Colombo Plan Fellow from Ceylon

Mr. Bhandari spent one month with the Department observing field and laboratory procedures in locating, sampling, and testing road-making materials and in assessing and interpreting the results of field investigations.

Mr. Terapol spent three days with the Department inspecting and discussing bitumen surfacing, urban road construction, expressway construction and Departmental administration.

Mr. Manti was with the Department for eleven days, inspecting road and bridge construction works and discussing methods of road and bridge location and design, traffic matters and advance planning.

Mr. Yap received instruction for a period of one week in the administration and organisation of plant repair workshops.

Mr. Colonne spent eleven days observing the administration and organisation of the Department's Plant School and on field inspections of plant maintenance, servicing and repair methods.

Training Course for Asian and African Engineers

The National Association of Australian State Road Authorities made an offer to the Department of External Affairs to conduct a series of training courses for Intermediate and Senior Engineers from Asia and Africa.

The Department conducted the first course between 17th March, 1969 and 13th June, 1969. This course was for Intermediate Engineers. Those who attended were:—

U Aye PE	Assistant Command Engineer	Burma
P. B. PETHIYAGODA	Executive Engineer	Ceylon
Hassan JENG	Assistant Resident Engineer	Gambia
PEOTRANTO K.	Technical Engineer	Indonesia

V. D. CHHATRE	Executive Engineer	India
R. G. KRISHNAN	Executive Engineer	India
QUEK. T. H.	Engineer (Design and Planning)	Singapore
BIRA. S.	Field Engineer	Thailand
YUT. S.	Field Engineer	Thailand

The course included:—

- 1 week Induction
- 4 weeks Formal lectures
- 6 weeks Attached to Divisions for field experience.
- 2 weeks Attached to Head Office for observation and training in specialist sections.

The course was conducted by the Department's School for Technical Training. In the four-week lecture session 56 lectures were given by 35 of the Department's senior staff. Each student was issued with a set of printed lecture notes (750 pages), Departmental specifications and standards (53 separate publications), Manuals and Policy guides printed by N.A.A.S.R.A. (15 separate books), Standards Association of Australia and other publications (5 books), and "Main Roads" Journals (4 issues).

Army Supplementary Reserve Unit

The seventeenth Annual Camp of 21 Construction Regiment RAE (SR) was held from 15th February, 1969 to 28th March, 1969 at Singleton. This camp was different from the majority of previous camps in that the Regiment undertook the task of constructing a classification range in the Singleton Camp Training Area.

The Regiment was asked in July, 1968 whether it would be willing to undertake the design and construction of the range at Singleton, similar but larger to that recently completed at Holsworthy. The task, which was accepted, involved heavy earthworks, concrete work, drainage work, erection of buildings, a water supply system, an irrigation system and roadworks.

The design work was divided between the squadrons according to each squadron's experience. The Water Board Squadron designed the water supply system, the Public Works Squadron designed the buildings and the Main Roads Squadrons designed the earthworks, drainage, roadworks and concrete works. All design work was carried out at the Regiment's Training Depot at Marrickville. The correlation, checking, liaison and completion of the design were carried out by the officers of the Regimental Headquarters.

The design was accepted in November, 1968 and the Regiment prepared a works programme based on a critical path analysis of the project. It was then confirmed that the Regiment should be phased into its camps over a six-week period consisting of three fortnightly camps.

Unfortunately, circumstances beyond the control of the Regiment made the task of completing the project within the six weeks impossible. However by the end of the camp the Regiment had carried out the following work:—the laying of approximately 24,000 feet of 4-inch galvanised iron water supply pipe line and two 10,000 gallon tanks; all the range earthworks and the drainage works; the range access roads and much of the concrete work. A revision of the works programme enabled the Regiment to carry out the construction to final gravelling stage of approximately 12 miles of roadworks, which provided a circumferential road around the Singleton Range Area.

The total attendance at the Annual Camp was 25 officers and 386 other ranks, of which 11 officers and 180 other ranks were members from the Department of Main Roads.

During the training year preceding the camp, an Officers' Promotion Coaching Course and an N.C.O. Promotion Course were conducted and approximately 30 members of the unit attended specialist courses such as the Minewarfare Instructors Course at the School of Military Engineering, Casula. In addition regular voluntary night and weekend parades were undertaken by members of the unit living in the Sydney Metropolitan Area.

APPENDICES

Appendix No. 1

(A) COUNTY OF CUMBERLAND MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1969

(i) General Purposes

RECEIPTS			PAYMENTS		
	1968/69 \$	1967/68 \$		1968/69 \$	1967/68 \$
Motor vehicle taxation in accordance with the Main Roads Act, 1924	6,967,353	6,534,537	Maintenance and minor improvements of roads and bridges—		
Charges on commercial vehicles under the Road Maintenance (Contribution) Act, 1958	2,959,884	2,513,109	Work by Councils	814,991*	866,543
Levy upon Councils in accordance with Section 11 of the Main Roads Act, 1924	7,538,001	8,240,912	Work by Department	3,331,541†	2,780,138
Contributions by Councils towards maintenance and construction of Main and Secondary Roads	79,751	192,095	Construction and reconstruction of roads and bridges—		
Contributions by other departments and bodies towards maintenance and construction of Main and Secondary Roads	13,528	227,926	Work by Councils	557,767	1,029,171
Grant under the Commonwealth Aid Roads Act, 1964	5,618,344	5,279,159	Work by Department	10,236,284	8,326,037
Other	640,408	483,850	Land acquisition	10,794,051‡	4,400,652
			Administrative expenses	4,680,840	1,474,188
			Purchase of land and buildings for administration and operation	1,700,758	174,848
			State Treasury—Loans—	221,054	122,390
			Interest, exchange, management and flotation expenses	153,930	100,000
			State Treasury—repayment of temporary advance	100,000	100,000
			Loans under Section 42A of the Main Roads Act, 1924	454,252	305,983
			Interest	160,022	146,255
			Other		
Total Receipts	23,817,469	23,471,588	Total Payments	22,411,439	19,726,205
			Transfer to County of Cumberland Reserve for Loan Repayments	110,776	69,300
			Transfers to and refunds from Special Purposes Accounts in respect of finance for Operating Accounts, Suspense Accounts and Reserve Accounts	1,409,617	3,317,476
				23,931,832	23,112,981
Balance brought forward from last year	1,244,692	886,085	Balance carried forward	1,130,329	1,244,692
	\$25,062,161	\$24,357,673		\$25,062,161	\$24,357,673

* For details see Appendix No. 10.

† For details see Appendix No. 10A.

‡ For details see Appendix No. 7.

(ii) Special Purposes

RECEIPTS			PAYMENTS		
	1968/69 \$	1967/68 \$		1968/69 \$	1967/68 \$
State Government Loans—Repayable	4,800,000	4,700,000	Construction and reconstruction of roads and bridges—		
Loan borrowings under Section 42A of the Main Roads Act, 1924	5,400,000	3,750,000	Main Roads—		
Sydney Harbour Bridge Account—			Work by Department	4,633,286*	1,057,909
Warringah Expressway—			Other than on Main Roads—		
Construction (including land acquisition)	900,000	4,765,000	Work by Councils	271,529	2,941
Eastern Distributor (Cahill Expressway Construction)	—	—	Work by Department	6,318,911	11,717,416
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on Main Roads	900,000	10,000	Land acquisition	6,590,440*	20,334
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on rural roads	59,733	56,891	Department of Motor Transport—Public Vehicles Fund	8,706	56,891
Contributions by other departments and bodies	178,652	103,553	Department of Public Works—for Drainage Research	596	9,620
	41,908		State Treasury—Loans—Sinking fund payment	10,820	
Total Receipts	11,380,293	13,385,444	Loans under Section 42A of the Main Roads Act, 1924		
Net transactions of Operating Accounts, Suspense Accounts and transfers to and from the General Purposes Account in respect of finance for Reserve Accounts and investigations etc. City Expressways ..	764,584	3,255,298	Repayment of principal	128,518	95,542
	12,144,877	16,640,742			
Balance brought forward from last year	7,351,186	3,671,097	Total Payments	11,431,503	12,960,653
	\$19,496,063	\$20,311,839	Balance carried forward	8,064,560	7,351,186
				\$19,496,063	\$20,311,839

* For details see Appendix No. 7A.

(iii) Reserve for Loan Repayments

RECEIPTS			PAYMENTS		
	1968/69 \$	1967/68 \$		1968/69 \$	1967/68 \$
Transfer from—			Balance carried forward—		
General Purposes Account	110,776	69,300	Investments	678,200	385,300
Special Purposes Account	60,375	42,300	Cash	84,139	69,173
Interest on investments	171,151	37,528		762,339	
	136,715				
Total Receipts	307,866	149,128			
Balance brought forward from last year—					
Investments	385,300	235,300			
Cash	69,173	70,045			
	454,473				
	\$762,339	\$454,473			
			Total Payments	\$762,339	\$454,473

Appendix No. 1—continued

(B) COUNTRY MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1969

(i) General Purposes

RECEIPTS			PAYMENTS		
	1968/69 \$	1967/68 \$		1968/69 \$	1967/68 \$
Motor vehicle taxation in accordance with the Main Roads Act, 1924	27,869,412	26,138,150	Maintenance and minor improvements of roads and bridges—		
Charges on commercial vehicles under the Road Maintenance (Contribution) Act, 1958	11,839,537	10,052,435	Work by Councils	5,695,560*	5,771,719
Transfer from the Road Transport and Traffic Fund under the Transport Act, 1930	—	10,108	Work by Department	9,784,276†	7,921,801
Contributions by Councils towards maintenance and construction of Main Roads	182,310	192,923	Construction and reconstruction of roads and bridges—		
Contributions by other departments and bodies towards maintenance and construction of Main Roads	107,852	288,021	Work by Councils	9,684,771	9,955,593
Grant under Commonwealth Aid Roads Act, 1964	21,918,175	20,561,636	Work by Department	28,136,947	25,045,656
Other	218,511	168,025	Land acquisition	602,508	641,974
Total Receipts	62,135,797	57,411,298	Administrative Expenses	3,678,322	3,342,109
			Purchase of land and buildings for administration and operation	857,123	511,044
			State Treasury—Loans—		
			Interest, exchange, management and flotation expenses	817,177	845,718
			Loans under Section 42A of the Main Roads Act, 1924	96,358	—
			State Treasury—Repayment of temporary advance	100,000	100,000
			Other	522,426	561,113
			Total Payments	59,975,468	54,696,727
			Transfer to Country Reserve for Loan Repayments	26,250	375
			Add: Transfers to and refunds from Special Purposes Accounts in respect of finance for Operation Accounts, Suspense Accounts and Reserve Accounts	2,327,930	2,743,020
				62,329,648	57,440,122
Balance brought forward from last year	2,009,470	2,038,294	Balance carried forward	62,329,648	57,440,122
	\$64,145,267	\$59,449,592		\$64,145,267	\$59,449,592

* For details see Appendix No. 11.

† For details see Appendix No. 11A.

‡ For details see Appendix No. 8.

(ii) Special Purposes

RECEIPTS			PAYMENTS		
	1968/69 \$	1967/68 \$		1968/69 \$	1967/68 \$
Loan borrowings under Section 42A of the Main Roads Act, 1924	2,700,000	300,000	Maintenance and minor improvement of roads and bridges—		
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on Main Roads	794,933	782,565	Other than Main Roads—		
Commonwealth Aid Roads Act, 1964—portion of grant for expenditure on rural roads	374,231	180,774	Work by Department	92,996	11,774
Contributions by other departments and bodies	186,480	—	Construction and reconstruction of roads and bridges—		
Total Receipts	4,055,644	1,263,339	Main Roads—		
Add: Net transactions of Operating Accounts, Suspense Accounts and transfers to and from the General Purposes Accounts in respect of finance for Reserve Accounts	1,039,616	242,470	Work by Councils	110,719	30,000
	5,095,260	1,505,809	Work by Department	1,013,536	300,000
			Other than Main Roads—		
			Work by Councils	—	11,097
			Work by Department	890	—
			Maintenance and construction of unclassified roads—	890*	—
			Western Division	373,341	169,677
			Department of Motor Transport—		
			Public Vehicles Fund	236,667	227,565
			Department of Public Works—for Drainage Research	2,266	—
			Department of Public Works—expenditure on works connected with transport by water and on research work	556,000	555,000
			State Treasury—Loans	145,202	—
			Repayment of principal and payment of sinking fund	32,568	140,592
			Total Payments	2,564,185	1,445,705
Balance brought forward from last year	4,080,392	4,020,288	Balance carried forward	6,611,467	4,080,392
	\$9,175,652	\$5,526,097		\$9,175,652	\$5,526,097

* For details see Appendix No. 8A.

(iii) Reserve for Loan Repayments

RECEIPTS			PAYMENTS		
	1968/69 \$	1967/68 \$		1968/69 \$	1967/68 \$
Transfer from—					
General Purposes	26,250	375			
Special Purposes	19,647	19,647			
Interest on investments	45,897	200	Balance carried forward—		
Total Receipts	101,337	20,222	Investment	95,000	20,000
Balance brought forward from last year	24,722	4,500	Cash	31,059	4,722
	\$126,059	\$24,722		126,059	24,722

(C) DEVELOPMENTAL ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1969

RECEIPTS			PAYMENTS		
	1968/69 \$	1967/68 \$		1968/69 \$	1967/68 \$
Grant under Section 5 (2) of the Commonwealth Aid Roads Act, 1964	1,724,117	1,887,674	Construction and reconstruction of Developmental Roads and Works—		
Total Receipts	1,724,117	1,887,674	Work by Councils	1,319,850	1,825,310
Balance brought forward from last year	101,748	39,384	Work by Department	—	—
	\$1,825,865	\$1,927,058	Total Payments	1,319,850*	1,825,310
			Balance carried forward	506,015	101,748
				\$1,825,865	\$1,927,058

* For details see Appendix No. 9.

Appendix No. 1—continued

(D) SYDNEY HARBOUR BRIDGE ACCOUNT

(Section 7 (1) of the Sydney Harbour Bridge (Administration) Act, 1932)

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1969

INCOME			EXPENDITURE		
	1968/69	1967/68		1968/69	1967/68
	\$	\$		\$	\$
Road tolls	4,302,533	4,010,747	Maintenance, lighting and cleaning bridge and approaches	577,746	570,742
Railway tolls	284,416	287,216	Provision of traffic facilities	132,184	136,103
Omnibus tolls	27,730	26,777	Cost of collecting road tolls	584,275	535,097
Net rents from properties	125,640	119,172	Improvements to toll gates and alterations to archways	72,694	4,537
Other	—	76	Loan charges—State loans	1,175,450	1,195,430
			Loan charges—Borrowings under Section 42A of the Main Roads Act, 1924	897,952	825,412
			Administrative expenses	101,214	55,416
			Total Expenditure	3,541,515	3,322,737
			Balance being excess of income over expenditure transferred to Appropriation Account	1,198,804	1,121,251
Total Income	\$4,740,319	\$4,443,988		\$4,740,319	\$4,443,988

APPROPRIATION ACCOUNT

	1968/69	1967/68
	\$	\$
Excess of income over expenditure transferred from Income and Expenditure Account	1,198,804	1,121,251
Transfer to County of Cumberland Main Roads Fund (Special Purposes Account) for—		
Cahill Expressway construction	—	10,000
Warringah Expressway approach—		
Construction including land acquisition	900,000	1,165,000
Surplus for Year	298,804	53,749*
Deficiency brought forward from last year	1,943,823	1,890,074
Accumulated deficiency—carried forward	\$1,645,019	\$1,943,823

* Deficiency for year.

SYDNEY HARBOUR BRIDGE ACCOUNT—RESERVE FOR LOAN REPAYMENT

(Section 42c of the Main Roads Act, 1924)

(Section 7 (5) of the Sydney Harbour Bridge (Administration) Act, 1932)

INCOME			EXPENDITURE		
	1968/69	1967/68		1968/69	1967/68
	\$	\$		\$	\$
Transfer from Sydney Harbour Bridge Account	226,487	227,209			
Interest on investments	23,231	46,771			
Total Income	249,718	273,980			
Balance brought forward from last year	351,305	77,325			
	\$601,023	\$351,305	Balance carried forward	\$601,023	\$351,305

SYDNEY HARBOUR BRIDGE ACCOUNT

(Section 7 (1) of the Sydney Harbour Bridge (Administration) Act, 1932)

BALANCE SHEET AS AT 30TH JUNE, 1969 (EXCLUDING CAPITAL COST TRANSACTIONS)

ASSETS			LIABILITIES		
	1968/69	1967/68		1968/69	1967/68
	\$	\$		\$	\$
Furniture, fittings and equipment	225,264	74,063	Reserve—Repayment of loans raised by Commissioner	601,023	351,305
Less: Depreciation	60,533	43,006	Creditors—		
	164,731	31,057	State Treasury for Sinking Fund contributions ..	1,944,160	1,944,160
Stock on hand	40,622	43,075	Other	235,364	199,265
Debtors	57,321	69,340			
Cash at State Treasury and on hand	271,831	56,130			
Reserve for repayment of loans raised by Commissioner—					
Cash at State Treasury	22,198	25,024			
Investments	569,000	319,000			
Accrued interest	9,825	7,281			
	601,023				
Total Assets	1,135,528	550,907			
Accumulated deficiency	1,645,019	1,943,823			
	\$2,780,547	\$2,494,730	Total Liabilities	\$2,780,547	\$2,494,730

Appendix No. 2

(A) COUNTY OF CUMBERLAND MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1969

(i) General Purposes

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
RECEIPTS					
Motor vehicle taxation and fees (State)	5,740,316	5,975,888	6,230,662	6,534,537	6,967,353
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act (State)	2,049,128	2,207,023	2,281,026	2,513,109	2,959,884
Commonwealth Aid Roads Acts	4,310,890	4,649,532	4,954,583	5,279,159	5,618,544
Levy upon Councils under Section 11 of the Main Roads Act	5,767,636	6,418,388	7,600,200	8,240,912	7,538,001
Contribution by Councils	7,648	82,814	128,878	192,095	79,751
Other	340,884	541,050	490,776	711,776	653,936
Total	\$ 18,216,502	19,874,695	21,686,125	23,471,588	23,817,469
PAYMENTS					
Maintenance and minor improvement of roads and bridges	2,898,296	2,928,964	3,349,295	3,646,681	4,146,532
Construction and reconstruction of roads and bridges	11,375,842	10,989,989	11,065,727	9,355,208	10,794,051
Land acquisition	2,549,432	3,407,598	3,868,100	4,400,652	4,680,840
Administrative expenses	1,145,080	772,977	1,166,933	1,474,188	1,700,758
Purchase of land and buildings for administration and operation	134,252	199,720	263,344	174,848	221,054
Interest, exchange, management and flotation expenses on State loans	117,120	121,090	122,860	122,390	153,930
Interest on loans raised under Section 42A of the Main Roads Act	97,374	248,537	289,372	305,983	454,252
Other	130,580	133,719	168,269	146,255	160,022
Repayment of advances from State Treasury	700,000	.....	.....	100,000	100,000
Total	\$ 19,147,976	18,802,594	20,293,900	19,726,205	22,411,439

(ii) Special Purposes

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
RECEIPTS					
Loan Funds—State Government .....	.....	.....	800,000	4,700,000	4,800,000
Loan Funds—Borrowings under Section 42A of the Main Roads Act	3,500,000	1,005,000	700,000	3,750,000	5,400,000
State and/or Commonwealth Government Grants	10,000	.....	.....	.....	.....
Expressways—Construction from Sydney Harbour Bridge Account	2,360,000	4,750,000	3,743,241	4,775,000	900,000
Commonwealth Aid Roads Acts	281,288	430,351	208,169	160,444	238,385
Contributions from other departments and bodies .....	.....	.....	480,000	.....	41,908
Total	\$ 6,151,288	6,185,351	5,931,410	13,385,444	11,380,293
PAYMENTS					
Construction and reconstruction—					
Main Roads (and bridges)	3,664,992	1,457,672	236,052	1,057,909	4,633,286
Roads (and bridges) other than Main Roads .....	.....	.....	27,063	.....	272,937
Construction of expressways	2,044,032	4,569,979	7,290,796	11,740,691	6,326,209
Department of Motor Transport—for Public Vehicles Fund	50,576	52,599	54,703	56,891	59,167
Department of Public Works—for research .....	.....	800	.....	.....	566
Payments of Sinking Fund—State Government Loans	7,700	8,270	8,940	9,620	10,820
Repayment of Principal—Loans raised under Section 42A of the Main Roads Act	40,126	89,516	92,448	95,542	128,518
Total	\$ 5,807,426	6,178,836	7,710,002	12,960,653	11,431,503

Appendix No. 2—continued

(B) COUNTRY MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1969

(i) General Purposes

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
RECEIPTS					
Motor Vehicle taxation and fees (State)	22,961,264	23,903,553	24,922,646	26,138,150	27,869,412
Transfer from the Road Transport and Traffic Fund	2,111,380	1,556,733	338,148	10,108	.....
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act (State)	8,196,512	8,828,091	9,124,104	10,052,435	11,839,537
Commonwealth Aid Roads Acts	16,685,562	18,040,129	19,262,334	20,561,636	21,918,175
Contributions by Councils	83,030	74,293	120,662	192,923	182,310
Other	286,276	240,955	460,896	456,046	326,363
Total	\$ 50,324,024	\$ 52,643,754	\$ 54,288,790	\$ 57,411,298	\$ 62,135,797
PAYMENTS					
Maintenance and minor improvements of roads and bridges	13,615,458	12,884,237	14,319,468	13,693,520	15,479,836
Construction and reconstruction of roads and bridges	29,218,620	32,756,664	34,315,885	35,001,249	37,821,718
Land acquisition	799,304	610,697	779,231	641,974	602,508
Administrative expenses	2,280,272	2,984,387	3,128,768	3,342,109	3,678,322
Purchase of land and buildings for administration and operation	519,364	631,016	656,341	511,044	857,123
Interest, exchange, management and flotation expenses on State loans	1,022,690	556,394	828,960	845,718	817,177
Interest on loans raised under Section 42A of the Main Roads Act	.....	.....	.....	.....	96,358
Other	340,306	413,531	434,378	561,113	522,426
Repayment of advances from State Treasury	200,000	200,000	200,000	100,000	100,000
Total	\$ 47,996,014	\$ 51,036,926	\$ 54,663,031	\$ 54,696,727	\$ 59,975,468

(ii) Special Purposes

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
RECEIPTS					
Repayable advance—State Government	.....	.....	800,000	.....	.....
Loan Funds—State Government	4,000,000	4,000,000	3,200,000	.....	.....
Loan Funds—Borrowings under Section 42A of the Main Roads Act	.....	.....	1,000,000	300,000	2,700,000
State and/or Commonwealth Government Grants	30,000	35,300	62,505	.....	.....
Commonwealth Aid Roads Acts	1,196,396	957,747	900,597	963,339	1,169,164
Contributions from other departments and bodies	.....	133,446	25,640	.....	186,480
Total	\$ 5,226,396	\$ 5,126,493	\$ 5,988,742	\$ 1,263,339	\$ 4,055,644
PAYMENTS					
Maintenance of roads, bridges and ferries—other than Main Roads	.....	.....	8,420	11,774	92,996
Construction and reconstruction—					
Main Roads (and bridges)	184,486	42,759	81,215	330,000	1,124,255
Roads (and bridges) other than Main Roads	4,972,194	6,438,311	3,010,449	11,097	890
Maintenance and construction—Unclassified roads in Western Division	69,456	59,366	112,167	169,677	373,341
Department of Motor Transport—for Public Vehicles Fund	202,304	210,397	218,813	227,565	236,667
Department of Public Works—for works connected with transport by water and for research	558,000	561,200	556,000	555,000	558,266
Repayment of principal and payment of Sinking Fund—State Government	.....	.....	.....	.....	.....
Loans	129,580	115,276	133,713	140,592	145,202
Repayment of principal—Loans raised under Section 42A of the Main Roads Act	.....	.....	.....	.....	32,568
Total	\$ 6,116,020	\$ 7,427,309	\$ 4,120,777	\$ 1,445,705	\$ 2,564,185

(C) DEVELOPMENTAL ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1969

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
RECEIPTS					
Commonwealth Aid Roads Acts	1,271,198	1,394,898	1,816,750	1,887,674	1,724,117
State and/or Commonwealth Government Grants	30,000	.....	.....	.....	.....
Other	.....	150	.....	.....	.....
Total	\$ 1,301,198	\$ 1,395,048	\$ 1,816,750	\$ 1,887,674	\$ 1,724,117
PAYMENTS					
Construction and reconstruction of developmental roads and works	1,274,998	1,381,236	1,802,990	1,825,310	1,319,850
Repayment of advances from State Treasury	120,000	.....	.....	.....	.....
Total	\$ 1,394,998	\$ 1,381,236	\$ 1,802,990	\$ 1,825,310	\$ 1,319,850

Appendix No. 2—continued

(D) TOTAL ALL ROADS FUNDS

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1969

(i) General Purposes

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
RECEIPTS					
Motor vehicle taxation and fees (State)	28,701,580	29,879,441	31,153,308	32,672,687	34,836,765
Transfer from the Road Transport and Traffic Fund	2,111,380	1,556,733	338,148	10,108	.....
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act (State)	10,245,640	11,035,114	11,405,130	12,565,544	14,799,421
Commonwealth Aid Roads Acts	22,267,650	24,084,559	26,033,667	27,728,469	29,260,836
Levy upon Councils under Section 11 of the Main Roads Act	5,767,636	6,418,388	7,600,200	8,240,912	7,538,001
Contributions by Councils	90,678	157,107	249,540	385,018	262,061
Other	657,160	782,155	951,672	1,167,822	980,299
Total	\$ 69,841,724	73,913,497	77,731,665	82,770,560	87,677,383
PAYMENTS					
Maintenance and minor improvement of roads and bridges	16,513,754	15,813,201	17,668,763	17,340,201	19,626,368
Construction and reconstruction of roads and bridges	41,869,460	45,127,889	47,184,602	46,181,767	49,935,619
Land acquisition	3,348,736	4,018,295	4,647,331	5,042,626	5,283,348
Administrative expenses	3,425,352	3,757,364	4,295,701	4,816,297	5,379,080
Purchase of land and buildings for administration and operation	653,616	830,736	919,685	685,892	1,078,177
Interest, exchange, management and flotation expenses on State loans	1,139,810	677,484	951,820	968,108	971,107
Interest on loans raised under Section 42A of the Main Roads Act	97,374	248,537	289,372	305,983	550,610
Other	470,886	547,250	602,647	707,368	682,448
Repayment of advances from State Treasury	1,020,000	200,000	200,000	200,000	200,000
Total	\$ 68,538,988	71,220,756	76,759,921	76,248,242	83,706,757

(ii) Special Purposes

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
RECEIPTS					
Repayable advance—State Government .....	.....	.....	800,000	.....	.....
Loan Funds—State Government	4,000,000	4,000,000	4,000,000	4,700,000	4,800,000
Loan Funds—Borrowings under Section 42A of the Main Roads Act	3,500,000	1,005,000	1,700,000	4,050,000	8,100,000
State and/or Commonwealth Government Grants	40,000	35,300	62,505	.....	.....
Expressways—Contribution from Sydney Harbour Bridge Account	2,360,000	4,750,000	3,743,241	4,775,000	900,000
Commonwealth Aid Roads Acts	1,477,684	1,388,098	1,108,766	1,123,783	1,407,549
Contributions from other departments and bodies .....	.....	133,446	505,640	.....	228,388
Total	\$ 11,377,684	11,311,844	11,920,152	14,648,783	15,435,937
PAYMENTS					
Maintenance of roads, bridges and ferries—other than Main Roads .....	.....	.....	8,420	11,774	92,996
Construction and reconstruction—					
Main Roads (and bridges)	3,849,478	1,500,431	317,267	1,387,909	5,757,541
Roads (and bridges) other than Main Roads	4,972,194	6,438,311	3,037,512	11,097	273,827
Construction of expressways	2,044,032	4,569,979	7,290,796	11,740,691	6,326,209
Maintenance and construction—Unclassified roads in the Western Division ..	69,456	59,366	112,167	169,677	373,341
Department of Motor Transport—for Public Vehicles Fund	252,880	262,996	273,516	284,456	295,834
Department of Public Works—for works connected with transport by water and for research	558,000	562,000	556,000	555,000	558,832
Repayment of principal and payment of Sinking Fund—State Government Loans	137,280	123,546	142,653	150,212	156,022
Repayment of principal—Loans raised under Section 42A of the Main Roads Act	40,126	89,516	92,448	95,542	161,086
Total	\$ 11,923,446	13,606,145	11,830,779	14,406,358	13,995,688

Appendix No. 2—continued

(E) SYDNEY HARBOUR BRIDGE ACCOUNT

STATEMENT OF INCOME AND EXPENDITURE FOR THE FIVE YEARS ENDED 30TH JUNE, 1969

Heading	1964-65	1965-66	1966-67	1967-68	1968-69
	\$	\$	\$	\$	\$
INCOME					
Road tolls on vehicles	3,795,585	3,858,700	3,878,326	4,010,747	4,302,533
Railway passenger tolls (net)	281,901	281,355	280,250	287,216	284,416
Omnibus passenger tolls	29,979	29,254	29,252	26,777	27,730
Rents	58,479	130,510	107,176	119,172	125,640
Other	869	1,302	352	76	.....
Total Income	\$ 4,166,813	\$ 4,301,121	\$ 4,295,356	\$ 4,443,988	\$ 4,740,319
EXPENDITURE					
Loan charges—State loans					
Interest	765,000	775,150	777,150	767,400	755,970
Exchange	36,040	36,780	31,890	22,490	12,570
Sinking Fund	307,840	323,180	338,700	357,350	367,360
Management expenses	2,380	2,910	2,630	3,200	2,430
Flotation expenses	50,740	43,930	44,650	44,990	37,120
	1,162,000	1,181,950	1,195,020	1,195,430	1,175,450
Loan charges—borrowings under Section 42A of the Main Roads Act, 1924					
Interest	.....	83,145	269,947	471,768	517,747
Repayment of principal	.....	35,434	79,901	126,435	153,718
Transfer to reserve for loan repayment	.....	20,523	56,563	227,209	226,487
	.....	139,102	406,411	825,412	897,952
Maintenance, lighting and cleaning bridge and approaches	567,311	567,977	584,015	570,742	577,746
Construction of additional roadway—conversion of area previously used by tramways	.....	34,010	.....	.....	.....
Provision of traffic facilities	70,225	78,063	116,592	136,103	132,184
Cost of collecting road tolls	409,535	424,825	542,742	539,634	584,275
Alterations to archways for occupation by tenants	15,483	35,424	.....	.....	72,694
Other	38,549	42,401	47,422	55,416	101,214
Total Expenditure	\$ 2,263,103	\$ 2,503,752	\$ 2,892,202	\$ 3,322,737	\$ 3,541,515
Surplus for the year	\$ 1,903,710	\$ 1,797,369	\$ 1,403,154	\$ 1,121,251	\$ 1,198,804

Appendix No. 3

SUMMARY OF LOAN LIABILITIES

LIABILITIES TO THE STATE TREASURY

Particulars	County of Cumberland Main Roads Fund		Country Main Roads Fund		Developmental Roads Fund Section 21 (8) of Main Roads Act, 1924-67	Total
	Section 13 (4C) of Main Roads Act, 1924-67	Sydney-Newcastle Expressway	Section 21 (3, 3A and 3B) of Main Roads Act, 1924-67	Sydney-Newcastle Expressway	Section 21 (8) of Main Roads Act, 1924-67	
	\$	\$	\$	\$	\$	\$
GROSS LIABILITY ASSUMED—						
Prior to 1st July, 1968	2,600,000.00	5,500,000.00	13,785,304.52	13,700,000.00	3,449,038.99	39,034,343.51
During 1968/69	1,000,000.00	3,800,000.00	.....	.....	.....	4,800,000.00
Total to 30th June, 1969	\$3,600,000.00	\$9,300,000.00	\$13,785,304.52	\$13,700,000.00	\$3,449,038.99	\$43,834,343.51
REPAYMENT OF PRINCIPAL AND SINKING FUND CONTRIBUTION—						
Prior to 1st July, 1968—						
By Department	51,330.00	5,940.00	3,824,093.77	101,140.00	47,001.08*	4,029,504.85
By Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	40,181.87	5,449.92	1,321,689.66	65,256.86	328,700.72	1,761,279.03
Total prior to 1st July, 1968	\$91,511.87	\$11,389.92	\$5,145,783.43	\$166,396.86	\$375,701.80	\$5,790,783.88
During 1968/69—						
By Department	10,820.00	16,110.00	145,202.50	41,420.00	.....	213,552.50
By Commonwealth Government under Financial Agreement	6,904.16	16,158.38	25,805.11	33,419.18	8,450.33	90,737.16
Total during 1968/69	\$17,724.16	\$32,268.38	\$171,007.61	\$74,839.18	\$8,450.33	\$304,289.66
To 30th June, 1969—						
By Department	62,150.00	22,050.00	3,969,296.27	142,560.00	47,001.08	4,243,057.35
By Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	47,086.03	21,608.30	1,347,494.77	98,676.04	337,151.05	1,852,016.19
Total to 30th June, 1969	\$109,236.03	\$43,658.30	\$5,316,791.04	\$241,236.04	\$384,152.13	\$6,095,073.54
NET LIABILITY AT 30TH JUNE, 1969	\$3,490,763.97	\$9,256,341.70	\$8,468,513.48	\$13,458,763.96	\$3,064,886.86	\$37,739,269.97

* State Treasury has paid \$1,288,915.46 to 30th June, 1969 in connection with the Sinking Fund liability.

