

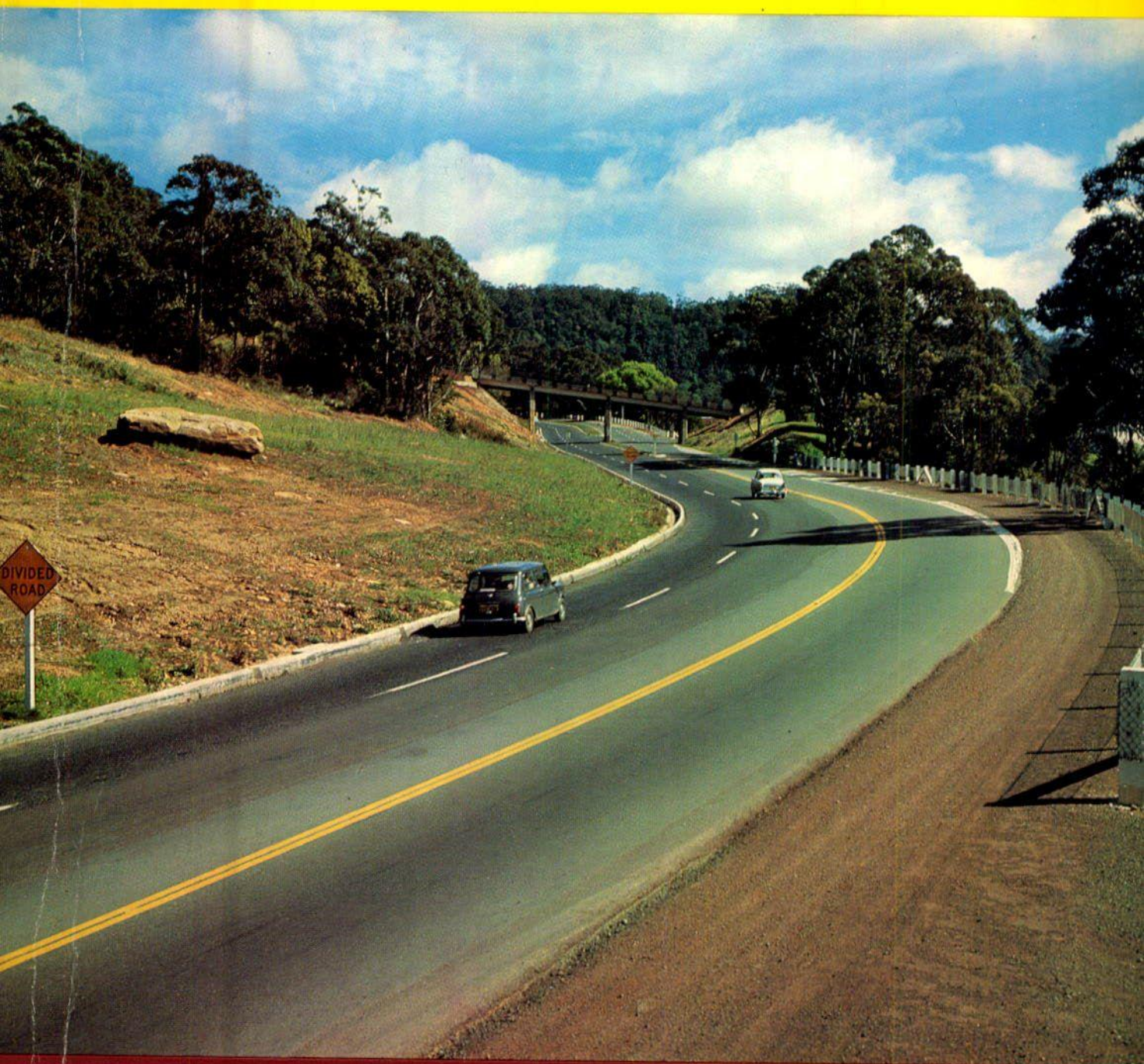
06.055.5

DMR. 65/66 "a"

DEPARTMENT
OF
MAIN ROADS
NEW SOUTH WALES



Year ended 30th June, 1966



*41st Annual Report
of the Commissioner for Main Roads*

During 1965-66

- 547 miles of Main Roads were bitumen surfaced
- 138 new bridges were constructed
- 6 railway level crossings were eliminated
- 20 bridges were the subject of major repairs

*Cover:
Mount Ousley Road
(Main Road No. 513)
a few miles north of
Wollongong.*



DEPARTMENT
OF
MAIN ROADS
NEW SOUTH WALES



41st Annual Report
of the Commissioner for Main Roads

ORDERED TO BE PRINTED 7th DECEMBER, 1966

Year ended 30th June, 1966



DEPARTMENT OF MAIN ROADS

Commissioner: J. A. L. SHAW

Assistant Commissioner: R. J. S. THOMAS

PRINCIPAL OFFICERS

HEAD OFFICE

Special Administrative Assistant to Commissioner: C. A. Hawkins

Chief Engineer: T. M. Coulter

Assistant Chief
Engineer:
R. E. Johnston
Bridge Engineer:
F. C. Cook

Deputy Chief
Engineer:
G. V. Fawcner
Executive Engineer:
G. B. Cranna

Assistant Chief
Engineer:
N. F. Hatcher
Highways Engineer:
A. H. Kemp

Inspecting Engineer —
Southern Area:
W. J. C. Orr

Inspecting Engineer —
Northern Area:
R. Fitzhardinge

Rural Investigations
Engineer:
R. E. Playford
Principal Land
Surveyor and
Property Officer:
J. S. Endean
Advance Planning
Engineer:
H. James
Materials and Research
Engineer:
L. R. Browne

Mechanical
Engineer:
L. A. Flack
Engineer for
Specifications and
Technical Instructions:
J. C. Rudd
Engineer for
Road Widenings:
G. G. Corner
Urban Investigations
Engineer:
E. R. Jefferay

Inspecting Engineer —
Design:
E. F. Mullin
Engineer for
Country Councils
Works:
J. L. Allan
Traffic Service
Engineer:
M. B. Fairlie
Supply
Officer:
E. J. Mollet

Secretary: C. W. Mansfield

Assistant Secretary: C. A. Gittoes

Assistant Secretary: H. W. Llewellyn

Principal Legal Officer: J. A. McCaffrey

Chief Accountant: R. G. Barton

Accountant: E. L. Marlin

DIVISIONAL OFFICES

Division
Metropolitan
Central
Illawarra
Hunter Valley
Lower North Coast
North Eastern
Upper Northern
North Western
Central Western
Central Northern
Murray Darling
Central Murray
South Western
South Coast
Southern
Sydney-Newcastle
Expressway Constn.

Headquarters
Milton's Point
Parramatta
Wollongong
Newcastle
Port Macquarie
Grafton
Glen Innes
Tamworth
Parkes
Bourke
Broken Hill
Deniliquin
Wagga Wagga
Bega
Goulburn
Mount Ku-ring-gai

Divisional Engineer
R. W. P. Hirt
D. C. Jacob
G. J. King
T. S. Hope
H. J. Vant
H. B. Korff
W. J. Brecht
E. M. Brown
B. H. Butcher
K. J. Paynter
G. A. Thompson
V. R. Minus
V. P. O'Grady
J. A. Neeson
K. Jordan
E. W. King

DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES

SYDNEY

6th December, 1966.

THE HONOURABLE THE MINISTER FOR HIGHWAYS, SYDNEY

Section 6 of the Main Roads Act 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-first Annual Report, including statement of accounts.

The report covers the period from the 1st July, 1965, to 30th June, 1966, though a few matters referred to are carried beyond the latter date for convenience and completeness of record.

J. A. L. SHAW,
Commissioner for Main Roads.

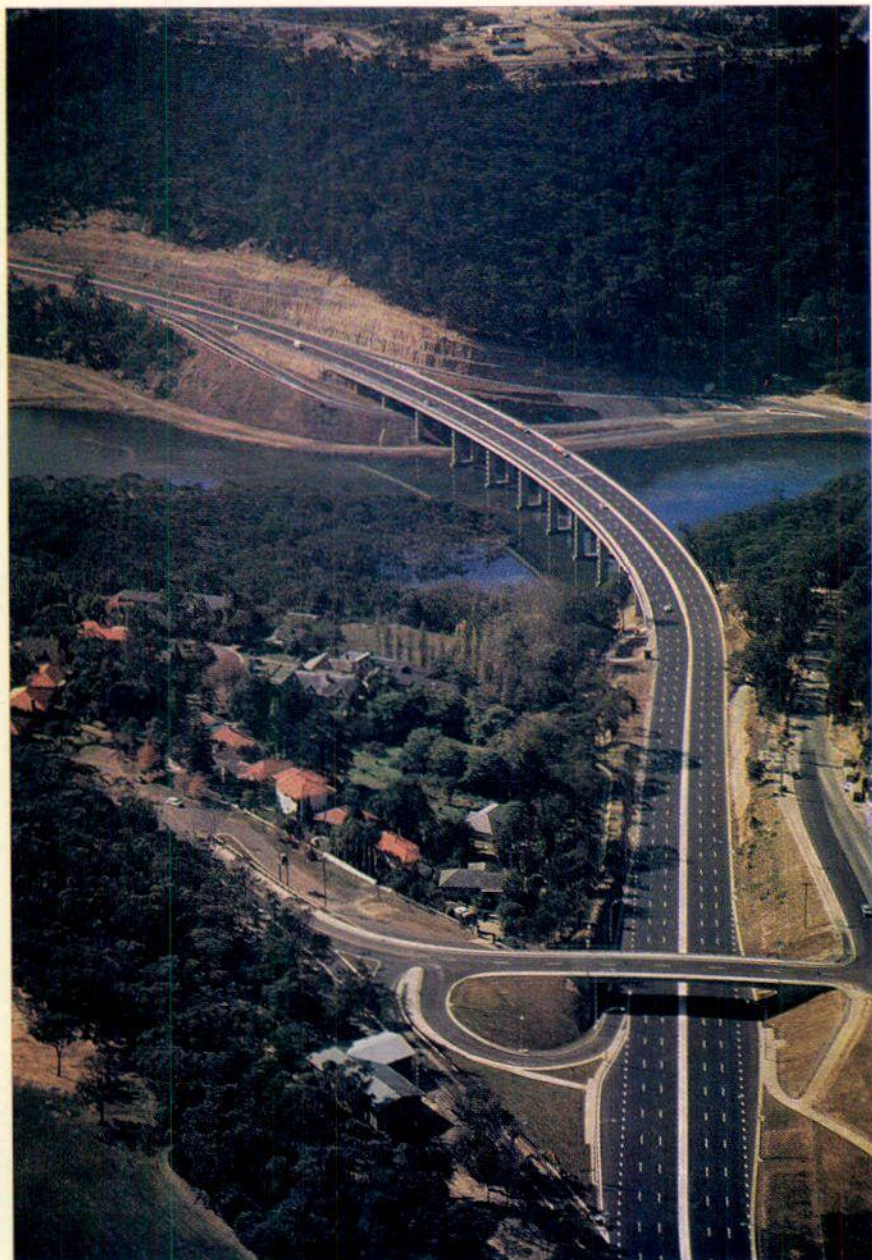
Contents

Submission	3
GENERAL REVIEW	7
Progress with road and bridge works	7
Commonwealth Aid Roads Act 1964	17
Expressways	18
Alternative sealed route from Adelaide to Brisbane	22
Silver City Highway	23
East-West Route—Hunter Valley to Dubbo and Wellington	23
Additional crossing of the Parramatta River	24
Bridge over the Clarence River at Harwood	25
Deviation of Newell Highway north of Dubbo	25
Bridge over Murray River at Barmah	26
Bridge over George's River at Milperra	27
Bridge over Middle Harbour at Roseville	27
Bridge over Orara River at Ramornie	27
Bridge over Bargo River on the Hume Highway	29
Replacement of De Burgh's Bridge over the Lane Cove River	29
New Division	29
MAINTENANCE	31
Country Main Roads	31
County of Cumberland Main Roads	31
Traffic Striping	31
Bridges and Ferries	31
Sydney Harbour Bridge Maintenance	31
HAWKESBURY RIVER-MOUNT WHITE TOLLWAY	33
RAILWAY LEVEL CROSSINGS ON MAIN ROADS	35
TRAFFIC SERVICE	35
PLANT AND MOTOR VEHICLES	37
Field Workshops	37
Central Workshop	37

INSTRUCTIONS IN PLANT MAINTENANCE AND OPERATION	37
MATERIALS TESTING AND RESEARCH	39
Divisional and Field Testing	39
Central Testing Laboratory	39
Research	39
STAFF TRAINING	40
EMPLOYMENT AND INDUSTRIAL	40
OFFICE PREMISES AND HOUSING FOR STAFF	40
LIBRARY SERVICE	41
PLANNING	41
Classification of Roads	41
Advance Planning	41
Road Traffic Surveys	42
Planning for Development of Main Road System in Sydney, Newcastle and Wollongong	42
Widening of Rural Road Reserves	45
Country Road Location, Aerial Photography and Aerial Photogrammetry	45
FINANCE	47
General Purposes	47
Special Purposes	47
SYDNEY HARBOUR BRIDGE	48
Financial Position	48
Capital Cost	49
Traffic	50
RATES OF FINANCIAL ASSISTANCE TO COUNCILS	51
LEGISLATION	51
MISCELLANEOUS	52
Information Service	52
Visitors from Overseas	53
Army Supplementary Reserve Unit, Royal Australian Engineers	54
Mission Abroad	54
Acknowledgements	54
APPENDICES	
(A) County of Cumberland Main Roads Fund	55
(B) Country Main Roads Fund	57
(C) Developmental Roads Fund	58
(D) Sydney Harbour Bridge Account	58

DETAILS AND STATISTICS

Details of individual works and expenditure and all Appendices previously included in the Annual Report are being published separately and will be available at the Department's Head Office.



The new bridge over Middle Harbour at Roseville.

GENERAL REVIEW

PROGRESS WITH ROAD AND BRIDGE WORKS



A further 547 miles of Main Roads, Secondary Roads and Tourist Roads were provided with a bitumen surface by the Department and Councils during the year.

The total length of dustless surface on these roads is now 12,086 miles, an increase of over 3,000 miles in the last five years.

This does not include 5.8 miles of bitumen surfacing on the Hawkesbury River-Mount White tollway; 20.9 miles of bitumen surfacing on the Calga-Peat's Ridge-Somersby road which provides an alternative route to the Pacific Highway; and 3.4 miles of the North-South Arterial Road between North Wollongong and Ghost's Creek.

The total mileage of Main Roads, Secondary Roads and Tourist Roads in New South Wales is 22,700.

The types of running surface on Main Roads throughout the State at the 30th June, 1966, are shown on the map included with this report.

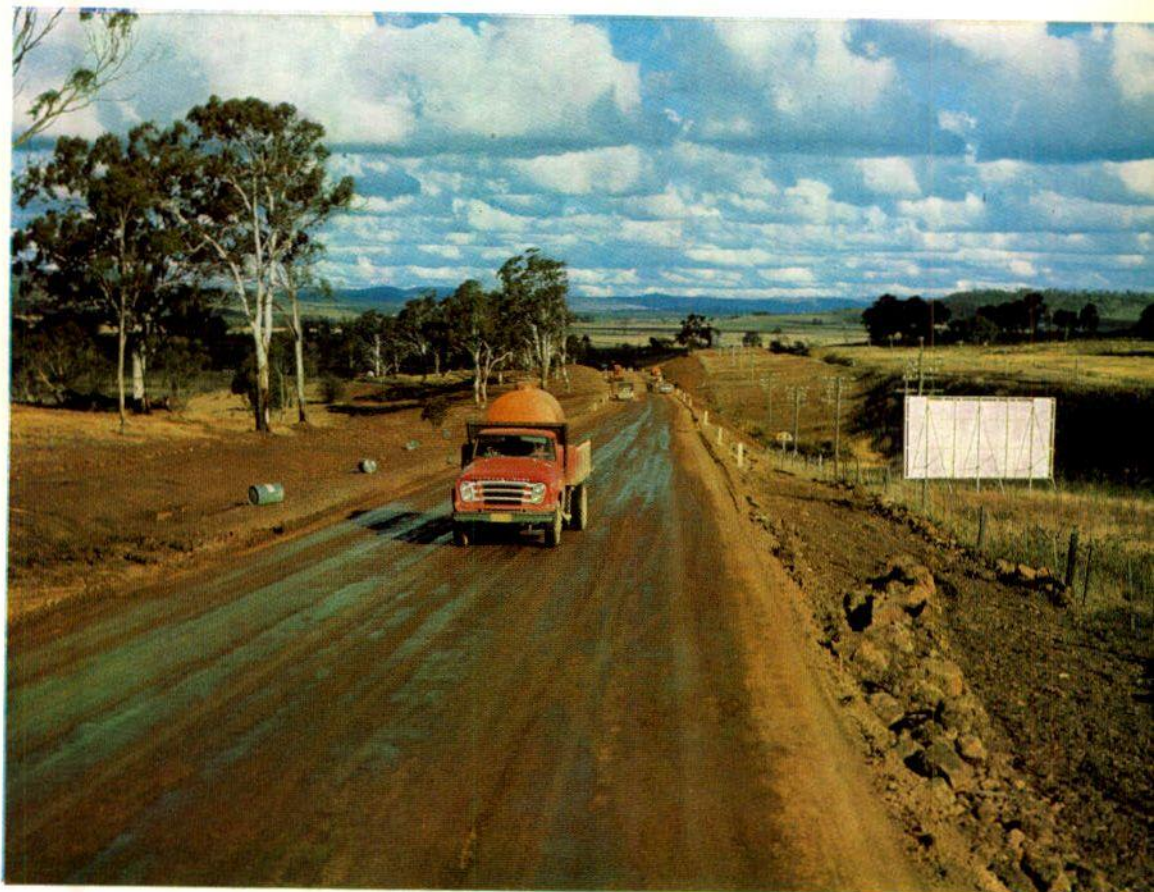
Major works completed in the country included—

- The first section of the Sydney-Newcastle Expressway between the Hawkesbury River and Mount White, a distance of 5.8 miles, which is a tollway. The existing section of the Pacific Highway provides an alternative toll free road.
- Duplication of the carriageway of the section of the north-south arterial road between North Wollongong and Ghost's Creek to provide a four lane divided carriageway. This road provides an alternative route to the Prince's Highway and by-passes the principal business and shopping centre at Wollongong.
- Hume Highway—
General progress was made with the improvement and the principal works have been—
A major deviation and general up-grading and pavement reconstruction to provide a length of 9.5 miles of asphaltic concrete pavement were carried out between 29.0 miles (Uringalla Creek) and 38.5 miles south of Mittagong. This length includes the village of Marulan.
From 3 miles north of Goulburn to 3 miles south of Goulburn general pavement widening and the provision of an asphaltic concrete surface were carried out.
- Great Western Highway—
Widening of pavement and improvement of alignment between 2 and 9 miles east of Bathurst.
- Mitchell Highway—
Reconstruction and pavement widening 0.2 to 6.9 miles east of Nyngan.
- Barrier Highway
Reconstruction and bitumen surfacing between 45.3 and 50.5 miles west of Nyngan.
Reconstruction and bitumen surfacing between 50 and 56 miles west of Cobar.
Reconstruction and bitumen surfacing between 73 and 88 miles east of Broken Hill.

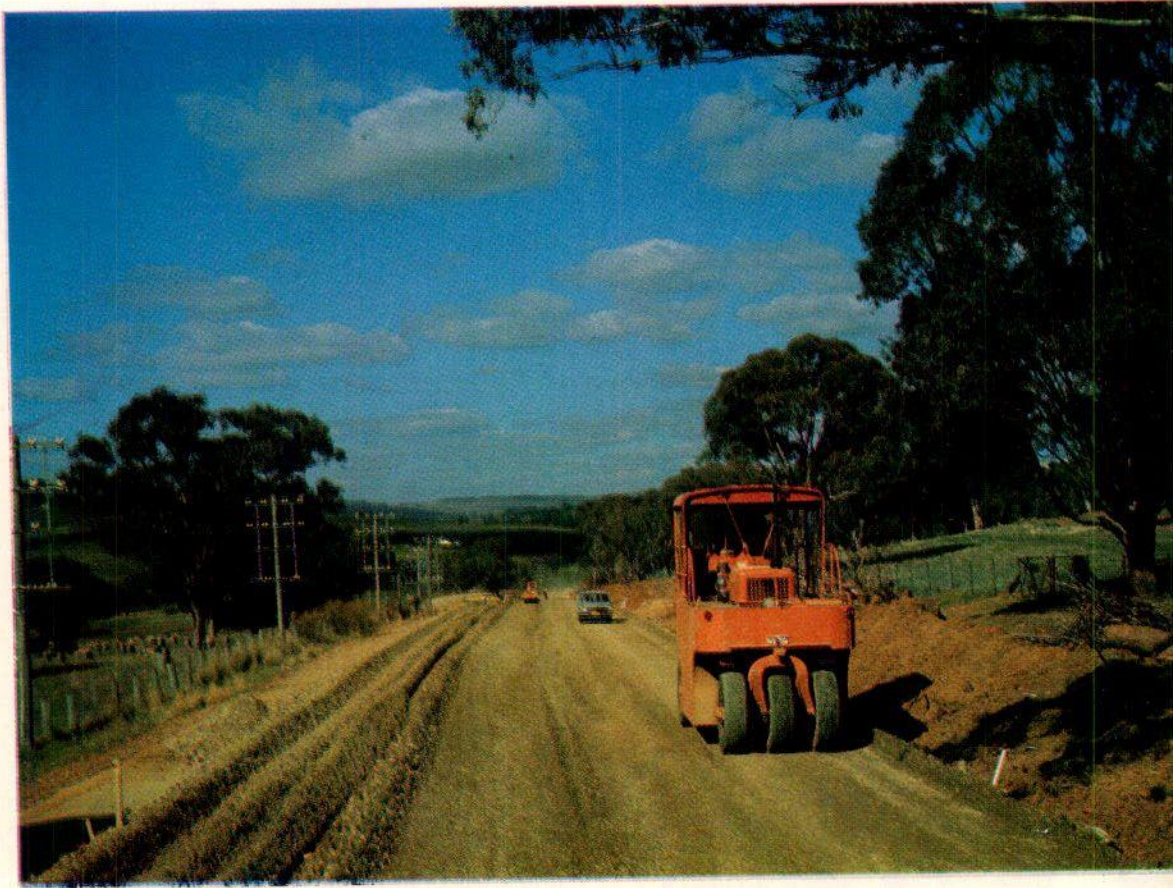
- New England Highway—
Construction of approaches to railway overbridge at Muswellbrook.
- Pacific Highway—
Improvement of pavement between Wyong and Frazer Park, 66.4 to 81.5 miles north of Sydney.
Construction and bitumen surfacing of deviation through Buladelah.
Construction and bitumen surfacing of deviation and approaches, 4.6 miles long, to bridge over Clarence River at Harwood.
- Oxley Highway—
Reconstruction and bitumen surfacing of a total of 5.2 miles between 19.6 and 38.6 miles and 11.0 miles between 57.5 and 68.55 miles west of Port Macquarie.
Reconstruction and bitumen surfacing between 15 and 20 miles west of Gilgandra.
- Gwydir Highway—
Between 21.0 and 27.8 miles east of Glen Innes, lengths totalling four miles were bitumen surfaced. A bitumen surface is now provided over the full length of the Gwydir Highway between Grafton and Glen Innes.
Reconstruction and bitumen surfacing between 5.3 and 11.4 miles east of Collarenebri.
- Sturt Highway—
Widening of pavement from 18 to 22 feet between 5.9 and 9.0 miles and between 35.0 and 39.0 miles west of Hay.
- Bruxner Highway—
Reconstruction and bitumen surfacing between 29.0 and 31.6 miles east of Tenterfield.
- Newell Highway—
Reconstruction and bitumen surfacing of lengths totalling 22 miles between 20.7 and 55.9 miles and between 74.9 and 81.8 miles north of Narrandera.
Reconstruction and bitumen surfacing between 16.5 and 27.5 miles south of Narrabri.
Construction and bitumen surfacing of deviation, 3.0 to 6.0 miles, north of Dubbo. This deviation and a new bridge over the Talbragar River eliminated two railway level-crossings from the route of the highway.
- Castlereagh Highway—
Reconstruction and bitumen surfacing between 39.0 and 45.5 miles north of Coonamble.
- Monaro Highway—
Reconstruction and bitumen surfacing between 17 and 19 miles south of Nimmitabel.
- Cobb Highway—
Reconstruction and bitumen surfacing between 24.1 and 27.5 miles north of Deniliquin.
- New Jindabyne-Mount Kosciusko Main Road—
Reconstruction and bitumen surfacing of 4.2 miles between 10.5 and 19.6 miles from New Jindabyne.

Major works in hand in the country were:—

- Construction of a further section of the Sydney-Newcastle Expressway as a tollway between Mount White and Calga.
- North-south arterial road—
Construction of dual carriageway from the Prince's Highway at Ghost's Creek, West Wollongong, to Gladstone Avenue, Fig Tree.
- Prince's Highway—
Construction of deviation from 3.4 to 7.0 miles south of Eden in approach to new bridge over Nullica River and to replace a winding length of highway.
- Hume Highway—
Construction and bitumen surfacing (including climbing lanes) of deviation on Cutaway and Bendooley Hills, 4.2 to 5.5 miles south of Mittagong.
Reconstruction and bitumen surfacing from Hovell's Creek to Gunning Gap, 39.8 to 47.2 miles south-west of Goulburn.
Reconstruction and bitumen surfacing from 27.4 to 30.2 miles south of Tarcutta and from 7.6 to 15.3 miles south of Holbrook.
- Snowy Mountains Highway—
Reconstruction and bitumen surfacing westerly from the Prince's Highway between 7.0 and 18.0 miles and between 26.2 and 33.0 miles.
Reconstruction and bitumen surfacing between 2.0 and 4.3 miles west of Kiandra towards Rules Point.



Water and bitumen emulsion priming of the reconstructed pavement of the Gwydir Highway (State Highway No. 12), 21 miles east of Glen Innes, immediately prior to bitumen surfacing.



Consolidating new pavement material on the Mitchell Highway (State Highway No. 7), six miles north of Orange.

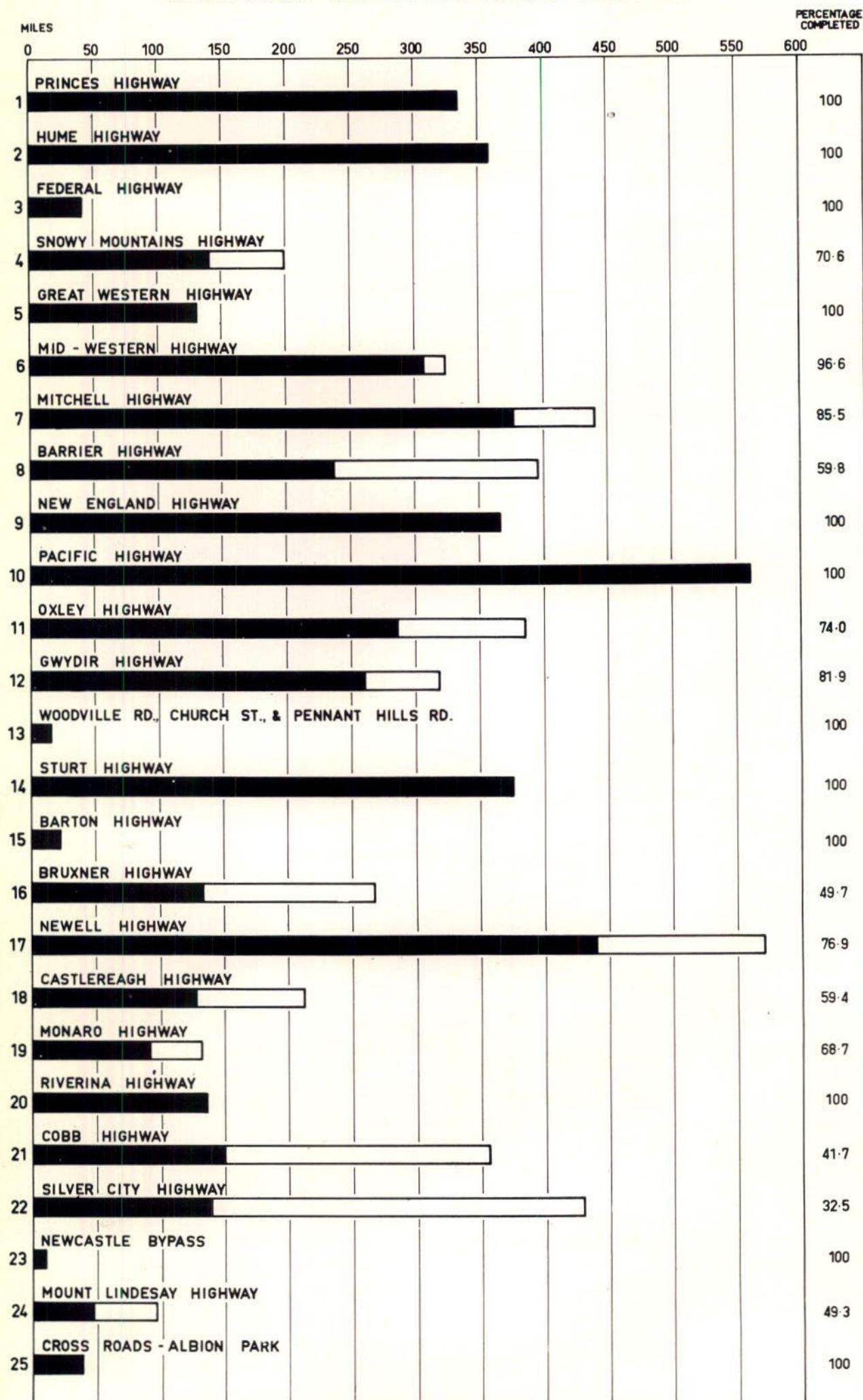
- Great Western Highway—
Widening of pavement and improvement of alignment between 9.8 and 14.0 miles east of Bathurst.
- Mitchell Highway—
Reconstruction and bitumen surfacing between 3.0 and 12.0 miles from Orange towards Wellington.
Reconstruction and pavement widening from 6.9 to 15.0 miles east of Nyngan.
Reconstruction and bitumen surfacing between 68.0 and 86.3 miles north of Bourke.
- Barrier Highway—
Reconstruction and bitumen surfacing between 41.2 and 45.3 miles west of Nyngan.
Reconstruction and bitumen surfacing between 56 and 70 miles west of Cobar.
Reconstruction and bitumen surfacing between 49.9 and 73 miles and between 108 and 121 miles east of Broken Hill.
- Pacific Highway—
Construction of six-lane divided carriageway between Vincent Street, Belmont, and South Street, Windale.
Construction of climbing lanes on O'Sullivan's Gap Hill, 8 miles north of Bulahdelah.
Construction of divided four-lane carriageway from Boyd's Bay Bridge to the Queensland border, 17.4 to 19.0 miles north of Murwillumbah.
- Oxley Highway—
Reconstruction and bitumen surfacing between 24 and 25 miles and between 50 and 56 miles west of Port Macquarie.
Reconstruction and bitumen surfacing between Collie and Warren (23.5 to 32.0 miles west of Gilgandra).
- Sturt Highway—
Widening of pavement from 18 to 22 feet from 33 to 35 miles west of Hay.
- Bruxner Highway—
Reconstruction and bitumen surfacing from 10 to 14 miles west of Tabulam.
Reconstruction and bitumen surfacing between 11.5 and 14.0 miles west of Tenterfield towards Mingoola.
- Newell Highway—
Reconstruction and bitumen surfacing between 40.4 and 45.3 miles (Ardlethan Deviation) and between 68.4 and 74.9 miles north of Narrandera.
Reconstruction between 29.5 and 35.7 miles south of Narrabri.
- Castlereagh Highway—
Reconstruction and bitumen surfacing between 10 and 26 miles south of Walgett.
- Monaro and Snowy Mountains Highways—
Construction of deviation immediately south of Nimmitabel, with a length of 5.5 miles common to both highways.
- Monaro Highway—
Reconstruction and bitumen surfacing from 14 miles to 17 miles south of Nimmitabel.
- Silver City Highway—
See page 23.
- Grafton-Casino Trunk Road (63 miles)—
Reconstruction and bitumen surfacing is nearing completion and will be sealed throughout by December, 1966.

In the County of Cumberland, road works completed were principally reconstruction and pavement widening to provide additional lanes for traffic, installation of median strips in six-lane carriageways, channelisation of intersections and construction of approaches to bridges.

Major road works completed in the County of Cumberland include—

- North-Western Expressway—
Construction of six-lane divided carriageway from Gladesville Bridge to Fig Tree Bridge. (See also page 19.)
- Spit Road—
Construction of climbing lane from Parriwi Road to Pearl Bay Avenue.
- Roseville Bridge over Middle Harbour—
Construction of northern and southern approaches.
- Bridge over Parramatta River connecting Camellia and Rydalmere—
Construction of southern approach from Hassall Street to bridge.
Construction of northern approach from bridge to Victoria Road.

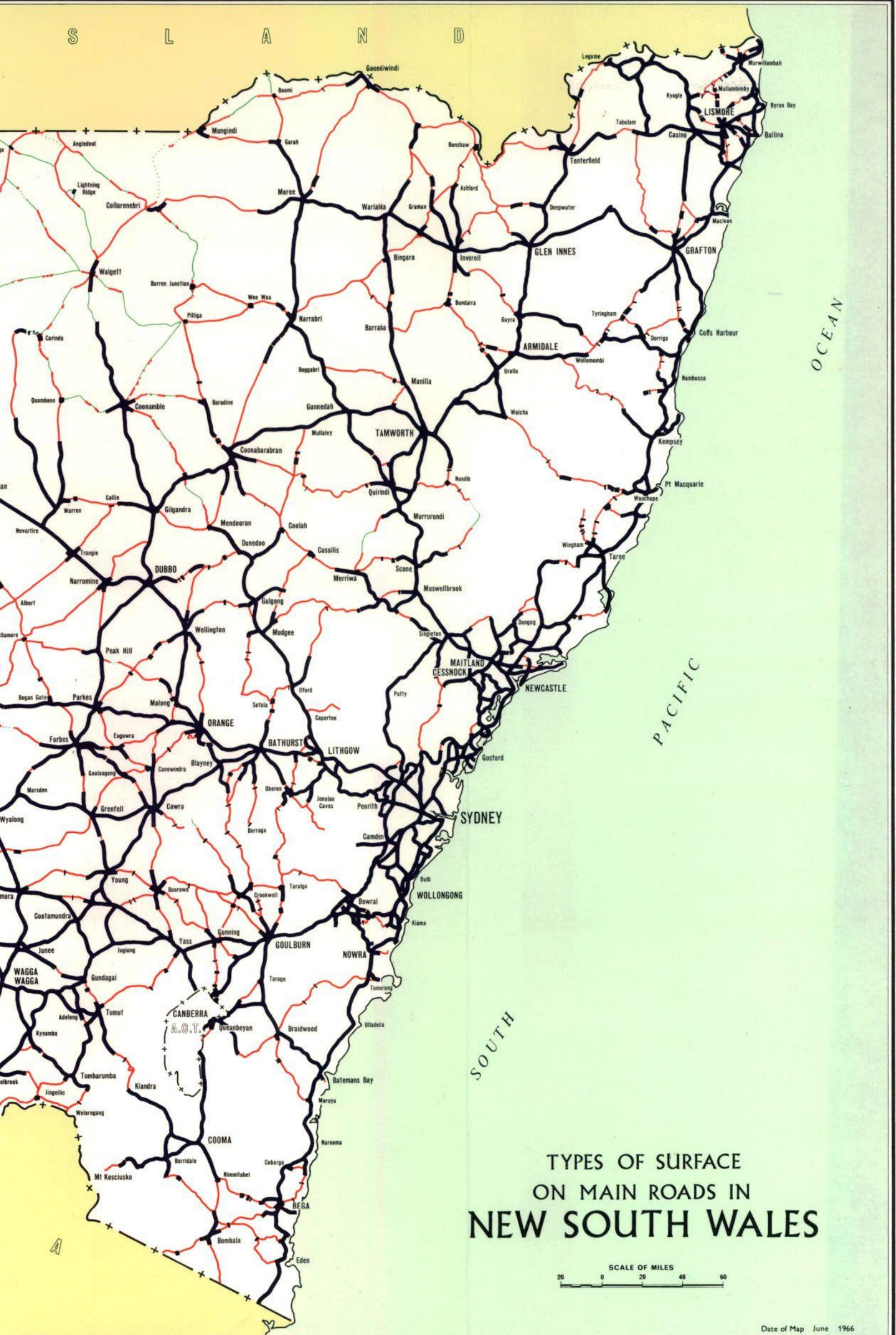
DIAGRAM SHOWING TOTAL LENGTH BITUMEN SURFACED ON EACH STATE HIGHWAY





LEGEND

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

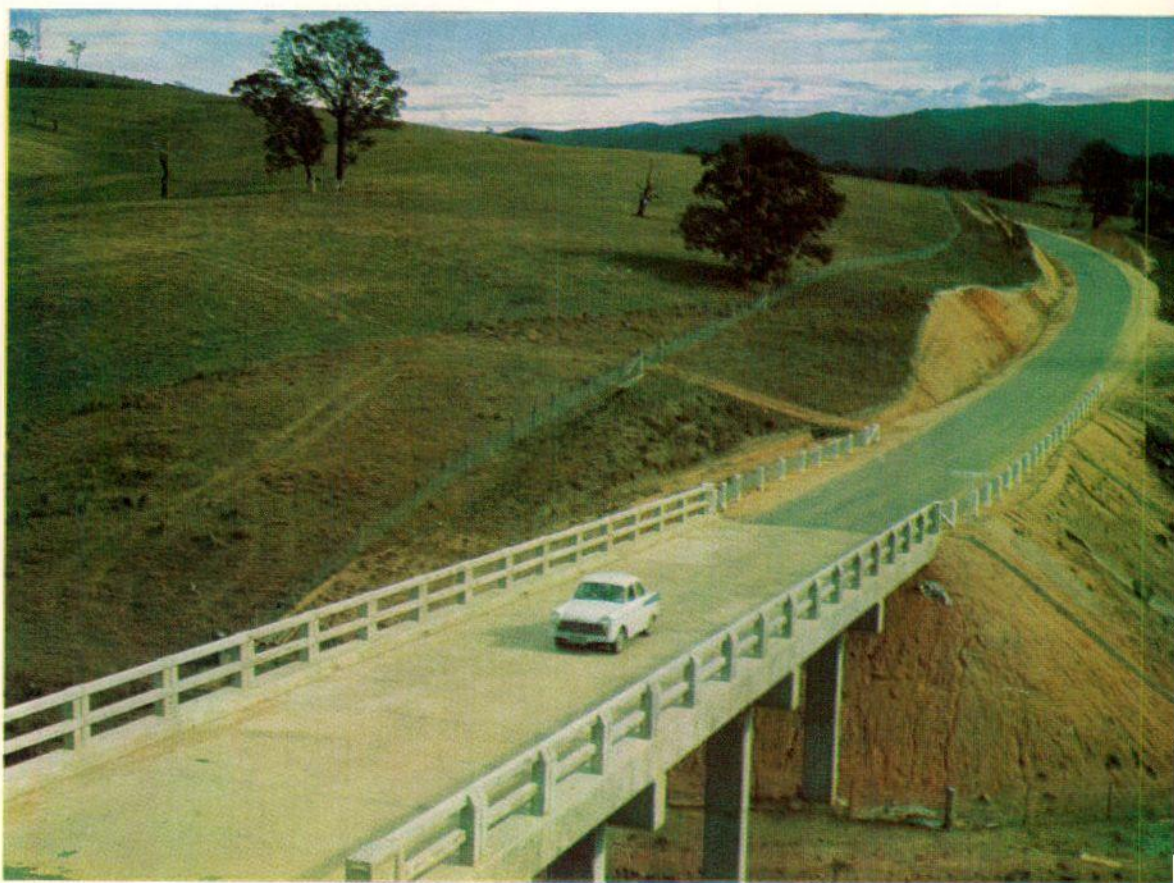




Reconstruction preparatory to bitumen surfacing on the Mitchell Highway (State Highway No. 7), 74 miles north of Bourke.



Reconstruction in progress preparatory to bitumen surfacing on the New England Highway (State Highway No. 9), 27 miles north of Murrurundi.



Reconstruction and bitumen surfacing on the Snowy Mountains Highway (State Highway No. 4), in approach to the new bridge over Hanscombe Creek, six miles west of the Prince's Highway (State Highway No. 1).

Major road works in hand in the County of Cumberland were—

- Construction of a further section of the Sydney-Newcastle Expressway as a tollway from the Hawkesbury River towards Cowan.
- Warringah Expressway—
Construction of first section from northern end of Sydney Harbour Bridge to Miller Street, Cammeray, a length of 1.5 miles. See also page 19.
- Prince's Highway—
Construction of six-lane divided carriageway between Holt Road, Sylvania, and Waratah Street, Sutherland.
- Hume Highway—
Construction of kerbside lanes from Lansdowne Bridge to Liverpool. (Kerbside lanes already completed from Lansdowne Bridge to Cabramatta Creek.)
- Great Western Highway—
Construction of four-lane divided carriageway over Prospect Hill two miles in length to replace a winding two-lane section.
Construction of deviation at Springwood to by-pass village of Springwood and eliminate two railway subways from the route of the highway.
- Pacific Highway—
Widening of carriageway from two lanes to four lanes from Mt. Colah to Mt. Ku-ring-gai.
- Woodville Road—
Construction of six-lane divided carriageway from Hume Highway to Chiltern Road, Guildford. (Work already completed from the Hume Highway to Villawood railway level crossing and eastern carriageway from Villawood railway level-crossing to Springfield Street, Guildford, in use by traffic.)
Construction of six-lane divided carriageway from Merrylands Road, Granville, to the Great Western Highway including elimination of railway level-crossing at Granville (Dog Trap Gates).

- Pennant Hills Road—
Construction of kerbside lanes from Carlingford to Thompson's Corner. (Work already completed from Maher's Road to Thompson's Corner.)
- Milperra Road—
Construction of six-lane divided carriageway from The River Road, Revesby, to Henry Lawson Drive at Milperra Bridge over George's River.
- Newbridge Road—
Construction of six-lane divided carriageway from Milperra Bridge over George's River over length of 1.8 miles.
- Boundary Street—
Construction of six-lane divided carriageway from Ferncourt Avenue to Babbage Road, Roseville.
- Silverwater Road—
Provision of six-lane divided carriageway from the Great Western Highway to Blaxland Street, Silverwater. (Work already completed from the Great Western Highway to Deakin Street, Auburn, and construction of western carriageway between Deakin Street and Blaxland Street nearing completion.)
- Liverpool By-Pass—
Reconstruction of Sydney Road from the Hume Highway to Copeland Street, Liverpool.

In post-war years the Department has been carrying out an extensive programme of bridge building. The object of this programme is to replace worn out bridges; to provide wide bridges where conditions are inadequate for present-day traffic, particularly single lane bridges on State Highways and two-lane bridges in the Sydney Metropolitan area; to replace vehicular ferries with bridges; to eliminate railway level-crossings; and to provide structures where none at present exists.

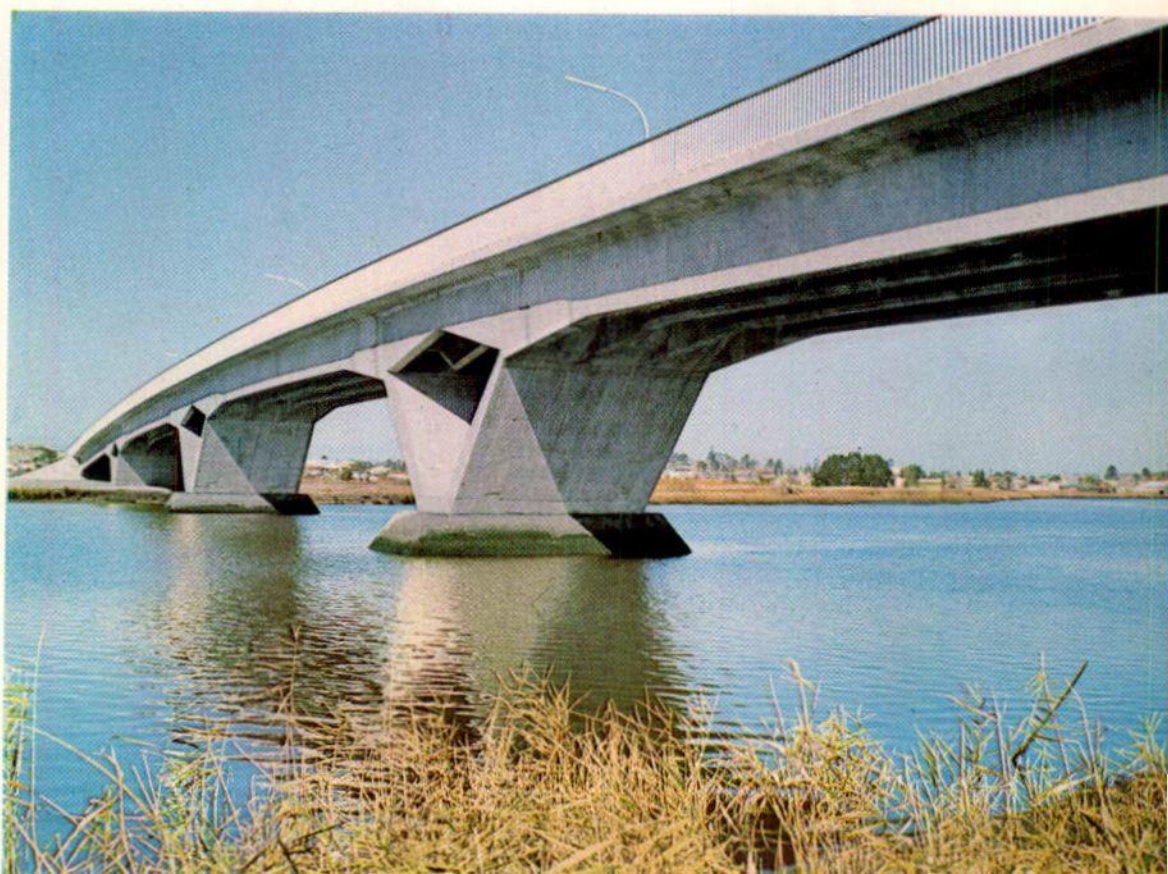
During the year 138 bridges and box culverts of bridge size were completed on Main and Developmental Roads and at sites where the Department was responsible for the construction of crossings.

In the last three years, 445 bridges have been constructed by the Department and Councils and this averaged out at about 148 per year or one about every 2½ days.

At the close of the year 57 bridges and 36 culverts of bridge size were being built on Main and Developmental Roads.

Large bridges completed during the year included:—

- Jugiong Creek on the Hume Highway near Jugiong—to replace a single lane bridge.
- Murrumbidgee River at Jugiong—a new facility.
- Peel River at Tamworth on the New England Highway—to replace an old narrow bridge.
- Orara River at Ramornie on the Gwydir Highway—to replace a narrow low-level bridge with approaches on poor alignment.
- Tarban Creek—part of the Gladesville-Huntley's Point complex of bridges and flyovers (North-Western Expressway).
- Hawthorne Canal, Haberfield—a new facility.
- George's River at Milperra—to replace an old two-lane timber bridge.
- Middle Harbour at East Roseville—to replace a two-lane bridge.
- Parramatta River connecting Camellia and Rydalmere—a new facility.
- Williams River (Fitzgerald Bridge) at Nelson's Plains—to replace a ferry.
- Great Ana-Branch of Darling River at Bunneringee—two new bridges.
- Talbragar River at Troy—to replace an old narrow timber bridge.
- Murray River at Barmah—this bridge to replace a ferry, was a work jointly arranged with the Country Roads Board, Victoria.
- Cudgegong River (Belinfante Bridge)—to replace an old narrow timber bridge extensively damaged when a large truck collided with the end of a truss.



The new bridge over the Williams River between Nelson's Plains and Raymond Terrace, replacing the vehicular ferry crossing at this location.

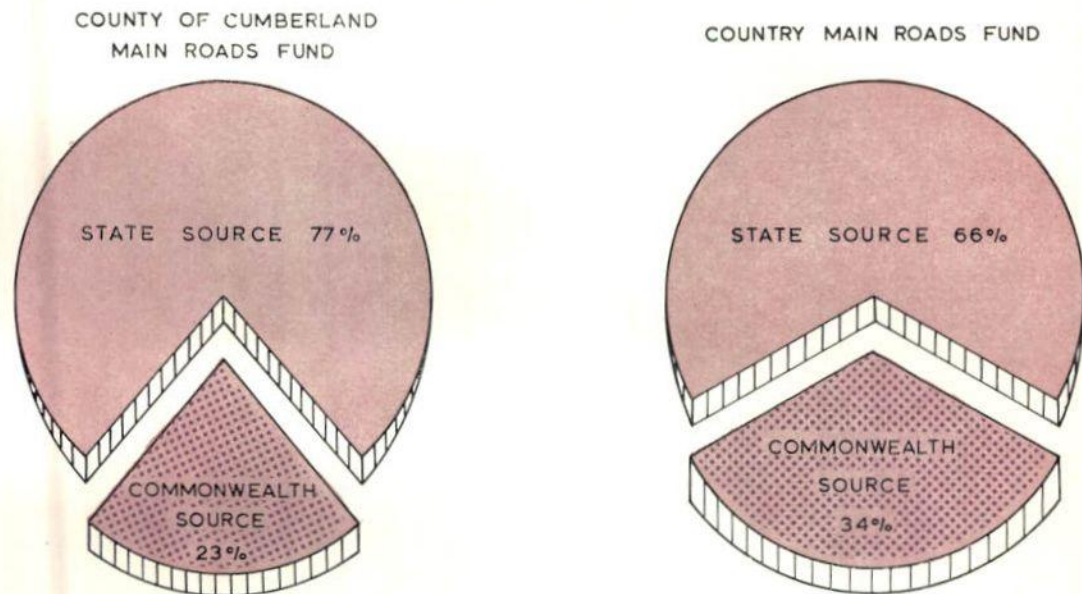
Large bridges under construction at the end of the financial year were:—

- Clarence River at Harwood—to replace the last ferry on the Pacific Highway and on the Highway System of New South Wales.
- Emigrant Creek on the Pacific Highway near Ballina—to replace an old narrow truss bridge.
- Coldstream River near Ulmarra—to replace a single lane bridge.
- Whalan Creek 60 miles north of Moree on the Newell Highway—to replace an open crossing.
- MacLaughlin River, 4 miles south of Nimmitabel on a deviation of the Monaro and Snowy Mountains Highways with a length of 5.5 miles common to both Highways.
- Mooki River at Breeza—on a deviation of the Willow Tree-Narrabri Trunk Road to replace a low level bridge and to eliminate two railway level crossings from the route of the road.
- Bellinger River at Thora on the Raleigh-Ebor Trunk Road—to replace a low-level bridge subject to flooding.
- Mirrimboola Creek at Murrumburrah—to replace an old timber bridge.
- Hunter River, North Arm, Newcastle—to connect by road with the bridge over South Arm and eliminate Newcastle-Stockton ferry service.
- Bungawalbyn Creek near Coraki on the South Woodburn-Coraki Main Road—to replace a narrow timber bridge.
- Wollondilly River at Goodman's Ford on the Wombeyan Caves Main Road—to replace an open crossing.
- De Burgh's Bridge over the Lane Cove River—to replace a narrow structure with winding alignment on the northern approach and a sharp turn on the southern approach.
- Moruya River at Moruya on the Prince's Highway—to replace a timber bridge subject to flooding.
- Wallagaraugh River at Timbillica on the Prince's Highway—to replace a timber bridge periodically submerged by floods.
- Nullica River near Eden on a deviation of the Prince's Highway to replace a length of narrow winding road.
- Bargo River at Tahmoor—to replace the last remaining single lane bridge on the Hume Highway and at the same time eliminate a narrow railway overbridge on poor alignment from the route of the Highway.
- Manilla River at Manilla on the Boggabri-Manilla Main Road—to replace a bridge destroyed by flood.
- Fennell's Bay near Toronto on the Main Road from Newcastle via Cockle Creek to Toronto.

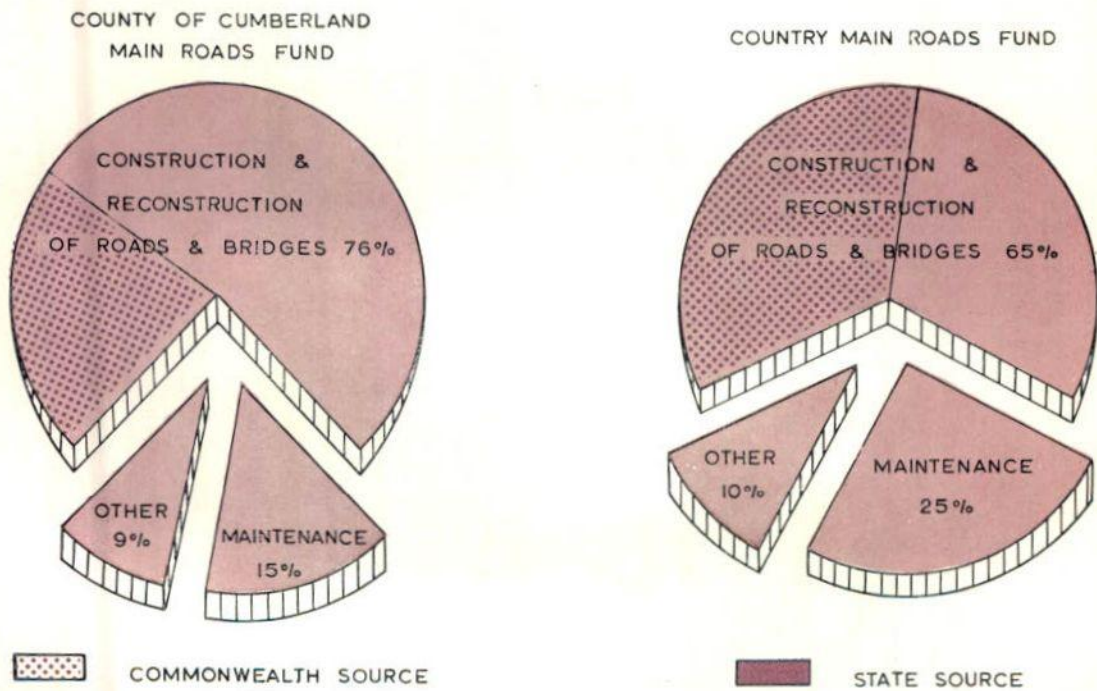
COMMONWEALTH AID ROADS ACT—1964

The Commonwealth Aid Roads Grant of \$22,689,661 available for expenditure on the classified roads of the State represented approximately 31% of the total receipts of the Department's two Road Funds. \$4,649,532 of this amount was credited to the County of Cumberland Main Roads Fund and was equivalent to 23% of that Fund's total receipts. The balance of \$18,040,129 was credited to the Country Main Roads Fund and was equivalent to 34% of that Fund's total receipts.

1965-66
RECEIPTS



PAYMENTS



Overall approximately 32% of the Department's total expenditure from these two funds was expended on:—

Works of maintenance and minor improvements.

Administration.

Loan charges.

Miscellaneous costs.

The Department finds from State sources the total expenditure under these headings.

The remaining 68% of the total expenditure was expended on the construction and reconstruction of roads and bridges. Since the Commonwealth Grant amounted to only 31% of total receipts, it could be said that the Commonwealth Grant amounted to less than half of the Department's expenditure on works of this nature. The balance of the expenditure on these works was found from State sources.

Having regard to the needs of the classified roads of New South Wales, it would seem that an increase in the Commonwealth Aid Roads Grant to the State is both warranted and necessary.

EXPRESSWAYS

The road planning proposals by the Department of Main Roads for Sydney, Newcastle, Wollongong and between those centres include provision for the widening of existing Main Roads, the construction of new Main Roads and a system of Expressways.

Within the County of Cumberland, the Department's proposals call for 150 miles of Expressways of which 87 miles are within the ring Hornsby-Parramatta-Sutherland.

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, south-westerly 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, i.e., all cross traffic is carried under or over the expressway. Vehicular access between the expressway and the normal street system is at predetermined points called "interchanges" where traffic joining the expressway merges with the expressway traffic and departing traffic diverges from the expressway traffic without any conflicting traffic movement.

The Need for Expressways

The needs of the New South Wales Main Roads System by 1974 based on the estimated traffic demand by that year have been assessed in conjunction with a survey made for the National Association of Australian State Road Authorities (N.A.A.S.R.A.) covering the period 1964-1974.

As a result of that survey, it was determined that \$1,815m. would be required in New South Wales during these ten years to meet estimated traffic needs.

It was also determined that 163 miles of expressways would be required in New South Wales at an estimated cost of \$780m. of which 96 miles at an estimated cost of \$730m. were in the County of Cumberland.

The needs survey conducted for N.A.A.S.R.A. also showed that the funds expected to be available for expenditure in New South Wales during the ten year period 1964-1974 were estimated at \$1,060m. compared with a probable outlay to meet these needs of \$1,815m.

In so far as expressways were concerned, over 90 per cent of the outlay required to meet estimated needs was in the County of Cumberland, where the estimate of funds expected to be available during the ten year period 1964-1974 was only \$300m. to meet needs estimated at \$1,116m., or one-third of the amount needed, and of the \$1,116m. an amount of \$730m. was required for expressway construction.

Expressway construction already completed and expressway construction to be commenced before 30th June, 1968

Because of the wide discrepancy between expressway needs and available funds, the Department has not been in a position to undertake the construction of long lengths of expressway, except for sections of the Sydney-Newcastle Expressway for which special loan finance was arranged.

Generally the Department has been forced to consider which segments of expressway are of primary importance and in consequence it has commenced with the building of major bridges and approaches which will form part of the final expressway system. The main examples are the Gladesville-Tarban Creek-Fig Tree Bridges complex and the Captain Cook Bridge over the mouth of the George's River.

In addition, the construction of sections of the Cahill Expressway and the Warringah Expressway in approach to the Sydney Harbour Bridge have been undertaken as part of the complex of the bridge and its immediate approaches, the cost of this being met in part from Sydney Harbour Bridge toll charges.

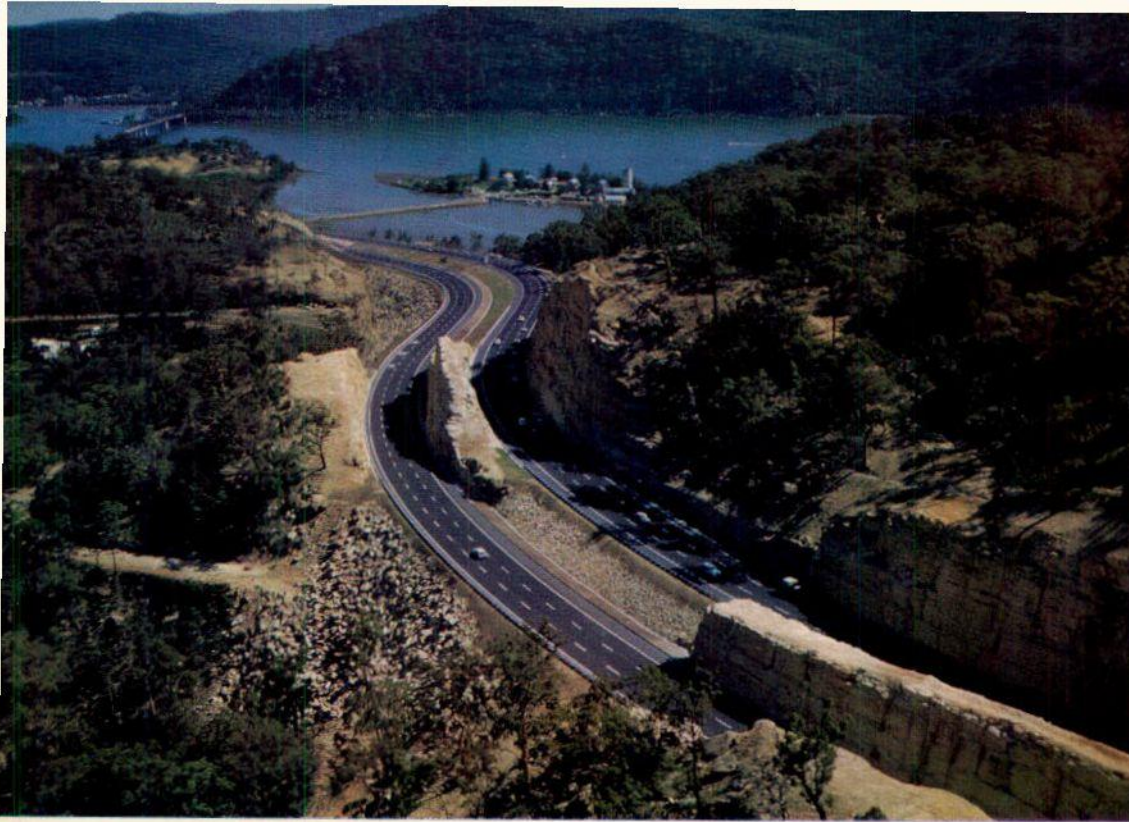


An aerial view of the bridge over Tarban Creek, which provided the final link in the complex of bridges on the section of the North Western Expressway between Drummoyne and Lane Cove. In the foreground is the Church Street Overpass, the middle distance Tarban Creek Bridge and Huntley's Point Overpass whilst in the background is the Gladesville Bridge.

The segments of expressways which it is expected will exist by 1970 are indicated below:—

Warringah Expressway from northern end of Sydney Harbour Bridge to Miller Street, Cammeray	(1.1/2m.)	
Sydney Harbour Bridge to Toll Barriers at southern end	(1.1/2m.)	
Western Distributor from Toll Barriers at southern end of Sydney Harbour Bridge to Day Street, near Erskine Street	(1/2m.)	
Cahill Expressway—Toll Barriers at southern end of Sydney Harbour Bridge to Sir John Young Crescent	(1.1/4m.)	4.3/4 miles
North Western Expressway—Gladesville Bridge-Tarban Creek-Fig Tree Bridge	(1.1/2m.)	
Druitt Street, Sydney, to Bellevue Street, The Glebe	(3/4m.)	2.1/4 miles
Western Expressway—Parramatta South By-Pass from Church Street to Mays Hill	(1.1/2m.)	
Penrith By-Pass. Bridge over Nepean River at Regentville and connections to existing Main Roads system	(2m.)	3.1/2 miles
Eastern Distributor—Subway and approaches under William Street, Sydney		1/2 mile
Southern Expressway—Captain Cook Bridge and approach on south side to Holt Road		1 mile
Access Roads to Kingsford Smith Airport:—		
Epsom Road to Wentworth Avenue	(2m.)	
General Holmes Drive to West Botany Street	(1m.)	3 miles
North South Arterial Road—Wollongong By-Pass. From Elliotts Road, Fairy Meadow, to Five Islands Road, Unanderra (4.1/2m.) including link road to Mount Ousley Road (1m.)		5.1/2 miles
Sydney-Newcastle Expressway from North of Mt. Ku-ring-gai to Hawkesbury River	(9m.)	
Hawkesbury River to Calga	(9.1/2m.)	18.1/2 miles
TOTAL		39 miles





The Hawkesbury River - Mount White Tollway looking south towards the Hawkesbury River.

Warringah Expressway

Construction of the first section of the Warringah Expressway from the northern end of Sydney Harbour Bridge to Miller Street, Cammeray, a distance of 1.1/2 miles, is being carried out for the Department by contract.

The contractors are Reed and Stuart Pty. Ltd. and the contract price for the work is \$9,972,363.

At the end of June, 1966, the work was well advanced and about half the earth-works and concrete walling had been completed.

The contract time for completion of the first section of the expressway is December, 1967. It is expected, however, that traffic will be able to use a substantial part of the route by August, 1967.

Western Distributor

Consulting engineers, De Leuw, Cather and Company, are preparing working drawings and specifications for the construction of the Western Distributor from the southern end of Sydney Harbour Bridge to the City Markets area.

In the first place it is proposed to put in hand the construction of the northern end of the Western Distributor from Sydney Harbour Bridge to Day Street near Erskine Street, City.

The Department is negotiating for the acquisition of the property on the line of this section of the Western Distributor.

Following acquisition and demolition of the properties required, construction will commence late in 1968.

North-Western Expressway

The first section of the North-Western Expressway was completed on the 16th December, 1965, with the opening to traffic of the bridge over Tarban Creek between the Parramatta and Lane Cove Rivers.

Tarban Creek Bridge provides a direct connection between the new Gladesville and Fig Tree Bridges.

Constructed of reinforced and prestressed concrete, Tarban Creek Bridge is 750 feet long with a main arch span of 300 feet and a width between kerbs of 84 feet.

The bridge has twin carriageways each of three lanes, separated by a median 12 feet wide.

There is a footway on the eastern side.

Designed by Messrs. G. Maunsell and Partners of London and Sydney for the Department of Main Roads, the bridge was built by Reed and Mallik Ltd. of England in partnership with Stuart Bros. Pty. Ltd. The cost of the bridge was of the order of \$1,630,000.

Western Expressway

The planned Western Expressway is designed to provide a fast through route from Sydney to the lower Blue Mountains. It will be built in stages and the first section proposed to be constructed will be a new bridge over the Nepean River and the immediate approaches to the east and west.

The bridge will cross the Nepean River at Regentville, near Penrith, about two miles upstream from the Victoria Bridge on the Great Western Highway.

The Department has engaged the services of G. Maunsell and Partners, consulting engineers of London and Melbourne, to prepare a design for the bridge.

The new bridge will be a six-lane structure. It will have twin carriageways, separated by a median six feet wide, and will be flanked by footways six feet wide.

Architectural advice is being obtained from the architectural firm of Messrs. Fowell, Mansfield, Jarvis and MacLurcan.

Sydney-Newcastle Expressway

The Sydney-Newcastle Expressway will extend over a length of 73 miles from Wahroonga to Adamstown Heights, Newcastle. It will connect at its southern end with the planned Sydney Expressway System and at its northern end with the planned Newcastle Expressway and arterial road system.

The Hawkesbury River-Mount White section of the expressway, 5.8 miles in length, was opened as a tollway by the Premier and Treasurer, the Hon. R. W. Askin, M.L.A., on the 15th December, 1965.

The cost of this section, including interchanges, bridges and other structures, was of the order of \$7,500,000.

The extension of the Expressway from Mount White to Calga is in hand. This further length of 3.4 miles will be made available to traffic on the 28th October, 1966.

The construction of this section will cost approximately \$6,000,000.

As is the case with Hawkesbury River-Mount White section, the length from Mount White to Calga includes—

- Dual carriageways, each of two traffic lanes, separated by median strips 30 feet wide.
- Extra climbing lane, where necessary, for slow moving traffic.
- First-class road alignment facilitating driving at speeds of 65 m.p.h.
- No narrowing of carriageway at bridges.
- A specially heavy road base to preserve pavement condition and reduce maintenance with its attendant obstruction to traffic.
- Continuous fencing along the route, eliminating hazards due to pedestrians and straying stock.
- A wide paved shoulder or breakdown lane to enable motorists in difficulties to pull out of the traffic stream.

In addition, there is no access from abutting properties or local roads.

There will be no increase in the rates of toll when the additional length of 3.4 miles between Calga and Mount White is brought into use.

This extension of the expressway will link with the new road already in use between Calga and Ourimbah via Peat's Ridge, which provides an alternative route to the Pacific Highway, so that by the end of October, 1966, greatly improved conditions of travel will be available for motorists from the Hawkesbury River to Ourimbah, a distance of about 30 miles.

In April, 1966, the Department commenced relocation of five sections of the existing Pacific Highway between the Hawkesbury River and Cowan as a first step in clearing the way for expressway construction on the south side of the river.

Construction of the length of the expressway between the Hawkesbury River and Cowan, a distance of approximately four miles, is estimated to cost \$6,400,000. It is expected it will be ready for use by traffic in December, 1968.

Before work is completed on this length, a start will be made with the construction of the expressway between Cowan and Berowra, over a distance of approximately five miles on the eastern side of the railway line at an estimated cost of \$6,600,000. On present indications of the funds position, it is expected that work on this section can begin in June, 1968, and be completed by December, 1970. If more funds become available, the work can be commenced sooner and finished earlier.

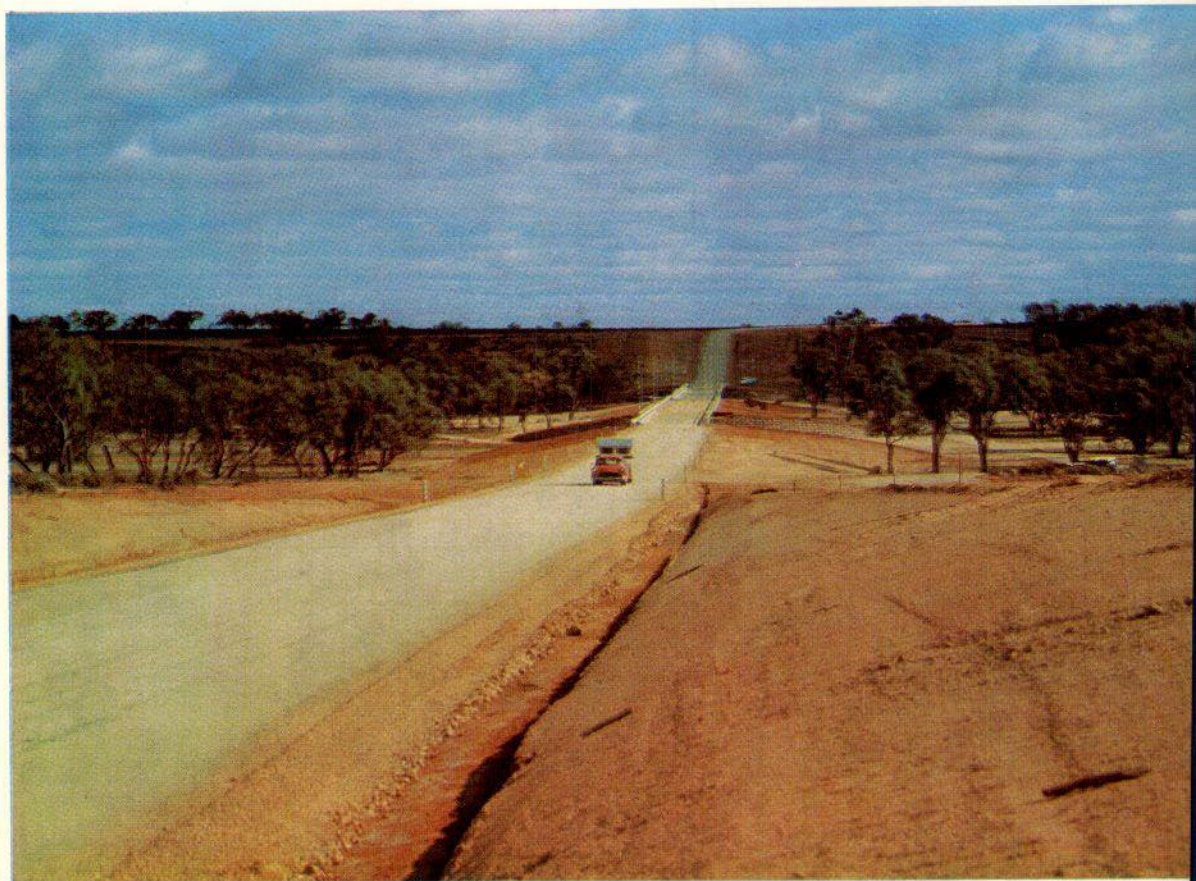
In addition to expressway work, widening of the Pacific Highway by the Department to provide a four lane carriageway from Hornsby to Mount Ku-ring-gai is now approaching completion and will be extended to Berowra. This widened length of the highway will serve through traffic until construction of the expressway from Berowra to Wahroonga has been undertaken.

Near Berowra, there will be a modern grade-separated junction or interchange to permit traffic to join or leave the expressway.

The programme outlined means that the expressway should be completed over the full length from Berowra to Calga, no later than 1970 and greatly improved conditions will be available for traffic from Wahroonga to Ourimbah, a distance of 44 miles which is more than half the length of the Sydney-Newcastle Expressway between Wahroonga and Adamstown Heights.

Construction of the expressway between the Hawkesbury River and Berowra involves particularly heavy earthworks and the excavation of approximately 7,000,000 cubic yards of rock and earth, mainly sandstone, will be necessary.

While work south of the Hawkesbury River is in progress, a commencement will be made with the construction of the expressway between Adamstown Heights, Newcastle, and Belmont. The actual date of commencement of this length will depend upon funds available for construction works.



New bridges over the Great Ana-branch of the Darling River on the Silver City Highway (State Highway No. 22), at Bunneringee.

ALTERNATIVE SEALED ROUTE FROM ADELAIDE TO BRISBANE NEARING COMPLETION

The provision of a dustless surface on an alternative inland route from Adelaide to Brisbane is nearing completion.

In New South Wales, the route follows the Sturt, Mid-Western, Newell, Oxley and New England Highways and passes through the centres of Wentworth, Balranald, Hay, Wyalong, Forbes, Parkes, Dubbo, Coonabarabran, Tamworth, Armidale and Glen Innes.

To complete the bituminous surfacing of this route, 12 miles remain to be sealed east of Goolgowi on the Mid-Western Highway and about 1.5 miles between Marsden and Forbes on the Newell Highway.

It is expected these lengths will have been provided with a dustless surface by Christmas, 1966.

RECONSTRUCTION AND BITUMEN SURFACING OF THE SILVER CITY HIGHWAY

The southern section (14 miles) of a deviation of the Silver City Highway west of Lake Popilta was opened to traffic on the 20th May, 1966. The northern section (16 miles) of the deviation had previously been made available to traffic in September, 1964.

The southern section of the deviation included a bridge over the Great Ana Branch of the Darling River approximately 42 miles north of Wentworth and another bridge over an adjacent flood channel.

The bridge over the Great Ana Branch is 528 feet long, while that over the flood channel is 240 feet long. The bridges, of steel and concrete, were built for the Department by L. M. Robertson Construction Company of Edwardstown, South Australia, at a cost of approximately \$225,000.

The cost of the southern section of the deviation, which was constructed by the Department with its own forces, was \$350,000.

At the end of the year 110.2 miles of the total length of 166 miles between Broken Hill and Wentworth had been reconstructed and provided with a dustless surface. The reconstructed pavement extended to 46.2 miles south of Broken Hill and from 63.8 to 123.8 miles south of Broken Hill. From 162 to 166 miles south of Broken Hill, there is a narrow paved road in existence.

Of the intermediate sections, reconstruction between 46.2 and 51.0 miles has since been completed and provided with a dustless surface.

Between 51.0 and 63.8 miles south, reconstruction has been commenced with a view to completion by mid 1967.

The Department has also commenced reconstruction and bitumen surfacing between 145 and 155 miles south of Broken Hill and this is also expected to be completed by mid 1967.

Provision of a bitumen pavement over the full length of the Silver City Highway between Broken Hill and Wentworth is expected by mid 1970.

Generally, naturally occurring roadmaking materials suitable for use under a bitumen surface without treatment or modification have not been located on the route of the highway. Suitable rock for the production of aggregate does not occur between Broken Hill and Wentworth and it has been necessary to haul some supplies from Broken Hill.

Owing to the dry climate, soil moisture is low and it has been necessary to provide additional water from dams, wells, creeks or bores in order to achieve satisfactory compaction of the formation and pavement. Consequently, a number of relatively shallow bores, up to 200 feet in depth, have been sunk at suitable locations along the line of the new work.

The country traversed by the Silver City Highway is gently undulating with no habitation other than a homestead or two between Broken Hill and Wentworth. Vehicle speeds are high and the standards of alignment being adopted for new construction are those appropriate for travel at 60 miles per hour. As far as possible a minimum of 2,000 feet radius curves with sight distances of 1,500 feet are being provided.

EAST-WEST ROUTE—HUNTER VALLEY TO DUBBO AND WELLINGTON

The Department of Main Roads is assisting the various Councils concerned in the provision of an improved direct route from Dubbo and from Wellington through to the Hunter Valley.

The route from Dubbo follows existing Main, Developmental and Trunk Roads through Dunedoo, Cassilis, Merriwa and Denman to the Hunter Valley, while the branch from Wellington passes through Gulgong and Ulan to junction with the route from Dubbo near Cassilis.

In the last five years, the Department has granted to Councils \$804,000 for work on these routes and this year proposes to grant the sum of \$500,000 to the various Councils.

The Department proposes to continue to assist Councils at this rate annually until the work is completed. The work is programmed for completion in 1970.



The new bridge over the Clarence River on the Pacific Highway (State Highway No. 10) at Harwood nears completion. This bridge eliminates the last vehicular ferry crossing on the State Highway system of New South Wales.

ADDITIONAL CROSSING OF THE PARRAMATTA RIVER

A bridge over the Parramatta River connecting Aston Street, Camellia, with Rydalmere Avenue, Rydalmere, was made available to traffic on the 22nd June, 1966.

There are now seven road bridges over the river. Four of the bridges have been constructed by the Department in the last five years.

The bridge at Camellia provides an important by-pass around the Parramatta business and shopping area and forms part of a future Main Road which will ring the City of Parramatta from Woodville Road, Merrylands, to Windsor Road, Northmead, crossing Parramatta Road, Victoria Road, Kissing Point Road and Pennant Hills Road.

Constructed of reinforced and prestressed concrete, the bridge has five spans with a total deck length of 448 feet. It provides for six lanes of traffic with a median in the centre and has two footways.

The bridge was designed for the Department by Messrs. Rankine and Hill, consulting engineers of Sydney, and was constructed under contract with the Department by Reed and Stuart Pty. Ltd.

The cost of the bridge was of the order of \$530,000.

The approaches, which were constructed by the Department's own forces, cost approximately \$500,000.

LAST FERRY ON STATE HIGHWAY ELIMINATED

Bridge over the Clarence River at Harwood

With the opening of the bridge over the Clarence River at Harwood on the Pacific Highway on the 20th August, 1966, by His Excellency the Governor of New South Wales, Sir Roden Cutler, V.C., K.C.M.G., C.B.E., the last ferry on the Pacific Highway and on the Highway System of the State was eliminated.

When the Department established a ferry service over the Hawkesbury River at Kangaroo Point in May, 1930, and the route of what is now the Pacific Highway from Hornsby to Gosford came into service, travel along the coastal route involved twelve ferry crossings, including the ferry at Harwood which had been in operation since 1885.

The bridge over the Clarence River at Harwood is of steel and reinforced concrete, is 2,915 feet long, 28 feet between kerbs and has a footway 5 feet wide on the western side.

The superstructure consists of 7 truss spans and 27 girder spans.

A vertical lift span provides an opening for shipping 100 feet wide and 120 feet high.

It is the third longest road bridge in New South Wales. The two bridges of greater length are Sydney Harbour Bridge (3,770 feet) and the bridge over the Murrumbidgee River at Gundagai (3,025 feet).

Construction of the approaches involved 4.6 miles of highway deviation and the building of bridges over Old Broom's Head Road, New Broom's Head Road and Farlow's Lane.

The road works associated with the bridge and the three overbridges were constructed by the Department of Main Roads with its own work forces.

The contractors for the erection of the bridge were Reed and Stuart Pty. Ltd. The steel work was supplied by Arcos Industries Pty. Ltd.

The bridge and the three overbridges on the deviation were designed by the Department of Main Roads.

The cost of the bridge and associated road and bridge works was of the order of \$3.8m.

DEVIATION OF THE NEWELL HIGHWAY NORTH OF DUBBO

A deviation 2.3 miles in length immediately north of Dubbo, opened to traffic on the 2nd February, 1966, eliminated two railway level crossings from the route of the Newell Highway and provided improved road alignment with flood free conditions.

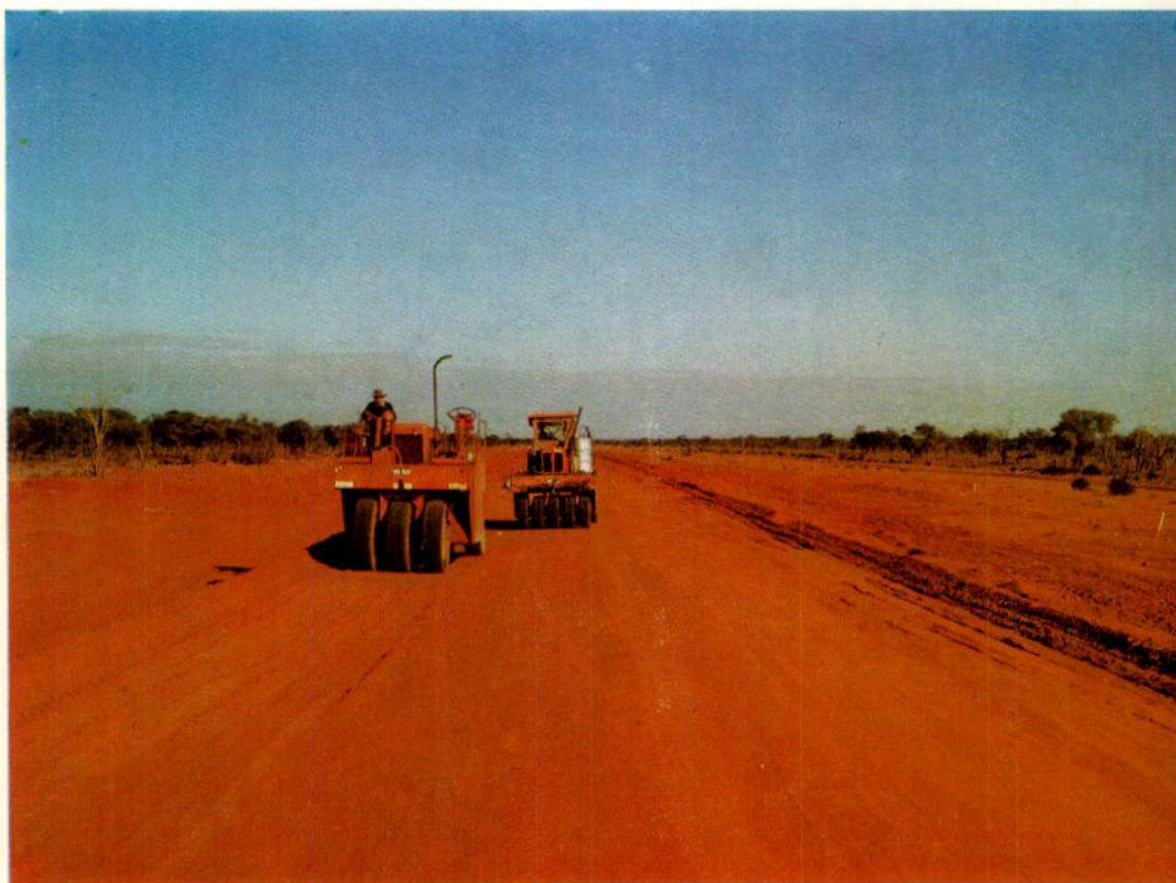
A new bridge over the Talbragar River at Troy Junction, approximately four miles north of Dubbo, and two smaller bridges in approach, were built on the route of the deviation.

The main bridge, 332 feet in length, replaced an old narrow timber bridge over the Talbragar River with sharp curves on both approaches.

The total cost of the three bridges and associated road works was of the order of \$630,000.

Steel work for the main bridge was supplied by John Lysaght (Australia) Ltd., and the contractor for the erection of the three bridges was Transfield Pty. Ltd.

The construction of the deviation was carried out by the Department's own work forces.



Reconstruction preparatory to bitumen surfacing on the Barrier Highway (State Highway No. 8), 53 miles east of Broken Hill.

ADDITIONAL ROAD CONNECTION BETWEEN NEW SOUTH WALES AND VICTORIA

Another road connection between New South Wales and Victoria was established on the 19th March, 1966, with the opening of a bridge over the Murray River at Barmah.

The bridge of prestressed concrete construction has seven spans and an overall length of 570 feet. The carriageway is 24 feet wide and there is a footway on the downstream side.

It replaced a ferry.

The cost of building the bridge, \$294,000, was shared equally by the Victorian Country Roads Board and the Department of Main Roads, New South Wales.

Each State Authority paid for the cost of constructing the respective approach roads. The Victorian approach road was constructed by the Nathalia Shire Council and in New South Wales the approach road was constructed by the Murray Shire Council.

The Country Roads Board supervised the construction of the bridge which was built by Central Constructions Pty. Ltd. of Sydney.

NEW BRIDGE OVER THE GEORGE'S RIVER AT MILPERRA

The full width of the new six-lane bridge over the George's River at Milperra on Milperra Road was made available to traffic on the 25th February, 1966.

Half of the new bridge was completed and opened to traffic in October, 1965.

The new bridge has not only eased traffic congestion, but will ultimately form part of a six-lane divided carriageway being provided progressively from the Bankstown area to the Liverpool area.

Constructed by contract with the Department by E. C. Clementson Pty. Ltd., the new bridge is 280 feet long and replaced a narrow two-lane bridge.

A footway is provided on each side of the bridge.

The contract price for the construction of the bridge was \$500,072.

The bridge was designed for the Department by Messrs. Rankine and Hill, consulting engineers.

NEW BRIDGE OVER MIDDLE HARBOUR AT EAST ROSEVILLE

Opened to traffic on the 2nd April, 1966, by the Premier and Treasurer, the Hon. R. W. Askin, M.L.A., the new bridge over Middle Harbour at Roseville, and its approaches, have greatly facilitated the movement of traffic to and from the rapidly growing Warringah area and Sydney's northern beaches.

The new bridge has six lanes for traffic and is of prestressed concrete with a length along the centre line of 1,229 feet.

There is a footway on the northern side of the bridge.

Constructed by contract, the new bridge was designed by the Department of Main Roads, which sought advice from a firm of consulting architects to ensure that the general appearance of the bridge would be in harmony with the surroundings.

The contractor for the construction of the bridge was John Holland (Constructions) Pty. Ltd. and the consulting architects were Messrs. Fowell, Mansfield, Jarvis and MacLurcan. Advice on landscaping was also obtained from Professor P. Spooner.

The alignment of the new route between East Roseville and Forestville is of a high standard. To secure this, the bridge is curved both horizontally and vertically.

The approaches to the bridge were built by the Department with its own forces. The approach from Forestville presented special difficulties and involved heavy excavation work through a steep rocky hillside.

The quantity of earth and rock removed from the Forestville side amounted to 250,000 cubic yards and from the East Roseville side 100,000 cubic yards.

The cost of the bridge was of the order of \$1,800,000 and of the approaches \$2,600,000. The latter figure includes the cost of a single span prestressed concrete bridge carrying Malga Avenue over the approach from east Roseville.

BRIDGE OVER THE ORARA RIVER AT RAMORNIE APPROXIMATELY 10 MILES WEST OF GRAFTON ON THE GWYDIR HIGHWAY

Replacing an old narrow timber bridge on inferior alignment and subject to flooding, a new bridge over the Orara River on the Gwydir Highway, approximately ten miles west of Grafton, was opened to traffic on the 4th May, 1966. As was the case with the old bridge, the new bridge is named the "Tindal" Bridge after one of the pioneers of the district.

The new bridge is built of steel and concrete and is 735 feet long with a carriageway 24 feet wide.

The bridge was designed for the Department by Gordon Bull and Associates, consulting civil engineers.

The contractor for the supply of the steel work was Arcos Industries Pty. Ltd. and the contractor for the construction of the bridge was John Holland (Constructions) Pty. Ltd.

The approaches to the bridge were constructed by the Department's own forces.

The cost of the bridge was of the order of \$417,000 and of the approaches \$128,000.



An aerial view of work in progress on the construction of a high level bridge over the main southern railway line and adjacent Bargo River on the Hume Highway (State Highway No. 2), three miles north of Bargo. This work will eliminate the last remaining single lane bridge on the Hume Highway as well as providing much improved alignment on this section of the road.

ELIMINATION OF LAST REMAINING SINGLE LANE BRIDGE ON HUME HIGHWAY

In October, 1965, the Department accepted a tender for the construction of a new bridge over the Bargo River and the Main Southern Railway Line on the Hume Highway, three miles north of Bargo.

The bridge is being built on a deviation of the highway.

It will replace the last remaining single lane bridge on the Hume Highway and, at the same time, will eliminate a narrow railway bridge on poor alignment from the route of the highway.

The new structure is of prestressed concrete and will have seven spans with a total length of 627 feet. The carriageway is to be 28 feet wide and there will be a footway on the western side.

The bridge was designed for the Department by Messrs. G. Maunsell and Partners, consulting engineers, and is being constructed by Transbridge Pty. Ltd.

The contract price for the construction of the bridge, which is due for completion in February, 1967, is \$390,783.

The deviation on which the bridge is being built is 1.3 miles in length.

REPLACEMENT OF DE BURGH'S BRIDGE OVER THE LANE COVE RIVER

Construction of a new six-lane bridge over the Lane Cove River to replace De Burgh's Bridge on the Main Road (Ryde Road and Lane Cove Road) connecting Pymble and Ryde is in progress.

The existing De Burgh's Bridge is a narrow structure with a carriageway 18 feet wide on a section of Main Road with winding alignment on the northern approach and a sharp turn on the southern approach.

The new De Burgh's Bridge will be of prestressed concrete with six spans and a total length of 607 feet.

Separated by a median strip 15 feet wide, there will be two carriageways, each of three lanes.

There will also be a footway on each side of the bridge.

Plans and specifications for the bridge were prepared by the Department.

The bridge is being built under contract with the Department by M. R. Hornibrook (N.S.W.) Pty. Ltd., the contract price being \$850,832.

Special provisions were included in the contract to protect the natural beauty of the Lane Cove National Park.

Trees cannot be cut down without the approval of the Park Superintendent and the area must be restored to the satisfaction of the Park Trust.

NEW DIVISION

The Department established a new Division with headquarters at Port Macquarie on the 27th June, 1966.

The new Division is named the Lower North Coast Division and includes the Local Government areas of the Municipalities of Kempsey, Port Macquarie, Taree and Wingham and the Shires of Nambucca, Macleay, Hastings, Manning, Gloucester and Walcha.

As a consequence the Department's Division based at Newcastle and formerly known as the Lower Northern Division has been renamed the Hunter Valley Division.

The Department now has fifteen Divisions covering the whole State with the centres ranging from Sydney to Broken Hill and from Glen Innes to Deniliquin.



Efficient heavy-duty earthmoving equipment is required for the construction of modern roads.

MAINTENANCE

Country Main Roads

During the 12 months ended 30th June, 1966, road maintenance throughout the State continued to be affected by drought conditions.

Because of the dry conditions the need for patching the bitumen surfaced pavements was less than normal. As a result close attention was given to refurbishing of roadside furnishings and the restoration of pavement edges and shoulders.

On unsurfaced roads the dry conditions tended to loosen the gravel pavement and in western areas traffic frequently caused these pavements to deteriorate and dust holes to occur. Repairs to these sections were carried out by the addition of gritty material, watering being necessary. In western areas a large volume of bore water was used in this remedial work.

Following showers of rain, intensive regrading was undertaken immediately on gravel roads and in some cases graders continued working during weekends and public holidays to take full advantage of the short periods when gravel pavements were damp enough for satisfactory reshaping.

The reconditioning of worn or perished bitumen surfaces was continued by the application of a bitumen and stone cover, and, on the more heavily trafficked roads, by the provision of an asphaltic concrete surface.

Provision of improved aggregate spreaders enabled better distribution of the screenings used in some of the bitumen surfacing work and wastage of aggregate was kept to a minimum.

Several sections of Main Roads where the aggregate in the bitumen surface had become polished by the action of traffic were satisfactorily restored by a light application of petroleum tar and coarse sand.

Several tree planting schemes were commenced and favourable seasonal conditions will enable progress to continue with these schemes.

Improvement works, including the widening of narrow bitumen pavements, improvements to alignment, and raising of black soil formations were undertaken.

More heavy duty mowing machines were used in the control of roadside grass and weeds. Chemical spraying was also carried out where appropriate.

Snow clearing was required on the Main Roads in the Blue Mountains and in the Snowy Mountains area where heavy duty snow clearing equipment is used. Inconvenience to traffic was kept to a minimum by spreading calcium chloride, grit and ashes on the pavement during icy conditions.

County of Cumberland Main Roads

Whilst the exceptionally dry weather prevailing during the year resulted in only a relatively small amount of patching being required on bitumen surfaced pavements, the dry conditions, together with increasing traffic, caused greater edge wear on unsealed shoulders.

Mudjacking of distorted concrete pavements, by pumping a cement-loam slurry under the slabs, was undertaken to maintain satisfactory riding conditions. Many of the older concrete slabs are cracking extensively and will require over-laying with asphaltic concrete in the near future.

Heater-planers were used for the removal of deteriorated and deformed bitumen pavement surfaces.

Due to rapid residential and industrial development in the Sydney Metropolitan Area an increased number of road openings was necessary for the installation of utility services. The provision of openings for the cement lining of watermain located under the carriageways of Main Roads continued to present difficulties to traffic.

The increased length of medians and the number of traffic islands and landscaped areas provided during the year resulted in additional demands on the Department's maintenance resources.

As a trial, a section of urban Main Road was treated with a slurry seal, in which a layer of sand mixed with bitumen emulsion is spread thinly over the existing surface. The test indicated that this method has application in rejuvenating perished bitumen surfaces when either cost or a restriction on raising the existing pavement levels preclude the use of a layer of asphaltic concrete. However, as the curing period can take several hours, it is mainly suitable for the less heavily trafficked urban roads.

Traffic Striping

During the year the Department undertook linemarking on 8,200 miles of roadway which, with repeat marking on 4,300 miles of the more heavily trafficked sections, made a total of 12,500 miles of painting.

Bridges and Ferries

Major repairs were carried out to 20 bridges and ferry vessels.

The ferry services at Barmah on the Murray River and at Nelson's Plains on the Williams River near Raymond Terrace were discontinued with the opening of bridges at these locations.

Sydney Harbour Bridge Maintenance

The fourth repainting cycle of the Bridge was continued and approximately 50 per cent. had been completed by the end of the year.

A contract was accepted during the year for the manufacture of four light weight aluminium alloy approach span painting gantries to replace the four heavy steel gantries at present in use.



The plaque commemorating the opening of the Hawkesbury River to Mount White Tollway is admired by two uniformed toll collectors.

HAWKESBURY RIVER-MOUNT WHITE TOLLWAY

Since the opening, approximately 74% of the total traffic between the Hawkesbury River and Mount White has made use of the tollway, the remaining 26%, including the majority of heavy vehicles, electing to use the Pacific Highway. A total of 1,725,808 vehicles used the tollway over the period 15th December, 1965, to 30th June, 1966, giving a daily average usage of 8,730 vehicles. The highest daily number of vehicles using the tollway occurred on Good Friday, 8th April, 1966, when 20,550 vehicles (14,182 northbound and 6,368 southbound) used the facility.

All activities in connection with the tollway are under the control of a Tollway Manager. Included in his responsibilities are the administration of the toll collecting staff, the collection and accounting for toll revenue and the direction of service patrolmen. Where maintenance work is necessary, he seeks the assistance of the Department's Divisional Engineer who arranges for the work to be carried out.

To provide prompt service to those concerned and adequate warning to other traffic of the hazard resulting from accidents and breakdowns on the tollway, mobile service patrolmen equipped with warning signs and other ancillary equipment are on duty 24 hours per day. These patrolmen can be summoned by direct telephones located at one mile intervals along the tollway. The function of the patrolmen is to summon any necessary ambulance, police or additional tow-truck assistance required in the event of an accident on the tollway; to assist motorists broken down on account of lack of fuel, punctures, flat batteries and other minor mechanical failures and to provide or arrange tow-truck assistance in the event of major mechanical failures.

To further assist motorists, speed limit signs and information signs have been painted on the pavement surface of the tollway. These signs are supplementary to the standard speed limit signs and information signs erected outside the carriageway.

Traffic classifications and toll charges on the tollway are as follows:—

	\$
(i) Motor Cycles and Motor Scooters	0.10
(ii) Cars, Utilities and Station Sedans	0.20
(iii) Light Vans, Cars with caravans, Cars with boat trailers, buses and other vehicles under 2 tons tare weight	0.40
(iv) Vehicles with tare weights from 2 tons to 4 tons	0.60
(v) Vehicles with tare weights over 4 tons	1.00



Work in progress on the tollway.



A direct free telephone to the Tollway Manager's office for emergency use by motorists twenty-four hours per day.

RAILWAY LEVEL CROSSINGS ON MAIN ROADS

Six level crossings were eliminated from the Main Roads System by overbridges or deviations and progress was made with the elimination of two other level crossings. The latter two works provide for the construction of an overbridge on the Pacific Highway (State Highway No. 10) at Moorlands, north of Taree and a railway underpass on Woodville Road (State Highway No. 13) at Granville at the "Dog Trap Gates".

At the end of the year there were 411 level crossings on Main Roads, comprising 349 on New South Wales Government Railways, 51 on privately owned railways and 11 on Victorian Government Railways which extend into New South Wales.

A total of 150 level crossings has been eliminated from Main Roads since the Main Roads Act came into effect in 1925.

With a view to improving safety conditions at railway level crossings yet to be eliminated, improvements were carried out at a number of locations, including the installation of automatically operated flashing lights and the provision of painted warning signs on the road pavement in approach to the level crossings.

TRAFFIC SERVICE

On heavily trafficked Main Roads with a pavement width of sixty feet or more, the programme of providing raised median strips was continued.

A total length of 10 miles of new median strip was completed, of which 67% was in the Sydney Metropolitan Area. The balance was in the Wollongong, Newcastle and Glen Innes areas.

Sixteen major intersections were channelised. Similar improvement work was in hand at the end of the year at six additional locations.

Forty-three additional bus bays were provided during the year, including seven in the Sydney Metropolitan area.

The construction of 15 climbing lanes for slow vehicles was completed.

Experiments were conducted during the year with a view to improving the legibility at night of signs with reflectorized white letters on a non-reflective background, by increasing the spacing between letters. The wider spacing not only improved legibility at night but improved daytime legibility also.

A considerable number of the special expressway-type signs with white destination names on fully reflectorised green background, were erected on the first section of the Tollway from Hawkesbury River to Mount White, and the section of the North-Western Expressway from Gladesville Bridge to Fig Tree Bridge, which opened to traffic during the year. Many of these signs were larger than those previously erected by the Department, some being up to 20 feet in length. All overhead signs of this type are now being illuminated.

The erection of advisory speed signs on Main Roads was continued. With the introduction of absolute speed limits up to 60 m.p.h. on some State Highways, the Department extended signposting to curves having advisory speeds of 50 and 55 m.p.h. This entailed a resurvey of the routes concerned and the additional advisory speed signs on these routes have now been erected.

Fatal accidents on State Highways and other roads under the control of the Department have received special attention involving a personal inspection of every fatal accident site by a senior departmental engineer with the object of determining whether the road conditions may have contributed in any way to the accident. Detailed analysis of the first 200 of these accidents reports is in hand.

The preparation of Accident Spot Maps showing the locations of all reported accidents on Main Roads was commenced in 1965 and steps are being taken to investigate further the causes of accidents at sites where heavy "spot" concentrations are evident.

A special investigation of accidents on the length of State Highway No. 2 (Hume Highway), between Liverpool and Goulburn was undertaken in conjunction with the Department of Motor Transport and the Police Department. It is anticipated that the results of this survey will lead to improvement in the methods at present used for reporting, recording and analysing the causes of accidents.

The formation of the Technical Sub-Committee of the Traffic Advisory Committee, comprising representatives of the Police Department, Department of Motor Transport, Department of Government Transport and the Department of Main Roads, has helped considerably in solving or alleviating many traffic problems in the Sydney Metropolitan Area.



The Rolba snow plough in action.

PLANT AND MOTOR VEHICLES

Plant items purchased during the year included 37 motor graders, 19 crawler tractor-dozers, 29 wheeled tractors (including 2 with dozers and 5 with mowers), 49 rollers, 31 loaders, 11 scrapers, 21 air compressors, 3 bitumen sprayers, 9 bituminous mixers, 2 drawn rock breakers, 10 mobile cranes, 1 concrete groover and 1 grouter.

Vehicle purchases included 75 trucks (30 cwt. or greater capacity) and 341 lighter vehicles, of which 286 were by local trade-in.

A Swiss-made heavy blower-type snow plough has been leased from the manufacturers for the 1966 snow season. Depending on the effectiveness and capacity of this machine the Department will consider the purchase of units of this type for use in the Snowy Mountains area. The unit is fitted with two engines with a total of 375 H.P. and can clear up to 1,800 tons of snow per hour.

A contract was let for the installation of two-channel, high-frequency, two-way radio communication equipment for use in connection with snow-clearing plant in the Snowy Mountains area and for vehicles and establishments in Western areas of the State.

Field Workshops

The Department's field workshops throughout the State number 37, including two established at Jindabyne and Armidale during the year.

The first stage of a two-stage Workshop Supervisor's Training Course was conducted for all Foremen in charge of field workshops.

Plant Inspectors carried out regular inspections of plant, and assisted field workshop personnel with plant repair problems.

Central Workshop

Twenty-two overhaul, repair and manufacture jobs of a major nature were completed in the workshop. These included the design and manufacture of a 4 ton capacity towing truck for Sydney Harbour Bridge, prefabrication of material for toll barriers for the Tollway at Mooney Mooney, a complete Works Office for Orange, a Divisional Office for Port Macquarie, and the fabrication of steelwork for six bridges.

Approximately 10,000 road signs were manufactured. Major alterations and extensions to the Paint and Sign Shop were completed and the Shop can now manufacture all types of road signs up to a maximum size of 30ft. x 7ft.

A prototype sign structure having a changeable message mechanism was designed and built for the Warringah Expressway. The detailed design and construction of all signs, sign structures and changeable message mechanisms for this expressway were commenced.

Central Workshop personnel carried out maintenance on Departmental properties in the Sydney Metropolitan area, including tenanted houses acquired for future road construction.

Five vehicular ferry vessels were overhauled at Mortlake Slipway and on coastal rivers.

INSTRUCTIONS IN PLANT MAINTENANCE AND OPERATIONS

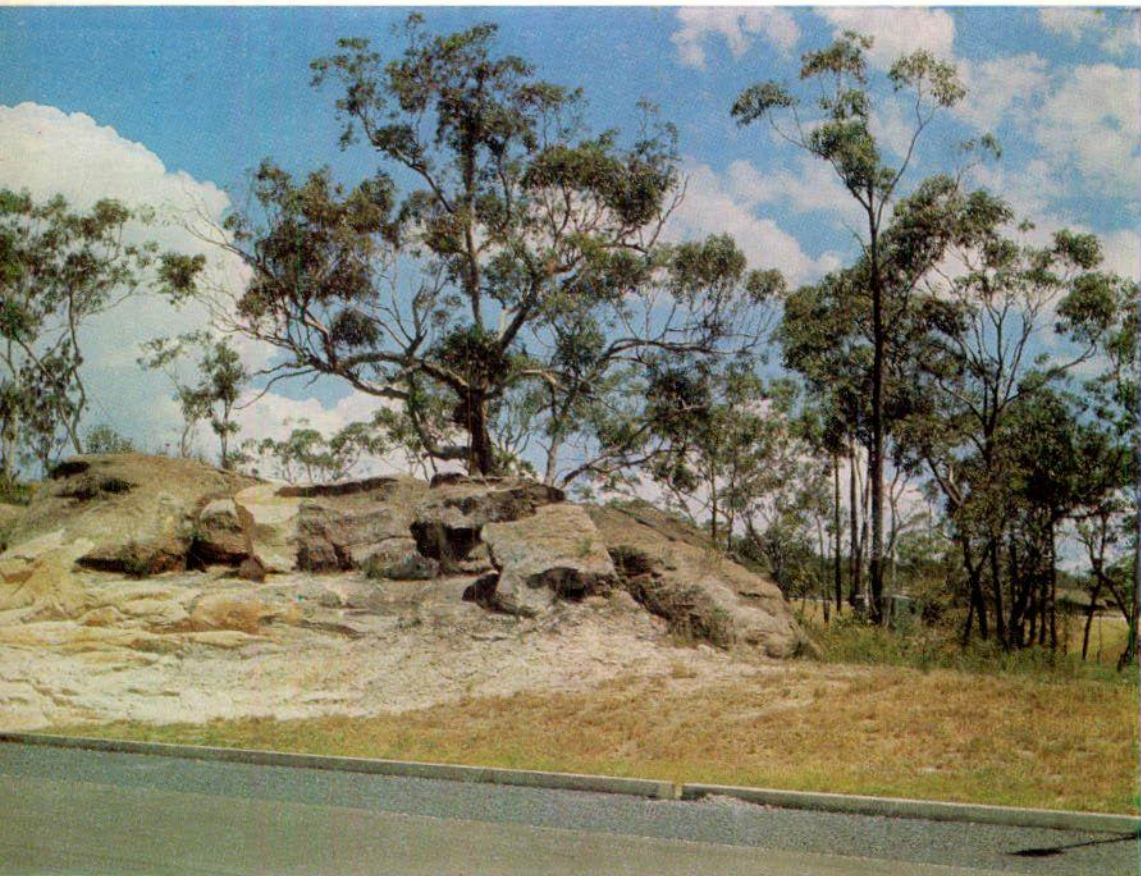
In order to train operators and others in the maintenance and operation of plant, the Department's Plant Instructors visited all maintenance and construction works during the year.

Approximately 650 plant operators were employed by the Department throughout the State, and each was given instruction in the care, maintenance and operation of the plant item he normally operated. In the course of this work Plant Instructors visited 41 centres. Centres were re-visited when additional instruction was considered necessary due to new operators being engaged or additional types of plant being introduced. As delivery was taken of new plant items the operators were brought to Sydney and given special instruction on the new item prior to it being placed in service on the Department's works.

In all, there were 889 occasions on which operators received instruction. The groups were as follows:—

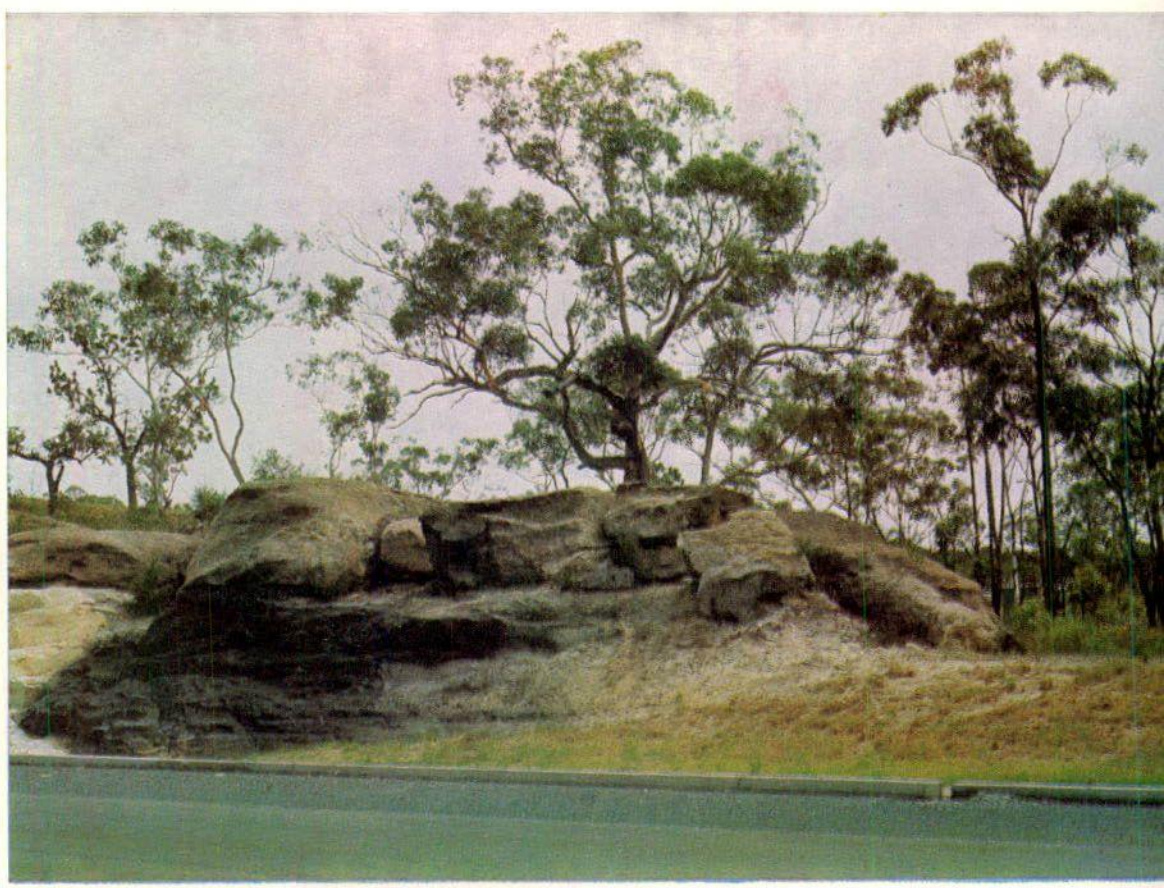
Tractor-Dozer Operators	285
Grader Operators	215
Loader Operators	137
Roller Drivers	106
Compressor Operators	40
Wheeled Tractor Drivers	34
Vehicle Drivers	20
Snow Plough Operators	16
Miscellaneous	36

BEFORE



Artificial weathering of sandstone on the Tollway.

AFTER



MATERIALS TESTING AND RESEARCH

Divisional and Field Testing

The Department's Divisional and field testing laboratories processed a total of 42,502 samples of road and bridge construction materials, involving approximately 150,000 tests. In addition 7,180 density-in-situ and 3,860 moisture content determinations were made in the field during the construction of formations and pavements.

Twenty-three laboratories were in operation, comprised of twelve located at Divisional Offices, eight at Works Offices and three mobile laboratories. These laboratories were staffed by fifteen Engineering Analysts, seventy-six Testing Operators and fifty-two other personnel.

The new Divisional Office testing laboratory at Deniliquin was completed and commenced operating on the 7th March, 1966. A replacement mobile laboratory was supplied to the Division centred at Newcastle and the laboratory at Goulburn was equipped to carry out control testing of asphaltic concrete.

Central Testing Laboratory

The number of samples processed at the Central Testing Laboratory during the year was 28,241, involving approximately 70,000 tests.

The number of concrete cylinders tested was much less than in the previous year, due mainly to the completion of several large bridge works just prior to or during the year. The amount of asphaltic concrete testing increased substantially as a consequence of the extent of asphaltic concrete paving used on the Hawkesbury River-Calga section of the Sydney-Newcastle Expressway.

In addition to the laboratory testing, a considerable amount of work was carried out in the field on the determination of skid resistance, loading of concrete pipes, sampling of bituminous materials and paints, calibrating equipment, colouring sandstone, profilograph surveys, cutting cores from pavements, determination of density-in-situ and sampling of bases and subgrades.

A new concrete testing section, involving the construction of an efficient, well equipped fog room, was established at the Central Testing Laboratory to replace the former temporary laboratory at Gladesville. The 200 ton capacity horizontal tension testing machine was moved into the new steel testing section from its temporary location in the northern abutment tower of the Sydney Harbour Bridge.

New equipment installed included a salt spray cabinet and a weatherometer for accelerated tests on protective coatings, a profile projector for checking dimensional tolerances of equipment such as fine mesh sieves, a 200 ton capacity compression testing machine, a trailer for in-situ C.B.R. testing, and another nuclear density-moisture gauge.

Research

The research programme was relatively broad in scope and covered subjects ranging through soils, stabilisation, flexible pavements, bituminous materials, concrete, paints and protective coatings, test procedures and equipment, and miscellaneous materials and methods. In addition to laboratory work, literature studies were involved as well as observations of field trials.

Considerable interest was created in the artificial weathering of sandstone in the cuttings of the Hawkesbury River-Calga Section of the Sydney-Newcastle Expressway. Chemical analysis of scrapings from weathered rock surfaces revealed the presence of iron and manganese salts associated with organic matter. Characteristic groups of chemical compounds included polyuronide, lignin and tannin material. Using this information, economic formulations for use in artificial weathering were prepared and proved successful.

Other research items introduced included a study of compaction and consolidation of high fills with the object of determining the degree of compaction necessary at various levels to avoid subsequent settlement. A preliminary survey associated with this project revealed a wide range in the density-in-situ of naturally occurring soils and indicated a definite need for surface compaction prior to placing of fills or pavements.

In some areas of the State only fine grained materials are available for pavements and examination to determine the most suitable means of stabilising these materials was commenced. Similarly, there is a scarcity in some areas of suitable coarse aggregates for surfacing, and an investigation was commenced into bituminous mixes and seals using sand aggregate available locally which could prove suitable for use on lightly trafficked roads.

Some mineral aggregates now being produced contain particles which are weak or susceptible to rapid decomposition. Existing quality control tests do not effectively detect these particles and investigations were undertaken with a view to devising means of isolating them and specifying their exclusion.

In addition to research being carried out under the Department's direct control the following research was also being carried out for the Department.

University of Sydney:

- (I) Behaviour of composite steel bridge beams.
- (II) Design of diaphragms and end blocks for prestressed concrete bridges.

University of New South Wales:

- (I) (a) Flood estimation for bridge catchment areas and
(b) run-off from modern highway surfaces.
- (II) Combined torsion and bending in mild steel structural bridge members.
- (III) Use of prestressed cast iron for bridge construction.

The Department also made an officer available to the Institute of Highway and Traffic Research to assist with traffic research projects for the Australian Road Research Board.

STAFF TRAINING

During 1965/66 the policy of sponsoring selected officers to full-time or part-time post graduate university courses was maintained.

The courses were for the degrees of Master of Engineering Science at the University of Sydney, Master of Technology (Highway Engineering, Traffic Engineering and Engineering Construction) at the University of New South Wales and Diplomas of Town and Country Planning and Surveying Science at the University of Sydney.

Selected officers were also sent to the Institute of Administration at the University of New South Wales.

A number of traineeships were awarded to youths to undertake or complete university degree courses in Engineering, Surveying and Science.

One scholarship was granted for full-time study in Arts at the University of Sydney.

The 'in-service' training centre at the Department's Head Office provided basic instruction in costing duties for 26 clerical officers due for posting to field offices as Cost Clerks for the first time. More advanced instruction was given to a further 10 officers who, while having the benefit of practical reference, had not previously participated in a formal training programme. As a 'follow-up' to the group instruction given at Head Office, individual 'on-the-job' training was provided for Cost Clerks at 15 field offices.

The Department continued to sponsor members of its junior staff to attend schools conducted by the Australian Outward Bound Memorial Foundation.

EMPLOYMENT AND INDUSTRIAL

The number of wages employees (including contractors' employees) 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, 1966, was 9,848 as compared with 8,841 as at 30th June, 1965.

No major industrial dispute occurred during the year.

OFFICE PREMISES AND HOUSING FOR STAFF

Continued expansion of activities during the year increased the need for office accommodation for staff of the Department's Head Office. Alterations were in progress in buildings acquired in Campbell Street, Sydney, to provide additional office accommodation. Agreement was reached on the purchase of an additional property in Castlereagh Street, Sydney, for future office accommodation.

Owing to the continued scarcity of privately owned houses available for renting in country centres, the Department found it necessary to purchase or build a number of additional cottages for the accommodation of transferred staff.

LIBRARY SERVICE

During the year the Department's Technical Library added 2,646 books, pamphlets and standards to the Head Office and Divisional Office Libraries, bringing the total library holdings to 20,243 publications.

Subscriptions were placed for an additional 28 periodical titles to bring the total number of periodical titles received to 289.

PLANNING

Classification of Roads

The mileage of proclaimed Main Roads in the State at the 30th June, 1966, totalled 22,350, made up as follows:—

State Highways	6,530
Trunk Roads	4,159
Ordinary Main Roads	11,661

During the year three additional Main Roads were proclaimed in the Country. One Main Road was extended in the Metropolitan Area.

In addition, seven roads were proclaimed as Tourist Roads and two as Developmental Roads or extensions of them. Twelve works were proclaimed as Developmental Works.

Following application by the Councils concerned, fourteen Developmental Roads were deproclaimed, wholly or in part, during the year. Construction of these roads to the stage necessary for developmental purposes was completed some time previously and the Councils desired subsequently to improve them further. Two Developmental Works were also deproclaimed during the year.

The system of Main Roads at the 30th June, 1966, and the boundaries of the Department's Divisions, are shown on the map at the end of this report.

Advance Planning

Further detailed examinations were made of the statistical trends of annual increase in the numbers of motor vehicles registered in New South Wales, and of increases in the Department's annual income and expenditure. As a result, it has been possible to improve the accuracy of estimates of future annual income and thus provide a better basis for advance planning for road and bridge construction works, particularly for major works which cannot be completed within one financial year.

The Department continued to contribute to the investigation of road economics through the provision of staff and equipment to a research project relating to the determination of road-user costs. The project, which has been proceeding continuously since January, 1965, at the School of Traffic Engineering, University of New South Wales, is under the auspices of the Australian Road Research Board.

Use by the Department of automatic data processing for technical purposes continued to increase throughout the year. By the end of the year, development and testing of electronic computer programmes on the computer installed at the Institute of Highway and Traffic Research, University of New South Wales, was averaging about forty hours per month. The Department continued to utilise service bureaux of commercial data-processing firms and the Automatic Data Processing Centre of the Public Service Board for the routine operation of computer programmes previously developed.

Several computer programmes were developed for fitting regression equations to observed statistical data such as number of motor vehicles, or annual receipt of funds. The programmes were used during the year in connection with the preparation of estimates of the Department's income in future years.

Computer programmes prepared previously by the Department for calculating the geometry of curved bridges were further developed. These programmes are now used in the design of all curved bridges and save an average of about two man-weeks of manual computation per bridge.

The translation of punched paper tape records from automatic traffic counters onto punched cards increased in volume throughout the year with the increase in the number of the Department's automatic counters in service, so that utilisation of the automatic data processing equipment required for this work—translator and associated card punch—is now approximately 50 per cent of available operating time.

Road Traffic Surveys

Permanent and Semi-Permanent Stations

The year commenced with traffic being counted mechanically at 103 locations, and, in addition, returns of traffic volumes were being received from 18 ferries and the Sydney Harbour Bridge Toll Office.

During the year the removal and installation of semi-permanent stations used in connection with divisional traffic surveys were continued. Counters in the Department's Metropolitan Division were removed and counters were installed in the Upper Northern, North Western, Central Northern, Murray Darling, Central Western, South Western, Central Murray and Southern Divisions.

Counters were installed on the new bridges over Tarban Creek and the Parramatta River at Aston Street in the Sydney Metropolitan area.

Ferry returns for the Murray River Ferry at Barmah and the William's River Ferry at Nelson's Plains were discontinued when the new bridges were opened at these locations.

At the end of June, 1966, 150 mechanical counting stations were in operation and returns of traffic volumes were being received from 16 ferries and the Sydney Harbour Bridge Toll Office.

Classification Surveys

Twenty-four hour vehicle classification counts were again carried out at 60 locations throughout the State during February, 1966. In addition, about 200 morning and afternoon peak hour classification counts were carried out at intersections in the County of Cumberland during the latter half of 1965 and early 1966. During 1966 classification counts of 12 hours duration were carried out at most major Main Road intersections concurrently with mechanical counting surveys in country divisions.

Automatic Data Processing

Additional computer programmes were developed during the year to estimate A.A.D.T. Volumes at short term traffic counting stations by relating the data collected during one week to the detailed data collected over 52 weeks at permanent counter installations. These results can now be utilised with a separate computer programme to provide automatically a detailed printed list of A.A.D.T. Volumes together with station descriptions for the whole of the area being surveyed. These computer programmes have considerably reduced the manual computations and typing formerly required for this type of work.

Special programmes were written to process data from two number plate surveys carried out during the year.

For investigation purposes, continuing use was made of the I.B.M. 1620 Computer at the Institute of Highway and Traffic Research, University of New South Wales, while production running is being carried out at the State Public Service Board's Automatic Data Processing Centre.

Divisional Traffic Volume Surveys

The detailed traffic volume survey of the Department's Metropolitan Division was completed at the end of 1965. Similar surveys of the North Western, Upper Northern and South Western Divisions were commenced in 1966.

Special Purpose Traffic Counts

Special counts were undertaken during the year in conjunction with the opening of the Sydney-Newcastle Tollway, Tarban Creek Bridge and Roseville Bridge. The traffic counter on the old Roseville bridge was transferred to the new bridge when it was opened.

In addition, a special traffic volume survey was carried out in the central business district of Sydney.

Publication of Data

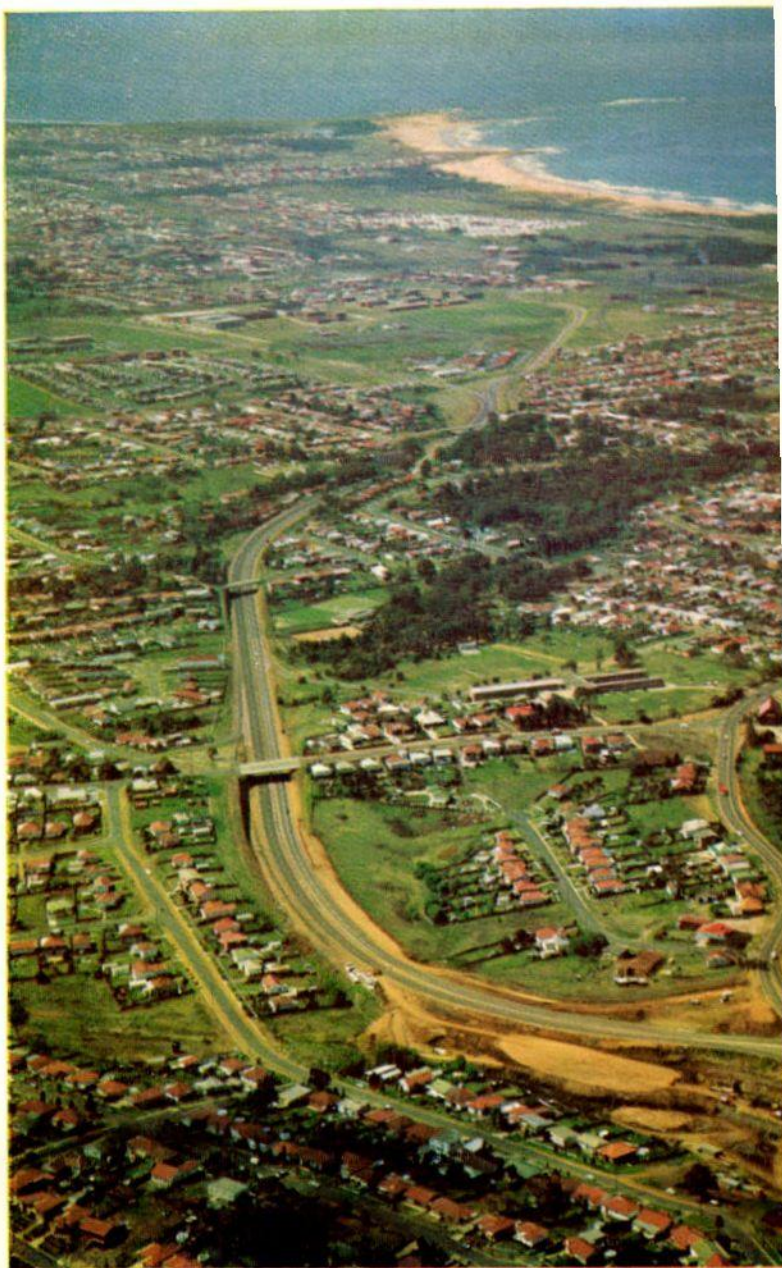
Traffic Volume Data collected in the North Eastern and Central Divisions were published separately, in book form, listing counting stations with relevant traffic data including annual average daily traffic volumes and traffic volume flow maps.

PLANNING FOR DEVELOPMENT OF MAIN ROAD SYSTEM IN SYDNEY, NEWCASTLE AND WOLLONGONG

Sydney

The review of the Main Roads Development Plan for the County of Cumberland was continued during the year, both in regard to the widths of previously proposed roads and to the need for additional routes.

A new arterial route from Marsfield to Castlereagh was added to the Main Roads Development Plan. The general location was decided upon and detailed investigations were proceeding to fix precise location and boundaries. This route forms part of a proposed flood-free connection between the Sydney Metropolitan area and the Richmond-Windsor district.



An aerial view of the section of the North-South Arterial Road between Ghost's Creek and North Wollongong, by-passing the central business district of Wollongong.

Newcastle

The Northumberland County District Planning Scheme provides for the development of an arterial road system for the Newcastle area by the widening of certain of the existing roads and the establishment of some new routes.