Appendix No. 4

SUMMARY OF LOAN LIABILITIES

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT

Particulars	County of Cumberland Main Roads Fund	Sydney-Newcastle Expressway		Country Main Roads Fund	Sydney Harbour Bridge Account	Total
		County of Cumberland	Country		Warringah Expressway	
	\$	\$	\$	\$	\$	\$
GROSS LIABILITY ASSUMED—						
Prior to 1st July, 1968	6,355,000	3,600,000	1,000,000	300,000	9,320,000	20,575,000
During 1968/69	4,450,000	950,000	.....	2,700,000	.....	8,100,000
	\$10,805,000	\$4,550,000	\$1,000,000	\$3,000,000	\$9,320,000	\$28,675,000
REPAYMENT OF PRINCIPAL AND SINKING FUND CONTRIBUTION—						
Prior to 1st July, 1968						
Principal	317,632	.....	17,236	.....	241,771	576,639
Sinking Fund	406,923	47,550	24,347	375	344,024	823,219
During 1968/69						
Principal	128,518	10,000	18,263	32,568	153,718	343,067
Sinking Fund	110,776	60,375	19,647	26,250	226,487	443,535
Net Interest on Investments	136,715	.....	.....	55,440	20,687	212,842
	247,491	60,375	19,647	81,690	247,174	656,377
Total to 30th June, 1969 ..	\$1,100,564	\$117,925	\$79,493	\$114,633	\$986,687	\$2,399,302
NET LIABILITY AT 30TH JUNE, 1969	\$9,704,436	\$4,432,075	\$920,507	\$2,885,367	\$8,333,313	\$26,275,698

Appendix No. 5

DETAILS OF LOANS RAISED DURING THE YEAR ENDED 30TH JUNE, 1969

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT

Loan No.	Rate %	County of Cumberland Main Roads Fund		Country Main Roads Fund	Term (Years)	Date of Maturity
		General Purposes	Special Purposes	General Purposes		
		\$	\$	\$		
108	5.875	.....	.....	250,000	40	16th July, 2008
109	5.875	.....	.....	500,000	15	26th July, 1983
110	5.875	100,000	.....	.....	15	31st October, 1983
111	5.875	40,000	.....	.....	25	31st October, 1993
112	5.875	500,000	.....	.....	20	6th September, 1988
113	5.75	20,000	.....	.....	10	8th July, 1978
114	5.875	.....	.....	300,000	45	26th July, 2013
115	5.875	150,000	.....	.....	45	26th July, 2013
116	5.875	28,000	.....	.....	15	3rd December, 1983
117	5.75	200,000	.....	.....	10	6th September, 1978
118	5.75	100,000	.....	.....	10	4th October, 1978
119	5.875	.....	.....	400,000	15	1st November, 1983
120	5.875	400,000	.....	.....	15	14th October, 1983
121	5.875	100,000	.....	.....	15	8th November, 1983
122	5.875	200,000	.....	.....	15	7th November, 1983
123	5.875	.....	300,000	.....	45	29th November, 2013
124	5.875	400,000	.....	.....	45	3rd January, 2014
125	5.875	.....	.....	1,000,000	20	29th November, 1988
126	5.875	.....	.....	250,000	40	20th November, 2008
127	5.75	92,100	.....	.....	10	29th November, 1978
128	5.75	.....	200,000	.....	10	6th December, 1978
129	5.875	1,000,000	.....	.....	40	28th November, 2008
130	5.5	100,000	.....	.....	4	6th December, 1972
131	5.875	.....	400,000	.....	15	3rd February, 1984
132	5.875	100,000	.....	.....	15	22nd January, 1984
133	5.875	12,000	.....	.....	15	3rd January, 1984
134	5.875	800,000	.....	.....	15	3rd January, 1984
135	5.875	90,000	.....	.....	15	28th February, 1984
136	5.875	.....	50,000	.....	15	18th February, 1984
137	5.75	17,900	.....	.....	10	27th March, 1979
Total		\$4,450,000	\$950,000	\$2,700,000		

Appendix No. 6

DETAILS OF OUTSTANDING LOANS AS AT 30TH JUNE, 1969

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT

Loan No.	Rate %	Balance of Loan					Term (Years)	Date of Maturity	Annual charge for interest
		County of Cumberland Main Roads Fund		Country Main Roads Fund		Sydney Harbour Bridge Account			
		General Purposes	Special Purposes	General Purposes	Special Purposes				
		\$	\$	\$	\$	\$			\$
1	5.0	900,000	.....	.....	.....	.....	15	23rd March, 1979	45,000
2	5.125	644,000	.....	.....	.....	.....	10	8th September, 1974	32,646
3	5.125	200,000	.....	.....	.....	.....	15	7th September, 1979	10,250
4	5.5	85,889	.....	.....	.....	.....	20	6th October, 1984	4,675
5	5.5	389,962	.....	.....	.....	.....	15	27th October, 1979	21,064
6	5.125	122,354	.....	.....	.....	.....	10	28th October, 1974	6,020
7	5.375	100,000	.....	.....	.....	.....	10	1st October, 1974	5,375
8	5.5	100,000	.....	.....	.....	.....	15	25th February, 1980	5,500
9	5.375	200,000	.....	.....	.....	.....	10	26th February, 1975	10,750
10	5.5	100,000	.....	.....	.....	.....	18	3rd March, 1983	5,500
11	5.5	87,632	.....	.....	.....	.....	20	5th March, 1985	4,772
12	5.5	.....	.....	.....	.....	100,000	15	4th June, 1980	5,500
13	5.5	100,000	.....	.....	.....	.....	20	11th March, 1985	5,500
14	5.375	.....	.....	.....	.....	264,874	10	13th May, 1975	13,726
15	5.5	80,711	.....	.....	.....	.....	15	28th April, 1980	4,364
16	5.75	100,000	.....	.....	.....	.....	20	31st May, 1985	5,750
17	5.75	200,000	.....	.....	.....	.....	15	16th June, 1980	11,500
18	5.75	400,000	.....	.....	.....	.....	30	17th June, 1995	23,000
19	5.75	92,000	.....	.....	.....	.....	15	22nd June, 1980	5,290
20	5.625	20,000	.....	.....	.....	.....	10	16th June, 1975	1,125
21	5.75	81,011	.....	.....	.....	.....	15	24th June, 1980	4,571
22	5.75	80,000	.....	.....	.....	.....	15	25th June, 1980	4,600
23	5.75	.....	.....	.....	.....	200,000	15	21st January, 1981	11,500
24	5.75	.....	.....	.....	.....	167,254	15	4th August, 1980	9,467
25	5.75	200,000	.....	.....	.....	.....	40	30th July, 2005	11,500
26	5.625	.....	.....	.....	.....	376,000	10	18th August, 1975	20,925
27	5.75	140,000	.....	.....	.....	.....	20	1st December, 1985	8,050
28	5.625	.....	.....	.....	.....	100,000	10	22nd December, 1975	5,625
29	5.75	100,000	.....	.....	.....	.....	20	1st February, 1986	5,750
30	5.75	50,000	.....	.....	.....	.....	30	16th December, 1995	2,875
31	5.75	.....	.....	.....	.....	60,000	15	17th January, 1981	3,450
32	5.625	.....	.....	.....	.....	200,000	10	25th January, 1976	11,250
33	5.75	100,000	.....	.....	.....	.....	25	1st February, 1991	5,750
34	5.625	.....	.....	.....	.....	20,000	10	7th March, 1976	1,125
35	5.75	100,000	.....	.....	.....	.....	50	21st March, 2016	5,750
36	5.75	.....	.....	.....	.....	100,000	15	5th April, 1981	5,750
37	5.75	.....	.....	.....	.....	100,000	15	4th April, 1981	5,750
38	5.625	.....	.....	.....	.....	50,000	10	1st April, 1976	2,812
39	5.75	.....	.....	.....	.....	200,000	15	18th May, 1981	11,500
40	5.75	100,000	.....	.....	.....	.....	30	12th May, 1996	5,750
41	5.75	.....	.....	.....	.....	344,679	15	19th May, 1981	19,527
42	5.75	.....	.....	.....	.....	100,000	15	12th May, 1981	5,750
43	5.625	.....	.....	.....	.....	80,000	10	7th June, 1976	4,500
44	5.75	10,000	.....	.....	.....	.....	16	31st May, 1982	575
45	5.75	150,000	.....	.....	.....	.....	40	21st June, 2006	8,625
46	5.75	.....	.....	.....	.....	188,000	15	20th June, 1981	10,810
47	5.75	50,000	.....	.....	.....	.....	30	15th June, 1996	2,875
48	5.75	5,000	.....	.....	.....	.....	16	31st May, 1982	288
49	5.75	.....	.....	.....	.....	172,339	15	21st June, 1981	9,763
50	5.625	.....	.....	.....	.....	80,000	10	23rd June, 1976	4,500
51	5.625	.....	.....	.....	.....	30,000	10	28th June, 1976	1,688
52	5.625	.....	.....	.....	.....	200,000	10	28th June, 1976	11,250
53	5.75	.....	.....	.....	.....	200,000	15	19th August, 1981	11,500
54	5.75	.....	.....	.....	.....	500,000	20	10th August, 1986	28,750
55	5.75	.....	.....	.....	.....	100,000	15	5th August, 1981	5,750
56	5.75	.....	.....	.....	.....	10,000	16	31st May, 1982	575
57	5.875	.....	.....	.....	364,501	.....	15	27th April, 1982	21,134
58	5.75	.....	.....	.....	.....	15,000	15	16th August, 1981	863
59	5.75	.....	.....	.....	.....	192,000	15	1st November, 1981	10,925
60	5.75	.....	.....	.....	.....	100,000	15	22nd November, 1981	5,750
61	5.625	.....	.....	.....	.....	250,000	10	19th December, 1976	14,063
62	5.625	.....	.....	.....	.....	110,000	10	1st February, 1977	6,188
63	5.75	.....	.....	.....	.....	100,000	15	28th December, 1981	5,750
64	5.75	.....	.....	.....	.....	288,000	15	1st February, 1982	16,560
65	5.75	.....	.....	.....	.....	100,000	15	14th February, 1982	5,750
66	5.75	.....	.....	.....	.....	6,000	15	31st May, 1982	345
67	5.5625	.....	.....	.....	.....	150,461	7	21st February, 1974	7,901
68	5.75	.....	.....	.....	.....	15,000	15	1st February, 1982	863
69	5.875	.....	.....	.....	200,000	.....	15	2nd March, 1982	11,750
70	5.875	.....	.....	.....	200,000	.....	20	1st April, 1987	11,750
71	5.875	.....	300,000	.....	.....	.....	15	17th March, 1982	17,625
72	5.875	.....	400,000	.....	.....	.....	25	15th March, 1992	23,500
73	5.875	.....	.....	.....	200,000	.....	15	1st June, 1982	11,750
74	5.5	.....	.....	.....	.....	75,000	6	1st May, 1973	4,125
75	5.75	.....	.....	.....	.....	19,000	10	11th April, 1977	1,093
76	5.875	.....	.....	.....	.....	600,000	15	3rd August, 1982	35,250
77	5.875	.....	.....	.....	.....	100,000	20	1st August, 1987	5,875
78	5.75	.....	.....	.....	.....	50,000	10	6th September, 1977	2,875
79	5.875	.....	.....	.....	.....	479,224	20	13th July, 1987	27,939
80	5.875	.....	.....	.....	.....	500,000	45	21st July, 2012	29,375
81	5.875	.....	100,000	.....	.....	.....	30	1st December, 1997	5,875
82	5.875	300,000	.....	.....	.....	.....	15	15th August, 1982	17,096
83	5.875	.....	.....	.....	.....	20,000	15	16th August, 1982	1,175
84	5.875	.....	.....	.....	.....	50,000	24	31st August, 1991	2,937
85	5.75	.....	.....	.....	.....	50,000	10	6th September, 1977	2,875
86	5.75	.....	.....	.....	.....	17,673	10	18th September, 1977	993
87	5.875	400,000	.....	.....	.....	.....	15	6th October, 1982	23,500
88	5.875	.....	.....	.....	.....	100,000	16	1st October, 1983	5,875
89	5.875	.....	.....	.....	.....	100,000	30	27th November, 1997	5,875
90	5.375	.....	1,250,000	.....	.....	.....	7	1st December, 1974	69,269
	5.625	.....		.....	.....	10	1st December, 1977		
	5.625	.....		.....	.....	15	1st December, 1982		
91	5.875	.....	.....	.....	.....	15	26th October, 1982	2,938	
92	5.75	.....	.....	.....	.....	10	16th October, 1977	1,150	
93	5.875	.....	.....	.....	.....	15	1st November, 1982	4,112	
94	5.75	.....	.....	.....	.....	237,500	10	17th November, 1977	13,297
95	5.875	.....	.....	.....	.....	150,000	15	21st November, 1982	8,813
96	5.875	.....	196,000	.....	.....	.....	15	21st November, 1982	11,397
97	5.75	.....	.....	.....	.....	26,509	10	22nd November, 1977	1,489
98	5.875	.....	.....	.....	.....	400,000	25	16th February, 1993	23,500
99	5.875	.....	.....	.....	.....	500,000	45	8th December, 2012	29,375
100	5.875	.....	750,000	.....	.....	.....	45	19th January, 2013	44,062
101	5.75	.....	.....	.....	.....	40,000	10	16th January, 1978	2,300
102	5.875	.....	294,000	.....	.....	.....	15	1st March, 1983	17,272
103	5.875	.....	300,000	.....	.....	.....	15	15th March, 1983	17,625
104	5.75	.....	.....	250,000	.....	.....	10	15th March, 1978	12,989

Appendix No. 6—continued

DETAILS OF OUTSTANDING LOANS AS AT 30TH JUNE, 1969—continued

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT—continued

Loan No.	Rate %	Balance of Loan					Term (Years)	Date of Maturity	Annual charge for interest
		County of Cumberland Main Roads Fund		Country Main Roads Fund		Sydney Harbour Bridge Account			
		General Purposes	Special Purposes	General Purposes	Special Purposes				
		\$	\$	\$	\$	\$			\$
105	5.875	150,000	.....	.....	.....	.....	15	15th March, 1983	8,812
106	5.875	.....	.....	30,000	.....	.....	25	1st April, 1993	1,762
107	5.75	.....	.....	20,000	.....	.....	10	8th May, 1978	1,150
108	5.875	.....	.....	250,000	.....	.....	40	16th July, 2008	14,688
109	5.875	.....	.....	500,000	.....	.....	15	26th July, 1983	29,375
110	5.875	100,000	.....	.....	.....	.....	15	31st October, 1983	5,875
111	5.875	40,000	.....	.....	.....	.....	25	31st October, 1993	2,350
112	5.875	493,274	.....	.....	.....	.....	20	6th September, 1988	28,776
113	5.75	20,000	.....	.....	.....	.....	10	8th July, 1978	1,150
114	5.875	.....	.....	300,000	.....	.....	45	26th July, 2013	17,625
115	5.875	150,000	.....	.....	.....	.....	45	26th July, 2013	8,813
116	5.875	28,000	.....	.....	.....	.....	15	3rd December, 1983	1,645
117	5.75	200,000	.....	.....	.....	.....	10	6th September, 1978	11,212
118	5.75	100,000	.....	.....	.....	.....	10	4th October, 1978	5,750
119	5.875	.....	.....	400,000	.....	.....	15	1st November, 1983	23,500
120	5.875	400,000	.....	.....	.....	.....	15	14th October, 1983	23,500
121	5.875	100,000	.....	.....	.....	.....	15	8th November, 1983	5,875
122	5.875	200,000	.....	.....	.....	.....	15	7th November, 1983	11,750
123	5.875	.....	300,000	.....	.....	.....	45	29th November, 2013	17,625
124	5.875	400,000	.....	.....	.....	.....	45	3rd January, 2014	23,500
125	5.875	.....	.....	986,549	.....	.....	20	29th November, 1988	57,553
126	5.875	.....	.....	250,000	.....	.....	40	20th November, 2008	14,688
127	5.75	92,100	.....	.....	.....	.....	10	29th November, 1978	5,286
128	5.75	.....	200,000	.....	.....	.....	10	6th December, 1978	11,213
129	5.875	1,000,000	.....	.....	.....	.....	40	28th November, 2008	58,750
130	5.5	100,000	.....	.....	.....	.....	4	6th December, 1972	5,500
131	5.875	.....	400,000	.....	.....	.....	15	3rd February, 1984	23,500
132	5.875	100,000	.....	.....	.....	.....	15	22nd January, 1984	5,875
133	5.875	12,000	.....	.....	.....	.....	15	3rd January, 1984	705
134	5.875	800,000	.....	.....	.....	.....	15	3rd January, 1984	46,501
135	5.875	90,000	.....	.....	.....	.....	15	28th February, 1984	5,287
136	5.875	.....	50,000	.....	.....	.....	15	18th February, 1984	2,937
137	5.75	17,900	.....	.....	.....	.....	10	27th March, 1979	1,029
Total		\$10,381,833	\$4,540,000	\$2,986,549	\$964,501	\$8,924,513			\$1,586,128

Appendix No. 6A

DETAILS OF INVESTMENTS OF LOAN RESERVE FUNDS AS AT 30TH JUNE, 1969

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT

Investment No.	Nature of Investment		Amount			Rate of Interest	Date of Maturity
			County of Cumberland Fund	Country Main Roads Fund	Sydney Harbour Bridge Loan Reserve Account		
			\$	\$	\$	%	
702	Commonwealth Government In-	scribed Stock	50,000	.....	.....	5.00	15th November, 1975
703	Commonwealth Government In-	scribed Stock	50,000	.....	.....	5.25	15th July, 1988
704	Department of Main Roads N.S.W.	Inscribed Stock	.....	.....	19,000	5.75	11th April, 1977
705	Department of Main Roads N.S.W.	Inscribed Stock	50,000	.....	.....	5.75	6th September, 1977
706	Department of Main Roads N.S.W.	Inscribed Stock	.....	.....	50,000	5.75	6th September, 1977
707	Department of Main Roads N.S.W.	Inscribed Stock	.....	.....	150,000	5.325	1st December, 1974
708	Metropolitan Water Sewerage and	Drainage Board Inscribed Stock	100,000	20,000	80,000	5.75	1st April, 1978
709	Department of Main Roads N.S.W.	Inscribed Stock	.....	.....	20,000	5.75	8th May, 1978
710	Metropolitan Water Sewerage and	Drainage Board Inscribed Stock	250,000	.....	.....	5.75	27th February, 1979
711	Metropolitan Water Sewerage and	Drainage Board Inscribed Stock	135,300	.....	.....	5.75	1st February, 1979
712	Department of Main Roads N.S.W.	Inscribed Stock	17,900	.....	.....	5.75	27th March, 1979
713	Metropolitan Water Sewerage and	Drainage Board Inscribed Stock	.....	.....	200,000	5.75	28th April, 1979
714	Commonwealth Government In-	scribed Stock	25,000	75,000	50,000	5.3	15th April, 1976

Appendix No. 7

COUNTY OF CUMBERLAND MAIN ROADS FUND—GENERAL PURPOSES

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS							
PRINCE'S HIGHWAY							
Greater Wollongong	1	Bulli Pass to M.R. No. 177	Climbing lane	Department		10,109	10,109
Do	1	32.16m. to 33.57m. south of Sydney	Bitumen surfacing	do	26,970	2,510	29,480
Do	1	34.5m. to 37.20m. south of Sydney	Realignment	do	9,710	10	9,720
Do	1	33.57m. to 34.49m. south of Sydney	do	do	20,039	28,926	48,965
Do	1	42.42m. to 43.85m. south of Sydney	Realignment and widening	do	203,142	5,387	208,529
Rockdale	1	The Seven Ways	Kerb and gutter	do		3,173	3,173
Do	1	Catherine Street to President Avenue	Widening	do	267,599	41,311	308,910
Do	1	Intersection with Kyle Street	Improvement	do		5,002	5,002
Sutherland and Greater Wollongong	1	26.8m. to 27.74m. south of Sydney	Realignment	do	46,049	129,883	175,932
Sutherland	1	Harley Street, Albert Avenue and Rocklea Crescent	Closure of medians	do		894	894
Do	1	Anzac Avenue, Engadine to Veno Street, Heathcote	Dual carriageway and deviation	do	29,287	533,757	563,044
Do	1	Auburn Road to Hotham Road	Reconstruction and widening	do	247,584	48,632	296,216
Do	1	Holt Road to Acacia Road	Dual carriageway	do	514,687	31,868	546,555
Do	1	Grafton Street to Pitt Street, Loftus	Deviation	do	503,112	2,441	505,553
Sydney	1	Intersection with Codrington Street	Improvement	Council	215	535	750
Do	1	Intersection with Cleveland Street and Darlington Road, Darlington	do	do	15,979	1,034	17,013
						\$845,472	
HUME HIGHWAY							
Bankstown	2	Johnson Road to S.H. No. 13	Kerbside lanes	Department		3,455	3,455
Burwood	2	Emu Street to Mintaro Avenue and Intersection with M.R. No. 315	Dual carriageway and channelisation	do	101,039	67	101,106
Burwood and Strathfield	2	Intersection with M.R. No. 315	Improvement	do	3,670	6,439	10,109
Burwood	2	Burwood Road to Quandong Road	Drainage	do	5,295	415*	4,880
Camden	2	Bridge over Nepean River at Camden	Widening	do	84,472	1,144*	83,328
Do	2	Nepean River at Camden	Reinforced concrete substructure	do		53,737	53,737
Do	2	Bridge over Nepean River at Camden	Deviation and northern approach	do		4,773	4,773
Fairfield	2	Intersection with McArthur Street, Elderslie	Reconstruction	do	19,787	3,637*	16,150
Do	2	Prospect Creek to Cabramatta Creek	Kerbside lanes	do		18,613	18,613
Do	2	Prospect Creek to Cabramatta Creek	Strengthening of pavement	do	16,612	2,972	19,584
Liverpool	2	Railway Overbridge at Warwick Farm	Widening	do	252,346	805	253,151
Do	2	Railway Overbridge at Warwick Farm	Approaches	do	117,644	5,557	123,201
Do	2	Warwick Farm Overbridge to Cabramatta Creek	Kerb and gutter	do		51,161	51,161
Do	2	Scott Street to Pine Street	Reconstruction and widening	do	21,428	2,645	24,073
Do	2	Pedestrian Subway at Warwick Farm	Drainage	do		979	979
Do	2	Intersection with M.R. No. 515 and S.R. No. 2071	Channelisation	do	68,793	59,054	127,847
Do	2	Western Side Grove Street to De Meyrick Avenue	Kerb and gutter	Council	500	353	853
Strathfield	2	Cook's River to S.R. No. 2087	Kerbside lane	Department	5,355	1,110	6,465
						\$206,524	
GREAT WESTERN HIGHWAY							
Auburn	5	Day Avenue to Haslam's Bridge	Drainage improvement	Department		1,885	1,885
Do	5	Intersection with M.R. No. 532	Improvement	do	19,163	39,940	59,103

* Credit

Appendix No. 7—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
GREAT WESTERN HIGHWAY—continued							
Blacktown	5	19.17m. to 19.98m. west of Sydney	Deviation	Department	264,418	60	264,478
Do	5	21.57m. to 23.3m. west of Sydney	Reconstruction	do	.....	7,847	7,847
Do	5	Eastern Creek, 23.6m. west of Sydney	Drainage improvement	do	.....	3,427	3,427
Do	5	19.98m. to 21.75m. west of Sydney	Deviation	do	51,585	105,113†	156,698
Blue Mountains	5	Bullaburra, Blaxland, Lawson and Hazelbrook	Kerbside lanes in built-up areas	do	.....	28,087	28,087
Do	5	2.86m. to 3.47m. west of Katoomba	Reconstruction	do	67,977	268	68,245
Do	5	17.4m. to 30.5m. west of Penrith—3.8m. to 8.7m. west of Katoomba	Reshaping and strengthening of selected sections	do	.....	14,463	14,463
Do	5	11.3m. to 12m. west of Katoomba	Climbing lane	do	.....	31,318	31,318
Do	5	Springwood	Deviation	do	608,869	102,157	711,026
Do	5	Blaxland Railway Station	Filling of cutting	do	.....	7,313	7,313
Do	5	2m. to 2.5m. west of Katoomba	Climbing lane	do	.....	682	682
Holroyd	5	Pendle Way to Hawkesbury Road	Median adjustment	do	.....	10,378	10,378
Do	5	Wyena Street to Blacktown Road	Dual carriageway	do	.....	7,160	7,160
Do	5	Bridge Street to Station Street, Wentworthville	Reconstruction	do	.....	171,885	171,885
Leichhardt	5	Northern side, Norton Street to Catherine Street	Kerb and footpath	Council	600	583	1,183
Marrickville	5	Bridge Road, Stanmore to Carrington Street, Lewisham	Channelisation	Department	.....	5,008	5,008
Parramatta	5	Intersection with S.R. No. 2049	Reconstruction	do	.....	29,914	29,914
Do	5	Church Street to Steele Street, Parramatta	Reconstruction and widening	do	251,733	156,002	407,735
Penrith	5	Quarry Hill 31m. west of Sydney	Dual carriageway	do	.....	29,833	29,833
Do	5	Intersection with Henry Street, Penrith	Reconstruction	do	.....	37,459	37,459
Do	5	Intersection with M.R. No. 155	Kerb and gutter	Council	.....	439	439
Sydney	5	Harris Street to municipal boundary	Channelisation	do	.....	2,500	2,500
						\$793,721	
PACIFIC HIGHWAY							
Hornsby	10	Mt. Colah Railway Station	Kerb and gutter	Department	.....	15,710	15,710
Do	10	Mt. Kuring-gai to Berowra	Reconstruction and widening	do	86,092	1,217,943	1,304,035
Do	10	At Asquith	Reconstruction of failed pavement	do	.....	12,563	12,563
Do	10	Asquith to Mt. Kuring-gai	Widening	do	783,256	75,237	858,493
Ku-ring-gai	10	Woodville Avenue to Coonanbarra Road, Wahroonga	Median strip	do	4,541	6,662	11,203
Do	10	Ryde Road to Livingstone Avenue, Pymble	Widening	do	193,373	1,628	195,201
Lane Cove	10	Intersection with Greenwich Road, St. Leonards	Channelisation	do	.....	1,031	1,031
Willoughby	10	West of St. Leonards Railway Station	Widening	do	73,616	9,367	82,983
						\$1,340,141	
STATE HIGHWAY No. 13							
Bankstown	13	Villawood	Railway overbridge	Department	.....	49,310	49,310
Bankstown and Fairfield	13	Railway overbridge at Villawood	Approaches	do	66,017	85,334	151,351
Holroyd	13	Railway level crossing at Granville	Underpass	do	160,377	5,862*	154,515
Parramatta, Bankstown and Fairfield	13	Sydney Water Supply Main	Prestressed concrete bridge	do	44,265	17,487	61,752
Parramatta	13	Macquarie Street to Lennox Bridge	Drainage	do	.....	3,323	3,323
Do	13	M.R. No. 158 at Mobb's Hill	Improvement	do	35,771	37,864	73,635
Do	13	Railway overbridge at Carlingford to Tintern Avenue	Widening	do	37,639	120,908	158,547

* Credit

† For additional expenditure see Appendix No. 7A.

Appendix No. 7—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
STATE HIGHWAY NO. 13—continued							
Parramatta, Bankstown and Fairfield	13	Railway overbridge at Villawood	Approaches	Department .....	.....	16	16
Parramatta	13	Railway Monument Park at Granville subway	Landscaping	do .....	.....	3,182	3,182
Parramatta, Bankstown and Fairfield	13	Chiltern Avenue to Hume Highway	Widening and reconstruction	do	841,992	31,062	873,054
Parramatta	13	Merrylands Road to Parramatta Road	Dual carriageway	do	567,287	47,560	614,847
						\$390,184	
Total—State Highways						\$3,576,042	
ORDINARY MAIN ROADS							
Auburn	190	Kerr's Road to Victoria Street	Drainage	Council	1,228	2,726	3,954
Do	193	Stormwater Channel Haslam's Creek	Reinforced concrete bridge	do	58,900	685	59,585
Do	190	S.H. No. 5 to Wyatt Park	Reconstruction	do .....	.....	901	901
Do	532	Clyde Street to Adderly Street	Reconstruction and widening	Department	789,050	37,292	826,342
Bankstown	167	Ely Street, Revesby	Drainage	Council .....	.....	937	937
Bankstown and Liverpool	167	George's River at Milperra	Prestressed concrete bridge	Department	544,279	3,235	547,514
Bankstown	167	Intersection with Clements Avenue	Kerb and gutter	Council .....	.....	229	229
Do	167	Victoria Street to Henry Lawson Drive	Dual carriageway	Department .....	.....	194	194
Do	167	Victoria Street to M.R. No. 508	Reconstruction and widening	do	846,341	66,130	912,671
Do	167	West of Fitzpatrick Street	Drainage extension	do .....	.....	10,174	10,174
Do	167	Intersection with M.R. No. 508	Channelisation	do	16,167	15,143	31,310
Do	315	Intersection with Wangee Road	do	do .....	.....	816	816
Bankstown, Strathfield and Canterbury	and 549	Margaret Street to Walsh Avenue, South Enfield	Kerb and gutter	do	15,810	1,176	16,986
Bankstown	508	River Road to Salt Pan Creek	Construction	Council	356,334	3,405	359,739
Do	508	River Road to MacLauren Avenue	Widening and reconstruction	Department	13,930	55	13,985
Do	508	Intersection with Carinya Road	Reconstruction	do .....	.....	4,163	4,163
Baulkham Hills	157	Number 50, Showground Road	Kerb and gutter and drainage	Council .....	.....	1,129	1,129
Do	160	Intersection with Excelsior Avenue	Drainage works	do .....	.....	800	800
Do	181	Adjacent to Police Station at Wiseman's Ferry	Kerb and gutter	do .....	.....	21*	77
Do	184	M.R. No. 160 to Coronation Street	Kerbside lanes	Department	146,568	1,372	147,940
Blacktown	537	S.H. No. 5 to Mavis Street, Rooky Hill	Reconstruction and bitumen surfacing	Council .....	.....	9,000	9,000
Do	537	Mavis Street to Great Western Railway Line	Improvement	do	7,854	3,271	11,125
Do	537	Intersection with Rooky Hill Road North	Reconstruction	do	1,222	9,549	10,771
Do	546	0.3m. from M.R. No. 537	Reinforced concrete bridge and approaches	do	40,000	11,185	51,185
Blue Mountains	570	West from Haleyon Avenue	Kerb and gutter	do .....	.....	116	116
Botany	170	Beauchamp Road to municipal boundary	do	do .....	.....	412	412
Do	183	Near Florence Avenue	Pedestrian underpass	Department .....	.....	33,596	33,596
Do	183	Intersection with M.R. No. 593	Reinforced concrete overbridge	do	21,720	101,445	123,165
Do	194	Mill Pond Road to Joyce Drive, Mascot	Reconstruction	do	17,455	17,455*	.....
Do	194	Intersection with Botany Road and Mill Pond Road, Mascot	Re-channelisation	do .....	.....	5,588	5,588
Do	344	Bridge over Millpond Creek	Widening	do .....	.....	14,844	14,844
Do	593	Over King Street	Reinforced concrete bridge	do .....	.....	52,054	52,054
Do	593	Internal access under M.R. No. 593	Reinforced concrete subway	do .....	.....	39,078	39,078
Camden	178	Bridge at Curran's Crossing	Approaches	do	25,929	8,276	34,205
Do	178	Kenny Hill 1.8m. to 2.17m. west of Campbelltown	Climbing lane	do .....	.....	3,000	3,000
Do	178	4.2m. from Campbelltown	Reinforced concrete box culvert	Council .....	.....	1,401	1,401

* Credit

Appendix No. 7—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
ORDINARY MAIN ROADS—continued							
Campbelltown	177	8.55m. to 9.11m. east of S.H. No. 2	Reconstruction and bitumen surfacing	Department	144,611	1,710*	142,901
Do	177	8.43m. to 8.55m. east of S.H. No. 2	do do do do	do	16,567	16,144	32,711
Do	179	Railway underpass at Menangle	Improvement	Council	38,000	3,000	41,000
Canterbury	167	Intersection with Punchbowl Road	do	Department		38,913	38,913
Colo and Windsor	184	Bridge over Hawkesbury River at North Richmond	Widening	do	46,505	77,028	123,533
Colo	570	Shaw's Creek	Reinforced concrete bridge	do	95,714	25	95,739
Concord	200	Killoola Street to Cavell Street	Widening	Council		6,897	6,897
Drummoyne	165	Approaches to Iron Cove Bridge	Widening including deviation of Henley Marine Drive	Department	544	162,613	163,157
Drummoyne and Leichhardt	165	Bridge over Iron Cove	Widening	do	189,901	85,526	275,427
Drummoyne	165	Intersection with Wolseley Street	Drainage	do	970	4,534	5,504
Fairfield	534	S.H. No. 2 to Cumberland Street, Cabramatta	Reconstruction	Council	2,877	782	3,659
Greater Wollongong	185	Clifton to Coalcliff	Improvement	Department		64,063	64,063
Hornsby	373	Pennant Parade to Midson Road, Epping	Reconstruction and widening	Council	15,047	340	15,387
Do	373	Beecroft Road to Pennant Parade, Epping	do do do	do		7,157	7,157
Do	548	0.3m. to 1.4m. west of Galston	Deviation and bitumen surfacing	do		4,000	4,000
Do	587	S.H. No. 10 at Hornsby to S.H. No. 10 at Asquith	Widening	Department	158,131	2,888	161,019
Do	587	Bridge Road to Asquith	Reconstruction	do		9,255	9,255
Hunter's Hill and Lane Cove	166	Bridge over Lane Cove River at Fig Tree	Approaches	do	989,283	220*	989,063
Hunter's Hill	166	Memba Street to Church Street	Kerbing and guttering	do		765	765
Hurstville	168	Koorabel Street to Old Forest Road, Lugarno	Kerb and gutter	Council	357	11*	346
Do	168	Isaac Street to Belmore Road, Peakhurst	do do	do	3,000	3,400	6,400
Do	168	Belmore Road to Lime Kiln Road, Lugarno	Drainage improvement	do		1,000	1,000
Do	168	Samuel Street to Isaac Street, Peakhurst	Kerb and gutter	do	2,000	1,369	3,369
Do	168	Old Forest Road to Margaret Crescent, Lugarno	Stormwater drainage	do		752	752
Do	168	Mavis Avenue to Boundary Road, Peakhurst	Retaining wall	do		897	897
Do	168	Frontage of Methodist Church, Peakhurst	Kerb and gutter	do	30	13*	17
Do	168	Approaches to Lugarno Ferry	Climbing lane	do	420	3,452	3,872
Do	315	Stoney Creek Road to Forest Road	Widening and reconstruction	do	185,752	71,894	257,646
Do	508	Bridge over Salt Pan Creek	Approaches	do	100,296	7,427*	92,869
Do	508	Intersection with S.R. No. 2050	Improvement	do		3,606	3,606
Ku-ring-gai	162	Lane Cove River (De Burgh's Bridge)	Prestressed concrete bridge	Department	675,279	51†	675,330
Do	162	Putarri Avenue to Killeaton Street	Reconstruction and widening	do	30,109	341,544	371,653
Do	162	Yanko Road to Kendall Street, Pymble	do do do	do		119,952	119,952
Do	162	Ridge Street to Minnamurra Avenue, Pymble	Realignment	Council	2,000	2,000	4,000
Do	328	Intersection with Penhurst Street, East Roseville	Widening	Department		39	39
Do	328	Ferncourt Avenue to Rowe Street, Roseville	Dual carriageway	do		809,795	809,795
Do	328	New bridge over Middle Harbour at Roseville	Southern approaches	do	1,378,498	505,281*	873,217
Lane Cove	166	Burns Bay Road to Epping Road	Reconstruction	do		25,286	25,286
Do	373	Lane Cove River to Moore Street	Widening	do	191,238	223,009	414,247
Leichhardt and Drummoyne	165	Bridge over Iron Cove	do	do		59,775	59,775
Leichhardt	165	Evans Street, Rozelle	Elimination of median	do		2,446	2,446
Liverpool	167	0.0m. to 1.8m. from Milperra Bridge	Dual carriageway	do	473,460	58,547	532,007
Do	512	S.H. No. 2 to M.R. No. 578	Reconstruction	do	38,248	7,870	46,118
Do	512	Opposite Nuwarra Road	Widening	do		1,254	1,254
Do	515	Intersection with Reservoir Road	Reconstruction	Council		3,307	3,307
Do	515	Intersection with Flowerdale Road, Liverpool	Improvement	do		83	83
Liverpool and Fairfield	515	Mt. Pritchard	Climbing lane	Department	31,109	3,139	34,248
Liverpool	535	Walgrove Road to Judd's Hill	Reconstruction	Council	57,400	170	57,570
Manly	159	Intersection with Raglan Street	Improvement	do		75	75
Do	159	Crescent Street to Belgrave Street	Reconstruction and widening	do		21,298	21,298
Do	164	Near Avona Crescent, Seaforth	Reconstruction	do	4,400	5,200	9,600
Do	164	Near Spit Bridge	Bus starting bay	do		239	239
Do	397	Baringa Avenue to Dalwood Road, Seaforth	Widening and kerb and gutter	do	4,816	145*	4,671

* Credit

† For additional expenditure see Appendix No. 7A.