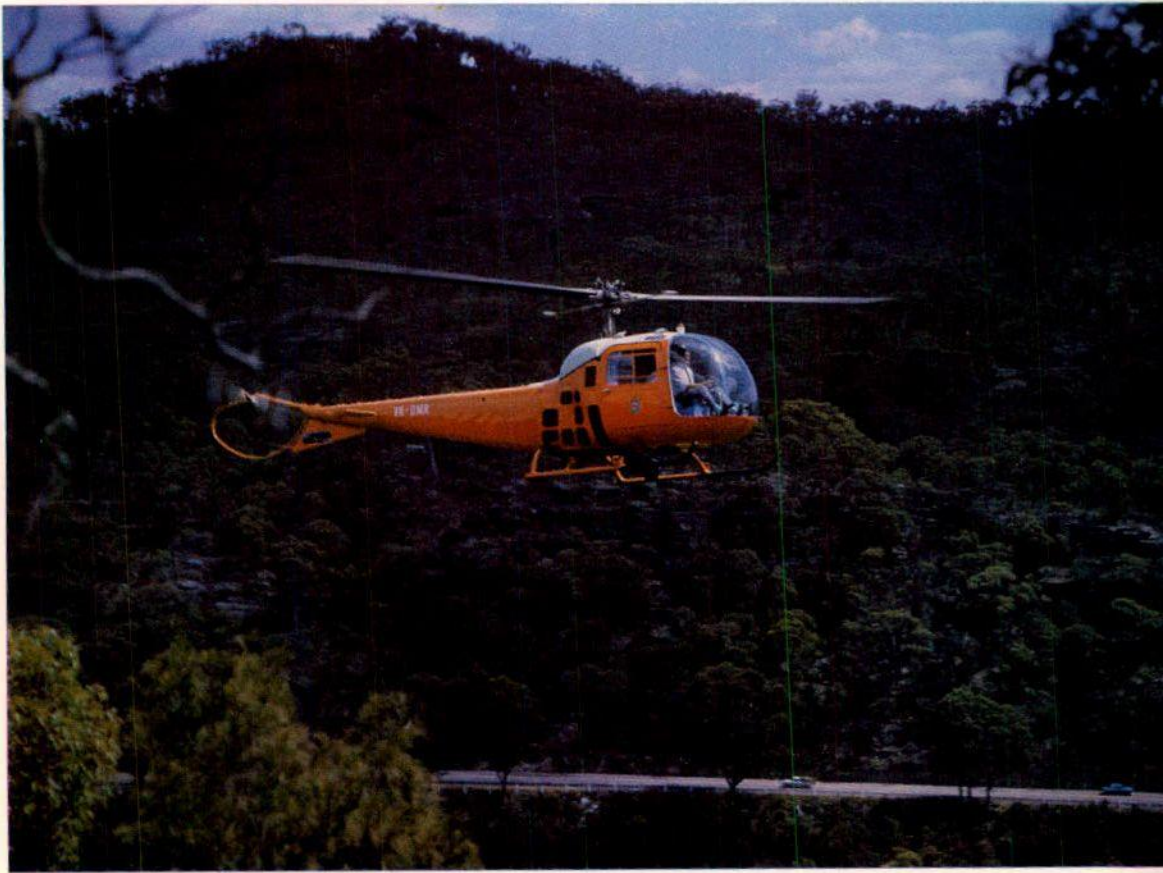
Boundaries for most of the 108 miles of road involved have been determined. However, since the gazettal of the Planning Scheme, land development and traffic growth have been such as to warrant some variation to previously fixed boundaries. Road reserve widths and locations on 34 miles of the arterial system are currently under review.

Wollongong

The Illawarra Planning Scheme includes proposals for the development of the Wollongong-Port Kembla Main Roads System. The widening of 38 miles of existing Main Roads and the establishment of 20.6 miles of new routes are envisaged.

The boundaries have been fixed over 50 miles of the 58.6 miles of road affected by the Scheme.

The location of new routes is continually under review in the light of land development and traffic growth. The boundaries of some 5 miles of the main north-south arterial road are currently under review.



The Department of Main Roads helicopter engaged on aerial reconnaissance survey north of Sydney.

WIDENING OF RURAL ROAD RESERVES

Work in this field has been primarily concerned with a review of earlier proposals in the light of design standards superior to those on which the previously approved widening schemes were based.

The general policy is to secure a road reserve width adequate for future formation requirements. The appropriate width to be adopted generally for this purpose is, however, a matter of detailed research which is proceeding.

Proposals for the widening of the road reserve on 19 miles of classified roads were approved during the year.

COUNTRY ROAD LOCATION INVESTIGATION, AERIAL PHOTOGRAPHY AND AERIAL PHOTOGRAMMETRY

There was a substantial increase in this field of the Department's activities during the year. Part of this increase was caused by the development of new uses for photogrammetry. On major works it is now the practice to obtain approximate land form compilation for reconnaissance and feasibility studies, and when the location is narrowed down to one or two general possibilities, obtain fresh and more rigidly controlled photogrammetry of the area in the immediate vicinity of these prospects. This increased the amount of photogrammetric work, but a greater output of the section associated with this work followed without staff increase.

The programme for updating strip photographic coverage of State Highways commenced last year was continued, with the object of ensuring the Department's highway photographic records are nowhere more than five years old.

During the year the Department purchased electronic distance-measuring equipment for triangulation surveys associated with photogrammetric ground control.

An order was placed for a Stereomicrometer for use by location surveyors in making approximate feasibility studies on aerial photographs. This will permit the field survey of possible routes to be reduced in extent, and, working in conjunction with reconnaissance flights by helicopter, is expected to speed up feasibility surveys.

Considerable use was made of the Department's helicopter for reconnaissance work with significant success.

Some experimental work was carried out during the year on the use of colour photography, with encouraging results. This form of photography is expected to be of considerable value on major bridge site investigations, where details are required of under-water conditions. Use of this type of photography is expected to be useful also in connection with geological surveys.



Work in progress on the first section of the Warringah Expressway between the Sydney Harbour Bridge and Miller Street, Cammeray.

FINANCE

General Purposes

The accompanying Appendices show the financial operations of the Roads Funds for the year ended 30th June, 1966.

Appendices (A) (i), (B) (i) and (C) set out those receipts which constituted the Department's regular sources of revenue and which were available for carrying out the normal purposes of the Main Roads Act. Total receipts at \$73,913,497 compared with \$69,841,724 for 1964/65, an increase of \$4,071,773 being equal to 5.8 per cent.

All items of receipt, excepting the Road Transport and Traffic Fund, were at a higher level than in 1964/65.

State Motor Vehicle Taxation

This is the largest item of the Department's income—\$29,879,441—and showed a 4.1 per cent increase on 1964/65. Motor vehicle registrations in New South Wales increased by 5.4 per cent.

Road Maintenance (Contribution) Act, 1958/64

The charge on heavy commercial vehicles under this Act yielded \$11,035,114 or 7.7 per cent more than in the previous year.

Road Transport and Traffic Fund

The revenue of this fund is derived principally from the proceeds of motor vehicle registration fees and drivers and riders' licence fees. The fund meets the administration costs of the Department of Motor Transport, the cost of Police services in the control of traffic and the cost of certain traffic facilities. The balance then remaining in the fund at 30th June each year is transferred to the Country Main Roads Fund. The amount transferred at 30th June, 1966, was \$1,556,733 as compared with \$2,111,380 at 30th June, 1965.

Commonwealth Aid Roads Act

The grant available for expenditure on Main Roads amounted to \$22,689,661 compared with \$20,996,452 for 1964/65. The increase of \$1,693,209 represented 8.1 per cent. Part of the grant to New South Wales for expenditure on rural roads, which are not Main Roads, was allocated for construction work on Developmental Roads in an amount of \$1,394,898.

The State qualified for the Supplementary Grant by the Commonwealth Government. Part of the total Commonwealth Aid Roads Grant also appears in the Special Purposes Statements.

Levy on Councils under Section XI of the Main Roads Act and Contributions by Councils

Contribution by land owners through Councils, principally to the County of Cumberland Main Roads Fund, totalled \$6,575,495 in 1965/66 compared with \$5,858,314 for 1964/65, and represented an increase of 12 per cent.

The levy under Section XI limits the payment by Councils to a percentage of Council's rate income, or a rate calculated at 5/24th cents in the dollar on the unimproved capital value of the rateable land in the Council's area, whichever is the lesser. The percentage fixed for 1966 was 12 per cent.

As a result of the limit, approximately 50 per cent of Councils in the County of Cumberland are now paying less to the Department than they would have been required to pay at the rate of 5/24th cents in the dollar on the unimproved capital value of the rateable land within their area.

Payments

Total payments from all three funds, County of Cumberland, Country and Development Roads Funds amounted to \$71,220,756 and were \$2,681,768 greater than those of the previous year.

Payments for maintenance and minor improvement of roads and bridges amounted to \$15,813,201, or 22 per cent of total expenditure.

Expenditure on construction and reconstruction works and on the acquisition of land for roadworks continued to account for the major portion of the Department's expenditure. A total amount of \$49,146,184 or 69 per cent of the total expenditure was expended in this manner during 1965/66 compared with \$45,218,196 for the year ended 30th June, 1965. Loan charges, administrative expenses and other miscellaneous costs amounted to \$6,261,371 or 9 per cent of total expenditure.

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.

Special Purposes

Appendices (A) (ii) and (B) (ii) show the moneys received during the year for special purposes. These funds are used for special works or for works which could not normally be undertaken from ordinary revenue.

Provision by the State Government

The State Government provided \$4,000,000 from loan moneys to finance the cost of the Sydney-Newcastle Expressway.

An amount of \$35,300 provided by the State Government during the year for the relief of unemployment caused by drought was applied to the provision of drainage structures on Developmental Work No. 3191 (Elcombe-Caroda Road within the Shire of Bingara) and Main Road No. 421 (Cobar-Bourke Road within the Shire of Cobar).

Expressways

A sum of \$230,000 was transferred from the Sydney Harbour Bridge Account for the acquisition of land for the Warringah Expressway, making a total of \$8,607,000 provided for this purpose to 30th June, 1966.

An amount of \$4,520,000 was also transferred from the Sydney Harbour Bridge Account for the construction of the first section of the Warringah Expressway between Sydney Harbour Bridge and Miller Street, Cammeray.

Grants by the Commonwealth Government

Except for special items the Department's share of the State's grant for expenditure under Section 5 (1) of the Commonwealth Aid Roads Act, 1964, is shown in Appendices A (i) and B (i). The special items referred to consist of amounts allocated—\$562,000 for works connected with transport by water and for research, and \$262,996 for the Public Vehicles Fund.

Under Section 5 (2) of the Act, a sum of \$563,102 was received for expenditure on unclassified roads in the unincorporated area of the Western Division and on rural roads, including bridges and ferries, which are not Main Roads.

Loan Borrowings by the Department

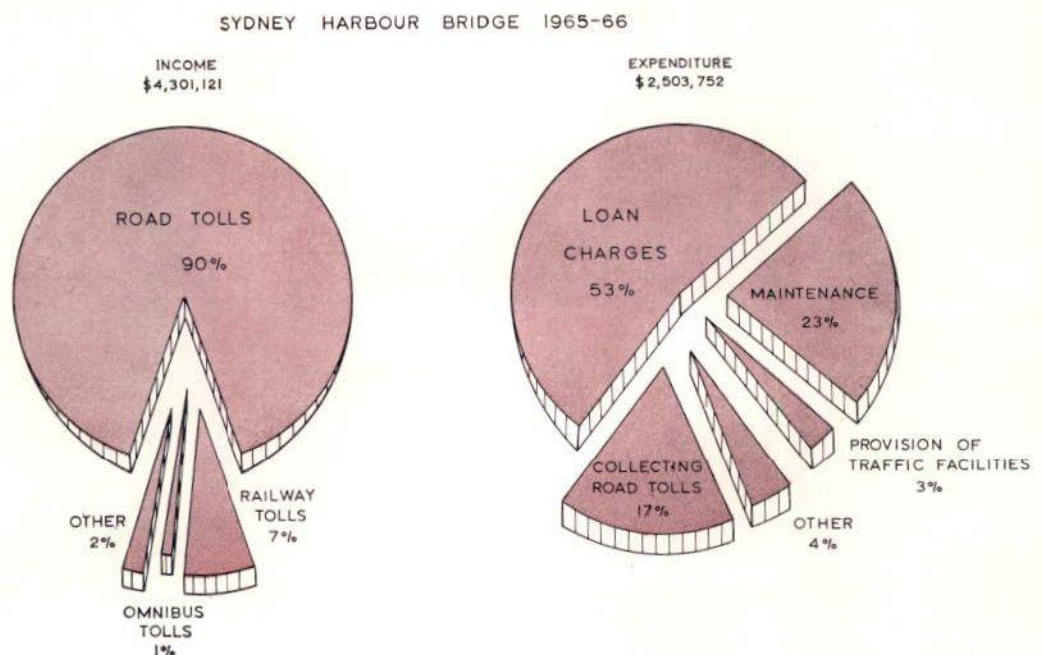
Loan moneys amounting to \$3,925,000 were borrowed during 1965/66, and used to assist in financing the cost of constructing Tarban Creek Bridge (\$300,000), Roseville Bridge (\$705,000) and the first section of the Warringah Expressway (\$2,920,000).

SYDNEY HARBOUR BRIDGE

Financial Position

The complete accounts relating to the Sydney Harbour Bridge for the year 1965/66 are set out in Appendix (D).

The proportions of the several items of income and expenditure are shown in the following diagrams:—



Compared with the year 1964-65, the total income increased by \$134,308 or 3.2 per cent.

Road tolls increased by \$63,115 or 1.7 per cent. Rent from properties under the bridge approaches increased by \$72,031.

Expenditure at \$2,503,752 for 1965-66 compared with \$2,263,103 for 1964-65, an increase of \$240,649, due mainly to the additional item for interest and provision for repayment of loan moneys borrowed for construction of the Warringah Expressway. No appreciable increase or decrease occurred during the year in respect of the other expenditure items.

Appropriations for expressway work were made during the year from the Sydney Harbour Bridge Account. These consisted of \$230,000 for the acquisition of land and \$4,520,000 (including \$2,920,000 loan money borrowed from private lenders) for the construction of the Warringah Expressway.

Capital Cost

The Capital Cost of the Sydney Harbour Bridge to 30th June, 1966, and the sources of finance were as follows:—

CAPITAL COST

SOURCES OF FINANCE

	\$
Main and approach spans	14,271,608
Contribution to expenditure on Circular Quay Overhead Roadway	2,437,994
Contribution to expenditure on Cahill Expressway	2,074,948
Contribution to expenditure on Warringah Expressway Approach	3,720,000
Acquisition of land and property	1,613,080
Capitalised interest and exchange in respect of loan moneys spent to the date the bridge was opened	2,989,976
Miscellaneous expenses	186,122
	<hr/>
	\$27,293,728
	<hr/>

	\$
Repayable loan funds provided by the State	20,521,503
Loan borrowings under Section 42A of the Main Roads Act — Section 7 of the Sydney Harbour Bridge (Administration) Act	3,420,000
Contributions by Councils together with interest accrued thereon to the date the bridge was opened	3,330,887
Miscellaneous	21,338
	<hr/>
	\$27,293,728
	<hr/>



Capital Debt

* Sinking Fund payments due over the years 1958-59 to 1965-66 totalling \$1,944,160 were deferred.

Particulars	Vehicles	Passengers	Toll Collections	Percentage of Total Toll Collections
			\$	%
Road vehicles (excluding omnibuses and exempt vehicles)	37,897,966		3,858,701	92.42
Railway passengers		25,712,317	287,355	6.88
Omnibus passengers		13,318,652	29,254	0.70

RATES OF FINANCIAL ASSISTANCE TO COUNCILS

The rates at which financial assistance is granted by the Department to Municipal and Shire Councils for approved road and bridge works are as follows:—

County of Cumberland

The Department meets the full cost of all works of both maintenance and construction on the carriageways of proclaimed Main Roads.

On proclaimed Tourist Roads and declared Secondary Roads the cost of maintenance and construction is normally shared equally between the Department and the Councils concerned.

Country

The Department meets the full cost of all works of both maintenance and construction on the carriageways of State Highways.

In respect of work on the carriageways of other classes of Main Roads the Department assists Council to the following extent:—

	Trunk Roads per cent.	Main Roads per cent.
For road construction and maintenance and bridge maintenance a grant of	75	66½ of the approved cost
For bridge construction a grant of	100	75 of the approved cost

In towns the Department's responsibility in respect of Main Roads is generally limited to a carriageway width of 20 feet.

The Department normally meets the full cost of construction of proclaimed Developmental Roads and Developmental Works, Councils accepting responsibility for subsequent maintenance.

On proclaimed Tourist Roads, the cost of construction and maintenance is generally shared equally between the Department and the Council concerned.

LEGISLATION

The Main Roads (Amendment) Act, 1965, which received assent on 8th December, 1965;

- (i) enabled the Commissioner to recommend proclamation as a toll work any work designed to facilitate the movement of motor traffic between Sydney and Newcastle and to levy tolls to be applied in the first place towards the cost of repairing and maintaining the toll work and the collection of tolls and in the next place towards the cost of constructing the toll work and of acquiring land therefor and the repayment of any loan in connection therewith. After repayment of the foregoing a notification to that effect shall be gazetted when Ordinances imposing the toll shall cease to have effect and the toll work may be proclaimed a road of a classification empowered by the Main Roads Act. The length of the toll work shall be deemed not to be a public street or public road within the meaning of the Road Maintenance (Contribution) Act, 1958, or the Local Government Act, 1919; exemption from charges under the Road Maintenance (Contribution) Act, 1958, is granted for the length of the toll work in favour of commercial goods vehicles paying for the use of the toll work. The provisions of the Motor Traffic Act, 1909, and the Metropolitan Traffic Act, 1900, apply in respect of the toll work. Certain sections of the Main Roads Act are expressed to apply to the toll work,
- (ii) incorporates the provisions of the Commonwealth Aid Roads Act, 1964, and omits reference to the Commonwealth Aid Roads Act, 1959, which expired. The new Commonwealth Measure is in terms similar to that replaced but power is added to expend moneys received thereunder on research directly connected with the planning or design of roads or with road construction, and
- (iii) makes additions to the Main Roads Act conferring on the Commissioner a power to carry out, or agree to have carried out, or contribute to the carrying out of research connected with planning, design, construction or maintenance of roads or roadsides, and the use of roads.

MISCELLANEOUS

Information Service

The Department maintains an Information Service, to inform the public in regard to the Department's road and bridge works and policy.

Apart from releases to the press and broadcasting and television stations, the Department uses the following media to publicise its affairs.

- (i) *Exhibits.* In recent months the Department featured exhibits in the Royal Easter Show, the Sydney Trade Fair and the Wollongong Annual Trade Fair and Show. A decorated float was entered also in the 1966 Waratah Festival Pageant.
Exhibitions of the Department's models of road works and bridges planned and in progress, and photographic displays, were also featured at many functions arranged by various organisations throughout the year.
- (ii) *Model Room.* At its Head Office, the Department has a display room in which are located models of road and bridgeworks, transparencies, photographs, maps, etc. Models currently on display include the Warringah Expressway from Sydney Harbour Bridge to Miller Street, Cammeray; Roseville Bridge; Gladesville, Tarban Creek and Fig Tree Bridges and associated road works; Harwood Bridge over the Clarence River. This display room is open to members of the public.
- (iii) *Publications.* The Department's Journal "Main Roads" describes Main and Developmental Road and Bridge works, supplies explanations of policy and finance, records quarterly income and expenditure and acts as a medium to publish technical articles on roadmaking practice and road research. It also contains from time to time articles dealing with the history of road development in New South Wales.
"Main Roads" is distributed widely throughout Australia and overseas. Included in the distribution are all Members of the New South Wales Parliament, Members of the Commonwealth Parliament representing electorates in New South Wales, Municipal and Shire Councils throughout the State, universities, libraries and road-user organisations. It is also distributed to the press including country newspapers in cities and towns. There are also approximately 650 paying subscribers to "Main Roads". Included in the countries from which subscriptions are received are Great Britain, United States of America, New Zealand, India, South Africa and Malaya.

Technical and administrative instructions and guides are prepared and issued by the Department to its staff and to Municipal and Shire Councils. These include standard specifications and drawings, details of which are listed in each issue of "Main Roads", administrative bulletins and manuals.

The bulletins and manuals are:—

Bulletins—

General Conditions of Assistance to Councils
Miscellaneous Activities on Main Roads
Guide to Main Roads Administration
Schedule of Descriptions of Classified Roads and Works

Manuals—

No. 1 — Plant
No. 2 — Survey and Design
No. 3 — Materials
No. 4 — Roadside Trees
No. 5 — Explosives
No. 6 — Bridge Maintenance
No. 7 — Road Maintenance
No. 8 — Bitumen Sealing (Provisional Issue)

In addition to these bulletins and manuals, the Department also issues the following brochures and maps for public relations purposes:—

Brochures—

How a Road is Built
How a Bridge is Built
Main Roads of New South Wales
Sydney Harbour Bridge
Gladesville Bridge
Vertical Clearances on Main Roads

Maps—

Main Roads System of New South Wales
Sydney and Suburbs
Sydney and Surrounding Districts
Sydney Metropolitan Ring Roads
Times of Travel on Main Roads
Types of Surface on Main Roads

Pamphlets dealing with particular road and bridge works, and with the history of road development in Australia are also issued to members of the public.

- (iv) *Films.* The Department has a number of films dealing with road and bridge works, both in New South Wales and overseas, and with technical aspects of road and bridge construction. A number of these films has been produced specially for the Department to illustrate Departmental works and technical procedures. During the year screenings have been arranged on many occasions to various groups and organisations.
- (v) *Addresses.* The Department is at all times prepared to make available officers to address groups, clubs and other organisations in regard to matters related to Main Roads. Numerous requests of this nature were met during the year.
- (vi) *Visits to Works.* From time to time, arrangements are made for representatives of the press and television stations to visit Departmental major road and bridge works in order to bring before the public the progress being made. In this connection, the Department's helicopter has proved invaluable in giving adequate coverage to large works in course of construction.
- (vii) *Opening Ceremonies.* As a means of informing the public of its works, the Department arranges ceremonies to mark the opening to traffic of important road and bridge works. A number of these ceremonies were held during the year and included the opening of the new Roseville Bridge over Middle Harbour; the first section of the Sydney-Newcastle Tollway; new bridges over the Williams River at Raymond Terrace; Talbragar River at Troy Junction near Dubbo; Orara River at Ramornie and the Great Ana Branch of the Darling River at Bunneringee.

Visitors from Overseas

The Department continued in co-operation with the Commonwealth Government Department of External Affairs to provide facilities for study tours or training of Colombo Plan Fellows, Australian International Award Scholarship recipients and Foreign Government Officers sponsored by their own Governments.

The Colombo Plan Fellows were:—

Mr. Ghulam Maiden Momen, Director of Co-ordination, Liaison Department, Ministry of Planning, Afghanistan, spent two weeks studying Administration aspects of the Department, Finance, Personnel, Superannuation, etc.

Mr. Prawat Rattanasvwan, Engineer-in-Charge, Survey and Design, Department of Highways, Bangkok, Thailand, studied Traffic Engineering, Road Location and Design procedures over a period of three weeks.

Mr. Prachoom Surayamas, Engineer-in-Charge, Road Survey and Design, Public and Municipal Works Department, Bangkok, Thailand, was attached to the Central Division for five weeks studying Road Design.

Mr. Swarnng Sriwarakool, a Soil Engineer, Materials and Research Division, Department of Highways, Bangkok, Thailand, was employed in the Department's Central Testing Laboratory for one month and gained experience in Materials Testing and Quality Control and Pavement Design procedures.

Australian International Award recipient, Mr. Ali Garodsche Warsama, Assistant to the Head of Department of Commerce, Ministry of Industry and Commerce, Republic of Somalia, spent several days studying preparation of budgets, estimates and relevant statistics.

A Thailand Government sponsored officer, Mr. Prasuti Sutabutra, a Civil Engineer, commenced in April, 1966, a period of several months of training with this Department principally on activities associated with field construction work.

**Army Supplementary
Reserve Unit —
Royal Australian
Engineers**

The Annual Camp of 21 Construction Regiment R.A.E. was held during February and March, 1966, at Holsworthy and Wallgrove Camps. The unit is sponsored jointly by the Department of Main Roads, the Metropolitan Water Sewerage and Drainage Board, the Public Works Department and the Snowy Mountains Hydro-Electric Authority.

Mission Abroad

The Commissioner for Main Roads, Mr. J. A. L. Shaw, visited the United States of America, Canada, the United Kingdom and continental Europe between July and December, 1965.

The prime purpose of the tour of inspection was to undertake an examination of the latest trends in the planning and construction, and operation particularly, of expressways. During his journey, Mr. Shaw also made a short visit to Japan in order to see recently completed expressways and tunnels which were under construction when he attended the Second Regional Conference of the International Road Federation in Tokyo in April, 1964.

While in the United Kingdom and in continental European countries Mr. Shaw, as a member of the State Planning Authority of New South Wales, inspected the development of new towns and industrial estates.

Acknowledgements

In concluding this report of the activities of the Department for the financial year ended 30th June, 1966, I desire to extend again my thanks to the Hon. P. H. Morton, M.L.A., Minister for Local Government and Minister for Highways, for his continued consideration and support.

On behalf of the Department, I wish to thank all Municipal and Shire Councils throughout the State for their co-operation and assistance in maintaining Trunk Roads, Ordinary Main Roads and Developmental Roads. To those Councils which have undertaken maintenance and other works on the Department's behalf on Country State Highways and on State Highways and Ordinary Main Roads in the County of Cumberland, I extend a special thanks.

I desire also to place on record the Department's appreciation of the co-operation and assistance of State Instrumentalities and of Government Departments, the Executive Committees of the Local Government and Shires Associations, the State Planning Authority 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, both country and metropolitan, and Broadcasting and Television Organisations.

Finally, I desire to express appreciation of the loyalty and able assistance which has been given so willingly by officers and employees of the Department.

J. A. L. SHAW,
Commissioner for Main Roads.

Appendices

(A) COUNTY OF CUMBERLAND MAIN ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1966

(i) General Purposes

RECEIPTS		PAYMENTS	
	\$		\$
Motor vehicle taxation (State) in accordance with the Main Roads Act, 1924-65	5,975,888	Maintenance and Minor improvement of roads and bridges —	
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act, 1958-64 (State)	2,207,023	Work by Councils	794,046
Grant under the Commonwealth Aid Roads Act, 1964	4,649,532	Work by Department	2,134,918
Levy upon Councils in accordance with Section 11 of the Main Roads Act, 1924-65	6,418,388		2,928,964
Contributions by Councils towards maintenance and construction of Main and Secondary Roads	82,814	Construction and reconstruction of roads and bridges —	
Contributions by other departments and bodies towards the maintenance and construction of Main and Secondary Roads	200,212	Work by Councils	1,207,955
Other	340,838	Work by Department	9,782,034
			10,989,989
TOTAL RECEIPTS	19,874,695	Land acquisition	3,407,598
		Administrative expenses	772,977
		Purchase of land and buildings for administration and operation	199,720
		State Treasury — Loans —	
		Interest, exchange, management and flotation expenses	121,090
		Loans under Section 42A of Main Roads Act, 1924-65 —	
		Interest	248,537
		Other	133,719
		TOTAL PAYMENTS	18,802,594
		Transfer to County of Cumberland Reserve for Loan Repayments	196,593
			18,999,187
		Transfers to and refunds from Special Purposes Accounts in respect of finance for Operating Accounts, Suspense Accounts and Reserve Accounts	755,624
			19,754,811
Balance at 1st July, 1965	803,318	Balance at 30th June, 1966	923,202
	<u>\$20,678,013</u>		<u>\$20,678,013</u>

(ii) Special Purposes

RECEIPTS		PAYMENTS	
	\$		\$
Loan borrowings under Section 42A of the Main Roads Act, 1924-65	1,005,000	Construction and reconstruction —	
Sydney Harbour Bridge Account —		Main Roads and bridges —	
Warringah Expressway — Land acquisition	230,000	Work by Department	1,457,672
Warringah Expressway — Construction	4,520,000	Roads and bridges — other than Main Roads —	
	4,750,000	Work by Councils	114,600
Commonwealth Government — portion of grant under Commonwealth Aid Roads Act, 1964	53,399	Work by Department	4,085,148
Commonwealth Government — portion of grant paid to the State under Commonwealth Aid Roads Act, 1964, for expenditure on rural roads	376,952	City Expressways — Survey, investigation, planning and design	114,945
		Land acquisition	255,286
		Department of Motor Transport — Public Vehicles Fund	52,599
		Department of Public Works — Culvert Drainage Research	800
		State Treasury — Loans — Sinking Fund payment	8,270
		Loans under Section 42A of the Main Roads Act, 1924-65 — Repayment of principal	89,516
TOTAL RECEIPTS	6,185,351	TOTAL PAYMENTS	6,178,836
Net transactions of Operating Accounts, Suspense Accounts, and transfers to and from the County of Cumberland Main Roads Fund in respect of finance for Reserve Accounts and investigations, etc., City Expressways	809,740		
	6,995,091		
Balance at 1st July, 1965	3,254,250	Balance at 30th June, 1966	4,070,505
	\$10,249,341		\$10,249,341

(iii) Reserve for Loan Repayments

RECEIPTS		PAYMENTS	
	\$		\$
Transfer from County of Cumberland Fund for Reserve for Loan Repayments	196,593	Premium and brokerage on Stock purchased	1,641
Interest on Loan Reserve Securities	1,854	Balance at 30th June, 1966 —	
Discount in respect of Inscribed Stock purchased below par	500	Investments	185,300
	198,947	Cash	44,188
Balance at 1st July, 1965	32,182		229,488
	\$231,129		\$231,129

(signed) J. A. L. SHAW,
Commissioner for Main Roads.

(signed) R. BARTON,
Chief Accountant, Department of Main Roads.

The books and accounts of the Department of Main Roads have been audited in accordance with the provisions of the Audit Act, 1902-65.

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, 1966.

SYDNEY.
14th November, 1966.

(signed) W. MATHIESON,
AUDITOR-GENERAL
OF NEW SOUTH WALES.

(B) COUNTRY MAIN ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1966

(i) General Purposes

RECEIPTS	\$
Motor vehicle taxation (State) in accordance with the Main Roads Act, 1924-65	23,903,553
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act, 1958-64 (State)	8,828,091
Grant under Commonwealth Aid Roads Act, 1964	18,040,129
Transfer from the Road Transport and Traffic Fund under the Transport Act, 1930-64 (State)	1,556,733
Contribution by Councils towards maintenance and construction of Main Roads	74,293
Contributions by other departments and bodies towards maintenance and construction of Main Roads	42,879
Other	198,076
TOTAL RECEIPTS	52,643,754
Balance at 1st July, 1965	1,288,769
	\$53,932,523

PAYMENTS	\$	\$
Maintenance and minor improvement of roads and bridges —		
Work by Councils	5,707,750	
Work by Department	7,176,487	
		12,884,237
Construction and reconstruction of roads and bridges —		
Work by Councils	8,097,403	
Work by Department	24,659,261	
		32,756,664
Land acquisition		610,697
Administrative expenses		2,984,387
Purchase of land and buildings for administration and operation		631,016
State Treasury — Loans —		
Interest, exchange, management and flotation expenses		556,394
State Treasury — Repayment of temporary advance		200,000
Other		413,531
TOTAL PAYMENTS		51,036,926
Transfers to and refunds from Special Purposes Accounts in respect of finance for Operating Accounts, Suspense Accounts and Reserve Accounts		747,488
		51,784,414
Balance at 30th June, 1966		2,148,109
		\$53,932,523

(ii) Special Purposes

RECEIPTS	\$
State Government Loans — repayable	4,000,000
State Government — grants for relief of unemployment caused by drought	35,300
Commonwealth Government — portion of grant under Commonwealth Aid Roads Act, 1964	771,597
Commonwealth Government — portion of grant paid to the State under Commonwealth Aid Roads Act, 1964, for expenditure on rural roads, bridges and ferries	186,150
Contribution by other Departments and Bodies	133,446
TOTAL RECEIPTS	5,126,493
Less: Net transactions of Operating Accounts, Suspense Accounts, and transfers to and from the Country Main Roads Fund in respect of finance for Reserve Accounts	1,160,002
	3,966,491
Balance at 1st July, 1965	5,862,224
	\$9,828,715

PAYMENTS	\$	\$
Construction and reconstruction —		
Main Roads and bridges —		
Work by Councils		42,759
Roads and bridges — other than Main Roads —		
Work by Councils	11,074	
Work by Department	6,427,237	
		6,438,311
Maintenance and construction of unclassified roads —		
Western Division	60,089	
Other	723*	
		59,366
Department of Motor Transport — Public Vehicles Fund		210,397
Department of Public Works — expenditure on works connected with transport by water and on research work		561,200
State Treasury — Loans —		
Repayment of principal and payment of Sinking Fund		115,276
TOTAL PAYMENTS		7,427,309
Balance at 30th June, 1966		2,401,406
		\$9,828,715

* Credit.

(signed) J. A. L. SHAW,
Commissioner for Main Roads.

The books and accounts of the Department of Main Roads have been audited in accordance with the provisions of the Audit Act, 1902-65.

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, 1966.

SYDNEY,
14th November, 1966.

(signed) R. BARTON,
Chief Accountant, Department of Main Roads.

(signed) W. MATHIESON,
AUDITOR-GENERAL
OF NEW SOUTH WALES.

(C) DEVELOPMENTAL ROADS FUND

Statement of Receipts and Payments for the year ended 30th June, 1966

	\$		\$	\$
Receipts under Section 5 (2) of the Commonwealth Aid Roads Act, 1964	1,394,898	Construction and reconstruction of Developmental Roads and Works—		
Contributions by other Departments and Bodies towards cost of constructing Roads and Bridges	150	Work by Councils	1,378,618	
		Work by Department	2,618	
	1,395,048			1,381,236
Balance at 1st July, 1965	11,812	Balance at 30th June, 1966		25,624
	<u>\$1,406,860</u>			<u>\$1,406,860</u>

(signed) J. A. L. SHAW,
Commissioner for Main Roads.

The books and accounts of the Department of Main Roads have been audited in accordance with the provisions of the Audit Act, 1902-65.

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, 1966.

SYDNEY,
14th November, 1966.

(signed) R. BARTON,
Chief Accountant, Department of Main Roads.

(signed) W. MATHIESON
AUDITOR-GENERAL
OF NEW SOUTH WALES

(D) SYDNEY HARBOUR BRIDGE ACCOUNT

(Section 7 (1) of the Sydney Harbour Bridge (Administration) Act, 1932-63)

Income and Expenditure Account for the year ended 30th June, 1966

EXPENDITURE	\$	INCOME	\$
Maintenance, lighting and cleaning bridge and approaches	567,977	Road tolls	3,858,701
Provision of traffic facilities	78,063	Railway tolls	281,355
Cost of collecting road tolls	424,825	Onnibus tolls	29,254
Loan Charges — State Loans	1,181,950	Net rents from properties	130,509
Loan Charges — Borrowings under Section 42A of the Main Roads Act	139,102	Other	1,302
Administrative expenses	42,401		
Alteration to archways for occupation by tenants	35,424		
Construction of additional roadway — conversion of area previously used by tramways	34,010		
	2,503,752		
Balance being excess of income over expenditure transferred to Appropriation Account	1,797,369		
	<u>\$4,301,121</u>		<u>\$4,301,121</u>

Appropriation Account

	\$		\$
County of Cumberland Main Roads Fund (Special Purposes Account) for —		Excess of income over expenditure transferred from Income and Expenditure Account	1,797,369
Warringah Expressway Approach — resumptions	230,000	Balance at 30th June, 1966 — accumulated deficiency	1,849,987
Warringah Expressway Approach — construction	1,600,000		
	1,830,000*		
Balance at 30th June, 1965 — accumulated deficiency	1,817,356		
	<u>\$3,647,356</u>		<u>\$3,647,356</u>

* A further amount of \$2,920,000 being loans raised by the Commissioner during 1965-66 was transferred to the County of Cumberland Main Roads Fund (Special Purposes Account) for construction of the Warringah Expressway Approach.

(Section 42C of the Main Roads Act 1924-1965)

(Section 7 (5) of the Sydney Harbour Bridge (Administration) Act, 1932-63)

RECEIPTS		PAYMENTS	
	\$		\$
Transfer from Sydney Harbour Bridge Account	20,523	Balance at 30th June, 1966	20,523
	<u>\$20,523</u>		<u>\$20,523</u>

(Section 7 (i) and 9 of the Sydney Harbour Bridge (Administration) Act, 1932-63)

Balance Sheet as at 30th June, 1966 (Excluding Capital Cost Transactions)

	\$	\$		\$	\$
Liabilities —			Assets —		
Creditors —			Furniture, Fittings and Equipment	71,108	
State Treasury for Sinking			Less Depreciation ..	29,700	
Fund Contributions	1,944,160				41,408
Other	107,330		Stock on Hand		46,655
	<u>2,051,490</u>		Debtors		52,927
Reserve —			Cash at State Treasury and on		60,513
Repayment of Loans Raised by			hand		201,503
Commissioner		20,523	Reserve for Repayment of Loans		
			Raised by Commissioner —		
			Cash at State Treasury		20,523
			Accumulated Deficiency		1,849,987
		<u>\$2,072,013</u>			<u>\$2,072,013</u>

(signed) J. A. L. SHAW,
Commissioner for Main Roads.

(signed) R. BARTON,
Chief Accountant, Department of Main Roads.

The books and accounts of the Sydney Harbour Bridge have been audited in accordance with the provisions of the Audit Act, 1902-65.

In my opinion the balance sheet as at 30th June, 1966, 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, according to the best of my information and the explanations given to me and as shown by such books and accounts.

SYDNEY.
14th November, 1966.

(signed) W. MATHIESON,
AUDITOR-GENERAL
OF NEW SOUTH WALES.



NEW SOUTH WALES

SHOWING
MAIN ROAD SYSTEM

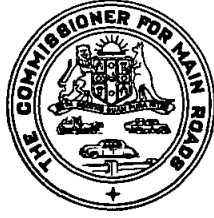
SCALE OF MILES
0 20 40 60 80

Date of Map June 1966

REFERENCE

- STATE HIGHWAYS.....
- TRUNK ROADS.....
- MAIN ROADS.....
- DIVISIONAL BOUNDARIES.....
- DIVISIONAL HEADQUARTERS.....





SUPPLEMENT

to

REPORT

of the

COMMISSIONER FOR MAIN ROADS

for the

Year ended 30th June, 1966

DEPARTMENT OF MAIN ROADS, NEW SOUTH WALES
SUPPLEMENT

to
FORTY-FIRST ANNUAL REPORT

of the
COMMISSIONER FOR MAIN ROADS

Year ended 30th June, 1966.

CONTENTS

	Page
Country Road Construction—	
State Highways	5
Trunk and Ordinary Main Roads	11
Developmental Roads	15
Tourist Roads	15
County of Cumberland Road Construction	15
Bridge Construction	20
General	20
Principal Works Completed during the Year	21
Principal Works in Progress at the beginning of the Year and not completed	24
Principal Works Commenced during the Year and not completed	25
Bitumen Surface Treatment	26
Maintenance of Bridges and Ferries	27
Maintenance of Sydney Harbour Bridge	29
Elimination of Railway Level Crossings on Main Roads	30
Traffic Service	30
Median Strips	30
Channelisation of Intersections	31
Bus Stops	32
Climbing Lanes on Hills	32
Signposting	32
Advisory Speed Signs	32
Helicopter	33
Regulation of Weights of Loads on Main Roads	33
Road Traffic Surveys	34
Widening of Metropolitan Main Roads	38
National Association of Australian State Road Authorities	39
Australian Road Research Board	40

APPENDICES

Appendix No.	Page
1 (A) County of Cumberland Main Roads Fund—Statement of Réceipts and Payments for the Year ended 30th June, 1966—	
(i) General Purposes	42
(ii) Special Purposes	42
(iii) Reserve for Loan Repayments	42
1 (B) Country Main Roads Fund—Statement of Receipts and Payments for the Year ended 30th June, 1966—	
(i) General Purposes	43
(ii) Special Purposes	43

Appendix No.	Page
1 (C) Developmental Roads Fund—Statement of Receipts and Payments for the Year ended 30th June, 1966	43
1 (D) Sydney Harbour Bridge Account—	
(i) Income and Expenditure Account	44
(ii) Appropriation Account	44
(iii) Reserve Account	44
(iv) Balance Sheet	44
2 (A) County of Cumberland Main Roads Fund—Statement of Receipts and Payments for the Five Years ended 30th June, 1966—	
(i) General Purposes	45
(ii) Special Purposes	45
2 (B) Country Main Roads Fund—Statement of Receipts and Payments for the Five Years ended 30th June, 1966—	
(i) General Purposes	46
(ii) Special Purposes	46
2 (C) Developmental Roads Fund—Statement of Receipts and Payments for the Five Years ended 30th June, 1966	46
2 (D) Total All Roads Fund—Statement of Receipts and Payments for the Five Years ended 30th June, 1966—	
(i) General Purposes	47
(ii) Special Purposes	47
2 (E) Sydney Harbour Bridge Account—Statement of Income and Expenditure for the Five Years ended 30th June, 1966	48
3 Summary of Loan Liabilities—Liabilities to the State Treasury	48
4 Summary of Loan Liabilities—Loan Borrowings under Section 42A of the Main Roads Act	49
5 Details of Loans Raised During the Year ended 30th June, 1966—Loan Borrowings under Section 42A of the Main Roads Act	49
6 Details of Outstanding Loans as at 30th June, 1966—Loan Borrowings under Section 42A of the Main Roads Act	50
6A Details of Investments of Loan Reserve Funds as at 30th June, 1966—Loan Borrowings under Section 42A of the Main Roads Act	50
7 County of Cumberland Main Roads Fund—General Purposes—Summary of Expenditure on Construction and Reconstruction Works	51
7A County of Cumberland Main Roads Fund—Special Purposes—Summary of Expenditure on Construction and Reconstruction Works	59
8 Country Main Roads Fund—General Purposes—Summary of Expenditure on Construction and Reconstruction Works	60
8A Country Main Roads Fund—Special Purposes—Summary of Expenditure on Construction and Reconstruction Works	87
9 Developmental Roads Fund—Summary of Expenditure on Construction and Reconstruction Works	88
10 County of Cumberland Main Roads Fund—Payments for Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—Work by Councils	92
10A County of Cumberland Main Roads Fund—Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—Work by Department	93
11 Country Main Roads Fund—Payments for Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—Work by Councils	95
11A Country Main Roads Fund—Maintenance and Minor Improvement of Main Roads, Bridges and Ferries—Work by Department	98
12 Proclamation of Main Roads	102
12A Proclamation of Tourist Roads	102
13 Declaration of Secondary Roads	103
14 Proclamation and Deproclamation of Developmental Roads	103
15 Proclamation and Deproclamation of Developmental Works	105
16 Mileage of Main, Secondary, Tourist and Developmental Roads in New South Wales	106
17 Distribution between the Department and Councils of Responsibility for Care and Control of Roads at 30th June, 1966	106

COUNTRY ROAD CONSTRUCTION

State Highways

Details of road construction expenditures in the Country during the past year are listed in Appendices Nos. 8 and 8A.

The principal construction works on Country State Highways during the year were as follows:—

State Highway No. 1—Prince's Highway

During the year the Department carried out a number of works of general improvement.

At Wollongong, between London Drive and Benny Avenue, the highway pavement was widened by Wollongong City Council to a width of 42 feet between kerbs.

A commencement was made on improving the intersection at Northcliffe Drive, 5.6 miles south of Wollongong and also on providing a climbing lane on Mt. Pleasant, 4.1 to 5.3 miles south of Kiama.

Work was in progress on widening of the carriageway and replacement of an arch culvert near Farmer Street, 0.1 miles south of Kiama.

The intersection of the highway with Main Road No. 571 at Gerringong, 6.2 miles south of Kiama, was improved by the Department.

The Department widened the cutting south of Broughton Creek Bridge, 11.2 miles south of Kiama.

Pavement strengthening was completed on a section 14.4 miles in length, immediately south of Bateman's Bay, and a section seven miles in length immediately south of Bega. In conjunction with the construction of a new bridge over the Moruya River at Moruya a two-mile section of the highway was reconstructed.

State Highway No. 2—Hume Highway

General improvement and strengthening of this highway were continued.

The Department completed reconstruction and widening of the section between 4.1 and 5.1 miles south of Camden. Construction of approaches to the new bridge over the Bargo River 18.5 to 20.1 miles south of Camden was commenced. A climbing lane was provided between 1.3 and 2.3 miles north of Berrima and a commencement was made on the construction of a climbing lane on Catherine Hill, between 6.0 and 7.16 miles north of Mittagong.

Approaches were constructed to the bridge over Gibbergunyah Creek, 1.2 to 1.6 miles south of Mittagong.

Construction of a deviation was in hand at Cuttaway Creek and Bendooley Hill, from 4.2 to 6.5 miles south of Mittagong.

Crest improvement was carried out by the Department between 3.2 and 3.6 miles south of Berrima, while similar work was in progress at 4.2 and 10.5 miles south of Berrima.

Improvement to curves and widening of the highway between 13.0 and 14.7 miles south of Berrima were commenced.

Reconstruction of a 9.5 mile section of highway north and south of Marulan was completed. Asphaltic concrete was laid on this section of the highway and also on those sections between 0.2 and 3.3 miles north and 0.8 and 3.0 miles south of Goulburn.

Reconstruction and pavement widening were commenced between 3 and 8 miles south of Goulburn, while further south towards Yass, reconstruction of a three mile length of highway over Gunning Gap, including the provision of climbing lanes, was nearing completion.

Between Tarcutta and the Victorian border, reconstruction was commenced between 24.7 and 30.2 miles south of Tarcutta. The new roadway will be wider, on better alignment and above flood level. Further reconstruction work was nearing completion south of Holbrook, between 7.6 and 15.3 miles. The last two miles of the highway in New South Wales were being strengthened and given improved riding conditions by the application of asphaltic concrete.

State Highway No. 3—Federal Highway

Reconstruction of the highway was carried out between 30.2 and 30.8 miles from Goulburn.

State Highway No. 4—Snowy Mountains Highway

Between Tathra and Bega on Jellat Jellat Flat, culverts were installed by the Department, in order to improve drainage.

Reconstruction of the highway was in progress from 7 to 18 miles west of the junction with the Prince's Highway north of Bega.

A length of approximately one mile at the foot of the Brown Mountain was provided with a bitumen surface, while further up the mountain the road formation was widened along a length of 6.8 miles.

West of Kiandra, reconstruction of the gravel section was continued between 2.0 and 4.3 miles.

Twenty miles south of Tumut, a deviation three miles long was constructed by the Water Conservation and Irrigation Commission around the future site of Jounama Dam. With the deviation around Blowering Dam which was completed last year, this new deviation will form part of the route of the highway relocated to be clear of dams and stored water in the Tumut River Valley.

State Highway No. 5—Great Western Highway

A climbing lane was constructed on the Lett River Hill between 5.4 and 5.6 miles east of Main Road No. 516 at Lithgow.

Between 8.0 and 9.8 miles east of Bathurst, the highway was reconstructed to provide a wider pavement and formation and similar work was in progress on the adjoining length between 9.8 and 14.0 miles east of Bathurst.

State Highway No. 6—Mid-Western Highway

The Department reconstructed the length between 8.2 and 9.6 miles west of West Wyalong to improve curves and crests.

Reconstruction and bitumen surfacing were carried out between 47.8 and 52.4 miles, and between 54.0 and 57.9 miles east of Hay, while similar work was in progress from 52.4 to 54.0 miles and from 57.9 to 67.5 miles east of Hay.

State Highway No. 7—Mitchell Highway

The Department completed reconstruction and bitumen surfacing of the section between 21 and 23 miles west of Bathurst.

Reconstruction, preparatory to bitumen surfacing, was in progress on the section from 3 to 12 miles north of Orange.

A narrow pavement was reconstructed and widened from 3.9 miles east to 0.7 miles west of Trangie.

Reconstruction and pavement widening were carried out from 0.2 to 6.9 miles east of Nyngan and reconstruction, preparatory to bitumen surfacing, was in progress from 6.9 to 15.0 miles east of Nyngan.

North of Bourke, from 68.0 to 87.3 miles, reconstruction was in hand, preparatory to bitumen surfacing.

State Highway No. 8—Barrier Highway

Bogan Shire Council extended the bitumen surface from 45.3 to 50.5 miles west of Nyngan and reconstruction, preparatory to bitumen surfacing, was in progress from 41.2 to 45.3 miles.

The bitumen surface was extended by the Department from 50 to 56 miles west of Cobar and between 56 and 70 miles reconstruction was being carried out preparatory to bitumen surfacing.

Reconstruction was continued by the Department between 49.9 and 57.0 miles east of Broken Hill and commenced between 57 and 73 miles.

The section between 73 and 88 miles east of Broken Hill was reconstructed and provided with a bitumen surface.

Reconstruction continued on the nine mile section immediately west of Wilcannia, while a commencement was made on construction of a further four miles between 9 and 13 miles.

State Highway No. 9—New England Highway

Construction of four lane divided carriageways from Hexham to Tarro was completed by the Department.

A passing lane was constructed on either side of the Eastville Road, 3.5 miles east of Maitland.

A commencement was made on the reconstruction and widening of the highway between 1.0 and 1.8 miles north of Muswellbrook.

Work on crest improvement 4.5 miles from Muswellbrook was completed during the year and work was in progress on the improvement of a further crest 6.5 miles north of Muswellbrook.

Seven box culverts were widened by the Department between 4 and 6 miles north of Scone.

North of Willow Tree, construction was completed of a climbing lane and channelised intersection at the junction of the highway with Trunk Road No. 72 (Willow Tree-Narrabri Road).

Reconstruction to improve a sharp crest, widening of the formation to 44 feet and the provision of a 24 feet bitumen surfaced pavement together with a climbing lane were proceeding near the junction of the highway with Main Road No. 106 (Nundle Road). Reconstruction and pavement widening were well advanced between 26.4 and 28.0 miles and were proceeding between 25.7 and 26.4 miles.

Reconstruction, including the provision of a 48 feet formation; 24 feet bitumen pavement and 10 feet climbing lane was completed at Sugarloaf Range, 31.6 to 32.5 miles north of Murrurundi.

Improvement to the alignment, together with extension of the climbing lane, and provision of a second safety ramp between 19.3 and 19.6 miles north of Tamworth, on the Second Moonbi Range, were completed by the Department.

Reconstruction commenced towards Uralla from 43.8 miles north of Tamworth.

Widening to provide a climbing lane, and improved alignment was in progress by the Department between 63.8 and 66.0 miles north of Tamworth. Similar work was completed by Dumaresq Shire Council between 66.0 and 67.1 miles and was in progress by Armidale City Council on behalf of the Department between 67.1 and 67.7 miles.

Work was continued by the Department towards the provision of a dual carriageway in Church Street, Glen Innes, between Meade and Oliver Streets.

Pavement widening and reconstruction were proceeding south of Oliver Street for a length of approximately three miles.

State Highway No. 10—Pacific Highway

Improvement of the pavement and shoulders between Wyong and Frazer Park was continued. An asphaltic concrete surface was placed over the existing pavement at a number of locations to improve riding qualities. The lengths of pavement treated totalled $4\frac{1}{2}$ miles.

At the intersection of the highway with Main Road No. 509 (Warnervale Road), 18.5 miles north of Gosford, the Department completed the construction of passing and turning lanes.

Over a length of three quarters of a mile at 25 miles south of Newcastle, the Department constructed and widened the highway, eliminating a crest and improving alignment. An asphaltic concrete surface 24 feet wide was provided with a 44 feet wide formation.

Between Vincent and Murray Streets, North Belmont, widening and reconstruction of the highway to provide a divided carriageway were continued. The work is about 75% completed.

Reconstruction from Wallsend Road northerly to Broadcasting Station 2HD is now in progress by Newcastle City Council. Completion of this work will provide a continuous divided carriageway from Maude Street, Mayfield, to Ironbark Creek, a distance of approximately 3 miles.

Preliminary works were continued during the year towards the construction of a divided carriageway between Ash Island Bridge and the Hexham deviation, 8.2 to 8.6 miles north of Newcastle.

Construction of a passing lane and improvement of the intersection of the highway with Richardson Road, one mile north of Raymond Terrace, were completed.

Work on the reconstruction of the highway through the village of Karuah was also completed.

A deviation of the highway, one mile in length, was constructed through the township of Bulahdelah. This deviation provided a more suitable connection to the existing Myall River Bridge and relocated the highway from Stroud Street to Boolambayte Street.

Work commenced on the construction of 2.8 miles of climbing lane over O'Sullivan's Gap Hill between 6.4 and 9.2 miles north of Bulahdelah.

A length of the highway, 1.2 miles long, between 19.0 and 20.2 miles north of Bulahdelah was reconstructed and widened. Reconstruction of the highway with divided carriageways between Chatham Overbridge and Oxley Street, Taree, was completed by Taree Municipal Council.

Reconstruction and strengthening of the highway through Cundletown were completed during the year.

A commencement was made on reconstruction of the highway between 6.1 and 7.4 miles north of Coff's Harbour.

Construction of the southern and northern approaches to the new bridge over the Clarence River at Harwood was continued.

Reconstruction was commenced between 8.9 and 12.3 miles north of Woodburn to improve a section of damaged and narrow pavement.

Construction was continued on the approaches to Emigrant Creek Bridge and the deviation from this bridge to the Burns Point turnoff.

Work continued on the deviation at Newrybar, 12.4 to 13.5 miles north of Ballina, to eliminate a narrow winding section.

Reconstruction was commenced between 7.0 and 8.1 miles north of Murwillumbah to improve a length of narrow, damaged pavement.

Reconstruction of a further section on the length between Boyd's Bay Bridge and the Queensland border commenced. The existing pavement will be replaced by a divided carriageway. Earthworks and gravelling were being carried out by Tweed Shire Council and final pavement preparation, bitumen surfacing and median construction by the Department.

State Highway No. 11—Oxley Highway

Reconstruction and bitumen surfacing of the Oxley Highway were continued during the year.

Reconstruction and bitumen surfacing of a total of 5.2 miles were completed between 9.6 and 38.6 miles and 11 miles between 57.5 and 68.55 miles west of Port Macquarie.

Peel Shire Council commenced reconstruction at Somerton from 23.7 to 24.8 miles west of Tamworth.

Reconstruction was commenced by Coonabarabran Shire Council from 1.0 to 1.7 miles east of Coonabarabran.

The Department completed reconstruction and bitumen surfacing of the section 15 to 20 miles west of Gilgandra and completed earthworks on the section 23.5 to 27.7 miles, preparatory to bitumen surfacing. Work was also in progress on the section between 27.7 and 32.0 miles west of Gilgandra.

State Highway No. 12—Gwydir Highway

Between 3.3 and 3.9 miles west of Grafton, construction was commenced on the approaches to the new bridge over Cowans Creek.

Construction was completed on the approaches to the new bridge over the Orara River at Ramornie, between 9.1 and 10.8 miles west of Grafton.

East of Glen Innes, the sections from 21.0 to 24.3 miles and from 26.1 to 27.8 miles were bitumen surfaced. A bitumen surface is now available on the full length of highway between Grafton and Glen Innes.

Inverell Municipal Council completed reconstruction and widening of the section 1.6 to 3.5 miles east of Inverell.

West of Inverell, Macintyre Shire Council completed reconstruction and widening between 2.4 and 3.6 miles. The Council also reconstructed and widened the section from 21 to 22 miles west of Inverell.

Yallaroi Shire Council completed reconstruction and widening from 12.7 to 15.2 miles west of Inverell.

Boomi Shire Council completed reconstruction and bitumen surfacing between 23.0 and 26.2 miles west of Moree.

Walgett Shire Council extended the bitumen surface from 5.3 to 7.7 miles east of Collarenebri and provided a dustless surface from 7.7 to 11.4 miles east of Collarenebri.

State Highway No. 14—Sturt Highway

In co-operation with the Department of Railways, the Department was increasing the clearance for road traffic at the railway subway about 2.8 miles west of Narrandera.

The Department completed strengthening of the pavement between 37.9 and 42.8 miles east of Hay.

Hay Shire Council, on behalf of the Department, completed strengthening and widening, including improvements to alignment, between 5.9 and 9.0 miles and work was in progress between 33 and 35 miles west of Hay.

Construction of the highway on a deviation between 1 and 4 miles east of Balranald was carried out by the Department.

State Highway No. 16—Bruxner Highway

Construction was continued on the section between Drake and Tabulam with a view to improving the alignment and providing a bitumen surface.

East of Tenterfield, reconstruction and bitumen surfacing were in progress between 29.0 and 31.6 miles (Drake). Work was carried out partly by contract and partly by Tenterfield Shire Council.

West of Tenterfield, reconstruction was proceeding on the section from 11.5 to 14.0 miles.

In Ashford Shire, reconstruction and bitumen surfacing were being carried out between 1.0 and 4.8 miles west of Texas.

State Highway No. 17—Newell Highway

The Department completed strengthening and widening, including improvements to alignment, between Finley and 11 miles south of Finley.

Work by the Department was continued between Narrandera and West Wyalong. Except for a length of 0.2 miles, a dustless surface now extends for 40.5 miles northerly from Narrandera and work is proceeding on a further 5.4 miles, known as the Ardlethan deviation.

South of West Wyalong towards Ardlethan, the first seven miles have been provided with a bitumen surface and work is proceeding southerly over a further length of 6.2 miles.

The Department completed construction and bitumen surfacing of a deviation between Dubbo and Brocklehurst, 5.8 miles north of Dubbo. This deviation, which included the construction of a reinforced concrete and steel bridge over the Talbragar River, eliminated two railway level crossings from the route of the highway.

Jemalong Shire Council, on behalf of the Department, continued work on the reconstruction and bitumen surfacing between 12 and 18 miles south of Forbes.

The Department continued reconstruction and bitumen surfacing between 29.5 and 35.7 miles south of Narrabri.

State Highway No. 18—Castlereagh Highway

Gilgandra Shire Council, on behalf of the Department, completed reconstruction and bitumen surfacing from 23 miles north of Gilgandra to the shire boundary at 28.2 miles, thus providing a dustless surface from Gilgandra to Coonamble.

The Department extended the bitumen surface from 39.0 to 45.5 miles north of Coonamble. Reconstruction, preparatory to bitumen surfacing, was in progress from 45.5 to 61.6 miles.

State Highway No. 19—Monaro Highway

South of Cooma, Monaro Shire Council, on behalf of the Department, bitumen surfaced the section between 19.0 and 22.7 miles and also completed the reconstruction and bitumen surfacing of the section of the highway which constitutes the main street of Nimmitabel.

South of Nimmitabel, the Department continued construction of the deviation towards Tea Gardens Creek. A dustless surface was provided from 0.5 to 3.0 miles and work was in progress on a further 3.5 miles.

On behalf of the Department, Bibbenluke Shire Council bitumen surfaced the section 19.0 to 20.6 miles and was reconstructing and bitumen surfacing the section from 17 to 19 miles south of Nimmitabel. In addition Council commenced reconstruction from 14 to 17 miles south of Nimmitabel.

Bibbenluke Shire Council continued reconstruction and bitumen surfacing between 5 and 7 miles south of Bombala.

Yarrowlumla Shire Council continued widening and pavement strengthening associated with drainage improvements, on sections totalling about 3 miles, between the Australian Capital Territory boundary and Michelago.

State Highway No. 20—Riverina Highway

The Department commenced strengthening and widening the highway between 13.0 and 17.9 miles east of Deniliquin.

State Highway No. 21—Cobb Highway

Windouran Shire Council, on behalf of the Department, completed reconstruction and bitumen surfacing between 48.8 and 52.2 miles north of Deniliquin. The whole of the length between Deniliquin and Hay has now been provided with a bitumen surface.

State Highway No. 22—Silver City Highway

The Department continued reconstruction of the sections between 40.0 and 46.2 miles; 63.8 and 71.5 miles, and 110 and 124 miles south of Broken Hill. On the latter section, a deviation (Bunneringee Deviation) was constructed in conjunction with two steel bridges over the Great Ana Branch of the Darling River.

Construction was commenced on the Milpara Deviation, 11.0 to 21.2 miles north of Wentworth.

State Highway No. 24—Mount Lindesay Highway

Tenterfield Shire Council commenced reconstruction and bitumen surfacing between 73.3 and 75.0 miles north of Tenterfield.

State Highway No. 25

Strengthening and widening of the pavement between 2.9 and 4.5 miles from the Prince's Highway were completed by the Department and a commencement was made on reconstructing and widening the pavement from 2 to 5 miles east of Moss Vale.

Trunk and Ordinary Main Roads

Details of expenditure on these roads in the country are listed in Appendices Nos. 8 and 8A.

The principal works undertaken during the year were as follows:—

Trunk Road No. 52—Sutton-Letchworth

Yarrowlumla Shire Council completed reconstruction and bitumen surfacing north of Queanbeyan between 11.8 miles and the Federal Highway at 13.6 miles from Queanbeyan.

Trunk Road No. 54—Goulburn-Ilford

Mulwaree Shire Council extended reconstruction and bitumen surfacing from 10.5 miles to the junction with Main Road No. 376 (Crookwell-Mount Wayo) at 11.5 miles from Goulburn.

Turon Shire Council completed reconstruction and bitumen surfacing of the section 19.0 to 20.2 miles north of Bathurst.

Trunk Road No. 56—Forbes-Yass

This road has now been bitumen surfaced from Forbes to 10.4 miles south of Cowra (60.5 miles south of Forbes), with the exception of the sections between 15.7 and 17.0 miles and between 34 and 39 miles south of Forbes.

Jemalong Shire Council was about to commence work on the section 15.7 to 17.0 miles and Waugoola Shire Council was working on the two remaining lengths of gravel surface within that Shire, i.e. from 34 to 39 miles south of Forbes and from 10.4 miles south of Cowra to the Boorowa Shire boundary at 19.46 miles from Cowra.

Boorowa Shire Council completed reconstruction and bitumen surfacing of a further section between 8.6 and 10.8 miles north of Boorowa.

Trunk Road No. 57—Nyngan-Old Junee

Bogan Shire Council completed reconstruction and bitumen surfacing of the section from 6.2 to 9.0 miles south of Nyngan.

Bland Shire Council continued with reconstruction and bitumen surfacing north from West Wyalong. Bitumen surfacing now extends from Old Junee to 19 miles north of West Wyalong.

Trunk Road No. 59—Jerilderie-Mundowey

Lockhart Shire Council completed reconstruction and widening of narrow bitumen pavement between 56.0 and 58.8 miles west of Wagga Wagga.

Trunk Road No. 61—Orange-Cobar

Lachlan Shire Council completed reconstruction and bitumen surfacing of the section 4.4 to 10.0 miles north of Condobolin.

Trunk Road No. 62—Scone-Coolah

Merriwa Shire Council completed reconstruction and bitumen surfacing to 10.7 miles west of Merriwa, and was working on the length between 10.7 and 14.5 miles west of Merriwa.

Trunk Road No. 63—Tamworth-Yetman

Manilla Shire Council completed construction of a deviation from 21.1 to 22.7 miles north of Tamworth, which eliminated two level crossings from the route of the Trunk Road.

Trunk Road No. 67—Ivanhoe-Swan Hill

Bitumen surfacing in Balranald Shire, south of Balranald, was completed on the section between Balranald and Kyalite (22.2 miles south). A further section of similar work was carried out by Balranald Shire Council from 0.7 to 4.7 miles north of Balranald.

Trunk Road No. 68—South Australian border-Wentworth-Mungindi

Brewarrina Shire Council completed reconstruction and bitumen surfacing of the section from 0.4 to 2.9 miles west of Brewarrina.

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

Brewarrina Shire Council continued reconstruction preparatory to bitumen surfacing of the section from 6.9 to 17.4 miles south of Brewarrina.

Trunk Road No. 74—Armidale-South Grafton

Dumaresq Shire Council continued bitumen surfacing of this road to 37.5 miles east of Armidale and provided a dustless surface on the section from 37.5 to 39.2 miles. Construction was in progress on the section beyond Oakey Creek from 39.8 to 41.3 miles east of Armidale.

Trunk Road No. 75—Wollomombi-Kempsey

Macleay Shire Council continued its programme of reconstruction and bitumen surfacing of this road. Work was completed to a point 20 miles west of Kempsey.

Trunk Road No. 78—Cowra-Ettamogah

Illabo Shire Council continued with reconstruction of the length known as Bethungra Hill, 18.9 to 22.4 miles north of Junee.

Wagga Wagga City Council reconstructed and temporarily surfaced, pending the application of asphaltic concrete, the length of this road through the commercial centre of the city (Baylis and Fitzmaurice Streets).

Trunk Road No. 80—Narrandera-Mossgiel

Carrathool Shire Council completed reconstruction and bitumen surfacing between 7.5 and 12.5 miles south of Hillston.

Trunk Road No. 83—South Grafton-Woodenbong

Reconstruction and bitumen surfacing were completed by Copmanhurst Shire Council between 11.9 and 13.6 miles north of Grafton.

Construction was continued generally between 19.0 and 39.5 miles north of Grafton, while construction and bitumen surfacing were completed on the sections from 26.5 to 30.9 miles and 38.2 to 39.5 miles.

Trunk Road No. 84—Bowning-Temora

Reconstruction and bitumen surfacing between 12.2 and 16.0 miles west of Murrumburrah were completed by Jindalee Shire Council. Similar work was in progress between 16.0 and 22.3 miles west of Murrumburrah.

Narraburra Shire Council completed reconstruction and bitumen surfacing of the length between 11.6 and 14.9 miles east of Temora.

Trunk Road No. 85—Gilmore-Jingellic

Tumut Shire Council completed the reconstruction and bitumen surfacing of the length between 3.1 and 6.4 miles south of the Snowy Mountains Highway at Gilmore, except for the approaches to be constructed to the new Windowie Creek Bridge.

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

Gloucester Shire Council completed reconstruction and bitumen surfacing of the full length of Trunk Road No. 90 within its area, except for a section, less than one mile in length, which is to be reconstructed as the approaches to a new bridge over Titaatee Creek.

Main Road No. 135—Ebor-Gilgai

Guyra Shire Council completed a further 2.7 miles of reconstruction and bitumen surfacing giving a dust free surface for 36.4 miles east of Guyra.

Main Road No. 179A—Campbelltown-Picton

Work was completed by Wollondilly Shire Council on reconstruction and bitumen surfacing between 9.2 and 13.5 miles from Campbelltown.

Main Road No. 209—Muswellbrook-Merriwa

Merriwa Shire Council completed construction and bitumen surfacing of a deviation between 5 and 8 miles east of Merriwa, to eliminate two railway level crossings from the route of the Main Road.

Main Road No. 223—Broadmeadow-Wallsend-Kurri Kurri

Croudace Street was reconstructed to a width of 56 feet between kerbs from Russell Road to Newcastle Road, by Newcastle City Council.

Main Road No. 253—Hartley-Jenolan Caves-Bathurst

Pavement widening and re-alignment were completed at three sharp curves on Five Mile Hill between 24 and 29 miles from the Great Western Highway at Hartley.

Reconstruction and bitumen surfacing of the section between 19.6 and 23.2 miles were completed.

The full length of road between Hartley and Jenolan Caves has now been provided with a bitumen surface.

Main Road No. 265—Sheepwash Bridge-Fitzroy Falls

Reconstruction and bitumen surfacing from 3.0 to 4.7 miles south of State Highway No. 25, were completed by Wingecarribee Shire Council. A bitumen surface is now available on the full length of this road.

Main Road No. 286—Mount Kosciusko Road

The Department completed reconstruction to 12 miles west of New Jindabyne together with a further section from 14.0 to 19.6 miles. Reconstruction proceeded between 12 and 14 miles, and 19.6 and 20 miles.

Main Road No. 299—Corowa-Savernake

Corowa Shire Council reconstructed and bitumen surfaced the last six miles of this road at its northern end. The whole of the Main Road has now been bitumen surfaced.

Main Road No. 326—New Lambton-Mayfield-Broadmeadow Junction

Newcastle City Council completed reconstruction of Hanbury Street, Mayfield to provide a full width asphaltic concrete surfaced pavement, suitable for heavy loading. Reconstruction of a further half mile section in Georgetown Road was commenced.

Main Road No. 370—Kywong-Howlong

Culcairn Shire Council completed reconstruction and bitumen surfacing of the 9.7 mile length from the Lockhart-Culcairn Shire Boundary to Walbundrie.

Narrandera Shire Council reconstructed and bitumen surfaced the length of 5.8 miles within its area.

The length of this road from Walbundrie to Kyong, within the Shires of Culcairn, Lockhart and Narrandera, has now been provided with a bitumen surface.

Main Road No. 513—Bulli Pass-North Wollongong

During the year the Department completed the construction of a climbing lane on Mount Ousley Road, 2.7 miles in length, to join with the link road to the North-South Arterial Road at West Wollongong. Construction was through difficult terrain and necessitated the widening of the formation to occupy a second span under Mt. Pleasant Road overbridge and adjacent divided carriageway construction. The work required also the provision of 25,000 square yards of additional pavement; four retaining walls totalling about 500 feet in length; 3,400 lineal feet of mountain type kerb and gutter; 4,300 lineal feet of protection fencing and 6,300 feet of subsoil drainage.

With the completion of this work, through traffic from Mount Ousley (north of Wollongong) to Ghost's Creek (south of Wollongong) approximately seven miles, has limited interference from slow moving vehicles and local traffic.

Developmental Roads

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

Tourist Roads

The total number of proclaimed Tourist Roads in the State is now 49. Particulars of Tourist Roads proclaimed during the year are given in Appendix No. 12A. Details of work and expenditure on all Tourist Roads are listed in Appendices Nos. 7 and 8.

The following Tourist Roads are those on which substantial works were carried out during 1965/66:—

<i>Road No.</i>	<i>Council</i>	<i>Remarks</i>
4005	Warringah	West Head Road—The Department completed the reconstruction and bitumen surfacing of this road.
4025	Sutherland	Garie Beach Road—The Department completed the reconstruction and bitumen surfacing of this road.
4030	Hastings	Hastings Shire Council has completed the reconstruction and bitumen surfacing of this road for 2.7 miles southerly from Lake Cathie. Council continued work on the remaining length to North Haven.
4031	Sutherland	Cape Solander Drive—The Department completed the construction and bitumen surfacing of this two-lane road.
4040	Snowy River	Snowy River Shire Council gravelled and bitumen surfaced the full length of 10.3 miles from Main Road No. 286 near Jindabyne to Rocky Plain.
4043	Snowy River	Snowy River Shire Council reconstructed this road to basecourse level for the full length of 6.3 miles from Jindabyne to Penderlea.

COUNTY OF CUMBERLAND ROAD CONSTRUCTION

State Highways, Main and Secondary Roads

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 Highway No. 1—Prince's Highway

The Department commenced widening to a six-lane divided carriageway the section of the highway between Holt Road, Sylvania, and Acacia Road, Sutherland.

Widening to a six-lane divided carriageway of the section between Pitt Street and Farnell Avenue, Loftus, was completed during the year.

A climbing lane was constructed by the Department near Sublime Point, 11.0 to 11.5 miles north of Wollongong.

State Highway No. 2—Hume Highway

The Department commenced pavement widening and channelisation at the intersections of the highway with Pemberton Street, Strathfield, and Brunker Road, Chullora, to improve traffic movements at these locations.

Pavement widening was completed on the western side of the northern carriageway from Woodville Road (State Highway No. 13) to Horsley Drive, Carramar.

Widening of each carriageway from two to three lanes and the installation of kerb and gutter were continued between Landsdowne Bridge and Cabramatta Creek.

State Highway No. 5—Great Western Highway

The Department constructed a median strip along that section of Church Street, Parramatta, which forms part of the Great Western Highway.

At Springwood, construction of a deviation, 1.6 miles long was commenced. The deviation, which will have a six-lane divided carriageway, will eliminate two narrow railway underpasses from the route of the highway.

State Highway No. 10—Pacific Highway

The Department commenced pavement widening and channelisation at the intersection of the highway with Herbert Street, St. Leonards.

Pavement widening to provide four lanes of surfaced pavement with gravel shoulders was continued between Mt. Colah and Mt. Ku-ring-gai.

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

Work continued on widening to six lanes of the carriageway between the Hume Highway and Chiltern Road, Guildford.

The Department commenced construction of a six lane divided carriageway between Merrylands Road, Granville, and the Great Western Highway. The construction of a bridge by the Department of Railways on this section will enable a railway level crossing ("Dog Trap Gates") to be eliminated.

Pavement widening to provide four lanes and kerb and gutter was completed between Mahers Road and Castle Hill Road, West Pennant Hills.

Main Road No. 139—Blaxland Road

Ryde Municipal Council completed widening between Church and Devlin Streets.

Main Road No. 154—Hume Highway at Narellan via Bringelly and Kingswood to Windsor

South of the Parker Street deviation at Penrith, the pavement was widened to 20 feet for a length of 1.1 miles.

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

Between Blaxland Road and Quarry Road, Ryde Municipal Council continued to widen the road to provide a six-lane divided carriageway.

Ku-ring-gai Municipal Council completed, by contract, the construction of a section of four lane divided carriageway at North St. Ives.

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 completed the widening of Spit Road between Parriwi Road and Pearl Bay Avenue, Mosman, to provide a six-lane dual carriageway.

Pavement widening was completed to provide a fourth lane on Condamine Street from Lovett Street to Burnt Bridge Creek.

Work continued towards providing a six lane divided carriageway between Neptune Street and Avalon Parade at Bilgola.

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

The Department completed the widening of the road pavement between Glebe Island Bridge and Commercial Road, Rozelle.

The Department also completed the widening to six lanes (dual carriageway) of those sections of Victoria Road from Marsden Road to Spurway Street, Ermington, and Gammell Street to Clyde Street, Rydalmere. Work commenced on the widening to a six-lane divided carriageway of the section from the western approach to the new bridge at Vineyard Creek to Pemberton Street.

Main Road No. 166—Manning Road, Gladesville Road, Joubert Street, Burns Bay Road and Longueville Road

The Department completed reconstruction of both approaches to the new Fig Tree Bridge and construction of that part of the North-Western Expressway between Fig Tree Bridge and the new Tarban Creek Bridge.

A commencement was made on reconstruction and pavement widening at the intersection of Burns Bay Road with Carisbrook Street.

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

The Department completed construction of both approaches to the new Milperra Bridge over George's River.

The reconstruction and widening to a six lane divided carriageway of Milperra Road between River Road and Milperra Bridge were in progress.

Pavement widening to provide a divided six-lane carriageway was commenced between Milperra Bridge and Epsom Road.

Main Road No. 168—Forest Road

Hurstville Municipal Council commenced widening to three lanes of the immediate approach to Lugarno Ferry.

Main Road No. 170—Regent Street and Botany Road

The Department completed channelisation of the intersections of Botany Road with Lords Road and Mill Pond Road.

Main Road No. 171—Flinders Street, Anzac Parade, Bunnerong Road

Sydney City Council completed the construction of a median strip from Taylor Square to Moore Park Road.

Main Road No. 172—Oxford Street, Bondi Road and Campbell Parade

Sydney City Council reconstructed the northern side of the carriageway between Taylor Square and Dowling Street.

The Department completed channelisation at the intersection of Oxford Street with Lang Road, Moore Park Road and Queen Street.

Main Road No. 173—New South Head Road, Hopetoun Avenue, Robertson Place and Military Road

Woollahra Municipal Council completed pavement restoration and the provision of a median strip between Neild Avenue and Ocean Street.

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

Work commenced on the reconstruction of Queen Street, Campbelltown, between the railway overbridge and Broughton Street.

Main Road No. 183—Canal Road, Ricketty Street, Kent Road and Gardiners Road

The Department widened the road to provide a six-lane dual carriageway between Florence Avenue and Maloney Street.

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

Reconstruction and widening of the carriageway between Oceana Parade and Cochrane Street, Austinmer, were commenced by the Department.

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

Auburn Municipal Council continued the reconstruction and widening to four lanes of Rawson Street and Boorea Street between St. Hilliers Road and Olympic Drive.

Main Road No. 194—Lords Road, General Holmes Drive, The Grand Parade, Ramsgate Road and Park Road

Rockdale Municipal Council completed widening of the road to six lanes between Bay Street and Bruce Street, and commenced similar work between Teralba Road and President Avenue.

Main Road No. 199—Rocky Point Road and Taren Point Road

The Department completed pavement widening to provide a six-lane divided carriageway on Rocky Point Road between Water Street and the northern approach to Captain Cook Bridge.

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

Ryde Municipal Council completed widening to six lanes of that section of road between Junction Street and Willandra Street.

Main Road No. 309—Berry Street, Aston Street and Rydalmere Avenue

The Department commenced reconstruction, widening and channelisation of Berry Street at its intersection with Aston Street.

Reconstruction and widening were carried out by the Department to provide a six-lane divided carriageway along Aston Street and Rydalmere Avenue, between Hassall Street, Rosehill, and Thomas Street, Rydalmere. This work was undertaken in conjunction with the construction of the approaches to the new bridge over the Parramatta River at Camellia.

Main Road No. 315—Concord Road, Cooper Street, The Boulevarde, Coronation Parade, Punchbowl Road and King George's Road

Construction of approaches to the new bridge over Cook's River on Punchbowl Road at Belfield was carried out by the Department.

The Department widened Punchbowl Road to a four-lane carriageway between Yerrick Road and Hillard Street.

Hurstville Municipal Council completed construction of the six-lane divided carriageway in approach to the widened overbridge at Beverly Hills.

Hurstville Municipal Council commenced widening and reconstruction to four lanes of the length between Stoney Creek Road and Forest Road.

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

The Department commenced widening Boundary Street, between Ferncourt Avenue and Duntroon Avenue, to provide a six-lane divided carriageway.

The Department also completed construction and widening to provide a six-lane divided carriageway on the approaches to the new Roseville Bridge between Duntroon Avenue, East Roseville and Ryrie Avenue, Forestville.

A commencement was made on pavement widening to provide a six-lane divided carriageway between Fitzpatrick Avenue and Wakehurst Parkway. The work included channelisation at the intersection of Warringah Road and Forest Way.

Pavement widening and channelisation were completed at the intersection of Warringah Road with Wakehurst Parkway.

Main Road No. 330—Cleveland Street

Sydney City Council reconstructed the road pavement between City Road and Chippen Street and between Elizabeth Street and High Holborn Street.

Main Road No. 373—Carlingford Road and Epping Road

The Department commenced widening Epping Road to provide a six-lane divided carriageway from the Lane Cove River to Delhi Road. The work included channelisation at the intersection of Epping Road with Blenheim Road and Pittwater Road.

Main Road No. 397—Wakehurst Parkway

The Department completed construction of a climbing lane for south-bound traffic between The Esplanade and French's Forest Road.

Main Road No. 508—Henry Lawson Drive

The Department improved the approaches to the bridge over Salt Pan Creek.

Main Road No. 515—Elizabeth Drive

Construction of a climbing lane was commenced at Mt. Pritchard.

Main Road No. 532—Silverwater Road

The Department continued reconstruction to provide a six-lane dual carriageway between Blaxland Street and Deakin Street, Auburn.

Main Road No. 570—Hawkesbury Road

Reconstruction and bitumen surfacing of a half-mile length on the western approach to Yarramundi Bridge were completed. The full length of this road has now been provided with a bitumen surface.

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

Reconstruction and widening were carried out to provide four lanes of surfaced pavement between the Pacific Highway and Burdett Street.

Secondary Road No. 2007—Railway Road, Gleeson Avenue, Sydenham Road, Marrickville Road, Buckley Street, Park Road, Addison Road, Shaw Street and Crystal Street

Marrickville Municipal Council completed channelisation at the intersections of Railway Parade, Buckley Street and Sydenham Road.

Secondary Road No. 2014—Frederick Street, Beatrice Street, Milton Street, George's River Road, Brighton Avenue, Beamish Street, Bexley Road, Harrow Road, and Watkins Street

Rockdale Municipal Council completed the channelisation of the intersection of Bexley Road with Slade Road and Shaw Street.

Secondary Road No. 2041—Stoney Creek Road

Hurstville Municipal Council completed a programme of bitumen surfacing of side strips.

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

Ku-ring-gai Municipal Council continued a programme of reconstruction of this route. Work was carried out in Killeaton Street, St. Ives, and at the intersection of Burns Road with Bobbin Head Road, including the construction of a deviation along Spurwood Lane.

Secondary Road No. 2056—Augustus Street, Dobroyd Parade and Wattle Street

The Department completed construction of the approaches to the new bridge over Hawthorne Canal.

Secondary Road No. 2068—River Road

Bankstown Municipal Council commenced reconstruction to provide four lanes between Canterbury Road and Thorne Street.

Secondary Road No. 2069—Rawson Street

Auburn Municipal Council commenced reconstruction between St. Hilliers Road and Northumberland Road.

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

Lane Cove Municipal Council completed improvement works between Greenwich Road and St. Vincent Road and commenced reconstruction between St. Vincent Road and Hinkler Parade.

Secondary Road No. 2073—The Crescent, Crescent Street and Ross Street

Sydney City Council constructed a bridge over Johnson's Creek. Approaches to the bridge were constructed by Council and the Department.

Secondary Road No. 2074—Anzac Parade

Randwick Municipal Council completed reconstruction between Franklin Street and Brisbane Street.

Secondary Road No. 2075—President Avenue, Kiora Road and The Boulevarde

Sutherland Shire Council completed a programme of pavement widening and strengthening.

Secondary Road No. 2076—Merton Street

Pavement widening and strengthening between Grafton Street and President Avenue were carried out by Sutherland Shire Council.

The Department constructed an extension of Merton Street to meet the Prince's Highway at Loftus.

Secondary Road No. 2079—President Avenue

Rockdale Municipal Council completed construction of a median strip from West Botany Street towards Cross Street.

BRIDGE CONSTRUCTION

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

The 138 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, fifty seven bridges and thirty six "bridge size" culverts were under construction on Main and Developmental Roads.

The classification of the roads on which the structures were built are tabled below:—

	Express-ways	State High-ways	Trunk Roads	Ordinary Main Roads	Develop-mental & Unclassi-fied Roads	Second-ary Roads	Total
Bridges	7	19	9	17	12	2	66
Bridge size Culverts ..	—	32	19	20	1	—	72
Totals: ..	7	51	28	37	13	2	138

Of the completed bridges, thirty were built by the Department (including twenty five by contract), and thirty two by Councils (including twenty three by contract). Of the four remaining bridges, three were constructed by the Department of Railways and one by the Victorian Country Roads Board (border bridge).

Twenty six of the culverts were built by the Department (including ten by contract), and forty four by Councils (including fourteen by contract). Two were built by the Water Conservation and Irrigation Commission.

Principal Bridge Works Completed During the Year

Joll's Lookout—Sydney-Newcastle Expressway

The Department completed construction of two bridges at Joll's Lookout. Each bridge carries one carriageway of the expressway and the overall lengths of the bridges are 483 feet and 492 feet. The work was carried out by contract as part of the first stage construction of the expressway.

Tarban Creek—North Western Expressway

A nine-span reinforced and prestressed concrete bridge was completed by contract with the Department over Tarban Creek between Hunter's Hill and Huntley's Point. The bridge has 6 lanes for vehicular traffic and one footway and has an overall length of 750 feet including an arch span of 300 feet. It was constructed at a site where there was no previous crossing.

Jugiong Creek—State Highway No. 2—Hume Highway

A five span two lane reinforced and prestressed concrete bridge 395 feet long was constructed over Jugiong Creek. The new bridge, which was opened to traffic on 3rd July, 1965, replaced an inadequate single lane truss bridge 393 feet long. The bridge was constructed by the Department partly by contract and partly by its own organisation.

Peel River—State Highway No. 9—New England Highway

A new reinforced and prestressed concrete bridge, four lanes wide and 387 feet long was constructed over the Peel River at Tamworth. The new bridge replaced a two-lane wrought iron structure built in 1882. The new bridge was constructed by contract with the Department and the approaches were constructed by Tamworth City Council. The Council contributed one-third of the cost of the project.

Orara River at Ramornie—State Highway No. 12—Gwydir Highway

This bridge was constructed by contract with the Department and comprises a seven span steel and concrete structure 735 feet long. It replaced a narrow low level timber bridge 233 feet long (16 feet between kerbs) located on an inferior alignment.

Caragatel Flood Channel—State Highway No. 17—Newell Highway

Jemalong Shire Council completed the construction by contract of extensions to an existing two-lane concrete bridge 180 feet long by the addition of eleven 20 feet concrete spans, increasing the length of the bridge to 400 feet.

Talbragar River—Troy Deviation—State Highway No. 17—Newell Highway

The Department completed the construction by contract of a five-span, two-lane concrete and steel bridge 332 feet long over the Talbragar River and two reinforced concrete two-lane bridges in approach, one 170 feet long (three spans) and the other (one-span) 57 feet long on the Troy Deviation of the Highway between Dubbo and Brocklehurst. These bridges replaced a one lane timber beam structure 222 feet long.

Great Ana Branch of the Darling River—State Highway No. 22—Silver City Highway

Two steel bridges, with concrete decks, one over the Great Ana Branch of the Darling River at Bunneringee and the other over a flood channel of the Great Ana Branch, approximately 43 miles north of Wentworth, were completed and opened to traffic during the year. They were constructed by contract with the Department. The main bridge is 528 feet long and the flood channel bridge is 240 feet long, the distance between the bridges being 410 feet.

Bumona Creek—Trunk Road No. 54

A two-lane seven-span reinforced concrete bridge 210 feet long with precast pretensioned bridge units was completed under contract with Mulwaree Shire Council. It replaced a low-level three-span timber beam bridge 80 feet long.

Cudgegong River—Trunk Road No. 55

The construction of a six-span steel and concrete bridge 341 feet long with 2 lanes was completed by the Department's own organisation over the Cudgegong River 9 miles north of Mudgee (Belinfante Bridge). The bridge replaces a timber truss bridge 311 feet long.

Construction of the approaches was carried out by the Cudgegong Shire Council.

George's River at Milperra—Main Road No. 167

A three-span prestressed and reinforced concrete bridge over the George's River at Milperra was completed by contract with the Department. The bridge is 284 feet long and has 6 lanes for vehicular traffic and 2 footways. It replaced an old 20 feet wide timber bridge 254 feet long.

Carabost Creek—Main Road No. 284

A replacement reinforced concrete bridge over Carabost Creek at Carabost was completed by contract with Holbrook Shire Council. The new bridge is 252 feet long in five spans, with a width between kerbs of 24 feet. It replaced an old timber beam bridge 46 feet long, subject to flooding.

Parramatta River, Camellia—Main Road No. 309

A five-span reinforced and prestressed concrete bridge 448 feet long was completed by contract with the Department. The bridge has 6 lanes for vehicular traffic and 2 footways. It was constructed at a site where there was no previous crossing.

Murray River Flood Plain—Main Road No. 319

Construction by contract of a four-span steel girder bridge with concrete deck, 227 feet long was completed by Wakool Shire Council.

This bridge replaced three narrow timber structures with lengths of 82 feet, 97 feet, and 120 feet.

Middle Harbour at Roseville—Main Road No. 328

A high level fourteen-span reinforced and prestressed concrete bridge over Middle Harbour at Roseville was completed by contract with the Department. The bridge is 1229 feet in length along its centre-line and provides 6 lanes for traffic and one footway. It replaced an old concrete bridge 20 feet wide and 240 feet long.

Murray River at Barmah—Main Road No. 391

Construction of this two-lane, seven-span reinforced concrete bridge 551 feet long was completed by the Country Roads Board, Victoria, the Department of Main Roads contributing half the cost.

The bridge replaced the ferry over the Murray River at Barmah.

Derby's Falls—Main Road No. 576

Council completed the construction by contract of a seven-span, two-lane, low level, prestressed concrete bridge 233 feet long to replace an existing low level timber structure 183 feet long on the Main Road to Wyangala Dam.

Hawthorne Canal—Secondary Road No. 2056

The construction of an eight-span reinforced and prestressed concrete bridge 359 feet long, over Hawthorne Canal was completed by contract to the Department. The bridge has four lanes for vehicular traffic and two footways and was constructed at a site where there was not a crossing previously.

Murrumbidgee River—Developmental Work No. 3096

A single-lane low-level steel and concrete bridge over the Murrumbidgee River at Jugiong was completed by Demondrille Shire Council by contract. The new bridge has ten spans and is 343 feet long. No structure existed previously at the site.

Wyaldra Creek—Developmental Work No. 3146

Cudgong Shire Council completed the construction of a six-span prestressed concrete bridge 210 feet long at Wyaldra Creek on the Gulgong-Ulan Road, 12.5 miles from Gulgong. It replaced an open crossing.

Nile Creek—Developmental Work No. 3165

Rylstone Shire Council completed the construction of a single-lane fourteen-span concrete bridge 350 feet long over Nile (or Umbiella) Creek. This bridge replaced an open crossing.

Williams River—Raymond Terrace

A two-lane, 5 span prestressed concrete bridge 864 feet long was completed by contract with the Department. It replaced the vehicular ferry between Nelson's Plains and Raymond Terrace.

Principal Bridge Works in Progress at the Beginning of the Year and Not Completed*Moruya River—State Highway No. 1—Prince's Highway*

Work continued, by contract, on the construction of a two-lane bridge over the Moruya River at Moruya. The new bridge will be 892 feet long with a reinforced concrete deck on continuous steel girders for seven spans, and on prestressed concrete girders for the two approach spans. The large diameter piles in the substructure were placed by the Department's organisation. The new bridge will replace a timber structure subject to flooding.

Nullica River—State Highway No. 1—Prince's Highway

Work proceeded by contract on the superstructure of a two-lane bridge over the Nullica River, four miles south of Eden. The new bridge will be 448 feet long comprising six continuous reinforced concrete box girder spans, and will replace an old low-level single lane timber bridge about one mile inland from the new site. The Department had previously placed the large diameter piles in the foundations.

Wallagaraugh River at Timbillica—State Highway No. 1—Prince's Highway

The Department continued the construction, by contract, of a two-lane bridge 687 feet long over the Wallagaraugh River to replace a narrow, low-level timber structure on poor alignment. The new bridge comprises six spans in two continuous sets of three with plate web girders supporting a reinforced concrete deck. Three of the piers are founded on reinforced concrete cylinders, and the remainder on bored piles.

Narambulla Creek—State Highway No. 2—Hume Highway

Construction of a two-lane five-span steel and reinforced concrete bridge 203 feet long was continued by the Department 12 miles east of Goulburn. It will replace two narrow steel and timber bridges.

Clarence River at Harwood—State Highway No. 10—Pacific Highway

This bridge is being constructed by contract with the Department. It is a steel and concrete bridge 2,918 feet long with 34 spans. When completed the last vehicular ferry crossing on this highway, and on the highway system of New South Wales, will have been eliminated.

Emigrant Creek—State Highway No. 10—Pacific Highway

This bridge comprises a ten-span steel and concrete structure 455 feet long and is being constructed by the Department. It will replace an existing timber truss bridge 248 feet long.

Whalan Creek—State Highway No. 17—Newell Highway

The construction of a two-lane steel and concrete bridge 399 feet long over Whalan Creek approximately 11 miles south of Boggabilla was nearing completion at the close of the financial year. The bridge will replace an open crossing.

Bellinger River at Thora—Trunk Road No. 76

This bridge is being constructed by contract with the Department and comprises a five-span steel and reinforced concrete structure 469 feet long. It will replace an existing low-level timber bridge 320 feet long which is subject to flooding.

Principal Bridge Works Commenced During the Year and not Completed*Bargo River—State Highway No. 2—Hume Highway*

A prestressed and reinforced concrete bridge was being constructed by the Department, by contract, over the Bargo River six miles south of Picton. The new bridge comprises seven spans and is 627 feet long. It will replace the last single lane bridge on the Hume Highway and also, eliminate a narrow railway overbridge by crossing over both the Bargo River and the Main Southern Railway Line.

MacLaughlin River—State Highway No. 19—Monaro Highway

The Department has let a contract for the construction of a two-lane bridge over the MacLaughlin River 3.5 miles south of Nimmitabel. The new bridge is to be 280 feet long, comprising four simply supported plate web girder spans, each 70 feet in length carrying a reinforced concrete deck. The piers are to be founded on steel piles. The new bridge is to be situated on a deviation (7.4 miles in length) of State Highway No. 19 and will eliminate from the route of the highway, a narrow timber bridge, a railway level-crossing and a length of poor road alignment.

Casson's Creek—State Highway No. 10—Pacific Highway

This bridge is being constructed by the Department and comprises a nine-span concrete structure 207 feet long, 29 feet between kerbs. It will replace a single timber bridge 74 feet long.

Coldstream River—State Highway No. 10—Pacific Highway

This bridge is being constructed by contract to the Department. It will be a five-span concrete bridge 373 feet long 28 feet between kerbs, and will replace a single lane timber bridge 374 feet long.

Mirool Creek—State Highway No. 17—Newell Highway

The Department is constructing by contract a steel and reinforced concrete bridge, 240 feet long on a deviation of the highway at Ardlethan. The new structure will replace a causeway on the existing route of the Newell Highway.

Manamoi Creek—State Highway No. 17—Newell Highway

The Department commenced construction of a ten-span steel and reinforced concrete bridge 233 feet long over Manamoi Creek 24.8 miles south of Moree. It will replace an open crossing.

Mooki River at Breeza—Trunk Road No. 72

Construction of a two-lane nine-span composite steel and reinforced concrete bridge 489 feet long has been commenced by contract by Liverpool Plains Shire Council. This structure will replace a low-level timber bridge.

Murrimboola Creek—Trunk Road No. 84

A two-lane seven-span reinforced and prestressed concrete bridge 252 feet long is being constructed by Murrumburra Municipal Council by contract. The new bridge will replace an old timber beam bridge 213 feet long.

North Arm of the Hunter River—Main Road No. 108

The Department commenced construction of the foundations of a four-lane high level bridge 3,350 feet long over the North Arm of the Hunter River. The placing of piles is being carried out by the Department.

Bungawalbyn Creek—Main Road No. 145

This bridge is being constructed by contract with the Department. It will be a five-span concrete bridge 350 feet long, 24 feet between kerbs, and will replace a single lane timber bridge 348 feet long.

De Burgh's Bridge—Main Road No. 162

A six-span prestressed and reinforced concrete bridge 607 feet long over the Lane Cove River was commenced by contract to the Department. The bridge will have six lanes for vehicular traffic and two footways and will replace an old timber bridge 298 feet long and 18 feet wide.

Railway Overbridge—Gross Street, Mayfield—Main Road No. 316

A steel and concrete overbridge is being constructed by the Department of Railways. It is 291 feet long, 57 feet between kerbs including a 5 feet median, and has two footways. It will replace a timber structure 56 feet long.

MacDonald River—Main Road No. 503

A two-lane three-span composite steel and concrete bridge 264 feet long is being built under contract with the Department to replace an old timber beam bridge 205 feet long.

BITUMEN SURFACE TREATMENT

Bitumen or tar surface treatment was carried out during the year by Councils and the Department on a total of 1,434 miles of Main Roads, Secondary Roads and Tourist Roads. This work comprised:—

- (i) Initial surfacing of 547 miles of road pavement including 78 miles of new priming or light sealing with tar preparatory to bitumen sealing at a later date.
- (ii) Resurfacing of 736 miles of existing bitumen-surfaced roads.
- (iii) Restoration of the bitumen surface on 151 miles of road pavement after reconstruction following deterioration of an earlier similar surface.

Distribution of these mileages over the various classes of Main Roads is as follows:—

Nature of Work	State Highways	Other Main Roads and Tourist Roads	Declared Secondary Roads	Total
1. New bitumen surfacing	99	369	1	469
2. New tar priming or light sealing	65	13	—	78
3. Bitumen resurfacing—				
(a) Flush resurfacing	295	398	—	693
(b) Plant mix resurfacing	16	19	8	43
4. Restoration of bitumen surface on pavements after reconstruction	111	40	—	151
Totals	586	839	9	1,434

MAINTENANCE OF BRIDGES AND FERRIES

Among the major bridge and ferry repairs carried out during the year were the following:—

Bridge over George's River at Tom Ugly's Point—State Highway No. 1—Prince's Highway

This steel bridge measures 1,638 feet between abutments, with six 228-foot truss spans and three 90-foot plate girder spans. The asphaltic concrete pavement was removed by the burner-planer process and replaced with new material. Patch painting of the steel underside of the deck was also completed during the year.

Bridge over Clyde River at Bateman's Bay—State Highway No. 1—Prince's Highway

This structure is 950 feet long with five 120-foot steel truss spans, one 95 feet steel lift span, and four steel girder spans. Repainting of the steelwork was completed.

Bridge over Bega River—State Highway No. 1—Prince's Highway

The bridge is 430 feet in length and of timber construction, including four 90-foot truss spans. The replacement of the second pier was completed, requiring the driving of 14 piles, and the old pier and temporary falsework were removed.

Bridge over Hawkesbury River—State Highway No. 10—Pacific Highway

This steel and concrete bridge measures 1,975 feet between abutments, including two 440-foot steel truss spans. During the year patch painting of the steelwork was completed.

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

This bridge is 397 feet in length and consists of two timber truss spans and seven timber beam spans. General repairs were carried out during the year including provision of additional wind brace supports to the trusses.

Bridge over Bredbo River—State Highway No. 19—Monaro Highway

This bridge is of timber construction, and is 280 feet long, including two 75 feet trusses. General repairs to the trusses and substructure were completed.

Bridge over Numeralla River—State Highway No. 19—Monaro Highway

This timber beam structure is 270 feet long. General repairs were completed, including the replacement of five girders and one pile.

Bridge over Myall Creek—Trunk Road No. 63

This bridge consists of three 90-foot timber truss spans and six timber beam spans, totalling 477 feet in length. Repairs during the year included lifting of the deck by 5 inches over one pier following settlement.

Bridge over Merrygoen Creek at Mendooran—Trunk Road No. 77

This bridge is 134 feet long and consists of one 75-foot timber truss span and two timber beam spans. Extensive repairs to the truss members and approach spans were well advanced at the end of the year.

Bridge over Lachlan River at Hillston—Trunk Road No. 80

This bridge is 126 feet long consisting of two timber beam spans and one timber truss span. Major repairs completed during the year included extensive substructure and girder replacements in beam and truss spans.

Ferry Service over Hunter River at Stockton—Main Road No. 108

Each of the three ferry vessels on this service was given an annual overhaul and, in addition, each vessel was docked for an underwater inspection between overhauls.

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

This steel bridge measures 1,536 feet between abutments and comprises seven steel truss spans and four steel plate girder spans. During the year a full repaint was completed.

Bridge over Murray River at Tooleybuc—Main Road No. 222

Comprising two timber truss spans, three timber beam spans, and one steel lift span, this structure is 289 feet long. Major repairs, including girder replacements and abutment piling, were completed during the year.

Bridge over Murray River at Barham—Main Road No. 319

This bridge is 326 feet in length, with two timber truss spans, one steel lift span, and two timber beam spans. Extensive repairs were made to truss members, girders and substructure.

Bridge over George's River at Liverpool—Main Road No. 512

This bridge has an overall length of 912 feet. Repainting of the structure and improvement of access to the piers from the deck were commenced during the year.

Second Approach Bridge to Bridge over Murray River at Robinvale (Vic.)—Main Road No. 583

This bridge is 555 feet long, comprising twenty-three timber beam spans. An extensive programme of pile, stringer, and decking replacement was commenced during the year.

Bridge over Darling Harbour at Pyrmont, Sydney

Between abutments this bridge measures 1,215 feet, with two 110 feet steel swing spans and twelve timber truss spans. During the year truss repairs and the complete repainting of the superstructure were continued.

Unwin's Bridge over Cook's River in Bayview Avenue, Tempe

This bridge comprises five 32-foot steel beam spans, with buckle plates between girders. The asphaltic concrete deck was removed and all defective buckle plates either repaired or replaced.

Bridge over Richmond River at Kyogle

This structure has one 90-foot timber truss span, four 35-foot timber beam spans, and three 30-foot timber beam spans. Extensive repairs were carried out to the superstructure and the substructure.

Shelley Bridge over Tumut River near Tumut

This bridge consists of three 75-foot timber truss spans and four 30 feet timber beam spans. Extensive repairs to the superstructure were completed.

SYDNEY HARBOUR BRIDGE MAINTENANCE

Painting

The fourth repainting cycle of the bridge was continued and approximately 50 per cent was completed by the end of the year.

A total area of 72,113 sq. yds. of steelwork was painted during the year, all of which was normal two-coat work.

Steelwork

Maintenance and checking of steelwork, rivets, cranes, hanger pins, expansion joints, etc. were carried out during the year. Approximately 3,700 feet of pipe handrail were removed from the top of the steel fence between the carriageway and the railway area to simplify the maintenance of this fence.

Electrical Work

In addition to the normal maintenance of power, lighting and flood-lighting installations on the bridge and the Cahill Expressway, all mercury vapour lamps were renewed.

Fire-Fighting Services

The extension of the fire hydrant service on the bridge and the Cahill Expressway was completed.

Compressed Air Supply

Two new air compressors were purchased and were installed by the end of 1966, one in the South Western Pylon and one in the North Western Pylon of the bridge.

Approach Spans—Painting Gantries

A contract was accepted by the Department during the year for the manufacture of four new light weight aluminium alloy painting gantries for the approach spans to replace the four existing heavy steel gantries which are cumbersome to move.

Traffic Facilities

During the year 2,073 vehicles were removed from the bridge, its approaches and the Cahill Expressway. Details of breakdowns were as shown below:—

	Week days	Weekends and Public Holidays	Total	Percentage
Lack of petrol	605	141	746	36
Mechanical breakdown	817	161	978	47
Flat tyres	161	47	208	10
Accidents	106	2	108	5
Abandoned vehicles	32	1	33	2
	1,721	352	2,073	100

ELIMINATION OF RAILWAY LEVEL CROSSINGS ON MAIN ROADS

During the year, six (6) level crossings were eliminated from the routes of Main Roads. Particulars of these are:—

State Highway No. 9—New England Highway

The level crossing at Muswellbrook was eliminated by the construction of an overbridge, the cost of which was shared by the Department of Railways and the Department of Main Roads.

State Highway No. 17—Newell Highway

Two level crossings, at Troy Junction and at Brocklehurst north of Dubbo were eliminated by the construction of a deviation, the cost of which was met by the Department of Main Roads.

Trunk Road No. 63—Tamworth-Yetman Road

Two level crossings, at 21.8 and at 22.5 miles north of Tamworth (6.5 and 5.8 miles south of Manilla) were eliminated by the construction of a deviation, the cost of which was shared by Manilla Shire Council and the Department of Main Roads.

Trunk Road No. 83—South Grafton-Woodenbong Road

The level crossing located at Whiporie 30.5 miles north of Grafton was eliminated by the construction of a single span Railway Overbridge, the cost of which was shared by the Department of Railways and the Department of Main Roads.

Improvement of Safety Conditions at Level Crossings

Progress was made in the elimination of two level crossings by the commencement of construction of an overbridge on the Pacific Highway (State Highway No. 10) at Moorlands, north of Taree and a railway underpass on the Woodville Road (State Highway No. 13) at Granville at the "Dog Trap Gates".

At the end of the year there were 411 level crossings on Main Roads, comprising 349 on New South Wales Government Railways, 51 on privately owned railways and 11 on Victorian Railways.

A total of 150 level crossings has been eliminated from the routes of Main Roads since the Main Roads Act came into effect in 1925.

During the year, the Department of Railways installed automatically operated flashing lights at level crossings at Robertson on State Highway No. 25 and at Koolkhan, north of Grafton, on Trunk Road No. 83. The costs of these improvements, which were met initially from the State Government Level Crossing Fund, were shared by the Department of Railways and the Department of Main Roads.

Railway crossing signs were painted on the pavement of the approaches to five level crossings on the Monaro Highway—State Highway No. 19, between Nimmitabel and Michelago.

TRAFFIC SERVICE

Median Strips

A total length of 10 miles of median strip was completed of which 67% was in the Sydney Metropolitan area. The balance was constructed in Wollongong, Newcastle and Glen Innes.

Channelisation of Intersections

Construction of channelised intersections was undertaken at the following sites:—

State Highway No. 1	City Road. City of Sydney. Intersection with Cleveland Street (Main Road No. 330) at Darlington (first stage).
State Highway No. 1	Prince's Highway. Shire of Sutherland. Intersection with Sutherland By-Pass (Merton Street—Secondary Road No. 2076) at Loftus.
State Highway No. 1	Prince's Highway. Shire of Sutherland. Intersection with Farnell Avenue (Main Road No. 393) at Loftus.
State Highway No. 2	Hume Highway. Shire of Goodradigbee. Intersection with State Highway No. 15 (Barton Highway).
State Highway No. 9	New England Highway. Shire of Murrurundi. Intersection with Trunk Road No. 72 at 0.8 miles north of Willow Tree.
State Highway No. 10	Pacific Highway. Municipality of Taree. Intersection with Oxley Street, Taree.
State Highway No. 14	Sturt Highway. Shire of Narrandera. Intersection with State Highway No. 17 (Newell Highway)—2.0 miles south of Narrandera.
Main Road No. 172	Oxford Street. Municipality of Randwick. Intersection with Moore Park Road and Lang Road at Paddington.
Main Road No. 315	The Boulevarde. Municipality of Strathfield. Intersection of Raw Square and Albert Road.
Main Road No. 315	Coronation Parade. Municipality of Strathfield. Intersection with George's River Road (Main Road No. 549) at Belfield.
Main Road No. 328	Babbage Road. Municipality of Ku-ring-gai. Intersection with Ormonde Road at Roseville East.
Main Road No. 328	Warringah Road. Municipality of Warringah. Intersection with Wakehurst Parkway (Main Road No. 397) at French's Forest.
Main Road No. 373	Epping Road. Municipality of Ryde. Intersection with Delhi Road (Main Road No. 191) at North Ryde (extension and enlargement of existing channelised layout).
Main Road No. 508	Henry Lawson Drive. Municipality of Bankstown. Intersection with Georges Crescent, Georges Hall.
Secondary Road No. 2007	Railway Parade and Buckley Street. Municipality of Marrickville. Channelisation near Sydenham Station.
Secondary Road No. 2014	Bexley Road. Municipality of Rockdale. Intersection with Shaw Street and Slade Road at Bexley North.

In addition to the locations at which channelisation was completed, work was in progress at a further six intersections.

Bus Stops

Forty-three bus bays were established during the year on Main Roads without full width pavement to permit buses to stop clear of moving traffic. Of these, seven were in the Sydney Metropolitan area. The remaining 36 bays were provided on the Prince's Highway (State Highway No. 1) between Bega and Cobargo (16) and between Bega and Wolumla (11), Monaro Highway (State Highway No. 4) between Bega and Tathra (6), Newell Highway (State Highway No. 17) at Talbragar River Bridge and on Main Roads Nos. 325 and 327 at Lake Macquarie.

Climbing Lanes on Hills

During the year construction of 15 climbing lanes for slow moving vehicles was completed. Some of the locations were:—

Hume Highway (State Highway No. 2) Berrima Hill 1.3 miles north of Berrima,

Hume Highway (State Highway No. 2) Catherine Hill, north of Mittagong,

Great Western Highway (State Highway No. 5) east of Lett River,

New England Highway (State Highway No. 9) in Shire of Murrurundi, Tamarang, Cockburn, Dumaresq and Armidale City,

Main Road No. 164 Spit Road,

Main Road No. 397 Wakehurst Parkway,

Main Road No. 513 Mount Ousley Road.

Signposting

Investigations were made during the year into improving the legibility at night time of signs having reflectorized white letters on a non-reflective background. As a result, it was decided to increase slightly the spacing between letters to that specified in the Standards Association of Australia Road Signs Code. Use of the wider spacing was found to improve daytime legibility also.

During the year the opening of the first section of the Tollway from the Hawkesbury River to Mount White, and of the section of the North-Western Expressway from Gladesville Bridge to Figtree Bridge, extended the use of the special expressway-type signs having white lower case destination names on a fully reflectorised green background. Many of these signs were larger than those previously erected by the Department, some being up to 20 feet in length. Overhead cantilever and butterfly supports were utilised and all overhead signs of this type are now being illuminated.

Advisory Speed Signs

Work continued on the erection of advisory speed signs on Main Roads. With the introduction of absolute speed limits up to 60 m.p.h. on State Highway No. 1, Prince's Highway to Nowra, State Highway No. 2, Hume Highway to Goulburn, State Highway No. 5, Great Western Highway to Bathurst, State Highway No. 7, Mitchell Highway, Bathurst to Orange and on State Highway No. 10, Pacific Highway to Newcastle, the Department extended signposting to curves having advisory speeds of 50 and 55 m.p.h. This entailed a resurvey of the five routes mentioned and the additional advisory speed signs on these routes were erected.

In addition to the above, the erection of advisory speed signs on the following roads was completed or was in hand during the year:—

Main Road No. 154—Windsor to Narellan

Main Road No. 155—Richmond to Luddenham

Main Road No. 177—Appin to Bulli

Main Road No. 179—Campbelltown to Picton and Maldon to Appin
 Main Road No. 181—Windsor to Wiseman's Ferry
 Main Road No. 503—Windsor to Singleton
 Main Road No. 537—Rooty Hill to Richmond
 Main Road No. 546—Marsden Park to Box Hill
 Main Road No. 570—Richmond to Springwood

Helicopter

The Department continued to make good use of its helicopter for observation of traffic conditions during peak hours on Main Roads. The helicopter was available also to the Traffic Branch of the Police Department for use in traffic observation and control during holiday and other peak periods.

REGULATION OF WEIGHTS OF LOADS ON MAIN ROADS

Ordinance No. 30C under the Local Government Act, 1919, limits the gross load 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. Action taken during the year ended 30th June, 1965, is shown in brackets:—

Vehicles stopped for checking	...	...	34,050	(27,435)
Vehicles reported as overloaded	...	...	5,471	(5,365)
Notices of overloading issued	...	...	967	(1,017)
Prosecutions authorised	...	...	3,375	(3,127)
Number of cases heard by Courts	...	...	3,322	(3,051)
Number of convictions recorded	...	...	3,256	(3,002)
Total penalties imposed	...	...	\$173,980	(\$166,454)
Maximum Penalty (\$400)	...	...	5	(4)
Average penalty, including all costs required to be met by the Defendant, per case			\$53.43	(\$55.45)

Of the total number of vehicles stopped, 5,471 or approximately 16.1 per cent were found to be overloaded in contravention of the prescribed load limits.

The following summarises the extent of overloading found in these 5,471 vehicles:—

Percentage Overload	0-10 Per cent	10-20 Per cent	20-30 Per cent	30-50 Per cent	Over 50 Per cent
No. of vehicles reported—					
(i) Vehicles travelling interstate	842	1,384	328	116	13
(ii) Vehicles travelling within the State	798	1,289	433	224	44

The installation of new plant for heavy industry and movement of large plant items for project and building construction results in many problems in the movement of such equipment. Applications for permits to transport non-divisible loads with axle and gross weights in excess of Ordinance limits have increased consistently year by year.

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, 3,759 such permits were issued involving the movement of 146,138 tons, compared with the issue of 3,482 permits in the previous year, involving 127,413 tons.

“B” Class, or general permits, are those issued for a specified period varying from three to twelve months. Such permits provide for lesser weights than those allowed by “A” Class permits, the majority applying to travel by mobile cranes. These permits are issued for travel within a restricted area generally 30 to 50 miles of a given point. The gross tonnage carried under such permits exceeded that carried under “A” Class permits.

Motor vehicles used for the transport of these loads must be fitted with axle arrangements especially designed to spread the weight of the load. Other factors taken into consideration are the route to be traversed and the ability of structures to support the weight of the load.

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 24 vehicles were issued on the application of owners.

Following discussions with representatives of the transport industry in New South Wales, the Department introduced a new scale of axle and gross load limits on and from 1st June, 1966. The new scale provided for increased limits in both axle and gross loads and was well received by the transport industry in general.

ROAD TRAFFIC SURVEYS

Permanent and Semi-Permanent Stations

All Annual Average Daily Traffic Volumes obtained from permanent and semi-permanent stations for the Calendar Year 1965 are shown below. They include returns from ferries and the Sydney Harbour Bridge Toll Office. The corresponding volume for 1964 and the percentage change in each case, where available, is also shown.

Local Government Area	Location	Annual Average Daily Traffic		Percentage Change
		1964	1965	
<i>Bradfield Highway</i> Sydney	Sydney Harbour Bridge	104,070	106,940	+ 3
<i>North-South Arterial Road (West Wollongong Section)</i> Wollongong	Gipps Street Overbridge	9,830	11,150	+ 13
<i>State Highway No. 1—Prince's Highway</i>				
Rockdale	Tempe—Cook's River Bridge	45,290	46,830	+ 3
Sutherland	Sylvania—Georges River Bridge	56,360	50,220	— 11
Sutherland	Loftus—Railway Overbridge	13,930	15,880	+ 14
Wollongong	North of Main Road No. 513 (Mount Ousley Road)	8,650(E)	9,270	+ 7
Wollongong	South of Smith Street	20,020	20,650	+ 3
Kiama	One mile south of Post Office	4,050	4,420	+ 9
Eurobodalla	Bateman's Bay—Clyde River Bridge	2,050	2,260	+ 10
Mumbulla	One mile north of State Highway No. 4 (Snowy Mountains Highway)	720	800	+ 11
Imlay	Eden—two miles north of Post Office	800	880	+ 10

(E) Estimated owing to counter or other irregularities

Local Government Area	Location	Annual Average Daily Traffic		Percentage Change
		1964	1965	
<i>State Highway No. 2—Hume Highway</i>				
Ashfield	East of Bruce Street	20,800	21,790	+ 5
Bankstown	Lansdowne—east of State Highway No. 13 (Woodville Road)	28,610	30,440	+ 6
Liverpool	Cross Roads—east of York Street	20,440	24,180	+ 18
Mittagong	Mittagong—two miles north east of Post Office	5,100	5,500	+ 8
Goodradigbee	Yass—four miles west of Post Office	2,960	3,260	+ 10
Holbrook	Holbrook—two miles north of Post Office	1,540	1,660	+ 8
<i>State Highway No. 4—Snowy Mountains Highway</i>				
Mumbulla	West of State Highway No. 1 (Prince's Highway)	370	420	+ 14
Snowy River	East of Main Road No. 286 (Cooma-Mount Kosciusko Road)	2,210	2,260	+ 2
<i>State Highway No. 5—Great Western Highway</i>				
Ashfield	East of Dalhousie Street	37,730	38,380	+ 2
Parramatta	Clyde—railway level crossing	42,000	43,090	+ 3
Blacktown	Wallgrove—Eastern Creek Bridge	16,690	17,680	+ 6
Penrith	Nepean River Bridge	10,410	11,380	+ 9
Turon	West of Blaxland Shire Boundary	2,470	2,590	+ 5
<i>State Highway No. 7—Mitchell Highway</i>				
Talbragar	Dubbo—1.2 miles east of East Dubbo railway level crossing	1,410	1,470	+ 4
<i>State Highway No. 8—Barrier Highway</i>				
Cobar	East of Trunk Road No. 61 (Orange-Cobar Road)	320	360	+ 13
<i>State Highway No. 9—New England Highway</i>				
Patrick Plains	2.9 miles east of Main Road No. 128 (Singleton-Gostwyck Road)	2,390	2,560	+ 7
Peel	Tamworth—3.4 miles south of Post Office	1,070	1,330	+ 24
Severn	Glen Innes—south of Municipal Boundary	1,330	1,450	+ 9
<i>State Highway No. 10—Pacific Highway</i>				
Lane Cove	Gore Hill—north of Innes Road	....	43,630	....
Hornsby	Waitara—north of State Highway No. 13 (Pennant Hills Road)	21,130	22,670	+ 7
Hornsby	Brooklyn—Hawkesbury River Bridge	9,730	10,530	+ 8
Lake Macquarie	Swansea—two miles south of Lake Macquarie Bridge	6,390	6,940	+ 9
Lake Macquarie	Charlestown—south of Smart Street	25,360	27,210	+ 7
Newcastle	Hexham—Hunter River Bridge	7,300	8,110	+ 11
Port Stephens	Karuah—Karuah River Bridge	2,390	2,870	+ 20
Hastings	Hastings River Bridge	1,820	1,980	+ 9
Ulmarra	South Grafton—south of Developmental Road No. 1253 (Grafton By-pass Road)	1,510	1,730	+ 15
Maclean	Harwood—Clarence River Ferry	1,672	1,853	+ 11
Tintenbar	Ballina—south of State Highway No. 16 (Bruxner Highway)	1,450(E)	1,510	+ 4
Tweed	Boyd's Point—0.5 miles south of Terranora Creek Bridge	6,880(E)	7,340	+ 7
<i>State Highway No. 11—Oxley Highway</i>				
Hastings	Wauchope—1.6 miles south west of Buckwood Road	580	710	+ 22
Peel	Tamworth—5 miles west of Main Road No. 130 (Tamworth-Quirindi Road)	1,100	1,160	+ 5
<i>State Highway No. 12—Gwydir Highway</i>				
Severn	Gibraltar Range Tick Gate	170	250	+ 47
Severn	Glen Innes—six miles north east of Municipal Boundary	250	350	+ 40
<i>State Highway No. 13—Woodville Road, Church Street and Pennant Hills Road</i>				
Fairfield	Villawood—north of State Highway No. 2 (Hume Highway)	....	18,640	....
Baulkham Hills	West Pennant Hills—south of Copeland Road	14,970	16,390	+ 9
<i>State Highway No. 14—Sturt Highway</i>				
Kyeamba	0.3 miles east of Main Road No. 384 (Alfred Town-Kyeamba Road)	860	900	+ 5
<i>State Highway No. 16—Bruxner Highway</i>				
Gundurimba	McKee's Hill Post Office	1,330	1,400	+ 5
<i>State Highway No. 17—Newell Highway</i>				
Parkes	2.1 miles north of Post Office	890	1,010	+ 13
<i>State Highway No. 19—Monaro Highway</i>				
Monaro	Bunyan—Cooma Creek Bridge	1,170	1,140	— 3
Bombala	0.5 miles north of Iris Creek	430	440	+ 2
<i>State Highway No. 20—Riverina Highway</i>				
Deniliquin	One mile east of Main Road No. 552 (Deniliquin-Jerilderie Road)	830	920	+ 11
<i>State Highway No. 22—Silver City Highway</i>				
Broken Hill	Eight miles south of Post Office	150	160	+ 7

(E) Estimated owing to counter or other irregularities

Local Government Area	Location	Annual Average Daily Traffic		Percentage Change
		1964	1965	
<i>State Highway No. 25—Cross Roads—Albion Park Road</i>				
Shellharbour	Macquarie Pass	1,070	1,250	+ 17
<i>Trunk Road No. 51—Bateman's Bay—Canberra Road</i>				
Eurobodalla	Nelligen—Clyde River Bridge (Ferry in operation until 12th December, 1964)	570	740	+ 30
<i>Trunk Road No. 55—Marrangaroo—Mullaley Road</i>				
Gudgegong	Mudgee—0.5 miles south of railway level crossing	910	990	+ 9
<i>Trunk Road No. 65—Ewingsdale—Lismore Road</i>				
Byron	Bangalow—0.3 miles west of State Highway No. 10 (Pacific Highway)	1,200	1,230	+ 3
<i>Trunk Road No. 83—South Grafton—Casino—Woodenbong Road</i>				
Grafton	Clarence River Bridge	10,290	10,160	— 1
Copmanhurst	Koolkhan—0.3 miles south of Main Road No. 150 (Koolkhan-Sandilands Road)	420	460	+ 10
Kyogle	Kyogle—0.5 miles south of Highfield Road	1,040	1,060	+ 2
<i>Main Road No. 101—West Maitland—Weismantels Road</i>				
Port Stephens	Paterson—Paterson River Bridge	820	650	— 21
<i>Main Road No. 104—East Maitland—Raymond Terrace Road</i>				
Port Stephens	Raymond Terrace—Hunter River Ferry	264	290	+ 10
<i>Main Road No. 108—Adamstown—Newcastle—Shoal Bay Road</i>				
Newcastle	Broadmeadow—south-west of Samdon Street	25,300	26,370	+ 4
Newcastle	Stockton—Hunter River Ferry	3,467	3,622	+ 4
<i>Main Road No. 139—Blaxland and Beecroft Roads</i>				
Hornsby	Epping—north of Main Road No. 373 (Carlingford Road)	16,940	17,930	+ 6
<i>Main Road No. 147—Woodburn—Lismore Road</i>				
Woodburn	Woodburn—Richmond River Ferry	185	182	— 2
<i>Main Road No. 149—Casino—Buckendoon Road</i>				
Woodburn	Coraki—Richmond River Ferry	143	146	+ 2
<i>Main Road No. 152—Lawrence—Maclean—Yamba Road</i>				
Maclean	Bluff Point—Clarence River Ferry	120(E)	148	+ 23
<i>Main Road No. 162—Lane Cove Road—Ryde Road—Mona Vale Road</i>				
North Ryde	Lane Cove Road, south of Lady Game Drive .....	....	16,790	....
Ku-ring-gai	Pymble, Mona Vale Road, north of Orana Avenue .....	....	14,250	....
<i>Main Road No. 164—Spit Road</i>				
Manly	The Spit—Middle Harbour Bridge	40,180	42,700	+ 6
<i>Main Road No. 165—Commercial Road—Victoria Road</i>				
Leichhardt	Glebe Island Bridge	36,490	39,120	+ 7
Drummoyne	Gladesville—Parramatta River Bridge	41,610	50,180	+ 21
Parramatta	Victoria Road east of State Highway No. 13 (Church Street) .....	....	17,990	....
<i>Main Road No. 167—Canterbury Road—Newbridge Road</i>				
Canterbury	Wiley Park—Canterbury Road, east of Canary Road ..	....	30,750	....
Bankstown	Milperra—Georges River Bridge	17,750	20,330	+ 15
<i>Main Road No. 168—Forest Road</i>				
Sutherland	Lugarno—Georges River Ferry	1,327	1,420	+ 7
<i>Main Road No. 170—Botany Road</i>				
Sydney	Rosebery—Botany Road north of Gardeners Road .....	....	21,010	....
<i>Main Road No. 171—Anzac Parade</i>				
Sydney	Moore Park—south of Robertson Road .....	....	48,970	....
<i>Main Road No. 172—Oxford Street</i>				
Woollahra	Woollahra—west of Ocean Street .....	....	35,370	....
<i>Main Road No. 173—New South Head Road</i>				
Woollahra	Edgecliff—west of Ocean Street .....	....	39,180	....
<i>Main Road No. 177—Appin Road</i>				
Campbelltown	Campbelltown—0.5 miles north of Post Office	6,040	6,420	+ 6
<i>Main Road No. 179—Menangle Road</i>				
Wollondilly	Maldon railway level crossing	800	710	— 13
<i>Main Road No. 181—McGraths Hill—Singleton Road</i>				
Baulkham Hills	Webbs Creek—Hawkesbury River Ferry	131	148	+ 13
<i>Main Road No. 182—Windsor—Sackville Reach Road</i>				
Baulkham Hills	Sackville Reach—Hawkesbury River Ferry	130	147	+ 13

(E) Estimated owing to counter or other irregularities

Local Government Area	Location	Annual Average Daily Traffic		Percentage Change
		1964	1965	
<i>Main Road No. 184—Parramatta—Windsor—Mount Victoria Road</i> Baulkham Hills Kellyville—north of Showground Road		9,310	10,170	+ 9
<i>Main Road No. 190—Joseph Street</i> Auburn Lidcombe—north of Amy Street	17,120	....
<i>Main Road No. 194—General Holmes Drive</i> Botany 1.3 miles east of Cooks River Bridge		39,680	44,330	+ 12
<i>Main Road No. 199—Rocky Point Road—Taren Point Road</i> Sutherland Captain Cook Bridge over Georges River (Ferry in operation until 29th May, 1965)		1,320	25,900	....
<i>Main Road No. 200—Concord Road</i> Ryde Uhr's Point—Parramatta River Bridge		34,430	35,200	+ 2
<i>Main Road No. 217—Birmingham Gardens—Wyong Road</i> Lake Macquarie Boolaroo—north of First Street		9,750	10,350	+ 6
<i>Main Road No. 220—Glendon Brook—Toronto Road</i> Cessnock Brunkerville—Post Office		1,790	1,950	+ 9
<i>Main Road No. 223—Broadmeadow Junction—Kurri Kurri Road</i> Newcastle New Lambton Heights—north of Ridgeway Road		12,830	13,900	+ 8
<i>Main Road No. 225—Wiseman's Ferry—Spencer—Mangrove Road</i> Baulkham Hills Wiseman's Ferry—Hawkesbury River Ferry		304	310	+ 2
<i>Main Road No. 227—Port Hacking Road</i> Sutherland Sylvania—north of Box Road	24,080	....
<i>Main Road No. 260—Moss Vale—Mittagong Road</i> Bowral South of Main Road No. 263 (Kangaloon Road)		3,370	3,550	+ 5
<i>Main Road No. 261—Moss Vale—Bomaderry Road</i> Wingecarribee Fitzroy Falls—north of Post Office		470	490	+ 4
<i>Main Road No. 286—Jindabyne—Mount Kosciusko Road</i> Snowy River Jindabyne—10 miles north west of Post Office		840(E)	900	+ 7
<i>Main Road No. 295—Five Islands Road</i> Wollongong Cringilla—east of Main Road No. 568 (Springhill Road)		21,170	25,010	+ 18
<i>Main Road No. 315—The Boulevard—Punchbowl Road—King Georges Road</i> Burwood Enfield—The Boulevard, north of State Highway No. 2—Hume Highway	15,120	....
Canterbury Moorefields—south of Canary Road	28,460	....
Kogarah Blakehurst—King Georges Road, south of Terry Street	27,340	....
<i>Main Road No. 328—Babbage Road—Warringah Road</i> Warringah Forestville—Warringah Road, west of Melwood Avenue	23,470	....
<i>Main Road No. 332—Berowra Waters Road</i> Hornsby Berowra Waters—Berowra Waters Ferry		126	133	+ 6
<i>Main Road No. 366—Bobbin Head Road</i> Ku-ring-gai North Turramurra—Bobbin Head Road, south of Milton Road	3,530	....
<i>Main Road No. 369—Wymah Ferry Road</i> Hume Wymah—Murray River Ferry		12	13	+ 8
<i>Main Road No. 373—Epping Road</i> Hornsby Epping—Terrys Creek Bridge		14,760	15,670	+ 6
<i>Main Road No. 391—Barmah Road</i> Murray Barmah—Bridge over Murray River (Ferry in operation until 19th March, 1966)		52	86	+ 65
<i>Main Road No. 503—Wilberforce—Singleton Road</i> Patrick Plains Howes Valley—3.5 miles north of Post Office		740	890	+ 20
<i>Main Road No. 508—Henry Lawson Drive</i> Bankstown Peakhurst—Salt Pan Creek Bridge	13,030	....
<i>Main Road No. 532—Silverwater Road</i> Parramatta Silverwater—Parramatta River Bridge		18,840	21,710	+ 15
<i>Main Road No. 556—Gladstone—Smithtown—Seven Oaks Road</i> Macleay Smithtown—Macleay River Ferry		350	391	+ 12
<i>Developmental Road No. 1160—Calga—Kulnurra Road</i> Gosford Peat's Ridge—Post Office		5,680	6,410	+ 13
<i>Other than Main Roads</i>				
Concord Mortlake—Parramatta River Ferry		216	185	— 14
Sydney Pyrmont—Darling Harbour Bridge		45,330	44,950	— 1
Wakool Speewa—Murray River Ferry		46	49	+ 7
Ulmarra Ulmarra—Clarence River Ferry		23	31	+ 35

(E) Estimated owing to counter or other irregularities

WIDENING OF METROPOLITAN MAIN ROADS

During the past year the principal roads on which property was being acquired by the Department for widening purposes were as follows:—

Ryde Road and Lane Cove Road at West Pymble and North Ryde in the Municipalities of Ku-ring-gai and Ryde.