Appendix No. 7—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
ORDINARY MAIN ROADS—continued							
Marrickville	167	Enmore Road to Livingstone Road	Reconstruction and bitumen surfacing	Council	.....	8,000	8,000
Mosman	164	Ida Street to Pearl Bay Road	Restoration of collapsed roadway	Department	163,546	160,554	324,100
Do	164	Clifford Street to Bickell Road	Reconstruction and widening	do	99,156	99,156	99,156
North Sydney	599	Ernest Street, Cammeray	Reconstruction	Council	.....	2,342	2,342
Do	599	Near Pine Street, Cammeray	Improvement	do	4,450	947	5,397
Do	599	Rosalind Street to Ernest Street, Cammeray	Widening	do	18,200	6,700	24,900
Parramatta	165	Intersection with Rydalmere Avenue	Improvement	Department	1,558	10,338	11,896
Do	165	Vineyard Creek to Grandview Street	Dual carriageway	do	249,144	10,484	259,628
Do	309	Intersection with Aston Street at railway level crossing	Improvement	do	30,961	8,438	39,399
Do	574	Kirby Street, Dundas	Reconstruction and pavement widening	do	.....	563	563
Penrith	154	Parker Street near St. Dominic's College	Kerb and gutter	Council	.....	315	315
Do	154	Orth Street, Kingswood	Improvement to culvert	do	12,000	1,822	13,822
Do	155	Surveyors' Creek, 1.35m. from S.H. No. 5	Prestressed concrete bridge and approaches	do	727	194	921
Do	155	5.2m. to 11.6m. north of S.H. No. 5	Reconstruction, widening and surfacing	do	2,713	1,700	4,413
Do	155	5.2m. to 11.8m. north of S.H. No. 5	Reconstruction, widening and bitumen surfacing	do	263,625	10,000	273,625
Do	536	Swanson Street, St. Mary's	Kerb and gutter	do	.....	194	194
Randwick	327	Judge Street to St. Lukes Street	Reconstruction	do	.....	5,000	5,000
Rockdale	194	Intersection with Bestic Street	Right-turn lane	Department	.....	5,351	5,351
Do	194	Teralba Road to President Avenue	Widening	Council	.....	286	286
Ryde	139	Blaxland Road to Lane Cove Road	Reconstruction	Department	.....	51,930	51,930
Do	139	Church Street to Devlin Street	Widening	Council	600	2,883	3,483
Do	139	Blaxland Road and Rowe Street	Channelisation	do	.....	1,504	1,504
Ryde and Ku-ring-gai	162	Andrew Avenue to Fontenoy Road	Reconstruction, widening and deviation	Department	527,247	69,587	596,834
Ryde	162	Intersection with Cox's Road, North Ryde	Construction and installation of drainage	Council	.....	400	400
Do	162	Blaxland Road to Quarry Road	Reconstruction and widening	do	.....	48,483	48,483
Do	200	Intersection with Devlin Street	Traffic islands	Department	8,550	621*	7,929
Do	373	Approaches to bridge over Stringy Bark Creek	Widening	do	6,825	6,825*	.....
Do	373	Secondary Road No. 2052 to Lane Cove River	Reconstruction and widening	do	.....	969	969
Do	373	Approaches to bridge over Lane Cove River	Widening	do	4,648	4,648*	.....
Do	373	Intersection with Vimiera Road, Marsfield	Improvement	do	.....	4,581	4,581
Do	373	Adjacent to Nos. 61-63 Epping Road, North Ryde	Drainage	do	.....	13,497	13,497
Do	373	Pittwater Road to Lane Cove River	Dual carriageways	do	461,115	4,314	465,429
Strathfield	315	Opposite Llandilo Avenue	Extension of watermain	Council	.....	86	86
Sutherland	199	Intersection M.R. No. 227, The Kingsway	Channelisation	do	.....	2,250	2,250
Do	227	Bellgara Road to Parraweena Road	Widening and reconstruction	do	.....	17,594	17,594
Do	227	Box Road to Parraweena Road	Reconstruction	do	37,500	94,500	132,000
Sydney	165	Opposite Miller Street, Pyrmont	Kerb and gutter	do	.....	286	286
Do	170	Intersection with O'Riordan Street and Bourke Street	Reconstruction	do	10,905	12,219	23,124
Do	170	Intersection with O'Riordan Street and Wyndham Street	Channelisation	do	36,000	8,610	44,610
Do	170	Gardener's Road to Boundary Street, Botany	Kerbside lanes	do	24,500	3,628	28,128
Do	170	Intersection with Henderson Road, Alexandria	Channelisation	do	1,590	295*	1,295
Do	171	Intersection with Moore Park Road	Improvement	do	900	300	1,200
Do	173	Darlinghurst Road to Kellett Avenue	Reconstruction	do	2,101	9	2,110
Do	193	Mitchell Road to Fox Avenue	Resurfacing	do	900	2,712	3,612
Do	330	Chalmers Street to Dowling Street	Reconstruction	do	11,910	2,140*	9,770*
Do	330	Crown Street to Dowling Street, Surry Hills	do	do	17,336	120	17,456
Do	330	Elizabeth Street to High Holborn Street, Surry Hills	do	do	.....	3,027	3,027
Do	330	South Dowling Street to Anzac Parade	Reconstruction and bitumen surfacing	do	4,000	9,868	13,868
Do	593	Napier Street to Oxford Street	Reconstruction	do	7,000	3,000	10,000
Warringah	159	Hillcrest Place to Harbord Road, Brookvale	Widening	do	12,124	8,412	20,536
Do	159	Riverview Parade to Oliver Street, Queenscliff	do	do	.....	15,000	15,000
Do	162	Alan Street to Pittwater Road, Mona Vale	Reconstruction	Department	190,013	118,417	308,430
Do	162	Intersection with M.R. No. 529	Improvement	do	10,709	280	10,989

* Credit

Appendix No. 7—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
ORDINARY MAIN ROADS—continued							
Warringah	164	Bassett Street to Waterview Street, Mona Vale	Excavate and widen footpath	Department	61,054	7,742	68,796
Do	164	Intersection with Main Road No. 397 at Narrabeen	Improvement	do	241,408	73,708	315,116
Do	164	Elimatta Road to Rowan Street, Mona Vale	Reconstruction and widening	do	71,683	15,106	86,789
Do	164	Bassett Street to Bardo Road, Newport	do do	do	6,256	179,919	186,175
Do	164	Along Warringah Mall Frontage	Kerbside lane	do	3,859	3,859	3,859
Do	328	Fitzpatrick Avenue to Bantry Bay Road	Dual carriageway	do	580,835	61,010	641,845
Do	328	Intersection with Forest Way, French's Forest	Pedestrian overbridge	do	13	270	270
Do	328	Intersection with M.R. No. 397	Widening and channelisation	do	211,660	270	211,673
Do	530	Harbord Lagoon to Pacific Parade	Widening	Council	13	2,742	2,742
Do	530	Western side, Pitt Road to Abbott Road, Curl Curl	Drainage kerb and gutter	do	6,000	4,203	10,203
Do	530	Lawrence Street to Brighton Street, Harbord	Reconstruction	do	5,000	5,000	5,000
Waverley	172	Intersection with Sandridge Street, Bondi	Channelisation	do	6,300	4,500	10,800
Do	340	Lugor Street to Leichhardt Street, Waverley	Reconstruction	do	4,358	4,358	4,358
Willoughby	191	Anglo Street to Maclean Avenue, Chatswood	Widening and improvement	do	7,034	7,034	7,034
Do	599	Sailor's Bay Road to Babbage Road	Reconstruction and widening	Department	19,722	226,947	246,669
Windsor and Colo	182	Bridge over Hawkesbury River at Windsor	Footway	do	5,586	5,994	15,580
Windsor	184	Windsor Street to March Street, Richmond	Reconstruction, widening and kerb and gutter	do	22,072	4,36*	21,636
Do	184	North Richmond bridge	Approaches	do	12,806	12,806	12,806
Do	537	Bourke Street to East Market Street, Richmond	Reconstruction	do	9,200	107,308	116,508
Woollahra	339	Clarendon Street, Vaucluse	do	Council	1,049	1,049	1,049
Total—Ordinary Main Roads						\$3,706,939	
SECONDARY ROADS							
Ashfield	2056	S.H. No. 5 to Dobroyd Parade	Reconstruction and widening	Department	164,458	98,622	263,080
Do	2056	Intersection with Timbrell Drive, Five Dock	Improvement	Council	1,079	46	1,125
Bankstown	2068	Thorn Street to railway underpass, Revesby	Reconstruction	do	308	308	308
Do	2068	Canterbury Road to Thorn Street, Revesby	do	do	31,863	1,441	33,304
Blacktown	2084	Intersection with Abbott Road, Seven Hills	do	do	223	223	223
Canterbury	2014	Albert Road to Cook's River Bridge	do	do	960	26	986
Do	2060	King Georges Road to Canterbury Road	do	do	528	528	528
Do	2060	King Georges Road to Waratah Street, Punchbowl	do	do	23,632	5,000	28,632
Drummoyne	2059	St Lukes Park to M.R. No. 395	do	do	1,029	3,081	4,110
Hunter's Hill	2033	Luke Street to Mary Street	Strengthening kerbside lanes	do	2,500	2,500	2,500
Ku-ring-gai	2043	Springdale Avenue to Koola Avenue, Killara	Reconstruction	do	789	789	789
Do	2043	Eastern Road to Municipal Boundary	do	do	1,782	1,782	1,782
Do	2043	Grosvener Road to Municipal Boundary	do	do	4,000	4,000	4,000
Do	2043	Bancroft Avenue to Tryon Road	do	do	27,323	10,244	37,567
Lane Cove	2070	Penrose Street to River Road west	do	do	1,122	1,122	1,122
Do	2070	River Road to Best Street	Widening and realignment	do	14,000	8,814	22,814
Do	2070	Warraroon Road to William Edward Street, Northwood	Reconstruction	do	6,031	68*	5,963
Do	2070	Gore Creek to Northwood Road, Northwood	Widening and realignment	do	5,250	5,250	5,250
Leichhardt	2056	Charles Street to James Street	Reconstruction	do	8,364	8,364	8,364
Liverpool	2071	Intersection with Elizabeth Drive	do	do	263	263	263
Do	2071	Campbell Street to Hoxton Park Road	do	do	58,000	429	58,429
Manly	2025	Woods Parade to Margaret Street, Fairlight	Widening	do	3,800	3,533	7,333
Marrickville	2007	Intersection with Sydenham Road and Buckley Street	Channelisation	do	1,390	1,390	1,390
Do	2007	Stanmore Road to Addison Road, Petersham	Reconstruction and bitumen surfacing	do	7,250	7,250	7,250
Do	2021	Intersection with Illawarra Road and Marrickville Road	Channelisation	do	973	38*	935
Do	2028	Junction with Gordon Street, Petersham	do	do	1,550	1,550	1,550

* Credit

Appendix No. 7—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
SECONDARY ROADS—continued							
North Sydney	2019	Western side north of High Street	Widening	Council	.....	858	858
Do	2019	Western side north of High Street	do	do	22,205	9,941	32,146
Parramatta	2049	Church Street to Parkes Street	Construction and bitumen surfacing	do	.....	7,500	7,500
Penrith	2082	Henry Street	Reconstruction	do	25,000	5,000	30,000
Randwick	2074	Malabar Junction	Improvement	do	.....	25,000	25,000
Rockdale	2080	Sandringham Street to Ramsgate Road	Reconstruction	do	.....	197	197
Do	2080	Rocky Point Road to the Grand Parade	do	do	24,546	20,000	44,546
South Sydney	2083	Cooper Street to Phillip Street, Redfern	Widening and reconstruction	do	.....	32,517	32,517
Strathfield	2057	Fraser Street to Mitchell Road	Reconstruction	do	.....	10,000	10,000
Sydney	2005	Intersection with Coulston Street, Erskineville	Retaining wall	do	531	531*	.....
Do	2073	Intersection with Hereford Street, Forest Lodge	Relocation of access lane	do	980	980*	.....
Total—Secondary Roads						\$275,951	
TOURIST ROADS							
Baulkham Hills	4006	Sections from Sackville North to Wiseman's Ferry	Gravelling and bitumen surfacing	Council	17,536	7,600*	9,936
Do	4006	9.2m. to 10.7m. and 11.45m. to 13.35m. from Wiseman's Ferry	do do do	do	2,400	7,600	10,000
Blue Mountains	4018	0.0m. to 0.5m. from Willoughby Street, Leura	do do do	do	.....	1,500	1,500
Total—Tourist Roads						\$1,500	
ROADS OTHER THAN MAIN ROADS							
Bankstown		Railway overbridge, Stacey Street, Bankstown	Approaches	Department	.....	228,878	228,878
Do		Stacey Street, Bankstown	Railway overbridge	do	.....	260,973	260,973
Hunter's Hill		Tarban Creek bridge	Filling of abutments	do	.....	7,565	7,565
Do		Northern approach to Gladsville bridge	Construction of links A, B, C and D	do	127,745	67	127,812
Do		Tarban Creek to Church Street overbridge	Dual carriageway	do	657,046	32	657,078
Liverpool		Sydney Road and Copeland Street between S.H. No. 2 and Campbell Street	Reconstruction	do	153,195	18,538	171,733
Parramatta		Bridge over Parramatta River at Aston Street	Approaches	do	556,738	12,426	569,164
Do		Intersection of Spurway Street and Bennetts Road	Reconstruction	do	.....	748	748
Do		Parramatta River at Aston Street, Camellia	Prestressed reinforced concrete bridge	do	544,025	129	544,154
Penrith		Bridge over Nepean River at Regentsville	Western approach	do	.....	542	542
Do		Bridge over Nepean River at Regentsville	Eastern approach	do	.....	12,830	12,830
Rockdale		Bridge over George's River at Taren Point	Northern approaches	do	395,248	470	395,718
Sutherland		Captain Cook bridge to M.R. No. 199	Dual carriageway	do	1,221,187	6,131	1,227,318
Sydney		Pyrmont Bridge	Traffic island	Council	11	11*	.....
Do		Darling Harbour Goods Yard at William Henry Street, Ultimo	Railway overbridge	Department	20,000	371,004†	391,004
Willoughby		Chandos Street, West Street to Brook Street	Reconstruction	do	.....	14,344	14,344
Do		French's Road to Edinburgh Road	Widening and resealing	do	.....	60,708	60,708
Do		Brook Street to Alpha Road	Construction	do	593,015	109,780	702,795
Total—Roads other than Main Roads						\$1,105,154	
SUMMARY							
State Highways					\$	\$	
Ordinary Main Roads					3,576,042		
					3,706,939		
Secondary Roads						7,282,981	
Tourist Roads						275,951	
Roads other than Main Roads						1,500	
						1,105,154	
Survey, design, supervision, planning etc.						8,665,586	
						2,128,465	
Total as shown in Receipts and Payments Statements—Appendix No. 1 (A) (i)						\$10,794,051	

* Credit

† For additional expenditure see Appendix No. 7A.

Appendix No. 7A

COUNTY OF CUMBERLAND MAIN ROADS FUND—SPECIAL PURPOSES

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS							
Blacktown	5	19.98m. to 21.75m. west of Sydney	Deviation	Department	150,000	500,000†	650,000
Total—State Highways						\$500,000	
ORDINARY MAIN ROADS							
Botany	170	McIntosh Street to Millpond Road	Widening	Department		129,283	129,283
Do	183	Over M.R. No. 593	Reinforced concrete bridge	do		681,430	681,430
Do	194	Vehicle tunnel under runway at Sydney Airport	Construction of connecting roads	do	205,660	16,248	221,908
Do	344	Botany Road to Dransfield Avenue	Reconstruction	do		190,803	190,803
Do	593	Amelia Street underpass to Botany Road	Reconstruction and widening	do		242,275	242,275
Do	593	Dowling Street to Dransfield Avenue	Reconstruction	do		2,311,799	2,311,799
Ku-ring-gai	162	Lane Cove River (De Burgh's Bridge)	Prestressed concrete bridge	do	281,282	10,645†	291,927
North Sydney	599	Intersection at Amherst Street	Kerb adjustment	Council	1,300	133	1,433
Randwick	593	Over Epsom Road	Reinforced concrete bridge	Department		258,997	258,997
Do	593	Over M.R. No. 593 to The Australian Golf Club	do do	do		113,154	113,154
Total—Ordinary Main Roads						\$3,954,767	
TOURIST ROADS							
Sutherland	4025	Access Road to Garie Beach	Widening and bitumen surfacing	Department	1,664,467	1,584	1,666,051
Do	4031	Access Road to Cape Solander	do do do	do	1,972,879	525	1,973,404
Warringham	4005	Access Road to West Head including Loop Road at West Head	do do do	do	573,190	176,543	749,733
Total—Tourist Roads						\$178,652	
ROADS OTHER THAN MAIN ROADS							
Hornsby		Sydney to Newcastle Expressway, 26.6m. to 30.4m. north of Sydney	Construction	Department	8,848,062	4,329,801	13,177,863
North Sydney		Northern end of Sydney Harbour Bridge to Miller Street	do	do	14,266,289	1,829,743	16,096,032
Do		Broughton Street to High Street	Extension	Council	294	7,637*	7,343*
Do		Cammeray and Green Parks	Restoration	do	25,512	6,831	32,343
Penrith		Nepean River at Regentsville	Prestressed concrete bridge	Department		182,255	182,255
Sydney		Darling Harbour Goods Yard at William Henry Street, Ultimo	Railway overbridge	do	7,063	4,937†	12,000
Do		Railway overbridge at Darling Harbour Goods Yard	Approaches	Council	20,000	268,000	288,000
Do		Western Distributor	Construction	Department		4,839	4,839
Do		Eastern Distributor, Conservatorium to Sir John Young Cres.	do	Council	6,537,303	735*	6,536,568
Willoughby		Flat Rock Creek at Naremburn	Prestressed concrete bridge	Department	215,000	27,727*	187,273
Total—Roads other than Main Roads						\$6,590,307	
SUMMARY							
State Highways					\$ 500,000	\$	
Trunk and Ordinary Main Roads					3,954,767	4,454,767	
Tourist Roads						178,652	
Roads other than Main Roads						6,590,307	
Total as shown in Receipts and Payments Statements—Appendix No. 1 (A) (ii)						\$11,223,726	

* Credit

† For additional expenditure see Appendix No. 7.

Appendix No. 8

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS							
PRINCE'S HIGHWAY							
Eurobodalla	1	0.08m. to 9.85m. south of Narooma	Reconstruction	Department		2,094	2,094
Do	1	1.7m. north to 0.6m. south of Narooma	Reconstruction and widening	do	113,376	6,558	119,934
Greater Wollongong	1	1.65m. to 1.8m. south of Wollongong	Kerbside lanes	Council	9,000	9,000	18,000
Do	1	8.0m. to 8.6m. south of Wollongong	do do	do	4,285	4,716	9,001
Do	1	4.3m. to 4.8m. south of Wollongong	do do	do	9,000	11,000	20,000
Do	1	Adjacent to Avondale Road, Dapto	Drainage	do		250	250
Do	1	McCabe Street to Avondale Road, Dapto	Kerbside lanes	do		6,500	6,500
Do	1	1.65m. to 1.8m. south of Wollongong	do do	do		2,421	2,421
Do	1	Black Cutting Hill 4.7m. south of Sydney	Retaining wall and improvements	do		4,000	4,000
Do	1	Ghost's Creek	Prestressed concrete superstructure	Department	167,717	3,968	171,685
Do	1	Intersection with Northcliff Drive, 5.5m. south of Wollongong	Bitumen surfacing	do		5,648	5,648
Do	1	10m. to 12m. south of Unanderra	Reconstruction	do	76,439	29,494	105,933
Do	1	1.29m. north of Wollongong	Improvement	do		80,699	80,699
Do	1	Gray Street to Collaery Road	Deviation	do	121,381	63,388	184,769
Imlay	1	Bridge over Wallagaraugh River at Timbillica	Batter protection of approaches	do		5,444	5,444
Do	1	Junction with Edrom Road, 16.5m. south of Eden	Climbing lane	do		13,337	13,337
Kiama	1	Intersection with Farmer Street 1m. south of Kiama	Improvement	Council		3,982	3,982
Do	1	26.8m. to 28m. south of Wollongong	Bitumen surfacing	Department		11,025	11,025
Do	1	0.96m. south of Kiama	Reinforced concrete pipe culvert	do	30,795	1,089	31,884
Do	1	20.9m. to 30.2m. south of Wollongong	Bitumen surfacing	do		7,478	7,478
Shoalhaven	1	0m. to 0.9m. north of Shoalhaven River bridge	Improvement	do	19,207	76,887	96,094
					\$348,978		
HUME HIGHWAY							
Albury	2	Intersection with Mate, Young and North Streets, Albury	Improvement	Department	59,195	3,780	62,975
Camden	2	Bridge over Nepean River at Camden	Reinforced concrete structure	do		54,298	54,298
Do	2	2m. to 2.8m. south of Camden	Widening	do	6,832	5,094	11,926
Do	2	Approaches to bridge over Nepean River at Camden	Improvement	do	28,178	6,775	34,953
Goodradigbee	2	Stoney Creek bridge, 19.19m. south of S.H. No. 15	Widening	do	10,568	15,906	26,474
Do	2	15.57m. to 22.57m. south of S.H. No. 15	Realignment and reconstruction	do	645,648	45,989	691,637
Do	2	17.8m. to 20m. southwest of Yass	Reconstruction	do		142,359	142,359
Do	2	16.5m. to 17.6m. southwest of Yass	Reconstruction and realignment	do		134,002	134,002
Gunning	2	Meadow Creek at Gunning	Temporary bridge and approaches	do		27,369	27,369
Do	2	Meadow Creek at Gunning	Prestressed concrete bridge and approaches	do	1,101	120,674	121,775
Do	2	21m. to 25m. west of Goulburn	Improvement	do	133,556	95	133,651
Do	2	30.2m. to 31.4m. south of Goulburn	Climbing lane	do		65,341	65,341
Holbrook	2	Bridge over Billabong Creek, 29.4m. south of Tarcutta	Approaches	do		8,757	8,757
Do	2	24.5m. south of Tarcutta	Reinforced concrete box culvert	do	15,780	15,652	31,432
Do	2	Bridge over Little Billabong Creek 24.2m. south of Tarcutta	Approaches	do	8,652	40,446	49,098
Do	2	Little Billabong Creek, 24.2m. south of Tarcutta	Reinforced concrete bridge	do		39,503	39,503
Do	2	Billabong Creek, 30.5m. south of Tarcutta	do do do	do		76,399	76,399
Do	2	30.2m. to 34.9m. south of Tarcutta	Reconstruction and bitumen surfacing	do	49,253	207,764	257,017
Do	2	24.7m. to 30.2m. south of Tarcutta	do do do do	do	479,058	2,118	481,176
Holbrook and Hume	2	7.6m. to 15.3m. south of Holbrook	do do do do	do	599,788	36	599,824
Hume	2	Bridge over Mullanjandra Creek 9m. north of Table Top	Approaches	do	24,058	24,058*	
Do	2	Mullanjandra Creek 9m. north of Table Top	Steel and reinforced concrete bridge	do	109,954	15,074	125,028
Do	2	Bridge over Bowna Creek 13.1m. north of Albury	Approaches	do	75,472	1,194	76,666
Do	2	20m. to 20.7m. south of Holbrook	Reconstruction and bitumen surfacing	do		127,992	127,992

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
HUME HIGHWAY—continued							
Kyeamba	2	Tarcutta Creek at Tarcutta	Prestressed concrete bridge	Department		24,454	24,454
Do	2	Through village of Tarcutta	Reconstruction and bitumen surfacing	do	49,368	2,194	51,562
Do	2	Intersection with S.H. No. 14	Improvement	do	6,540	77,371	83,911
Mittagong	2	Pioneer Street to Gibbergunyah Creek	Reconstruction	do	149,452	15,691	165,143
Do	2	Cutaway Hill, 4.2m. to 5.5m. south of Mittagong	Deviation	do	746,520	48,327	794,847
Do	2	0.21m. to 0.45m. south of Mittagong	Climbing lane	do	20,596	1,225	21,821
Do	2	White Horse bridge 13.88m. to 14.96m. south of Picton	Improvement to southern approach	do		93,881	93,881
Mulwaree	2	Marulan overbridge	Footway	Council		5,100	5,100
Do	2	Bridge over Run-O-Waters Creek 3m. south of Goulburn	Widening	Department	32,514	2,899*	29,615
Do	2	39.3m. to 41.9m. south of Mittagong	Reconstruction and bitumen surfacing	do	255,418	329,369	584,787
Do	2	48.7m. to 50.4m. south of Mittagong	Reconstruction	do		24,704	24,704
Mulwaree and Goulburn	2	Uringalla Creek to 7m. south of Goulburn	Widening and bitumen surfacing	do	376,380	2,246	378,626
Do	2	33.9m. to 38.9m. south of Nowra	Reconstruction and bitumen surfacing	do	185,662	1,900*	183,762
Mulwaree	2	46.7m. to 48.7m. south of Mittagong	do do do do	do	414,568	2,506	417,074
Wingecarribee	2	Northern approach to bridge over Uringalla Creek	Bitumen surfacing	do	3,537	342	3,879
Do	2	3.25m. to 3.6m. south of Berrima	Improvement to crests	do	79,031	7,181*	71,850
Do	2	Intersection with S.H. No. 25	Improvement	do	153,945	57,312	211,257
Wollondilly	2	Racecourse Creek 11.2m. south of Camden	Reinforced concrete bridge	do	54,972	1,352*	53,620
Do	2	Bridge over Bargo River at Tahmoor	Approaches	do	260,935	1,473	262,408
Do	2	Myrtle Creek bridge 3.5m. south of Picton	do	do	64,524	1,475	65,999
Do	2	Bridge over Racecourse Creek 11.2m. south of Camden	do	do	140,052	1,965	142,017
Do	2	4.2m. to 5m. south of Camden	Asphaltic concrete surfacing	do	7,589	1,475*	6,114
Do	2	Intersection with Finns Road	Improvement	do	125,281	40,481	165,762
Do	2	9m. to 9.6m. south of Camden	Reconstruction	do		80,702	80,702
Do	2	3.25m. to 4.13m. south of Camden	do	do	127,552	28,930	156,482
Do	2	1.5m. south of Picton	Extension of reinforced concrete box culvert	do	287	10,360	10,647
Do	2	4.6m. to 7.16m. south of Camden	Realignment and climbing lanes	do	234,798	148,421	383,219
Do	2	Overbridge at Yanderra	Reconstruction and widening of approaches	do	16,828	1,441*	15,387
Yass	2	Bridge over Bango Creek, 1.6m. south of Yass	Approaches	do	5,356	96,738	102,094
Do	2	Bango Creek, 1.6m. south of Yass	Reinforced concrete bridge	do	16,927	43,366	60,293
					\$2,254,944		
SNOWY MOUNTAINS HIGHWAY							
Gundagai	4	Bridge over Yaven Yaven Creek, 2.8m. east of S.H. No. 2	Approaches	Department	17,199	137,303	154,502
Do	4	Yaven Yaven Creek, 2.8m. east of S.H. No. 2	Prestressed concrete bridge	do	32,913	89,696	122,609
Monaro	4	35.5m. west of Bega	Reinforced concrete box culvert	do	23,048	3,369	26,417
Do	4	37.04m. west of Bega	do do do	do	9,838	11,640	21,478
Do	4	35m. to 40m. west of Bega	Reconstruction and bitumen surfacing	do	542,532	461,334	1,003,866
Mumbulla	4	15m. to 20.42m. west of S.H. No. 1	do do do do	do	714,974	26,969	741,943
Mumbulla and Monaro	4	33m. to 35m. west of S.H. No. 1	do do do do	do	378,381	454,748	833,129
Mumbulla	4	21.3m. to 25.5m. west of S.H. No. 1	do do do do	do	417,871	88,024	505,895
Do	4	28.3m. to 33m. west of S.H. No. 1	do do do do	do	497,001	137,150	634,151
Snowy River	4	Bullock Head Creek 0.5m. west of Kiandra	Reinforced concrete bridge	do		11,768	11,768
Do	4	4.3m. to 6m. west of Kiandra	Reconstruction and bitumen surfacing	do		201,487	201,487
Do	4	22.8m. west of Adaminaby to 1.3m. west of Kiandra	do do do do	do		102,710	102,710
Do	4	2m. to 4.3m. west of Kiandra	do do do do	do	241,254	18,003*	223,251
Tumut	4	Intersection with M.R. No. 279	Improvement	Council	7,943	944*	6,999
Do	4	Bridge over Gilmore Creek, 0.25m. from Gilmore	Approaches	Department	18,075	272,764	290,839
Do	4	Gilmore Creek 0.25m. from Gilmore	Steel and concrete bridge	do	15,055	74,035	89,090

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
SNOWY MOUNTAINS HIGHWAY—continued							
Tumut	4	Gilmore Creek 4m. south of Tumut	Reinforced concrete bridge	Council	2,480	931*	1,549
Do	4	27.1m. to 32.9m. east of Tumut	Reconstruction and bitumen surfacing	Department	29,630	318,893	348,523
Do	4	32.9m. to 39.4m. east of Tumut	do do do do	do	157,359	12,393	12,393
Do	4	3.8m. to 4.23m. east of Tumut	do do do do	do	52,874	3,070	55,944
						\$2,387,475	
GREAT WESTERN HIGHWAY							
Blaxland	5	Intersection with T.R. No. 55	Reconstruction as partial grade separated section	Department	156,015	204,353	360,368
Blaxland and Turon	5	27.7m. to 31.2m. west of Lithgow	Reconstruction and widening	do	157,359	5,059	162,418
Turon	5	24.4m. to 27.7m. west of Lithgow	Deviation	do	239,594	230,357	469,951
						\$439,769	
MID WESTERN HIGHWAY							
Bland	6	46.05m. and 47.25m. west of Grenfell	Reinforced concrete box culverts	Department	.....	23,793	23,793
Lyndhurst	6	2.5m. to 8m. west of Blayney	Reconstruction and bitumen surfacing	do	.....	133	133
Waugoola	6	Level crossing at Holmwood	Realignment	Council	18,000	18,000*	.....
Do	6	31.3m. west of Blayney	Improvement	do	20,000	15,000	35,000
Weddin	6	Bridge over Lignum Creek	Widening	do	.....	12,000	12,000
						\$32,926	
MITCHELL HIGHWAY							
Bogan	7	28m. to 37m. south of Nyngan	Construction	Department	.....	202,191	202,191
Do	7	12m. to 25m. south of Nyngan	Reconstruction and bitumen surfacing	do	539,632	196,282	735,914
Canobolas	7	28.8m. to 31.4m. west of Bathurst	do do do do	do	.....	17,481	17,481
Do	7	8.7m. to 12m. west of Orange	do do do do	do	296,983	34,583	331,566
Do	7	26.7m. to 31.6m. west of Bathurst	Reconstruction	do	15,702	260,460	276,162
Darling	7	62m. to 87.3m. north of Bourke	Reconstruction and bitumen surfacing	do	1,046,219	178,249	1,224,468
Do	7	21m. to 30m. north of Bourke	do do do do	do	.....	246,582	246,582
Do	7	59m. to 61.3m. north of Bourke	do do do do	do	16,701	197,738	214,439
Do	7	Cuff's Creek 82m. north of Bourke	Reinforced concrete bridge	do	.....	30,697	30,697
Dubbo	7	Bridge over Macquarie River	Approaches	do	.....	10,101	10,101
Do	7	Macquarie River at Dubbo	Reinforced concrete bridge	do	71,429	747,233†	818,662
Molong	7	Intersection with Wellington Street, Molong	Improvement	do	5,017	9,021	14,038
Talbragar	7	18.3m. west of Dubbo	Improvement of curve	do	419	19,411	19,830
Timbrehongie	7	21.2m. to 23.3m. west of Narromine	Bitumen surfacing	do	18,069	18,888	36,957
Wellington	7	18m. to 29m. west of Wellington	Reconstruction and pavement widening	do	.....	88,389	88,389
						\$2,257,306	
BARRIER HIGHWAY							
Bogan	8	Muriel Tank, 39.7m. to 40.4m. west of Nyngan	Overbridge	Department	.....	59,154	59,154
Do	8	Muriel Tank, 39.7m. to 40.4m. west of Nyngan	do	Council	.....	15,000	15,000
Do	8	38.9m. to 41.2m. west of Nyngan	Deviation	do	.....	20,000	20,000

* Credit

† For additional expenditure see Appendix No. 8A.

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
BARRIER HIGHWAY—continued							
Central Darling	8	8m. to 13m. east of Wilcannia	Reconstruction and bitumen surfacing	Department	218,372	825	219,197
Do	8	21m. to 52m. east of Wilcannia	do do do do	do	do	3,682	3,682
Do	8	2m. to 9m. west of Wilcannia	do do do do	do	292,089	7,789	299,878
Do	8	0m. to 2m. west of Wilcannia	do do do do	do	101,382	318	101,700
Do	8	9m. to 19m. west of Wilcannia	do do do do	do	425,115	44,384	469,499
Do	8	19m. to 27m. west of Wilcannia	do do do do	do	18,263	329,362	347,625
Do	8	13m. to 21m. east of Wilcannia	do do do do	do	do	1,865	1,865
Do	8	22.65m., 24.15m. and 25.9m. west of Wilcannia	do do do do	do	do	82,862	82,862
Cobar	8	30m. to 40m. west of Cobar	Culverts	do	245,042	134*	244,908
Do	8	60.0m. to 70.0m. west of Cobar	Reconstruction and bitumen surfacing	do	485,966	133*	485,833
Do	8	70m. to 80m. west of Cobar	do do do do	do	271,612	187,493	459,105
Do	8	80m. to 92.8m. west of Cobar	do do do do	do	50,189	402,125	452,314
Do	8	92.5m. to 102.5m. west of Cobar	do do do do	do	do	73,329	73,329
Do	8	73.9m. west of Cobar	Roadside rest area	do	do	212	212
Murray Darling Div.	8	49.9m. to 65.5m. east of Broken Hill	Reconstruction and bitumen surfacing	do	954,876	96,556	1,051,432
Do	8	65.5m. to 73m. east of Broken Hill	do do do do	do	72,097	237,449	309,546
Do	8	73m. to 87.25m. east of Broken Hill	do do do do	do	663,972	19,871	683,843
					\$1,582,009		
NEW ENGLAND HIGHWAY							
Armidale City	9	Stephens Bridge to Newton Street	Reconstruction	Council	8,551	15,015	23,566
Denman	9	22.4m. to 24.2m. north of Singleton	Reconstruction and bitumen surfacing	Department	169,184	145,840	315,024
Dumaresq	9	Devil's Pinch, 17m. north of Armidale	Restoration of slip area	do	do	379	379
Do	9	11.06m. to 12.51m. north of Armidale	Reconstruction and bitumen surfacing	do	45,610	3,910	49,520
Glen Innes	9	Church Street, Glen Innes	Improvement and drainage extension	do	do	1,059	1,059
Do	9	Intersection with Meade Street	Improvement	do	do	714	714
Guyra	9	1m. to 6.5m. north of Guyra to Llangothlin	Deviation on eastern side of railway	do	5,894	248,938	254,832
Do	9	2.18m. to 6.3m. south of Guyra	Reconstruction and bitumen surfacing	do	325,573	12,611	338,184
Do	9	1m. to 2.46m. south of Guyra	Deviation	do	do	17,846	17,846
Do	9	1m. south to 0.34m. north of Guyra	do	do	do	1,417	1,417
Maitland	9	3.29m. to 5.19m. west of Maitland	Reconstruction	do	do	3,481	3,481
Do	9	Eastville turnoff, 18.02m. north of Newcastle	Bitumen surfacing	do	do	20,000	20,000
Do	9	2.87m. to 3.32m. west of Maitland	Reconstruction	do	19,647	18,443	38,090
Do	9	Melbourne Street to Brunswick Street, East Maitland	Pavement widening and shoulder strengthening	do	do	29,391	29,391
Murrurundi	9	Bridge over Pages River at Murrurundi	Approaches	do	do	290	290
Do	9	Pages River at Murrurundi	Reinforced concrete bridge	do	do	44,003	44,003
Do	9	Chilcott Creek 9m. north of Murrurundi	Steel truss bridge	do	89,504	590	90,094
Do	9	6.7m. to 11.9m. north of Murrurundi	Deviation	do	334,124	197,401	531,525
Muswellbrook Munic.	9	Sandy Creek 2m. north of Muswellbrook	Reinforced concrete bridge	do	do	811	811
Do	9	Aberdeen Street, Muswellbrook	Service Road	do	do	4,006	4,006
Do	9	Junction with Thomson Street	Improvement	do	do	759	759
Newcastle	9	Scotch Dairy Creek 3.9m. north of Hexham	Reinforced concrete box culvert	do	46,123	2,097	48,220
Do	9	11.18m. to 13.93m. north of Newcastle	Deviation	do	58,620	370,159	428,779
Do	9	Level crossing at Hexham	do	do	350,166	2,047*	348,119
Newcastle and Maitland	9	11.18m. to 13.93m. west of Newcastle	do	do	do	73	73
Patrick Plains	9	24.2m. to 50.8m. north of Maitland	Widening	do	415	15,327	15,742
Do	9	0.2m. west of Belford	Reconstruction and kerb improvement	do	do	6,763	6,763
Scone	9	Kelly Street level crossing at Scone	Minor improvement	do	do	1,836	1,836
Do	9	Kelly Street level crossing at Scone	Major improvement	do	do	803	803