Victoria Road in the Municipality of Drummoyne and City of Parramatta.

Pacific Highway at Herbert Street, St. Leonards, and Leonard Street, Hornsby, in the Municipality of Willoughby and Shire of Hornsby.

Mona Vale Road in the Municipality of Ku-ring-gai and Shire of Warringah.

Boundary Street and Babbage Road, East Roseville, in the Municipalities of Ku-ring-gai and Willoughby.

Military Road and Spit Road, Mosman, in the Municipality of Mosman.

Sydney Road, Balgowlah, between French's Forest Road and Angle Street in the Municipality of Manly.

Barrenjoey Road, Mona Vale to Newport Beach in the Shire of Warringah.

Warringah Road, Beacon Hill, in the Shire of Warringah.

Botany Road at Mascot shopping centre in the Municipality of Botany and between Bourke Street and Gardeners Road in the City of Sydney.

Great Western Highway at Wattle Street in the Municipality of Ashfield.

Woodville Road, Granville, in the City of Parramatta.

Hume Highway in the City of Liverpool.

Erskineville Road and Swanson Street, Erskineville, in the City of Sydney.

Aston Street, Rosehill, and Rydalmere Avenue from Weston Street to Victoria Road, Rydalmere, in the City of Parramatta.

Windsor Road, North Parramatta, from Barney Street to North Rocks Road, in the City of Parramatta.

Miller Street, North Sydney, from Falcon Street to Rosalind Street, in the Municipality of North Sydney.

Pacific Highway from Ryde Road, Gordon, to Pymble Railway Station in the Municipality of Ku-ring-gai.

King Georges Road at Beverly Hills shopping centre, in the Municipality of Hurstville.

Milperra Road and Henry Lawson Drive, Milperra, in the Municipality of Bankstown.

Pennant Hills Road at Mobbs Hill in the Shires of Baulkham Hills and Hornsby.

Condamine Street near Burnt Bridge Creek in the Municipality of Manly and Shire of Warringah.

Stacey Street, Bankstown, in the vicinity of the railway line in the Municipality of Bankstown.

Copeland Street and Sydney Road, Liverpool, in the City of Liverpool.

Church Street, Parramatta, between Fennel Street and Pennant Hills Road in the City of Parramatta.

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 Association, 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 and Road Design.

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, each of the Member Authorities contributing toward the cost of its operation.

The Association holds two ordinary meetings each year. The Thirtieth Meeting was held during August 1965 at Darwin and the Thirty-Second was held during May 1966 at Melbourne.

In addition to the two ordinary meetings an additional meeting, the Thirty-First, was held at Canberra during November 1965 and was attended by the Commonwealth Minister for Shipping and Transport and the Chairman, Commonwealth Bureau of Roads. This meeting examined ways in which the fullest co-operation between the Commonwealth Bureau of Roads and the Association might be achieved.

Meetings of the Association were attended by the heads of the State Road Authorities of the six States and the head of the Commonwealth Department of Works. The Secretary of the Commonwealth Department of Shipping and Transport was also present when matters of special interest to the Australian Transport Advisory Council were being discussed. The chairman of the Commonwealth Bureau of Roads also attended the Thirty-Second Meeting with the Secretary, Department of Shipping and Transport.

At its meetings the Association 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 preparation of information on the question of additional finance for roads, the reference of items to the Standards Association of Australia for the preparation or revision of standards; the definition, numbering and marking of National Routes; and progress made with the preparation of proposed publications concerning the principles and practice of bituminous surfacing, highway bridge design specification and a guide to traffic engineering practice.

The Association also assisted the Commonwealth Government in the exercise of its membership of the Permanent International Association of Road Congresses and agreed with the Department of Shipping and Transport that the Commonwealth Bureau of Roads accept the responsibilities of establishing an Australian National Committee.

During the year the Association made application for and was accepted as a Permanent Collective Member of Permanent International Association of Road Congresses.

"Technical Road Notes. Issue No. 9" containing information on current road research and practices developed by the Association, the various State Road Authorities within their own organisation or by State Road Authority personnel, together with the following technical manuals, was published by the Association during the year.

- (i) "Publications, Policies and Guides."
- (ii) "Guide to Traffic Engineering Practice."
- (iii) "Guide for the Design of Typical Urban Intersections."
- (iv) "Guide for the Use of Signs Including Special (Non-Standard) Signs."

A suggestion by the Australian Transport Advisory Committee for the formation of a joint national committee to prepare a manual of uniform traffic control devices was supported by the Association and has resulted in the establishment of the Australian Committee on Road Devices. The Association is represented on this Committee together with the Conference of State Traffic Control Engineers (C.O.S.T.C.E.) the Standards Association of Australia (S.A.A.) the Department of Shipping and Transport and the Australian Automobile Association (A.A.A.).

During the year the Department was host Authority to meetings of the Association's Advance Planning Committee and Plant and Equipment Committee.

The Advance Planning Committee dealt principally with a survey of road needs for Australia to the year 1979; cost index numbers as related to road construction and a national system of roads.

The Plant and Equipment Committee discussed and made recommendations regarding major plant items; standards for plant and parts and other matters relating to plant and its operation and repair in the field and workshop.

AUSTRALIAN ROAD RESEARCH BOARD

In 1965 the Australian Road Research Board was incorporated under the Companies Act, 1961, as a Public Company. Prior to that date, the Board had held twelve meetings since its inception, including the foundation meeting in March, 1960.

The Third Meeting of the Board of Directors of the Company was held at Alice Springs in August, 1965.

The Fourth Meeting and the Second Annual General Meeting were held at Melbourne in May, 1966. The Commissioner for Main Roads, New South Wales, Mr. J. A. L. Shaw, was elected Chairman and the Chairman of the Country Roads Board, Victoria, was re-appointed as Deputy Chairman.

One of the foundation members, Mr. F. D. Jackman, who was Commissioner for Highways, South Australia, retired on 13th May, 1966 and his successor, Mr. J. N. Yeates was appointed as a Director from that date.

Mr. H. B. Darke, Shire Engineer of the Mulwaree Shire Council and Dr. G. D. Aitcheson from the Commonwealth Scientific and Industrial Research Organisation retired from the Advisory Council and were replaced by the Toowoomba City Engineer, Mr. G. R. Wilmoth, and Dr. T. J. Marshall of the Commonwealth Scientific and Industrial Research Organisation.

Although difficulty is still being experienced in obtaining suitable research staff, seven appointments were made during the year and an indication of the continuing growth of the Company's activities can be obtained from the estimated expenditure of \$718,030 compared with \$635,400 for the previous year.

In addition to the advancement of preparations for the Third Biennial Conference to be held in Sydney, a conference on the Deflection Testing of Pavements was organised and held in Melbourne early in December 1965.

New research projects approved by the Board during the year included the following:—

1. Selection of Base Course Materials.

This co-operative study with the University of Western Australia is aimed at establishing criteria for the selection of materials that can be used to produce a sealed road, in relation to environmental conditions.

2. Effect of Blowing Processes on Bitumen Durability.

This phase of bitumen research is to be carried out at the Institute of Highway and Traffic Research, University of New South Wales, and its object is to improve knowledge of current and new methods of manufacturing bitumen and the effect of these methods on the usefulness of the product.

3. Seasonal Variations in Pavement Performance.

The long term objective of this study is to define, for tropical and sub-tropical areas, the influence of factors causing variation in the overall strength and ultimate performance of a road and the means by which these factors can be controlled.

Initially the investigation is to take the form of a pilot study for one year and is to be carried out by the Main Roads Department, Queensland.

Research projects are grouped generally into the following divisions:—

Pavements

Structures

Bituminous Materials

Soils and Concrete

Construction and Maintenance Practice

Statistics and Traffic Patterns

Human Factors

Traffic Flow and Operations

Economics, Planning and Administration

Altogether, there are about 70 projects in the Board's Research and Development Programme.

APPENDICES

Appendix No. 1

(A) COUNTY OF CUMBERLAND MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1966

(i) General Purposes

RECEIPTS		PAYMENTS	
	\$	\$	\$
Motor vehicle taxation (State) in accordance with the Main Roads Act, 1924-65	5,975,888	Maintenance and minor improvement of roads and bridges—	
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act, 1958-64 (State)	2,207,023	Work by Councils	794,046*
Grant under the Commonwealth Aid Roads Act, 1964	4,649,532	Work by Department	2,134,918†
Levy upon Councils in accordance with Section 11 of the Main Roads Act, 1924-65	6,418,388		2,928,964
Contributions by Councils towards maintenance and construction of Main and Secondary Roads	82,814	Construction and reconstruction of roads and bridges—	
Contributions by other departments and bodies towards the maintenance and construction of Main and Secondary Roads	200,212	Work by Councils	1,207,955
Other	340,838	Work by Department	9,782,034
			10,989,989†
		Land acquisition	3,407,598
		Administrative expenses	772,977
		Purchase of land and buildings for administration and operation	199,720
		State Treasury—Loans—	
		Interest, exchange, management and flotation expenses	121,090
		Loans under Section 42A of Main Roads Act, 1924-65—Interest	248,537
		Other	133,719
Total Receipts	19,874,695	Total Payments	18,802,594
		Transfer to County of Cumberland Reserve for Loan Repayments	196,593
			18,999,187
		Transfers to and refunds from Special Purposes Accounts in respect of finance for Operating Accounts, Suspense Accounts and Reserve Accounts	755,624
			19,754,811
Balance at 1st July, 1965	803,318	Balance at 30th June, 1966	923,202
	\$20,678,013		\$20,678,013

* For details see Appendix No. 10.

† For details see Appendix No. 10A.

‡ For details see Appendix No. 7.

(ii) Special Purposes

RECEIPTS		PAYMENTS	
	\$	\$	\$
Loan borrowings under Section 42A of the Main Roads Act, 1924-65	1,005,000	Construction and reconstruction—	
Sydney Harbour Bridge Account—		Main Roads and bridges—	
Warringah Expressway—Land acquisition	230,000	Work by Department	1,457,672*
Warringah Expressway—Construction	4,520,000	Roads and Bridges—other than Main Roads—	
	4,750,000	Work by Councils	114,600
Commonwealth Government—portion of grant under Commonwealth Aid Roads Act, 1964	53,399	Work by Department	4,085,148
Commonwealth Government—portion of grant paid to the State under Commonwealth Aid Roads Act, 1964 for expenditure on rural roads	376,952		4,199,748*
		City Expressways—Survey, investigation, planning and design	114,945
		Land acquisition	255,286
		Department of Motor Transport—Public Vehicles Fund	52,599
		Department of Public Works—Culvert Drainage Research	800
		State Treasury—Loans Sinking Fund payment	8,270
		Loans under Section 42A of the Main Roads Act, 1924-65—	
		Repayment of principal	89,516
Total Receipts	6,185,351	Total Payments	6,178,836
Net transactions of Operating Accounts, Suspense Accounts, and transfers to and from the County of Cumberland Main Roads Fund in respect of finance for Reserve Accounts and investigations etc., City Expressways	809,740		
	6,995,091		
Balance at 1st July, 1965	3,254,250	Balance at 30th June, 1966	4,070,505
	\$10,249,341		\$10,249,341

* For details see Appendix No. 7A.

(iii) Reserve for Loan Repayments

RECEIPTS		PAYMENTS	
	\$		\$
Transfer from County of Cumberland Fund for Reserve for Loan Repayments	196,593	Premium and brokerage on Stock purchased	1,641
Interest on Loan Reserve Securities	1,854	Balance at 30th June, 1966—	
Discount in respect of Inscribed Stock purchased below par	500	Investments	185,300
		Cash	44,188
	198,947		229,488
Balance at 1st July, 1965	32,182		
	\$231,129		\$231,129

Appendix No. 1—continued

(B) COUNTRY MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1966

(i) General Purposes

RECEIPTS		PAYMENTS	
	\$		\$
Motor vehicle taxation (State) in accordance with the Main Roads Act, 1924-65	23,903,553	Maintenance and minor improvement of roads and bridges—	
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act, 1958-64 (State)	8,828,091	Work by Councils	5,707,750*
Grant under Commonwealth Aid Roads Act, 1964	18,040,129	Work by Department	7,176,487†
Transfer from the Road Transport and Traffic Fund under the Transport Act, 1930-64 (State)	1,556,733		12,884,237
Contribution by Councils towards maintenance and construction of Main Roads	74,293	Construction and reconstruction of roads and bridges—	
Contributions by other departments and bodies towards maintenance and construction of Main Roads	42,879	Work by Councils	8,097,403
Other	198,076	Work by Department	24,659,261
			32,756,664‡
Total Receipts	52,643,754	Land acquisition	610,697
		Administrative expenses	2,984,387
Balance at 1st July, 1965	1,288,769	Purchase of land and buildings for administration and operation	631,016
	\$53,932,523	State Treasury—Loans—	
		Interest, exchange, management and flotation expenses	556,394
		State Treasury—Repayment of temporary advance	200,000
		Other	413,531
		Total Payments	51,036,926
		Transfers to and refunds from Special Purposes Accounts in respect of finance for Operation Accounts, Suspense Accounts and Reserve Accounts	747,488
			51,784,414
		Balance at 30th June, 1966	2,148,109
			\$53,932,523

* For details see Appendix No. 11.

† For details see Appendix No. 11A.

‡ For details see Appendix No. 8.

(ii) Special Purposes

RECEIPTS		PAYMENTS	
	\$		\$
State Government Loans—repayable	4,000,000	Construction and reconstruction—	
State Government—Grants for relief of unemployment caused by drought	35,300	Main Roads and bridges—	
Commonwealth Government—Portion of grant under Commonwealth Aid Roads Act, 1964	771,597	Work by Councils	42,759*
Commonwealth Government—Portion of grant paid to the State under Commonwealth Aid Roads Act, 1964 for expenditure on rural roads, bridges and ferries	186,150	Roads and bridges—Other than Main Roads—	
Contribution by other departments and bodies	133,446	Work by Councils	11,074
		Work by Department	6,427,237
Total Receipts	5,126,493		6,438,311*
Less: Net Transactions of Operating Accounts, Suspense Accounts, and transfers to and from the Country Main Roads Fund in respect of finance for Reserve Accounts	1,160,002	Maintenance and construction of unclassified roads—	
	3,966,491	Western Division	60,089
Balance at 1st July, 1965	5,862,224	Other	723†
	\$9,828,715		59,366
		Department of Motor Transport—Public Vehicles Fund	210,397
		Department of Public Works—Expenditure on works connected with transport by water and on research work	561,200
		State Treasury—Loans—	
		Repayment of principal and payment of Sinking Fund ..	115,276
		Total Payments	7,427,309
		Balance at 30th June, 1966	2,401,406
			\$9,828,715

† Credit.

* For details see Appendix No. 8A.

(C) DEVELOPMENTAL ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30TH JUNE, 1966

RECEIPTS		PAYMENTS	
	\$		\$
Receipts under Section 5 (2) of the Commonwealth Aid Roads Act, 1964	1,394,898	Construction and reconstruction of Developmental Roads and Works—	
Contributions by other departments and bodies towards cost of constructing roads and bridges	150	Work by Councils	1,378,618
Total Receipts	1,395,048	Work by Department	2,618
			1,381,236*
Balance at 1st July, 1965	11,812	Total Payments	1,381,236
	\$1,406,860	Balance at 30th June, 1966	25,624
			\$1,406,860

* 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, 1932-63

(i) INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1966

EXPENDITURE		INCOME	
	\$		\$
Maintenance, lighting and cleaning bridge and approaches ..	567,977	Road tolls	3,858,701
Provision of traffic facilities	78,063	Railway tolls	281,355
Cost of collecting road tolls	424,825	Omnibus tolls	29,254
Loan Charges—State Loans	1,181,950	Net rents from properties	130,509
Loan Charges—Borrowings under Section 42A of the Main Roads Act	139,102	Other	1,302
Administrative expenses	42,401		
Alteration to archways for occupation by tenants	35,424		
Construction of additional roadway—Conversion of area previously used by tramways	34,010		
	2,503,752		
Balance being excess of income over expenditure transferred to Appropriation Account	1,797,369		
	\$4,301,121		\$4,301,121

(ii) APPROPRIATION ACCOUNT

	\$		\$
County of Cumberland Main Roads Fund (Special Purposes Account) for—		Excess of income over expenditure transferred from Income and Expenditure Account	1,797,369
Warringah Expressway Approach—Resumptions	230,000		
Warringah Expressway Approach—Construction	1,600,000		
	1,830,000*		
Balance at 30th June, 1965—Accumulated deficiency	1,817,356	Balance at 30th June, 1966—Accumulated deficiency	1,849,987
	\$3,647,356		\$3,647,356

* A further amount of \$2,920,000 being loans raised by the Commissioner during 1965/66 was transferred to the County of Cumberland Main Roads Fund (Special Purposes Account) for construction of the Warringah Expressway Approach.

(iii) SYDNEY HARBOUR BRIDGE LOAN RESERVE ACCOUNT

EXPENDITURE		INCOME	
	\$		\$
Balance at 30th June, 1966	20,523	Transfer from Sydney Harbour Bridge Account	20,523
	\$20,523		\$20,523

SYDNEY HARBOUR BRIDGE ACCOUNT

(iv) BALANCE SHEET AS AT 30TH JUNE, 1966 (EXCLUDING CAPITAL COST TRANSACTIONS)

	\$		\$
Liabilities—		Assets—	
Creditors—		Furniture, Fittings and Equipment	71,108
State Treasury for Sinking Fund Contributions	1,944,160	Less Depreciation	29,700
Other	107,330		41,408
	2,051,490	Stock on Hand	46,655
Reserve—		Debtors	52,927
Repayment of Loans Raised by Commissioner	20,523	Cash at State Treasury and on Hand	60,513
			201,503
	\$2,072,013	Reserve for Repayment of Loans Raised by Commissioner—	
		Cash at State Treasury	20,523
		Accumulated Deficiency	1,849,987
			\$2,072,013

Appendix No. 2

(A) COUNTY OF CUMBERLAND MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1966

(i) General Purposes

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
RECEIPTS					
Motor Vehicle taxation and fees (State)	3,632,262	4,278,754	5,439,224	5,740,316	5,975,888
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act (State)	1,441,032	1,602,080	1,846,442	2,049,128	2,207,023
Commonwealth Aid Roads Acts	3,294,148	3,537,594	3,847,564	4,310,890	4,649,532
Levy upon Councils under Section 11 of the Main Roads Act	4,288,678	4,506,140	5,273,462	5,767,636	6,418,388
Contributions by Councils	135,170	188,914	460,070	7,648	82,814
Other	443,464	208,722	282,412	340,884	541,050
Advances from State Treasury (repayable)			700,000		
Total	\$ 13,234,754	14,322,204	17,849,174	18,216,502	19,874,695
PAYMENTS					
Maintenance and minor improvement of roads and bridges	2,349,010	2,080,278	2,889,468	2,898,296	2,928,964
Construction and reconstruction of roads and bridges	7,326,906	8,362,892	10,659,854	11,375,842	10,989,989
Land acquisition	2,459,862	1,771,892	2,767,452	2,549,432	3,407,598
Administrative expenses	654,276	878,242	709,730	1,145,080	772,977
Purchase of land and buildings for administration and operation	153,202	181,130	305,992	134,252	199,720
Interest, exchange, management and flotation expenses on State Loans	56,730	90,040	111,520	117,120	121,090
Interest on loans raised under Section 42A of the Main Roads Act				97,374	248,537
Other	103,370	147,222	123,156	130,580	133,719
Repayment of Advances from State Treasury				700,000	
Total	\$ 13,103,356	13,511,696	17,567,172	19,147,976	18,802,594

(ii) Special Purposes

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
RECEIPTS					
Loan Funds—State Government	750,000	750,000	200,000		
Loan Funds—Borrowings under Section 42A of the Main Roads Act			1,000,000	3,500,000	1,005,000
State and/or Commonwealth Government Grants	300,000			10,000	
Expressways—Contribution from State Government	746,000	252,000			
Expressways—Contribution from Sydney Harbour Bridge Account	3,644,000	4,162,000	3,078,000	2,360,000	4,750,000
Commonwealth Aid Roads Acts	145,886	88,328	198,938	281,288	430,351
Contributions from other departments and bodies	46,872				
Total	\$ 5,632,758	5,252,328	4,476,938	6,151,288	6,185,351
PAYMENTS					
Construction and reconstruction—					
Main Roads (and bridges)	1,050,000	43,328	1,353,338	3,664,992	1,457,672
Roads (and bridges) other than Main Roads	113,120	750,000			
Construction of Expressways	4,767,444	4,813,044	1,870,150	2,044,032	4,569,979
Department of Motor Works—for Public Vehicles Fund	43,600	43,600	43,600	50,576	52,599
Department of Public Works—for research		4,400	2,000		800
Construction—other than roads and bridges	9,152				
Payments of Sinking Fund—State Government Loans	3,180	4,660	6,840	7,700	8,270
Repayment of Principal—Loans raised under Section 42A of the Main Roads Act				40,126	89,516
Total	\$ 5,986,496	5,659,032	3,275,928	5,807,426	6,178,836

Appendix No. 2—continued

(B) COUNTRY MAIN ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1966

(i) General Purposes

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
RECEIPTS					
Motor Vehicle taxation and fees (State)	14,529,048	17,115,002	21,756,896	22,961,264	23,903,553
Transfer from the Road Transport and Traffic Fund .....	.....	922,446	2,253,670	2,111,380	1,556,733
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act (State)	5,764,126	6,408,322	7,385,760	8,196,512	8,828,091
Commonwealth Aid Roads Acts	12,673,766	13,610,374	14,834,258	16,685,562	18,040,129
Contributions by Councils	115,260	39,648	29,654	83,030	74,293
Other	190,018	137,034	194,838	286,276	240,955
Total	\$ 33,272,218	38,232,826	46,455,076	50,324,024	52,643,754
PAYMENTS					
Maintenance and minor improvement of roads and bridges	10,176,044	10,473,454	13,316,840	13,615,458	12,884,237
Construction and reconstruction of roads and bridges	18,323,616	18,983,994	27,149,452	29,218,620	32,756,664
Land acquisition	489,710	395,048	441,234	799,304	610,697
Administrative expenses	1,603,204	1,753,386	2,110,132	2,280,272	2,984,387
Purchase of land and buildings for administration and operation	519,474	689,858	626,680	519,364	631,016
Interest, exchange, management and flotation expenses on State Loans	448,568	475,704*	874,746*	1,022,690*	556,394**
Other	278,368	223,572	319,948	340,306	413,531
Repayment of Advances from State Treasury .....	.....	.....	.....	200,000	200,000
Total	\$ 31,838,984	32,995,016	44,839,032	47,996,014	51,036,926

* Includes payments in respect of loans used for Sydney-Newcastle Tollway.

** Includes adjustment of payments in respect of loans used for Sydney-Newcastle Tollway.

(ii) Special Purposes

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
RECEIPTS					
Loan Funds—State Government	400,000	910,000	2,000,000	4,000,000	4,000,000
State and/or Commonwealth Government Grants	362,000	222,800	197,200	30,000	35,300
Commonwealth Aid Roads Acts	1,473,282	1,220,048	1,121,358	1,196,396	957,747
Contributions from other departments and bodies	113,308	267,396	191,760	.....	133,446
Total	\$ 2,348,590	2,620,244	3,510,318	5,226,396	5,126,493
PAYMENTS					
Maintenance of roads, bridges and ferries—other than Main Roads	161,242	107,386	2,224	.....	.....
Construction and reconstruction—					
Main Road (and bridges)	954,542	821,862	498,116	184,486	42,759
Roads (and bridges) other than Main Roads	1,192,140	564,994	1,988,742	4,972,194	6,438,311
Maintenance and construction—Unclassified roads in Western Division	33,516	30,912	56,982	69,456	59,366
Department of Motor Transport—for Public Vehicles Fund	174,400	174,400	174,400	202,304	210,397
Department of Public Works—for works connected with transport by water and for research	412,000	557,600	564,000	558,000	561,200
Repayment of Principal and Payment to Sinking Fund—State Government Loans	102,970	109,516	117,152	129,580	115,276
Repayment of Advances from State Treasury for Rural Roads .....	.....	.....	98,030	.....	.....
Total	\$ 3,030,810	2,366,670	3,499,646	6,116,020	7,427,309

(C) DEVELOPMENTAL ROADS FUND

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1966

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
RECEIPTS					
Commonwealth Aid Roads Acts	915,848	1,403,226	1,399,304	1,271,198	1,394,898
State and/or Commonwealth Government Grants .....	.....	.....	.....	30,000	.....
Other	3,000	5,590	.....	.....	150
Advances from State Treasury (repayable)	120,000	120,000	120,000	.....	.....
Total	\$ 1,038,848	1,528,816	1,519,304	1,301,198	1,395,048
PAYMENTS					
Construction and reconstruction of Developmental Roads and Works	1,163,102	1,461,548	1,413,692	1,274,998	1,381,236
Repayment of Advances from State Treasury .....	.....	120,000	21,970	120,000	.....
Total	\$ 1,163,102	1,581,548	1,435,662	1,394,998	1,381,236

Appendix No. 2—continued

(D) TOTAL ALL ROADS FUNDS

STATEMENT OF RECEIPTS AND PAYMENTS FOR THE FIVE YEARS ENDED 30TH JUNE, 1966

(i) General Purposes

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
RECEIPTS					
Motor Vehicle taxation and fees (State)	18,161,310	21,393,756	27,196,120	28,701,580	29,879,441
Transfer from the Road Transport and Traffic Fund .....	.....	922,446	2,253,670	2,111,380	1,556,733
Charge on heavy commercial goods vehicles under the Road Maintenance (Contribution) Act (State)	7,205,158	8,010,402	9,232,202	10,245,640	11,035,114
Commonwealth Aid Roads Acts	16,883,762	18,551,194	20,081,126	22,267,650	24,084,559
Levy upon Councils under Section 11 of the Main Roads Act	4,288,678	4,506,140	5,273,462	5,767,636	6,418,388
Contributions by Councils	250,430	228,562	489,724	90,678	157,107
Other	636,482	351,346	477,250	657,160	782,155
Advances from State Treasury (repayable)	120,000	120,000	820,000	.....	.....
Total	\$ 47,545,820	54,083,846	65,823,554	69,841,724	73,913,497
PAYMENTS					
Maintenance and minor improvement of roads and bridges	12,525,054	12,553,732	16,206,308	16,513,754	15,813,201
Construction and reconstruction of roads and bridges	26,813,624	28,808,434	39,222,998	41,869,460	45,127,889
Land acquisition	2,949,572	2,166,940	3,208,686	3,348,736	4,018,295
Administrative expenses	2,257,480	2,631,628	2,819,862	3,425,352	3,757,364
Purchase of land and buildings for administration and operation	672,676	870,988	932,672	653,616	830,736
Interest, exchange, management and flotation expenses on State Loans	505,298	565,744*	986,266*	1,139,810*	677,484**
Interest on loans raised under Section 42A of the Main Roads Act	381,738	370,794	443,104	470,886	547,250
Other .....	.....	120,000	21,970	1,020,000	200,000
Repayment of Advances from State Treasury .....	.....	.....	.....	.....	.....
Total	\$ 46,105,442	48,088,260	63,841,866	68,538,988	71,220,756

* Includes payments in respect of loans used for Sydney-Newcastle Tollway.

** Includes adjustment of payments in respect of loans used for Sydney-Newcastle Tollway.

(ii) Special Purposes

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
RECEIPTS					
Loan Funds—State Government	1,150,000	1,660,000	2,200,000	4,000,000	4,000,000
Loan Funds—Borrowings under Section 42A of the Main Roads Act .....	.....	.....	1,000,000	3,500,000	1,005,000
State and/or Commonwealth Government Grants	662,000	222,800	197,200	40,000	35,300
Expressways—					
Contribution from State Government	746,000	252,000	.....	.....	.....
Contribution from Sydney Harbour Bridge Account	3,644,000	4,162,000	3,078,000	2,360,000	4,750,000
Commonwealth Aid Roads Acts	1,619,168	1,308,376	1,320,296	1,477,684	1,388,098
Contributions from other departments and bodies	160,180	267,396	191,760	.....	133,446
Total	\$ 7,981,348	7,872,572	7,987,256	11,377,684	11,311,844
PAYMENTS					
Maintenance of roads, bridges and ferries—other than Main Roads	161,242	107,386	2,224	.....	.....
Construction and reconstruction—					
Main Roads (and bridges)	2,004,542	865,190	1,851,454	3,849,478	1,500,431
Roads (and bridges) other than Main Roads	1,305,260	1,314,994	1,988,742	4,972,194	6,438,311
Construction of Expressways	4,767,444	4,813,044	1,870,150	2,044,032	4,569,979
Maintenance and construction—Unclassified roads in the Western Division	33,516	30,912	56,982	69,456	59,366
Department of Motor Transport—for Public Vehicles Fund	218,000	218,000	218,000	252,880	262,996
Department of Public Works—for works connected with transport by water and for research	412,000	562,000	566,000	558,000	562,000
Construction—other than roads and bridges	9,152	.....	.....	.....	.....
Repayment of Principal and Payment of Sinking Fund—State Government Loans	106,150	114,176	123,992	137,280	123,546
Repayment of Principal—Loans raised under Section 42A of the Main Roads Act .....	.....	.....	.....	40,126	89,516
Repayment of Advance from State Treasury for Rural Roads .....	.....	.....	98,030	.....	.....
Total	\$ 9,017,306	8,025,702	6,775,574	11,923,446	13,606,145

Appendix No. 2—continued

(E) SYDNEY HARBOUR BRIDGE ACCOUNT

STATEMENT OF INCOME AND EXPENDITURE FOR THE FIVE YEARS ENDED 30TH JUNE, 1966

Heading	1961-62	1962-63	1963-64	1964-65	1965-66
	\$	\$	\$	\$	\$
INCOME					
Road tolls on vehicles	3,150,360	3,383,573	3,606,884	3,795,585	3,858,700
Railway passenger tolls (nett)	286,569	278,643	281,677	281,901	281,355
Omnibus passenger tolls	31,609	30,739	30,603	29,979	29,254
Rents	76,926	170,216	93,574	58,479	130,510
Other	3,942	2,018	1,210	869	1,302
Total Income	\$ 3,549,406	3,865,189	4,013,948	4,166,813	4,301,121
EXPENDITURE					
Loan Charges—State Loans					
Interest	743,940	748,340	756,240	765,000	775,150
Exchange	38,060	40,160	38,600	36,040	36,780
Sinking Fund	267,700	280,660	293,440	307,840	323,180
Management Expenses	2,500	2,380	2,240	2,380	2,910
Flotation Expenses	69,180	62,440	57,620	50,740	43,930
	1,121,380	1,133,980	1,148,140	1,162,000	1,181,950
Loan Charges—borrowings under Section 42A of the Main Roads Act, 1924-65					
Interest					83,145
Repayment of Principal					35,434
Transfer to Reserve for loan repayment					20,523
					139,102
Maintenance, lighting and cleaning bridge and approaches	576,266	557,056	636,775	567,311	567,977
Construction of additional roadway—conversion of area previously used by tramways					34,010
Provision of traffic facilities	80,657	60,885	60,226	70,225	78,063
Cost of collecting road tolls	358,799	377,551	408,512	409,535	424,825
Provision of new toll-offices and toll-gates including alteration of existing structures	1,759	2,998	2,645	15,483	35,424
Alterations to archways for occupation by tenants	8,728	1,679	4,344	38,549	42,401
Other	69,750	36,724	31,491		
Total Expenditure	\$ 2,217,339	2,170,873	2,292,133	2,263,103	2,503,752
Surplus for the year	\$ 1,332,067	1,694,316	1,721,815	1,903,710	1,797,369

Appendix No. 3

SUMMARY OF LOAN LIABILITIES

LIABILITIES TO THE STATE TREASURY

Particulars	County of Cumberland Main Roads Fund	Country Main Roads Fund Section 21 (3, 3A and 3B) of Main Roads Act 1924-1965	Sydney-Newcastle Expressway	Developmental Roads Fund Section 21 (8) of Main Roads Act 1924-1965	Total
	\$	\$	\$	\$	\$
GROSS LIABILITY ASSUMED—					
Prior to 1st July, 1965	2,600,000	13,785,305	6,500,000	3,449,039	26,334,344
During 1965/66			4,000,000		4,000,000
Total to 30th June, 1966	\$2,600,000	\$13,785,305	\$10,500,000	\$3,449,039	\$30,334,344
REPAYMENT OF PRINCIPAL AND SINKING FUND CONTRIBUTION—					
Prior to 1st July, 1965—					
By Department	24,500	3,422,732*	11,780*	47,001	3,506,013
By Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	21,350	1,244,274	11,358	303,350	1,580,332
Total prior to 1st July, 1965	45,850	4,667,006	23,138	350,351	5,086,345
During 1965/66—					
By Department	8,270	127,056*	19,220*		154,546
By Commonwealth Government under Financial Agreement	6,277	25,805	18,474	8,450	59,006
Total during 1965/66	14,547	152,861	37,694	8,450	213,552
To 30th June, 1966—					
By Department	32,770	3,549,788	31,000	47,001	3,660,559
By Commonwealth Government under Financial Agreement and Federal Aid Roads and Works Agreement	27,627	1,270,079	29,832	311,800	1,639,338
Total to 30th June, 1966	\$60,397	\$4,819,867	\$60,832	\$358,801	\$5,299,897

* Includes adjustment in respect of previous years.

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 Harbour Bridge Account for Warringah Expressway Approach
	\$	\$
GROSS LIABILITY ASSUMED—		
Prior to 1st July, 1965	4,500,000	500,000
During 1965/66	1,005,000	2,920,000
Total to 30th June, 1966	\$5,505,000	\$3,420,000
REPAYMENT OF PRINCIPAL AND SINKING FUND CONTRI- BUTION—		
By Department—		
Prior to 1st July, 1965	72,308	.....
During 1965/66	286,822	\$5,957
Total to 30th June, 1966	\$359,130	\$55,957

Appendix No. 5

DETAILS OF LOANS RAISED DURING THE YEAR ENDED 30TH JUNE, 1966

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT

Loan No.	Rate %	Amount		Term (Years)	Date of Maturity
		County of Cumberland Main Roads Fund	Sydney Harbour Bridge Account		
		\$	\$		
23	5.75	.....	200,000	15	21st January, 1981
24	5.75	.....	200,000	15	4th August, 1980
25	5.75	200,000	.....	40	30th July, 2005
26	5.625	.....	400,000	10	18th August, 1975
27	5.75	140,000	.....	20	1st December, 1985
28	5.625	.....	100,000	10	22nd December, 1975
29	5.75	100,000	.....	20	1st February, 1986
30	5.75	50,000	.....	30	16th December, 1995
31	5.75	.....	60,000	15	17th January, 1981
32	5.625	.....	200,000	10	25th January, 1976
33	5.75	100,000	.....	25	1st February, 1991
34	5.625	.....	20,000	10	7th March, 1976
35	5.75	100,000	.....	50	21st March, 2016
36	5.75	.....	100,000	15	5th April, 1981
37	5.75	.....	100,000	15	4th April, 1981
38	5.625	.....	50,000	10	1st April, 1976
39	5.75	.....	200,000	15	18th May, 1981
40	5.75	100,000	.....	30	12th May, 1996
41	5.75	.....	400,000	15	19th May, 1981
42	5.75	.....	100,000	15	12th May, 1981
43	5.625	.....	80,000	10	7th June, 1976
44	5.75	10,000	.....	16	31st May, 1982
45	5.75	150,000	.....	40	21st June, 2006
46	5.75	.....	200,000	15	20th June, 1981
47	5.75	50,000	.....	30	15th June, 1996
48	5.75	5,000	.....	16	31st May, 1982
49	5.75	.....	200,000	15	21st June, 1981
50	5.625	.....	80,000	10	23rd June, 1976
51	5.625	.....	30,000	10	28th June, 1976
52	5.625	.....	200,000	10	28th June, 1976
Total		\$1,005,000	\$2,920,000		

Appendix No. 6

DETAILS OF OUTSTANDING LOANS AS AT 30TH JUNE, 1966

LOAN BORROWINGS UNDER SECTION 42A OF THE MAIN ROADS ACT

Loan No.	Rate %	Amount		Term (Years)	Date of Maturity	Annual Charge for Interest
		County of Cumberland Main Roads Fund	Sydney Harbour Bridge Account			
		\$	\$			\$
1	5.00	960,000	.....	15	23rd March, 1979	48,000
2	5.125	686,000	.....	10	8th September, 1974	34,799
3	5.125	200,000	.....	15	7th September, 1979	10,250
4	5.50	95,674	.....	20	6th October, 1984	5,220
5	5.50	466,262	.....	15	27th October, 1979	25,318
6	5.125	176,056	.....	10	28th October, 1974	8,808
7	5.375	100,000	.....	10	1st October, 1974	5,375
8	5.50	100,000	.....	15	25th February, 1980	5,500
9	5.375	200,000	.....	10	26th February, 1975	10,750
10	5.50	100,000	.....	18	3rd March, 1983	5,500
11	5.50	97,155	.....	20	5th March, 1985	5,303
12	5.50	.....	100,000	15	4th June, 1980	5,500
13	5.50	100,000	.....	20	11th March, 1985	5,500
14	5.375	.....	368,856	10	13th May, 1975	19,391
15	5.50	95,563	.....	15	28th April, 1980	5,192
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	98,000	.....	15	22nd June, 1980	5,635
20	5.625	20,000	.....	10	16th June, 1975	1,125
21	5.75	95,649	.....	15	24th June, 1980	5,434
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	.....	195,710	15	4th August, 1980	11,126
25	5.75	200,000	.....	40	30th July, 2005	11,500
26	5.625	.....	400,000	10	18th August, 1975	22,275
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	5,655
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	4,847
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	2,813
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	.....	400,000	15	19th May, 1981	22,753
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	594
45	5.75	150,000	.....	40	21st June, 2006	8,625
46	5.75	.....	200,000	15	20th June, 1981	11,500
47	5.75	50,000	.....	30	15th June, 1996	2,875
48	5.75	5,000	.....	16	31st May, 1982	291
49	5.75	.....	200,000	15	21st June, 1981	11,377
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
Totals		\$5,375,359	\$3,384,566			\$479,744

Appendix No. 6A

DETAILS OF INVESTMENTS OF LOAN RESERVE FUNDS AS AT 30TH JUNE, 1966

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 Main Roads Fund		
		\$	%	
701	Metropolitan Water, Sewerage & Drainage Board Inscribed Stock	135,300	5.75	1st February, 1969
702	Commonwealth Government Inscribed Stock	50,000	5.00	15th November, 1975

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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS							
PRINCE'S HIGHWAY							
Greater Wollongong	1	42.42m. to 43.85m. south of Sydney (Bulli Pass)	Realignment and widening	Department	89,655	150	89,805
Do	1	32.28m. to 34m. south of Sydney	Improvements	do	186,731	9,629	196,360
Do	1	28.8m. to 29.5m. south from Sydney	Provision of climbing lane	do	35,813	117	35,930
Do	1	11.23m. north of Wollongong	do do	do		17,311	17,311
Rockdale	1	Banksia-avenue to Bay-street	Widening and reconstruction	do	743,079	218	743,297
Do	1	Intersection with Main Road No. 199	Channelisation	do	3,102	783	3,885
Do	1	Intersection with Secondary Road No. 2032	do	do		2,036	2,036
Do	1	Cooks River Bridge to Main Road No. 168	Reconstruction and widening	do		21,385	21,385
Sutherland	1	Port Hacking-road to Young-street, Sylvania	Dual carriageway	do	557,883	39,539*	518,344
Do	1	Grafton-street to Pitt-street, Loftus	Deviation	do	310,373	185,927	496,300
Do	1	Holt-road to Acacia-road	Dual carriageway	do		95,494	95,494
						\$293,511	
HUME HIGHWAY							
Ashfield	2	Intersection with Secondary Road No. 2028	Reconstruction	Department		2,956	2,956
Bankstown	2	Northern carriageway from State Highway No. 13 to Horsley-drive	Kerbside lane	do		9,645	9,645
Do	2	Intersection with Brunker-road	Channelisation	do		30,576	30,576
Do	2	Waterloo-road to Jacobs-street	Kerb and gutter	Council	3,516	2,340*	1,176
Camden	2	Nepean River at Camden	Widening of bridge	Department		15,371	15,371
Do	2	34.6m. from Sydney	Widening	do		3,552	3,552
Fairfield	2	Knight-street to Cabramatta-road	Kerbside lane	do	29,696	62,653	92,349
Do	2	South of Reserve-road, Cabramatta	Extension of drainage system	do		459	459
Liverpool	2	Opposite Box-road, Prestons	Kerb and gutter	do		618	618
Do	2	Near Elizabeth-street, Liverpool	do	Council		149	149
Strathfield	2	Intersection with Pemberton-street	Channelisation	Department		8,232	8,232
						\$131,871	
GREAT WESTERN HIGHWAY							
Ashfield	5	Intersection with Secondary Roads No. 2056 and No. 2014	Improvement	Department		860	860
Auburn	5	Intersection with Birnie-avenue and King-avenue, Lidcombe	Realignment	do		181	181
Do	5	Southern side, west of John-street, Lidcombe	Kerb and gutter	Council		164	164
Do	5	Duck River at Granville	Widening of bridge	Department		29,927	29,927
Blacktown and Holroyd	5	Wyena-road to Blacktown-road	Dual carriageway	do	400,804	42,402	443,206
Blacktown	5	Flushcombe-road, Blacktown	Passing lane	do		3,377	4,054
Do	5	19.17m. to 21.75m. west from Sydney	Deviation	do		1,132	1,132
Do	5	Intersection with Mt. Druitt-road, Mt. Druitt	Passing lane	do		1,553	1,553
Do	5	Church-lane on Prospect deviation	Overbridge	do		85,497	85,497
Blue Mountains	5	Springwood	Deviation	do	2,183	160,787	162,970
Do	5	Intersection with Hare-street, Glenbrook	Improvement	do		5,742	5,742
Do	5	Victoria Pass	Extending climbing lanes	do	19,080	9,820*	9,260
Do	5	Intersection with Cascade-street, Katoomba	Reconstruction	do		222	222
Do	5	Near Blackheath	Provision of Passing Lane	do		5,426	5,426
Do	5	Springwood to Leura, (selected sections)	Kerbing and guttering	Council	4,000	392*	3,608
Do	5	Emu Plains to Katoomba, (selected sections)	do do	do	9,000	1,687*	7,313
Parramatta	5	Raymond-street to Early-street	Reconstruction	Department	59,432	5,833	65,265
Sydney	5	Bay-street to Derwent-street	Restoration of tramway area	Council	9,812	64	9,876
Do	5	Intersection with side streets	Adjustment of intersections	do		1,000	1,000
						\$329,568	

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
PACIFIC HIGHWAY							
Hornsby	10	Leonard-street to George-street, Hornsby	Widening	Department	17,484	27,495	44,979
Do	10	Asquith to Mt. Ku-ring-gai	do	do	277,908	82,412	360,320
Do	10	(a) Cowan. (b) 2m. south of Hawkesbury River	(a) Widening to four lanes	do			
Do	10	Main Line and North Shore Line at Hornsby	(b) Construction of third lane	do	5,976	28,392	34,368
Ku-ring-gai	10	Heydon-avenue to Woodville-avenue, Warrawee	Widening railway overbridges	Council	106,443	218,797	325,240
Do	10	Ryde-road to Livingstone-avenue, Pymble	Dual carriageway	Department	96,099	3,983*	92,116
Do	10	Adjacent to Pymble Post Office	Reconstruction	do	9,681	1,350	11,031
Willoughby	10	Mowbray-road to Boundary-street, Chatswood	Improvement to drainage	Council	737	348	1,085
Do	10	Intersection with Mowbray-road, Chatswood	Reconstruction	Department	406,831	865	407,696
Do	10	Intersection with Nelson-street, Chatswood	Traffic islands	do		184	184
Do	10		Improvement	Council		640	640
						\$356,500	
STATE HIGHWAY NO. 13							
Baulkham Hills	13	Bettington-road to Gollan-avenue, Dundas	Reconstruction	Department	12,495	470	12,965
Do	13	Near Vista-street, Dundas	Kerb and gutter	Council		97	97
Do	13	Masons Drive, Dundas	Drainage	do		800	800
Holroyd	13	Near Railway-parade, Granville	Railway underpass	Department		20,194	20,194
Hornsby	13	1m. south of Pearce's Corner, Wahroonga to Pennant Hills	Widening	do	367,845	38,310	406,155
Do	13	Thompson's Corner to Main Road No. 373	Kerbside lanes	do		120,616	120,616
Do	13	Eastern side from Grace-avenue to Hannah-street	Kerb and gutter	Council	420	122*	298
Parramatta, Bankstown and Fairfield	13	Chiltern-road to State Highway No. 2	Dual carriageway	Department	306,353	295,400	601,753
Parramatta	13	Merrylands-road to State Highway No. 5	do	do		51,298	51,298
Do	13	Adderton-road to Charles-street, Carlingford	Kerb and gutter	Council	760	254*	506
						\$526,809	
Total—State Highways						\$1,638,259	
ORDINARY MAIN ROADS							
Ashfield	549	Near Hay-street and Greenhills-street	Stormwater drainage	Council	390	103*	287
Auburn	190	Boorea-street and St. Hilliers-road between Wyatt Park deviation and Parramatta-road	Construction and widening	do	63,547	13,000	76,547
Do	532	Clyde-street to Adderly-street	Dual carriageway	Department	33,988	255,302	289,290
Bankstown	167	Victoria-street to Henry Lawson-drive	do	do		286,906	286,906
Do	167	Salt Pan Creek to Chapel-road	Kerbside lanes	Council	89,804	124	89,928
Bankstown and Liverpool	167	Bridge over George's River at Milperra	Approaches	Department	9,903	148,625	158,528
Do do	167	George's River at Milperra	Prestressed concrete bridge	do	400,662	116,284	516,946
Bankstown	190	Rickard-road to The Mall	Improvement	Council	4,092	22	4,114
Do	190	Greenfield-parade to The Mall, Bankstown	Traffic islands	do		5,443	5,443
Do	190	Opposite The Mall, Bankstown	Replacement of kerb and gutter	do		300	300
Do	315	Juno-parade to Hillard-street	Widening	Department	2,283	143,734	146,017
Do	508	Salt Pan Creek and Little Salt Pan Creek	Roadside improvement adjacent to bridges	do		14,777	14,777
Do	508	Bridges over Salt Pan Creek and Little Salt Pan Creek	Approaches	Council	278,878	57,973	336,851
Bankstown and Hurstville	508	Salt Pan Creek	Reinforced concrete bridge and approach bridge	Department	226,660	139	226,799
Baulkham Hills	157	Showground-road	Extension of pipe culverts	Council	828	4*	824

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
ORDINARY MAIN ROADS—continued							
Baulkham Hills	157	Showground-road, 0.61m. to 0.78m.	Kerbing and guttering	Council		431	431
Do	160	1.7m. to 2.25m. north of Rogans Hill, near Glenhaven	Reconstruction and realignment	do	34,600	1,305*	33,295
Do	160	Round Corner, Dural	Kerb and gutter and paving	do		812	812
Do	160	Castle Hill to Rogans Hill	Reconstruction	do		110	110
Do	160	Glenorie to Maroota	Provision of roadside fireplaces	do		363	363
Do	181	Wiseman's Ferry	Kerb and gutter	do		218	218
Do	184	Main Road No. 160 to Coronation-street	Surfacing of side strips	Department	8,989	55,542	64,531
Baulkham Hills and Blacktown	184	Junction of Main Road No. 184 with Main Road No. 546	Improvements	do		1,224	1,224
Baulkham Hills	184	Near Martha-avenue, Northmead	Drainage easement	Council		400	400
Blacktown	537	Intersection with Richmond-road	Improvement	do		14,000	14,000
Do	537	State Highway No. 5 to Rooty Hill	Reconstruction	do		10,000	10,000
Do	546	0.3m. from Main Road No. 537	Reinforced concrete bridge and approaches	do		5,000	5,000
Blue Mountains	184	8.13m. to 8.38m. north of Mt. Victoria	Restoration	Department	41,893	213	42,106
Do	570	0m. to 0.68m. from State Highway No. 5	Reconstruction and bitumen surfacing	Council	5,564	7,923	13,487
Botany	170	Link Road to Main Road No. 194	Construction	Department	110,913	16,540	127,453
Do	170	Intersection with Lords-road, Mascot	Channelisation	do		3,920	3,920
Do	183	Florence-avenue to Maloney-street, Eastlakes	Dual carriageway	do	38,954	82,369	121,323
Do	183	Intersection with Secondary Road No. 2008	Traffic islands	do		990	990
Do	183	Ricketty-street, Mascot	Drainage	Council		52	52
Do	344	Intersection with Main Road No. 170	Improvement	Department		5,274	5,274
Burwood, Canterbury and Strathfield	315	Bridge over Cook's River at Belfield	Approaches	Council	198,866	32,262	231,128
Do	315	Cook's River at Belfield	Prestressed concrete bridge	Department	71,034	5,170	76,204
Campbelltown	177	Queen-street, 8.55m. to 9.11m.	Reconstruction	do	15,840	51,291	67,131
Do	179	4.9m. to 5.5m. from Main Road No. 178	Improvement	Council		5,000	5,000
Canterbury	167	Charles-street to Fore-street	Reconstruction	do	77,057	2,644*	74,413
Do	167	Jeffrey-street to Charles-street	Reconstruction and drainage	do	17,278		21,203
Do	167	Victoria-road and Lyon-avenue, Punchbowl	do do do	do	73,172	1,534*	71,638
Do	315	Near Lakemba-street, Wiley Park	Kerb and gutter	do	88	233	321
Do	184	North Richmond	do	do		331	331
Do	184	0.3m. from Hawkesbury River bridge at North Richmond	Reinforced concrete box culvert and approaches	Department	20,997	961	21,958
Do	570	2.38m. to 5.2m. south of Main Road No. 155 at Richmond	Reconstruction	do	241,364	19,998	261,362
Do	570	Shaw's Creek	Reinforced concrete bridge	do		145	145
Concord	315	State Highway No. 5 to Cooper-street, Strathfield	Reconstruction	Council	33,418	1,026	34,444
Do	589	Main Road No. 200 to Main Road No. 315	do	do	1,704	1,128	2,832
Drummoyne and Hunter's Hill	165	New Bridge Parramatta River at Gladesville	Approaches	Department	1,351,913	50,198	1,402,111
Do	165	Parramatta River at Gladesville	Demolition of old bridge	do	18,307	34,783	53,090
Do	165	Parramatta River at Gladesville	Prestressed concrete arch bridge	do	7,345,662	91,731	7,437,393
Fairfield and Liverpool	515	Mt. Pritchard	Third lane	do		17,750	17,750
Greater Wollongong	177	Bridge over Loddon River, 3m. west of State Highway No. 1	Approaches	do	58,859	1,644	60,503
Do	177	Loddon River, 3m. west of State Highway No. 1	Reinforced concrete bridge	do	78,818	129	78,947
Do	185	Cochrane-road to Oceania-parade	Widening	do	18,137	28,479	46,616
Hornsby	139	Near Doomben-avenue, Eastwood	Stormwater drainage	Council		135	135
Do	139	1.45m. from State Highway No. 13	do	do		364	364
Do	161	1m. from State Highway No. 10	Realignment	do	22,100	122	22,222
Do	373	Main Road No. 139 to Pennant-parade, Carlingford	Reconstruction and widening	do		28,744	28,744
Do	373	Bridge over Terry's Creek near Epping	Provision of footway	Department		25,129	25,129
Do	587	George-street to Jersey-street, Hornsby	Widening	do	67,283	90,396	157,679
Hornsby and Ryde	373 and 139	Langston-place	Channelisation	do	22,000	22,000*	
Hunter's Hill	166	Main Road No. 165 to Salter-street	Reconstruction of southern kerbside lane	do		4,803	4,803
Do	166	Salter-street to Gladesville-road	Kerbing, guttering and shoulder paving	Council	560	58	618
Do	166	Gladesville Reserve	Restoration	do	332	2,000	2,332

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
ORDINARY MAIN ROADS—continued							
Hunter's Hill	166	Tarban Reserve	Drainage	Council		204	204
Hunter's Hill and Lane Cove	166	Bridge over Lane Cover River at Figtree	Approaches	Department	784,490	146,480	930,970
Do do do	166	Lane Cove River at Figtree	Steel and concrete bridge	do	1,018,788	1,266	1,020,054
Hunter's Hill	166	North Western Expressway at Huntley's Point	Overpass	do	257,904	23,128	281,032
Do	166	Tarban Creek at Huntley's Point	Prestressed concrete bridge	do	467,722	121,157†	588,879
Do	166	Tarban Creek to Church-street overbridge	Dual carriageway	do	427,316	249,412	676,728
Do	166	Gladesville bridge to Tarban Creek bridge	do	do	187,332	25,982	213,314
Hurstville	168	Jersey-avenue to Scott-street and Mavis-avenue to Stoney Creek-road	Widening, kerbing and guttering	Council	18,772	843*	17,929
Do	168	Intersection with Hugh-avenue, Peakhurst	Traffic islands	do	800	209*	591
Do	168	Near Hugh-avenue, Peakhurst	Kerb and gutter	do	30	106	136
Do	168	Renway-avenue to Old Forest-road, Lugarno	do	do	3,745	30*	3,715
Do	168	Intersection with Treacy-street, Hurstville	Improvement	do	2,600	436	3,036
Do	168	Near Old Forest-road, Lugarno	Stormwater drainage	do	232	36*	196
Do	168	Near Pearce-avenue, Peakhurst	do do	do	596	475	1,071
Do	168	Park-street to Samuel-street, Peakhurst	Drainage, kerb and gutter	do	1,458	15	1,473
Do	168	Intersection with Jersey-avenue, Morildale	Improvement	do	370	22	392
Do	168	Peakhurst	Omnibus stopping places	do	200	290	490
Do	168	Main Road No. 508 to Park-street, Peakhurst	Improvement	do	7,857	859	8,716
Do	315	Secondary Road No. 2041 to Main Road No. 168	Reconstruction and widening	do	1,178	78,588	79,766
Do	315	Overbridge at Beverly Hills Railway Station	Approaches	do	30,220	17,586	47,806
Do	315	Overbridge at Beverly Hills Railway Station	Widening	do	85,249	24,642	109,891
Do	508	Bridge over Salt Pan Creek	Eastern approach	do	77,000	25,201	102,201
Kogarah	315	Near Cronin-avenue, Penshurst	Widening	do	18,604	3	18,607
Ku-ring-gai	162	North of Richmond-avenue at First Rocks	do	do	50,660	1,377	52,037
Do	162	Lane Cove River	Prestressed concrete bridge	Department		178	178
Do	328	New bridge over Middle Harbour at Roseville	Southern approach	do	273,288	598,669	871,957
Do	328	Intersection with Penshurst-street, East Roseville	Widening	do		487	487
Do	328	Middle Harbour at Roseville	Prestressed concrete girder bridge	do		81,793†	81,793
Do	366	Adjacent to North Turramurra School	Kerbing, guttering and widening	Council	690	235	925
Do	366	Intersection with Secondary Road No. 2043	Improvement	do		8,873	8,873
Do	366	Intersection with Milton-road, North Turramurra	Improvement of curve	do	7,993	51*	7,942
Leichhardt	165	Glebe Island Bridge to Commercial-road, White Bay	Widening	Department	171,921	175,254	347,175
Liverpool	154	Adjacent to Bringelly School	Kerb and gutter	Council		1,000	1,000
Do	167	Devil's Elbow	Deviation	Department	244,731	5,268	249,999
Do	167	0m. to 1.8m. from George's River at Milperra	Dual carriageway	do		95,254	95,254
Do	167	Bridge over George's River at Milperra	Western approach	do		81,452	81,452
Do	512	Near Church-street, Moorebank	Drainage	do		4,065	4,065
Do	512	State Highway No. 2 to Main Road No. 578	Reconstruction	do		3,053	3,053
Do	515	Gillespie-street to Gill-avenue, Liverpool	Kerb and gutter	Council		462	462
Do	515	Mainsbridge-road to McLean-street, Liverpool	do	do		2,497	2,497
Do	515	Intersection with Flowerdale-road, Liverpool	Improvement	do		1,000	1,000
Do	515	Smith-crescent to Moore-street, Liverpool	Kerb and gutter	do		900	900
Do	535	0.1m. to 0.6m. from Main Road No. 515	Reconstruction	do		48,739	48,739
Do	535	2.58m. to 5.26m. from Main Road No. 515	do	do	185,852	3,042	188,894
Do	535	Badgery's Creek	Reinforced concrete bridge	do	20,000	2,321	22,321
Manly	164	Intersection with Maretime-street, Balgowlah	Improvement	do	940	82*	858
Do	397	Intersection with Dalwood-avenue, Seaforth	do	do	5,200	237	5,437
Do	397	Baringa-avenue to Dalwood-avenue, Seaforth	Widening	do		2,000	2,000
Mosman	164	Foot of Spit Hill to Pearl Bay-avenue	do	Department	51,686	113,559	165,245
North Sydney	164	West-street to Miller-street, North Sydney	Kerb and gutter	Council		466	466
Parramatta	139	Overbridge at Epping Railway Station	Traffic islands	Department		548	548
Do	165	Gammel-street to Spurway-street, Rydalmere	Dual carriageway	do	119,145	221	119,366

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
ORDINARY MAIN ROADS—continued							
Parramatta	165	Rydalmere overbridge, Subiaco Creek and Vineyard Creek bridges.	Approaches	Department	362,551	35,186	397,737
Do	165	Gammel-street to Clyde-street, Rydalmere	Dual carriageway	do	395,342	25,458	420,800
Do	165	Hughes-avenue to Marsden-road, Ermington	do	do	343,124	5,775	348,899
Do	165	Vineyard Creek to Pemberton-street, Rydalmere	do	do		160,529	160,529
Do	165	Near Gaggin-street, North Parramatta	Kerb and gutter	Council	1,100	600	1,700
Do	165	Vineyard Creek at Rydalmere	Prestressed concrete bridge	Department	73,524	1,126	74,650
Do	309	Parramatta River at Aston-street, Camellia	do	do	116,617	372,621	489,238
Do	309	Bridge over Parramatta River at Aston-street, Camellia	Approaches	do	5,346	410,706	416,052
Do	309	Bridge over A'Becketts Creek	do	do	14,873	1,448	16,321
Do	309	Bridge over A'Becketts Creek	Widening	do	31,917	4,259	36,176
Penrith	154	0.4m. to 1.27m. south of Maxwell-street, Kingswood	Deviation	do	268,611	14,397	283,008
Do	154	Orth-street to Maxwell-street, Kingswood	Reconstruction	do		15,430	15,430
Do	154	Intersection with Derby-street, Second-avenue and Stafford-street, Kingswood.	Improvement	Council		1,182	1,182
Do	154	Near Jamison-avenue, Kingswood	do	do		479	479
Do	154	Railway overbridge at Parker-street, Kingswood	Reconstruction	do	64,800	18,348	83,148
Do	155	Wallacia to Jerry's Creek including intersection at Wallacia	Widening and construction of intersection	do	37,000	5,574	42,574
Do	155	5.2m. to 11.6m. north of State Highway No. 5	Reconstruction, widening and bitumen surfacing	do	127,067	66,558	193,625
Do	155	Intersection with Spencer-street, Regentville	Kerb and gutter	do		242	242
Do	155	State Highway No. 5 to railway subway	do	do		1,330	1,330
Randwick	171	Intersection with Todman-avenue, Kensington	Traffic islands	Department		2,094	2,094
Randwick and Woollahra	172	Intersection with Moore Park-road and Lang-road	Channelisation	do		29,035	29,035
Randwick	175	Near Woomera-road, Little Bay	Construction	do		7,130	7,130
Rockdale	194	Bay-street to Bruce-street, Brighton Le Sands	Widening	Council	7,300	23,304	30,604
Ryde	139	Intersection with Secondary Road No. 2024	Channelisation	do	4,996	1,211	6,207
Do	139	Church-street to Devlin-street, Ryde	Widening	do	1,455	5,585	7,040
Do	139	Main Road No. 162 to Blaxland-road, Ryde	Reconstruction and widening	do		3,959	3,959
Do	162	Main Road No. 139 to Quarry-road, Ryde	do do do	do	22,365	141,990	164,355
Do	165	Intersection with Gerard-street, Gladesville	Closing median	Department		450	450
Do	191	0.12m. west of Fuller's Bridge	Improvement and widening	Council	1,600	333*	1,267
Do	200	West side from Junction-street to Willandra-street, Ryde	Construction	do	1,876	33,247	35,123
Do	373	Secondary Road No. 2052 to Lane Cove River	Reconstruction and widening	Department		145,784	145,784
Do	373	Intersection with Secondary Road No. 2058	Improvement	Council	3,400	120	3,520
Do	373	Main Road No. 162 to Paul-street, North Ryde	Improvement to omnibus stopping places	do	2,686	258*	2,428
Do	373	Terry's Creek to Lane Cove River	Omnibus stopping places	do	34,000	2,045*	31,955
Strathfield	315	Albert-road, Strathfield	Median and pedestrian island	do		1,500	1,500
Do	318	Intersection with Secondary Road No. 2057	Drainage	do		2,000	2,000
Sutherland	199	Woodlands-road overpass	Retaining wall	Department		10,075	10,075
Do	199	Main Road No. 227 to Toorak-avenue, Taren Point	Dual carriageway	Council	161,411	70,434	231,845
Do	227	"Sixways", Caringbah	Reconstruction	do	73,407	5,636	79,043
Do	227	Bellingara-road to Parraweenah-street, Miranda	Dual carriageway	do	58,237	10,137	68,374
Do	227	Near Oleander-parade, Caringbah	Reconstruction and widening	do	2,080	286	2,366
Do	227	"Sixways" to Kareena-road, Miranda	Dual carriageway	do	20,000	44,000	64,000
Sydney	165	Glebe Island overbridge at Goods Railway	Widening and provision of turning lane	Department	85,760	1,659	87,419
Do	170	St. Paul's Place to Lawson Square, Redfern	Reconstruction	Council		26,000	26,000
Do	170	Lawson Square to Boundary-street, Redfern	do	do		34,864	34,864
Do	170	Boundary-street to Gardeners-road, Botany	Restoration of abandoned tramway area	do	11,000	29,074	40,074
Do	170	Boundary-street to Gardeners-road, Botany	Resurfacing of kerbside lane	do		8,000	8,000
Do	170	Intersection with Secondary Road No. 2005	Channelisation	do		1,000	1,000
Do	171	Taylor-Square to Moore Park-road	Median	do		12,194	12,194
Do	172	Dowling-street to Ormond-street	Median and traffic islands	do	1,858	6,323	8,181
Do	172	Intersection with Oatley-street, Paddington	Channelisation	do		360	360

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
ORDINARY MAIN ROADS—continued							
Sydney	172	Taylor Square to Victoria-street	Reconstruction	Council		6,000	6,000
Do	193	Binning-street to Bridge-street, Erskineville	Widening	do	85,636	26,504	112,140
Do	330	City-road to Chippen-street, Chippendale	Reconstruction and bitumen surfacing	do	7,000	18,510	25,510
Do	330	Crown-street to Dowling-street, Surry Hills	Reconstruction	do	4,300	6,000	10,300
Do	330	Elizabeth-street to High Holborn-street, Surry Hills	do	do	10,000	13,430	23,430
Do	330	Intersection with Chalmers-street	Traffic islands	do	204	71*	133
Do	523	Intersection with Glebe Point-road	Reconstruction	do		810	810
Do	528	Near Lawrence-street, Alexandria	Drainage	do	1,710	310*	1,400
Do	523	Wattle-street to Taylor-street	Reconstruction	do	34,000	35,094	69,094
Do	592	Northern end of Cahill Expressway tunnel	Erection of guardrail	do		3,339	3,339
Do	592	Near Lincoln-crescent, Woolloomooloo	do do	do		498	498
Do	593	Main Road No. 330 to Crescent-street	Bitumen surfacing	do		4,000	4,000
Warringah	159	Hillcrest-place to Harbord-road, Brookvale	Widening	do		4,124	4,124
Do	164	Kentwell-road to Pittwater-road, Manly Vale	Construction	Department	109,327	1,976	111,303
Do	164	Neptune-road to Avalon-parade, Newport	Reconstruction	do	56,836	37,572	94,408
Do	164	Bassett-street to Waterview-street, Mona Vale	Widening footpath	do	16,939	25,506	42,445
Do	164	Brunt Bridge Creek to Lovett-street, Manly Vale	Widening	do		24,890	24,890
Do	164	Kentwell-road to Lovett-street, Manly Vale	Surfacing medians	do		1,807	1,807
Do	164	Near Victoria-road	Drainage	Council	404	335	739
Do	164	Intersection with Old Pittwater-road and Smith-street, North Manly	Improvement	do	6,700	233	6,933
Do	164	Adjacent to Kitchener Park, Mona Vale	Drainage	do		3,000	3,000
Do	174	Parking area at Church Point	Bitumen surfacing	do		9,600	7,147
Do	328	Middle Harbour at Roseville	Northern approach to new bridge	Department	814,755	569,235	1,383,990
Do	328	Intersection with Main Road No. 397	Channelisation	do		146,903	146,903
Do	328	Fitzpatrick-avenue to Bantry Bay-road, French's Forest	Dual carriageway	do		51,004	51,004
Do	328	Lot 30 Cornish-avenue and Lot 19 Tristram-road, Beacon Hill	Piping of drainage easement	Council	200	383	583
Do	328	Lot 44 Darcen-street, Beacon Hill	do do do	do	500	71	571
Do	529	Adams-street to Prince Charles-road, French's Forest	Widening and storm water drainage	do	4,302	249	4,551
Do	529	Intersection with Perentie-road, Belrose	Regrading	do	530	335*	195
Do	530	Harbord Lagoon to Pacific-parade, Dee Why	Widening	Department		366	366
Do	530	Pittwater-road to Cavill-street, Harbord	Deviation	Council	92,922	2,808	95,730
Waverley and Woollahra	172 & 340	Bondi Junction	Realignment	Department		824	824
Waverley	172	Main Road No. 339 to Denham-street	Reconstruction of kerb, gutter and footways	Council	11,250	1,236	12,486
Waverley and Woollahra	339	Intersection with Edgecliff-road and Bon Accord-avenue	Reconstruction	do	4,570	1,235	5,805
Waverley	340	Western approach to Charing Cross	Traffic island	do	300	490	790
Do	340	Albion-street, Waverley	Amplification of drainage	do		580	580
Windsor	184	East of Cox-street	Kerb and gutter	do		200	200
Woollahra	173	Cranbrook School near Wunulla-road, Point Piper	Relocation of kerb	do		3,278	3,278
Do	173	Newcastle-street to Caledonian-street, Rose Bay	Widening	do	13,830	8,102	21,932
Do	173	Main Road No. 593 to Ocean-street, Edgecliff	Median	do		21,556	21,556
Do	339	Cambridge-avenue to Salisbury-street, Watson's Bay	Construction	do	30,000	2,478*	27,522
Do	339	Albermarle-avenue, Rose Bay	Kerb and gutter	do	820	73*	747
Do	339	Clarendon-street, Vaucluse	Reconstruction	do		606	606
Total—Ordinary Main Roads						\$6,473,439	

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
SECONDARY ROADS							
Ashfield	2013	Hawthorn Canal to Iron Cove Canal	Restoration of abandoned tramway area	Council	71,482	340*	71,142
Ashfield and Leichhardt	2056	Bridge over Hawthorn Canal	Approaches	Department	51,319	88,179	139,498
Do do do	2056	Hawthorn Canal at Iron Cove	Prestressed concrete bridge	do	303,872	51,919	355,791
Ashfield	2064	Intersection with Bland-street	Traffic islands	Council	2,570	2,570	2,570
Auburn	2069	Northumberland-road to St. Hilliers-road	Reconstruction	do	9,242	9,242	9,242
Bankstown	2068	Canterbury-road to Thorn-street, Revesby	do	do	6,474	4,969	11,443
Do	2068	Adjacent to Henry Lawson-drive	do	do	5,642	96	5,738
Canterbury	2014	Moore-street to Beamish-street, Campsie	do	do	36,415	2,811	39,226
Canterbury and Marrickville	2021	Cook's River at Undercliff (upstream)	Conversion and lengthening of former tramway bridge to roadway bridge	Department	50,038	602	50,640
Drummoyne	2013	Fairlight-avenue to Murralong-avenue	Stormwater drainage	Council	500	1,389	1,889
Do	2059	St. Luke's Park to Main Road No. 395	Reconstruction	do	15,493	9,484	24,977
Hornsby	2035	Pye's Creek	Deviation and pipe culvert	do	100,876	676	101,552
Hurstville	2041	Penshurst-street to Main Road No. 315	Kerb and gutter	do	200	907	1,107
Do	2041	Stephen-street to Queensbury-road	do	do	190	31*	159
Do	2041	Stoney Creek-road	Surfacing of side strips	do	7,600	4,865	12,465
Hurstville and Rockdale	2041	Intersection with Kingsgrove-road and Croydon-avenue	Traffic islands	do	2,000	2,764	4,764
Hurstville	2041	St. Elmo-parade to Bauman's-road	Reconstruction including kerbside lanes	do	4,450	4,500	8,950
Ku-ring-gai	2043	Tryon-road to Clarke-place, Lindfield	Widening	do	6,830	6,830	6,830
Do	2043	Main Road No. 366 to Clissold-road, Wahroonga	do	do	6,000	6,000	6,000
Do	2043	Spurwood-road to Main Road No. 366, Wahroonga	do	do	5,000	5,000	5,000
Do	2043	Kenthurst-road to Benaroon-avenue, St. Ives	do	do	8,836	8,836	8,836
Do	2043	Main Road No. 328 to Tryon-road, Lindfield	do	do	2,696	2,696	2,696
Do	2043	Illeroy-avenue to Barra Brui deviation	do	do	1,436	1,436	1,436
Do	2043	Springdale-road to Birdwood-avenue, Killara	do	do	1,117	1,117	1,117
Do	2067	State Highway No. 10 to Main Road No. 162	Reconstruction	do	5,153	5,153	5,153
Lane Cove	2070	Tambourine-Bay road to Warraroon-road	do	do	2,548	1,689*	859
Do	2070	Greenwich-road to St. Vincents-road, Wollstonecroft	Widening	do	3,140	1,082	4,222
Do	2070	St. Vincents-road to Fleming-street, Northwood	do	do	11,200	2,654	13,854
Do	2070	West of Hinkler-street, Greenwich	Extension of pipe culvert and improvement to curve	do	3,826	3,826	3,826
Do	2070	Fleming-street to Gore Creek, Greenwich	Widening	do	7,436	7,436	7,436
Do	2070	William Edward-street to Warraroon-road, Northwood	do	do	3,000	3,000	3,000
Leichhardt and Sydney	2073	Bridge over Johnston's Creek Canal	Approaches	Department	33,637	7,421	41,058
Liverpool	2071	Elizabeth-street to Cabramatta Creek	Reconstruction	Council	25,000	3,000	28,000
Do	2071	Campbell-street to Hoxton Park-road	do	do	50,000	50,000	50,000
Do	2071	Elizabeth-street to Moore-street	Access road to properties	do	78	78	78
Manly	2025	Opposite Rowe-street, Manly	Retaining wall	do	778	778	778
Do	2025	Opposite Nos. 27 and 29 The Crescent, Manly	do	do	1,000	1,000	1,000
Marrickville	2007	Intersection with Gleeson-avenue and Buckley-road, Sydenham	Channelisation	do	2,546	2,546	2,546
Do	2018	Railway-terrace to State Highway No. 5, Lewisham	Reconstruction	do	23,891	1,908	25,799
Do	2021	Victoria-road to Illawarra-road	Restoration of abandoned tramway area	do	1,514	293*	1,221
Do	2021	Marrickville-road to Renwick-street	do do do do	do	11,909	2,910	14,819
Do	2021	Bridge over Cook's River at Undercliff	Approaches	do	5,000	110	5,110
Parramatta	2066	Ring's Bridge over Parramatta River at O'Connell-street	Reinforced and prestressed concrete bridge	Department	256,468	3,850	260,318
Penrith	2063	Adjacent to Londonderry Public School	Kerb and gutter	Council	105	105	105
Randwick	2074	Eastern carriageway from Main Road No. 317 to Beauchamp-road, Maroubra	Reconstruction	do	3,750	8,951	12,701
Do	2074	Jennifer-street to Reservoir-street, Little Bay	do	do	5,400	9,904	15,304
Do	2074	Brisbane-street to Franklin-street, Malabar	do	do	14,000	14,000	14,000
Rockdale	2014	Intersection with Stade-road and Shaw-street, Bexley North	Channelisation	do	3,036	3,036	3,036
Do	2032	State Highway No. 1 at Arncliffe to Bay-street	Kerbside lanes	do	67,340	550	67,890
Do	2032	Intersection with President-avenue, Kogarah	Traffic islands	do	2,000	2,000	2,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
SECONDARY ROADS—continued							
Rockdale	2041	Kingsgrove-road to Main Road No. 168, Bexley	Reconstruction	Council	119,092	1,116*	117,976
Ryde	2024	Intersection with North-road	Improvement	do	1,571	52*	1,519
Do	2058	Cox's road to Cooney-street, North Ryde	Kerb and gutter and western kerbside lane	do		314	314
Sydney	2011	Regent-street to Gibson-street, Redfern	Reconstruction	do	3,000	3,810	6,810
Do	2073	The Crescent to Crescent-street and Wigram-road to Ross-street, Glebe.	Reconstruction including deviation	do	105,930	8,157	114,087
Do	2073	State Highway No. 5 to Arundel-street, Glebe	Reconstruction	do		3,000	3,000
Do	2073	Bridge-road to Charles-street, Glebe	do	do		2,445	2,445
Do	2073	Johnston's Creek Canal	Prestressed concrete bridge	Department		33,817	33,817
Total—Secondary Roads						\$400,208	
TOURIST ROADS							
Baulkham Hills	4006	11.10m. to 13.65m. from Sackville North	Gravelling and bitumen surfacing	Council	8,000	50*	7,950
Do	4006	7.05m. to 11.10m. from Sackville North	do do do	do		8,000	8,000
Blue Mountains	4004	Mt. York-road	Reconstruction	do		4,000	4,000
Total—Tourist Roads						\$11,950	
ROADS OTHER THAN MAIN ROADS							
Auburn		Access road to new subdivision of State Abattoirs	Construction	Council		11,988	11,988
Drummoyne		Ingham-avenue, Drummoyne	Roadside improvement	do		442	442
Greater Wollongong		Morrison-avenue, Wombarra	Strengthening	do	2,500	7,652	10,152
Hunter's Hill		Northern approach to Gladesville Bridge	Construction of links C and D	do		84,521	84,521
Liverpool		Sydney-road and Copeland-street from State Highway No. 2 to Campbell-street.	Reconstruction	Department	40,403	16,980	57,383
Rockdale		Bridge over George's River at Taren Point	Northern approach	do	318,134	56,265	374,399
Rockdale and Sutherland		George's River at Taren Point	Prestressed concrete bridge	do	1,758,492	92,987	1,851,479
Sutherland		Bridge at Taren Point to Main Road No. 199	Construction	do	1,061,752	104,627	1,166,379
Do		Southern Expressway at Woodlands-road	Prestressed concrete overbridge	do	115,037	2,746	117,783
Total—Roads other than Main Roads						\$378,208	
SUMMARY							
				\$	\$		
State Highways				1,638,259			
Ordinary Main Roads				6,473,439			
Secondary Roads					8,111,698		
Tourist Roads					400,208		
Roads other than Main Roads					11,950		
					378,208		
					8,902,064		
Survey, design, supervision, planning etc.					2,087,925		
Total shown in Receipts and Payments Statement—Appendix No. 1 (A) (i)					\$10,989,989		

* Credit

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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
ORDINARY MAIN ROADS							
Hunter's Hill	166	Tarban Creek at Huntley's Point	Prestressed concrete bridge	Department	800,000	300,000†	1,100,000
Ku-ring-gai	328	Malga-avenue, Roseville	Construction of overbridge	do	4,932	69,683	74,615
Ku-ring-gai and Warringah	328	Middle Harbour at Roseville	Prestressed concrete girder bridge	do	1,020,082	711,037†	1,731,119
Total—Ordinary Main Roads						\$1,080,720	
TOURIST ROADS							
Sutherland	4025	Access road to Garie Beach	Widening and bitumen surfacing	Department	65,226	97,347	162,573
Do	4031	Access road to Cape Solander	do do do	do	51,446	145,239	196,685
Warringah	4005	Access road to West Head, including Loop road at West Head	do do do	do	333,788	134,366	468,154
Total—Tourist Roads						\$376,952	
ROADS OTHER THAN MAIN ROADS							
Hornsby		Sydney to Newcastle Tollway, Section 26.6m. to 30.4m. north of Sydney.	Construction	Department		3,609	3,609
North Sydney		Warringah Expressway, Northern end of Sydney Harbour Bridge to Miller-street.	do	do	800,072	4,081,539	4,881,611
Do		Warringah Expressway, Extension of Broughton-street to High-street.	do	Council	50,000	58,600	108,600
Do		Warringah Expressway, Green and Cammeray Parks	Restoration	do	20,000	56,000	76,000
Total—Roads other than Main Roads						\$4,199,748	
SUMMARY					\$		
Ordinary Main Roads					1,080,720		
Tourist Roads					376,952		
Roads other than Main Roads					4,199,748		
Total as shown in Receipts and Payments Statements—Appendix No. 1 (A) (ii)					\$5,657,420		

† 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS							
NORTH SOUTH ARTERIAL ROAD—WOLLONGONG SECTION							
Greater Wollongong		Northfields Lane to Main Road No. 513	Construction	Department	94,321	17,730	112,051
Do	do	Phillips-avenue to State Highway No. 1	do	do	154,416	15,254	169,670
Do	do	Bridge over Gipps-road, Gwynneville	Approaches	do	57,766	1,499	59,265
Do	do	Porter-street extension	Construction	do	18,494	8,561	27,055
Do	do	Gwynneville Interchange	do	do		21,860	21,860
Do	do	State Highway No. 1 to Foleys-road	Dual carriageway	do	1,025	2,567	3,592
Do	do	Gipps-road to Mt. Keira-road	do	do	54,548	104,941	159,489
Do	do	Mt. Keira-road to State Highway No. 1 at Ghosts Creek	do	do	1,779	50,550	52,329
Do	do	Mt. Keira-road to Gladstone-avenue	do	do		169,653	169,653
Do	do	Gladstone-avenue to Main Road No. 295	do	do		14,478	14,478
Do	do	State Highway No. 1 at North Wollongong to State Highway No. 1 at West Wollongong.	Fencing	do		44,193	44,193
						\$451,286	
PRINCE'S HIGHWAY							
Eurobodalla	1	Tilba to Sam's Creek, 11m. to 20.5m. south of Narooma	Reconstruction and bitumen surfacing	Department	49,725	1,440	51,165
Do	1	Sam's Creek to Cobargo, 20.5m. to 24.2m. south of Narooma	do do do	do	27,941	374	28,315
Do	1	14.4m. to 15m. south of Bateman's Bay	do do do	do		108,275	108,275
Do	1	Narooma to Tilba	do do do	do	3,234	3,234*	
Do	1	Moruya River at Moruya	Reinforced concrete bridge	do	193,050	421,245	614,295
Do	1	Little Malabar Creek, 14.7m. south of Bateman's Bay	do do	do		11,988	11,988
Do	1	Bridge over Moruya River at Moruya	Approaches	do		2,649	2,649
Greater Wollongong	1	Intersection with North Cliff Drive, Berkeley	Widening	do		1,781	1,781
Do	do	Gray-street to Collaery-road	Construction	do		1,553	1,553
Do	do	Collins-street to Bellambi Level Crossing	Widening	Council	26,050	744*	25,306
Do	do	Hobart-street to Sturdee-avenue, Bulli Pass	Kerbside lanes	do		744	744
Do	do	2.15m. to 2.58m. south of Wollongong	do	do	24,148	7,604	31,752
Do	do	Intersection with Avondale-road, Dapto	Stormwater drainage	do		1,634	1,634
Do	do	Tarrawanna-street to Harrigan-street	Strengthening	do		5,000	5,000
Do	do	Broker-street, Russell Vale to Colliery entrance road	do	do		2,000	2,000
Do	do	Collins Creek, 0.5m. south of Bulli	Reinforced concrete bridge and approaches	Department		36,870	36,870
Imlay	1	0m. to 7m. from Bega	Drainage improvement and pavement strengthening	do		38,756	38,756
Do	1	Eden to Victorian Border	Reconstruction and bitumen surfacing	do	873,680	190,685	1,064,365
Do	1	Nullica River, 4m. south of Eden	Reinforced concrete bridge	do	48,010	111,859	159,869
Do	1	Scrubby Creek, 19.7m. south of Eden	Prestressed concrete bridge	do	41,076	5,611	46,687
Do	1	Old Road Creek, 20.6m. south of Eden	do do	do	57,509	4,222	61,731
Do	1	Bridge over Wallagarough River at Timbillica	Approaches	do		44,850	44,850
Do	1	Towamba River, 13.7m. south of Eden	Reinforced concrete bridge	do	496,860	2,865	499,725
Do	1	Wallagarough River at Timbillica	Steel and concrete bridge	do	178,950	101,776	280,726
Kiama	1	Intersection at 7.15m. south of Kiama	Reconstruction	do	20,979	41,548	62,527
Do	1	11.2m. south of Kiama	Widening of cutting	do	21	17,770	17,791
Do	1	0.96m. south of Kiama	Improvement to culvert	do		21,749	21,749
Do	1	Mt. Pleasant 77.7m. to 79.8m. south of Sydney	Climbing lane	do		38,464	38,464
Do	1	Western side of Manning-street near Barney-street	Bitumen surfacing kerbside lanes	Council		928	928
Do	1	Intersection with Farmer-street, 1m. south of Kiama	Construction	do		1,000	1,000
Do	1	Bridge over Minnamurra River, 0.25m. from Minnamurra	Approaches	Department	70,424	93*	70,331
Do	1	Minnamurra River, 0.25m. from Minnamurra	Reinforced concrete bridge	do	243,732	2,025	245,757
Do	1	Dunmore, 18m. south of Wollongong	Acceleration and deceleration lanes	do	12,104	9,299	21,403
Shellharbour	1	Worrigee-street to Kalendar-street, Nowra	Reconstruction	Council	6,000	31,692	37,692
Shoalhaven	1					\$1,264,185	

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
HUME HIGHWAY							
Albury	2	Union Bridge to Guinea-street, Albury	Asphaltic concrete surfacing	Department		25,956	25,956
Do	2	Bridge over Murray River at Albury	Approaches	do	70,006	6,087	76,093
Demondrille	2	Jugiong Creek, 35.23m. to 35.54m. from Yass	Extensions at eastern end of approaches	do		25,985	25,985
Do	2	Bridge over Jugiong Creek, 17m. from Coolac	Approaches	do	46,581	57,663	104,244
Do	2	Jugiong Creek, 17m. from Coolac	Reinforced concrete bridge	do	121,870	24,088	145,958
Goodradigbee	2	Intersection with State Highway No. 15, 2.5m. east of Yass	Improvement	do	61,046	38,862	99,908
Do	2	Intersection with Trunk Road No. 56, 5m. west of Yass	do	do		17,215	17,215
Do	2	Pearce's Bridge at Yass River	Approaches	do	95,484	9,513	104,997
Do	2	Pearce's Bridge at Yass River	Reinforced concrete bridge	do	149,682	795	150,477
Goulburn	2	3.9m. to 8.9m. south of Goulburn	Reconstruction and bitumen surfacing	do	2,313	120,255	122,568
Goulburn and Mulwaree	2	Uringilla Creek to 7m. south of Goulburn	Asphaltic concrete surfacing	do		364,772	364,772
Goulburn	2	Fitzroy Bridge over Mulwaree Ponds	Widening of footway	do	4,915	6,780	11,695
Gunning	2	Hovell's Creek to Gunning Gap	Reconstruction and bitumen surfacing	do	285,237	345,078	630,315
Do	2	Cullerin Range, 21m. to 25m. west of Goulburn	Improvement	do		15,220	15,220
Holbrook and Hume	2	7.6m. to 15.3m. south of Holbrook	Reconstruction and bitumen surfacing	do	231,810	280,925	512,735
Holbrook	2	24.7m. to 33.6m. south of Tarcutta	do do do	do		8,902	8,902
Do	2	11.05m. south of Holbrook	Widening of reinforced concrete box culvert	do	2,159	875	3,034
Do	2	11.4m. south of Holbrook	do do do	do	12,545	4,195	16,740
Do	2	Bridge over Yarra Yarra Creek	Bitumen surfacing of deck	do		755	755
Do	2	Bridge over Woomargama Creek, 8.7m. south of Holbrook	Approaches	do		59,818	59,818
Do	2	Sandy Creek, 8.35m. south of Holbrook	Extension of reinforced concrete box culvert	do		4,553	4,553
Do	2	Woomargama Creek, 8.7m. south of Holbrook	Reinforced concrete bridge	do	7,224	16,443	23,667
Hume	2	Bowna Creek, 13.1m. north of Albury	Prestressed concrete bridge	do		45,830	45,830
Do	2	14.8m. south of Holbrook	Reinforced concrete box culvert	do		32,335	32,335
Do	2	Bridge over Bowna Creek, 27.59m. to 28.61m. south of Holbrook	Approaches	do		28,170	28,170
Kyeamba	2	0.5m. to 3.95m. north of Tarcutta	Realignment and regrading	do	293,695	2,429*	291,266
Do	2	0.4m. to 2.9m. south of Tarcutta	Reconstruction and bitumen surfacing	do	148,827	3,096	151,923
Do	2	12.1m. to 12.8m. and 13.5m. to 13.9m. south of Tarcutta	do do do	do	48,277	48,399*	122*
Do	2	Keajura Creek, 1.25m. south of Tarcutta	Demolition of bridge and grassing of abutments	do	8,692	705	9,387
Do	2	Bridge over Keajura Creek, 12.4m. south of Tarcutta	Approaches	do	48,000	52,472	100,472
Do	2	Bridge over Kyeamba Creek, 19m. south of Tarcutta	do	do		16,620	16,620
Do	2	Kyeamba Creek, 19m. south of Tarcutta	Reinforced concrete box culvert	do		22,152	22,152
Mittagong	2	Bendooley Hill, 6.7m. to 7.4m. south of Mittagong	Widening	do	814	42,848	43,662
Do	2	4.2m. to 5.5m. south of Mittagong	Deviation	do		110,526	110,526
Do	2	7.8m. to 8.9m. south of Mittagong	Resheeting with asphaltic concrete	do		21,000	21,000
Do	2	6.6m. to 7.8m. south of Mittagong	do do do	do		24,000	24,000
Do	2	0.2m. to 1.1m. north of Mittagong	do do do	do		29,000	29,000
Do	2	Culvert over Gibbergunyah Creek, 1.38m. south of Mittagong	Approaches	do	32,537	38,571	71,108
Do	2	Chinaman's Creek, 0.7m. south of Mittagong	Widening of bridge and approaches	do		15,003	15,003
Do	2	Cuttaway Creek, 4.1m. south of Mittagong	Reinforced concrete box culvert	do		32,502	32,502
Mulwaree	2	Mt. Otway, 33m. to 35.5m. south of Mittagong	Reconstruction	do	174,273	5,556	179,829
Do	2	30.3m. to 33m. south of Mittagong	Deviation	do	116,848	130,742	247,590
Do	2	35.5m. to 37.7m. south of Mittagong	Strengthening and widening	do	91,850	13,359	105,209
Do	2	Narambullia Creek, 42m. south of Mittagong	Reinforced concrete bridge	do	13,583	15,605	29,188
Mulwaree and Wingecarribee	2	Uringilla Creek	do do	do	1,800	9,634	11,434
Mulwaree	2	10.5m. south of Goulburn	Reinforced concrete box culvert	do		2,816	2,816
Mulwaree	2	27.9m. to 28.9m. south of Mittagong	Widening	do		45	45
Wingecarribee	2	22.7m. south of Mittagong	Improvement to crests	do	17,346	10,009	27,355
Do	2	Hanging Rock to Berwick Orchard	Widening	do	20,419	2,456	22,875
Do	2	3.25m. to 3.6m. south of Berrima	Improvement to crests	do		70,900	70,900

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
HUME HIGHWAY—continued							
Wingecarribee	2	4.2m. south of Berrima	Improvement to crests	Department		19,381	19,381
Do	2	22.07m. to 22.25m. south of Mittagong	Widening of pavement and correction of cross fall	do		3,000	3,000
Do	2	20.4m. to 21.9m. south of Mittagong	Resheeting with asphaltic concrete	do		22,000	22,000
Wollondilly	2	Intersection with Cordell-road	Improvement of alignment and intersection	do	53,732	78,338	132,070
Do	2	Catherine Hill, 69.8m. south of Sydney	Construction	do		37,739	37,739
Do	2	54.6m. to 55m. south of Sydney	Resheeting with asphaltic concrete	do		10,000	10,000
Do	2	42.2m. to 43m. south of Sydney	do do do	do		24,000	24,000
Do	2	Bridge over Myrtle Creek, 3.5m. south of Picton	Approaches	do	9,948	41,590	51,538
Do	2	Bridge over Bargo River at Tahmoor	do	do		2,523	2,523
Do	2	Racecourse Creek, 49.2m. south of Sydney	Reinforced concrete bridge	do		7,582	7,582
Do	2	Myrtle Creek, 3.5m. south of Picton	Prestressed concrete bridge	do	21,309	6,587	27,896
Do	2	Bargo River at Tahmoor	do do	do		153,140	153,140
						\$2,565,739	
FEDERAL HIGHWAY							
Gunning	3	30.24m. to 30.77m. south of Goulburn	Realignment, reconstruction and bitumen surfacing	Department		39,736	39,736
						\$39,736	
SNOWY MOUNTAINS HIGHWAY							
Imlay	4	Jiblat-Jiblat Flat	Raising pavement and construction of culverts	Department		20,525	20,525
Mumbulla	4	0m. to 4.75m. west of State Highway No. 1	Reconstruction and bitumen surfacing	do	177,149	684	177,833
Do	4	20.3m. to 22.09m. and 24.34m. to 26.34m. west of State Highway No. 1	do do do	do	94,717	6,178*	88,539
Do	4	4.75m. to 6m. west of State Highway No. 1	do do do	do	73,135	42,617	115,752
Do	4	6m. to 11.84m. west of State Highway No. 1	do do do	do		367,155	367,155
Do	4	15m. to 20.3m. west of State Highway No. 1	do do do	do		165,031	165,031
Do	4	28.3m. to 33m. west of State Highway No. 1	do do do	do		134,447	134,447
Do	4	Hanscombe Creek, 5.5m. west of State Highway No. 1	Reinforced concrete bridge	do	6,274	50,502	56,776
Do	4	Eighteen Mile Creek, 18m. west of State Highway No. 1	do do	do		25,499	25,499
Do	4	Colombo Creek, 20.4m. west of State Highway No. 1	do do	do		61	61
Snowy River	4	0m. to 2m. west of Kiandra	Reconstruction and bitumen surfacing	do	100,887	45,811*	55,076
Do	4	2m. to 4m. west of Kiandra	do do do	do		146,671	146,671
Tumut	4	South of Tumut near Blowering Dam	Deviation around dam	do		110,000	110,000
Do	4	48.25m. to 57.27m. east of State Highway No. 2	Light strengthening, improvement and temporary surfacing	Council	98,218	8,261*	89,957
Do	4	Gilmore Creek, 4m. south of Tumut	Reinforced concrete bridge	do		2,480	2,480
						\$1,005,422	
GREAT WESTERN HIGHWAY							
Bathurst and Turon	5	1m. to 9m. east of Bathurst	Reconstruction and bitumen surfacing	Department	408,651	50,275	458,926
Bathurst	5	Bridge over Boyd Creek, 2.5m. east of Bathurst	Widening of approaches	do		13,665	13,665
Blaxland	5	Hartley, 79.22m. to 80.68m. west of Sydney	Widening	do	124,421	2,967	127,388
Do	5	39m. to 54m. west of Katoomba	Reconstruction and widening	do		138,908	138,908
Do	5	16.3m. to 16.6m. west of Katoomba	Widening	do	6,919	13,661	20,580
Do	5	2.1m. to 2.5m. west of Mt. Victoria	Extension of climbing lanes	do		13,001	13,001

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
GREAT WESTERN HIGHWAY—continued							
Blaxland	5	Rosedale Creek at Little Hartley	Reinforced concrete box culvert and approaches	Department	41,292	9,590	50,882
Do	5	Marrangaroo Creek, 4m. west of Lithgow	Widening and construction of approaches to bridge	do	.....	10,084	10,084
Do	5	Marrangaroo Creek, 4m. west of Lithgow	Widening of bridge and footway	do	.....	25,760	25,760
Turon	5	54m. to 56m. west of Katoomba	Reconstruction and bitumen surfacing	do	7,289	184,365	191,654
						\$462,276	
MID-WESTERN HIGHWAY							
Bland	6	8.15m. to 9.59m. west of West Wyalong	Realignment and bitumen surfacing	Department	.....	60,404	60,404
Do	6	40.5m. to 47.23m. west of West Wyalong	Reconstruction and bitumen surfacing	Council	73,223	7,584*	65,639
Carrathool	6	34.93m. to 67.22m. east of Hay	do do do	Department	384,506	300,902	685,408
Do	6	11.75m. to 13.75m. west of Rankin Springs	do do do	Council	46,100	1,429	47,529
Do	6	17.5m. to 23m. west of Rankin Springs	do do do	do	61,278	7,065*	54,213
Do	6	28m. to 34.5m. west of Rankin Springs	do do do	do	46,771	30,294	77,065
Grenfell	6	Intersection with Main Road No. 398	do do do	do	.....	1,466	1,466
Weddin	6	0.42m. to 3m. east of Marsden	do do do	do	76,980	781	77,761
						\$380,627	
MITCHELL HIGHWAY							
Bogan and Darling	7	48m. to 63m. south of Bourke	Reconstruction and bitumen surfacing	Department	318,481	8,412	326,893
Bogan	7	63m. to 96m. south of Bourke	do do do	do	936,803	30,591	967,394
Do	7	0.5m. to 12m. south of Nyngan	do do do	do	.....	324,651	324,651
Do	7	12m. to 25m. south of Nyngan	do do do	do	.....	7,012	7,012
Canobolas	7	20.96m. to 23.13m. west of Bathurst	do do do	do	100,852	84,559	185,411
Do	7	2.6m. to 8.7m. west of Orange	do do do	do	.....	293,588	293,588
Do	7	8.7m. to 12m. west of Orange	do do do	do	.....	11,118	11,118
Darling	7	22.2m. to 48m. south of Bourke	do do do	do	592,882	1,764	594,646
Do	7	62m. to 87.3m. north of Bourke	do do do	do	29,604	337,942	367,546
Do	7	Bridge over Polygonum Swamp, 3m. north of Bourke	Improvement of approaches	do	10,305	14,091	24,396
Dubbo	7	Intersection with State Highway No. 17	Improvement	Council	2,144	411*	1,733
Talbragar	7	6m. east of Dubbo	Improvement to crest	Department	20,083	613	20,696
Timbrellongie	7	41.1m. to 49.5m. west of Dubbo	Widening	do	47,371	7,659	55,030
Do	7	3m. to 4m. west of Trangie	Reconstruction and bitumen surfacing	do	.....	62,785	62,785
Wellington	7	Intersection of Caves-road, 5m. south of Wellington	do do do	do	.....	37,278	37,278
						\$1,221,652	
BARRIER HIGHWAY							
Bogan	8	38.89m. to 41.23m. west of Nyngan	Reconstruction and bitumen surfacing	Council	.....	171,360	171,360
Do	8	17.87m. to 26m. west of Nyngan	Strengthening and bitumen surfacing	do	316,444	2,565	319,009
Do	8	41.23m. to 45.26m. west of Nyngan	Reconstruction and bitumen surfacing	do	.....	16,000	16,000
Broken Hill	8	Iodide-street to Warren-street, Broken Hill	do do do	do	11,200	7,948	19,148
Central Darling	8	0m. to 2m. west of Wilcannia	do do do	Department	44,964	51,877	96,841
Do	8	8.5m. to 12m. east of Wilcannia	do do do	do	.....	35,896	204,526
Do	8	2m. to 9m. west of Wilcannia	do do do	do	67,282	127,748	195,030
Cobar	8	40m. to 50m. west of Cobar	do do do	do	268,089	3,781	271,870
Do	8	50m. to 60m. west of Cobar	do do do	do	149,908	158,855	308,763

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
BARRIER HIGHWAY—continued							
Cobar	8	60m. to 70m. west of Cobar	Reconstruction and bitumen surfacing	Department	401	192,669	193,070
Murray Darling	8	73m. to 87.25m. east of Broken Hill	do do do	do	497,705	143,938	641,643
Do	8	49.9m. to 65.5m. east of Broken Hill	do do do	do	36,564	217,165	253,729
Do	8	65.5m. to 73m. east of Broken Hill	do do do	do	.....	5,747	5,747
Do	8	9m. to 17m. west of Wilcannia	do do do	do	.....	13,108	13,108
					\$1,148,657		
NEW ENGLAND HIGHWAY							
Armidale	9	1.3m. to 1.9m. south of Armidale	Reconstruction and bitumen surfacing	Council	.....	6,000	6,000
Cockburn	9	29.25m. north of Tamworth	Improvement to crest	Department	24,709	122*	24,587
Do	9	19.5m. north of Tamworth	Provision of safety ramp	do	.....	4,793	4,793
Do	9	19.3m. to 19.5m. north of Tamworth	Extension of climbing lane	do	.....	45,126	45,126
Do	9	Moombi Creek, 13m. north of Tamworth	Prestressed concrete bridge	do	64,789	149*	64,640
Do	9	Elberg's Gully, 25m. north of Tamworth	Reinforced concrete bridge and approaches	do	10,551	10,145	20,696
Do	9	Rose Valley Creek, 22.3m. north of Tamworth	Widening and regrading of bridge	do	.....	7,959	7,959
Do	9	Approaches to bridge over Rose Valley Creek, 22.3m. north of Tamworth.	Reconstruction and bitumen surfacing	do	.....	12,365	12,365
Dumaresq	9	63.8m. to 66.1m. north of Tamworth	do do do	do	.....	102,083	102,083
Do	9	66.1m. to 67.1m. north of Tamworth	do do do	Council	.....	53,770	53,770
Do	9	15.7m. and 16.5m. north of Armidale	Provision of safety ramps	do	4,876	201*	4,675
Glen Innes	9	Meade-street to 0.67m. south of Glen Innes	Deviation	Department	26,412	37,863	64,275
Do	9	0.67m. to 1.81m. south of Glen Innes	Reconstruction and bitumen surfacing	do	.....	53,224	53,224
Glen Innes and Severn	9	1.81m. to 3.27m. south of Glen Innes	do do do	do	.....	29,471	29,471
Greater Cessnock, Maitland, Patrick Plains and Muswellbrook	9	Within Council areas	Widening of existing culverts	do	12,905	84,342	97,247
Guyra	9	Llangothlin railway level crossing	Widening and realignment	do	2,496	2,414	4,910
Maitland	9	Eastville	Climbing lanes	do	34,985	6,917	41,902
Do	9	16.7m. north of Newcastle	do	do	.....	64,689	64,689
Do	9	0.85m. to 2.76m. west of Maitland	Reconstruction	do	.....	221	221
Murrurundi	9	Intersection with Trunk Road No. 72	Channelisation	do	4,304	100,216	104,520
Muswellbrook Shire	9	4.5m. north of Muswellbrook	Improvement to crest	do	.....	44,524	44,524
Do	9	3.5m. north of Singleton	do do	do	55,202	12,493*	42,709
Do	9	6.15m. to 6.62m. north of Muswellbrook	do do	do	.....	13,915	13,915
Newcastle	9	Hexham level crossing	Deviation	do	347,937	181	348,118
Do	9	Hexham railway gate to State Highway No. 10	Reconstruction	do	84,110	40,589	124,699
Do	9	Tarro	Railway overbridge	do	102,017	2,804*	99,213
Do	9	Muswellbrook	do	do	18,393	144,775	163,168
Nundle	9	34m. to 37m. north of Murrurundi	Reconstruction and bitumen surfacing	do	204,554	11,225	215,779
Do	9	31.8m. to 34m. north of Murrurundi	do do	do	131,462	42,811	174,273
Patrick Plains	9	Jump-up Creek, 9.5m. east of Singleton	Widening of bridge	do	24,423	6,062	30,485
Do	9	Black Creek, 1.5m. west of Branxton	Steel and concrete bridge	do	71,039	14	71,053
Scone	9	4.07m. to 5.35m. north of Scone	Widening of narrow culverts	do	3,011	20,449	23,460
Do	9	0.34m. north of Scone	Reinforced concrete box culvert	do	.....	52,637	52,637
Severn	9	3.27m. to 3.87m. south of Glen Innes	Deviation	do	.....	37,051	37,051
Do	9	Bridge over Beady Waters, 6.2m. north of Glen Innes	Approaches	do	.....	24,799	24,799
Do	9	Beady Waters, 6.2m. north of Glen Innes	Reinforced concrete bridge	do	.....	461	19,515
Tamarang	9	17.6m. north of Murrurundi	Improvement to crest	do	19,054	96	19,404
Do	9	29.8m. north of Murrurundi	do do	do	19,308	.....	19,404

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
NEW ENGLAND HIGHWAY—continued							
Tamarang	9	25.75m. to 28m. north of Murrurundi	Reconstruction and bitumen surfacing	Department		106,749	106,749
Do	9	23m. to 24.08m. north of Murrurundi	Reconstruction and widening	do		42	42
Do	9	23.42m. north of Murrurundi	Reinforced concrete box culverts	do		6,344	6,344
Do	9	Bridges over Spring Creek and Kangaroo Creek, between 20.02m. and 20.81m. north of Murrurundi.	Approaches	do		2,702	2,702
Tamworth	9	Peel River at Tamworth	Prestressed concrete bridge	do	357,920	15,195	373,115
Do	9	Bridge over Peel River at Tamworth	Approaches	Council	23,080	26,120	49,200
Tenterfield Shire	9	Tenterfield Creek, 7.2m. north of Tenterfield	Steel and concrete bridge	Department	99,529	555*	98,974
Uralla	9	44.25m. to 47.5m. north of Tamworth	Reconstruction	do		19,224	19,224
Do	9	Barleyfields level crossing, 2.5m. north of Uralla	Improvement	Council	3,500	10,014	13,514
						\$1,243,236	
PACIFIC HIGHWAY							
Ballina and Tintenbar	10	Bridge over Emigrant Creek	Approaches	Department	129,663	191,272	320,935
Ballina	10	Kerr-street to Tamar-street, Ballina	Reconstruction	Council	15,872	408*	15,464
Byron	10	Brunswick River north of Brunswick Heads	Widening of bridge	Department	16,263	3,309	19,572
Coffs Harbour	10	15.9m. to 16.6m. north of Coffs Harbour	Reconstruction and bitumen surfacing	do	46,011	8,493	54,504
Do	10	4.8m. to 7.4m. north of Coffs Harbour	do do do	do	4,649	167,426	172,075
Do	10	Ararawarra Creek	Reinforced concrete bridge	do	25,902	83	25,985
Gosford	10	Main Road No. 349 to Main Road No. 580	Improvement and widening	do		3,630	3,630
Do	10	Hawkesbury River to Calga	Resheeting with asphaltic concrete	do	23,006	440	23,446
Hastings	10	Heron's Creek	Reinforced concrete bridge and approaches	do	46,803	617	47,420
Do	10	Hastings River at Blackman's Point	Steel and concrete bridge	do	1,112,974	2	1,112,976
Lake Macquarie	10	Intersections at Warners Bay-road and Dudley-road, Charles-town.	Reconstruction	do	206,775	7,049*	199,726
Do	10	Victoria-street to Marks-street, Belmont	Widening to four lanes	do	200,259	1,244	201,503
Do	10	Diversion of Highfields-parade	Improvement	do	3,186	13	3,199
Do	10	Vincent-street to Murray-street, Belmont	Dual carriageway	do	637	445,498	446,135
Do	10	Charlestown, selected sections of side strips	Reconstruction and bitumen surfacing	Council	2,000	3,574	5,574
Maclean	10	Clarence River at Harwood	Steel and concrete bridge	Department	1,859,203	563,085	2,422,288
Do	10	Bridge over Clarence River at Harwood	Approaches	do	635,247	521,905	1,157,152
Maclean and Ulmarra	10	Coldstream River, 17m. north of Grafton	Prestressed concrete bridge	do		124,255	124,255
Do	10	Bridge over Coldstream River, 17m. north of Grafton	Approaches	do	27,801	16,284	44,085
Maclean	10	Edwards Creek	Reinforced concrete box culvert	do		35,378	35,378
Do	10	Old Broomes Head-road	Overbridge	do		25,476	25,476
Do	10	New Broomes Head-road	do	do		61,766	61,766
Do	10	Farlows Lane	do	do		55,115	55,115
Manning	10	Ghinni Ghinni Creek, 8m. from Taree	Reinforced concrete bridge	do	148,486	48	148,534
Do	10	Moorland, 15.28m. to 16.18m. north of Taree	Railway overbridge and approaches	do	11,772	33,083	44,855
Nambucca	10	Macksville Deviation, 0.5m. to 2.5m. south of Macksville	Reconstruction and bitumen surfacing	do	140,821	563	141,384
Newcastle	10	Ash Island Bridge to Hexham Deviation	Dual carriageway	do	3,426	11,388	14,814
Do	10	Storm water channel near Jenner-parade	Widening of culvert and construction of approaches	Council	10,000	1,968	11,968
Do	10	Intersection with Ingall-street, Mayfield	Reconstruction	do		3,000	3,000
Do	10	Mund-street to Wallsend-road	do	do		18,404	18,404
Do	10	Bridge over Iron Bark Creek	Southern approach	do		11,018	18,370
Port Stephens	10	12.5m. to 14.5m. north of Newcastle	Reconstruction and widening	Department	130,181	2,282	132,463
Do	10	Near Main Road No. 517	Climbing lane	do	12,948	4,637	17,585
Do	10	16m. to 18m. north of Newcastle	Deviation	do		3,152	3,152
Do	10	Karuah to Reedy Creek	Reconstruction and bitumen surfacing	Council	149,000	8,267*	140,733

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
PACIFIC HIGHWAY—continued							
Stroud	10	Karuah to Viney Creek	Reconstruction and bitumen surfacing	Department	1,511,737	9,225*	1,502,512
Do	10	Viney Creek to Main Road No. 110	do do do	do	1,213,759	10,154	1,223,913
Do	10	0.24m. south to 1.75m. north of Bulahdelah	Deviation	do		116,403	116,403
Do	10	0.24m. to 1.7m. south of Bulahdelah	Raising pavement subject to flooding	do	318,682	10,416	329,098
Do	10	2.8m. to 3.8m. north of Karuah	Climbing lane	do		4,223	4,223
Do	10	Coolongolook, 18m. to 20m. north of Bulahdelah	Reconstruction and widening	do		94,003	94,003
Do	10	6.4m. to 9.2m. north of Bulahdelah	Climbing lane	do		20,167	20,167
Do	10	12 Mile Creek to Karuah	Reshaping, strengthening and widening	do		31,496	31,496
Do	10	Bridge over Coolongolook River, 14.7m. to 15.3m. north of Bulahdelah.	Approaches	do		866	866
Taree	10	Cundletown	Pavement strengthening and bitumen surfacing	do	188	64,122	64,310
Do	10	Victoria-street, Taree	Provision of median strip	Council		7,610	7,610
Do	10	Brown's Creek, 1.05m. north of Taree	Reinforced concrete bridge	do	60,000	642	60,642
Do	10	Bridge over Brown's Creek 1.05m. north of Taree	Approaches	do	10,000	9,000	19,000
Tintenbar	10	Wardell to State Highway No. 16	Deviation	Department	689,647	26,559	716,206
Do	10	Sneezy's-lane and Moylan's-lane	Reinforced concrete box culverts	do	15,171	967	16,138
Do	10	13.3m. to 14.6m. north of Ballina	Reconstruction and bitumen surfacing	do	104,334	47,353	151,687
Do	10	Emigrant Creek, 19.05m. north of Woodburn	Steel and concrete bridge	do	189,435	30,840	220,275
Do	10	Richmond River at Wardell	do do	do	907,420	25,942	933,362
Tweed	10	14.52m. to 15.93m. north of Murwillumbah	Reconstruction	do	361,581	8,848	370,429
Do	10	17.4m. to 18.6m. north of Murwillumbah	Reconstruction and widening	do		14,539	14,539
Do	10	6m. to 8m. north of Murwillumbah	Reconstruction and bitumen surfacing	do		7,312	7,312
Ullmarra	10	Casson's Creek, 19m. north of Coffs Harbour	Prestressed concrete bridge	do		61,125	61,125
Woodburn	10	Everson's Creek, 6m. south of Ballina	Reinforced concrete box culvert	do		14,123	14,123
Wyong	10	26.24m. south of Newcastle	Improvement to crests	do	63,060	1,488	64,548
Do	10	81.33m. to 83.1m. north of Sydney	Benching	do	12,597	752	13,349
Do	10	Craigie-avenue, Kanwal, 17.76m. north of Gosford	Climbing lane	do	32,253	3,598*	28,655
Do	10	66.4m. to 81.5m. north of Sydney	Improvement	do	37,916	805*	37,111
Do	10	Intersection with Main Road No. 509	do	do	20,889	43,011	63,900
Do	10	81.82m. to 82.05m. north of Sydney	Reconstruction	do	18,709	37,277	55,986
Do	10	Bridges over Ourimbah Creek and Windy Drop Down Creek	Approaches	do	137,216	3,985	141,201
Do	10	Bangalow Creek, 5.5m. south of Wyong	Reinforced concrete box culvert	do	51,068		51,068
Do	10	Wyong Creek at Wyong	Steel and concrete bridge and approaches	do	208,396	7,679	216,075
Do	10	Wollarah Creek, 32m. south of Newcastle	Provision of footway	do		1,500	1,500
						\$2,991,458	
OXLEY HIGHWAY							
Coonabarabran	11	30.76m. to 37.16m. east of Coonabarabran	Reconstruction and bitumen surfacing	Council	250,336	2,444	252,780
Do	11	39.16m. to 40.1m. east of Coonabarabran	do do do	do	28,400	4,514	32,914
Gilgandra	11	1.06m. to 7.95m. west of Gilgandra	do do do	Department	203,587	350	203,937
Do	11	7.95m. to 10m. west of Gilgandra	do do do	do	31,361	28,449	59,810
Do	11	10m. to 15m. west of Gilgandra	do do do	do	143,831	4,341	148,172
Do	11	15m. to 20m. west of Gilgandra	do do do	do	60,580	118,368	178,948
Do	11	Bulga Creek and Five Mile Creek, north east of Gilgandra	Stone pitching abutments	do		1,138	1,138
Do	11	Five Mile Creek, 5m. east of Gilgandra	Reinforced concrete bridge	Council	33,400	2,581	35,981
Do	11	Bulga Creek, 10m. east of Gilgandra	Reinforced concrete bridge and approaches	do	25,600	1,967	27,567
Hastings	11	20.6m. to 29.2m. west of Port Macquarie	Reconstruction and bitumen surfacing	Department	191,040	135,601	326,641
Do	11	64.82m. to 67.82m. west of Port Macquarie	Minor improvements and bitumen surfacing	do	111,801	43,297*	68,504
Do	11	19.57m. to 20m. west of Port Macquarie	Reconstruction and bitumen surfacing	do	22,174	10,542	32,716

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
			STATE HIGHWAYS—continued				
			OXLEY HIGHWAY—continued				
Hastings	11	56m. to 59m. west of Port Macquarie	Reconstruction and bitumen surfacing	Department		59,608	59,608
Do	11	59m. to 62m. west of Port Macquarie	do do do	do		82,106	82,106
Do	11	62m. to 65m. west of Port Macquarie	do do do	do		79,522	79,522
Do	11	50.4m. to 56m. west of Port Macquarie	do do do	do		1,402	1,402
Do	11	Bridge over Gannons Creek, 8.7m. west of Wauchope	Approaches	do		35,412	35,412
Do	11	Bridge over Hyndmans Creek, 9.8m. west of Wauchope	do	do	15,639	24,608	40,247
Do	11	Bridge over Rushers Creek, 38m. west of Port Macquarie	do	do	352	39,299	39,651
Do	11	Gannons Creek, 8.7m. and Hyndmans Creek, 9.8m. west of Wauchope	Reinforced concrete bridges	do	55,006	74,931	129,937
Do	11	Rushers Creek, 38m. west of Wauchope	Prestressed concrete bridge	do	71	31,424	31,495
Peel	11	23.7m. to 24.8m. west of Tamworth	Reconstruction and bitumen surfacing	Council		20,000	20,000
Walcha	11	0.5m. to 2.7m. east of Walcha	do do do	do	30,000	70,000	100,000
Do	11	Bridge over Reedy Creek, 9.5m. east of Walcha	Approaches	do	19,000	3,300	22,300
Warren	11	23.32m. to 27.23m. west of Gilgandra	Reconstruction and bitumen surfacing	Department	17,620	43,260	60,880
Do	11	27.23m. to 32.66m. west of Gilgandra	do do do	do		31,876	31,876
Do	11	32.66m. to 37m. west of Gilgandra	do do do	do		7,986	7,986
Do	11	Bridge over Boothaguy Creek 9m. east of Warren	Approaches	do		845	845
Do	11	4.7m. east of Warren	Reinforced concrete box culvert	do		1,373	1,373
						\$873,950	
			GWYDIR HIGHWAY				
Inverell	12	0.2m. to 1.2m. west of Inverell	Reconstruction and bitumen surfacing	Council		2,103	2,103
Do	12	1.6m. to 3.5m. east of Inverell	do do do	do		50,000	50,000
Macintyre	12	1.2m. to 2.4m. west of Inverell	Widening, reconstruction and bitumen surfacing	do	16,000	1,828	17,828
Do	12	2.4m. to 3.6m. west of Inverell	do do do do	do		28,000	28,000
Do	12	3.6m. to 5.1m. west of Inverell	do do do do	do		7,500	7,500
Do	12	21.05m. to 22m. west of Inverell	Reconstruction and bitumen surfacing	do		12,882	12,882
Nymboida	12	Bridge over Orara River at Ramornie	Approaches	Department	85,856	65,053	150,909
Do	12	Bridge over Cowan's Creek, 3.6m. west of South Grafton	do	do		35,928	35,928
Do	12	Orara River at Ramornie	Steel and concrete bridge	do	300,456	102,919	403,375
Severn	12	14.9m. to 21.47m. east of Glen Innes	Reconstruction and bitumen surfacing	do	201,584	1,621	203,205
Do	12	21.6m. to 51.07m. east of Glen Innes	Batter protection and provision of guide and fender posts	do		9,848	14,094
Do	12	11.2m. to 14.9m. east of Glen Innes	Reconstruction and bitumen surfacing	do	146,753	10,159	156,912
Do	12	21.47m. to 32m. east of Glen Innes	Strengthening and bitumen surfacing	do	203,560	41,643	245,203
Do	12	32m. to 38m. east of Glen Innes	do do do	do	93,720	10	93,730
Do	12	44m. to 47m. east of Glen Innes	Mountain type table drains	do		8,635	16,406
Do	12	20.91m. to 21.27m. and 21.66m. to 22.08m. east of Glen Innes	Reconstruction of damaged pavement	do	632	56,000	56,632
Do	12	Bridge over Rocky Creek, 21m. east of Glen Innes	Approaches	do	8,194	20,752	28,946
Walgett	12	5.38m. to 10.98m. east of Collarenebri	Reconstruction and bitumen surfacing	Council	100,000	70,000	170,000
Yallaroi	12	14m. to 16m. west of Wyallda	Widening	do		12,000	12,000
						\$531,279	

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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
STURT HIGHWAY							
Balranald	14	1.4m. to 4.2m. east of Balranald	Widening, reconstruction and bitumen surfacing	Department	23,290	50,587	73,877
Hay	14	Intersection with State Highway No. 21	Reconstruction	Council	11,450	126	11,576
Do	14	31m. to 38m. west of Hay	Widening and improvement of curves	do	20,000	2,600	22,600
Do	14	5.9m. to 9m. west of Hay	Reconstruction and widening	do	30,000	12,000	42,000
Murrumbidgee	14	38m. to 42m. east of Hay	Reconstruction of damaged pavement	Department	7,380	77,073	84,453
Narrandera	14	60.25m. to 61.28m. west of Wagga Wagga	Reconstruction and bitumen surfacing	do	62,253	4,026	66,279
Do	14	61.28m. to 61.76m. west of Wagga Wagga	do do do	do	31,103	31,103	31,103
Do	14	Poisoned Waterholes Creek and Gillenbah Creek, west of Narrandera	Reinforced concrete bridges	do	52,037	1,554	53,591
Wagga Wagga	14	Marshall's Creek	Reinforced concrete bridge and approaches	Council	35,000	8,451*	26,549
Do	14	Railway level crossing at Edward-street	Improvement	do	6,800	4,329*	2,471
Wakool	14	Yanga Creek, 5m. east of Balranald	Prestressed concrete bridge and culverts	do	132,900	5,191	138,091
Do	14	Bridge over Yanga Creek, 5m. east of Balranald	Approaches	do	2,900	18,144	21,044
Wentworth	14	Buronga to bridge over Murray River at Mildura	Reconstruction, regrading and widening	Department	35,435	5,825	41,260
Do	14	Intersection with State Highway No. 22 at Buronga	Reconstruction	do	11,575	64	11,639
Do	14	Four approach bridges to bridge over Murray River at Mildura	Widening	do	51,467	2,509	53,976
					\$198,022		
BARTON HIGHWAY							
Goodradigbee	15	McClung's Creek, 27.7m. north of Canberra	Augmentation of culvert	Department .....	.....	13,326	13,326
					\$13,326		
BRUXNER HIGHWAY							
Ashford	16	17.7m. to 20.4m. west of Bonshaw	Reconstruction and bitumen surfacing	Council .....	.....	41,000	41,000
Gundurimba	16	24.11m. to 24.97m. west of Ballina	Deviation	do	4,514	587	5,101
Do	16	28.17m. to 29.15m. west of Ballina	Reconstruction	do	52,206	854*	51,352
Do	16	22.7m. to 23.8m. west of Ballina	Reconstruction and bitumen surfacing	do .....	.....	854	854
Lismore	16	Molesworth-street to Dawson-street, Ballina	Strengthening and widening	do	18,318	1,485*	16,833
Do	16	18.49m. to 20.91m. west of Ballina	Deviation	do .....	.....	1,485	1,485
Do	16	Bridge over Richmond River at Ballina	Approaches	do	103,614	7,116	110,730
Tenterfield	16	87m. to 90.13m. west of Ballina	Reconstruction and bitumen surfacing	Department	14,967	307,474	322,441
Do	16	85m. to 87m. west of Ballina	do do do	do .....	.....	11,326	11,326
Do	16	26.8m. to 28.94m. east of Tenterfield	do do do	Council	137,100	8,510	145,610
Do	16	10.25m. to 11.78m. west of Tenterfield	do do do	do	34,660	7,580*	27,080
Do	16	28.94m. to 31.62m. east of Tenterfield	do do do	do	249,800	70,106	319,906
Do	16	11.78m. to 13.17m. west of Tenterfield	do do do	do .....	.....	40,800	40,800
Do	16	Violet Creek, 0.5m. east of Drake	Reinforced concrete bridge	Department .....	.....	970	970
Do	16	Whalan Creek, 11.7m. west of Tenterfield	Reinforced concrete box culvert	Council .....	.....	21,474	21,474
Tomki	16	35m. to 36.5m. west of Ballina	Reconstruction and bitumen surfacing	do	48,378	5,324	53,702
					\$507,107		
NEWELL HIGHWAY							
Berrigan	17	0m. to 8.44m. north of Finley	Reconstruction and bitumen surfacing	Department	69,577	195,157	264,734
Bland	17	34.6m. to 41.5m. north of Ardlethan	do do do	do	65,813	199,548	265,361
Do	17	31.5m. to 34.6m. north of Ardlethan	do do do	do .....	.....	72,709	72,709