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
NEW ENGLAND HIGHWAY—continued							
Scone	9	15.3m. to 15.6m. north of Muswellbrook	Reconstruction	Department		55,757	55,757
Do	9	14.4m. to 15.4m. north of Muswellbrook	Reconstruction, bitumen surfacing and culvert widening	do		2,720	2,720
Severn	9	11.05m. south of Glen Innes	Widening of culvert	do	7,321	789	8,110
Do	9	7.5m. to 8.3m. south of Glen Innes	Reconstruction, improvement and bitumen surfacing	do		29,611	29,611
Tamarang	9	Bridges over Spring and Kangaroo Creeks	Approaches	do	106,247	26,774	133,021
Do	9	Kangaroo Creek 37m. south of Tamworth	Reinforced concrete bridge	do	47,781	51	47,832
Do	9	23m. to 24.1m. north of Murrurundi	Reconstruction and widening	do	61,481	979	62,460
Do	9	24.1m. to 25.75m. north of Murrurundi	Reconstruction and bitumen surfacing	do	20,733	114,180	134,913
Tamworth	9	3.2m. south of Tamworth	Precast concrete box culvert	Council		2,007	2,007
Do	9	Bridge over Peel River at Tamworth	Approaches	do		8,796	8,796
Uralla	9	Barleyfields 2.5m. north of Uralla	Railway level crossing	Department		2,683	2,683
Do	9	49.03m. and 49.1m. north of Tamworth	Reinforced concrete box culverts	do	23,299	23,299	23,299
Do	9	Kentucky Creek, 47.5m. north of Tamworth	Reinforced concrete bridge	do	39,001	37,145	76,146
Do	9	Bridge over Kentucky Creek, 47.5m. north of Tamworth	Approaches	do	27,530	69,252	96,782
Do	9	48.1m. to 50.13m. north of Tamworth	Reconstruction and bitumen surfacing	do		100,001	100,001
Do	9	44.25m. to 45.2m. north of Tamworth	Reconstruction	do	72,267	3,561	75,828
Do	9	45.2m. to 47.32m. north of Tamworth	do	do	281,124	27,827	308,951
						\$1,667,347	
PACIFIC HIGHWAY							
Coff's Harbour	10	Coff's Creek tributary 1m. north of Coff's Harbour	Reinforced concrete box culvert	Department	90,742	743	91,485
Do	10	Arrawarra Creek	Reinforced concrete bridge	do	25,915	12*	25,903
Do	10	Pine Brush Creek, 4.5m. north of Coff's Harbour	do do do	do		20,696	20,696
Do	10	Moonee Creek No. 2 9.3m. north of Coff's Harbour	Prestressed concrete bridge	do		31,833	31,833
Do	10	3.4m. to 4.8m. north of Coff's Harbour	Reconstruction	do		9,136	9,136
Do	10	14.5m. north of Coff's Harbour	Deviation	do	20,102	77,227	97,329
Do	10	8m. to 9.49m. north of Coff's Harbour	Reconstruction	do	121,638	97,987	219,625
Do	10	9.2m. to 12.2m. north of Coff's Harbour	Reconstruction, widening and bitumen surfacing	do		275,465	275,465
Do	10	6.08m. to 8m. north of Coff's Harbour	Reconstruction	do	372,500	14,268	386,768
Gosford	10	Intersection with M.R. No. 349	Channelisation	do	151,244	22,671	173,915
Kempsey	10	Approaches to bridge over Macleay River	Channelisation and medians	Council	8,220	10,780	19,000
Lake Macquarie	10	Cold Tea Creek, at Belmont	Prestressed concrete bridge	Department		23,674	23,674
Do	10	12.71m., 12.82m. and 12.8m. north of Belmont	Drainage	do	1,586	8,552	10,138
Do	10	5.92m. to 6.93m. south of Newcastle	Reconstruction and bitumen surfacing	do		74,840	74,840
Do	10	Vincent Street to Murray Street	Dual carriageway	do	685,243	190	685,433
Do	10	Intersection with Oxford Street, Gateshead	Reconstruction	do	11,238	98*	11,140
Do	10	Murray Street to South Street, Bennett's Green	Dual carriageway	do	210,958	49,113	260,071
Do	10	South Street to Oakdale Road, South Gateshead	do do	do	125,086	210,615	335,701
Maclean	10	Clarence River at Harwood	Steel and concrete bridge	do	2,611,618	1,316	2,612,934
Do	10	Bridge over Clarence River at Harwood	Deviation and approaches	do	1,386,430	1,185	1,387,615
Macleay	10	8m. to 14m. north of Kempsey	Reconstruction	do	36,821	454	37,275
Do	10	9m. to 12.9m. north of Kempsey	do	do	42,340	454*	41,886
Nambucca	10	Lower Warrell Creek, 32.6m. to 34.4m. north of Kempsey	Deviation	do		1,200	1,200
Do	10	Bridge over Upper Warrell Creek, 6.8m. south of Macksville	Extension	do	124,493	119,813	244,306
Newcastle	10	Newcastle city boundary to M.R. No. 108	Dual carriageway	Council	50,000	131,489	181,489
Do	10	Union Street to Stewart Avenue	Reconstruction and widening	do	40,000	163,005	203,005
Do	10	Storm water channel near Jenner Parade	Widening of culvert and approaches	do	34,220	7,985*	26,235
Do	10	Intersection with Ingall Street, Mayfield	Reconstruction	do	12,674	1,406*	11,268

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
PACIFIC HIGHWAY—continued							
Newcastle	10	Intersection with Stewart Avenue and Gordon Avenue, Merewether	Channelisation	Council	15,499	2,927*	12,572
Do	10	Selected lengths from Tudor Street to Baker Street	Reconstruction	do		3,000	3,000
Port Stephens	10	16.75m. to 18.5m. north of Newcastle	Reconstruction and widening	Department	135,926	92,404	228,330
Do	10	5.4m. to 7.7m. north of Raymond Terrace	Reconstruction and bitumen surfacing	do		254,102	254,102
Do	10	Grahamstown Lake, 18.5m. to 21m. north of Newcastle	Deviation	do	487,316	165	487,481
Do	10	11m. north of Newcastle	Additional lane	do		12,201	12,201
Do	10	14.6m. to 18.82m. north of Newcastle	Bitumen surfacing	do		20,000	20,000
Stroud	10	Intersection with North Arm Cove Road	Improvement	Council	1,000	1,000	2,000
Do	10	15.61m. north of Bulahdelah	Reinforced concrete pipe culvert	Department	2,259	10,833	13,092
Do	10	Bridge over Coolongolook River, Coolongolook	Approaches	do	95,744	1,402	97,146
Do	10	Myall River at Bulahdelah	Prestressed concrete bridge	do		70,818†	70,818
Do	10	Coolongolook River, Coolongolook	do do	do	89,325	353	89,678
Do	10	Bacon's Quarry, 10m. north of Bulahdelah	Deviation	do	80,235	13,633	93,868
Do	10	6.4m. to 9.2m. north of Bulahdelah	Climbing lane	do	395,046	34,762	429,808
Do	10	2.38m. to 4.36m. north of M.R. No. 506	Widening of formation	do		29,818	29,818
Do	10	15.39m. to 15.64m. north of Bulahdelah	Reconstruction and bitumen surfacing	do	16,744	3,975	20,719
Do	10	15.5m. to 19m. north of Bulahdelah	Reconstruction	do		56,215	56,215
Do	10	0m. to 2.38m. and 6.2m. to 10.12m. north of M.R. No. 506	Widening of formation	do		23,393	23,393
Do	10	10.12m. to 12.85m. north of M.R. No. 506	Widening of shoulders	do		45,391	45,391
Do	10	4.36m. to 6.20m. north of M.R. No. 506	Widening of formation	do		14,650	14,650
Do	10	Coolongolook Gap 21m. north of Bulahdelah	Climbing lane	do		20,990	20,990
Taree	10	Brown's Creek 1.05m. north of Taree	Reinforced concrete bridge	Council		2,706	2,706
Do	10	Bridge over Brown's Creek, 1.05m. north of Taree	Approaches	do	26,478	570*	25,908
Tintenbar	10	Emigrant Creek 19.06m. north of Woodburn	Steel and concrete bridge	Department	279,366	1,404	280,770
Do	10	13.3m. to 14.6m. north of Ballina	Deviation	do	204,559	4,394	208,953
Do	10	Broadwater to Wardell	Reconstruction and bitumen surfacing	do	224,652	1,771	226,423
Do	10	Selected lengths 12.78m. to 19.34m. north of Woodburn	Restoration of damaged bitumen pavement	do	52,352	6,380	58,732
Tweed	10	Bridge over Dinsey's Creek, 5.05m. north of Murwillumbah	Widening	do		5,478	5,478
Do	10	11.7m. to 13.6m. north of Murwillumbah	Reconstruction widening and bitumen surfacing	do	360,173	20,755*	339,418
Do	10	Intersection with Boundary Street, Tweed Heads	Channelisation	do	561	56,035	56,596
Do	10	6m. to 8m. north of Murwillumbah	Deviation	do	127,263	650	127,913
Do	10	1.3m. to 2.6m. north of Murwillumbah	Reconstruction	do	100,256	59,903	160,159
Do	10	5.97m. to 6.98m. south of Murwillumbah	Climbing lanes	do		49,443	49,443
Do	10	9m. to 11m. north of Murwillumbah	Deviation	do	103,753	643	104,396
Do	10	3.71m. to 5.6m. north of Murwillumbah	Reconstruction	do	7,168	171,942	179,110
Do	10	2.1m. north of Murwillumbah	Deviation	do		30,378	30,378
Ulmarra	10	Casson's Creek 19m. north of Coff's Harbour	Prestressed concrete bridge	do	139,974	519	140,493
Do	10	24.8m. to 25.5m. north of Coff's Harbour	Reconstruction, widening and bitumen surfacing	do	45,984	533	46,517
Woodburn	10	10.5m. south of Woodburn	Steel and concrete bridge	do	709	2,098	2,807
Do	10	13.6m. and 13.8m. south of Woodburn	Reinforced concrete bridges	do	42,357	33,982	76,339
Do	10	5m. to 5.75m. south of Woodburn	Strengthening and bitumen surfacing	do	116,529	49,169	165,698
Do	10	10.5m. to 13.5m. south of Woodburn	Reconstruction and bitumen surfacing	do		96,382	96,382
Do	10	6.5m. to 7.4m. south of Woodburn	Strengthening and bitumen surfacing	do		15,857	15,857
Do	10	Bridges at 13.6m. and 13.8m. south of Woodburn	Approaches	do	8,060	168,468	176,528
Wyong	10	Bridge over Cut Rock Creek	do	do		794	794
Do	10	Bridge over Bangalow Creek, 6.15m. north of Gosford	Widening	do	33,475	14,491	47,966
Do	10	Bridge over Tuggerah Creek	Widening and approaches	do	60,076	27*	60,049
Do	10	Bridge over Cut Rock Creek	Widening	do		21,827	21,827
Do	10	Bridge over Bangalow Creek 6.15m. north of Gosford	Approaches	do		6,744	6,744
Do	10	Junction with M.R. No. 509	Bitumen surfacing	do		20,000	20,000
Do	10	Southern approach to Bangalow Creek culvert	Reconstruction and kerb improvement	do		10,163	10,163
					\$2,853,277		

* Credit

† For additional expenditure see Appendix No. 8A.

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
OXLEY HIGHWAY							
Coonabarabran	11	0.6m. east of Coonabarabran	Improvement to level crossing	Department	3,000	536*	2,464
Gilgandra and Warren	11	20m. to 23.06m. west of Gilgandra	Reconstruction and bitumen surfacing	do	124,698	801	125,499
Gunnedah	11	Blackjack Creek 1.1m. west of Gunnedah	Reinforced concrete box culvert and approaches	Council	20,477	23,975	44,452
Hastings	11	47m. to 50.4m. west of Port Macquarie	Reconstruction and bitumen surfacing	Department	123,528	178,537	302,065
Do	11	34.61m. to 38.17m. west of Port Macquarie	do do do do	do	271,494	271,494	271,494
Do	11	29.2m. to 31.18m. west of Port Macquarie	Reconstruction	do	321	321	321
Do	11	31m. to 35m. west of Port Macquarie	Reconstruction and bitumen surfacing	do	280,577	169,994	450,571
Do	11	50.4m. to 56m. west of Port Macquarie	do do do do	do	245,870	7,976	253,846
Do	11	Bridge over Moripo Creek 11.5m. west of Wauchope	Approaches	do	35,412	1,252	36,664
Do	11	King's Creek, 10.81m. west of Port Macquarie	Reinforced concrete bridge and approaches	do	34,036	34,036	34,036
Do	11	Rusher's Creek 31m. west of Wauchope	Prestressed concrete bridge	do	23	23	23
Do	11	Moripo Creek 11.5m. west of Wauchope	Reinforced concrete bridge	do	33,544	1,630	35,174
Do	11	12.95m. to 14m. west of Port Macquarie	Reconstruction and bitumen surfacing	Council	40,000	40,000	40,000
Port Macquarie	11	Hollingworth Street to Hindman Street, Port Macquarie	do do do do	do	5,000	5,000	5,000
Tamworth	11	Intersection with M.R. No. 130	Improvement	do	12,846	2,007*	10,839
Do	11	Bridge over Timbumburi Creek	Raising of approaches	do	4,874	4,874	4,874
Walcha	11	68m. to 76m. west of Port Macquarie	Reconstruction and bitumen surfacing	Department	10,275	10,275	10,275
Do	11	7m. to 10m. east of Walcha	do do do do	do	324,450	82,061	406,511
Do	11	10m. to 12.53m. east of Walcha	do do do do	do	7,237	179,928	187,165
Do	11	2.5m. west of Walcha	Elimination of crest	do	5,134	67,639	72,773
Do	11	12.53m. to 15m. east of Walcha	Reconstruction and bitumen surfacing	do	71,795	71,795	71,795
Do	11	2.76m. to 5m. east of Walcha	do do do do	do	188,757	3,799*	184,958
Do	11	5m. to 7m. east of Walcha	do do do do	do	105,396	78,882	184,278
Do	11	Mainey's Creek 5.4m. east of Walcha	Prestressed concrete bridge	do	35,230	44,778	80,008
Do	11	Blackfellows Gully 7.2m. east of Walcha	Reinforced concrete bridge	do	20,858	6,775	27,633
Do	11	0.5m. to 2.7m. east of Walcha	Reconstruction and bitumen surfacing	Council	133,179	8,533*	124,646
Warren	11	37m. to 41.49m. west of Gilgandra	do do do do	Department	135,218	25,937	161,155
Do	11	27.23m. to 32.66m. west of Gilgandra	do do do do	do	184,899	4,693	189,592
Do	11	32.66m. to 37m. west of Gilgandra	do do do do	do	12,266	12,266	163,825
Do	11	Warren to Nevartire	Reconstruction and widening	do	7,915	7,915	7,915
Do	11	Bridge over Boothaguy Creek, 9m. east of Warren	Approaches	do	99,566	65	99,631
					\$1,318,047		
GWYDIR HIGHWAY							
Booolooroo	12	6m. to 10m. east of Moree	Reconstruction and bitumen surfacing	Council	64,000	64,000	64,000
Do	12	4.38m. to 5.66m. east of Moree	Widening	do	56,500	7,358*	49,142
Boomi	12	26.18m. to 32m. west of Moree	Reconstruction and bitumen surfacing	do	58,000	3,000	61,000
Do	12	33.4m. to 37m. west of Moree	do do do do	do	30,000	60,400	90,400
Inverell	12	1m. to 1.6m. east of Inverell	do do do do	do	4,000	34,117	38,117
Nymboida	12	Bridge over Cowan's Creek, 3.6m. west of South Grafton	Approaches	Department	65,869	19,583*	46,286
Do	12	Cowan's Creek 3.6m. west of South Grafton	Reinforced concrete bridge	do	19,583	19,583	19,583
Severn	12	7.5m. to 8.5m. west of Glen Innes	Climbing lane	Council	31,199	30,000	61,199
Do	12	Various locations east of Glen Innes	Batter protection	Department	5,129	5,129	5,129
Do	12	At Gibraltar Range, 45m. to 46m. east of Glen Innes	Drainage	do	7,881	7,881	7,881
Walgett	12	5.38m. to 10.98m. east of Collarenebri	Reconstruction and bitumen surfacing	Council	180,000	8,666*	171,334
					\$188,503		

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
STURT HIGHWAY							
Balranald	14	0m. to 5.5m. west of Euston	Reconstruction	Department	25,588	51,168	76,756
Hay	14	4.85m. to 5.9m. west of Hay	Reconstruction and widening	Council	2,000	13,037	15,037
Do	14	27.75m. to 29m. and 29.7m. to 30.45m. west of Hay	Widening	do	36,800	21,851	58,651
Kyeamba	14	13.78m. to 17.66m. west of S.H. No. 2	Deviation	Department	689	15,582	16,271
Do	14	17.26m. to 18.48m. west of S.H. No. 2	Reconstruction and bitumen surfacing	do .....	.....	3,839	3,839
Do	14	14.18m. west of S.H. No. 2	Reinforced concrete box culvert	do .....	.....	16,462	16,462
Mitchell and Narrandera	14	31.96m. to 36.87m. west of Wagga Wagga	Reconstruction and bitumen surfacing	do	263,988	21,285	285,273
Narrandera	14	Bridge over Poisoned Waterholes Creek, 54.75m. west of Wagga	Approaches	do	899	51,576	52,475
Do	14	38.98m. to 43.63m. west of Wagga Wagga	Reconstruction and bitumen surfacing	do	53,585	246,171	299,756
Do	14	8m. to 12m. east of Narrandera	Improvement to shoulders	do .....	.....	4,630	4,630
Wakool	14	Yanga Creek, 5m. east of Balranald	Prestressed concrete bridge and culverts	Council	141,413	10,000*	131,413
Do	14	Bridge over Yanga Creek 5m. east of Balranald	Approaches	do .....	.....	10,000	10,000
Do	14	68.05m. to 74.05m. west of Hay	Bitumen surfacing	do .....	.....	60,600	60,600
Do	14	50.4m. to 77.3m. west of S.H. No. 21	Widening	do	28,600	1,637	30,237
						\$507,838	
BARTON HIGHWAY							
Goodradigbee	15	25.0m. to 27.7m. from Canberra	Reconstruction and bitumen surfacing	Department	23,814	11,499*	12,315
						\$11,499*	
BRUNNER HIGHWAY							
Ashford	16	31m. to 35m. west of Bonshaw	Reconstruction and bitumen surfacing	Council .....	.....	47,000	47,000
Do	16	28m. to 31m. west of Bonshaw	do do do do	do .....	.....	83,415	83,415
Do	16	23.6m. to 27.5m. west of Bonshaw	do do do do	do	95,000	51,332	146,332
Do	16	4.8m. to 8m. west of Texas	do do do do	do	70,779	14,221	85,000
Do	16	Muller's Lagoon, 8.5m. east of Bonshaw	Reinforced box culvert	Department .....	.....	7,877	7,877
Do	16	Little Sandy Creek	Reinforced concrete box culvert	do	6,890	5,967	12,857
Do	16	Myall Creek, 1.8m. west of Bonshaw	Reinforced concrete bridges	do .....	.....	53,635	53,635
Do	16	23m. and 23.2m. west of Bonshaw	Reinforced concrete box culverts	Council	21,000	296*	20,704
Do	16	Greenhills Creek 28.6m. west of Bonshaw	Reinforced concrete bridge and approaches	do	23,250	1,383	24,633
Do	16	10m. to 14m. east of Bonshaw	Reconstruction and bitumen surfacing	Department .....	.....	91,042	91,042
Do	16	0.5m. to 5m. west of Bonshaw	do do do do	do	291,270	28,756	320,026
Do	16	0.5m. to 4m. east of Bonshaw	do do do do	do	48,265	84,781	133,046
Do	16	4m. to 10m. east of Bonshaw	do do do do	do .....	.....	231,910	231,910
Do	16	5m. to 10m. west of Bonshaw	Deviation	do .....	.....	120,888	120,888
Gundurimba	16	27.26m. to 28.15m. and 29.77m. to 30.37m. west of Ballina	Reconstruction and bitumen surfacing	Council	14,500	75,260	89,760
Do	16	24.11m. to 24.97m. west of Ballina	Deviation	do	28,679	18,922	47,601
Do	16	24.97m. to 25.5m. west of Ballina	Reconstruction and bitumen surfacing	do	27,500	66,528	94,028
Do	16	22.7m. to 23.8m. west of Ballina	do do do do	do .....	.....	12,067	12,067
Do	16	29.08m. west of Ballina	Reinforced concrete box culvert	do	8,000	32,000	40,000
Do	16	Pelican Creek 6.56m. from Lismore	Prestressed and reinforced concrete bridge	do	29,500	370*	29,130
Tenterfield	16	23m. to 27m. west of Tenterfield	Reconstruction and bitumen surfacing	do .....	.....	5,000	5,000
Do	16	13m. to 18m. east of Tenterfield	do do do do	do .....	.....	2,500	2,500
Do	16	20.36m. to 23m. west of Tenterfield	do do do do	do .....	.....	142,500	142,500
Do	16	14.7m. to 17m. west of Tenterfield	do do do do	do	274,750	45,000	319,750
Do	16	Yellow Creek, 8.4m. east of Drake	Prestressed concrete bridge	Department	49,024	31,909	80,933
Do	16	Little Yellow Creek, 8.1m. east of Drake	Reinforced concrete bridge	do	625	42,401	43,026

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
BRUXNER HIGHWAY—continued							
Tenterfield	16	40m. west of Casino	Prestressed concrete bridge	Department		48,112	48,112
Do	16	87m. to 91.3m. west of Ballina	Reconstruction and bitumen surfacing	do	206,801	41,740	248,541
Do	16	77.23m. to 80m. west of Ballina	do do do do	do	129,017	15,509	144,526
Do	16	80m. to 85m. west of Ballina	do do do do	do	195,611	220,805	416,416
Do	16	85m. to 87m. west of Ballina	do do do do	do	269,865	57,080	326,945
Tintenbar	16	12.6m. to 12.9m. from Ballina	Realignment	Council		5,800	5,800
Tomki	16	Tomki Creek 6.7m. east of Casino	Reinforced concrete bridge	do		107,020	107,020
Do	16	Selected lengths 8m. to 12m. west of Casino	Strengthening and resealing	Department		46,014	46,014
Do	16	Bridge over Tomki Creek 6.7m. east of Casino	Approaches	Council		137,290	137,290
					\$1,974,998		
NEWELL HIGHWAY							
Bland	17	28m. to 31m. north of Ardlethan	Reconstruction and bitumen surfacing	Department	135,871	1,124	136,995
Do	17	24m. to 28m. north of Ardlethan	do do do do	do	208,477	754	209,231
Do	17	20m. to 24m. north of Ardlethan	do do do do	do	142,949	51,277	194,226
Do	17	15.15m. to 20m. north of Ardlethan	do do do do	do	38,970	179,600	218,570
Do	17	Railway level crossing at Wirrool	Improvement	do		321	321
Do	17	Mandamah Creek 17.4m. north of Ardlethan	Reinforced concrete bridge	do		6,218	6,218
Do	17	Scott's Creek, 16.9m. north of Ardlethan	do do	do		6,565	6,565
Boolooroo	17	Nee Nee Creek, 29m. north of Moree	Steel and reinforced concrete bridge	do	41,360	8,523	49,883
Do	17	Mungle Back Creek, 51.9m. north of Moree	Reinforced concrete bridge	do		5,865	5,865
Do	17	Mungle Creek, 50.3m. north of Moree	do do	do		20,516	20,516
Do	17	Tackinbri Creek, 46.7m. north of Moree	do do	do		20,221	20,221
Do	17	13m. to 24m. north of Moree	Treatment of edge failures	do		10,625	10,625
Do	17	19m. to 29.6m. north of Moree	Reconstruction and bitumen surfacing	do	515,101	39,874	554,975
Do	17	29.6m. to 39.6m. north of Moree	do do do do	do	167,864	406,990	574,854
Do	17	6m. to 6.9m. north of Moree	Construction	do		33,838	33,838
Do	17	39m. to 47m. north of Moree	Reconstruction and bitumen surfacing	do		134,718	134,718
Coolamon	17	4.94m. east to 0.69m. south of Ardlethan	Deviation and bitumen surfacing	do	401,450	9,859*	391,591
Do	17	Mirrool Creek, near Ardlethan	Steel and reinforced concrete bridge	do	69,858	7,699	77,557
Do	17	South from Ardlethan to S.H. No. 17	Gravelling and sealing	Council		2,093	2,093
Coonabarabran	17	47m. to 57m. south of Narrabri	Reconstruction and bitumen surfacing	Department	71,783	155,805	227,588
Do	17	58.5m. to 63.5m. south of Narrabri	do do do do	do		7,144	7,144
Do	17	56.23m. south of Narrabri	Culvert extension	do		6,057	6,057
Do	17	Bridge over Billy Creek, 50.13m. to 51.56m. south of Narrabri	Approaches	do		16,286	16,286
Forbes	17	Lake Forbes at Forbes	Reinforced concrete bridge	do		112,748	112,748
Do	17	Approach to bridge over Lake Forbes	Deviation including bitumen surfacing	Council		25,000	25,000
Gilgandra	17	32m. to 39m. north of Dubbo	Reconstruction	Department	3,039	152,235	155,274
Goobang	17	Railway level crossing 2m. south of Parkes	Associated roadworks	do		84	84
Jemalong and Goobang	17	Curve, 10m. north of Forbes	Reconstruction and bitumen surfacing	do	11,561	241*	11,320
Jemalong	17	16.8m. to 18.3m. south of Parkes	do do do do	Council	68,443	6,097	74,540
Jerilderie	17	Bridge over Algdudgerie Creek, 0.95m. south of Jerilderie	Widening	Department		12,983	12,983
Namoi	17	Andy's Creek, 44.3m. south of Narrabri	Reinforced concrete box culvert	do	13,953	124	14,077
Do	17	Bridge over Bohena Creek, 8.75m. south of Narrabri	Approaches	do	23,492	124	23,616
Do	17	Bridge over Spring Creek, 8.1m. south of Narrabri	do	do	10,835	52	10,887
Do	17	Box Flat Creek, 29.4m. south of Narrabri	Reinforced concrete box culvert	do		26,395	26,395
Do	17	Tooley Gully, 32.3m. south of Narrabri	do do do	do		21,546	21,546
Do	17	Bohena Creek, 8.75m. south of Narrabri	Reinforced concrete bridge	do	140,269	1,761	142,030
Do	17	Mallalée Creek, 39.89m. south of Narrabri	Reinforced concrete box culvert	do		23,534	23,534

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
NEWELL HIGHWAY—continued							
Namoi and Coonabarabran ..	17	37.7m. to 47m. south of Narrabri	Reconstruction and bitumen surfacing	Department	324,237	35,079	359,316
Namoi	17	27.5m. to 37.7m. south of Narrabri	do do do do	do	359,589	27,458	387,047
Do	17	1.5m. to 2.72m. north of Narrabri	do do do do	do	22,987	1,249	24,236
Do	17	54.22m. to 58.26m. south of Narrabri	do do do do	do .....	.....	153,099	153,099
						\$1,711,581	
CASTLEREAGH HIGHWAY							
Coonamble	18	2m. to 9m. north of Coonamble	Reconstruction of damaged bitumen pavement	Department .....	.....	59,080	59,080
Gilgandra	18	0.2m. to 2.1m. north of Gilgandra	Widening and bitumen surfacing	do .....	.....	38	38
Walgett	18	8m. to 20m. north of Walgett	Reconstruction and bitumen surfacing	do	200,553	406,128	606,681
Do	18	20m. to 32m. north of Walgett	Reconstruction and bitumen sealing	do .....	.....	82,876	82,876
Do	18	12.67m. north of Walgett	Reinforced concrete box culvert	do	9,174	22,687	31,861
						\$570,809	
MONARO HIGHWAY							
Bibbenluke	19	7m. to 8.17m. south of Bombala	Reconstruction and bitumen surfacing	Council	38,000	21,818	59,818
Do	19	9.4m. to 11.26m. south of Nimmitabel	do do do do	do	49,000	45,000	94,000
Do	19	8m. to 10m. south of Bombala	do do do do	do .....	.....	4,000	4,000
Do	19	5m. to 6m. south of Bombala	do do do do	do	41,404	183	41,587
Do	19	13.8m. to 17m. south of Nimmitabel	do do do do	do	156,000	18,685	174,685
Do	19	11.26m. to 13.8m. south of Nimmitabel	do do do do	do	100,000	66,000	166,000
Cooma	19	Railway overbridge 0.9m. south of Cooma	Temporary detour	do .....	.....	2,300	2,300
Monaro	19	57.5m. to 58m. south of Canberra	Reconstruction and bitumen surfacing	Department .....	.....	1,470	1,470
Do	19	Gungoandra Creek, 46.2m. south of Canberra	Reinforced concrete bridge	do .....	.....	49,445	49,445
Do	19	Tea Gardens Creek 7.4m. south of Nimmitabel	Reinforced concrete box culvert	do	20,161	1,260	21,421
Do	19	Bridge over Gungoandra Creek, 45.9m. to 46.5m. south of Canberra	Approaches	do .....	.....	27,072	27,072
Do	19	7.8m. to 10m. south of Nimmitabel	Reconstruction and bitumen surfacing	do	153,536	137,954	291,490
Do	19	3.6m. to 7.8m. south of Nimmitabel	do do do do	do	576,787	21,999	598,786
Do	19	0m. to 3.6m. south of Nimmitabel	do do do do	do	355,160	22,162	377,322
Do	19	Nimmitabel to Tea Gardens Creek	Reconstruction	Council	5,000	12,206	17,206
Yarrowlumla	19	Michelago Creek, 1m. from Michelago	Prestressed concrete bridge	Department .....	.....	150,658	150,658
						\$582,212	
RIVERINA HIGHWAY							
Berrigan	20	3.1m. to 3.8m. east of Finley	Reconstruction and widening	Department	38,773	706	39,479
						\$706	
COBB HIGHWAY							
Deniliquin	21	Flood Channel of Edward River at Deniliquin	Prestressed concrete bridge	Department	37,643	19,531	57,174
Do	21	Bridge over Edward River at Deniliquin	Approaches	do	20,695	87,056	107,751
Hay	21	24m. to 46m. north of Hay	Reconstruction and bitumen surfacing	do	332,006	278,039	610,045
Do	21	46m. to 48m. north of Hay	do do do do	do .....	.....	21,047	21,047

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS—continued							
COBB HIGHWAY—continued							
Murray	21	4.7m. to 8.2m. north of Moama	Reconstruction, widening and bitumen surfacing	Department		22,456	22,456
Do	21	16.65m. to 24m. north of Moama	Reconstruction and bitumen surfacing	do	189,578	191,437	381,015
Windouran	21	Billabong Creek, 25.77m. north of Deniliquin	Steel and concrete bridge and approaches	Council	10,000	4,000	14,000
Do	21	5.7m. to 6.2m. north of Deniliquin	Widening and realignment	do		1,000	1,000
Do	21	21m. to 25.5m. and 26.3m. to 28.75m. north of Deniliquin	Widening	do	39,200	368	39,568
					\$624,934		
SILVER CITY HIGHWAY							
Broken Hill	22	2.3m. north of Broken Hill	Elimination of floodway	Council	3,000	12,000	15,000
Central Darling	22	64m. to 71.5m. south of Broken Hill	Reconstruction and bitumen surfacing	Department	183,120	576	183,696
Do	22	46.2m. to 51m. south of Broken Hill	do do do do	do	159,984	20,269	180,253
Do	22	51m. to 63.83m. south of Broken Hill	do do do do	do	381,859	30,461	412,320
Wentworth	22	2 mile break, 2m. north of Wentworth	Prestressed concrete bridge	do		1,000	1,000
Do	22	31.8m. to 41.8m. north of Wentworth	Reconstruction	do	43,533	232,632	276,165
Do	22	11m. to 21.04m. north of Wentworth	Deviation	do	360,968	4,019	364,987
Do	22	21m. to 31m. north of Wentworth	Reconstruction and bitumen surfacing	do	419,161	70,474	489,635
Do	22	110m. to 128m. south of Broken Hill	do do do do	do	485,071	2,086	487,157
Do	22	1m. to 11m. north of Wentworth	do do do do	do	7,059	445,216	452,275
Do	22	Bridge over Darling River at Wentworth	Approaches	do	9,201	102,480	111,681
Do	22	Darling River at Wentworth	Steel and concrete bridge	do	378,123	132,209	510,332
					\$1,053,422		
MOUNT LINDESAY HIGHWAY							
Kyogle	24	Junction with T.R. No. 83 near Woodenbong	Improvement	Council		1,450	1,450
Tenterfield	24	73.3m. to 75m. north of Tenterfield	Reconstruction and bitumen surfacing	do	46,000	3,772	49,772
					\$5,222		
ILLAWARRA HIGHWAY							
Shellharbour	25	7.5m. to 12.5m. west of S.H. No. 1	Improvement and provision of climbing lane	Department		11,515	11,515
Wingecarribee	25	Robertson level crossing	Improvement	do		14,938	14,938
Do	25	31.47m. to 33.96m. west of S.H. No. 1	Reconstruction and widening	do	86,086	6	86,092
Do	25	2m. to 4m. east of Moss Vale	do do do	do	351,343	253,670	605,013
Do	25	Intersection with M.R. No. 265 5m. to 6.5m. east of Moss Vale	Reconstruction, bitumen surfacing and improvement	do		38,369	38,369
					\$318,498		
STATE HIGHWAY NO. 26							
Gosford	26	2.32m. to 2.77m. north of Calga	South bound lane	Department		21,616	21,616
Do	26	10m. to 15m. north of Calga	Climbing lanes	do	86,562	826	87,388
					\$22,442		
Total—State Highways					\$22,691,744		

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS							
Abercrombie	54	Railway level crossing at George's Plains	Improvements	Council	5,000	1,890*	3,110
Do	54	Railway level crossing at Perthville	do	do	5,000	2,716*	2,284
Do	54	Caloola Creek 22.5m. south of Bathurst	Reinforced concrete box culvert	do	10,000	30,000	40,000
Do	252	19.5m. to 20.82m. south of Bathurst	Reconstruction and bitumen surfacing	do	13,250	4,374	17,624
Do	252	21.48m. to 22.38m. south of Bathurst	do do do do	do	16,606	16,606	16,606
Do	252	30.08m. to 30.57m. south of Bathurst	do do do do	do	8,600	2*	8,598
Albury	125	3.7m. to 5.2m. from Albury	do do do do	do	34,000	21,040	55,040
Ashford	137	28m. north of Inverell	Reinforced concrete pipe culvert	do	7,914	2,101*	5,813
Do	137	32.5m. to 34.6m. north of Inverell	Reconstruction and widening	do	23,000	5,071	28,071
Do	137	2.7m. to 5.3m. north of Bonshaw	Reconstruction and bitumen surfacing	do	25,500	25,500	25,500
Ballina	146	2.06m. to 3.7m. northwest of Ballina	Reconstruction, widening and bitumen surfacing	do	9,700	6,300	16,000
Do	545	0.45m. to 0.80m. from S.H. No. 10	Reconstruction	do	672	672*	672
Do	545	0.15m. to 0.45m. east of S.H. No. 10	do	do	672	672	672
Balranald	67	17.2m. to 22m. north of Balranald	Reconstruction and bitumen surfacing	do	7,000	7,000	7,000
Do	67	14m. to 17.2m. north of Balranald	do do do do	do	10,470	31,410	41,880
Do	67	6.7m. to 11.31m. north of Balranald	do do do do	do	56,696	3,148	59,844
Do	67	Box Creek, 31.1m. north of S.H. No. 14	Reinforced concrete box culvert	do	25,000	2,172	27,172
Do	583	Junction with S.H. No. 14	Reconstruction and bitumen surfacing	do	1,750	1,750	1,750
Do	583	No. 1 approach bridge, Murray River at Robinvale	Realignment of approaches	do	5,863	5,863	5,863
Barraba	63	11.39m. to 16.19m. north of Barraba	Reconstruction and bitumen surfacing	do	77,508	764*	76,744
Do	63	14.32m. to 18m. north of Barraba	do do do do	do	48,000	4,866*	43,134
Do	63	18.26m. to 20.02m. north of Barraba	do do do do	do	36,716	1,273*	35,443
Do	132	16m. to 16.75m. from Barraba	Reinforced concrete box culverts and realignment	do	6,000	400	6,400
Do	132	Saveall Creek 21m. north of Barraba	Reinforced concrete bridge and deviation	do	43,950	43,950	43,950
Do	329	2.12m., 4.92m. and 11.03m. west of T.R. No. 63	Waterway structures and minor realignment	do	4,866	4,866	4,866
Bathurst City	54	2.57m. to 3.02m. north of Bathurst	Reconstruction and bitumen surfacing	do	7,000	7,000	7,000
Bellingen	76	Bellingen River at Thora	Steel and concrete bridge	Department	310,774	600	311,374
Do	76	Bridge over Bellingen River at Thora	Approaches	Council	23,708	6*	23,702
Do	76	Dorrigo Mountain Pass 1.9m. to 2.2m. from Thora	Improvement to alignment	do	6,873	23,622	30,495
Do	76	21.02m. to 24.06m. west of S.H. No. 10	Reconstruction and bitumen surfacing	do	73,681	750	74,431
Do	119	7.64m. to 8.5m. from Dorriggo	Strengthening, widening and bitumen surfacing	do	10,000	538	10,538
Do	120	Dorrigo to Coramba	Improvement and bitumen surfacing	do	20,000	20,000	20,000
Berrigan	550	17m. to 21.5m. west of Shire boundary	Reconstruction and bitumen surfacing	do	6,500	6,500	6,500
Do	550	3m. to 6.7m. west of Corowa Shire boundary	Reconstruction and gravel surfacing	do	32,912	3,831	36,743
Do	550	0m. to 6.3m. west of Shire boundary	Reconstruction and bitumen surfacing	do	27,000	9,467	36,467
Bibbenluke	91	Yellow Waterhole Creek, 12.8m. east of Bombala	Reinforced concrete bridge	Department	1,036	1,036	1,036
Do	91	Stafford's Creek, 5.79m. east of Bombala	Reinforced concrete bridge and approaches	do	18,917	18,917	18,917
Do	91	Archie's Flat Creek 6.93m. east of Bombala	Reinforced concrete box culvert	do	15,159	15,159	15,159
Do	91	6m. to 8m. east of Bombala	Reconstruction and bitumen surfacing	Council	25,000	12,844	37,844
Do	91	4m. to 6m. east of Bombala	do do do do	do	20,000	3,000	23,000
Do	91	3.48m. to 4.5m. east from Bombala Municipal boundary	do do do do	do	27,218	4,844*	22,374
Do	275	5m. from T.R. No. 91	Improvement to curve	do	2,000	3,065	5,065
Bingara	133	4.6m. to 6.2m. west of Bingara	Reconstruction and bitumen surfacing	do	13,000	17,504	30,504
Do	134	From 4.37m. north of Bingara	do do do do	do	20,250	20,250	20,250
Bland	57	23.38m. to 23.81m. and 24.25m. to 24.42m. from Temora	Widening and strengthening	do	5,700	5,700	5,700
Do	231	0m. to 4.36m. north of Giral	Reconstruction and bitumen surfacing	do	43,636	4,952*	38,684
Do	231	15.48m. and 18.75m. from Ungarie	Drainage structures	do	3,500	9,699	13,199
Do	231	9.26m. to 15.04m. north of Giral	Reconstruction and bitumen surfacing and drainage structures	do	4,800	30,153	30,150
Do	371	18.9m. north of Rankin's Springs	Precast box culverts	do	130	4,930	4,930
Do	398	Barmedman Creek 3m. east of Barmedman	Reinforced concrete bridge	do	22,996	40,691	63,687
Blaxland	55	16m. to 19.5m. west of Lithgow	Reconstruction and bitumen surfacing	Department	1,704	1,704	1,704
Do	55	Over State Highway No. 5, 4.4m. west of Lithgow	Concrete bridge	do	39,581	39,581	39,581
Do	55	3m. to 7m. north of S.H. No. 5	Reconstruction and bitumen surfacing	Council	40,192	1,952	42,144