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
NEWELL HIGHWAY—continued							
Bland	17	28m. to 31.5m. north of Ardlethan	Reconstruction and bitumen surfacing	Department		2,425	2,425
Boolooroo	17	18m. to 22m. south of Moree	do do do	do	145,709	2,602	148,311
Do	17	22m. to 26.88m. south of Moree	do do do	do	164,492	9,375	173,867
Do	17	9.5m. to 18.5m. north of Moree	do do do	do		222,030	222,030
Do	17	7m. to 9.5m. north of Moree	do do do	do		101,148	101,148
Do	17	Gurley, 19.38m. to 19.76m. south of Moree	do do do	do		581	581
Do	17	Whalan Creek, 60.5m. north of Moree	Reinforced concrete bridge	do	30,332	87,121	117,453
Do	17	Bridge over Whalan Creek, 60.5m. north of Moree	Approaches	do		4,901	4,901
Do	17	Bridge over Little Bumble Creek, 21m. south of Moree	do	do		22,141	22,141
Do	17	Bridge over Manamoi Creek, 24.85m. south of Moree	do	do		998	998
Do	17	Little Bumble Creek, 21m. south of Moree	Reinforced concrete bridge	do		51,002	51,002
Do	17	Manamoi Creek, 24.85m. south of Moree	Steel and concrete bridge	do		9,605	9,605
Coolamon	17	34.9m. to 40.5m. north of Narrandera	Reconstruction and bitumen surfacing	do	160,625	32,968	193,593
Do	17	24m. to 34.9m. north of Narrandera	do do do	do		370,250	370,250
Do	17	Ardlethan Deviation, 4.94m. east to 0.69m. south of Ardlethan	do do do	do		17,449	17,449
Do	17	4.94m. to 11.95m. east of Ardlethan	do do do	do	291,821	3,822	295,643
Gilgandra	17	0.9m. to 1.9m. south of Gilgandra	Reconstruction and widening	do		37,529	37,529
Goobang	17	Ten Mile Creek, 5m. south of Peak Hill	Reinforced concrete box culvert and approaches	do		189	189
Jemalong	17	15.57m. to 17.21m. south of Forbes	Reconstruction and bitumen surfacing	Council		30,000	30,000
Do	17	Carragatel flood channel	Extension of bridge	do	20,000	26,000	46,000
Namoi	17	Railway overbridge, 30.7m. to 31.5m. north of Narrabri	Approaches	Department		27,896	36,051
Do	17	2.83m. to 16.4m. south of Narrabri	Reconstruction and bitumen surfacing	do	406,329	19,527	425,856
Do	17	16.8m. to 27.6m. south of Narrabri	do do do	do		220,394	314,896
Do	17	27.6m. to 37.7m. south of Narrabri	do do do	do		109,653	109,653
Do	17	16.7m., 20.4m., 24.8m. and 27.6m. north of Narrabri	Reinforced concrete box culverts and drainage	do		22,210	22,210
Do	17	27.75m., 29.44m. and 37.66m. south of Narrabri	Reinforced concrete box culverts	do		13,707	13,707
Do	17	Bridge over Myall Hollow Creek, 28m. north of Narrabri	Approaches	do	6,789	2,225	9,014
Do	17	Bridge over Pan Creek, 21.28m. north of Narrabri	do	do	18,637	749	19,386
Do	17	Bridge over Boggy Creek, 24m. north of Narrabri	do	do		1,698	1,698
Do	17	Bridge over Spring Creek, 8.1m. south of Narrabri	do	do		565	565
Do	17	Myall Hollow Creek, 28m. north of Narrabri	Reinforced concrete bridge	do	59,034	1,470	60,504
Do	17	Boggy Creek, 24m. north of Narrabri	do do	do		15,102	15,102
Do	17	Spring Creek, 8.1m. south of Narrabri	do do	do		13,326	13,326
Do	17	2m. north of Bellata	Railway overbridge	do	42,504	14,525	57,029
Narrabri	17	Lloyd-street to Doctors Creek, Narrabri	Reconstruction	Council		8,000	8,000
Do	17	Bridge over Namoi River	Footway	Department		4,457	4,989
Do	17	Doctors Creek, 0.5m. west of Narrabri	Steel and concrete bridge	do	44,189	27,925	72,114
Do	17	Bridge over Doctors Creek, 0.5m. west of Narrabri	Approaches	Council		24,000	36,852
Narrandera	17	18.66m. to 24m. north of Narrandera	Reconstruction and bitumen surfacing	Department	88,442	78,226	166,668
Do	17	North of railway overpass at Narrandera	Reinforced concrete box culvert	Council		376	376
Do	17	Bridge over railway line at Narrandera	Footway	do		600	600
Narrandera and Urana	17	Colombo Creek	Two prestressed concrete bridges	Department	53,841	4,196	58,037
Talbragar	17	3.16m. to 5.32m. north of Dubbo	Deviation	do	24,066	297,373	321,439
Do	17	Talbragar River at Troy	Steel and concrete bridge	do	117,347	71,116	188,463
Do	17	Talbragar River at Troy	Two approach bridges	do		99,364	99,364
Urana	17	20m. to 25m. south of Narrandera	Reconstruction and bitumen surfacing	do	267,935	2,521*	265,414
Do	17	13m. to 20m. south of Narrandera	do do do	do	223,176	7,093*	216,083
						\$2,533,802	

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
CASTLEREAGH HIGHWAY							
Coonamble	18	1.25m. to 23.4m. north of Coonamble	Reconstruction and bitumen surfacing	Department	955,841	2,022	957,863
Do	18	Bridge over Mowlma Creek, 12m. north of Coonamble	Approaches	do	113,113	3,895	117,008
Do	18	Kennedy's Creek, 24m. to 25.6m. north of Coonamble	Reconstruction and bitumen surfacing	do	59,698	5,535*	54,163
Gilgandra	18	2.1m. to 16.19m. north of Gilgandra	Strengthening and bitumen surfacing	Council	145,770	5,739	151,509
Do	18	19.27m. to 23.1m. north of Gilgandra	Reconstruction and bitumen surfacing	do	56,000	1,152	57,152
Walgett	18	38.98m. to 47m. north of Coonamble	do do do	Department	156,923	236,192	393,115
Do	18	47m. to 54m. north of Coonamble	do do do	do	53,727	117,763	171,490
Do	18	54m. to 63m. north of Coonamble	do do do	do	18,527	89,575	108,102
						\$450,803	
MONARO HIGHWAY							
Bibbenluke	19	22.68m. to 23.49m. south of Nimmitabel	Reconstruction and bitumen surfacing	Council	103,434	4,838	108,272
Do	19	17m. to 19m. south of Nimmitabel	do do do	do	28,000	67,308	95,308
Do	19	5m. to 6m. south of Bombala	do do do	do	24,000	11,204	35,204
Do	19	19m. to 20.68m. south of Nimmitabel	do do do	do	10,000	338	10,338
Do	19	6m. to 7m. south of Bombala	do do do	do	70,000	24,000	24,000
Do	19	13.8m. to 17m. south of Nimmitabel	do do do	do	70,000	70,000	70,000
Do	19	Aston Creek, 6m. south of Bombala	Reinforced concrete bridge	Department	19,846	19,846	19,846
Cooma	19	Bridge over Cooma Creek and causeway in Commissioner-street	Approaches and widening	Council	5,770	729	6,499
Monaro	19	0m. to 3.6m. south of Nimmitabel	Reconstruction and bitumen surfacing	Department	133,684	105,906	239,590
Do	19	3.6m. to 7.8m. south of Nimmitabel	do do do	do	184,247	184,247	184,247
Do	19	9.24m. to 12m. south of Cooma	do do do	Council	103,480	206*	103,274
Do	19	15m. to 16.8m. south of Cooma	do do do	do	40,000	1,421*	38,579
Do	19	19m. to 22.56m. south of Cooma	do do do	do	114,000	9,000	123,000
Do	19	62.1m. to 62.4m. south of Canberra	Improvement to crest	do	8,102	407*	7,695
Do	19	22.56m. to 22.98m. south of Cooma	Reconstruction and bitumen surfacing	do	23,000	3,198	26,198
Yarrowlumla	19	Lenanes Creek, 2.5m. from Michelago	Reinforced concrete bridge	do	8,000	8,000	8,000
						\$506,580	
RIVERINA HIGHWAY							
Conargo	20	12.3m. to 17.4m. east of Deniliquin	Reconstruction and widening	Department	.....	92,516	92,516
						\$92,516	
COBB HIGHWAY							
Hay	21	6m. to 16m. south of Hay	Reconstruction and bitumen surfacing	Council	65,466	233*	65,233
Do	21	2.5m. south of Hay	Improvement to curve	do	1,200	6,620	7,820
Do	21	11.5m. to 19m. south of Hay	Reconstruction and bitumen surfacing	do	68,600	1,692	70,292
Do	21	19m. to 23.8m. south of Hay	do do do	do	67,200	9,033	76,233
Windouran	21	41.15m. to 48.75m. south of Deniliquin	do do do	do	66,800	816	67,616
Do	21	48.75m. to 52.18m. north of Deniliquin	do do do	do	27,640	12,360	40,000
Do	21	22m. to 29m. north of Deniliquin	Widening	do	5,000	5,000	5,000
Do	21	Billabong Creek	Steel and concrete bridge and approaches	do	590	590	590
						\$35,878	

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
STATE HIGHWAYS—continued							
SILVER CITY HIGHWAY							
Murray Darling	22	39m. to 44m. south of Broken Hill	Reconstruction and bitumen surfacing	Department	97,658	54,202	151,860
Do	22	46.2m. to 51m. south of Broken Hill	do do do	do	.....	81,359	81,359
Do	22	51m. to 64m. south of Broken Hill	do do do	do	.....	45,524	45,524
Do	22	71.5m. to 80.2m. south of Broken Hill	do do do	do	121,350	57,826	179,176
Do	22	64m. to 71.5m. south of Broken Hill	do do do	do	73,445	80,875	154,320
Wentworth	22	93.6m. to 110m. south of Broken Hill	do do do	do	279,338	17,142	296,480
Do	22	110m. to 128m. south of Broken Hill	do do do	do	50,005	303,601	353,606
Do	22	Great Anabranche of Darling River at Bunnergee, 43m. north of Wentworth.	Two steel and concrete bridges	do	6,429	242,849	249,278
						\$883,378	
STATE HIGHWAY No. 23							
Newcastle	23	Vale-street from Sandgate-road to Moore-street	Improvement of temporary route	Council	14,800	442*	14,358
Do	23	Sandgate-road from Chichester pipeline to Vale-street	do do	do	180,00	1,700	19,700
						\$1,258	
MOUNT LINDESAY HIGHWAY							
Tenterfield	24	4m. to 5.5m. north of Tenterfield	Reconstruction and bitumen surfacing	Council	22,756	562*	22,194
Do	24	73.3m. to 75m. north of Tenterfield	do do do	do	.....	10,000	10,000
Do	24	23.5m. north of Tenterfield	Reinforced concrete box culvert and approaches	do	32,000	1,233*	30,767
						\$8,205	
STATE HIGHWAY No. 25							
Shellharbour	25	3m. to 4.5m. west of State Highway No. 1	Strengthening and widening	Department	84,058	24,126	108,184
Wingecarribee	25	2m. to 4m. east of Moss Vale	Reconstruction and widening	do	.....	6,600	6,600
Do	25	Railway level crossing at Robertson	Installation of "F" type flashing lights	do	.....	2,906	2,906
						\$33,632	
Total—State Highways						\$19,444,010	
TRUNK AND ORDINARY MAIN ROADS							
Abercrombie	54	17.61m. to 19.19m. south of Bathurst	Reconstruction and bitumen surfacing	Council	20,000	465	20,465
Do	54	19.19m. to 21m. south of Bathurst	do do do	do	.....	288	288
Do	54	Mulgunnia Creek	Reinforced concrete bridge and approaches	do	48,025	288*	47,737
Do	54	George's Plains Creek	Precast concrete bridge	do	36,000	21,232	57,232
Do	252	17.27m. to 19.04m. south of Bathurst	Reconstruction and bitumen surfacing	do	.....	22,673	22,673
Do	252	23.5m. south of Bathurst	Reinforced concrete box culvert	do	4,270	253*	4,017
Armidale	124	Martin's Gully, 1.9m. west of Armidale	do do do	do	6,044	1,716	7,760
Ashford	63	11.34m. to 14.58m. south of Yetman	Reconstruction and bitumen surfacing	do	29,416	16,491	45,907
Do	137	28m. north of Inverell	Two reinforced concrete box culverts	do	.....	2,300	2,300
Do	187	34.1m. to 36.36m. north of Inverell	Reconstruction and bitumen surfacing	do	.....	26,400	26,400
Do	187	32.1m. to 33.2m. and 38.3m. to 39.3m. north of Inverell	do do do	do	4,600	23,000	27,600
Do	187	51.8m. to 52.6m. north of Inverell	Improving alignment	do	.....	2,200	2,200

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Ashford	187	Hickey's Plains Creek, 35m. north of Inverell	Reinforced concrete box culvert and approaches	Council	25,300	246*	25,054
Ballina	545	0.15m. and 0.45m. east of State Highway No. 10	Reconstruction of damaged bitumen pavement	do	666	408	1,074
Balranald	67	15.4m. to 19.4m. south of Balranald	Reconstruction and bitumen surfacing	do	40,000	4,612	44,612
Do	67	19.4m. to 22.4m. south of Balranald	do do do	do	10,000	22,000	32,000
Do	67	0.4m. to 8m. north of Balranald	do do do	do		28,250	28,250
Barraba	63	11.39m. to 16.19m. north of Barraba	do do do	do	57,538	19,970	77,508
Bellingen	76	21.02m. to 24.06m. west of State Highway No. 10	do do do	do	17,332	12,099	29,431
Do	76	Bellinger River at Thora	Steel and concrete bridge	Department	14,730	195,060	209,790
Do	76	Bridge over Bellinger River at Thora	Approaches	Council		3,034	3,034
Do	118	24.1m. to 24.8m. north of Macksville	Reconstruction and bitumen surfacing	do	5,222	412	5,634
Do	118	21.95m. to 26.81m. north of Macksville	Improvement and widening	do		3,010	3,010
Berrigan	226	Bridge over Murray River flood channel at Barooga	Approaches	do	21,900	996	22,896
Do	550	11m. to 14.4m. west of Corowa Shire Boundary	Reconstruction and bitumen surfacing	do	20,200	3,800	24,000
Do	550	7m. to 11m. west of Corowa Shire Boundary	do do do	do		18,000	18,000
Do	550	23m. to 24m. west of Corowa Shire Boundary	do do do	do		4,400	4,400
Bibbenluke	91	1.46m. to 3m. east of Bombala	Reconstruction and graveling	do	25,000	5,000	30,000
Do	91	3.48m. to 4.5m. east of Bombala	Reconstruction and bitumen surfacing	do		18,000	18,000
Do	91	Gerathy's Creek, 4.6m. east of Bombala	Reinforced concrete box culvert	Department		9	9
Do	288	3.06m. to 4.07m. south of Bombala	Reconstruction and bitumen surfacing	Council		17,000	17,000
Do	394	Shanty Bush Hill, 10m. to 10.5m. south of Bombala	Improvement to alignment	do		21,500	21,500
Bingara	133	6.2m. to 9.5m. west of Bingara	Realignment	do	33,334	33,334	33,334
Do	133	30.6m. to 31m. west of Bingara	Improvement, including three reinforced concrete box culverts	do		4,149	4,149
Do	134	7.5m. to 8.7m. east of Bingara	Realignment	do	9,900	441	10,341
Do	134	Tea Tree Creek, 8.95m. east of Bingara	Reinforced concrete bridge and approaches	do	6,300	7,650	13,950
Do	134	Horse Gully, 11.8m. north of Bingara	Reinforced concrete box culvert and approaches	do	6,800	1,823	8,623
Bland	57	9.4m. to 18.55m. north of West Wyalong	Reconstruction and bitumen surfacing	do	79,202	41,584	120,786
Do	57	18.75m. to 25.18m. north of Temora (Selected sections)	Widening	do		3,000	3,000
Do	231	0m. to 0.72m. west of Girral	Two deviations	do		11,400	11,400
Do	398	Barmedman Creek, 3m. east of Barmedman	Reinforced concrete bridge	do		996	996
Blaxland	55	3m. to 7m. north of State Highway No. 5	Reconstruction and bitumen surfacing	do	26,359	10,033	36,392
Do	55	19.8m. north of Lithgow	Reinforced concrete box culvert	do		30,000	30,000
Do	55	Small's Creek, 33.3m. north of Lithgow	Prestressed concrete bridge and approaches	do		20,000	20,000
Do	253	2.85m. to 12m. south of State Highway No. 5	Reconstruction and bitumen surfacing	Department	394,803	927	395,730
Do	253	12m. to 15m. south of State Highway No. 5	do do do	do	210,663	5,162	215,825
Do	253	15m. to 20m. south of State Highway No. 5	do do do	do	199,548	16,447	215,995
Do	531	11.35m. to 13.08m. north of State Highway No. 5	do do do	Council	19,000	876	19,876
Do	531	0m. to 0.43m. north of State Highway No. 5	do do do	do		8,000	8,000
Do	531	Dulhunty's Creek, 13.3m. north of State Highway No. 5	Reinforced concrete box culvert and approaches	do	17,000	5,000	22,000
Bogan	57	6.2m. to 6.6m. south of Nyngan	Reconstruction and bitumen surfacing	do	4,162	6,000	10,162
Do	57	6.6m. to 9.19m. south of Nyngan	do do do	do		30,000	30,000
Boolooroo	232	16.5m. to 19.8m. north of Moree	do do do	do		6,000	6,000
Do	507	44.5m. to 47.5m. east of Boomi	do do do	do	22,038	450	22,488
Do	507	6.35m. to 16.85m. west of Goondiwindi	do do do	do		24,000	24,000
Boomi	232	39.3m. and 41.5m. north of Garah	Precast concrete culverts	do		10,200	10,200
Do	232	Carore Creek, 7m. north of Moree	Reinforced concrete bridge and approaches	do	28,400	16,700	45,100
Do	507	Thorndale Creek, 25m. east of Mungindi	do do do	do		18,500	18,500
Boorowa	56	6.55m. to 8.6m. north of Boorowa	Reconstruction and bitumen surfacing	do	35,358	1,417*	33,941
Do	56	8.6m. to 10.9m. north of Boorowa	do do do	do		37,492	37,492
Do	241	1.36m. to 2.7m. west of Boorowa	do do do	do		6,000	6,000
Do	241	Dan Ryan's Creek, 3.75m. east of Boorowa	Reinforced concrete bridge and approaches	do	14,000	29	14,029
Do	248	5.06m. to 5.76m. east of Boorowa	Reconstruction	do	5,200	8,400	13,600
Boorowa and Waugoola	576	Lachlan River at Darby Falls	Prestressed concrete bridge	do	62,263	35,737	98,000
Boree	237	33.8m. to 35.3m. west of Orange	Reconstruction and bitumen surfacing	do		4,000	4,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Boree	237	Robinson's Creek, 25.8m. west of Orange	Reinforced concrete box culvert	Council	2,000	5,258	7,258
Do	238	15.79m. to 20.8m. west of Canowindra	Reconstruction and bitumen surfacing	do	44,000	3,324	47,324
Do	310	6.4m. to 8.5m. north of Waugoola Shire Boundary	do do do	do	12,600	12,600	25,200
Do	310	20m. to 23.06m. north of Waugoola Shire Boundary	do do do	do	28,000	28,000	28,000
Do	310	14.28m. to 15.11m. north of Waugoola Shire Boundary	do do do	do	5,000	5,000	5,000
Do	377	25m. to 26.2m. west of Orange	do do do	do	15,000	1,568	16,568
Do	377	31.5m. to 32m. west of Orange	do do do	do	3,000	7,242	10,242
Brewarrina	68	0.4m. to 2.9m. west of Brewarrina	do do do	do	12,000	13,513	25,513
Do	70	4.1m. to 6.9m. south of Brewarrina	do do do	do	36,714	1,035	37,749
Do	70	6.9m. to 9m. south of Brewarrina	do do do	do	7,600	29,487	37,087
Do	70	Muckerawa Creek	Steel and concrete bridge and approaches	do	42,560	2,586	45,146
Do	425	Bow Creek	Floodway channel	do	2,000	4,308	6,308
Burrangong	78	6.9m. to 9.46m. north of Young	Reconstruction and widening	do	21,666	1,939	23,605
Do	239	16.2m. to 19.46m. north of Young	Reconstruction and bitumen surfacing	do	37,474	2,686	40,160
Do	241	4.4m. to 8.42m. west of Young	do do do	do	40,000	4,057*	35,943
Do	241	8.42m. to 11.32m. west of Young	do do do	do	4,060	36,057	40,117
Byron	65	12.38m. to 12.68m. and 13.2m. to 13.38m. east of Lismore	Realignment, widening and bitumen surfacing	do	10,032	9,968	20,000
Do	65	13.38m. to 13.78m. east of Lismore	Reconstruction and bitumen surfacing	do	3,332	8,068	11,400
Canobolas	61	Borenore rail crossing	Realignment and provision of flashing lights	do	10,000	10,000	10,000
Do	237	8.57m. to 11.4m. west of Orange	Reconstruction and bitumen surfacing	do	43,534	43,534	43,534
Do	245	10.19m. to 11.77m. and 12.33m. to 13.58m. south of Orange	do do do	do	19,000	5,864	24,864
Do	559	State Highway No. 7 to 2.62m. at Whaley's Junction	do do do	do	22,000	800	22,800
Carrathool	80	4.49m. to 7.49m. south of Hillston	do do do	do	20,000	474	20,474
Do	80	0.49m. to 4.49m. south of Hillston	do do do	do	28,928	140	29,068
Do	80	7.49m. to 12.5m. south of Hillston	do do do	do	11,600	11,600	11,600
Do	244	Hay-Darlington Point road to Murrumbidgee Shire Boundary	do do do	do	12,318	1,173*	11,145
Do	244	12.36m. to 17.36m. north of State Highway No. 14	Reforming and regrading	do	6,657	6,657	6,657
Do	321	2.6m. to 5.6m. south of State Highway No. 6	Reconstruction and bitumen surfacing	do	20,950	141	21,091
Do	321	6.5m. to 7.5m. south of State Highway No. 6	Reconstruction and realignment	do	1,000	1,000	1,000
Do	387	2.2m. to 7.9m. east of Yenda	Reconstruction and bitumen surfacing	do	21,000	14,000	35,000
Do	501	20m. to 29.5m. west of Hillston	Reforming and gravelling	do	4,000	14,000	18,000
Do	501	13m. to 20m. west of Hillston	do do do	do	10,000	141*	9,859
Cobar	61	9m. to 13m. south of Cobar	Reconstruction and bitumen surfacing	do	36,400	5,294	41,694
Do	61	13m. to 21m. south of Cobar	do do do	do	9,800	35,000	44,800
Cockburn	63	10.1m. to 13m. north of Tamworth	Widening	do	12,300	590	12,890
Do	63	6m. to 10.1m. north of Tamworth	Reconstruction and widening	do	22,993	22,993	22,993
Do	63	17m. north of Tamworth	Reinforced concrete bridge and approaches	do	34,952	364	35,316
Do	105	Red Hill, 5m. south of State Highway No. 9	Realignment	do	4,000	4,000	4,000
Do	105	Dungowan Creek, 15.5m. south of Tamworth	Reinforced concrete bridge and approaches	do	4,908	691*	4,217
Do	553	0m. to 1.38m. north of Somerton	Reconstruction and bitumen surfacing	do	12,724	636*	12,088
Coffs Harbour	120	1m. to 2m. west of Main Road No. 151	do do do	do	20,966	2,589	23,555
Do	151	42.56m. to 43.7m. south of Grafton	do do do	do	22,250	267	22,517
Do	151	Poperapan Creek	Timber beam bridge and approaches	do	8,000	637*	7,363
Do	155	Coramba northwards to Nana Glen	Reconstruction and bitumen surfacing	do	11,475	11,475	11,475
Do	182	Windsor to Wilberforce	Reconstruction and widening	Department	90,550	126,366	216,916
Do	503	41.5m. to 49.5m. north to Windsor (Selected sections)	Resurfacing with asphaltic concrete	do	35,827	1,955	37,782
Do	503	3.8m. to 16.5m. north of Windsor	Widening and drainage	do	11,330	137,760	149,090
Do	503	41.5m. to 49.5m. north of Windsor (Selected sections)	Resurfacing with asphaltic concrete	do	29,623	29,623	29,623
Do	519	5.3m. to 6.83m. north of Main Road No. 184	Reconstruction and bitumen surfacing	Council	16,600	291	16,891
Do	519	6.83m. to 8.1m. north of Main Road No. 184	do do do	do	12,000	7,000	19,000
Do	519	8.1m. to 12.9m. north of Main Road No. 184	do do do	do	10,000	10,000	10,000
Conargo	552	21.3m. to 23.1m. north of Deniliquin	do do do	do	13,400	13,400	13,400
Do	552	24m. to 28m. north of Deniliquin	do do do	do	6,112	6,112	6,112

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Conargo	552	Forest Creek, 16.8m. north of Deniliquin	Prestressed concrete bridge	Council	25,696	1,998	27,694
Do	552	Piccaninny Creek, 17.15m. north of Deniliquin	Reinforced concrete box culvert	do	5,448	112*	5,336
Condobolin	57	2.36m. to 3.25m. south of Condobolin	Reconstruction and bitumen surfacing	do	5,624	1,827	7,451
Do	57	4.59m. to 6.38m. north of Condobolin	do do do	do	10,000	10,000	10,000
Do	57	1.52m. to 2.36m. south of Condobolin	do do do	do	4,904	2,117	7,021
Do	57	6.38m. to 6.87m. north of Condobolin	do do do	do	5,000	5,000	5,000
Do	61	1.5m. to 4.37m. north of Condobolin	do do do	do	16,000	16,000	16,000
Coolah	55	21.72m. to 27.74m. south of Coolah	do do do	do	81,306	3,567	84,873
Do	55	25.83m. to 26.38m. south of Coolah	Three reinforced concrete box culverts	do	40,000	1,235*	38,765
Do	62	Bridge over Coolah Creek, 0.3m. south of Coolah	Approaches	do	39,600	403	40,003
Do	62	Bridge over Croppy Creek, 15.5m. west of Cassillis	do	do	6,000	6,000	12,000
Do	77	4.81m. to 6.34m. east of Mendooran	Reconstruction and bitumen surfacing	do	20,310	3,135	23,445
Do	77	7.8m. to 9.83m. west of Dunedoo	do do do	do	42,356	1,591*	40,765
Do	77	4.87m. to 5.49m. west of Dunedoo	do do do	do	3,000	1,734	4,734
Do	77	13.21m. to 16.72m. west of Dunedoo	do do do	do	42,826	42,826	42,826
Do	77	17.32m. to 17.66m. west of Dunedoo	do do do	do	3,436	3,436	3,436
Do	77	Liamena Creek, 5.1m. west of Dunedoo	Reinforced concrete box culvert and approaches	do	5,000	12,688	17,688
Do	77	Mumbedah Creek, 3.5m. west of Dunedoo	Reinforced concrete bridge and approaches	do	20,000	38,000	58,000
Do	77	Mangwell Creek, 14.1m. north of Dunedoo	Reinforced concrete box culvert	do	4,000	4,000	4,000
Do	334	0.2m. to 1.35m. north of Mendooran	Reconstruction and bitumen surfacing	do	6,000	6,000	6,000
Coolamon	240	1m. to 7m. north of Coolamon	do do do	do	30,000	2,181	32,181
Do	240	Northerly from 7m. north of Coolamon	do do do	do	41,900	41,900	41,900
Do	387	0m. to 0.95m. east of State Highway No. 17	do do do	do	5,725	2,321	8,046
Coonabarabran	129	8.7m. to 10.7m. north of Coonabarabran	Deviation	do	20,702	20,000	40,702
Do	129	1m. to 3m. west of Baradine	Reconstruction and bitumen surfacing	do	727	727	727
Do	334	17m. to 26m. south of Coonabarabran	do do do	do	61,424	10,820	72,244
Do	334	26m. to 33.73m. south of Coonabarabran	do do do	do	10,000	20,000	30,000
Do	396	8.3m. to 10.05m. south of Coonabarabran	do do do	do	22,400	2,162	24,562
Do	396	19.43m. to 21.35m. south of Coonabarabran	do do do	do	13,840	1,932	15,772
Coonamble	129	24.8m. to 29.5m. west of Coonamble	Deviation	do	20,000	248	20,248
Do	129	3.89m. to 6.25m. west of Coonamble	Reconstruction and bitumen surfacing	do	15,000	124	15,124
Do	129	6.7m. to 9.7m. west of Coonamble	do do do	do	7,000	16,752	23,752
Do	205	0.5m. to 6m. south of Coonamble	do do do	do	28,000	28,000	28,000
Copmanhurst	83	Sportsman's Creek, 15.5m. to 19m. north of Grafton	Deviation	Department	291,573	352	291,925
Do	83	34m. to 39.21m. north of Grafton	Reconstruction and bitumen surfacing	do	267,510	27,545	295,055
Do	83	30.9m. to 34m. north of Grafton	do do do	do	141,379	1,418	142,797
Do	83	Bridge over Six Mile Creek, 39.4m. north of Grafton	Approaches	do	80,000	80,000	80,000
Do	83	23.6m. to 27.9m. north of Grafton	Reconstruction and bitumen surfacing	do	16,066	330,671	346,737
Do	83	27.9m. to 29.5m. north of Grafton	do do do	do	123,678	22,396	146,074
Do	83	38.21m. to 39.59m. north of Grafton	do do do	do	56,509	56,509	56,509
Do	83	19.1m. to 21m. north of Grafton	do do do	do	113,653	113,653	113,653
Do	83	21m. to 22.5m. north of Grafton	do do do	do	1,802	1,802	1,802
Do	83	22.5m. to 23.6m. north of Grafton	do do do	do	45,956	45,956	45,956
Do	83	11.9m. to 14.58m. north of Grafton	do do do	do	26,438	17,464	43,902
Do	83	Bridge over Selection Flat, 41m. north of Grafton	Approaches	Council	27,001	634	27,635
Do	83	Railway level crossing at Whiporie	Overbridge and deviation	do	24,560	64,524	89,084
Do	83	Railway level crossing at Koolham	Improvement	Council	7,500	7,500	7,500
Do	151	8.79m. to 9.31m., Boothby's Creek Bridge	Reconstruction and bitumen surfacing	do	26,000	2,508	28,508
Do	151	9.32m. to 12.82m. north of Grafton	do do do	do	14,172	1,828	16,000
Do	151	13.1m. to 15.1m. north of Grafton	do do do	do	4,967	4,967	4,967
Corowa	299	14.95m. to 21m. east of Corowa	do do do	do	17,575	11,621	29,196
Do	550	10.5m. to 12m. and 18.8m. to 21.8m. west of Corowa	do do do	do	22,398	412*	21,977
Do	550	12m. to 18.8m. west of Corowa	do do do	do	47,000	47,000	47,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Crookwell	54	29.97m. to 31.65m. north of Goulburn	Reconstruction and bitumen surfacing	Council	13,000	11,000	24,000
Do	54	31.65m. to 34.31m. north of Goulburn	do do do	do		50,670	50,670
Do	201	4.94m. to 9m. north of Crookwell	do do do	do	46,454	997	47,451
Do	201	9m. to 11.66m. north of Crookwell	do do do	do	25,000	9,818	34,818
Cudgegong	55	1.92m. to 3.41m. north of Mudgee	do do do	do	9,130	3,627	12,757
Do	55	Cudgegong River, 9m. north of Mudgee	Steel and concrete bridge	Department	84,546	63,127	147,673
Do	55	6.5m. north of Gulgong	Reinforced concrete box culvert and approaches	Council	31,200	622	31,822
Do	55	Bridge over Cudgegong River, 9m. north of Mudgee	Approaches	do		22,000	22,000
Do	208	7.6m. to 8.4m. north-east of Mudgee	Reconstruction and bitumen surfacing	do	8,332	7*	8,325
Do	208	8.4m. to 10m. north-east of Mudgee	do do do	do		5,000	5,000
Do	208	Pipe Clay Creek, 5m. north-east of Mudgee	Prestressed concrete bridge and approaches	do	42,400	332*	42,068
Do	214	10m. to 12m. north of Mudgee	Reconstruction and bitumen surfacing	do	8,334	31*	8,303
Do	214	11.9m. to 13.5m. north of Mudgee	do do do	do		5,031	5,031
Do	216	6.6m. to 8m. south of Trunk Road No. 55, near Mudgee	do do do	do		14,000	14,000
Do	216	Tucker's Hill, 20.17m. to 20.55m. south of Trunk Road No. 55, near Mudgee	Reconstruction	do	3,000	3,000	3,000
Do	233	8m. to 10.5m. west of Gulgong	Reconstruction and bitumen surfacing	do	30,000	146	30,146
Do	233	9.26m. to 12m. west of Gulgong	do do do	do		30,000	30,000
Do	233	Fords Creek, 3.1m. west of Gulgong	Reinforced concrete bridge	do		31,000	31,000
Do	233	4.6m. west of Gulgong	Reinforced concrete box culvert	do		15,000	15,000
Culcairn	370	0m. to 9.63m. north of Lockhart Shire Boundary	Reconstruction and bitumen surfacing	do	38,590	43,618	82,208
Darling	68	Louth to Tilpa	Re-location and construction of selected sections	do		10,000	10,000
Do	68	23.5m. to 60m. south-west of Bourke	Gravelling selected sections	do		12,000	12,000
Do	68	0m. to 36.8m. south-west of Louth	Reconstruction	do	6,000	22,618	28,618
Do	68 and 407	0.2m. to 3.45m. south of Louth	Gravelling	do		5,134	5,134
Do	68	0.45m. to 1.48m. west of Bourke	Reconstruction and bitumen surfacing	do		7,000	7,000
Do	425	42.62m. east of State Highway No. 7 to Brewarrina Shire Boundary	Clearing and reforming	do		10,800	10,800
Do	425	27m. to 27.4m. east of Bourke	Gravelling	do		2,000	2,000
Demondrille	381	4m. to 8m. north of Jugiong	Reconstruction and bitumen surfacing	do	32,772	1,726*	31,046
Do	381	8m. to 11.2m. north of Jugiong	do do do	do		46,000	46,000
Dumaresq	74	30.54m. to 34.3m. east of Armidale	do do do	do	44,680	3,146*	41,534
Do	74	16.15m. to 16.57m. east of Armidale	do do do	do	4,898	2,418	7,316
Do	74	38m. to 42m. east of Armidale	do do do	do		47,100	47,100
Do	74	47.4m. east of Armidale	Reinforced concrete box culvert and approaches	do	10,308	3,108	13,416
Do	74	34.31m. to 34.91m. east of Armidale	Reconstruction and bitumen surfacing	do	58,095	10,905	69,000
Do	75	Blackbird Flat, 69.25m. east of Armidale	Prestressed concrete bridge	do	75,992	284	76,276
Do	75	Little George's Creek, 48m. east of Armidale	Reinforced concrete bridge and approaches	do	10,000	56,334	66,334
Do	75	Tibbs Gully, 49m. east of Armidale	do do do do	do	14,700	14,700	14,700
Do	124	0.65m. to 1.66m. west of Armidale	Reconstruction and bitumen surfacing	do	8,800	91*	8,709
Do	124	3m. to 3.8m. west of Armidale	do do do	do	8,000	722	8,722
Dungog	101	Jordan's Hollow, 1m. north of Paterson	do do do	do	26,000	1,504*	24,496
Do	101	Butter Factory near Dungog	Deviation	do	1,474	419*	1,055
Do	101	9.1m. to 9.7m., 18.2m. to 19m. and 21m. to 21.7m. south of Dungog	Reconstruction and bitumen surfacing	do	16,000	1,954	17,954
Do	101	1.8m. to 4.6m. south of Dungog	do do do	do		27,504	27,504
Do	128	8.75m. to 9.55m. north of Main Road No. 101	do do do	do	2,000	3,626	5,626
Do	301	0.65m. to 1.35m. south of Wirrayulla	do do do	do	2,000	2,000	4,000
Do	567	1.35m. to 4.35m. east of Clarencetown	do do do	do	36,000	2,278	38,278
Do	567	0.35m. to 1.15m. east of Clarencetown	do do do	do	2,000	2,766	4,766
Eurobodalla	51	Bridge over Clyde River at Nelligen	Approaches	Department	151,416	7,382	158,798
Do	51	Clyde River at Nelligen	Prestressed concrete bridge	do	406,713	54,506	461,219

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Eurobodalla	271	1m. to 1.91m. west of Moruya	Reconstruction and bitumen surfacing	Council	.....	6,000	6,000
Do	271	Daley's Creek, 11.5m. from Moruya	Reinforced concrete bridge	do	34,000	146*	33,854
Do	272	State Highway No. 1 to Wallaga Lake Bridge	do do	do	27,537	1,389	28,926
Do	560	0m. to 0.34m. east of State Highway No. 1	Reconstruction and widening	do	.....	10,000	10,000
Gilgandra	77	19m. to 22m. east of Gilgandra	Reconstruction	do	2,000	4,698	6,698
Do	77	1.36m. to 5m. east of Gilgandra	Reconstruction and bitumen surfacing	do	.....	5,000	5,000
Do	77	7.3m. east of Gilgandra	Reinforced concrete box culvert	do	6,500	18,892	25,392
Do	77	2.59m. east of Gilgandra	do do	do	.....	5,000	5,000
Do	205	0.12m. to 2.61m. north of State Highway No. 11	Reconstruction and bitumen surfacing	do	8,000	5,336	13,336
Gilgandra and Coonabarabran	205	Yarragrin Creek, 73m. south-east of Coonamble	Steel and concrete bridge	do	31,030	2,887	33,917
Do do do	205	Bridge over Yarragrin Creek, 73m. south-east of Coonamble	Approaches	do	3,000	5,000	8,000
Gilgandra	205	Rocky Creek, 72.7m. south-east of Coonamble	Reinforced concrete bridge and approaches	do	5,000	9,000	14,000
Gloucester	90	5.32m. to 8.2m. east of Gloucester	Reconstruction and bitumen surfacing	do	57,990	63*	57,927
Do	90	11.28m. to Shire Boundary	do do do	do	8,000	2,057	10,057
Do	90	Avon River, 0.55m. east of Gloucester	Steel and concrete bridge	do	67,553	540*	67,013
Do	90	Bridge over Mogran Creek, 1.53m. east of Gloucester	Approaches	do	12,830	604	13,434
Goobang	61	8.84m. to 14.02m. west of Bogan Gate	Reconstruction and bitumen surfacing	do	70,000	206	70,206
Do	61	16.25m. to 17.25m. east of Parkes	do do do	do	3,000	7,478	10,478
Do	61	Bumberry Creek, 17.59m. east of Parkes	Reinforced concrete box culvert	do	.....	12,000	12,000
Do	233	Goobang Creek, 19.85m. east of Parkes	Steel and concrete bridge and approaches	do	25,305	1,755*	23,550
Do	238	21.13m. to 23.78m. north of Eugowra	Reconstruction and bitumen surfacing	do	.....	19,200	19,200
Do	350	0.25m. to 13.6m. north of Bogan Gate	do do do	do	.....	35,000	35,000
Goodradigbee	56	5.1m. to 8m. north of Yass	do do do	do	26,534	4,282	30,816
Do	56	18.79m. to 20.39m. north of Yass	do do do	do	6,000	17,710	23,710
Do	56	11m. to 13.4m. north of Yass	do do do	do	.....	24,000	24,000
Do	56	Railway overbridge, 6.1m. north of Yass at Boorowa Gates	Approaches	do	24,000	3,588	27,588
Do	249	7m. to 8m. south of Gundaroo	Gravelling and bitumen surfacing	do	.....	4,700	4,700
Do	278	16.35m. to 18.7m. south of Yass	Reconstruction and bitumen surfacing	do	.....	20,000	20,000
Gosford	225	11m. to 15.5m. east of Wiseman's Ferry	do do do	do	20,600	1,306	21,906
Do	225	20m. to 22m. east of Wiseman's Ferry	do do do	do	.....	10,000	10,000
Do	336	2.5m. to 2.9m. east of Erina Creek	do do do	do	30,000	6,000	36,000
Do	336	2.9m. to 4.2m. east of Erina Creek	do do do	do	.....	20,000	20,000
Do	504	Dunlop's Corner	Improvement to alignment	do	.....	6,000	6,000
Do	590	Peats Ridge to Ourimbah	Additional lane	Department	90,362	30,915*	59,447
Do	590	Calga to Ourimbah	Surface course of asphaltic concrete	do	161,797	254,981	416,778
Grafton	298	Footway embankment adjacent to bridge over Alumny Creek	Construction	Council	7,044	260	7,304
Greater Cessnock	181	2m. to 3m. north of Bucketty	Reconstruction and bitumen surfacing	do	.....	14,451	14,451
Do	218	Cessnock to Neath	Improvement	do	.....	4,380	4,380
Do	218	Swamp Creek at Abermain	Timber footbridge	do	3,970	399*	3,571
Do	220	Deep Creek 3.3m. north of Cessnock	Prestressed concrete bridge and approaches	do	40,980	1,380*	39,600
Do	220	First Creek, 4.9m. north of Cessnock	Reinforced concrete box culvert	do	12,698	854	13,552
Do	220	Bridge over Deep Creek, 3.3m. north of Cessnock	Approaches	do	24,960	2,419*	22,541
Do	223	Wallis Creek and Surveyors Creek	Reinforced concrete bridges	do	74,878	6,000	80,878
Do	223	Bridges over Wallis Creek and Surveyors Creek	Channel protection	do	.....	399	399
Greater Wollongong	186	0.2m. to 0.3m. from State Highway No. 1	Reconstruction and widening	do	4,200	9,000	13,200
Do	186	0.3m. to 1.08m. from State Highway No. 1	do do	do	.....	5,000	5,000
Do	295	Jetty Line Bridge to Public Works Dept. Office	Reconstruction	do	73,958	409*	73,549
Do	295	Public Works Dept. Office to Military-road	do	do	33,001	142	33,143
Do	295	Bridge over Australian Iron and Steel jetty line at Port Kembla	Duplication	do	4,382	313	4,695
Do	295	Australian Iron and Steel jetty line at Port Kembla	Overbridge	do	.....	2,285	2,285
Do	513	Mt. Ousley-road below Mt. Pleasant Overbridge	Rectification of slip area	Department	13,553	1,228	14,781
Do	513	6.2m. to 7m. west of State Highway No. 1	Climbing lane	do	85,773	6,501	92,274
Do	513	7m. to 7.38m. west of State Highway No. 1	do	do	14,968	3,858	18,826

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Greater Wollongong	513	7.38m. to 8m. west of State Highway No. 1	Climbing lane	Department	11,614	59,938	71,552
Do	513	8m. to 8.95m. west of State Highway No. 1	do	do	29,766	81,156	110,922
Do	522	Primbee to Windang	Deviation	Council		55,000	55,000
Do	522	Wentworth-street to Forster-street	Reconstruction and bitumen surfacing	do		6,000	6,000
Do	568	Ellen-street to Swan-street	Reconstruction	do	14,848	781	15,629
Do	568	Ellen-street	Drainage	do	500	1,798	2,298
Do	568	0.076 m. to 0.1m. north of Cringilla	Dual carriageway	do		407	407
Do	568	Allens Creek	Reinforced concrete dual carriageway bridge	do	30,312	1,351*†	28,961
Do	581	Gipps-street and Kembla-street	Reconstruction and widening	do	22,400	4,000	26,400
Do	581	Crown-street to State Highway No. 1	Reconstruction and bitumen surfacing	do		4,000	4,000
Grenfell	398	0.63m. to 1.81m. south of Grenfell	do do do	do		4,000	4,000
Gundagai	243	7.83m. to 13.01m. west of State Highway No. 2	do do do	do	52,636	14,188	66,824
Gundurimba	65	2.96m. to 4m. east of Lismore	do do do	do		3,388	11,181
Do	147	12.68m. to 14.4m. north of Woodburn	do do do	do	16,846	12,894	29,740
Gunning	249	Fairfield Bridge over Gundaroo Creek	Erosion control	do	8,000	2,437*	5,563
Guyra	135	30.25m. to 33.75m. east of Guyra	Reconstruction and bitumen surfacing	do	21,700	12,234	33,934
Do	135	2.27m. to 3.63m. west of Guyra	do do do	do		5,600	5,600
Do	135	33.75m. to 36.4m. east of Guyra	do do do	do		20,400	20,400
Hastings	112	0m. to 0.7m. west of State Highway No. 11	do do do	do		18,000	18,000
Do	112	1.15m. to 1.67m. west of State Highway No. 11	do do do	do		14,834	14,834
Do	112	17.54m. to 19.54m. west of State Highway No. 11	do do do	do		2,000	2,000
Do	538	Camden Haven River, 2m. west of Kendall	Strengthening and widening	do	33,000	8,900	41,900
Do	538	Camden Haven River at Kendall	Reinforced concrete bridge and approaches	do	20,000	2,000	22,000
Do	538	Nimmi Creek, 2.5m. south of Maude	Reinforced concrete bridge	do		12,780	12,780
Hay	319	Nimmi Creek, 2.5m. south of Maude	Reinforced concrete bridge and approaches	do		9,000	9,000
Do	319	13.3m. and 13.4m. north of Windouran Shire Boundary	Timber beam bridges	do	8,800	200	25,010
Do	514	11.75m. to 16m. west of Hay	Reconstruction and bitumen surfacing	do	5,808	19,202	10,000
Holbrook	85	23.36m. to 25.16m. north of Tumbarumba	do do	do		10,000	10,000
Do	284	Carabost Creek at Carabost	Prestressed concrete bridge and approaches	do	26,500	25,000	51,500
Do	331	Spring Creek, 10.3m. east of Holbrook	Reinforced concrete bridge	do	3,270	8,000	11,270
Hume	78	17.5m. to 24.5m. north of Albury	Widening of reinforced concrete box culverts	do	3,270	810	4,080
Do	78	10.5m. to 12m. north of Albury	Strengthening and widening	do		4,228	4,228
Do	282	3.6m. to 8.53m. south of State Highway No. 2	Reconstruction and bitumen surfacing	do	72,038	4,228*	67,810
Do	370	0m. to 4.5m. north of Riverina Highway	do do do	do	19,178	15,000	34,178
Do	370	6.3m. to 9.2m. north of Riverina Highway	do do do	do		27,000	27,000
Do	547	10.92m. to 11.81m. north of Albury	Improvement to curves	do		7,343	9,564
Illabo	78	Bethungra Hill, 18.9m. to 22.4m. north-east of Juneec	Reconstruction and bitumen surfacing	do	14,000	78,880	92,880
Do	78	Billabong Creek, near Illabo	Prestressed concrete bridge	do	912	12,000	12,912
Imlay	91	0.98m. to 2.06m. west of State Highway No. 1	Reconstruction	do	22,000	12,072	34,072
Do	91	2.6m. to 4.6m. west of State Highway No. 1	Reconstruction and bitumen surfacing	do		31,000	31,000
Do	275	0m. to 3.41m. west of State Highway No. 1	do do do	do	51,727	3,000	54,727
Jemalong	56	14.6m. to 20m. south-east of Forbes	do do do	do	32,242	907	33,149
Do	56	20m. to 25m. south-east of Forbes	do do do	do		13,000	26,000
Do	56	25m. to 29.3m. south-east of Forbes	do do do	do		18,000	18,000
Do	61	41.82m. to 45.13m. west of Parkes	do do do	do	33,344	3,605	36,949
Do	61	Ootha, 20m. east of Condobolin	Railway overbridge	do		4,395	4,395
Do	236	6.53m. to 10.57m. south of Forbes	Reconstruction and bitumen surfacing	do	30,000	2,540*	27,460
Do	236	10.57m. to 16.66m. south of Forbes	do do do	do	28,000	19,740	47,740
Do	236	16.66m. to 24.95m. south of Forbes	do do do	do		30,000	30,000
Do	350	4.6m. to 7.62m. north of Forbes	do do do	do	15,146	983*	14,163
Do	377	8.98m. to 14.5m. west of Forbes	do do do	do	40,000	5,154*	34,846
Do	377	10.7m. to 15.4m. east of Forbes	do do do	do	16,000	14,228	30,228
Do	377	14.5m. to 17m. west of Forbes	do do do	do		16,668	16,668
Do	377	15.4m. to 19.6m. east of Forbes	do do do	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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Jerilderie	321	14.1m. to 25.5m. north of State Highway No. 17	Reconstruction and bitumen surfacing	Council	72,000	1,290*	70,710
Do	323	0.6m. to 5.6m. east of State Highway No. 17	do do do	do		21,166	21,166
Do	356	Berrigan Shire Boundary to Urana Shire Boundary	do do do	do	4,000	21,966	25,966
Jindalee	78	Gap Hill, 2.21m. to 2.62m. south of Cootamundra	Climbing lane	do	3,298	2,000	5,298
Do	84	31.5m. to 34m. west of Murrumburrah	Reconstruction and bitumen surfacing	do	17,010	4,540	21,550
Do	84	15.9m. to 21m. west of Murrumburrah	do do do	do		20,000	20,000
Do	84	Dudouman Creek, 1.75m. west of Stockingbingal	Reinforced concrete bridge	do	4,171	20,019	24,190
Do	84	12.5m. west of Murrumburrah	Reinforced concrete box culvert	do	4,000	6,600	10,600
Do	84	Deep Creek, 25m. west of Murrumburrah	Reinforced concrete box culvert and approaches	do		10,000	10,000
June	243	Gate-street level crossing	Improvement	do	1,500	1,500*	
Kempsey	75	1.65m. to 1.95m. west of State Highway No. 10	Reconstruction and bitumen surfacing	do		8,000	8,000
Kiama	264	7.5m. to 9m. west of Kiama	do do do	do		4,000	4,000
Kyeamba	211	26m. to 30.43m. south of Wagga Wagga	do do do	do	43,842	839*	43,003
Do	384	Bridge over Toole's Creek, 19m. south-east of Wagga Wagga	Widening	do	6,314	850	7,164
Do	384	11.9m. south-east of Wagga Wagga	Reinforced concrete box culvert	do		6,212	6,212
Kyogle	83	19.9m. to 26.8m. north of Casino	Reconstruction and bitumen surfacing	do	4,000	3,788	7,788
Do	83	Overbridge at Yongurra Railway Station	Approaches	do	27,520	7	27,527
Do	83	Yongurra Railway Station	Overbridge	Department	50,597	17,766	68,363
Do	361	33m. to 33.66m. south of Woodenbong	Deviation	Council	14,740	1,436	16,176
Do	361	31m. to 33m. south of Woodenbong	Reconstruction and bitumen surfacing	do	1,332	724	2,056
Do	544	8.51m. to 10.35m. east of Kyogle	do do do	do	15,970	137	16,107
Do	544	10.35m. to 11.76m. east of Kyogle	do do do	do	17,322	170	17,492
Lachlan	57	3.28m. to 8.13m. south of Condobolin	do do do	do	79,146	137	79,283
Do	57	6.87m. to 11.87m. north-east of Condobolin	do do do	do		10,000	10,000
Do	61	4.7m. to 9.37m. north-east of Condobolin	do do do	do	20,000	20,000	40,000
Do	231	1.95m. to 4.76m. east of Lake Cargelligo	do do do	do	20,000	4,780	24,780
Do	377	5.87m. to 10.87m. east of Condobolin	do do do	do		26,668	26,668
Lake Macquarie	217	0m. to 1.5m. south of Wyee	do do do	do		20,000	20,000
Do	217	Western approach to bridge over Fennells Bay	By-track and swamp reclamation	do		10,000	10,000
Do	217	Winding Creek at Glendale	Reinforced concrete bridge	do	12,000	17,450	29,450
Do	223	Cross Roads to Cardiff	Pavement correction	do	8,000		16,000
Do	223	Minmi-road junction to Garth-street, Young Wallsend	Reconstruction	do	5,686	1,826*	3,860
Do	233	Cross Road at Glendale to Edgeworth	Reconstruction and bitumen surfacing	do		5,000	5,000
Do	392	Breeches Corner to bridge at Cooranbong	do do do	do		6,000	6,000
Leeton	80	1.7m. east to 21.84m. west of Leeton	Restoration of damaged sections	do	18,000	3,064	21,064
Do	80	Intersection with Acacia, Palm and Wamoon-avenues	Improvement	do	8,000	412	8,412
Do	80	Roache's Escape Channel, 9m. east of Leeton	Reinforced concrete box culvert and approaches	do	13,000	8,872	21,872
Do	539	6.15m. to 16.03m. south of Whitton	Reconstruction and bitumen surfacing	do	58,124	258*	57,866
Do	539	1.1m. north of Wade Shire Boundary to Murrumbidgee Shire Boundary	Gravelling and bitumen surfacing	do	3,934	17,000	20,934
Do	539	8.83m. to 12.03m. south of Trunk Road No. 80	do do do	do		13,000	13,000
Lithgow	516	Main-street, West Lithgow	Reinforced concrete box culvert	do	1,800	308	2,108
Do	516	1.07m. to 2.06m. east of Lithgow	Climbing lanes	do	26,200	24,000	50,200
Do	516	2.8m. to 3m. east of Lithgow	Widening	do		1,000	1,000
Liverpool Plains	55	0m. to 20.6m. south of State Highway No. 11	Reconstruction and bitumen surfacing	do		21,902	21,902
Do	72	Mooki River at Breeza	Steel and concrete bridge	do		37,875	37,875
Do	72	19.8m. to 23.7m. south of Gunnedah	Reconstruction and bitumen surfacing	do	94,378	1,902*	92,476
Lockhart	465 and 59	56m. to 58.81m. west of Wagga Wagga	Strengthening and widening	do	3,000	21,803	24,803
Do	543	0.64m. to 6.87m. north of The Rock	Reconstruction and bitumen surfacing	do	28,160	2,868*	25,292
Lyndhurst	246	8.65m. to 11.26m. towards Trunk Creek	do do do	do	18,962	629*	18,333
Do	246	7.4m. to 8.33m. and 11.26m. to 12.8m. south of Newbridge	do do do	do		19,750	19,750
Do	246	1.28m. to 3.4m. south of Newbridge	Realignment	do		1,835	1,835