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Blaxland	55	Small's Creek 33.3m. north of Lithgow	Prestressed concrete bridge and approaches	Council	.....	22,000	22,000
Do	531	2.0m. to 6.3m. from Wallerawang	Widening, strengthening and sealing	do	5,000	16,240	21,240
Bogan	57	9m. to 11.25m. south of Nyngan	Reconstruction and bitumen surfacing	do	35,374	3,531	38,905
Do	57	10.1m. to 11.95m. south of Nyngan	do do do	do	6,126	30,000	36,126
Do	57	Mulla Cowal 10m. south of Nyngan	Steel and concrete bridge and approaches	do	.....	42,000	42,000
Do	61	72.15m., 72.72m. and 73.79m. from Condobolin	Reinforced concrete box culverts	do	5,000	5,020	10,020
Do	61	70.60m., 71.35m. and 71.38m. from Cobar	Elimination of causeways	do	10,000	31	10,031
Do	204	21.6m. from Nyngan	Reinforced concrete box culvert	do	.....	4,804	4,804
Do	204	0.57m. to 2.19m. north of Nyngan	Reconstruction and bitumen surfacing	do	15,000	20,000	35,000
Do	424	Railway level crossing at Coolabah	Improvement	do	100	1*	99
Booolooroo	507	22m. to 25m. west of Goondiwindi	Strengthening and bitumen surfacing	do	.....	21,588	21,588
Do	507	28.45m. to 31.65m. east of Boomi	Reconstruction and bitumen surfacing	do	20,000	1,589*	18,411
Boomi	232	30.81m. to 31.63m. north of Moree	Reconstruction	do	.....	2,750	2,750
Do	232	36.24m. to 40.04m. north of Moree	Reconstruction and bitumen surfacing	do	21,000	32,666	53,666
Do	367	Miltonville Creek, 50m. northwest of Moree	Reinforced concrete box culvert and approaches	do	.....	17,642	17,642
Do	367	65.7m. to 67.7m. north of Moree	Reconstruction and bitumen surfacing	do	12,000	46,834	58,834
Boorowa	56	16m. to 19.6m. north of Boorowa	do do do do	do	.....	37,513	37,513
Do	56	13.4m. to 17.4m. north of Boorowa	do do do do	do	44,000	3,047*	40,953
Do	56	18.3m. to 19m. north of Boorowa	do do do do	do	.....	3,873	3,873
Do	241	Harry's Creek 6.7m. east of Boorowa	Reinforced concrete bridge	do	.....	10,000	10,000
Do	241	2.75m. to 5m. west of Boorowa	Reconstruction and bitumen surfacing	do	.....	15,430	15,430
Do	248	Cade's Creek	Reinforced concrete box culvert	do	5,060	4,747	4,747
Do	248	5.758m. to 7.9m. east of Boorowa	Reconstruction and bitumen surfacing	do	24,000	126	24,126
Do	380	0m. to 1.7m. west of T.R. No. 56	do do do do	do	15,474	6,026*	9,448
Do	576	Spillway at Wyangala Dam	Approaches	Department	.....	229,863	229,863
Boree	237	Paling Yards Creek, 15.2m. from Orange	Reinforced concrete box culvert	Council	.....	5,000	5,000
Do	237	20.1m. to 22.05m. from Orange	Reconstruction and bitumen surfacing	do	.....	21,832	21,832
Do	237	22.8m. to 24.2m. west of Orange	do do do do	do	20,422	358	20,780
Do	238	14.2m. to 14.5m. from Canowindra	Reconstruction	do	.....	4,871	4,871
Do	310	Burrakin Gully, 7m. south of Cudal	Reinforced concrete box culvert	do	10,000	3,660	13,660
Do	310	Oakey Creek, 20m. north of Waugoola Shire boundary	Reinforced concrete bridge	do	25,000	30,000	55,000
Do	310	17.7m. to 19.1m. from Canowindra	Reconstruction and bitumen surfacing	do	.....	12,307	12,307
Do	310	8.5m. to 12m. north of Waugoola Shire boundary	do do do do	do	.....	36,764	2,261*
Do	310	12.4m. to 16.42m. north of Waugoola Shire boundary	do do do do	do	.....	260*	34,503
Do	377	26.8m. to 29.8m. west of Orange	do do do do	do	38,459	5,092*	38,199
Do	377	30.0m. to 33.0m. from Orange	do do do do	do	27,848	22,000	22,756
Do	377	36.7m. to 37.9m. from Orange	Reconstruction and realignment	do	.....	5,092	22,000
Bowral	260	4.1m. to 4.4m. south of Bowral	Realignment	do	.....	5,092	5,092
Brewarrina	70	17.4m. to 28m. south of Brewarrina	Reconstruction	do	94,000	4,000	4,000
Do	70	5m. to 26m. north of Brewarrina	Provision of grids and culverts	do	.....	40,000	134,000
Broken Hill	66	2.5m. east of Broken Hill	Reinforced concrete box culvert and approaches	do	5,500	23,713	23,713
Burrangong	78	18.25m. north of Young	Reinforced concrete box culvert	do	12,703	7,000	12,500
Do	241	17.32m. to 18.32m. east of Young	Reconstruction and gravelling	do	5,532	550	13,253
Do	241	15.2m. to 24.5m. west of Young	Reconstruction and bitumen surfacing	do	.....	3*	5,529
Do	241	24.6m. to 30.54m. west of Young	do do do do	do	41,746	31,475	31,475
Byron	65	Railway underpass at Binna Barra	Realignment	do	1,500	8,525	50,271
Do	65	13.6m. to 14.6m. from Lismore	Reconstruction and bitumen surfacing	do	.....	7,300	8,800
Do	524	King's Creek	Reinforced concrete bridge and approaches	do	.....	43,200	43,200
Do	524	0.61m. to 1.16m. from Everitt's Hill	Reinforced concrete bridge and approaches	do	36,900	1,140*	35,760
Camden	259	1.24m. from S.H. No. 2	Reconstruction and bitumen surfacing	do	17,450	305*	17,145
Do	259	0.52m. and 0.9m. from S.H. No. 2	Improvement and strengthening	do	.....	3,000	3,000
Canobolas	61	7.6m. to 8.23m. west of Orange	Two reinforced concrete box culverts	do	.....	15,750	15,750
Do	237	12.3m. to 14m. south of Orange	Reconstruction and bitumen surfacing	do	6,000	7,000	13,000
			do do do do	do	27,000	16,510	43,510

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1963	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Canobolas	237	11.4m. to 12.28m. from Orange	Reconstruction and bitumen surfacing	Council	20,780	329	21,109
Do	245	Spring Hill level crossing	Installation of flashing lights	do		6,714	6,714
Do	245	2.1m. to 2.5m. from Orange	Realignment	do	12,000	3,014	15,014
Do	559	0m. to 2.62m. from S.H. No. 7 at Whiley's Junction	Reconstruction and bitumen surfacing	do	19,800	4,279	24,079
Do	573	Kerr's Creek 19m. from Orange	Reinforced concrete box culvert	do		20,000	20,000
Do	573	11.9m. to 15.0m. from Orange	Reconstruction and bitumen surfacing	do		22,986	22,986
Carrathool	80	Extension to Lachlan River near Hillston	Bitumen surfacing	do	1,474	39	1,513
Do	80	7.5m. to 12.5m. south of Hillston	Reconstruction and bitumen surfacing	do	34,760	6,599	41,359
Do	80	12.57m. to 17.68m. south of Hillston	do do do do	do	23,000	12,000	35,000
Do	321	10.3m. to 17.35m. south of S.H. No. 6	Reconstruction	do		16,367	16,367
Do	321	2.6m. to 5.6m. south of S.H. No. 6	Reconstruction and bitumen surfacing	do		2,321	2,321
Do	321	7.5m. to 11.3m. south of S.H. No. 6	do do do do	do	10,010	6,624	16,634
Do	368	0m. to 1m. west of T.R. No. 80	Bitumen surfacing	do	4,416	466*	3,950
Do	501	0.25m. southwest of Hillston	do do	do	1,310	46*	1,264
Casino	149	28.52m. to 28.80m. from Woodburn	Widening and bitumen surfacing	do	668	3,032	3,700
Central Darling	68	8m. west of Wilcannia on S.H. No. 8 to 32.25m. south of Wilcannia	Deviation	do		10,000	10,000
Do	433	19.6m. west of Darnick	Construction	do		4,500	4,500
Do	435	58.5m. to 69m. north of Wilcannia	Reconstruction and bitumen surfacing	do	19,841	70	19,911
Cobar	61	21m. to 26m. south of Cobar	Bitumen surfacing	do	46,000	18,037	64,037
Do	61	31m. to 36m. south of Cobar	Reinforced concrete culverts	do		10,000	10,000
Do	61	26m. to 36m. south of Cobar	Reconstruction and bitumen surfacing	do	10,000	12,079	22,079
Cockburn	63	4.2m. to 6.12m. north of Tamworth	Reconstruction	do	28,608	6,325	34,933
Do	105	Red Hill 5m. from S.H. No. 9	Realignment	do	8,000	775*	7,225
Coff's Harbour	120	1m. to 2m. west of M.R. No. 151	Reconstruction and bitumen surfacing	do	24,836	678	25,514
Do	151	32.12m. to 33.12m. south of Grafton	do do do do	do	7,220	223	7,443
Do	540	Boambee Creek, 6.35m. from S.H. No. 10	Concrete bridge	do		250	250
Colo	181	Bridge at 7.7m. from Webb's Creek Ferry	Approaches	do		4,400	4,400
Do	181	Bridge at 9.7m. from Webb's Creek Ferry	do	do		1,800	1,800
Do	503	41.5m. to 49.5m. north of Windsor (selected sections)	Asphaltic concrete surfacing	Department	51,357	3,396	54,753
Do	503	Intersection with Creek Ridge, Stannix Park and Carrs Roads	Reconstruction	do		4,026	4,026
Do	503	7.42m. to 7.8m. north of Howes Creek Bridge	Improvement and widening	do		186,371	186,371
Do	519	9.1m. to 10.1m. from M.R. No. 184	Reconstruction	Council		10,000	10,000
Conargo	552	Forest Creek, 27.75m. from Deniliquin	Prestressed concrete bridge	do	3,750	3,492	7,242
Do	552	31m. to 35m. from Deniliquin	Reconstruction and bitumen surfacing	do		21,200	21,200
Do	552	36m. to 42.1m. from Deniliquin	Reconstruction, realignment and bitumen surfacing	do		5,900	5,900
Do	552	23.1m. to 27.6m. from Deniliquin	Reconstruction and bitumen surfacing	do	23,531	201	23,732
Do	552	27.6m. to 32m. from Deniliquin	do do do do	do	11,600	8,380	19,980
Coolah	55	4.2m. to 5m. north of Coolah	do do do do	do		37,150	37,150
Do	55	3.6m. to 4.2m. north of Coolah	do do do do	do		18,700	19,006
Do	55	2.3m. to 3.6m. north of Coolah	Bitumen surfacing	do		13,810	23,252
Do	55	2.3m. to 3.6m. north of Coolah	Reconstruction	do	30,375	391	30,766
Do	77	13.21m. to 16.07m. west of Dunedoo	Reconstruction and bitumen surfacing	do	50,210	382*	49,828
Do	206	4m. to 7.38m. west of Dunedoo	do do do do	do		48,000	48,000
Do	206	0.3m. to 2.3m. west of Dunedoo	do do do do	do	12,195	1,481	13,676
Do	206	2.3m. to 4.5m. southwest of Dunedoo	do do do do	do	13,000	29,000	42,000
Do	206	7.4m. to 10m. west of Dunedoo	do do do do	do		8,250	8,250
Do	206	Limestone Creek, 2.5m. west of Dunedoo	Prestressed concrete bridge and approaches	do		40,125	40,125
Do	206	7.72m. west of Dunedoo	Reinforced concrete box culvert	do		3,500	3,500
Do	334	3.5m. to 6m. north of Mendooran	Reconstruction and bitumen surfacing	do	30,000	1,308	31,308
Coolamon	240	13.6m. to 16m. north of Coolamon	do do do	do	4,500	51,900	56,400
Do	387	0.41m. south of Ardlethan to Deviation of S.H. No. 17	Bitumen surfacing	Department	26,124	2,430	28,554

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Coonabarabran	55	18.5m. to 33.5m. north of Coolah	Reconstruction and bitumen surfacing	Council	.....	34,840	34,840
Do	129	6.45m. to 9.8m. north of Coonabarabran	do do do do	do	22,246	562*	21,684
Do	129	8.7m. to 10.7m. north of Coonabarabran	Deviation	do	49,400	9,840*	39,560
Do	329	1.5m. to 4m. north of Baradine	Reconstruction and bitumen surfacing	do	12,000	23,600	35,600
Do	329	6m. to 6.85m. north of Baradine	do do do do	do	.....	8,562	8,562
Do	334	1m. south of S.H. No. 11	Reinforced concrete box culvert	do	.....	7,800	7,800
Do	334	26m. to 33.73m. south of Coonabarabran	Reconstruction and bitumen surfacing	do	70,000	562	70,562
Coonamble	129	6.5m. to 13.5m. east of Coonamble	do do do do	do	.....	15,000	15,000
Do	205	7.2m. to 12.2m. southeast of Coonamble	do do do do	do	40,000	109*	39,891
Do	205	Baronne Creek at Dooroombah	Reinforced concrete bridge	do	.....	40,000	40,000
Do	383	0m. to 8m. north of Coonamble	Reconstruction and bitumen surfacing	do	30,000	30,000	60,000
Cootamundra	78	1.3m. to 1.7m. north of Cootamundra	Reconstruction	do	.....	1,500	1,500
Cootamundra and Jindalee	78	Cootamundra Creek 1.37m. south of Cootamundra	Steel and concrete bridge and approaches	do	.....	5,100	5,100
Copmanhurst	83	Koolkhan, 3m. north of Grafton	Railway level crossing	Department	.....	10,657	10,657
Do	83	Whiporie	Railway overbridge	do	31,709	31,709	31,709
Do	83	Level crossing at Koolkhan, 3m. north of Grafton	Improvement	Council	7,500	6,848*	652
Do	83	Six Mile Creek at Batten's Bight 39m. north of Grafton	Prestressed concrete bridge	Department	.....	104,759	104,759
Do	83	Warragai Creek 11.3m. north of Grafton	Reinforced concrete bridge	do	39,794	6,176	45,970
Do	83	Bridge over Six Mile Creek at Batten's Bight	Approaches	Council	.....	3,050	3,050
Do	83	9.5m. to 12m. from Grafton	Reconstruction and bitumen surfacing	do	30,600	82*	30,518
Do	83	11.9m. to 14.58m. from Grafton	do do do do	do	57,500	405*	57,095
Do	150	Pulganbar Creek	Reinforced concrete bridge and approaches	do	101,250	17,848	119,098
Do	150	24.2m. to 25m. north of Grafton	Reconstruction	do	31,840	6,160	38,000
Do	151	Alumny Creek, 8.05m. from Grafton	Prestressed concrete bridge	do	.....	13,500	13,500
Do	151	14.93m. to 16.28m. north of Grafton	Deviation	do	.....	28,700	28,700
Do	151	11.85m. to 12.72m. east of Grafton	Reconstruction and bitumen surfacing	do	20,136	1,815	21,951
Corowa	331	1m. to 15.15m. west of M.R. No. 131	do do do do	do	.....	2,867	5,867
Crookwell	54	24.5m. to 25.5m. north of Goulburn	Realignment and gravelling	do	14,994	52	15,046
Do	54	29.97m. to 32.48m. from Goulburn	Reconstruction and bitumen surfacing	do	.....	4,079	4,079
Do	54	32.48m. to 34.31m. from Goulburn	Gravelling and bitumen surfacing	do	.....	24,000	24,000
Do	54	34.31m. to 36.7m. from Goulburn	Reconstruction and bitumen surfacing	do	.....	15,000	15,000
Do	291	3.2m. to 6m. from Crookwell	do do do do	do	40,005	5,197	45,202
Cudgegong	55	Lambing Yard Creek, 11.5m. north of Gulgong	Reinforced concrete bridge	do	68,000	947	68,947
Do	208	9.4m. to 10.4m. north of Mudgee	Reconstruction and bitumen surfacing	do	7,073	3,092	10,165
Do	208	10.68m. to 11.59m. from Mudgee	do do do do	do	.....	11,744	11,744
Do	214	15.5m. to 16.5m. north of Mudgee	do do do do	do	.....	3,000	3,000
Do	214	14.5m. to 15.5m. from Mudgee	do do do do	do	.....	7,991	7,991
Do	214	29.15m. north of Mudgee	Reinforced concrete box culvert	do	4,526	393	4,919
Do	216	9.33m. to 10.6m. south of Mudgee	Reconstruction and bitumen surfacing	do	.....	3,750	3,750
Do	216	8.6m. to 9.6m. south of Mudgee	do do do do	do	10,000	5,894	15,894
Do	216	7.57m. to 8.6m. south of Mudgee	do do do do	do	15,000	33*	14,967
Do	216	20.01m. to 20.51m. from Mudgee	Bitumen surfacing	do	.....	4,553	4,553
Do	233	19.2m. to 20.2m. west of Gulgong	Reconstruction	do	.....	4,117	4,117
Do	233	12.25m. to 15.2m. west of Gulgong	Reconstruction and bitumen surfacing	do	40,000	1,946	41,946
Do	233	15.85m. to 19.15m. from Gulgong	do do do do	do	.....	38,845	38,845
Do	233	Goolina Creek, 11.9m. and 18.9m. west of Gulgong	Reinforced concrete bridge and approaches	do	.....	25,500	25,500
Do	233	Two Mile Flat Creek, 11.9m. west of Gulgong	Reinforced concrete bridge	do	6,700	20,769	27,469
Do	233	Stoney Creek, 10m. west of Gulgong	do do do do	do	31,400	1,498	32,898
Culcairn	78	4m. to 4.75m. north of Culcairn	Reconstruction and bitumen surfacing	do	.....	13,107	13,107
Do	78	Bridge over Billabong Creek at Culcairn	Supply of steel lamp standards and handrailing	Department	3,088	144	3,232
Do	331	Kangaroo Creek, 8m. west of Culcairn	Reinforced concrete bridge	Council	55,224	450	55,674
Do	331	25m. to 36.1m. from Culcairn	Reconstruction and bitumen surfacing	do	6,000	28,000	34,000
Do	331	48.4m. to 49.2m. from Holbrook	do do do do	do	5,496	2,744	8,240

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Culcairn	331	28m. to 30m. from Culcairn	Reconstruction and bitumen surfacing	Council		1,362	1,362
Do	331	19.6m. to 24.2m. from Culcairn	do do do do	do	36,000	80	36,080
Darling	68	S.H. No. 7 to Pokateroo	do do do do	do	10,000	30,000	40,000
Do	68	0m. to 36.8m. from Louth	Reconstruction	do		5,593	5,593
Do	494	86m. to 89m. northwest of Bourke	Gravelling	do	4,100	44*	4,056
Do	405	Selected sections 44m. to 51.1m. west of Bourke	Reconstruction	do		17,500	17,500
Do	425	42.62m. east of S.H. No. 7 to Brewarrina Shire boundary	Clearing and reforming	do		355	355
Demonndrille	84	2.12m. to 2.6m. east of Murrumburrah	Reconstruction and bitumen surfacing	do	15,138	5,768*	9,370
Do	84	2.57m. to 3.63m. east of Murrumburrah	do do do do	do		20,768	20,768
Do	84	3.63m. to 4.51m. east from Murrumburrah	do do do do	do	24,100	103*	23,997
Do	380	7.6m. to 10.6m. east of T.R. No. 84	do do do do	do		20,000	20,000
Denman	209	Bridge over Wybong Creek, 21.9m. south of Muswellbrook	Improvement of approaches	do	1,400	3,000	4,400
Do	209	3m. from Muswellbrook	Concrete causeway	do		1,547	1,547
Do	209	Sandy Creek, 15.5m. south of Muswellbrook	Approaches	do		19,100	19,100
Do	209	Sandy Creek, 15.5m. south of Muswellbrook	Prestressed concrete bridge	do	7,267	19,000	26,267
Do	213	11.6m. to 14.1m. from Jerry's Plains	Reconstruction and bitumen surfacing	do		15,000	15,000
Dumaresq	74	41.3m. to 43.6m. east of Armidale	do do do do	do	79,383	25,000	104,383
Do	74	43.6m. to 45.7m. east of Armidale	do do do do	do		5,000	5,000
Do	75	52m. to 69m. east of Armidale	Improvement	do	7,200	2,111	9,311
Dungog	101	Myall Creek at Dungog	Reinforced concrete bridge and approaches	do	22,287	80,687	102,974
Do	101	Railway level crossing at Dungog	Improvements	do		2,067*	933
Do	101	Dungog to Wirragulla	Reconstruction and bitumen surfacing	do	50,865	1,380	52,245
Do	128	Westerly from Gresford	do do do do	do		32,918	32,918
Do	301	1.35m. to 1.8m. from Wirragulla	Realignment and bitumen surfacing	do		3,990	3,990
Eurobodalla	51	Eastern approach to former Nelligen Ferry	Restoration	do		2,650	2,650
Do	271	Cooper's Creek, 17.5m. from Moruya	Reinforced concrete bridge	do	25,000	21,000	46,000
Do	271	1m. to 1.9m. west of Moruya	Reconstruction and bitumen surfacing	do	26,000	4,000	30,000
Do	271	1.9m. to 2.4m. west of Moruya	do do do do	do	28,525	58	28,583
Do	271	8.2m. from Moruya	Realignment and reinforced concrete pipe culvert	do	7,700	492*	7,208
Do	271	23.7m. west of Moruya	Replacement timber culvert	do		5,650	5,650
Do	560	Joe's Creek, 1.24m. to 1.53m. from Bateman's Bay	Reinforced concrete box culvert and approaches	do	6,000	8,000	14,000
Do	560	0m. to 0.34m. east of S.H. No. 1	Reconstruction and widening	do	26,465	254*	26,211
Gilgandra	77	1.36m. to 5m. east of Gilgandra	Reconstruction and bitumen surfacing	do	20,000	10,000	49,745
Do	77	5.25m. to 9.75m. east of Gilgandra	do do do do	do		40,000	60,000
Gloucester	90	10.5m. to 12m. south of Gloucester	do do do do	do		22,500	22,500
Goobang	57	0.1m. to 1.7m. north of Tullamore	do do do do	do	15,000	8,118	23,118
Do	350	5.0m. to 8.45m. from Bogan Gate	do do do do	do	40,000	794*	39,206
Do	350	1.15m. to 6m. north of Trundle	do do do do	do		60,000	60,000
Goodradigbee	56	17.20m. to 18.9m. north of Yass	do do do do	do		25,547	25,547
Do	56	22.34m. to 22.96m. north of Yass	do do do do	do		13,650	14,805
Do	56	18.78m. to 20m. from Yass	do do do do	do		31,868	32,495
Do	56	11m. to 13.4m. from Yass	do do do do	do		36,346	44,415
Do	247	5.08m. to 7m. from Gundaroo	do do do do	do		26,024	25,239
Do	249	4.8m. to 5.8m. south of Gundaroo	do do do do	do		8,000	8,000
Do	278	5.4m. to 7.42m. south of Yass	do do do do	do	26,129	3,517	29,646
Do	278	16.35m. to 18.7m. from Yass	do do do do	do	24,000	547*	23,453
Do	278	7.42m. to 8.04m. south of Yass	do do do do	do	3,000	19,002	22,002
Gosford	225	Piles Creek, 0.5m. from S.H. No. 10	Reinforced concrete pipe culvert	do		8,000	8,000
Do	225	6m. west of S.H. No. 10	Reconstruction and realignment	do		5,600	5,600
Do	336	4.82m. to 6.06m. east of Erina Creek	Reconstruction and bitumen surfacing	do		8,000	8,000
Do	336	4.2m. to 7.7m. east of Erina Creek	do do do do	do	52,800	4,367	57,167
Do	349	1.04m. to 1.46m. from S.H. No. 10	do do do do	do		10,000	10,000
Do	505	2.19m. to 3.19m. from M.R. No. 336	do do do do	do		15,000	15,000

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Goulburn City	79	Auburn Street to Sloane Street, Goulburn	Reconstruction and channelisation	Council		20,000	20,000
Do	256	4.1m. from Goulburn	Reinforced concrete box culvert	do	12,000	1,435	13,435
Greater Cessnock	181	0.45m. to 0.73m. south of Wollombi	Bitumen surfacing	do		57,773	57,773
Do	181	0.73m. to 2m. from M.R. No. 218	Reconstruction and bitumen surfacing	do	15,000	21,332	36,332
Do	187	Hawkins Bridge over Wollombi Creek	Approaches	do		16,974	16,974
Greater Wollongong	186	0m. to 1.08m. from S.H. No. 1	Reconstruction and widening	do	6,909	3,000	9,909
Do	295	Military Road to Commonwealth Rolling Mills	Asphaltic concrete surfacing	do	1,400	3,197	4,597
Do	295	Australian Iron and Steel Jetty Line, Port Kembla	Reinforced concrete overbridges	do	6,260	136	6,396
Do	295	Inner Harbour at Port Kembla	Land acquisitions	do	12,000	42,463	54,463
Do	295	Glastonbury Avenue to M.R. No. 568, Cringilla	Reconstruction	do	90,001	5,999	96,000
Do	295	Intersection with M.R. No. 568	Channelisation	do		1,000	1,000
Do	502	2.2m. to 4.2m. west of M.R. No. 513	Shoulder widening	Department		28,360	28,360
Do	513	2.85m. to 4.00m. west of S.H. No. 1	Climbing lane	do	190,114	350*	189,764
Do	513	0m. to 2.85m. west of S.H. No. 1	do do	do	193,612	15	193,627
Do	513	Climbing lane, 0m. to 5.8m. south of S.H. No. 1	Bitumen Surfacing	do		42,450	42,450
Do	513	4m. to 6.10m. west of S.H. No. 1	Climbing lane	do	69,875	4	69,879
Do	513	6.17m. to 6.57m. south of Northern Junction with S.H. No. 1	do do	do		68,842	68,842
Do	522	Primmer to Windang	Deviation	Council	80,000	10,000	90,000
Do	581	S.H. No. 1 to Kembla Street	Reconstruction	do		5,730	5,730
Do	581	Crown Street to S.H. No. 1	Reconstruction and bitumen surfacing	do	15,213	1,124	16,337
Do	581	Intersection with Keira and Virginia Streets	Improvement	do		2,722	2,722
Grenfell	398	0.63m. to 1.81m. from Grenfell	Reconstruction and bitumen surfacing	do	12,000	805*	11,195
Gundagai	243	14.4m. to 15.0m. from Nangus	do do do	do	5,000	4,821	9,821
Do	278	20.75m. to 21.7m. from Tumut	Realignment, gravelling and pipe culvert	do	1,000	5,880	6,880
Do	279	1.1m. to 3.3m. south of Gundagai	Reconstruction and bitumen surfacing	do	20,000	51,330	71,330
Gundurimba	147	17.43m. to 17.6m. north of Woodburn	Realignment	do	700	950	1,650
Do	147	18.30m. to 19.38m. north of Woodburn	Bitumen surfacing and concrete box culverts	do	5,500	7,350	12,850
Do	544	Eleven Mile Creek, 7.43m. from Lismore	Reinforced concrete bridge	do	14,580	19,266	33,846
Gunning	249	4m. to 6m. south of Gunning	Reconstruction and bitumen surfacing	do		18,475	18,475
Do	251	Blakney Creek, 11.6m. from Dalton	Reinforced concrete bridge and approaches	do	38,570	10,956	49,526
Guyra	73	16.15m. south of Inverell	Reinforced concrete pipe culvert	do		2,000	2,000
Do	135	Jones Swamp, 17.4m. east of Guyra	Prestressed concrete bridge and approaches	do		5,000	5,000
Do	135	Willis Creek, 10.9m. west of Guyra	Reinforced concrete box culvert	do	9,500	2,050	11,550
Do	135	7.4m. to 9m. west of Guyra	Reconstruction and bitumen surfacing	do		5,750	5,750
Do	135	4.82m. to 5.76m. west of Guyra	do do do do	do	8,480	3,520	12,000
Do	135	5.76m. to 7.49m. west of Guyra	do do do do	do	10,000	23,500	33,500
Do	135	3.9m. from S.H. No. 11 towards Comboyne	do do do do	do		20,000	20,000
Hastings	112	Gannon's Creek, 0.8m. from S.H. No. 11	Concrete bridge	do		20,000	20,000
Do	112	Camden Haven River at Kendall	Reinforced concrete bridge	do	114,964	87,942	202,906
Do	538	Nimmie Creek, 2.5m. south of Maude	Bridge and approaches	do		687	687
Hay	319	25.25m. to 26m. north of Windouran Shire boundary	Reconstruction and bitumen surfacing	do		12,798	12,798
Do	514	19m. to 23m. west of Hay	do do do do	do	18,000	16,400	34,400
Do	514	24m. to 28m. west of Hay	do do do do do	do		22,300	22,300
Do	514	28.25m. to 32m. from Hay	do do do do do	do		2,000	2,000
Do	514	16.5m. to 20m. west of Hay	do do do do do	do	26,000	2,916	28,916
Holbrook	85	23.36m. to 25.16m. south of Tumbarumba	Reconstruction	do	40,741	1,975*	38,766
Do	282	4m. west of Jingellie	Raising road formation	do	4,679	18,921	23,600
Do	284	Carabost Creek at Carabost	Prestressed and reinforced concrete bridge and approaches	do	59,500	3,474	62,974
Do	331	17.7m. to 30.3m. east of Holbrook	Reconstruction and bitumen surfacing	do		17,800	17,800
Hume	125	6m. to 10m. north of Albury	Widening	do	3,597	3,503	7,100
Do	370	7.5m. to 12m. north of S.H. No. 20	Reconstruction and bitumen surfacing	do	32,250	2,109	34,359
Imlay	91	14m. to 18.9m. from S.H. No. 1	do do do do	do	100,000	21,125	121,125
Do	275	Candelo Creek to Wyndham Road	do do do do	do	5,000	13,333	18,333

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Imlay	276	6m. to 11m. from S.H. No. 1	Improvements	Council		4,400	4,400
Inverell	137	1m. to 2.9m. north of Inverell	Widening and strengthening pavement	do		2,500	2,500
Jemalong	236	Ooma Creek, 13m. south of Forbes	Steel and concrete bridge	do	38,573	1,151	39,724
Do	350	7.6m. to 10.7m. north of Forbes	Reconstruction and bitumen surfacing	do		15,000	15,000
Do	377	26.7m. west of Forbes	Reinforced concrete box culvert	do		4,303	4,303
Do	377	22.7m. to 29m. west of Forbes	Reconstruction and bitumen surfacing	do	19,068	49,000	68,068
Do	377	29m. to 33.8m. west of Forbes	do do do do	do	28,500	24,834	53,334
Jerilderie	323	5.6m. to 13.2m. from S.H. No. 17	do do do do	do	24,203	13,991	38,194
Do	552	8.3m. to 12.3m. west of Jerilderie	do do do do	do		4,000	4,000
Do	552	2m. to 8.3m. west of Jerilderie	do do do do	do	5,000	8,800	13,800
Jindalee	78	6.3m. to 8.6m. north of Cootamundra	Climbing lane	do	15,600	3,231	18,831
Do	84	21m. to 25.49m. from Murrumburrah	Reconstruction and bitumen surfacing including box culverts	do	21,240	36,735	57,975
Do	84	19.3m. to 22.1m. west of Murrumburrah	Reconstruction and bitumen surfacing	do		18,000	18,000
Do	84	28.46m. to 28.7m. west of Murrumburrah	do do do do	do	3,946	3,554	7,500
Kempsey	75	Thomas Hennessy Crescent to Park Avenue	Reconstruction	do	3,000	10,000	13,000
Kiama	264	Bridge over Hyams Creek	Widening footway	do		3,432	3,432
Kyeamba	211	15m. to 15.85m. south of Wagga	Reconstruction	do		11,666	11,666
Do	384	15.4m. southeast of Wagga Wagga	Reinforced concrete box culvert	do	12,500	8,532	21,032
Do	384	10.55m. to 12.26m. from Wagga	Reconstruction	do		7,000	7,000
Kyogle	83	2.2m. north of Kyogle	Reinforced concrete box culvert and approaches	do	11,200	32,940	44,140
Do	83	Fairymount Creek, 17.9m. north of Casino	Prestressed concrete bridge and approaches	do		5,964	5,964
Do	83	75.28m. to 90.83m. north of Grafton	Reconstruction and bitumen surfacing	do	13,420	14,580	28,000
Do	361	34.90m. south of Woodenbong	Reinforced concrete box culvert	do	1,240	3,780	5,020
Do	361	30.1m. from Woodenbong	do do do	do		4,800	4,800
Do	361	31.06m. and 33.05m. south of Woodenbong	Reconstruction and bitumen surfacing	do	10,400	2,337	12,737
Do	544	Railway level crossing at Cedar Point	Relocation and installation of F type flashing lights	do	7,831	1,256	9,087
Lachlan	57	18.5m. south of Tottenham	Improvement	do		5,000	5,000
Do	57	12.5m. to 14.5m. south of Condobolin	Reconstruction and bitumen surfacing	do		11,944	11,944
Do	57	10.11m. to 13.27m. south of Condobolin	do do do do	do	15,000	6,056	21,056
Do	231	0m. to 2m. and 4m. to 9m. southeast of Lake Cargelligo	do do do do	do	75,000	5,542	80,542
Do	231	16.0m. to 23.0m. from Lake Cargelligo	do do do do	do		40,000	40,000
Do	231	9m. to 16m. from Lake Cargelligo	do do do do	do	10,000	65,000	75,000
Lake Macquarie	217	Winding Creek at Glendale	Reinforced concrete bridge	do		4,050	4,050
Do	217	Sandy Creek	do do do	do	40,446	3,824*	36,622
Do	217	Fennell's Bay, north of Toronto	Prestressed concrete bridge	Department	419,029	8,595	427,624
Do	217, 223	Cross Roads at Glendale	Improvement	Council		15,461	15,461
Do	217	Bridge over Fennell's Bay, north of Toronto	Approaches	do	75,500	2,011	77,511
Do	217	Cross Roads to Cockle Creek Railway Station	Reconstruction and bitumen surfacing	do	20,000	3,824	23,824
Do	223	Nelson Street to Callon Street	do do do do	do		8,019	8,019
Do	223	Cross Roads at Glendale to Edgeworth	do do do do	do	30,168	398*	29,770
Do	325	Chilcott Street, Warners Bay	Deviation	do		4,000	4,000
Do	325	Charlestown to Whitebridge	Reconstruction and bitumen surfacing	do	17,982	1,613*	16,369
Do	325	Cowlishaw Street via Collier Street to Dudley Road, Redhead	Deviation	do	17,828	1,557	19,385
Do	527	Belmont High School	Access road	do	3,922	3,714	7,636
Leeton	539	1.4m. to 4.88m. from T.R. No. 80	Reconstruction and bitumen surfacing	do		10,000	10,000
Lismore	65	0.78m. to 1.88m. from Lismore	do do do do	do		225	225
Do	65	1.38m. to 3.0m. from Lismore	Reconstruction	do		12,419	12,419
Do	555	1.70m. from Lismore	Reinforced concrete box culvert	do		1,883	1,883
Lithgow	516	1.07m. to 2.06m. east of Lithgow	Climbing lanes	do	52,700	350	53,050
Liverpool Plains	55	Broken Dam Creek, 1.2m. south of S.H. No. 11	Reinforced concrete box culvert	do		48,000	48,000
Do	55	0m. to 20.6m. south of S.H. No. 11	Reconstruction and bitumen surfacing	do	21,902	20,000*	1,902
Do	55	0m. to 1.4m. south of Mullaley	Reconstruction	do	46,509	4,154	50,663
Do	55	1.4m. to 5.9m. south of Mullaley	Reconstruction and bitumen surfacing	do	53,480	33,842	87,322

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Liverpool Plains	72	Mooki River at Breeza	Steel and concrete bridge and approaches	Council	220,000	43,212	263,212
Do	357	Sandy Creek, 6.25m. from Namoi Shire boundary	Reinforced concrete bridge and approaches	do	35,000	6,230	41,230
Lockhart	59	53.5m. to 56m. west of Wagga Wagga	Widening and strengthening	do	12,500	37,700	50,200
Lyndhurst	246	0.3m. to 2.1m. south of Newbridge	Reconstruction and bitumen surfacing	do	15,000	7,700	22,700
Macintyre	73	Intersection with M.R. No. 135 at Gilgai	Widening	do	8,900	4,204	13,104
Do	134	Reedy Creek, 7.5m. north of Delungra	Prestressed concrete bridge	do	12,000	27,676	39,676
Do	134	6.95m. to 9.8m. south of Delungra	Reconstruction and bitumen surfacing	do		40,000	40,000
Do	134	0.75m. to 6.95m. south of Delungra	Bitumen surfacing	do		14,305	14,305
Do	137	2.9m. to 4m. north of Inverell	Widening and strengthening pavement	do		4,453	4,453
Maclean	151	22.8m. to 23.8m. north of Grafton	Reconstruction and bitumen surfacing	do		8,650	8,650
Do	151	21.95m. to 29m. north of Grafton	do do do do	do	23,619	5,433	29,052
Do	152	Coldstream Street, Yamba	Relocation and construction	do		7,000	7,000
Do	152	Western approach to Palmer's Channel bridge	Reconstruction and bitumen surfacing	do	720	5,280	6,000
Macleay	75	24.19m. west of Kempsey to Bellbrook	do do do do	do		61,759	61,759
Do	75	23m. to 24.4m. west of Kempsey	do do do do	do	60,000	20,000	80,000
Do	75	20.47m. to 22.93m. west of Kempsey	do do do do	do	70,833	6,759*	64,074
Do	75	Pee Dee and Sheepstation Creeks, 41.25m. west of Kempsey	Two reinforced concrete bridges	do	134,616	4,897	139,513
Do	75	Pee Dee and Sheepstation Creek bridges, 41.25m. west of Kempsey	Approaches	do	25,000	7,338*	17,662
Maitland	101	Hunter River, 0.1m. from S.H. No. 9	do	do	1,250	5,441	6,691
Do	101	Hunter River at West Maitland	Steel and concrete bridge	Department	609,094	1,794	610,888
Do	104	Hunter River at Raymond Terrace	Prestressed concrete bridge	do	213,499	4,238	217,737
Do	104	Bridge over Hunter River at Raymond Terrace	Approaches	do	58,765	2,862	61,627
Do	104	Hunter River at Raymond Terrace	Reinforced concrete bridge	do		951†	951
Do	104	Bridge over Hunter River at Raymond Terrace	Western approach	Council		22,030	22,030
Do	218	1.68m. to 2.5m. south of S.H. No. 9	Reconstruction and bitumen surfacing	do	11,000	1,500	12,500
Manilla	357	1m. to 2.98m. west of Manilla	do do do do	do	29,780	1,573*	28,207
Do	357	Railway level crossing 0.8m. to 1.0m. west of Trunk Road No. 63	Approaches	do	3,432	488*	2,944
Do	357	5.6m. to 11m. west of Manilla	Reconstruction and bitumen surfacing	do		32,061	32,061
Do	357	3.3m. to 5.6m. west of Manilla	do do do do	do	32,200	5,162	37,362
Manning	90	22.2m. to 25.9m. west of Purfleet	do do do do	do	48,000	199*	47,801
Do	90	25.8m. to 32.05m. from S.H. No. 10	do do do do	do		60,000	60,000
Do	109	Wherrol Flat, turnoff to Marlee School	do do do do	do	58,934	1,866	60,800
Do	111	McCann's Corner, 6.5m. from S.H. No. 10	Curve elimination	do		5,000	5,000
Do	111	0.8m. from S.H. No. 10	Realignment and extension to culvert	do		6,300	6,300
Do	112	Bridge over Bo Bo Creek	Approaches	do	40,000	35,000	75,000
Merriwa	62	2.04m. to 2.35m. west of Merriwa	Realignment	do	7,000	5,122	12,122
Do	62	Murdering Hut Gully	Reinforced concrete box culverts and approaches	do	25,393	42,607	68,000
Do	62	6.5m. east of Merriwa	Reinforced concrete box culvert	do	21,694	1,512*	20,182
Do	62	Willy Wally Gully, 19.15m. west of Merriwa	do do do do	do		16,820	16,820
Do	62	15.13m. to 18m. west of Merriwa	Reconstruction and bitumen surfacing	do	100,000	15,440	115,440
Do	62	18m. west of Merriwa to Borambil Creek	do do do do	do		25,000	25,000
Do	62	10.66m. to 15.13m. west of Merriwa	do do do do	do	108,573	11,175	119,748
Do	62	7.89m. to 8.69m. and 9.66m. to 10.09m. east of Merriwa	Reconstruction	do		20,000	20,000
Do	209	Wappinguy Creek, 5.6m. east of Merriwa	Reinforced concrete bridge and approaches	do	39,826	3,494*	36,332
Do	214	19m. south of Cassilis	Reinforced concrete box culvert	do	14,035	1,042	15,077
Do	214	Four Mile Creek, 2.2m. south of Cassilis	Reinforced concrete bridge	do		100,000	100,000
Do	214	1.35m. to 2.95m. north of Ulan	Reconstruction and bitumen surfacing	do		8,200	8,200
Do	214	1.55m. to 2.5m. south of T.R. No. 62	do do do do	do		20,000	20,000
Mittagong	258	33.0m. to 33.5m. from S.H. No. 2	Widening	do		1,000	1,000
Do	258	Wollondilly River at Goodman's Ford	Reinforced concrete bridge and approaches	do	98,938	15,000	113,938
Do	258	6.05m. to 7.5m. from S.H. No. 2	Reconstruction and bitumen surfacing	do		7,000	7,000

* Credit

† For additional expenditure see Appendix No. 8A.

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Mittagong	263	11.59m. to 12.48m. east of M.R. No. 260	Reconstruction and bitumen surfacing	Council	76,861	2,139	79,000
Do	263	11.23m. to 11.59m. east of M.R. No. 260	do do do do	do	1,446	1,446	1,446
Do	263	10.43m. to 11.23m. east of M.R. No. 260	do do do do	do	9,744	9,744	9,744
Molong	233	26.8m. to 27.8m. from Wellington	do do do do	do	14,502	14,502	14,502
Do	234	Castle Street level crossing, Molong	Improvement	do	1,100	1,100	1,100
Do	234	3.9m. to 6.5m. from S.H. No. 7	Reconstruction and bitumen surfacing	do	30,000	11,153	41,153
Do	234	14.5m. to 14.9m. from S.H. No. 7	Realignment	do	3,500	85	3,415
Monaro	394	23.65m. to 26.8m. from Berridale	Reconstruction and bitumen surfacing	do	20,000	14,539	34,539
Mulwaree	54	Bumana Creek	Prestressed concrete bridge	do	77,529	5,909*	71,620
Do	248	Dixon's Creek, 10.5m. north of Goulburn	Prestressed concrete bridge and approaches	do	5,000	57,075	62,075
Do	248	6.5m. to 7.65m. north of Goulburn	Reconstruction and bitumen surfacing	do	13,134	1,166*	11,968
Do	248	7.65m. to 9m. from Goulburn	do do do do	do	24,500	24,500	24,500
Do	248	5.44m. to 6.5m. from Goulburn	do do do do	do	10,800	1,416*	9,384
Do	256	9.9m. to 10.8m. from Goulburn	do do do do	do	15,000	11,143	26,143
Do	256	9.2m. to 9.9m. north of Goulburn	do do do do	do	17,811	4,846*	12,965
Do	376	11.5m. to 12.9m. northwest of Goulburn	do do do do	do	19,520	1,565*	17,955
Do	376	12.9m. to 14m. from Goulburn	do do do do	do	18,750	1,565	20,315
Mumbulla	272	Barragoot Swamp, 2.52m. south of Bermagui	Reinforced concrete bridge	do	17,000	7,050	24,050
Do	272	2.7m. to 4.7m. south of Bermagui	Reconstruction and bitumen surfacing	do	24,000	25,334	49,334
Murray	341	19.7m. to 24.7m. west of S.H. No. 21	do do do do	do	24,900	12,622	37,522
Do	388	18.8m. to 23.8m. west of Deniliquin	do do do do	do	57,909	57,909	57,909
Do	391	Murray River at Barmah	Steel and reinforced concrete bridge	Department	167,345	3,611*	163,734
Murrumbidgee	596	8m. to 10.8m. east of M.R. No. 321	Reconstruction and bitumen surfacing	Council	23,840	6,000	29,840
Do	596	11.2m. to 15.9m. east of M.R. No. 321	do do do do	do	148,500	1,485*	147,015
Murrumburrah	84	Murrumboola Creek	Reinforced concrete bridge and approaches	do	16,335	20,187	36,522
Do	84	0.8m. to 2.15m. east of Murrumburrah	Bitumen surfacing	do	6,648	6,648	6,648
Do	84	1.8m. west of Murrumburrah	Reconstruction and bitumen surfacing	do	33,959	33,959	33,959
Murrurundi	358	Miller's Creek, 15m. from S.H. No. 9	Reinforced concrete bridge	do	6,260	3,588	9,848
Nambucca	118	2.81m. to 3.29m. north of Macksville	Reconstruction and bitumen surfacing	do	43,400	43,400	43,400
Do	533	5m. to 5.43m. from Macksville	Improvement	Department	57,136	3,629	60,765
Namoi	72	Tibberena	Railway overbridge	Council	23,909	68	23,977
Do	127	Spring Creek, 5.7m. west of Narrabri	Reinforced concrete box culvert	do	31,685	31,685	31,685
Do	127	Myall Vale, 18m. west of Narrabri	do do do do	do	110,000	10,000*	100,000
Do	127	2.3m. to 25m. west of Narrabri	Reconstruction and bitumen surfacing	do	25,000	25,000	50,000
Do	127	4.72m. to 7m. west of Narrabri	do do do do	do	35,765	35,765	35,765
Do	127	17m. to 19m. west of Narrabri	Deviation	do	15,000	34,043	49,043
Do	127	19m. to 21.7m. west of Narrabri	Reconstruction and bitumen surfacing	do	12,000	28,626	40,626
Do	127	15.0m. to 17.0m. west of Narrabri	do do do do	do	5,000	5,000	5,000
Do	383	0m. to 0.4m. south of Pilliga	do do do do	do	8,500	19,500	28,000
Narraburra	241	10.1m. to 13.5m. east of Temora	do do do do	do	21,439	3,378	24,817
Do	241	7.5m. to 10.1m. east of Temora	do do do do	do	21,235	1,153	22,388
Do	398	19.9m. to 22.4m. south of Barmedman	do do do do	do	16,765	5,183	21,948
Do	398	15.9m. to 18.3m. south of Barmedman	do do do do	do	2,650	2,650	2,650
Do	398	2.5m. to 5m. south of Arah Park	do do do do	do	76,836	3,621	80,457
Newcastle	82	Clarence Road to Newcastle Road	Reconstruction	Department	104,151	104,151	104,151
Do	108	Bridge over north arm of Hunter River	Approaches	do	47,055	47,055	47,055
Do	108	Bridge over north arm of Hunter River	Western Approach	do	847,690	847,690	847,690
Do	108	North arm of Hunter River	Reinforced concrete bridge	do	1,312	1,312	24,384
Do	188	Griffith Road to Edith Street	Reconstruction	Council	17,400	1,339*	16,061
Do	217	S.H. No. 23 to Drury Street	do	do	19,128	19,128	19,128
Do	217	Coke Ovens at Jesmond	Road embankment	do	4,970	306	5,276
Do	217	Drainage channel at Sandgate Road, Birmingham Gardens	Widening of reinforced concrete box culvert	do	71,574	4,921	76,495
Do	217	Croudace Street to Newcastle City boundary	Reconstruction	do			

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Newcastle	217	Bluegum Road to Thomas Street	Reconstruction	Council	21,410	21,410*	.....
Do	217	Iloura Street to Drury Street, Jesmond	do	do	.....	26,300	26,300
Do	223	Chilcott Street to Dickson Street	do	do	43,000	1,445	44,445
Do	223	Rankin Park Hospital to Ridgeway Road	do	do	8,200	27,000	35,200
Do	316	Williams Street to Elizabeth Street	do	do	59,820	6,288	66,108
Do	316	Tourle Street to Woodstock Street	Industrial Route	do	55,000	4,883*	50,117
Do	316	George Street to Bull Street	do do	do	.....	43,400	43,400
Do	326	Kahibah Road to Young Street	Reconstruction	do	67,130	4,000	71,130
Do	326	Christo Road to Turton Road	do	do	26,756	1,729	28,485
Nundle	105	Selected sections 28.5m. to 33.3m. southeast of Tamworth	do	do	37,000	24,241	61,241
Do	105	33.8m. to 35.9m. southeast of Tamworth	Reconstruction and bitumen surfacing	do	28,000	13,154	41,154
Nymboida	74	23m. to 24.3m. south of Grafton	do do do do	do	3,750	1,958	5,708
Do	74	11.02m. to 12.13m. south of Grafton	do do do do	do	15,583	1,500*	14,083
Do	74	Bridge over Nymboida River	Redecking truss spans	Department	65,743	48	65,791
Do	74	58.05m. to 59.02m. south of Grafton	Reconstruction and bitumen surfacing	Council	5,000	34,820	39,820
Do	74	44.3m. to 45.3m. south of Grafton	Improvement and bitumen surfacing	do	20,000	6,487	26,487
Do	74	Nymboida to Horton's Creek	Reconstruction and bitumen surfacing	do	3,100	45,200	48,300
Do	74	62.3m. to 70.1m. south of Grafton	do do do do	do	12,800	22,350	35,150
Oberon	253	5.4m. to 6.3m. from Oberon	Deviation	do	24,000	440	24,440
Do	253	3.0m. to 4.5m. south of Oberon	Reconstruction and bitumen surfacing	do	.....	80,000	80,000
Do	253	Wiseman's Creek, 6.2m. north of Oberon	Reinforced concrete bridge	do	44,000	8,713	52,713
Do	253	Bridge over Duckmanton River at Edith	Raise and strengthen approaches	do	6,600	533	7,133
Do	256	5.4m. to 6.3m. north of Oberon	Reconstruction and bitumen surfacing	do	88,600	3,164	91,764
Do	256	15.6m. to 17.6m. and 14.6m. to 17.6m. south of Oberon	do do do do	do	.....	56,350	56,350
Do	256	0m. to 1m. south of Black Springs	do do do do	do	9,000	1,877	10,877
Do	256	33.87m. to 34.63m. south of Oberon	Reconstruction	do	.....	4,265	4,265
Orange	245	Gardener Road to Huntley Street, Orange	do	do	2,543	4,329	6,872
Do	573	Intersection with S.H. No. 7	do	do	6,428	806	7,234
Patrick Plains	128	Drinan's Gully, 18.85m. from Singleton	Reinforced concrete box culvert	do	.....	17,472	17,472
Do	128	19.4m. to 20.5m. east of Singleton	Reconstruction and bitumen surfacing	do	19,358	8,642	28,000
Do	128	19.03m. to 19.4m. east of Singleton	Reconstruction	do	29,000	11,642*	17,358
Do	213	0.94m. to 2.42m. from M.R. No. 503	Reconstruction and bitumen surfacing	do	.....	28,971	28,971
Do	503	Macdonald River, 39m. south of Singleton	Reinforced concrete bridge	Department	113,282	972	114,254
Do	503	Reedy Creek, 41m. south of Singleton	do do do	do	39,669	599	40,268
Do	503	Bridge over Macdonald River, 39m. south of Singleton	Approaches	do	138,209	900*	137,309
Do	503	Long Weeny and Little Weeny Creeks, 55.6m. south of Singleton	Concrete culverts	do	.....	14,194	14,194
Do	503	3.44m. to 4.35m. south of Singleton	Reconstruction and bitumen surfacing	Council	566	16,983	17,549
Peel	130	Level Crossing, 2m. south of Werris Creek	Installation of "F" type signals	do	6,936	149	7,085
Port Stephens	90	12 Mile Creek to Stroud Shire boundary	Reconstruction and bitumen surfacing	do	15,000	22,000	37,000
Do	90	2m. to 3.39m. from S.H. No. 10	do do do do	do	.....	9,299	9,299
Do	104	New bridge over Hunter River at Raymond Terrace	Eastern approach	do	.....	20,970	20,970
Do	108	6.54m. to 7.30m. north of Newcastle City boundary	Reconstruction	do	14,640	7,197	21,837
Do	108	8.64m. to 9.3m. from Newcastle City boundary	Reconstruction and bitumen surfacing	do	12,112	1,509*	10,603
Do	108	Newcastle Golf Club to Stanley Park	do do do do	do	.....	9,795	9,795
Do	301	0.2m. from Woodville	Taylor's Bridge	do	.....	7,134	7,134
Do	301	Taylor's Bridge, 0.2m. from Woodville	Approaches	do	.....	5,500	5,500
Do	302	3m. to 4.7m. from S.H. No. 10	Reconstruction and widening	do	10,000	36,432	46,432
Do	517	M.R. No. 108 to 6.8m. east of S.H. No. 10	Reconstruction and bitumen surfacing	do	.....	10,333	10,333
Queanbeyan	51	0m. to 0.53m. west of Queanbeyan	Widening and median strip	do	40,517	13,385	53,902
Quirindi	72	0.5m. to 0.75m. north of southern boundary	Reconstruction and bitumen surfacing	do	4,317	392	4,709
Rylstone	54	0m. to 0.9m. south of Ilford	do do do do	do	21,000	1,395*	19,605
Do	54	0.97m. to 2.79m. south of Ilford	do do do do	do	82,500	22,497	104,997

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Rylstone	54	2.8m. to 4.5m. south of Ilford	Reconstruction and bitumen surfacing	Council	.....	44,250	44,250
Do	54	Commissioners Hill, north of Sofala	do do do do	do	76,000	2,343*	73,657
Do	55	Bridge at 31.5m. south of Mudgee	Approaches	do	12,800	53,400	66,200
Do	55	31.8m. south of Mudgee	Reinforced concrete bridge	Department	25,844	13,638	39,482
Do	215	6.05m. to 7.05m. north of Rylstone	Reconstruction and bitumen surfacing	Council	17,850	10,000	27,850
Scone	62	Sophia Creek, 12.35m. west of Scone	Reinforced concrete bridge and approaches	do	33,473	2,164	35,637
Do	62	14.5m. to 16m. west of Scone	Reconstruction and bitumen surfacing	do	37,946	4,748	42,694
Do	62	16m. to 18m. west of Scone	do do do do	do	55,000	20,144	75,144
Do	62	21.66m. to 25.17m. west of Scone	do do do do	do	.....	27,876	27,876
Do	105	Shallow Crossing, 40.5m. east of Scone	Reinforced concrete bridge	do	60,000	1,329	61,329
Severn	136	Tent Hill Creek, 12.5m. from Deepwater	Prestressed concrete superstructure	do	7,125	735*	6,390
Do	382	Wellingrove Creek, 16m. northwest of Glen Innes	Reinforced concrete bridge and approaches	do	85,000	826	85,826
Do	382	11.3m. to 14.5m. west of Glen Innes	Reconstruction and bitumen surfacing	do	.....	7,500	7,500
Do	382	9.3m. to 11.3m. west of Glen Innes	do do do do	do	.....	2,225	2,225
Shellharbour	522	Windang Bridge to Shellharbour	Reconstruction	do	21,454	22,248	43,702
Shoalhaven	267	Tiagara Creek, 24m. from Huskisson	Reinforced concrete bridge	do	.....	6,000	6,000
Do	293	Black Forest Bridge to Shoalhaven Heads	Reconstruction and bitumen surfacing	do	1,452	61,548	63,000
Singleton	503	Through town of Singleton	Reconstruction	do	.....	4,122	4,122
Snowy River	286	17m. to 18.6m. west of Jindabyne	Reconstruction and bitumen surfacing	Department	759,121	20,280*	738,841
Do	286	10m. to 13.8m. west of Jindabyne	do do do do	do	673,539	15,807*	657,732
Do	286	13.8m. to 14.43m. west of Jindabyne	do do do do	do	307,970	627	308,597
Do	286	15.5m. west of Jindabyne	Turning circle	do	.....	1,724	1,724
Do	286	7.9m. to 20m. west of Jindabyne	Pavement restoration	do	.....	139,415	139,415
Do	286	20m. to 22.3m. west of Jindabyne	Reconstruction and bitumen surfacing	do	348,218	106,595	454,813
Do	286	22.3m. to 29.8m. west of Jindabyne	do do do do	do	23,618	7,472*	16,146
Do	286	22.14m. west of Jindabyne	Reinforced concrete bridge	do	11,307	3,725	15,032
Do	394	11.87m. to 12.75m. from Berridale	Reconstruction and bitumen surfacing	Council	.....	2,093	2,093
Do	394	17m. to 17.67m. south of Berridale	Reconstruction	do	6,000	56	6,056
Do	394	13.5m. to 16m. from Berridale	Reconstruction and bitumen surfacing	do	.....	1,027	1,027
Do	394	16m. to 17m. south of Berridale	Reconstruction	do	9,000	51*	8,949
Do	394	11.4m. to 16m. south of Berridale	Gravelling and bitumen surfacing	do	40,000	7,545	47,545
Stroud	111	Bridge over Boolambayte Creek, 4.1m. from S.H. No. 10	Approaches	do	38,000	34,081	72,081
Do	111	Boolambayte Creek, 4.1m. from S.H. No. 10	Prestressed concrete bridge	do	39,296	550	39,846
Do	111	21.4m. to 24.8m. from S.H. No. 10	Reconstruction and bitumen surfacing	do	.....	51,320	51,320
Do	111	18.6m. to 21.4m. from S.H. No. 10	Gravelling and bitumen surfacing	do	10,700	1,046	11,746
Talbragar	206	Fitzell's Creek	Reinforced concrete box culvert	do	37,726	47,726	85,452
Do	206	22.9m. to 25.4m. from Dubbo and Bridge over Spicer's Creek	Deviation and approaches	do	10,599	25,901	36,500
Tallaganda	51	Bridge over Mongarlowe Creek, 10m. east of Braidwood	Asphaltic concrete	Department	.....	16	16
Do	51	2m. west of Braidwood	Improvement	Council	.....	10,465	10,465
Do	51	Two Mile Creek, 2.6m. north of Braidwood	Reinforced concrete box culvert and approaches	do	16,720	8,273	24,993
Do	51	Crest at 2m. west of Braidwood	Improvement	do	7,613	7,613*	.....
Do	92	2.46m. to 4m. from Braidwood	Reconstruction and bitumen surfacing	do	.....	20,704	20,704
Do	92	T.R. No. 51 to Euradux Road	do do do do	do	16,000	704*	15,296
Tamarang	72	Braefield	Installation of "F" type signals	do	.....	1,534	1,534
Do	72	Quirindi Creek, 6.5m. north of Quirindi	Reinforced concrete bridge	do	.....	1,779	1,779
Do	72	Bridge over Quirindi Creek, 6.5m. north of Quirindi	Approaches	do	.....	5,051	5,051
Do	72	8.2m. to 9.2m. south of Quirindi	Reconstruction and bitumen surfacing	do	23,100	4,890*	18,210
Do	72	3.7m. to 7.2m. south of Quirindi	Reconstruction and widening	do	.....	24,000	24,000
Do	126	9.14m. east of Quirindi	Replacement of culvert	do	9,212	2,991*	6,221
Do	129	Warrah Creek, 15.15m. west of Quirindi	Prestressed concrete bridge and approaches	do	36,531	34,746	71,277
Do	129	16.5m. to 19.05m. west of Quirindi	Reconstruction and bitumen surfacing	do	.....	20,000	20,000
Do	579	0m. to 3.45m. east of T.R. No. 72	do do do do	do	48,437	6,517*	41,920
Taree	192	Railway overbridge to municipal boundary	do do do do	do	879	879*	.....

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Taree	192	Cornwall Street to Old Wingham Road, Taree	Reconstruction and bitumen surfacing	Council	.....	879	879
Temora	57	Railway level crossing at Junee Road	Installation of "F" type signals and half arm barriers	do	.....	1,500	1,500
Do	57	Kitchener Street to Polaris Street, Temora	Reconstruction	do	.....	4,600	4,600
Tenterfield Shire	290	Ruby Creek, 3m. west of State Highway No. 24	Steel and concrete bridge and approaches	do	30,000	2,566	32,566
Do	361	Tooloom Creek at Urbenville	Reinforced concrete bridge	do	73,750	1,073	74,823
Do	362	4m. to 6.2m. south of Urbenville	Reconstruction and bitumen surfacing	do	.....	16,666	16,666
Terania	65	Boatharbour Bridge, 4.75m. north of Lismore	Improvement to alignment on northern approach	do	.....	5,880	5,880
Do	65	Bexhill to Clunes	Realignment and bitumen surfacing	do	13,500	54,100	67,600
Do	141	2.75m. to 3.55m. from M.R. No. 142	Reconstruction and bitumen surfacing	do	.....	8,000	8,000
Do	306	8m. to 9m. from Lismore	do do do do	do	20,000	1,648	21,648
Timbregongie	89	14.9m. south of Narromine	Reinforced concrete box culvert	do	7,000	5,074	12,074
Do	89	Yellow Creek, 9m. south of Narromine	do do do do	do	10,000	1,475*	8,525
Do	89	5.5m. to 10m. south of Narromine	Reconstruction and bitumen surfacing	do	30,000	54	30,054
Do	89	10.0m. to 15.0m. from Narromine	do do do do	do	.....	28,000	28,000
Do	89	14.1m. to 18.7m. south of Narromine	do do do do do	do	.....	3,000	3,000
Do	347	7.6m. to 10.1m. southwest of Trangie	do do do do do	do	.....	22,000	22,000
Do	354	5m. to 10m. west of Narromine	do do do do do	do	26,000	3,363	29,363
Do	572	3.3m. to 9m. north of Narromine	do do do do do	do	27,500	12,500	40,000
Tintenba	555	7.84m. to 9.05m. from State Highway No. 10	do do do do do	do	14,350	6,950	21,300
Do	555	6.5m. to 7.84m. from State Highway No. 10	do do do do do	do	.....	17,350	17,350
Tomki	83	1.25m. and 2.25m. south of Casino	Reinforced concrete box culverts	do	.....	1,670	1,670
Do	83	7.03m. south of Casino	Reinforced concrete box culvert	do	4,717	333	5,050
Do	83	4.56m. to 6.08m. north of Casino	Reconstruction and bitumen surfacing	do	.....	2,979	2,979
Do	83	6.95m. to 7.95m. and 9m. to 9.7m. north of Casino	do do do do do	do	17,150	13,763	30,913
Do	544	10.36m. west of Lismore	Reinforced concrete box culvert	do	10,000	1,886	11,886
Do	544	9.5m. to 11.7m. west of Lismore	Reconstruction and bitumen surfacing	do	39,736	2,156	41,892
Tumbarumba	281	Murray River at Tintaldra	Extension of reinforced concrete bridge	Department	233,848	38,334	272,182
Do	282	11.2m. to 14m. from Tumbarumba	Reconstruction and bitumen surfacing	Council	33,000	11,617	44,617
Do	282	14m. to 19.2m. from Tumbarumba	do do do do do	do	5,700	40,000	45,700
Tumut	85	Batlow	Realignment of curve	do	.....	2,300	2,300
Do	279	6.4m. to 11.3m. from Tumut	Reconstruction and bitumen surfacing	do	14,500	944	15,444
Do	279	6.55m. to 9.1m. from Tumut	do do do do do	do	.....	6,000	6,000
Do	279	4.4m. to 5.3m. from Tumut	do do do do do	do	4,500	15,910	20,410
Do	280	Rogers Creek, 7.5m. south of Adelong	Reinforced concrete box culvert and approaches	do	195	4,980	5,175
Do	280	7m. to 9.51m. south of Adelong	Reconstruction and bitumen surfacing	do	.....	20,000	20,000
Turon	54	21.8m. to 25m. from Wagdon Mountain	do do do do do	do	29,500	1,957	31,457
Tweed	142	Bridge over Tweed River at Murwillumbah	Approaches	do	6,400	61,350	67,750
Do	142	36.39m. to 38.1m. north of Lismore	Strengthening and bitumen surfacing	do	29,999	258*	29,741
Do	142	Tweed River at Murwillumbah	Prestressed concrete bridge	Department	121,583	120,699	242,282
Do	143	3.52m. to 4.28m. from Murwillumbah	Reconstruction and bitumen surfacing	Council	.....	10,000	10,000
Do	399	11.6m. to 12.17m. and 15.76m. to 16.65m. from Murwillumbah	do do do do do	do	13,800	12,700	26,500
Ulmarra	151	30.99m. to 31.85m. south of Grafton	do do do do do	do	12,800	777	13,577
Uralla	73	Bridge over Laura Creek	Northern approach	do	.....	1,152*	12,448
Do	73	Scrubby Gully, 10.25m. north of Uralla	Reinforced concrete box culvert	do	13,600	363	13,963
Do	73	12.21m. to 13.41m. north of Uralla	Reconstruction and bitumen surfacing	do	20,731	2,272*	18,459
Do	73	9.78m. to 12.21m. north of Uralla	do do do do do	do	53,850	4,344*	49,506
Do	73	15.7m. to 16.7m. north of Uralla	do do do do do	do	.....	10,000	10,000
Do	73	35.35m. to 39.66m. north of Uralla	do do do do do	do	32,293	42,767	75,060
Do	124	Saumarez Creek, 5.5m. west of Armidale	Reinforced concrete bridge	do	.....	25,681	25,681
Do	124	17.9m. to 18.7m. west of Armidale	Strengthening and bitumen surfacing	do	.....	3,923	3,923
Do	124	5.4m. to 6.2m. west of Armidale	do do do do do	do	5,200	1,300	6,500
Urana	59	Urana Creek, 0.3m. west of Urana	Prestressed and reinforced concrete bridge and approaches	do	.....	37,202	37,202
Do	125	1.2m. to 4m. south of Urana	Reconstruction and bitumen surfacing	do	11,500	9,950	21,450

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Urana	385	28.8m. to 31.5m. from Urana	Reconstruction and bitumen surfacing	Council		32,780	32,780
Wade	80	1.5m. to 2.4m. and 4.2m. to 10m. east of Griffith	do do do do	do		10,000	10,000
Do	80	2.4m. to 4.2m. east of Griffith	do do do do	do	32,000	30,000	62,000
Wakool	319	Bridge at 4.5m. north of Barham	Approaches	do	24,000	1,102	25,102
Do	319	4.5m. north of Barham	Reinforced concrete bridge	do	60,240	2,646	62,886
Do	319	19.5m. to 24.5m. from Barham	Reconstruction and bitumen surfacing	do		16,500	16,500
Do	319	10.8m. to 12.7m. and 14.3m. to 15.45m. north of Barham	do do do do	do	27,484	1,739	29,223
Do	319	28m. to 34.43m. north of Barham	do do do do	do	36,713	2,845	39,558
Do	319	24m. to 28.69m. north of Barham	do do do do	do		30,720	30,720
Do	386	5m. to 8m. north of T.R. No. 67	do do do do	do	13,300	3,980	17,280
Do	388	35.1m. to 38.1m. north of Swan Hill	do do do do	do	19,740	296	20,036
Do	388	42.07m. to 45m. west of Deniliquin	do do do do	do		14,400	14,400
Do	388	Through town of Burraboi	do do do do	do	8,798	8,479	17,277
Walcha	73	Ohio Creek, 8.75m. north of Walcha	Reinforced concrete bridge	do	10,000	29,087	39,087
Walgett	127	0.65m. to 1.06m. from Walgett	Gravelling and bitumen surfacing	do		6,920	6,920
Do	329	S.H. No. 12 to Pokataroo	Reconstruction and bitumen surfacing	do	80,000	9,779	89,779
Do	329	0m. to 3.5m. south of Pokataroo	do do do do	do		20,000	20,000
Do	402	Grawin Creek, 42.4m. west of Walgett	Reinforced concrete box culvert	do		10,000	10,000
Warren	202	5.9m. to 8.03m. from Warren	Widening	do		8,620	8,620
Do	333	71m. to 79m. north of Warren	Reconstruction and bitumen surfacing	do	20,000	29,594	49,594
Do	333	80m. to 88m. north of Warren	do do do do	do		40,000	40,000
Do	333	62.56m. to 70m. north of Warren	do do do do	do	50,000	1,594*	48,406
Waugoola	56	Bridge over Back Creek	Approaches	do	20,000	58,000	78,000
Do	56	14.6m. to 19.45m. from Cowra	Reconstruction and bitumen surfacing	do	57,225	3,187*	54,038
Do	56	13.9m. to 16.38m. from Cowra	do do do do	do	51,275	2,071*	49,204
Do	56	Junction, 1.9m. south of Cowra	Reconstruction	do		2,000	2,000
Do	56	11.24m. to 15.2m. south of Cowra	Reconstruction and bitumen surfacing	do	31,978	4,363*	27,615
Do	56	16.4m. to 18.1m. from Cowra	do do do do	do	20,000	430*	19,570
Do	237	25.4m. to 28.3m. from Grenfell	do do do do	do	24,689	9,511	34,200
Waugoola and Boorowa	576	Lachlan River at Darby's Falls	Prestressed and reinforced concrete bridge	do		6,372	6,372
Waugoola	576	1.15m. to 3.78m. east of Cowra	Reconstruction	do		199	199
Do	576	3.8m. to 5.3m. from Cowra	Reconstruction and bitumen surfacing	do	21,650	63	21,713
Do	576	5.3m. to 9.0m. from Cowra	do do do do	do	15,000	15,000	30,000
Weddin	237	6.0m. to 9.4m. north of Grenfell	do do do do	do	20,000	23,000	43,000
Do	398	15.7m. to 18.7m. from Grenfell	do do do do	do	25,000	10,000	35,000
Wellington	206	Four Mile Creek, 22m. from Dunedoo	Concrete bridge and approaches	do		31,000	31,000
Do	206	20m. to 21m. and 21.68m. to 23m. southwest of Dunedoo	Reconstruction and bitumen surfacing	do	20,000	362*	19,638
Do	206	28.5m. to 32m. from Dunedoo	do do do do	do	10,000	35,500	45,500
Do	206	23m. to 25.64m. from Dunedoo	do do do do	do		2,692	2,692
Do	233	18.89m. to 19.57m. north of Wellington	do do do do	do	23,921	1,951	25,872
Do	233	17.2m. to 18.9m. north of Wellington	Reconstruction to formation level	do		29,184	29,184
Do	233	15.06m. to 17.23m. north of Wellington	Reconstruction and bitumen surfacing	do	36,079	217	36,296
Do	233	7.6m. to 9.7m. north of S.H. No. 7	do do do do	do		6,979	6,979
Do	233	12.04m. to 15m. north of Wellington	do do do do	do	26,916	1,930	28,846
Do	573	37.83m. to 41m. north of Orange	do do do do	do	14,400	1,942	46,342
Do	573	31.31m. to 32.85m. north of Orange	Realignment and reinforced concrete box culvert	do		1,793	10,253
Wentworth	68	16.5m. to 21.3m. north of Wentworth	Reconstruction and bitumen surfacing	do	55,981	1,869	57,850
Windouran	296	35.6m. to 40.9m. west of Deniliquin	do do do do	do	32,000	373*	31,627
Do	296	42m. to 46m. west of Deniliquin	do do do do	do	32,000	3,936	35,936
Do	296	46m. to 50m. west of Deniliquin	do do do do	do		20,900	20,900
Wingham	192	Dennes Street, Wingham	do do do do	do		2,779	2,779
Wingecarribee	264	0m. to 3.6m. south of S.H. No. 25	do do do do	do	5,384	2,000	7,384
Do	372	3.3m. north of Moss Vale	Reinforced concrete box culvert	do	4,500	13,089	17,589

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Wingecarribee	569	0m. to 6.9m. south of S.H. No. 25	Reconstruction and widening	Council	13,167	1,000	14,167
Do	569	1.78m. to 3m. south of S.H. No. 25	do do do do	do	18,000	19,833	37,833
Woodburn	145	Bridge over Bungawalbyn Creek, 6.7m. from Woodburn	Approaches	do	86,860	1,540	88,400
Do	145	7.68m. to 8.76m. northwest of Woodburn	Reconstruction and bitumen surfacing	do	27,850	1,337*	26,513
Do	145	5.17m. to 6.68m. west of S.H. No. 10	do do do do	do		1,337	1,337
Wyong	335	Bridge over Tuggerah Lakes at The Entrance	Approaches	do		55,975	55,975
Do	335	Railway level crossing at Tuggerah	Improvement	Department	12,060	9,964	22,024
Do	335	The Entrance to Tuggerah Lakes	Reinforced concrete bridge	do	394,463	453,096	847,559
Do	335	Through town of Entrance North	Strengthening and bitumen surfacing	Council	3,000	36	3,036
Do	336	M.R. No. 335 to Gosford Shire boundary	Reconstruction	do	10,388	20,036	30,424
Do	336	1m. south of M.R. 335 to Gosford Shire boundary	do	do		6,000	6,000
Do	509	Budgewoi Creek at Budgewoi	Steel and concrete bridge	Department	199,075	13	199,088
Yallaro	63	26.5m. north of Warialda	Reinforced concrete box culvert	Council	4,000	8,000	12,000
Do	63	Warialda Creek at Warialda	Steel and reinforced concrete bridge	Department		29,249	29,249
Do	63	Bridge over Warialda Creek at Warialda	Approaches	Council	2,000	6,012	8,012
Do	63	26.5m. to 40.28m. north of Warialda	Reconstruction and bitumen surfacing	do	6,000	14,000	20,000
Yarrowluma	52	Overbridge at Letchworth	Approaches	do	10,760	616	11,376
Do	52	Amungla Creek, 11.1m. north of Queanbeyan	Reinforced concrete bridge and approaches	do		20,000	20,000
Do	52	10.4m. to 13.2m. north of Queanbeyan	Reconstruction and bitumen surfacing	do	39,200	718	39,918
Do	249	14.48m. to 15.67m. north of Queanbeyan	do do do do	do	14,482	1,302*	13,180
Do	249	Charter's Creek, 15.12m. north of Queanbeyan	Reinforced concrete box culvert and approaches	do	6,451	329*	6,122
Do	268	18.48m. to 20.48m. from Queanbeyan	Reconstruction and bitumen surfacing	do		20,458	20,458
Do	268	16.22m. to 18.48m. from Queanbeyan	do do do do	do	17,260	1,355*	15,905
Do	584	3.3m. to 4.27m. from Queanbeyan	Reconstruction and surfacing	do	20,000	349*	19,651
Do	584	5.29m. to 7.86m. from Queanbeyan	Reconstruction and bitumen surfacing	do		10,000	10,000
Do	584	4.3m. to 6m. south of Queanbeyan	do do do do	do	20,000	2,122*	17,878
Total—Trunk and Ordinary Main Roads						\$10,148,230	
TOURIST ROADS							
Dumaresq	4002	7.6m. to 9.3m. from T.R. No. 74	Bitumen surfacing	Council	13,000	5,000	18,000
Guyra	4010	0m. to 0.6m. from T.R. No. 74	Reconstruction and gravelling	do	4,000	4,000	4,000
Imlay	4037	0m. to 2m. from S.H. No. 1	Widening	do		13,000	13,000
Lithgow	4011	0.1m. to 1m. from M.R. No. 516	Gravelling and bitumen surfacing	do	1,500	2,718	2,718
Do	4048	Main Street to Brown's Gap Road	Construction	do		5,000	5,000
Macleay	4032	4.46m. to 6.21m. from Kinchela	Reconstruction and bitumen surfacing	do	18,000	18,000	18,000
Do	4032	0.27m. to 2m. from M.R. No. 198	do do do do	do	18,500	2*	18,498
Do	4032	2.3m. to 4.5m. from M.R. No. 198	do do do do	do	19,500	335*	19,165
Snowy River	4043	6.3m. to 8m. from M.R. No. 286	Reconstruction	do	23,000	3,885	26,885
Stroud	4035	M.R. No. 111 to Seal Rocks	Reconstruction and bitumen surfacing	do	14,000	20,272	34,272
Tweed	4113	0m. to 0.84m. and 3.4m. to 3.8m. from M.R. No. 142	Reconstruction	do	10,756	1,667	12,423
Do	4028	Pottsville to Billinudgel, within the Shire	Construction	do		1,500	1,500
Do	4028	0m. to 0.64m. from S.H. No. 10	Strengthening and bitumen surfacing	do		550	550
Waugoola	4047	Within Wyangala National Park	Construction	do	5,000	10,000	15,000
Wingecarribee	4038	Carrington Falls	Drainage	do		1,450	1,450
Do	4044	0.18m. to 0.8m. south of M.R. No. 569	Clearing, forming and gravelling	do	1,600	148	1,748
Do	4044	0.18m. to 0.8m. south of M.R. No. 569	Reconstruction and bitumen surfacing	do		3,000	3,000
Do	4044	0.38m. to 0.8m. from M.R. No. 569	do do do do	do	1,000	834	1,834
Wollondilly	4001	0m. to 0.85m. from M.R. No. 259	do do do do	do	6,226	434*	5,792
Total—Tourist Roads						\$88,753	

* Credit

Appendix No. 8—continued

COUNTRY MAIN ROADS FUND—GENERAL PURPOSES—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
ROADS OTHER THAN MAIN ROADS							
Gosford		17.17m. to 19.7m. north of Calga	Construction	Department	954,518	104*	954,414
Do		Calga to Ourimbah	Street lighting at intersections	do	20,168	1,758	21,926
Greater Wollongong		York Road between Zerania Street and Alice Street	Reinforced concrete culverts	Council		6,500	6,500
Do		Porter Street extension	Dual carriageway	Department	202,297	330,561	532,858
Do		Byarong Avenue, 2.5m. south of Wollongong	Temporary pedestrian overbridge	do		12,264	12,264
Do		Mt. Keira Road Bridge to Gladstone Avenue	Dual carriageway	do	1,020,388	229,028	1,249,416
Do		Gipps Road to Mt. Keira Road	Asphaltic concrete surfacing	do	40,353	517	40,870
Do		Near Porter Street	Drainage improvement	Council		1,000	1,000
Do		Gladstone Avenue to M.R. No. 295	Dual carriageway	Department	71,258	8,561	79,819
Do		Allan Creek at Unanderra	Reinforced concrete box culvert	do	100,731	55,534	156,265
Do		Porter Street extension	Prestressed concrete overbridge	do	77,204	289	77,493
Do		Jenkins Creek at Unanderra	Reinforced concrete box culvert	do	41,848	513	42,361
Do		Porter Street	Prestressed concrete overbridge	do	80,089	37,858	117,947
Do		High Street to S.H. No. 1	Strengthening	Council		7,388	7,388
Hastings		Wauchope to Heron's Creek	Improvement	do	24,800	136	24,936
Lismore		Union Street, South Lismore	do	Department		2,963	2,963
Do		Railway level crossing at Union Street	do	Council		1,883*	2,445
Macleay		Christmas Creek	Reinforced concrete bridge	do	26,000	383*	25,617
Manning		3.4m. to 6.5m. from Napiac	Reconstruction	do	40,000	3,654	43,654
Nambucca		Within the shire	Repair of flood damage	do		4,454	4,454
Narrandera		S.H. No. 14 to S.H. No. 17 at Moon Siding	Restoration	do		2,000	2,000
Newcastle		Bridge over north arm of Hunter River	Reinforced concrete sub-structure	Department	685,879	35,322	721,201
Do		Aldyth Street to Charlestown Road	Reconstruction	Council		105,920	105,920
Talbragar		25m. from Dubbo	Reinforced concrete culvert	do		5,425	5,425
Do		19.4m. to 21m. from Dubbo	Reconstruction and bitumen surfacing	do		9,473	9,473
Do		17.36m. to 18.5m. east of Dubbo	do do do do	do	19,372	4,403	23,775
Total—Roads other than Main Roads						\$863,151	

SUMMARY

	\$	\$
State Highways	22,691,744	
Trunk and Ordinary Main Roads	10,148,230	
Tourist Roads	88,753	
Roads other than Main Roads	863,151	
		33,791,878
Survey, design, supervision and planning etc.		4,029,840
Total as shown in Receipts and Payments Statement—Appendix No. 1 (B) (i)		\$37,821,718

* Credit

Appendix No. 8A

COUNTRY MAIN ROADS FUND—SPECIAL PURPOSES

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
STATE HIGHWAYS							
Dubbo	7	Macquarie River at Dubbo	Reinforced concrete bridge	Department .....	.....	250,000†	250,000
Stroud	10	Myall River at Bulahdelah	do do do	do .....	.....	250,000†	250,000
Deniliquin	21	Edward's River at Deniliquin	do do do	do .....	.....	188,036	188,036
Total—State Highways						\$688,036	
TRUNK AND ORDINARY MAIN ROADS							
Greater Wollongong	295	Inner Harbour, Port Kembla	Land acquisitions	Council	30,000	108,406	138,406
Do	295	Australian Iron and Steel Jetty Line at Port Kembla	Overbridge	do	63,827	1,686	65,513
Do	295	Jetty Line bridge to Public Works Department's Office	Reconstruction	do	200,754	215	200,969
Do	295	Flinders Street, Port Kembla	Railway level crossing	do	14,026	145	14,171
Do	295	Public Works Department's Office to Military Road	Reconstruction	do	92,642	268	92,910
Maitland	104	Hunter River at Raymond Terrace	Reinforced concrete bridge	Department .....	.....	325,499†	325,499
Total—Trunk and Ordinary Main Roads						\$436,219	
ROADS OTHER THAN MAIN ROADS							
Darling		Darling River at Louth	Steel and concrete bridge	Department	286,192	890	287,082
Total—Roads other than Main Roads						\$890	
SUMMARY							
State Highways				\$	\$		
Trunk and Ordinary Main Roads				688,036			
Roads other than Main Roads				436,219	1,124,255		
Total as shown in Receipts and Payments Statement—Appendix No. 1 (B) (ii)					890		
					\$1,125,145		

† For additional expenditure see Appendix No. 8

Appendix No. 9

DEVELOPMENTAL ROADS FUND

SUMMARY OF EXPENDITURE ON CONSTRUCTION AND RECONSTRUCTION WORKS

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
Ashford	1257	8m. to 10m. west of M.R. No. 137	Construction	Council		2,500	2,500
Bingara	3009	Horton River at Elcombe	Steel beam bridge	do	136,400	1,374	137,774
Do	3191	12.1m. to 15.1m. south of Elcombe	Drainage structures and approaches	do		2,750	2,750
Bland	1029	0m. to 0.95m. from Narrandera shire boundary	Gravelling	do	2,800	658*	2,142
Do	1123	21m. to 21.2m. and 21.5m. to 22m. north of Narriah	do	do		1,160	1,160
Do	1123	15.38m. to 19.35m. north of Narriah	do	do	8,182	658	8,840
Bogan	1163	44m. to 72m. south of Nyngan	Elimination of causeways	do		5,000	5,000
Do	1169	Hunter's Gutter, 4m. east of Bobadah	Reinforced concrete box culvert	do	15,000	6,075*	8,925
Do	1177	3.36m. and 3.59m. from S.H. No. 7	Concrete culverts	do		6,075	6,075
Do	1177	4m. east of Girilambone	Reinforced concrete box culverts	do	6,200	17	6,217
Do	1177	2.8m. and 3.9m. east of Girilambone	do do do	do	5,500	70*	5,430
Do	1178	5.8m., 17m. and 17.5m. east of Girilambone	do do do	do	7,000	6*	6,994
Do	1178	3.5m. east of Girilambone	Reinforced concrete box culvert	do		6,200	6,200
Booloolaroo	1287	6.5m. to 9.05m. south of S.H. No. 12	Construction	do	12,000	66	12,066
Do	1289	6.75m. to 10.25m. south of S.H. No. 17	do	do	9,650	4,834	14,484
Do	1289	10.25m. south of S.H. No. 17	do	do		18,421	18,421
Canobolas	1219	4.9m. to 6.4m. northeast of Clifton Grove	Reconstruction	do		26,050	26,050
Do	1219	4.13m. to 4.9m. northeast of Clifton Grove	Construction	do	17,000	6,151*	10,849
Do	1310	Boshis Creek, 10m. southeast of Euchareena	Reinforced concrete bridge	do		15,574	15,574
Carrathool	1071	8.8m. to 17.8m. east of T.R. No. 80	Gravelling	do	38,800	49	38,849
Cobar	3200	7.7m. to 8.2m. and 8.7m. to 9.2m. from S.H. No. 8	Gravelling and culverts	do	8,000	1,275	9,275
Cockburn	1032	8.8m. southeast of Limbri	Reinforced concrete box culvert	do		1,644*	4,272
Do	1032	7.02m. to 7.95m. southeast of Limbri	Construction	do	29,084	4,905	33,989
Do	1093	7.51m. to 9.19m. north of Attunga	do	do	34,000	5,550*	28,450*
Coff's Harbour	1076	0.74m. to 1.02m., 1.82m. to 1.93m. and 2.8m. to 4.6m. east of Brookland	Reconstruction	do	10,000	1,841	11,841
Coolah	1189	0m. to 11.85m. south of M.R. No. 396	do	do	20,000	19,500	39,500
Do	1189	M.R. No. 396 to 11.81m. east of Piambra	Construction	do	23,630	3,197*	20,433
Do	1189	7.10m. and 8.66m. south of Weetabiba	Concrete causeway and pipe culvert	do	5,500	62	5,562
Do	1255	0m. to 3m. west of T.R. No. 55	Gravelling	do		7	7
Do	1304	0m. to 21.06m. east of T.R. No. 55	Supply of aggregate	do		21,000	21,000
Do	1304	0m. to 10.0m. east of T.R. No. 55	Reconstruction	do	72,297	45,185	117,482
Do	1304	0m. to 4.75m. east of T.R. No. 55	Construction	do		6,890	6,890
Do	1304	0.0m. to 10.0m. east of T.R. No. 55	Bitumen surfacing	do		22,042	22,042
Do	1304	10m. to 15m. east of T.R. No. 55	Reconstruction	do		86,750	86,750
Do	1310	Dennykymine Creek, 25m. north of Merrygoen	Reinforced concrete bridge	do	38,749	4,201	42,950
Coonabarabran	1170	Castlereagh River at Binnaway	Bridge	do	80,000	44,174	124,174
Do	1232	10.41m. to 13.57m. northwest of T.R. No. 55	Construction	do		369	369
Do	1232	6.57m. to 10.95m. southeast of S.H. No. 11	do	do	25,000	17,005	42,005
Do	1232	0m. to 6.5m. southeast of S.H. No. 11	do	do	26,000	2,203*	23,797
Do	1269	0m. to 3.6m. west of Timor Rock	do	do	2,800	966	3,766
Do	1269	0m. to 0.31m. east of Coonamble shire boundary	do	do		281	281
Coonamble	1269	Selected lengths within the shire	do	do		15,000	15,000
Copmanhurst	1179	16.66m. to 18.69m. north of M.R. No. 150	do	do		5,000	5,000
Cudgegong	3141	9.3m. to 17m. southwest of M.R. No. 216	Concrete causeways and culverts	do	10,408	10,408*	
Do	3141	0.16m. and 14.35m. southwest of M.R. No. 216	Concrete culverts	do		10,400	10,400
Do	3169	Talbragar River at Merotherie	Low level timber beam bridge	do		507	507
Do	3211	Goulburn River, 28m. southwest of Merriwa	Reinforced concrete bridge	do		7,500	7,500
Darling	1306	Louth to M.R. No. 405	Construction of drainage structures	do		10,000	10,000
Do	1316	M.R. No. 405 near Wanaaring to M.R. No. 429 near Willara Crossing	Clearing, forming and drainage works	do		19,900	19,900
Dungog	3163	7m. to 8m. north of Dungog	Construction	do	8,000	78,000	86,000
Eurobodalla	1206	6.8m. to 7.3m. south of M.R. No. 560	Construction and reinforced concrete box culvert	do	16,000	22,018	38,018
Gilgandra	1080	Tooraweenah Creek, 12m. east of S.H. No. 18	Bridge and approaches	do	47,500	2,479	49,979
Gloucester	1150	21m. to 21.8m. north of Gloucester	Deviation	do	10,000	40,000	50,000

* Credit

Appendix No. 9—continued

DEVELOPMENTAL ROADS FUND—continued

Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
Gloucester	1150	23.7m. and 24.7m. north of Gloucester	Deviation	Council	\$ 10,000	\$ 16,198	\$ 26,198
Do	1150	17.5m. to 19.2m. north of Gloucester	Improvement	do	59,658	16,198*	43,460
Do	3188	Barrington River, 3m. north of Gloucester	Bridge	do	26,500	36	26,536
Grafton City	1290	0.93m. to 1.68m. southeast of T.R. No. 74	Construction and bitumen surfacing	do	43,055	7,065	50,120
Guyra	3185	12.4m. to 13.5m. east of T.R. No. 73	Construction	do	18,000	3,000	21,000
Hastings	3189	Selected lengths on Kindee-Long Flat Brombin Road	do	do	44,600	11,000	55,600
Jerilderie	1314	0m. to 11.25m. southwest of M.R. No. 596	Reshaping and gravelling	do	.....	3,000	3,000
Jindalee	3204	Stoney Creek, 4.8m. west of T.R. No. 87	Bridge and approaches	do	.....	15,000	15,000
Do	3204	6.5m. to 7.5m. west of T.R. No. 87	Construction	do	10,000	15,000	25,000
Kyogle	1129	Lowes and Snows Creek	Reinforced concrete bridges	do	20,029	29*	20,000
Lachlan	1006	29.2m. to 35.2m. north of M.R. No. 231	Gravelling	do	10,200	373	10,573
Do	1139	Weja to Washpool Tank	Gravelling and causeways	do	23,031	3,856	26,887
Do	1151	3.6m. to 6m. northeast of Fiefield	Gravelling	do	4,800	797	5,597
Do	1187	5.52m. to 10.52m. northwest of T.R. No. 61	do	do	.....	76	76
Do	1187	10.52m. to 15.52m. northwest of T.R. No. 61	do	do	.....	6,490	6,490
Do	3115	Low sections 0m. to 12.5m. southeast of M.R. No. 347	Gravelling and box culverts	do	.....	3,000	3,000
Leeton	3206	0.2m., 0.42m. and 1.03m. south of Euroley bridge	Concrete causeways	do	15,000	987	15,987
Liverpool Plains	1298	Within the shire	Construction	do	10,000	16,802	26,802
Maclean	1245	Esk River to Woody Head	Construction and approaches	do	21,401	2,235*	19,166
Do	1245	8.4m. to 10.94m. east of S.H. No. 10	Construction	do	9,165	2,235	11,400
Do	1286	1.04m. to 1.99m. west of S.H. No. 10	do	do	.....	3,340	3,340
Macleay	1048	2m. to 3.7m. north of T.R. No. 75	do	do	25,134	9,257	34,391
Do	1048	3.7m. to 5.28m. north of T.R. No. 75	do	do	46,000	28,000	74,000
Manning	1150	Within the shire	Restoration of flood damage	do	.....	3,936	3,936
Do	and 3195	Ward's Creek to Manning shire boundary	Construction	do	.....	138	138
Do	1209	34.75m. to 35.0m. northwest of Taree	do	do	20,500	1,124*	19,376
Do	3194	41m. to 41.3m. northwest of Taree	Deviation	do	12,000	3,428	15,428
Do	3195	Curryall to Coolah shire boundary	Construction	do	140,000	73,330	213,330
Merriwa	1304	0.64m. to 1.9m. west of Obley	do	do	12,000	94	12,094
Molong	1174	1.9m. to 4.9m. west of Obley	do	do	13,000	15,072	28,072
Do	1176	7.5m. to 9.5m. southwest of M.R. No. 234	do	do	23,989	189*	23,800
Monaro	1268	Jinden Creek to Big Badja	Clearing	do	37,500	20,110	57,610
Do	3190	Big Badja River, 23m. east of Cooma	Single lane bridge	do	13,000	41,000	54,000
Mumbulla	1214	3.1m. to 4.1m. northwest of S.H. No. 4	Construction	do	.....	34	34
Do	1214	2m. to 3.1m. northwest of S.H. No. 4	do	do	936	936*	.....
Do	1214	4.1m. northwest of S.H. No. 4 to Yankee Gap	do	do	10,000	14,000	24,000
Murrurundi	3104	Pump Station Creek west of M.R. No. 358	Concrete culvert	do	68,500	68,500	68,500
Muswellbrook Shire	3173	2m. to 3.1m. west of Jerry's Plains	Construction	do	23,869	3,496	27,365
Do	3173	1.42m. to 2m. west of Jerry's Plains	do	do	24,000	1,001*	22,999
Nambucca	1075	Within the shire	Restoration of flood damage	do	6,580	1,043*	5,537
Do	and 1078	12.10m. to 13.20m. northwest of M.R. No. 533	Reconstruction and drainage	do	.....	941	941
Do	1075	16m. to 17.5m. west of Bowraville	Improvement and strengthening	do	14,149	19,000	33,149
Do	1078	Sugar Loaf Creek 17.2m. from Nundle	Reinforced concrete bridge	do	24,000	1,739*	22,261*
Nundle	3175	7.3m. to 8.3m. west of Jerry's Plains	Construction	do	38,593	1,685	40,278
Patrick Plains	3173	4.42m. to 4.51m. northwest of M.R. No. 130	do	do	6,000	399	6,399
Peel	1298	Capertee River, 15m. south of Rylstone	Prestressed concrete bridge	do	.....	1,271	1,271
Rylstone	3187	10.01m. to 10.7m. east of M.R. No. 105	Construction	do	.....	46	46
Scone	1109	0m. to 3.1m. from Page's Creek Road	Reconstruction	do	.....	8,000	8,000
Do	1243	Gibbergunyah Creek, 1.5m. west of Owen's Gap	Reinforced concrete bridge	do	20,000	388	20,388
Severn	3183	Maid's Valley Creek, 2.5m. north of S.H. No. 12	Reinforced concrete bridge and approaches	do	32,250	2,591	34,841
Do	1207	1.25m. to 3.75m. south of Mt. Slow	Construction	do	.....	11,250	11,250
Do	3192	0m. to 2m. east of Mt. Mitchell	do	do	10,000	10,000	10,000
Do	3193	6.55m. to 7.77m. south of Burrill Creek	do	do	.....	5,885	5,885
Shoalhaven	1246						

* Credit

Appendix No. 9—continued
DEVELOPMENTAL ROADS FUND—continued
Summary of Expenditure on Construction and Reconstruction Works—continued

City, Municipal or Shire Area	Road No.	Location of Work	Class of Construction	Constructing Authority	Expenditure from Department's Funds		
					To 30th June, 1968	1968-69	To 30th June, 1969
					\$	\$	\$
Snowy River	1297	Jacob's River 29.8m. south of Jindabyne	Reinforced concrete bridge	Council		60,000	60,000
Do	1297	Jacob's River to Willis	Construction	do	74,869	4,670	79,539
Talbragar	1165	Minore Railway Siding to S.H. No. 7	do	do	16,000	812*	15,188
Tallaganda	1268	44.7m. to 46m. south of Braidwood	do	do	76,974	28,976	105,950
Do	1268	42.7m. to 43.8m. south of Braidwood	do	do	66,000	11,300*	54,700
Tamarang	3210	Quirindi Creek, 0.5m. north of M.R. No. 126	Concrete culvert	do		30,000	30,000
Tomki	1125	Mongogarie Creek at Collisons	Prestressed concrete bridge	do	6,000	10,000	16,000
Tumbarumba	1117	14.4m. to 17.2m. north of Tumbarumba	Construction	do	60,000	14,573*	45,427
Do	1171	Spring Creek south of M.R. No. 281	Reinforced concrete box culvert	do	24,198	26	24,224
Do	1171	10.14m. to 14.4m. south of M.R. No. 281	Gravelling	do	74,828	14,573	89,401
Ulmarra	1274	5.5m. to 7m. south of Tucabia	Construction	do	30,580	2,747	33,327
Do	1290	2.12m. to 3.46m. through Bom Bom State Forest	do	do	43,362	2,747*	40,615
Uralla	3186	8.5m. to 9.9m. from T.R. No. 73	do	do		14,773	14,773
Wakool	1106	Edward River to Murgal	Formation and gravelling	do	12,000	4,000	16,000
Walcha	1282	Nowendoc River, 0.7m. south of Nowendoc	Reinforced concrete bridge	do	25,000	85,000	110,000
Walgett	3207	Pun Creek, 10m. north of Bugilbone	Low level bridge	do	11,100	23,900	35,000
Warren	3205	Bulgeraga Creek, east of M.R. No. 333	Prestressed concrete bridge	do	17,000	3,514	20,514
Wellington	1007	Gundy Creek, north of M.R. No. 233	Bridge and approaches	do	29,424	33*	29,391
Do	1057	Mitchell's Creek, east of M.R. No. 353	Reinforced concrete bridge and approaches	do	32,000	9,073	41,073
Do	3214	O'Leary's Crossing	Low level bridge and approaches	do		6,936	6,936
Wingecarribee	1299	4m. to 8.5m. north of Canyonleigh Road	Construction	do	1,311	1,311*	
Do	1299	0m. to 3m. north of Canyonleigh Road	do	do	24,000	6,500	30,500
Do	1299	8.5m. to 12m. north of Canyonleigh Road	do	do	38,500	11,311	49,811
Do	1299	12m. to 15m. north of Canyonleigh Road	Reconstruction	do		25,000	25,000
Wollondilly	1302	5.6m. to 7.15m. south of M.R. No. 259	Reconstruction and bitumen surfacing	do	45,500	19,115	64,615
Woodburn	1203	0m. to 0.5m. west of S.H. No. 10	Restoration of flood damage	do	1,000	16*	984
Do	3120	Bungawalbyn Creek approximately 8m. west of S.H. No. 10	Reinforced concrete bridge and approaches	do		16	16
Yallaroi	1270	13.3m. to 18.0m. northwest of T.R. No. 63	Construction	do	7,000	11,750	18,750
Do	1290	4.8m. to 6.05m. east of Yallaroi	do	do		5,750	5,750
Do	1290	6.05m. to 6.84m. east of Yallaroi	do	do		4,500	4,500
Total Expenditure on road and bridge construction						1,318,973	
Payments to Councils for long service leave						877	
Total—as shown in Receipts and Payments Statements—Appendix No. 1 (C)						\$1,319,850	

* Credit

Appendix No. 10

COUNTY OF CUMBERLAND MAIN ROADS FUND

PAYMENTS FOR MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES
DURING THE YEAR 1968-69

Work by Councils

City, Municipal or Shire Area	State Highways	Tourist and Ordinary Main Roads	Secondary Roads	Total
	\$	\$	\$	\$
Ashfield		657	3,692	4,349
Auburn		27,402		27,402
Bankstown			4,409	4,409
Baulkham Hills		52,640		52,640
Blacktown		54,984		54,984
Blue Mountains		949	3,795	4,744
Botany		1,073	1,796	2,869
Burwood		3,439		3,439
Camden		4,846		4,846
Campbelltown		8,000		8,000
Canterbury			23,258	23,258
Colo		20,171		20,171
Concord		24,683	1,939	26,622
Drummoyne		574*	3,000	2,426
Fairfield		16,084	1,438	17,522
Hornsby		93,624		93,624
Hunter's Hill		2,000	3,700	5,700
Hurstville		50,296	8,725	59,021
Kogarah		5,465		5,465
Ku-ring-gai		15,465	6,465	21,930
Lane Cove			2,609	2,609
Leichhardt		7,200	5,759	12,959
Liverpool		25,822		25,822
Manly		5,811	4,191	10,002
Marrickville		13,871	578	14,449
Mosman		6,222	477*	5,745
Northcott		4,700		4,700
North Sydney	215	11,865	1,893	13,973
Parramatta			483	483
Penrith		40,564		40,564
Randwick		2,660		2,660
Rockdale		20,707	4,000	24,707
Ryde		38,951		38,951
Strathfield		8,713	2,152	10,865
Sutherland		6,381	13,750	20,131
Sydney	5,435	9,582*	4,147	
Warringah		63,729		63,729
Waverley		15,000		15,000
Willoughby		1,887	1,008	2,895
Wollondilly		16,980		16,980
Woollahra		24,500		24,500
	\$5,650	\$687,185	\$102,310	\$795,145
Allowances to councils for administration and supervision etc.				19,846
Total shown in Receipts and Payments Statements—Appendix No. 1 (A) (i)				\$814,991

* Credit

Appendix No. 10A

COUNTY OF CUMBERLAND MAIN ROADS FUND

MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES DURING THE YEAR
1968-69

Work by Department

Road No.	Location of Work	Amount	Total
EXPRESSWAYS		\$	\$
X1	Warringah— From Sydney Harbour Bridge northwards including landscaped area over bridge, ramps, pavements, etc.	19,225	
X3	Lane Cove Valley— From Wolseley Street to Gladesville Hospital and from Gladesville Bridge to northern approaches Fig Tree Bridge including overpasses, loading and off-loading ramps	50,379	
X6	Southern— Frater's Avenue to Holt Road including surfaced footways of Captain Cook Bridge	18,663	
	Total—Expressways		\$88,267
STATE HIGHWAYS			
1	Prince's Highway— May Street, St. Peters to the northern boundary of the City of Greater Wollongong at Waterfall	101,775	
	Northern boundary of the City of Greater Wollongong to Main Road No. 185 at Thirroul (boundary of County of Cumberland)	39,230	141,005
2	Hume Highway— State Highway No. 5 (Great Western Highway) at Ashfield to Prospect Creek including Lansdowne Bridge	34,596	
	Dickinson Avenue, Croydon to the western boundary of the City of Liverpool	110,592	
	Leppington Corner to the Nepean River at Camden including Camden Bridge (boundary of County of Cumberland)	30,467	175,655
5	Great Western Highway— Johnston's Creek, Camperdown to the eastern boundary of Blacktown Shire	33,703	
	Eastern boundary of the City of Blue Mountains to the eastern bound- ary of Blaxland Shire at Victoria Pass	100,973	
	From Lucas Road, Croydon to western boundary of Penrith Municipa- lity	202,159	336,835
10	Pacific Highway— Alfred Street, North Sydney to Pearce's Corner at State Highway No. 13 (Pennant Hills Road), Wahroonga	35,778	
	State Highway No. 13 (Pennant Hills Road), Wahroonga at Pearce's Corner to the southern abutment of Peat's Ferry Bridge	61,640	97,418
13	Sydney By-Pass — State Highway No. 2 (Hume Highway) at Carramar to State Highway No. 10 (Pacific Highway), Wahroonga at Pearce's Corner	43,332	43,332
	Total—State Highways		\$794,245

ORDINARY MAIN ROADS

139	Main Road No. 200 to Main Road No. 162 at Top Ryde and from bridge over the railway line at Epping to Main Road No. 373 (Carlingford Road)	2,107
154	Main Road No. 184 at Windsor to 9.0m. south of State Highway No. 5 (Great Western Highway)	29,703
155	Main Road No. 184 at Richmond to Main Road No. 570 at Yarramundi	4,768
158	Victoria Road, Ermington to Pennant Hills Road, Carlingford	11,559
162	Pittwater Road, Mona Vale to First Rocks, St. Ives	29,901
	Major bridges on council controlled length	14,984
163	Main Road No. 184 to Richmond Air Station	66
164	Narrabeen Lagoon to Beach Road, Palm Beach, including Narrabeen bridges	92,967
	Major bridges on council controlled lengths	71,636
165	Glebe Island Bridge to Church Street, Parramatta	78,596
	Major bridges on council controlled lengths	123,948
166	State Highway No. 10 (Pacific Highway), Lane Cove to Main Road No. 165 (Victoria Road, Gladesville)	34,195
167	From Griffiths Street, Hurlstone Park to Salt Pan Creek	34,800
	Salt Pan Creek, Bankstown to Main Road No. 512 at Liverpool	18,494
170	Gardener's Road to Bumborah Point Road, Bunnerong	7,160
171	Alison Road, Randwick to La Perouse	27,402

Appendix No. 10A—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1968-69—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
	ORDINARY MAIN ROADS—continued	\$	\$
172	Northern side from Jersey Road, Woollahra, to Queen Street and thence full width to Main Road No. 340 (Bronte Road), Bondi Junction . . .	3,773	
174	Main Road No. 162 (Mona Vale Road), Terry Hills, to the western end of General San Martin Drive near McCarr's Creek	5,832	
175	Main Road No. 171 (Bunnerong Road), Matraville to Prince Henry Hospital	1,596	
177	0m. at State Highway No. 2 (Hume Highway) to 1.40m. at the southern boundary of the City of Liverpool	3,128	
	Cross Roads to the southern boundary of Campbelltown Municipality at 16.91m. and from 26m. to State Highway No. 1 (Prince's Highway) at 29.98m.	53,825	
178	Main Road No. 177 Campbelltown to State Highway No. 2 (Hume Highway) at Narellan	12,293	
181	Main Road No. 184 at McGrath's Hill to Webb's Creek Ferry	13,240	
182	Main Road No. 184 at Windsor to the Hawkesbury River including Hawkesbury River Bridge	596	
183	Anzac Parade, Kingsford to State Highway No. 1 (Prince's Highway), Sydenham	49,328	
184	State Highway No. 13 (Pennant Hills Road) Parramatta to State Highway No. 5 (Great Western Highway) at Mount Victoria	108,063	
185	State Highway No. 1 (Prince's Highway) at Helensburgh to State Highway No. 1 at Thirroul	108,989	
190	Bankstown municipal boundary to Main Road No. 167	4,379	
194	Botany Road, Mascot to Cook's River, Kyeemagh, including Cook's River Bridge	113,714	
	Major bridges on council controlled lengths	16,320	
199	Ramsgate Road, Ramsgate to Taren Point including Captain Cook Bridge	5,200	
	Major bridges on council controlled lengths	15,264	
200	Ryde Bridge to Victoria Road	5,092	
225	Main Road No. 181 at Wiseman's Ferry Village to Wiseman's Ferry . .	116	
309	State Highway No. 5 (Great Western Highway) to Kissing Point Road (Main Road No. 574)	11,918	
315	State Highway No. 2 (Hume Highway), Enfield to Broadarrow Road, Beverly Hills	24,150	
317	Main Road No. 171 (Bunnerong Road), Matraville to Marine Parade, Maroubra	2,276	
327	Anzac Parade, Moore Park to Belmore Road, Randwick	2,391	
328	Bridge over Middle Harbour at Roseville to Main Road No. 164 (Pittwater Road), Brookvale including Roseville Bridge	46,676	
344	Main Road No. 171 (Bunnerong Road), Matraville to Frogmore Street, Mascot	6,852	
366	Entrance to Ku-ring-gai Chase at 4m. north of State Highway No. 10 (Pacific Highway) at Turramurra to Mount Colah Lodge Gates	5,879	
373	Terry's Creek, Epping to Lane Cove River, including Lane Cove River Bridge	26,770	
	Pacific Highway to Lane Cove River including Lane Cove River Bridge . .	16,305	
393	State Highway No. 1 (Prince's Highway) at Loftus to Main Road No. 185 at Bald Hill and from State Highway No. 1 at Waterfall to Main Road No. 393 at Upper Causeway	41,584	
397	Montauban Avenue to Main Road No. 164 at Narrabeen	26,542	
508	State Highway No. 2 (Hume Highway) to Salt Pan Creek	65,087	
512	State Highway No. 1 (Prince's Highway) at Heathcote to Deadman's Creek at the boundary of Liverpool City	16,910	
	Deadman's Creek to State Highway No. 2 (Hume Highway) at Liverpool . .	14,029	
515	State Highway No. 2 (Hume Highway) at Liverpool to State Highway No. 5 (Great Western Highway) at Eastern Creek	41,689	
516	Main Road No. 184 at Bell to the eastern boundary of Blaxland Shire . .	706	
525	Main Road No. 174 (McCarr's Creek Road) at McCarr's Creek to Main Road No. 174 near Terrey Hills, including McCarr's Creek Bridge . .	11,061	
532	Main Road No. 165 to State Highway No. 5, Auburn	6,837	
535	Badgery's Creek to Main Road No. 154	5,915	
536	Main Road No. 535 to State Highway No. 5 (Great Western Highway) at St. Marys	10,440	
537	South Creek Bridge to Main Road No. 184 at Richmond	29,801	
570	Main Road No. 155 at Agnes Banks to the eastern boundary of the City of Blue Mountains	10,392	
574	Main Road No. 165 (Victoria Road), Rydalmere to Main Road No. 158 (Marsden Road), Dundas	18,956	
587	State Highway No. 10 (Pacific Highway) at Hornsby to State Highway No. 10 at Asquith	11,993	
592	Cahill Expressway from Macquarie Street to Sir John Young Crescent . .	81,035	
599	From Suspension Bridge to Babbage Road including link to Boundary Street	16,230	
Total—Ordinary Main Roads			\$1,655,458

Appendix No. 10A—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1968-69—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
SECONDARY ROADS			
2045	Major bridges on council controlled length	4,009	
2071	Roadworks	938	
2076	Roadworks	313	
Total—Secondary Roads			\$5,260
TOURIST ROADS			
4005	Main Road No. 525 (General San Martin Drive) to West Head	5,892	
4020	Main Road No. 393 to Wattamolla Beach through Royal National Park	1,105	
4025	Main Road No. 393 to Garie Beach through Royal National Park	3,516	
4026	Main Road No. 162 to Main Road No. 191 through Lane Cove National Park	1,166	
4031	Captain Cook Drive to Cape Solander	2,999	
Total—Tourist Roads			\$14,678
SUMMARY			
Expressways		88,267	
State Highways		794,245	
Ordinary Main Roads		1,655,458	
			2,537,970
Secondary Roads			5,260
Tourist Roads			14,678
Bridges and ferries not on classified roads			160,616
Maintenance of median strips and minor road restorations			51,462
Supervision, testing laboratory working expenses (net), traffic striping, signposting, suspense and operating accounts, etc.			561,555
Total as shown in Receipts and Payments Statements—Appendix No. 1 (A) (i) ..			\$3,331,541

Appendix No. 11

COUNTRY MAIN ROADS FUND

PAYMENTS FOR MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES
DURING THE YEAR 1968-69

Work by Councils

City, Municipal or Shire Area	State Highways	Trunk, Tourist and Ordinary Main Roads	Total
	\$	\$	\$
Abercrombie		40,363	40,363
Albury		643	643
Armidale City	6,449	514*	5,935
Ashford	19,573	54,688	74,261
Ballina	270	3,897	4,167
Bairanald		29,558	29,558
Bathurst		54*	54*
Barraba		22,693	22,693
Bathurst City		1,604	1,604
Bega		310	310
Bellingen		47,707	47,707
Berrigan		19,290	19,290
Bibbenluke	26,100	30,274	56,374
Bingara		20,343	20,343
Bland		27,667	27,667
Blaxland		17,399	17,399
Bogan	13,833	51,507	65,340
Bombala	771	317	1,088
Boolooroo	23,704	20,728	44,432
Boomi	39,345	38,500	77,845
Boorowa		31,276	31,276

Appendix No. 11—continued

COUNTRY MAIN ROADS FUND—continued

Payments for Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during
the Year 1968-69—continued

Work by Councils—continued

City, Municipal or Shire Area	State Highways	Trunk, Tourist and Ordinary Main Roads	Total
	\$	\$	\$
Boree		38,055	38,055
Bowral		13,000	13,000
Brewarrina		83,877	83,877
Broken Hill	12,084	11,824	23,908
Burrangong		50,153	50,153
Byron		34,480	34,480
Camden		2,837	2,837
Canobolas		20,141	20,141
Carrathool		91,151	91,151
Casino	2,359	5,160	7,519
Central Darling	130	63,869	63,999
Cobar	237	75,798	76,035
Cockburn		8,370	8,370
Coff's Harbour		55,253	55,253
Colo		78,393	78,393
Conargo		3,899	3,899
Condobolin		5,107	5,107
Coolah		70,071	70,071
Coolamon		22,000	22,000
Cooma	1,000	290	1,290
Coonabarabran	3,746	39,123	42,869
Coonamble		52,665	52,665
Cootamundra		500	500
Copmanhurst		43,283	43,283
Corowa		11,250	11,250
Cowra	779	500	1,279
Crookwell		77,307	77,307
Cudgegong		67,243	67,243
Culcairn		29,577	29,577
Darling		140,833	140,833
Diamondville		16,594	16,594
Deniliquin	6,300	2,378	8,678
Denman		26,840	26,840
Dubbo	1,528	188	1,716
Dumaresq		44,288	44,288
Dungog		41,877	41,877
Eurobodalla		24,000	24,000
Forbes	14,971	1,733	16,704
Gilgandra		4,977	4,977
Glen Innes	4,080	403	4,483
Gloucester		15,942	15,942
Goobang		41,065	41,065
Goodradigbee		52,617	52,617
Gosford		46,400	46,400
Goulburn City	334	4,552	4,886
Grafton City	1,325	1,000	2,325
Greater Cessnock		85,372	85,372
Greater Wollongong	500	62,638	63,138
Grenfell	1,805	950	2,755
Gundagai		23,143	23,143
Gundurimba	18,549	32,906	51,455
Gunnedah	3,500	2,434	5,934
Gunning		29,091	29,091
Guyra		18,406	18,406
Hastings		30,396	30,396
Hay	54,900	23,767	78,667
Holbrook		21,500	21,500
Hume		30,500	30,500
Illabo		24,157	24,157
Imlay		32,000	32,000
Inverell	3,167	2,500	5,667
Jemalong	23,437	22,066	45,503
Jerilderie		18,740	18,740
Jindalee		12,081	12,081
June		4,159	4,159
Kempsey	1,500	4,576	6,076
Kiama		23,989	23,989
Kyeamba		13,443	13,443
Kyogle	4,304	64,688	68,992
Lachlan		134,356	134,356
Lake Macquarie	1,074	75,279	76,353
Leeton		20,059	20,059
Lismore	6,238	1,750	7,988
Lithgow		5,060	5,060
Liverpool Plains	16,420	12,827	29,247

Appendix No. 11—continued

COUNTRY MAIN ROADS FUND—continued

Payments for Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during
the Year 1968-69—continued

Work by Councils—continued

City, Municipal or Shire Area	State Highways	Trunk, Tourist and Ordinary Main Roads	Total
	\$	\$	\$
Lockhart		32,125	32,125
Lyndhurst		7,557	7,557
Macintyre	39,529	29,682	69,211
Maclean		16,571	16,571
Macleay		22,216	22,216
Maitland	2,460	11,757	14,217
Manilla		6,478	6,478
Manning		59,791	59,791
Merriwa		22,464	22,464
Mitchell		25,500	25,500
Mittagong		32,166	32,166
Molong		25,976	25,976
Monaro		1,268	1,268
Moree	5,500	1,507	7,007
Mudgee		1,853	1,853
Mullumbimby		3,150	3,150
Mulwaree		55,736	55,736
Mumbulla		28,353	28,353
Murray		17,352	17,352
Murrumbidgee		17,300	17,300
Murrumburrah		3,065	3,065
Murrurundi		541	541
Muswellbrook	1,195	1,300	2,495
Nambucca		14,965	14,965
Namoi		82,397	82,397
Narrabri	1,532	1,625	3,157
Narraburra		35,803	35,803
Narrandera		16,166	16,166
Narromine		684*	684*
Newcastle	24,277	51,414	75,691
Nundle		5,904	5,904
Nymboida		31,268	31,268
Nyngan	543	518	1,061
Oberon		28,445	28,445
Orange	750	510	1,260
Parkes		500	500
Patrick Plains		34,260	34,260
Peak Hill		161	161
Peel	29,082	9,119	38,201
Port Macquarie	1,013	5,186	6,199
Port Stephens		48,139	48,139
Queanbeyan		7,000	7,000
Quirindi		5,000	5,000
Rylstone		37,357	37,357
Scone		41,117	41,117
Severn	14,822	8,385	23,207
Shellharbour		12,703	12,703
Shoalhaven		13,903	13,903
Singleton	200	1,586	1,786
Snowy River		29,947	29,947
Stroud		56,767	56,767
Talbragar		6,800	6,800
Tallaganda		86,736	86,736
Tamarang		28,517	28,517
Tamworth	9,016	1,815	10,831
Taree	5,700	2,298	7,998
Temora		3,672	3,672
Tenterfield Municipality	3,345		3,345
Tenterfield Shire	46,399	16,798	63,197
Terania		38,411	38,411
Timbregongie		25,672	25,672
Tintenbar	6,149	11,614	17,763
Tomki	14,954	35,509	50,463
Tumbarumba		23,965	23,965
Tumut	6,930	30,985	37,915
Turon		33,505	33,505
Tweed		41,799	41,799
Ulmarra		12,324	12,324
Uralla		32,353	32,353
Urana		31,106	31,106
Wade		38,696	38,696
Wagga Wagga	6,805	9,542	16,347
Wakool	30,174	102,145	132,319
Walcha		3,099	3,099
Walgett	5,501	90,000	95,501

Appendix No. 11—continued

COUNTRY MAIN ROADS FUND—continued

Payments for Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year 1968-69—continued

Work by Councils—continued

City, Municipal or Shire Area	State Highways	Trunk, Tourist and Ordinary Main Roads	Total
Warren		55,000	55,000
Waugoola	12,104	21,426	33,530
Weddin	33,813	18,555	52,368
Wellington		19,067	19,067
Wentworth	168	23,078	23,246
Windouran	19,072	22,800	41,872
Wingham		1,625	1,625
Wingecarribee		36,961	36,961
Wollondilly		32,263	32,263
Woodburn		35,956	35,956
Wyong		8,709	8,709
Yallaroi	26,500	14,000	40,500
Yarrowlumla	8,505	44,287	52,792
Yass		582	582
Young		3,500	3,500
	\$670,350	\$4,860,231	\$5,530,581
Allowances to Councils for administration and supervision etc.			164,979
Total shown in Receipts and Payments Statements—Appendix No. 1 (B) (i) ..			\$5,695,560

* Credit

Appendix No. 11A

COUNTRY MAIN ROADS FUND

MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES DURING THE YEAR 1968-69

Work by Department

Road No.	Location of Work	Amount	Total
EXPRESSWAYS		\$	\$
X6	Southern— From Main Road No. 513, 50.15m. south of Sydney to Gladstone Avenue at 2.7m. south of Wollongong, including loading and unloading ramps	35,336	
X8	Wollongong— From State Highway No. 1 at 1.3m. south of Wollongong to the intersection with Expressway No. X6, 0.67m. from the intersection with State Highway No. 1 at North Wollongong	4,076	
Total—Expressways			\$39,412
STATE HIGHWAYS			
1	Prince's Highway— Main Road No. 185 at Thirroul to the southern boundary of Shoalhaven Shire, excluding the length of 2.1m. within the City of Greater Wollongong	397,882	627,554
	Southern boundary of Shoalhaven Shire to the border of Victoria	229,672	
2	Hume Highway— Nepean River at Camden to Uringalla Creek at the eastern boundary of Mulwaree Shire	197,387	826,537
	Eastern boundary of Mulwaree Shire to the western boundary of Gunning Shire (excluding the concrete section from 2.74m. from the eastern boundary of the City of Goulburn to 3.47m.)	173,310	
	Western boundary of Gunning Shire to the western boundary of Gundagai Shire at 6.39m. north of Tarcutta	332,337	
	Western boundary of Gundagai Shire to the border of Victoria at Albury	123,503	
3	Federal Highway— Junction with State Highway No. 2 to the northern boundary of the Australian Capital Territory		75,188

Appendix No. 11A—continued

COUNTRY MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1968-69—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
STATE HIGHWAYS—continued		\$	\$
4	Snowy Mountains Highway— Tathra Wharf to the junction with State Highway No. 19 at Nimmitabel 1m. west of Cooma to the northern boundary of Snowy River Shire 9m. north of Kiandra	47,160 97,248	277,908
	Northern boundary of Snowy River Shire to State Highway No. 2 approximately 12m. north of Tarcutta	133,500	
5	Great Western Highway— Eastern boundary of Blaxland Shire to State Highways Nos. 6 and 7 at Bathurst		104,947
6	Mid Western Highway— State Highway No. 5 to the western boundary of the City of Bathurst .. Western boundary of the City of Bathurst to the eastern boundary of Waugoola Shire	1,559 64,530	178,095
	State Highway No. 17 at Marsden to the western boundary of Bland Shire	52,733 59,273	
7	Mitchell Highway— State Highway No. 5 to the western boundary of the City of Bathurst .. Western boundary of City of Bathurst to the eastern boundary of Warren Shire, excluding total length of 7.2m. within the City of Orange and the Municipality of Dubbo	546 161,511	283,007
	Eastern boundary of Warren Shire to the border of Queensland, exclud- ing the length within Nyngan Municipality	120,950	
8	Barrier Highway— Eastern boundary of Cobar Shire to the eastern boundary of Central Darling Shire excluding 0.8m. within the town of Cobar	33,737	229,768
	Eastern boundary of Central Darling Shire to the border of South Australia excluding 6.5m. through the City of Broken Hill and 0.4m. through the town of Wilcannia	196,031	
9	New England Highway— Hunter River at Hexham to Wallis Creek including Wallis Creek Bridge Mount Pleasant Street, Maitland to the southern boundary of Scone Shire, excluding a total length of 1.9m. within the towns of Singleton and Muswellbrook	14,105 99,435	505,468
	Southern boundary of Scone Shire to the northern boundary of Duma- resq Shire excluding the length of 5.73m. within the City of Tamworth and 4.69m. within the City of Armidale	204,658	
	44.6m. south of Glen Innes at southern boundary of Guyra Shire to 12.3m. north of Tenterfield, excluding the length of 4.08m. within the Municipality of Tenterfield	187,270	1,523,848
10	Pacific Highway— Hawkesbury River to the northern boundary of Gosford Shire Northern boundary of Gosford Shire to Highfields Parade, Highfields Southern abutment of Ironbark Creek Bridge to the junction of State Highway No. 10 and Trunk Road No. 90	86,241 171,943 66,926	
	Junction of State Highway No. 10 and Trunk Road No. 90 to Wang Wauk River	110,335	288,745
	Wang Wauk River to the northern boundary of Nambucca Shire ex- cluding 3.0m. through the towns of Kempsey and Taree	354,840	
	Northern boundary of Nambucca Shire to the northern boundary of Maclean Shire	437,474	149,506
	Harwood Ferry on the Clarence River	928	
	From the southern boundary of Woodburn Shire to Grant Street, Ballina, and Tamar Street, Ballina to the border of Queensland	295,161	
11	Oxley Highway— 1.0m. south of Port Macquarie Post Office to the western boundary of Hastings Shire	58,614	288,745
	Western boundary of Hastings Shire to the eastern boundary of Cock- burn Shire	65,589	
	Eastern boundary of Cockburn Shire to State Highway No. 9 at Bende- meer	5,658	288,745
	Eastern boundary at Coonabarabran Shire to the eastern boundary of Warren Shire at Collie	142,340	
	Eastern boundary of Warren Shire to State Highway No. 7 at Nevertire	16,544	288,745
12	Gwydir Highway— Western boundary of the City of Grafton to Camp Creek including Camp Creek Bridge	91,807	
	Camp Creek at 56.29m. east of Glen Innes to 3.24m. east of Glen Innes Major bridges on Council controlled length	56,263 1,436	149,506

Appendix No. 11A—continued

COUNTRY MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1968-69—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
STATE HIGHWAYS—continued			
14	Sturt Highway— State Highway No. 2 near Lower Tarcutta to eastern boundary of Murrumbidgee Shire excluding the length of 5.96m. within the City of Wagga Wagga	107,787	326,734
	Eastern boundary of Murrumbidgee Shire to 4.8m. east of Hay	84,119	
	Eastern boundary of Balranald Shire to the Murray River at 1m. south of Buronga, including Mildura Bridge but excluding 1.3m. through the town of Balranald	134,828	
15	Barton Highway— Northern boundary of the Australian Capital Territory to State Highway No. 2 near Yass		50,111
16	Bruxner Highway— From 0.95m. west of Casino to 49m. west of Casino at Drake	68,630	79,844
	Boggabilla to the border of Queensland at Goondiwindi and from 14.16m. east of Bonshaw to 1.0m. west of Texas	11,214	
17	Newell Highway— Murray River to the western boundary of Urana Shire	91,529	513,049
	Western boundary of Urana Shire to the southern boundary of Coolamon Shire	86,409	
	Southern boundary of Coolamon Shire to southern boundary of Jemalong Shire	18,541	
	Southern boundary of Goobang Shire at 9.56m. north of Forbes to Gilgandra excluding the length of 2.59m. within Dubbo Municipality	136,080	
	Junction with State Highway No. 11 to the northern boundary of Namoi Shire, excluding the length of 3.24m. within the Narrabri Municipality	86,720	
	Southern boundary of Boolooroo Shire to Boggabilla excluding length in Moree Municipality	93,770	
18	Castlereagh Highway— Gilgandra to the southern boundary of Coonamble Shire	22,401	168,465
	Southern boundary of Coonamble Shire to the Queensland border, excluding approximately 1m. through the town of Walgett	146,064	
19	Monaro Highway— From the northern boundary of Monaro Shire to the southern boundary of Monaro Shire excluding 4.60m. within the Municipality of Cooma		53,528
20	Riverina Highway— Murray River at and including Bethanga Bridge to Main Road No. 299 at 61.65m. west of Albury	55,299	94,914
	Western boundary of Corowa Shire to the eastern boundary of Deniliquin Municipality	39,615	
21	Cobb Highway— Murray River to the southern boundary of Deniliquin Municipality ..	19,024	137,601
	4m. north of Hay to the boundary of Carrathool Shire near Mossiel ..	86,374	
	Southern boundary of Central Darling Shire near Mossiel to State Highway No. 8 near Wilcannia excluding 0.20m. within the town of Ivanhoe	32,203	
22	Silver City Highway— State Highway No. 14 at Buronga to Queensland border including spur to Abbotsford Bridge over the Murray River (0.12m.) but excluding the length between Wentworth Bridge and 1m. north and the full length of 7.01m. within the City of Broken Hill		193,916
25	State Highway No. 1 near Macquarie Rivulet at 63.43m. from Sydney to intersection with State Highway No. 2 at Cross Roads, 94.6m. from Sydney		93,562
26	State Highway No. 10 at Calga to State Highway No. 10 at Ourimbah ..		58,442
	Total—State Highways		\$6,840,737
TRUNK ROADS			
54	Major bridges on council controlled length	7,991	
55	State Highway No. 5 at Marrangaroo to northern boundary of Blaxland Shire	24,324	
63	Major bridges on council controlled length	6,397	
66	Boundary of Central Darling Shire at 55.6m. to the boundary of Broken Hill City at 2.5m. east of Broken Hill	10,469	

Appendix No. 11A—continued

COUNTRY MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1968-69—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
TRUNK ROADS—continued		\$	\$
	Major bridges on council controlled length	967	
67	Do do do do	79,322	
68	Do do do do	3,021	
74	Do do do do	7,271	
75	Do do do do	5,965	
78	Do do do do	4,794	
79	Do do do do	354	
81	From Broken Hill City boundary 3.71m. west to 15.83m. west of Broken Hill	3,217	
83	Major bridges on council controlled length	7,498	
86	Do do do do	50,572	
			\$212,162
ORDINARY MAIN ROADS			
101	Major bridges on council controlled length	16,507	
102	Do do do do	15,188	
104	Major ferries on council controlled length	27,010	
108	Do do do do	661,288	
112	Major bridges on council controlled length	38	
127	Do do do do	7,893	
128	Do do do do	2,157	
143	Do do do do	590	
145	Do do do do	2,925	
147	Major ferries on council controlled length	35,451	
148	Major bridges on council controlled length	19,832	
149	Major ferries on council controlled length	26,860	
151	Major bridges on council controlled length	17,107	
152	Do do do do	2,059	
179	Do do do do	12,151	
181	Do do do do	228	
182	Hawkesbury River at Windsor to Main Road No. 503 at Wilberforce including Windsor Bridge	9,636	
197	Major bridges on council controlled length	6,394	
198	Do do do do	131	
208	Do do do do	9,776	
209	Do do do do	84	
217	Do do do do	2,144	
218	Do do do do	5,751	
220	Do do do do	6	
222	Do do do do	4,140	
226	Do do do do	35,198	
232	Do do do do	5,487	
249	Do do do do	283	
253	State Highway No. 5 at Hartley to Main Road No. 520	27,787	
256	Major bridges on council controlled length	6,620	
259	Southern boundary of Camden Municipality at 2.65m. to 20.05m. west of State Highway No. 2 at Camden	65,896	
261	State Highway No. 1 near Bomaderry to the northern boundary of Shoalhaven Shire	68,485	
272	Major bridges on council controlled length	150	
286	From 0.94m. west of New Jindabyne to 31.13m. at Mount Kosciusko ..	115,643	
293	State Highway No. 1 to Bomaderry railway station and branch road to railway goods yard	173	
307	Main Road No. 261 to Cambewarra Lookout	807	
319	Major bridges on council controlled length	943	
321	Do do do do	4,218	
324	Do do do do	1,357	
367	Do do do do	741	
369	Major ferries on council controlled length	9,304	
386	Major bridges on council controlled length	1,543	
399	Do do do do	944	
405	Main Road No. 429 at Wanaaring to the border of South Australia at Hawker Gate	23,752	
428	State Highway No. 22 at 35m. north of Broken Hill to Kayrunnera ..	10,384	
429	Northern boundary of Central Darling Shire to the western boundary of Darling Shire at Willara Crossing (Paroo River)	6,237	
435	From Central Darling Shire boundary north of Wilcannia to Willaroy via White Cliffs	703	
501	Major bridges on council controlled length	8,114	
502	Main Road No. 513 at Wollongong to Main Road No. 179 near Wilton ..	45,088	
503	Main Road No. 182 at Wilberforce to the southern boundary of Patrick Plains Shire	75,822	

Appendix No. 11A—continued

COUNTRY MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1968-1969—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
ORDINARY MAIN ROADS—continued		\$	\$
503	Southern boundary of Patrick Plains Shire to Parson's Creek at 16m. south of Singleton, including Parson's Creek Bridge	61,218	
513	State Highway No. 1 at the top of Bulli Pass to State Highway No. 1 at North Wollongong	56,470	
516	Eastern boundary of Blaxland Shire to the eastern boundary of the City of Lithgow	5,306	
522	Major bridges on council controlled length	5,178	
544	Do do do do	15,747	
556	Major ferries on council controlled length	75,883	
567	Major bridges on council controlled length	21	
583	Do do do do	7,147	
Total—Ordinary Main Roads			\$1,627,995
TOURIST ROADS			
4016	From Smiggins Holes at 0m. to Island Bend/Guthega Road at 3.08m. ..		\$3,467
SUMMARY			
Expressways		39,412	
State Highways		6,840,737	
Trunk Roads		212,162	
Ordinary Main Roads		1,627,995	
Tourist Roads		3,467	
			8,723,773
Bridges and ferries not on classified roads			181,790
Supervision, testing laboratory working expenses (net), traffic striping, signposting, suspense and operating accounts, etc.			878,713
Total as shown in Receipts and Payments Statement—Appendix No. 1 (B) (i) ..			\$9,784,276

Appendix No. 12

PROCLAMATION OF MAIN ROADS 1968-69

During the year the following new Main Roads and extensions of existing Main Roads were proclaimed

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Mileage
Greater Wollongong	2-8-68	602	From the junction of Gladstone Avenue and Prince's Highway (State Highway No. 1), Figtree, via Gladstone Avenue and Masters Road to Spring Hill Road (Main Road No. 568).	1.25
Greater Newcastle	6-12-68	605	From the junction of Wilkinson Avenue and Sandgate Road (Main Road No. 217), Wallsend, via Wilkinson Avenue, Moore Street, Rankin Drive, Queen Street and Lorna Street to the junction of Maud Street and Lorna Street (Main Road No. 188), Waratah West, thence via Maud Street to Maitland Road (Pacific Highway-State Highway No. 10), Mayfield West.	2.95
Maitland	9-5-69	607	From the junction of Parallel Street and New England Highway (State Highway No. 9) westerly via Parallel Street to Regent Street (Main Road No. 218) at West Maitland.	1.32

By *Government Gazette* of 6th December, 1968 that part of Main Road No. 188 between Lorna Street and Pacific Highway (State Highway No. 10) was deproclaimed and proclaimed as part of Main Road No. 605.

By *Government Gazette* of 6th December, 1968 the proclamation of Main Road No. 217 was altered. The new route is from State Highway No. 23 at Birmingham Gardens, via Sandgate Road, Longworth Avenue, Thomas Street and Lake Road to Cross Roads, Glendale, thence via Cockle Creek, Teralba, Toronto, Morisset and Wyee to the Pacific Highway (State Highway No. 10) at Wyong (with branch from the intersection of Thomas Street and Newcastle Road, Wallsend, via Newcastle Road to State Highway No. 23 at Jesmond), and also with branch from a point half a mile northeast of the intersection with Main Road No. 223 (Cross Roads, Glendale) via Glendale Drive (formerly Workshop Road) to Main Road No. 223, Cardiff West.

That part of Lake Road north of Thomas Street, Cowper Street, Roberts Street and the part of Sandgate Road North to a point just south of Milgate Street and that part of Newcastle Road west of Longworth Avenue are no longer part of the Main Roads System.

By *Government Gazette* of 6th December, 1968 the proclamation of the description of Main Road No. 326 was extended to junction with the Pacific Highway (State Highway No. 10) at Adamstown Heights via Bridges Road, Northcott Drive and Ellerslie Road.

Appendix No. 12—continued

PROCLAMATION OF MAIN ROADS 1968-69—continued

By *Government Gazette* of 16th May, 1969 the proclamation of Main Road No. 437 was altered. The new route is from the Castle-reagh Highway (State Highway No. 18) near Weetaliba Waterholes generally northwesterly to the Walgett-Brewarrina Shire boundary within the Shire of Walgett, and from Trunk Road No. 70 at Goodooga generally northwesterly to the Queensland border near Brenda within the Shire of Brewarrina.

The road from Trunk Road No. 70 at Goodooga generally southeasterly to the Walgett-Brewarrina Shire boundary ceases to be part of the Main Roads System.

Appendix No. 13

PROCLAMATION OF TOURIST ROADS 1968-69

During the year the following Tourist Road was proclaimed

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Mileage
Wagga Wagga	8-11-68	4050	Willan's Hill Road from the junction of Coleman Street and Beauty Point Avenue, generally southerly to the southern boundary of Willan's Hill Reserve, a length of 1.35 miles.	1.35

Appendix No. 14

DECLARATION OF SECONDARY ROADS 1968-69

During the year the following Secondary Roads were declared or existing Secondary Roads extended

City, Municipal or Shire Area	Date of Declaration	Road No.	Description	Mileage
Bankstown and Strathfield	8-11-68	2090	From the junction of the Hume Highway (State Highway No. 2) and Boronia Road, Bankstown, easterly via Boronia Road and Juno Parade to Punchbowl Road (Main Road No. 315).	1.93

By *Government Gazette* of 13th September, 1968 the declaration of Secondary Road No. 2008 was extended to include a branch between O'Riordan Street and the Kingsford Smith Airport boundary linking Qantas Road with O'Riordan Street, opposite Robey Street, Mascot.

By *Government Gazette* of 28th March, 1969, the declaration of Secondary Road No. 2066 was altered and extended to Church Street (Main Road No. 184) via O'Connell Street and Board Street, Barney Street no longer forming part of the Secondary Road.

Appendix No. 15

PROCLAMATION OF DEVELOPMENTAL ROADS 1968-69

During the year the following new Developmental Roads were proclaimed or proclamation of existing roads amended

Shire Area	Date of Proclamation	Road No.	Description	Mileage
Jerilderie	23-8-68	1314	The road from Main Road No. 596 near the boundary of Blocks 118 and 119, Coleambally Irrigation Area, generally southwesterly to the western boundary of Block 519, a length of 11.25 miles.	11.25
Scone and Gloucester	11-10-68	1313	The road from Developmental Road No. 1109 approximately 1 mile east of Hunter Springs, generally easterly via Gummi Plains to Viggers' Forestry Road near Geales Ridge, a length of approximately 14.2 miles.	14.00
Goodradigbee	8-11-68	1315	The road from Dick's Creek Road at a point 11.5 miles from Murrumbateman generally northerly, westerly and southwesterly to the eastern boundary of Portion 146, Parish of Murrumbateman, a length of approximately 5 miles.	5.00
Darling	21-2-69	1316	The road along the eastern side of the Paroo River from Main Road No. 405 near Wanaaring, northeasterly and northerly, to Main Road No. 429 near Willara Crossing.	41.25
Severn	16-5-69	1318	The road from State Highway No. 12 at Glen Innes, two miles west of State Highway No. 9, northerly to Main Road No. 382, a length of 1.25 miles.	1.25

Appendix No. 15A

DEPROCLAMATION OF DEVELOPMENTAL ROADS 1968-69

During the year the following Developmental Roads were deproclaimed or partly deproclaimed

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Mileage
Goobang	18-10-68	1162	From and including Bulgandramine Bridge over the Bogan River generally northwesterly along the southern side of the Bogan River to Narromine-Tullamore Road (Main Road No. 354) near the Oaks Bridge.	13.72
Jemalong	8-11-68	1104	The Eugowra-Grenfell Road from a point 5.1 miles south of Payten's Bridge over the Lachlan River to the Forbes-Grenfell Road near the 18 mile post from Forbes.	7.71
Goobang	22-11-68	1158	From the Tullamore-Bogan Gate Road (Main Road No. 350) near Trundle, easterly to the southeast corner of Portion 22, Parish of Plevna, County of Cunningham, thence generally northerly to the Tullamore-Peak Hill Road (Main Road No. 348) at the northwestern corner of Portion 10, Parish of Euchabil, County of Kennedy.	22.26
Ashford	6-12-68	1193	The road from Bruxner Highway (State Highway No. 16) at Camp Creek generally northerly for a distance of 12 miles adjacent to the southern bank of the Dumaresq River.	12.00

Appendix No. 16

PROCLAMATION OF DEVELOPMENTAL WORKS 1968-69

During the year the following Developmental Works were proclaimed

Shire Area	Date of Proclamation	Work No.	Description
Murrurundi and Tamarang	16-8-68	3213	The construction of two-lane bridges over Yarramanbah, Phillips, and Black Creeks on the Blackville Road, being the road from Main Road No. 358 generally westerly to Main Road No. 129 at Yarraman.
Wellington and Coolah ..	24-1-69	3214	The construction of a low level concrete bridge 20 feet wide between kerbs, and approaches, at O'Leary's Crossing of the Talbragar River, approximately 3.25 miles northeast of Elong Elong.
Central Darling	7-2-69	3215	The construction of the following works on the Purnawilla-Norma Downs road— 1. The Paroo Channel crossing on the unclassified road between Purnawilla and Norma Downs at approximately 8.0 miles from its commencement at Main Road No. 429 near Purnawilla and approximately 21 miles from Wilcannia. 2. The Rosedale Channel crossing on the unclassified road between Purnawilla and Norma Downs at approximately 55.6 miles from its commencement at Main Road No. 429 near Purnawilla and approximately 68.7 miles from Wilcannia.

Appendix No. 16A

DEPROCLAMATION OF DEVELOPMENTAL WORKS 1968-69

During the year the following Developmental Works were deproclaimed

Shire Area	Date of Proclamation	Work No.	Description
Severn	22-11-68	3182	The work of forming, draining and gravelling the central 3 miles of the Dundee-Bald Knob Road from approximately 2½ miles to 5½ miles from Dundee and the replacement of the bridge at Five Mile Creek.
Woodburn	22-11-68	3030	The construction of a 4-mile section from Ellangowan Public School of the road from the Grafton-Casino Road (Trunk Road No. 53) via Tatham to the Bruxner Highway at 8 miles from Casino known as the Emu Park Road.
Peel	31-1-69	3124	The construction of a bridge over Spring Gully Creek on the road from Curra-bubula to Piallaway.
Copmanhurst	31-1-69	3059	The construction of additional bridge work and road in approach to bridge over Dulgigin Creek on the road from Ewingar via Alice to Rappville at approximately 1 mile west of the Grafton-Tabulam Road (Main Road No. 150).
Mitchell	28-2-69	3067	The construction of the following causeways, culverts and gravelling on the road from Wagga Wagga generally westerly via the northern side of the Murrumbidgee River and Currawarna to Narrandera, all mileages measured from Wagga Wagga Post Office. (a) Seven causeways and/or culverts at approximately 16.45 miles, 17.85 miles, 27.35 miles, 32.35 miles, 33.45 miles, 35.25 miles, 37.05 miles. (b) Reforming and gravelling a length of 1.55 miles of road between 25.9 miles and 27.45 miles within the Shire of Mitchell.

Appendix No. 17

MILEAGES OF EXPRESSWAYS, 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 1969

	At 30th June				
	1965	1966	1967	1968	1969
County of Cumberland Area—					
Expressways				7	10
State Highways	196	196	195	192	193
Ordinary Main Roads	664	665	668	665	662
Total all Main Roads and Expressways	860	861	863	864	865
Secondary Roads	138	144	157	159	164
Tourist Roads	50	51	51	55	51
Developmental Roads	13	14	14	14	14
Total all Classified Roads	1,061	1,070	1,085	1,092	1,094
Country Area—					
Expressways				14	14
State Highways	6,335	6,334	6,353	6,349	6,342
Trunk Roads	4,153	4,159	4,232	4,228	4,210
Ordinary Main Roads	10,963	10,996	10,961	10,929	10,888
Total all Main Roads and Expressways	21,451	21,489	21,546	21,520	21,454
Tourist Roads	130	155	145	163	168
Developmental Roads	3,008	2,875	2,722	2,733	2,705
Total all Classified Roads	24,589	24,519	24,413	24,416	24,327
Total for whole State—					
Expressways				21	24*
State Highways	6,531	6,530	6,548	6,542	6,535
Trunk Roads	4,153	4,159	4,232	4,228	4,210
Ordinary Main Roads	11,627	11,661	11,629	11,593	11,550
Total all Main Roads and Expressways	22,311	22,350	22,409	22,384	22,319
Secondary Roads	138	144	157	159	164
Tourist Roads	180	206	196	218	219
Developmental Roads	3,021	2,889	2,736	2,747	2,719
Total all Classified Roads	25,650	25,589	25,498	25,508	25,421†

* Excludes four miles of expressway 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 1,542 miles and is also responsible for a length of 30 miles in the incorporated area.

Appendix No. 18

DISTRIBUTION BETWEEN THE DEPARTMENT AND COUNCILS OF RESPONSIBILITY
FOR CARE AND CONTROL OF ROADS AT 30TH JUNE, 1969, IN ACCORDANCE WITH
THE PROVISIONS OF THE MAIN ROADS ACT, 1924

	County of Cumberland*	Country	Total
	miles	miles	miles
1. Roads which are the responsibility of the Department of Main Roads—			
(a) Where work was carried out by the Department—			
Expressways	10	14	24
State Highways	190	5,196	5,386
Trunk and Ordinary Main Roads in the Eastern and Central Divisions, other than the Country of Cumberland		253	253
Ordinary Main Roads in the County of Cumberland	385		385
Unincorporated area of the Western Division—			
Trunk and Ordinary Main Roads		470	470
Unclassified roads		1,542	1,542
(b) Where work was carried out for the Department by Councils—			
State Highways	3	1,146	1,149
Ordinary Main Roads in the County of Cumberland	277		277
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		14,375	14,375
Total	865	22,996	23,861

* County of Cumberland refers to the area defined in Part IV, Section 9 of the Main Roads Act, 1924.

MAP OF
NEW SOUTH WALES
SHOWING
TRAVELLING TIMES
BY ROAD

← OVERLEAF