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Lyndhurst	390	10.87m. to 12m. south of Blayney	Reconstruction and bitumen surfacing	Council	20,000	1,206*	18,794
Macintyre	73	Gilgai Creek, 6m. south of Inverell	Reinforced concrete bridge and approaches	do	32,114	2,695	34,809
Do	187	12m. to 19.1m. north of Inverell	Reconstruction and bitumen surfacing	do	20,000	16,800	36,800
Macleay	75	9.3m. to 13m. west of Kempsey	do do do	do	42,992	76*	42,916
Do	75	16.2m. to 20m. west of Kempsey	do do do	do		36,000	36,000
Do	75	28.9m. to 29.5m. west of Kempsey	Improvement to alignment	do		5,142	5,142
Do	75	Sheepstation Creek, 41.25m. west of Kempsey Municipal Boundary	Reinforced concrete bridge	do	10,000	833	10,833
Do	75	Pee Dee Creek, 41.5m. west of Kemspey	do do	do	30,000	552	30,552
Maitland	101	Hunter River at West Maitland	Steel and concrete bridge	Department	603,027	5,587	608,614
Do	102	0.4m. north of State Highway No. 9	Replacement of culvert	Council	1,500	1,026	2,526
Do	218	2.5m. to 3.5m. south of State Highway No. 9	Reconstruction and realignment	do		12,000	12,000
Manilla	63	Bridge over Namoi River at Manilla	Footway	do	6,812	149	6,961
Do	63	10.9m. to 13.2m. north of Manilla	Reconstruction and bitumen surfacing	do	28,400	5,080	33,480
Do	63	0.6m. to 4.3m. north of Manilla	Widening	do	4,000	2,750	6,750
Do	63	9.13m. north of Manilla	Reinforced concrete box culvert and approaches	do	21,000	1,544*	19,456
Do	63	20.87m. to 22.62m. north of Tamworth	Deviation	do	18,644	21,630	40,274
Do	63	Greenhatch Creek	Reinforced concrete bridge	do	25,936	1,864*	24,072
Do	357	1m. to 2.98m. west of Manilla	Reconstruction and bitumen surfacing	do		23,578	23,578
Manning	90	17.4m. to 20.4m. west of State Highway No. 10	do do do	do	50,000	1,200	51,200
Do	90	Burrell Creek, 31.24m. north of Gloucester	Steel and concrete bridge	do	52,000	289	52,289
Do	109	10.15m. to 10.65m. north of Wingham	Reconstruction and bitumen surfacing	do	8,400	264*	8,136
Do	109	Elands Plateau to Elands School	Bitumen surfacing	do	10,000	4,666	14,666
Do	109	Wherrol Flat turnoff to Marlee School	Reconstruction and bitumen surfacing	do		50,398	50,398
Do	109	Bridge over Dingo Creek at Rocky Falls	Approaches	do	21,750	398*	21,352
Do	111	Manning-street, Tuncurry	Reconstruction	do	24,000	2,440	26,440
Do	112	Wingham Municipal Boundary to Moorall Creek turnoff	Reconstruction and bitumen surfacing	do	20,000	682*	19,318
Do	112	Moorall Creek turnoff to Comboyne	do do do	do		16,511	16,511
Do	112	6.9m. north of Wingham	Realignment and reinforced concrete box culvert	do		8,000	8,000
Do	192	0m. to 1.65m. west of Taree Municipal Boundary	Reconstruction and bitumen surfacing	do	15,334	4,511	19,845
Merriwa	62	7.67m. to 10.66m. west of Merriwa	do do do	do	47,500	21,076	68,576
Do	62	10.66m. to 15.13m. west of Merriwa	do do do	do		41,133	41,133
Do	62	Bow Creek, 6m. west of Merriwa	Reinforced concrete bridge	do	45,130	2,300	47,430
Do	62	Southern approach to bridge over Smith Rivulet	Drainage	do		3,000	3,000
Do	209	7.94m. to 11.44m. east of Merriwa	Reconstruction and bitumen surfacing	do	58,548	1,133*	57,415
Do	209	5.55m. to 7.94m. east of Merriwa	do do do	do	53,000	3,480	56,480
Do	209	Wappinguy Creek, 5.6m. east of Merriwa	Reinforced concrete bridge and approaches	do	7,826	32,000	39,826
Do	358	Coulson's Creek, 19.2m. north of Merriwa	Concrete causeway and approaches	do		4,490	4,490
Mitchell	543	22.6m. to 25.6m. north of The Rock	Reconstruction and bitumen surfacing	do		9,180	9,180
Mittagong	258	3.46m. to 4.22m. east of State Highway No. 2	do do do	do	10,396	1,467	11,863
Do	258	4.22m. to 5m. east of State Highway No. 2	do do do	do		12,944	12,944
Do	258	Wollondilly River at Goodman's Ford	Reinforced concrete bridge	do		24,000	24,000
Do	263	13.82m. to 14.29m. east of Main Road No. 260	Reconstruction and bitumen surfacing	do	12,868	1,769	14,637
Do	263	12.47m. to 12.96m. east of Main Road No. 260	do do do	do	7,008	2,884	9,892
Do	263	11.23m. to 11.59m. east of Main Road No. 260	do do do	do	1,500	4,000	5,500
Do	263	11.59m. to 12.47m. east of Main Road No. 260	do do do	do		20,000	20,000
Molong	234	3.83m. to 5.63m. north-west of Molong	do do do	do	26,402	3,643	30,045
Do	234	3.22m. to 3.83m. north-west of Molong	do do do	do	8,984	5,085	14,069
Do	234	1.28m. to 3.22m. north-west of Molong	do do do	do		15,016	15,016
Do	234	Seven Mile Creek, 28.1m. north-west of Molong	Reinforced concrete box culvert	do		5,072	5,072
Do	359	Intersection with Shire road at Manildra	Improvement	do		8,090	8,090
Monaro	394	18.57m. to 21.8m. south of Berridale	Strengthening and bitumen surfacing	do	15,000	5,000	20,000
Do	394	21.8m. to 23.65m. south of Berridale	do do do	do		17,000	17,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Mulwaree	54	9.7m. to 11.5m. north of Goulburn	Reconstruction and bitumen surfacing	Council	16,947	33,053	50,000
Do	54	Bumana Creek	Prestressed concrete bridge	do	20,510	57,019	77,529
Do	54	Sooley Creek, near Kingsdale	Reinforced concrete box culvert	do	10,560	3,019*	7,541
Do	248	5.44m. to 6.5m. north-west of Goulburn	Reconstruction and bitumen surfacing	do		10,000	10,000
Do	256	6.93m. to 8.25m. north of Goulburn	do do do	do	12,500	3,924	16,424
Do	256	8.25m. to 9.2m. north of Goulburn	do do do	do		4,000	4,000
Do	268	0.3m. to south-west of Tarago	Reinforced concrete box culvert	do		2,000	2,000
Mumbulla	272	0.47m. to 1.95m. south of Bermagui	Reconstruction and bitumen surfacing	do		16,580	16,580
Do	272	1.7m. to 2.5m. east of Bega	do do do	do		5,267	5,267
Do	273	8m. to 12m. west of State Highway No. 1	Realignment	do		4,000	4,000
Do	320	1.3m. to 2.7m. east of Cobargo	Reconstruction and bitumen surfacing	do	32,144	1,715	33,859
Do	320	2.7m. to 4.1m. east of Cobargo	do do do	do	17,000	1,856	18,856
Murray	341	13.75m. to 20.4m. west of State Highway No. 21	do do do	do	18,900	13,800	32,700
Do	391	4.4m. to 8.1m. east of State Highway No. 21	do do do	do	27,966	1,050	29,016
Do	391	Murray River at Barmah	Reinforced concrete bridge	Department	82,862	82,862	163,095
Do	391	Bridge over Murray River at Barmah	Western approach	Council	14,400	14,400	14,400
Murray Darling	66	27m. to 30m. east of Broken Hill	Drainage improvement	Department		1,535	1,535
Murrumbidgee	244	State Highway No. 14 to Murrumbidgee River	Reconstruction and bitumen surfacing	Council	6,930	3,070	10,000
Do	321	7.6m. to 12.4m. south of Darlington Point	do do do	do	24,000	1,789*	22,211
Do	539	0m. to 1.08m. east of Darlington Point	do do do	do	1,440	5,800	7,240
Do	596	State Highway No. 17 to Main Road No. 321	do do do	do		4,000	4,000
Murrumburrah	85	Murrumbidgee Creek	Reinforced concrete bridge	do		45,000	45,000
Do	379	0m. to 1.1m. north of Trunk Road No. 84	Reconstruction and bitumen surfacing	do	11,600	400	12,000
Murrundi	358	9m. to 10.78m. west of State Highway No. 9	do do do	do	20,800	1,656	22,456
Do	358	Little Jack's Creek	Reinforced concrete bridge	do	10,000	11,000	21,000
Muswellbrook	208	4.6m. to 6.3m. west of Muswellbrook	Reconstruction and bitumen surfacing	do		4,000	4,000
Do	208	33.8m. to 34.4m. west of Muswellbrook	Widening and realignment	do	20,000	9,446	29,446
Do	208	33.34m. to 34.87m. west of Muswellbrook	Reconstruction and bitumen surfacing	do		2,369	2,369
Do	208	Dingo Gully, 32.7m. west of Muswellbrook	Reinforced concrete box culvert and approaches	do	22,000	369*	21,631
Do	209	3.14m. to 5.5m. south-west of Muswellbrook	Widening	do	4,000	3,332	7,332
Nambucca	118	4.1m. to 4.9m. north of Macksville	Improvement and bitumen surfacing	do	12,240	2,960	15,200
Do	118	10.3m. to 11.45m. north of Macksville	Widening, strengthening and bitumen surfacing	do	2,166	9,820	11,986
Do	118	2.81m. to 3.29m. north of Macksville	Reconstruction and bitumen surfacing	do		5,835	5,835
Naroi	72	10.78m. to 13.56m. south of Narrabri	do do do	do	47,696	1,595	49,291
Do	72	Grantham and Wee Waa-streets, Boggabri	Deviation	do	8,944	257	9,201
Do	72	Narrabri west of Turravan	do	do	906	57	963
Do	72	Sandy Creek and Jack's Creek, south of Narrabri	Reinforced concrete bridges	do	74,860	8,319	83,179
Do	72	Bridge over Sandy Creek and Jack's Creek	Approaches	do	18,726	2,072	20,798
Do	127	1.5m. to 4.7m. west of Narrabri	Reconstruction and bitumen surfacing	do	46,878	1,720*	45,158
Do	127	7m. to 10.1m. west of Narrabri	do do do	do	52,842	2,883	55,725
Do	127	10.1m. to 14m. west of Narrabri	do do do	do		73,500	73,500
Do	127	Carbeen Creek, 47.3m. west of Narrabri	Reinforced concrete box culvert	do		14,382	14,382
Do	133	11.05m. to 12.13m. east of Narrabri	Construction	do	10,176	631	10,807
Narrabri	127	0.72m. to 1.47m. west of Narrabri	Reconstruction and bitumen surfacing	do	4,000	4,324	8,324
Narraburra	84	11.5m. to 14.5m. east of Temora	do do do	do	24,000	13,632	37,632
Do	241	4m. to 6m. east of Temora	do do do	do		11,564	11,564
Do	241	6m. to 11.5m. east of Temora	do do do	do		7,134	7,134
Do	398	5m. to 8.5m. east of Barmedman	do do do	do	32,494	7,014	39,508
Narrandera	370	0m. to 5.75m. south of State Highway No. 14	do do do	do		36,448	36,448
Do	387	4.7m. to 12.4m. west of Coolamon Shire Boundary	do do do	do	43,697	4,799	48,496
Newcastle	188	Bridge-road to Oxford-street	Reconstruction	do	9,000	14,000	23,000
Do	188	Griffith-road to Edith-street	do	do		10,000	10,000
Do	188	Railway overbridge at Howe-street	Demolition	do		1,000	1,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Newcastle	217	Jubille-street to Croudace-street	Reconstruction and bitumen surfacing	Council	10,000	21,978	31,978
Do	217	Coke Ovens at Jesmond	Bridge replacement with road embankment	do	54,912	2,792	57,704
Do	217	Croudace-street to Newcastle City Boundary	Reconstruction	do	40,000	8,000	48,000
Do	217	Connection of Newcastle-road with Robert-street	Construction	do	8,000	8,000	16,000
Do	223	Intersection with Main Road No. 326	do	do	24,847	3,248	28,095
Do	223	Russell-road to Chilcott-street, New Lambton	Reconstruction	do	34,000	32,000	66,000
Do	223	Chilcott-street to Dickson-street, New Lambton	do	do	42,000	3,644	45,644
Do	223	Bridge over Raspberry Gully Channel in Lambton-road	Widening	do	7,000	28,000	35,000
Do	316	Tourle-street to Woodstock-street	Construction	do	4,000	26,000	30,000
Do	316	Selwyn-street	Railway overbridge	do	25,966	1,366	27,332
Do	326	Boreas-road to Australia-road bridge	Reconstruction and bitumen surfacing of shoulders	do	44,000	44,000	88,000
Do	326	Waratah Railway Station to Maitland-road	Reconstruction	do	10,220	10,442	20,662
Do	326	Australia-road to Curley-road	do	do	10,442	10,442	20,884
Do	326	Boreas-road to Christo-road	do	do	31,010	1,687	32,697
Nundie	105	26.38m. to 28.61m. south-east of Tamworth	Reconstruction and bitumen surfacing	do	19,636	44*	19,592
Nymboida	74	57.35m. to 59.6m. south of Grafton	do	do	9,198	18,574	27,772
Do	74	59.6m. to 60.9m. south of Grafton	Improvement and bitumen surfacing	do	18,574	12,780	31,354
Do	74	44.3m. to 45.3m. south of Grafton	do	do	12,780	22,874	35,654
Do	74	11.02m. to 12.13m. south of Grafton	Strengthening, widening and bitumen surfacing	do	22,874	25*	25,000
Do	74	Goolang Creek, 20.4m. south of Grafton	Prestressed concrete bridge	do	130,388	170,297	300,685
Oberon	511	Purgatory Creek to Camp Creek	Construction	Department	160,615	2,502	163,117
Do	253	20m. to 22m. south of Bathurst	Reconstruction and bitumen surfacing	do	22,480	42,700	65,180
Do	253	Grand Arch at Jenolan Caves	Reinforced concrete box culvert	do	42,700	17,459	60,159
Do	253	24m. to 29m. south of Bathurst	Widening and improvement to alignment	do	66,000	19,000	85,000
Do	253	2.2m. to 8.45m. from Oberon	Reconstruction and graveling	Council	8,000	1,252	9,252
Do	253	5.4m. to 6.3m. from Main Road No. 256	Deviation	do	4,000	4,000	8,000
Do	255	0.9m. to 1.9m. from Oberon	Reconstruction and bitumen surfacing	do	15,000	10,000	25,000
Do	255	0.3m. to 0.8m. south of Main Road No. 253	do	do	9,000	9,000	18,000
Do	256	Abercrombie Hill	Widening, forming and graveling	do	18,000	1,450	19,450
Do	256	8.36m. to 9.36m. south of Oberon	Reconstruction and bitumen surfacing	do	17,000	8,182	25,182
Orange	526	Woodward-street	do	do	8,900	377	9,277
Parkes	233	Want-street to Municipal Boundary	do	do	10,000	1,175*	11,175
Do	238	Trunk Road No. 61 to Municipal Boundary	do	do	8,000	532	8,532
Patrick Plains	128	16.5m. to 17.74m. east of Singleton	do	do	9,000	2,400	11,400
Do	128	17.74m. to 19.15m. east of Singleton	do	do	526,734	16,795	543,529
Do	213	18.77m. to 20.3m. north of Main Road No. 503	do	do	4,000	29,455	33,455
Do	220	Ti Tree Gully	Reinforced concrete bridge	Department	8,000	3,014	11,014
Do	503	21.85m. to 31.2m. south of Singleton	Approaches	Council	5,000	5,000	10,000
Do	503	6.8m. to 7.66m. south of Singleton	Widening of culverts	do	18,000	1,090*	19,090
Do	503	MacDonald River, 39m. south of Singleton	Strengthening and bitumen surfacing	do	2,000	35	2,035
Do	503	Bridge over Loder's Creek, 6.26m. south of Singleton	Improvement	do	10,318	35*	10,353
Peel	130	3.5m. to 6.4m. south of Tamworth	Reconstruction and bitumen surfacing	do	14,000	668	14,668
Do	579	0.11m. to 2.11m. west of Main Road No. 130	do	do	18,267	10,000	28,267
Do	579	Intersection with Main Road No. 130	do	do	42,000	42,000	84,000
Port Stephens	101	Intersection with Main Road No. 301	Reinforced concrete bridge and approaches	do	8,000	42,600	50,600
Do	101	Albion Drain, 0.4m. west of Woodville	Reconstruction and bitumen surfacing	do	5,000	5,000	10,000
Do	108	23.85m. to 24.82m. from Stockton Ferry	do	do	23,358	863	24,221
Do	108	Newcastle Golf Club to Stanley Park	do	do			
Do	108	24.83m. to 25.98m. north of Newcastle	do	do			
Do	301	Deadman's Creek, 5.35m. east of Woodville	do	do			
Do	302	1.2m. to 3.02m. east of State Highway No. 10	do	do			
Do	517	5.7m. to 6.8m. east of State Highway No. 10	do	do			
Queanbeyan	51	Buttles Creek	do	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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Quirindi	126	0m. to 0.61m. east of Trunk Road No. 72	Reconstruction and bitumen surfacing	Council	2,000	2,513	4,513
Rylstone	54	Commissioners Hill, north of Sofala	do do do	do	71,000	71,000	71,000
Do	215	3m. to 4.45m. north of Rylstone	do do do	do	3,284	25,684	25,684
Do	215	4.45m. to 5.62m. north of Rylstone	do do do	do	22,400	14,000	14,000
Do	215	5.62m. to 6.25m. north of Rylstone	do do do	do	25,000	25,000	25,000
Scone	62	14.5m. to 16m. west of Scone	do do do	do	30,000	30,000	30,000
Do	62	13m. to 14.5m. west of Scone	do do do	do	40,711	47,032	47,032
Do	62	Hall's Creek at Merriwa Shire Boundary	Reinforced concrete bridge	do	68,000	1,435	69,435
Do	62	Sophia Creek, 12.35m. west of Scone	Reinforced concrete bridge and approaches	do	20,000	20,000	20,000
Do	105	11m. to 11.74m. east of Scone	Reconstruction and bitumen surfacing	do	4,000	8,000	12,000
Do	105	Glen Creek, 7.5m. east of Scone	Reinforced concrete bridge and approaches	do	41,482	546	42,028
Do	105	Shallow Crossing, 40.5m. east of Scone	Reinforced concrete bridge	do	28,686	28,686	28,686
Severn	136	8m. to 12.5m. west of State Highway No. 9	Reconstruction and bitumen surfacing	do	22,000	182	22,182
Do	382	9.3m. to 11.3m. west of Glen Innes	do do do	do	24,800	24,800	24,800
Do	382	Black Plain Creek, 10m. west of Glen Innes	Reinforced concrete bridge	do	9,974	9,974	11,474
Do	382	10.5m. west of Glen Innes	Reinforced concrete box culvert	do	1,500	7,712	7,712
Shoalhaven	293	Black Forest Bridge to Shoalhaven Heads	Reconstruction and bitumen surfacing	do	795	795	795
Do	293	Broughton Creek, 4.8m. east of Bomaderry	Reinforced concrete bridge and eastern approach	do	115,853	795*	115,058
Singleton	128	Boundary-street to Redbourneberry Bridge	Widening	do	2,000	3,926	5,926
Snowy River	286	Jindabyne to Mt. Kosciuszko	Improvement	Department	101,482	65	101,547
Do	286	7.17m. to 10m. west of Jindabyne	Reconstruction and bitumen surfacing	do	292,171	131,792	423,963
Do	286	16m. to 17m. west of Jindabyne	do do do	do	88,810	41,355	130,165
Do	286	13.8m. to 17m. west of Jindabyne	do do do	do	245,927	3,258	249,185
Do	286	17m. to 18.6m. west of Jindabyne	do do do	do	317,883	398,751	716,634
Do	286	10m. to 13.8m. west of Jindabyne	do do do	do	203,987	369,246	573,233
Do	286	13.25m. to 14.43m. west of Jindabyne	do do do	do	54,421	54,421	54,421
Do	286	20m. to 27m. west of Jindabyne	do do do	do	8,024	8,024	8,024
Do	394	11.87m. to 12.76m. south of Berridale	do do do	Council	3,000	3,000	3,000
Do	394	13.5m. to 16m. south of Berridale	do do do	do	16,000	16,000	16,000
Do	394	Chapel Creek, 10.5m. south of Berridale	Prestressed concrete bridge	do	26,000	2,000	28,000
Stroud	90	Weismantles to Gloucester Shire Boundary	Reconstruction and bitumen surfacing	do	123,634	2,821	126,455
Do	90	Village of Ward's River	do do do	do	33,023	7,050*	25,973
Do	90	Railway overbridge at Stroud-road	Footway	do	1,600	45	1,645
Do	90	Stoney Creek, 5.2m. north of State Highway No. 10	Prestressed concrete bridge	do	19,320	3,191	22,511
Do	90	Railway overbridge at Ward's River	Approaches	do	58,679	29,050	87,729
Do	111	McIntosh-street, Forster	Reinforced concrete box culvert and approaches	do	5,978	158	6,136
Do	111	5.3m. to 8.3m. east of State Highway No. 10	Reconstruction and bitumen surfacing	do	64,040	2,228	66,268
Do	111	Mayers Hill to Forster	do do do	do	50,000	50,000	50,000
Do	111	15.3m. to 16.3m. from State Highway No. 10	do do do	do	5,000	5,000	5,000
Do	289	Bridge over Valley Creek, 6.15m. from Trunk Road No. 90	Approaches	do	3,000	2,360	5,360
Do	289	Valley Creek, 6.15m. from Trunk Road No. 90	Prestressed concrete bridge	do	9,994	5,012	15,006
Do	567	0m. to 2.2m. from Trunk Road No. 90	Reconstruction and bitumen surfacing	do	12,000	8,000	20,000
Talbragar	206	18m. to 22.9m. east of Dubbo	do do do	do	6,000	6,000	6,000
Do	206	Mitchell's Creek	Reinforced concrete bridge	do	7,000	7,000	7,000
Do	206	Troy Gully Creek, 3.2m. east of Dubbo	Reinforced concrete box culvert	do	1,627	8,252	9,879
Do	572	State Highway No. 17 to Five Way Junction	Construction	do	4,000	4,000	4,000
Tallaganda	51	Mongarlowe River, 10m. east of Braidwood	Prestressed concrete bridge	Department	92,652	13	92,665
Do	51	Two Mile Creek, 2.6m. north of Braidwood	Reinforced concrete box culvert and approaches	Council	6,000	6,000	6,000
Do	267	Black Bobs Creek, 24.3m. north of Braidwood	Deviation	do	15,000	15,000	15,000
Tamarang	72	2.4m. to 3.5m. south of Quirindi	Reconstruction and bitumen surfacing	do	17,700	933	18,633
Do	72	8.2m. to 9.2m. south of Quirindi	do do do	do	13,000	13,000	13,000
Do	72	Quirindi Creek, 6.5m. north of Quirindi	Reinforced concrete bridge	do	44,000	9,000	53,000
Do	72	Bridge over Quirindi Creek, 6.5m. north of Quirindi	Approaches	do	9,000	9,000	9,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Tamarang	72	Bracefield level crossing	Installation of "F" type signals	Department	1,672	1,672	1,672
Do	126	7.15m. to 8.9m. east of Quirindi	Reconstruction and bitumen surfacing	Council	23,679	2,553	26,232
Do	126	5.8m. to 7.15m. east of Quirindi	do do do	do	10,000	11,332	21,332
Do	129	3.7m. to 5m. west of Trunk Road No. 72	do do do	do	16,774	149	16,923
Do	129	3.15m. to 3.7m. and 5m. to 6.36m. west of Trunk Road No. 72	do do do	do	18,894	916	19,810
Do	129	6.36m. to 10m. west of Trunk Road No. 72	do do do	do	30,666	30,666	30,666
Do	129	52.55m. to 53.02m. south of Temora	do do do	do	14,644	343*	14,301
Temora	57	Ruby Creek, 3m. west of State Highway No. 24	Steel and concrete bridge and approaches	do	7,500	7,500	7,500
Tenterfield	290	2.1m. south of Urbenville	Reinforced concrete box culvert	do	4,996	4,996	4,996
Do	362	8.2m. to 8.98m. east of Lismore	Reconstruction and bitumen surfacing	do	21,292	6,372*	14,920
Terania	65	5.78m. to 5.9m. and 11.68m. to 12.17m. east of Lismore	do do do	do	5,680	6,570	12,250
Do	65	15.35m. south of Narromine	Reinforced concrete box culvert	do	6,940	6,940	6,940
Timbregongie	89	0.55m. to 5.5m. west of Trangie	Reconstruction and bitumen surfacing	do	10,000	30,000	40,000
Do	347	2.38m. to 5m. east of Trangie	do do do	do	6,000	6,000	6,000
Do	354	1m. to 5m. west of Narromine	do do do	do	29,500	898	30,398
Do	572	7.05m. north-east of Narromine	Realignment	do	4,000	4,000	4,000
Tomki	83	14.68m. to 16.93m. south of Casino	Reconstruction and bitumen surfacing	do	46,940	1,454	48,394
Do	83	4.56m. to 6.08m. north of Casino	do do do	do	34,222	34,222	34,222
Do	83	Myrtle Creek, 18m. south of Casino	Prestressed concrete bridge and approaches	do	130,180	1,678	131,858
Do	544	11.95m. west of Lismore	Timber beam bridge and approaches	do	19,786	18,757	38,543
Tumbarumba	85	8.38m. to 12.72m. north of Tumbarumba	Reconstruction	do	60,000	3,772	63,772
Do	85	6.4m. to 14.5m. north of Tumbarumba	Preparation of pavement and bitumen surfacing	do	52,926	9,342	62,268
Do	282	Clarke's Hill, 14m. east of Tumbarumba	Reinforced concrete pipe culvert	do	9,000	1,772	10,772
Do	282	2m. to 11.15m. south of Tumbarumba	Construction and bitumen surfacing	do	86,312	86,312	86,312
Do	282	Mannus Creek and Tumbarumba Creek at Tooma	Steel and concrete bridges and approaches	do	85,908	562*	85,346
Tumut	85	3.11m. to 6.4m. south of Gilmore	Reconstruction and bitumen surfacing	do	55,644	469	56,113
Do	85	Windowie's Creek, 3m. from Windowie	Steel and concrete bridge and approaches	do	16,863	27,538	44,401
Do	279	5.3m. to 5.6m. north of Tumut	Improvement	do	6,000	6,000	6,000
Do	280	3.6m. to 5.42m. south of Adelong	Reconstruction and bitumen surfacing	do	32,008	469*	31,539
Do	280	5.42m. to 6.38m. south of Adelong	do do do	do	5,486	14,000	19,486
Turon	54	18m. to 20m. north of Bathurst	do do do	do	12,000	12,000	12,000
Do	255	0.7m. to 2.04m. south of State Highway No. 5	do do do	do	16,040	875	16,915
Do	255	3.5m. and 7m. south of State Highway No. 5	Reinforced concrete box culverts	do	5,000	5,000	5,000
Tweed	142	37.1m. to 37.9m. north of Lismore	Gravelling and earthworks	do	6,666	1,802	8,468
Do	142	36.39m. to 38.1m. north of Lismore	Strengthening and bitumen surfacing	do	1,110	3,834	4,944
Do	142	46m. north of Lismore	Reinforced concrete pipe culvert	do	4,599	4,599	4,599
Do	143	1.25m. to 2.25m. north-east of Murwillumbah	Strengthening and bitumen surfacing	do	7,098	7,098	7,098
Do	399	10.2m. to 11.2m. west of Murwillumbah	Reconstruction and bitumen surfacing	do	2,222	10,014	12,236
Do	399	11.2m. to 13.94m. west of Murwillumbah	do do do	do	7,652	2,243	9,895
Ulmarras	151	24.6m. to 27.92m. south of Grafton	do do do	do	35,868	123	35,991
Do	151	28.5m. to 30.22m. south of Grafton	do do do	do	14,321	14,321	14,321
Do	151	Kremnos Creek, 23.5m. south of Grafton	Reinforced concrete bridge	do	3,000	3,000	3,000
Uralla	73	12.34m. to 13.51m. south of Uralla	Reconstruction and bitumen surfacing	do	30,466	1,658	32,124
Do	73	8.59m. to 9.68m. north of Uralla	do do do	do	10,000	10,000	10,000
Do	73	Bridge over Gwydir River, 14.3m. north of Uralla	Approaches	do	10,800	10,800	10,800
Do	73	Bridge over Laura Creek	Northern approach	do	13,600	13,600	13,600
Urana	125	Urana Creek, 1m. south of Urana	Prestressed concrete bridge	do	22,000	22,000	22,000
Do	323	0m. to 5.75m. west of Main Road No. 131	Reconstruction and bitumen surfacing	do	62,281	514	62,795
Do	323	8.5m. to 14.1m. west of Main Road No. 131	do do do	do	2,100	32,500	34,600
Do	356	0m. to 3.5m. west of Main Road No. 323	do do do	do	14,500	14,500	14,500
Do	596	3m. to 7.9m. south of State Highway No. 17	do do do	do	8,000	8,000	8,000
Wade	80	Pontoon-street to Crossing-street, Griffith	do do do	do	3,462	1*	3,461
Do	321	8.02m. to 14.34m. north of Griffith	do do do	do	40,274	456*	39,818

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Wade	387	0.8m. to 3.05m. east of Main Road No. 254	Deviation, culvert and bitumen surfacing	Council	25,682	1,063*	24,619
Wagga Wagga	78	Baylis-street and Fitzmaurice-street, Wagga Wagga	Reconstruction	do		20,000	20,000
Wakool	67	31.75m. to 33.75m. north of Swan Hill near Kyalite	Reconstruction and bitumen surfacing	do		198	198
Do	222	0m. to 5m. west of Trunk Road No. 67	do do do	do	33,000	1,596	34,596
Do	222	5m. to 7.45m. south-west of Trunk Road No. 67	do do do	do	6,200	6,104	12,304
Do	319	10.8m. to 15.45m. north of Barham	do do do	do		21,882	21,882
Do	319	44.75m. to 45.75m. north of Barham	do do do	do		7,670	7,670
Do	319	10.8m. to 15m. north of Wakool River	Four floodways	do	20,868	475	21,343
Do	319	4.5m. north of Barham	Reinforced concrete bridge	do		45,340	45,340
Do	319	Bridge at 4.5m. north of Barham	Approaches	do		10,200	10,200
Do	386	McKenzies Creek at Coonamit	Reinforced concrete bridge	do	34,940	505*	34,435
Do	388	37.34m. to 39.84m. west of Deniliquin	Reconstruction and bitumen surfacing	do	2,000	10,400	12,400
Do	388	41.07m. to 42.07m. west of Deniliquin	do do do	do		5,200	5,200
Walgett	127	Cumberland Creek, 14m. east of Walgett	Reinforced concrete bridge	do	35,000	5,000	40,000
Do	329 and 343	Village of Burren Junction	Gravelling and bitumen surfacing	do		15,000	15,000
Do	333	43.5m. to 51.75m. south of Walgett	Reconstruction	do	49,032	4,684	53,716
Do	383	Waubebunga Creek, 3.15m. south-west of Pilliga	Reinforced concrete box culvert	do		5,600	5,600
Do	383	Wangan Creek, 9m. and Yellow Creek, 9.25m. south-west of Pilliga	Reinforced concrete box culverts	do	6,000	30*	5,970
Warren	333	43.88m. to 54.18m. north of Warren	Reconstruction and bitumen surfacing	do	42,000	8,000	50,000
Do	333	56m. to 63m. north of Warren	do do do	do		15,000	15,000
Waugoola	56	3.43m. to 7.46m. south of Cowra	do do do	do	48,000	372*	47,628
Do	56	19m. to 24.28m. north-west of Cowra	do do do	do	28,000	14,087	42,087
Do	56	7.45m. to 11.24m. south of Cowra	do do do	do	23,445	11,185	34,630
Do	56	13.9m. to 16.38m. north-west of Cowra	do do do	do	913	37,840	38,753
Do	56	11.24m. to 15.2m. south of Cowra	do do do	do		28,000	28,000
Do	576	1.15m. to 3.78m. east of Cowra	do do do	do		23,744	23,744
Do	576	13.72m. east of Cowra	Reinforced concrete box culvert	do		6,226	6,226
Weddin	237	2m. to 6m. north of Grenfell	Reconstruction and bitumen surfacing	do	40,000	852*	39,148
Do	398	2m. to 6.26m. south of Grenfell	do do do	do	29,608	10,392	40,000
Do	398	6.25m. to 12.7m. south of Grenfell	do do do	do		34,000	34,000
Do	398	Emu Creek, 8.5m. south of Grenfell	Prestressed concrete bridge	do		30,000	30,000
Wellington	206	25.64m. to 28.49m. south-west of Dunedoo	Reconstruction and bitumen surfacing	do	18,780	1,080*	17,700
Do	206	23m. to 25.64m. south-west of Dunedoo	do do do	do	10,000	23,262	33,262
Do	206	20m. to 23m. south-west of Dunedoo	do do do	do		4,080	4,080
Do	233	5.47m. to 9.44m. north of Wellington	do do do	do	24,296	1,788*	22,508
Do	233	9.44m. to 12.04m. north of Wellington	do do do	do	7,500	34,270	41,770
Do	233	20.85m. to 24.04m. south of Wellington	do do do	do	10,000	16,000	26,000
Do	233	12.04m. to 15m. north of Wellington	do do do	do		20,000	20,000
Do	353	5.23m. to 7.5m. north of Wellington	do do do	do		16,000	16,000
Do	573	50.21m. to 53.99m. south of Wellington	do do do	do	36,025	193	36,218
Do	573	41m. to 43.29m. north of Orange	do do do	do	20,000	2,782	22,782
Wentworth	68	11.81m. to 13.5m. north of Wentworth	Reconstruction and bitumen surfacing	do	18,738	673*	18,065
Do	68	13.5m. to 16.5m. north of Wentworth	do do do	do	32,262	25*	32,237
Do	68	16.5m. to 21.8m. north of Wentworth	do do do	do	5,000	31,698	36,698
Windouran	296	61.5m. to 64.82m. east of Deniliquin	do do do	do	20,598	2,385	22,983
Do	296	27.75m. to 31.8m. west of Deniliquin	do do do	do	18,052	1,283*	16,769
Do	296	31.8m. to 36.2m. west of Deniliquin	do do do	do		16,985	20,985
Do	296	36.2m. to 40.9m. west of Deniliquin	do do do	do		20,200	20,200
Wingecarribee	265	3m. to 4.68m. south of State Highway No. 25	do do do	do	3,000	10,200	13,200
Do	569	0m. to 6.9m. south of State Highway No. 25	Reconstruction and widening	do		10,667	10,667
Wollondilly	179	9.81m. to 13.53m. from Main Road No. 178	Reconstruction and bitumen surfacing	do	27,500	18,500	46,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS—continued							
Wollondilly	179	Clements Creek, 5.24m. west of Main Road No. 177	Reinforced concrete bridge	Council		12,000	12,000
Do	259	4.32m. to 4.48m. west of Camden	Improvement to alignment	Department	16,103	775	16,878
Woodburn	145	8.76m. to 9.69m. west of Woodburn	Reconstruction and bitumen surfacing	Council	10,476	610	11,086
Do	145	Bungawalbyn Creek, 3.75m. south of Coraki	Prestressed concrete bridge	Department		85,665	85,665
Wyong	335	Tumbi Umbi Creek, 5m. east of State Highway No. 10	Reinforced concrete box culvert and approaches	Council	15,000	10,625	25,625
Do	335	Railway level crossing near State Highway No. 10	Improvement	Department	23,289	298	23,587
Do	509	8.3m. to 8.6m. east of State Highway No. 10 at Toukley	Reconstruction	Council	2,000	4,241	6,241
Do	509	State Highway No. 10 to Munmorah Power Station turnoff	do	do		10,000	10,000
Do	509	Gross-street, to Wallarah Point Bridge, Toukley	do	do		11,160	11,160
Yallaroi	63	19.5m. to 24.5m. north of Warialda	Reconstruction and bitumen surfacing	do		52,800	52,800
Do	63	Mosquito Creek, 7m. north of Warialda	Reinforced concrete bridge and approaches	do	45,200	14,782	59,982
Yarrowlumla	52	10.4m. to 13.2m. north of Queanbeyan	Reconstruction and bitumen surfacing	do		36,200	36,200
Do	52	Railway overbridge at Letchworth	Approaches	do		6,352	6,352
Do	249	Charters Creek, 15.12m. north of Queanbeyan	Reinforced concrete box culvert and approaches	do		2,000	2,000
Do	268	16.22m. to 18.48m. north-east of Queanbeyan	Reconstruction and bitumen surfacing	do		12,917	12,917
Do	270	24.75m. to 27.2m. south-east of Queanbeyan	do do do	do	38,584	1,314	39,898
Do	270	Whisker's Creek, 10m. south-east of Queanbeyan	Prestressed concrete bridge	do	22,716	917*	21,799
Do	584	3.3m. to 4.27m. south of Queanbeyan	Reconstruction and bitumen surfacing	do	12,000	8,000	20,000
Total—Trunk and Ordinary Main Roads						\$9,742,610	
TOURIST ROADS							
Gosford	4017	0m. to 1m. west of Main Road No. 225	Construction and bitumen surfacing	Council		6,000	6,000
Hastings	4030	0m. to 2.67m. south of Lake Cathie	do do do	do	24,500	4,500	29,000
Do	4030	2.67m. south of Lake Cathie towards North Haven	Reconstruction and bitumen surfacing	do		43,000	43,000
Imlay	4015	0.82m. to 1.61m. east of Pambula	do do do	do	18,000	2,820	11,820
Maclean	4034	Access to Maclean Lookout	Reconstruction	do		6,000	6,000
Snowy River	4040	Main Road No. 286 to Rocky Plain	Priming and bitumen surfacing	do		42,000	42,000
Do	4043	Main Road No. 286 to Penderlea	Reconstruction and bitumen surfacing	do		26,000	26,000
Tweed	4013	0m. to 3.8m. west of Main Road No. 142	Construction	do	2,580	4,086	6,666
Wollondilly	4001	Burraborang Lookout-road	Reconstruction and bitumen surfacing	do	4,000	2,226	6,226
Total—Tourist Roads						\$136,632	

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
ROADS OTHER THAN MAIN ROADS							
Gosford		Calga to Central Mangrove	Improvement	Department	185,624	822	186,446
Do		Calga to Outimbah	Street lighting at intersections and interchanges	do	2,148	11,784	13,932
Do		17.17m. to 19.7m. from Calga	Construction	do	848,760	105,966	954,726
Greater Cessnock		2.5m. to 8.39m. east of Kurri Kurri	Construction and bitumen surfacing	Council	505,080	14,451*	490,629
Greater Wollongong		High-street to State Highway No. 1 at Railway-street, Corrimal	Strengthening	do	19,000	3,848	22,848
Hastings		Wauchope to Heron's Creek	Improvement	do		20,000	20,000
Lismore		Level crossing at Union-street, South Lismore	do	do	558	3,770	4,328
Manning		0m. to 1.4m. from Krambach	Reconstruction and bitumen surfacing	do	10,780	1,511*	9,269
Do		1m. to 3.42m. from Nabiac	do do do	do	17,100	253*	16,847
Muswellbrook		Muscle Creek, in Bell-street	Reinforced concrete bridge	do	789	4,000	4,789
Narrandera		State Highway No. 14 to State Highway No. 17 at Moon Siding	Construction	do	1,600	2,000	3,600
Newcastle		Southern arm of Hunter River at Tourle-street, Mayfield	Steel and concrete bridge	Department	484,499	9,186*	475,313
Do		Bridge over northern arm of Hunter River	Benoto pile driving	do		88,587	88,587
Port Stephens		Bridge over Williams River at Nelsons Plains	Approaches	do	51,447	19,288†	70,735
Do		Williams River at Nelsons Plains	Prestressed concrete bridge	do	467,807	73,338†	541,145
Severn		Glen Innes to Newton Boyd	Concrete pipe culverts	Council	400	1,826	2,226
Do		Four Mile Creek, 39m. east of Glen Innes	Prestressed concrete bridge	do	32,400	1,929	34,329
Talbragar		14.36m. to 17.36m. from State Highway No. 17	Reconstruction and bitumen surfacing	do		3,000	3,000
Do		10.95m. to 14.36m. east of Dubbo	do do do	do		13,000	13,000
Total—Roads other than Main Roads						\$327,757	

SUMMARY

	\$	\$
State Highways	19,444,010	
Trunk and Ordinary Main Roads	9,742,610	
Tourist Roads	136,632	
Roads other than Main Roads	327,757	
		29,651,009
Survey, design, supervision and planning etc.		3,105,655
Total as shown in Receipts and Payments Statements—Appendix No. 1 (B) (i)		\$32,756,664

* Credit

† For additional expenditure see Appendix No. 8A.

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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
TRUNK AND ORDINARY MAIN ROADS							
Cobar	421	0m. to 7m. north of Cobar	Drainage structures	Council		20,000	20,000
Greater Wollongong	295	Flinders-street to Darcy-road, Port Kembla	Reconstruction	do	197,094	542	197,636
Do do	295	Flinders-street, Port Kembla	Railway level crossing	do	12,020	72	12,092
Do do	295, 568 and 581	Various Locations	Street lighting	do	13,190	832*	12,358
Do do	295	Flinders-street to Darcy-road, Port Kembla (Public Works Department Section)	Reconstruction	do	84,312	5,465	89,777
Do do	295	Springhill-road to Flinders-street, Port Kembla	do	do	182,640	412*	182,228
Do do	295	Australian Iron & Steel Jetty Line, Port Kembla	Reinforced concrete overbridges	Department	30,180	14,647	44,827
Do do	568	Springhill-road. Section 0.08m. to 1.32m.	Reconstruction	Council	222,798	788*	222,010
Do do	568	Near Coniston	Improvement	do	12,690	5*	12,685
Do do	568	Intersection of Swan-street and Ellen-street	do	do	7,782	16*	7,766
Do do	568	Drainage channel near Swan-street	Reinforced concrete bridge	do	18,180	1*	18,179
Do do	568	Allen's Creek	Reinforced concrete dual carriageway—bridge	do	110,218	827†	111,045
Do do	581 and 568	Deviation 1.32m. to 2.84m. north of Main Road No. 295 ..	Construction of dual carriageway	do	360,738	1,434	362,172
Lake Macquarie	223	Seahampton to Cross Roads	Reconstruction	do	136,169	1,826	137,995
Total—Trunk and Ordinary Main Roads						\$42,759	
ROADS OTHER THAN MAIN ROADS							
Bingara		7.2m., 9.2m. and 10.6m. from Elcombe	Drainage structures	Council		15,300	15,300
Cobar		Darling River at Tilpa	Construction of steel and concrete bridge	Department	254,560	355*	254,205
Darling		Darling River at Louth	Steel and concrete bridge	do	277,572	4,446	282,018
Do		Bridge over Darling River at Louth	Approaches	do	37,096	2,732	39,828
Gosford		Sydney to Newcastle Tollway, Hawkesbury River Bridge to Mt. White	Construction	do	6,202,716	2,632,278	8,834,994
Do		Sydney to Newcastle Tollway, Mt. White to Calga	do	do		3,668,176	3,668,176
Port Stephens		Williams River at Nelson's Plain	Prestressed concrete bridge	do	108,534	100,000†	208,534
Do		Bridge over Williams River at Nelson's Plain	Approaches	do	318,534	10,000†	328,534
Wentworth		Darling River at Pooncarie	Steel and concrete bridge	do	187,774	9,960	197,734
Wyong		State Highway No. 10 to Vales Point Power Station entrance ..	Reconstruction	Council	44,400	4,226*	40,174
Total—Roads other than Main Roads						\$6,438,311	

* Credit.

† For additional expenditure see Appendix No. 8.

SUMMARY

Trunk and Ordinary Main Roads	\$ 42,759
Roads other than Main Roads	6,438,311
Total—as shown in Receipts and Payments Statement Appendix No. 1 (B) (ii)	\$6,481,070

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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
Abercrombie	1218	15.75m. to 17m. west from Bathurst	Construction	Council	61,000	872	61,872
Do	1218	17m. to 19m. west from Bathurst	do	do		19,128	19,128
Ashford	1257	5.61m. to 8m. west of Main Road No. 137	do	do		18,000	18,000
Barraba	1208	18m. to 24.1m. east of Barraba	do	do		10,000	10,000
Bingara	3009	Horton River at Elcombe	Concrete causeway	do	1,800	318	2,118
Do	3009	Horton River at Elcombe	Steel beam bridge	do		30,000	30,000
Bland	1123	17m. to 19.4m. north of State Highway No. 6	Gravelling	do	3,000	69*	2,931
Do	1123	7.24m. to 14m. north of Nariah	do	do		3,340	3,340
Do	1123	14m. to 26.05m. north of Nariah	Forming and gravelling	do		7,940	7,940
Do	1220	Southerly from State Highway No. 6 at Taleeban	Clearing, forming and draining	do	11,896	1,068	12,964
Blaxland and Oberon	1276	0m. to 7m. west from Main Road No. 253	Reconstruction and bitumen surfacing	Department	804,226	1,660	805,886
Do	1276	7m. to 14m. west from Main Road No. 253	do do do	do		958	958
Blue Mountains	1195	4m. to 5m. south from Blackheath	Construction	Council	25,012	3,224*	21,788
Do	1195	5m. to 6m. south from Blackheath	do	do		3,224	3,224
Bogan	1163	36m. to 41m. south from Nyngan	Gravelling	do		5,635	5,635
Do	1178	9.2m. to 16.5m. east of State Highway No. 7	Construction of gravel pavement	do	3,000	9,156	12,156
Do	1210	1m. from Main Road No. 204	Replacement of timber culvert	do	1,500	148*	1,352
Boolooloo	1287	5m. to 6.55m. south of State Highway No. 12	Construction	do	6,400	1,100	7,500
Do	1289	8.6m. to 15.25m. east of State Highway No. 17	Clearing, forming and draining	do	5,600	7	5,607
Do	1289	0m. to 3m. south of State Highway No. 17	Construction	do	11,000	11,846	22,846
Boomi	3168	Mallowa Creek, 49.2m. south-west of Moree	Construction of causeway and approaches	do	14,400	94	14,494
Do	3168	Brown's Creek, 40.4m. north of Moree	Concrete bridge culvert	do		25,200	25,200
Boree	1156	Gooloogong Railway Siding	Reinforced concrete box culvert	do	3,440	171	3,611
Brewarrina	3123	Bogan River at Charlton	Steel and concrete bridge and approaches	do	24,000	3,959*	20,041
Byron	1043	Within the Shire	Restoration of flood damage	do	382	256	638
Canobolas	1219	0.68m. to 2m. east of Orange	Construction	do	15,000	643	15,643
Do	1219	2m. to 3.34m. east of Orange	do	do	9,692	1,574*	8,118
Do	1219	3.34m. to 3.72m. east of Orange	do	do		11,880	11,880
Carrathool	1071	8.8m. to 17.8m. east of Trunk Road No. 80	Gravelling	do		21,500	21,500
Do	1222	0.3m., 4.2m. and 4.3m. north of Bringagee Siding	Culvert drainage	do	6,000	73	6,073
Cobar	1262	25.6m. to 46.4m. north of Tilpa	Construction	do	29,938	1,770*	28,168
Do	1262	52.1m. to 59.5m. north of State Highway No. 8	Gravelling	do	13,467	1,044*	12,423
Do	1279	Keewong to Warbreccan	Clearing, forming and draining	do	9,504	36,320	45,824
Cockburn	1032	8m. to 10.9m. south-east of Limbri	Construction	do		5,000	5,000
Do	1093	7.51m. to 9.19m. north of Attunga	do	do	15,000	19,000	34,000
Do	1093	4.5m. to 5.3m. north of Attunga	Culvert	do		3,400	3,400
Conargo	3179	Billabong Creek at Conargo	Prestressed concrete bridge and approaches	do	23,800	4,000	27,800
Coolah	1189	From Main Road No. 396 to 11.82m. from Piambra	Construction	do	23,200	430	23,630
Do	1304	Within the Shire	do	do	60,000	40,000	100,000
Do	1304	0m. to 4.57m. east from Trunk Road No. 55	do	do		17,132	17,132
Do	3130	Dennykymine Creek at Bell's Crossing, 2.5m. north of Merrygoen.	Reinforced concrete bridge	do	364	10,000	10,364
Coonabarabran	1232	South from State Highway No. 11 towards Garrawilla	Construction	do	12,000	14,000	26,000
Do	1269	0m. to 0.31m. east of Coonamble Shire Boundary	do	do		7,200	7,200
Coonamble	1269	16.5m. to 25m. west of Coonabarabran through Warrumbungle State Park.	do	do	20,000	56,000	76,000
Do	1269	Selected locations through Warrumbungle State Park	Provision of waterway and gravel pavement	do		10,000	10,000
Copmanhurst	1179	Section 2.91m. to 4.60m. Barrett's Creek to Upper Fine Flower	Construction	do	23,328	9,979	33,307
Corowa	3132	5.9m. east of Main Road No. 131	Reinforced concrete box culvert	do	10,000	4*	9,996
Crookwell	1271	3.5m. to 6.6m. from Main Road No. 201	Access road to Sylvia Vale	do	22,000	1,346	23,346
Cudgegong	3141	7.6m. to 12.45m. from Main Road No. 216	Concrete causeways and culverts	do	10,756	5,000	15,756
Do	3146	Wyaldra Creek	Bridge and approaches	do	56,000	18,139	74,139
Do	3169	Talbragar River at Merotherie	Low level timber beam bridge	do		5,000	5,000
Demondrille	3096	Murrumbidgee River at Jugiong	Prestressed concrete bridge	do	66,133	11,556	77,689
Dungog	3163	Dungog to Gresford-road 4m. westward of Dungog	Construction	do		31,000	31,000

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
Eurobodalla	1206	5m. to 6m. from Batehaven	Construction	Council	8,540	1,681*	6,859
Do	1206	4.62m. to 5m. from Batehaven	do	do	14,000	7,681	21,681
Gloucester	1150	11.95m. to 12.8m. north of Gloucester	Reconstruction	do	20,000	6,982	26,982
Do	1150	Flood Plain near North Tennis Bridge	Deviation	do	10,000	10,000*	20,000
Do	1150	Selected sections between North Tennis Bridge deviation and bridge at Carter's Crossing	Improvement	do	38,018	38,018	38,018
Do	1150	Little Manning Creek near Carter's Crossing	Reinforced concrete bridge and approaches	do	30,000	30,000	60,000
Do	1150	Bridge over Gloucester River	Longitudinal sheeting	do	1,066	1,066	1,066
Goobang	1249	13.08m. to 14.23m. from Bogan Gate	Construction	do	9,000	52	9,052
Do	1249	11.65m. to 13.08m. from Bogan Gate	do	do	11,418	11,418	11,418
Goodradigbee	1234	0m. to 1.4m. from Nottingham Creek	do	do	38,786	4,000	42,786
Grafton	1290	0m. to 2.1m. from State Highway No. 10	do	do	25,000	10,000	35,000
Guyra	1254	Guyra to Ward's Mistake	Extension of construction	do	20,000	4,000	24,000
Hastings	1261	Part Tom's Creek-road	Construction	do	13,220	1,300	14,520
Do	1261	7.7m. to 10.8m. from State Highway No. 10	Replacement of timber bridges	do	16,500	16,500	16,500
Do	1281	4.9m. to 6.3m. south-west of Comboyne	Construction	do	12,000	240*	11,760
Do	1285	4m. to 6m. south of State Highway No. 11	do	do	2,500	2,500	2,500
Do	3189	Selected sections of Kindee to Long Flat Brombin-road	do	do	12,600	12,600	12,600
Hay	3176	Sandy Creek	Timber beam bridge	do	5,009	5,009	5,009
Kyeamba	1117	Tarcutta Creek near Belmore	Prestressed concrete bridge and approaches	do	17,260	933	18,193
Do	3167	Borombola Estate, 1.62m. south to 3.87m. north of State Highway No. 14	Access roads	do	18,000	3,254	21,254
Do	3199	Clifton Estate, 0m. to 0.95m. south of Holbrook Shire Boundary	Construction	do	5,000	5,000	5,000
Kyogle	3180	11m. to 11.96m. from Trunk Road No. 83	Timber beam bridge and concrete causeways	do	12,000	12,000	12,000
Do	1129	Lowe's and Snow's Creeks	Reinforced concrete bridges	do	16,000	16,000	16,000
Do	1139	North of Tullibigeal and Weja	Gravelling	do	14,320	69	14,389
Lachlan	1029	11m. to 57.6m. from Bland Shire Boundary	do	do	5,369	11,534	16,903
Do	1029	Weja to Washpool Tank	Gravelling and construction of causeways	do	10,160	2,871	13,031
Liverpool Plains	1277	0m. to 8m. north of Developmental Road No. 1112	Construction	do	38,130	38,130	38,130
Macintyre	3174	0.5m. north-westerly from Main Road No. 134 at Reedy Creek	Low level timber bridge and approaches	do	7,600	1,057	8,657
Maclean	1245	Esk River to Woody Head	Construction and clearing	do	18,400	6,595	24,995
Do	1245	Esk River to Iluka, 5.8m. to 11m. from State Highway No. 10	Strengthening of gravel pavement	do	14,908	14,908	14,908
Do	1286	West of State Highway No. 10	Construction	do	15,000	15,000	15,000
Macleay	1048	Nulla Nulla Creek-road	do	do	21,000	21,000	21,000
Do	3151	Kempsey to Crescent Head-road	Reconstruction	do	70,204	3,026	73,230
Do	3164	0.6m. east of Belmore bridge to 3m. south	Construction	do	17,000	38*	16,962
Maitland	3143	3.25m. north of Main Road No. 101	Reinforced concrete box culvert and approaches	do	44,580	2,755*	41,825
Manning	1209	Wards Creek to the Shire Boundary, Walcha	Construction	do	13,000	831*	12,169
Do	1209	Bridge over Cooplacurripa River	Approaches	do	6,200	6,200	6,200
Do	1209	Wards Creek	Timber bridge	do	6,339	11,000	17,339
Do	1292	1.9m. to 3.4m. from State Highway No. 10	Reconstruction and bitumen surfacing	do	11,650	124*	11,526
Do	1292	3.4m. to 5.35m. from State Highway No. 10	do do do	do	18,000	884*	17,116
Do	3194	Caffreys Flat, 33.5m. from State Highway No. 10	Construction	do	7,750	12,750	20,500
Molong	1174	Bridge over Little River at Obley	Approaches	do	5,672	388	6,060
Do	1174	34.84m. to 36m. south of Dubbo	Construction	do	13,000	681	13,681
Do	1176	5.74m. to 6.34m. Myangle to Gumble	Reconstruction	do	6,328	2,170*	4,158
Do	1176	6.34m. to 7.5m. south of Main Road No. 234	Construction	do	9,984	9,984	9,984
Monaro	3190	Big Badja River 23m. from Cooma	Single lane bridge	do	4,000	4,000	4,000
Mulwaree	3135	Wollondilly River at Pomeroy	Low level bridge	do	22,440	306*	22,134
Mumbulla	1214	Carpenter's Creek at 3.1m. north of State Highway No. 4	Timber beam bridge	do	11,520	39*	11,481
Do	1214	3.1m. to 4.1m. north of State Highway No. 4	Reconstruction	do	13,039	13,039	13,039
Murray	1237	6.4m. to 11.1m. from Main Road No. 388	Construction	do	20,000	104	20,104
		do	Reinforced concrete bridge	do			

* 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, 1965	1965-66	To 30th June, 1966
					\$	\$	\$
Murray	1272	0m. to 3.5m. from Developmental Road No. 1236	Formation and gravelling	Council		10,000	10,000
Murrumbidgee	3104	MacDonald's Creek	Prestressed concrete bridge and approaches	do	17,000	15,000	32,000
Muswellbrook	3173	8.3m. to 11.3m. from Jerry's Plains	Construction	do	14,000	26,000	40,000
Nambucca	1075	9.5m. to 12.1m. from Sheet of Bark Junction	Reconstruction	do	13,984	722	14,706
Do	1075	12.10m. to 13.20m. from Main Road No. 533	Reconstruction and drainage	do		6,000	6,000
Do	1078	16m. to 17.5m. from Bowraville	Improvement and pavement strengthening	do		10,000	10,000
Do	1078	1.6m. from Bowraville	Replacement of bridge	do		226	226
Namoi	1182	28.06m. to 32.2m. from Narrabri	Construction	do	94,700	696*	94,004
Do	1242	0m. to 9.8m. from State Highway No. 17	Loam and gravelling	do		8,087	8,087
Nundle	3175	Sugarloaf Creek, 17.2m. from Nundle	Reinforced concrete bridge	do	6,000	18,000	24,000
Peel	1233	Goonoo Creek at 0.3m. from State Highway No. 11	Bridge and approaches	do	18,224	18,224	38,224
Do	1298	2.46m. to 4m. from Werris Creek Station-road	Construction	do		12,000	12,000
Rylstone	3100	3.75m. to 5.75m. from Ilford	do	do	12,578	507	13,085
Do	3165	Umbrella Creek, 26m. south-east of Rylstone	Bridge and approaches	do	36,000	14,000	50,000
Do	3187	Capertee River 15m. south of Rylstone	Prestressed concrete bridge	do		15,000	15,000
Scone	1109	10.01m. to 10.7m. from Main Road No. 105	Construction	do	8,551	123	8,674
Do	1259	4.15m. to 4.85m. from Dartbrook-road	do	do	16,400	44*	16,356
Do	1259	1.3m. to 3m. from Dartbrook-road	do	do	23,348	542	23,890
Do	3183	Gibbergunyah Creek	Reinforced concrete bridge	do		27,000	27,000
Severn	3118	2m. to 5.4m. north of Rangers Valley	Construction of culverts and causeways	do	10,000	756	10,756
Do	3182	2.5m. to 5.5m. north-west of State Highway No. 12 at Bald Nob	Forming, draining and gravelling	do	8,000	18,250	26,250
Do	3182	Five Mile Creek at 3m. from Dundee	Reinforced concrete box culvert	do		8,750	8,750
Snowy River	1297	Jacob's River southerly to Victorian Border at Willis	Construction	do	11,519	1,979*	9,540
Stroud	3116	0m. to 2.1m. from Horse Creek	do	do	13,120	1,022	14,142
Talbragar	1165	Minore to State Highway No. 7	do	do		4,495	4,495
Tallaganda	1268	Snowball to Monaro Shire Boundary	do	do	8,000	10,000	18,000
Tamarang	1267	3.94m. to 6.62m. south of Main Road No. 129	do	do	11,364	2,597	13,961
Tenterfield	1164	3m. south of State Highway No. 24	Forming and gravelling	do		16,000	16,000
Terania	1085	0m. to 3m. from Cawongla towards Lismore	Construction	do	16,156	80*	16,076
Do	1305	3.5m. north from Wadeville to Lillian Rock	Reconstruction	do	16,400	24,600	41,000
Tomki	1132	Pelican Creek	Timber beam bridge and approaches	do	24,087	15	24,102
Do	3157	0m. to 1.46m. Rambaldini's road	Construction	do		33,070	33,114
Do		0.18m. Rambaldini's road	Timber beam bridge	do		44	
Tumbarumba	1117	Schoolmaster's Creek	Reinforced concrete box culvert and approaches	do	13,473	197	13,670
Do	1171	Spring Creek	Box culvert	do	10,080	9,120*	960
Do	1265	From Main Road No. 282 at Paddy's Creek to 11.59m. at O'Hare's Crossing	Construction	do	70,324	1,000	71,324
Do	1265	Main Road No. 282 at Paddy's Creek to Section 3 and 4m. to 4.7m.	do	do		88,926	88,926
Do	3102	Indi River at Biggara	Timber and steel bridge	do	10,500	279	10,779
Tumut	1215	12.84m. from State Highway No. 4	Reinforced concrete box culvert	do	4,920	375*	4,545
Tweed	3148	3.80m., 4.80m. and 6.50m. from Uki on Main Road No. 142	Low level bridges	do	10,300	5,346	15,646
Do	3172	Tyalgum and Hopping Dicks Creeks, 2.5m. from Tyalgum	Bridges	do		5,000	5,000
Ulmara	1274	4m. to 5.5m. south of Tucabia	Construction	do	20,690	24*	20,666
Do	1274	5.5m. from Tucabia southward	do	do		4,334	4,334
Do	1290	2.12m. to 3.46m. through Bom Bom State Forest	do	do		43,362	43,362
Wade	1301	North Kooba Soldier Settlers-road	do	do	17,900	1,587*	16,313
Wakool	1146	Buccaneer Creek	Waterway	do	11,000	15*	10,985
Do	1236	Murray Shire to Cochran Creek	Gravelling	do		7,396	7,396
Do	1239	Main Road No. 319 to 8.4m. west	Construction	do	1,812	4*	1,808
Do	1239	6.5m. to 8.5m. west of Main Road No. 319 and 0m. to 1.9m. west of Developmental Road No. 1146	do	do	4,932	4,015	8,947
Walcha	1282	0m. to 2m. north of Carson's Forestry Road	do	do	70,000	30,000*	40,000
Do	1282	2m. to 4m. north of Carson's Forestry Road	do	do		30,000	30,000

* 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, 1965	1965-66	To 30th June, 1966
Walgett	1190	From 19.6m. from Main Road No. 127	Construction	Council	\$ 20,000	\$ 418*	\$ 19,582
Warren	3021	Booka-road, north of Marra Creek	Reshaping, forming and construction of causeways and pipe culverts	do	18,400	31*	18,369
Waugoola	1156	9m. from Gooloogong	Deviation	do	1,019	8,980	9,999
Wellington	1007	1.55m. to 5m. north of Walmer	Construction	do	24,294	216*	24,078
Do	1007	Gundy Creek	Construction of bridge and approaches	do .....	.....	28,000	28,000
Wentworth	1278	0m. to 30.4m. east of State Highway No. 22	Construction	do	26,200	7,000	33,200
Wingecarribee	1299	2.5m. to 6m. from Canyonleigh-road	do	do	10,000	28,000	38,000
Wollondilly	1302	3.6m. to 5.6m. from Main Road No. 259	Reconstruction and bitumen surfacing	do .....	.....	34,000	34,000
Woodburn	3120	Bungawalbyn Creek	Reinforced concrete bridge and approaches	do	38,635	11,523	50,158
Yallaro	1250	10m. to 14.24m. from Ashford Shire Boundary	Reconstruction	do .....	.....	31,400	31,400
Total Expenditure on road construction					1,380,489		
Payments to Councils for long service leave					747		
Total shown in Receipts and Payments Statements—Appendix No. 1 (C)					\$1,381,236		

*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 1965-66

Work by Councils

City, Municipal or Shire Area	State Highways	Tourist and Ordinary Main Roads	Secondary Roads	Total
	\$	\$	\$	\$
Ashfield		971	1,604	2,575
Auburn		17,652	5,632	23,284
Bankstown		7,414		7,414
Baulkham Hills		43,922		43,922
Blacktown		16,000		16,000
Blue Mountains		5,809	230*	5,579
Botany		90	302	392
Burwood		338	1,063	1,401
Camden		3,000		3,000
Campbelltown		14,000		14,000
Canterbury			18,332	18,332
Colo		41,111		41,111
Concord		6,652	1,134	7,786
Drummoyne		5,911	1,064	6,975
Fairfield		32,002	9,929	41,931
Hornsby		55,891	2,630*	53,261
Hunter's Hill			3,684	3,684
Hurstville		9,306	3,994	13,300
Kogarah		6,604		6,604
Ku-ring-gai		13,667	7,263	20,930
Lane Cove			5,176	5,176
Leichhardt			4,409	4,409
Liverpool		24,980	397	25,377
Manly		11,239	4,151	15,390
Marrickville		722	1,658	2,380
Mosman		3,908	1,537	5,445
North Sydney		986	514	1,500
Parramatta			12,120	12,120
Penrith		15,444	1,618	17,062
Randwick		888	3,457	4,345
Rockdale		9,230	3,564	12,794
Ryde		33,872	8,260	42,132
Strathfield		5,998	6,537	12,535
Sutherland		20,278	26,529	46,807
Sydney	4,556	121,309	25,456	151,321
Warringah		40,647		40,647
Waverley		7,669		7,669
Willoughby		3,310	5,650	8,960
Windsor			294	294
Wollondilly		13,046		13,046
Woollahra		19,629		19,629
	\$4,556	\$613,495	\$162,468	\$780,519
Allowances to councils for administration and supervision etc.				13,527
Total shown in Receipts and Payments Statements—Appendix No. 1 (A) (i)				\$794,046

* Credit

Appendix No. 10A

COUNTY OF CUMBERLAND MAIN ROADS FUND

MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES DURING THE YEAR 1965-66

Work by Department

Road No.	Location of Work	Amount	Total
STATE HIGHWAYS			
		\$	\$
1	Prince's Highway— May-street, St. Peters to the northern boundary of the City of Greater Wollongong at Waterfall	154,514	184,374
	Northern boundary of the City of Greater Wollongong to Main Road No. 185 at Thirroul (boundary of County of Cumberland)	29,860	
2	Hume Highway— State Highway No. 5 (Great Western Highway) at Ashfield to Prospect Creek including Lansdowne Bridge	62,822	131,755
	Prospect Creek to Leppington Corner at the western boundary of the City of Liverpool	41,152	
	Leppington Corner to the Nepean River at Camden including Camden Bridge (boundary of County of Cumberland)	27,781	
5	Great Western Highway— Johnstons Creek, Camperdown, to the eastern boundary of Blacktown Shire	65,148	166,917
	Eastern boundary of Blacktown Shire to the eastern boundary of Blaxland Shire at Victoria Pass	101,769	
10	Pacific Highway— Alfred-street, North Sydney, to Pearce's Corner at State Highway No. 13 (Pennant Hills-road), Wahroonga	45,169	118,245
	State Highway No. 13 (Pennant Hills-road), Wahroonga, at Pearce's Corner to the southern abutment of Peats Ferry Bridge	73,076	
13	State Highway No. 2 (Hume Highway) at Carramar to the southern junction with State Highway No. 5 (Great Western Highway) at Parramatta and from the northern junction with State Highway No. 5 to McArthur-street, North Parramatta and from Bettington-road, Dundas to Carlingford-road, Carlingford	40,501	55,112
	Main Road No. 373 (Carlingford-road) to State Highway No. 10 (Pacific Highway), Wahroonga at Pearce's Corner	14,611	
Total—State Highways			\$656,403

ORDINARY MAIN ROADS

139	Bridge over the railway line at Epping to Main Road No. 373 (Carlingford-road)	168	
154	Main Road No. 184 at Windsor to 5.25m. south of State Highway No. 5 (Great Western Highway)	22,302	
155	0m. to 2.5m. south of Main Road No. 184 at Richmond	1,540	
158	Main Road No. 165 (Victoria-road) at Ermington to State Highway No. 13 (Pennant Hills-road)	10,732	
162	Samuel-street, Mona Vale to First Rocks, St. Ives	33,905	
	Major bridges on council controlled length	802	
163	Main Road No. 184 to Richmond Air Station	432	
164	Narrabeen Lagoon to Beach-road, Palm Beach, including Narrabeen Bridges	47,884	
	Major bridges on council controlled lengths	29,166	
165	Glebe Island Bridge to Pittwater-road, Gladesville (including Glebe Island Bridge) and from Marsden-road to Church-street, Parramatta	120,363	
166	State Highway No. 10 (Pacific Highway), Lane Cove to Main Road No. 165 (Victoria-road, Gladesville)	16,125	
167	South-eastern side from Old Canterbury-road, Canterbury to Princess-street, Canterbury and thence full width to George's River, including Milperra Bridge	30,523	
	George's River to Main Road No. 512 at Liverpool	9,773	
170	Gardeners-road to Bumborah Point-road, Bunnerong	10,352	
171	Alison-road, Randwick to La Perouse	19,610	
172	Northern side from Jersey-road, Woollahra, to Queen-street and thence full width to Main Road No. 340 (Bronte-road), Bondi Junction ..	3,005	
174	Main Road No. 162 (Mona Vale-road), Terrey Hills, to the western end of General San Martin-drive near McCarrs Creek	8,980	
175	Main Road No. 171 (Bunnerong-road), Matraville to Prince Henry Hospital	1,653	
177	0m. at State Highway No. 2 (Hume Highway) to 1.40m. at the southern boundary of the City of Liverpool	1,526	
	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.	68,635	

Appendix No. 10A—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1965-66—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
ORDINARY MAIN ROADS—continued		\$	\$
178	Main Road No. 177 at Campbelltown to State Highway No. 2 (Hume Highway) at Narellan	10,175	
181	Main Road No. 184 at McGrath's Hill to Webb's Creek Ferry	11,032	
182	Main Road No. 184 at Windsor to the Hawkesbury River including Hawkesbury River Bridge	505	
183	Anzac-parade, Kingsford to State Highway No. 1 (Prince's Highway), Sydenham	9,672	
184	State Highway No. 13 (Pennant Hills-road), Parramatta to Hunt's Creek at the northern boundary of Parramatta City, including Hunt's Creek Bridge	312	
	Hunt's Creek to State Highway No. 5 (Great Western Highway) at Mount Victoria	89,931	
185	State Highway No. 1 (Prince's Highway) at Helensburgh to State Highway No. 1 at Thirroul	44,204	
190	Chapel-road and Rookwood-road	12,261	
191	Major bridges on council controlled length	497	
194	Botany-road, Mascot to Cook's River, Kyeemagh, including Cook's River Bridge	15,553	
199	Ramsgate-road, Ramsgate, to Taren Point	17,005	
200	Concord-road	5,445	
	Major bridges on council controlled length	6,079	
225	Main Road No. 181 at Wiseman's Ferry Village to Wiseman's Ferry	696	
309	State Highway No. 5 (Great Western Highway) to Department of Main Roads workshop, Granville	2,650	
315	State Highway No. 2 (Hume Highway), Enfield to Broadarrow-road, Beverly Hills	18,201	
317	Main Road No. 171 (Bunnerong-road), Matraville to Marine-parade, Maroubra	8,427	
327	Anzac-parade, Moore Park, to Belmore-road, Randwick	1,264	
328	Bridge over Middle Harbour at Roseville to Main Road No. 164 (Pitt-water-road), Brookvale, including Roseville Bridge	30,855	
344	Main Road No. 171 (Bunnerong-road), Matraville to Frogmore-street, Mascot	10,718	
366	Entrance to Ku-ring-gai Chase at 4m. north of State Highway No. 10 (Pacific Highway) at Turramurra to Mount Colah Lodge Gates ...	8,748	
373	Longueville-road, Lane Cove, to Lane Cove River, including Lane Cove River Bridge	31,264	
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	39,759	
397	Mountauban-avenue to Main Road No. 164 at Narrabeen	27,421	
508	State Highway No. 2 (Hume Highway) to Salt Pan Creek	41,373	
512	State Highway No. 1 (Prince's Highway) at Heathcote to Deadman's Creek at the boundary of Liverpool City	37,453	
	Deadman's Creek to State Highway No. 2 (Hume Highway) at Liverpool 0m. at State Highway No. 1 (Prince's Highway) at the top of Bulli Pass to 0.4m. at the County of Cumberland boundary	10,565	
513	State Highway No. 2 (Hume Highway) at Liverpool to State Highway No. 5 (Great Western Highway) at Eastern Creek	64	
515	Main Road No. 184 at Bell to the eastern boundary of Blaxland Shire ..	30,530	
516	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 ..	1,358	
525	Main Road No. 165 to Parramatta River	22,541	
532	Badgerys Creek to Main Road No. 154	6,670	
535	Main Road No. 535 to State Highway No. 5 (Great Western Highway) at St. Mary's	971	
536	South Creek to Main Road No. 184 at Richmond	3,786	
537	Main Road No. 155 at Agnes Banks to the eastern boundary of the City of Blue Mountains	4,637	
570	Main Road No. 165 (Victoria-road), Rydalmere, to Main Road No. 158 (Marsden-road), Dundas	5,449	
574	State Highway No. 10 (Pacific Highway) at Hornsby to State Highway No. 10 at Asquith	18,742	
587		2,366	
Total—Ordinary Main Roads			\$1,026,655
SECONDARY ROADS			
2034	Major bridges on council controlled length	371	
2045	Do do do do	3,402	
Total—Secondary Roads			\$3,773

Appendix No. 10A—continued

COUNTY OF CUMBERLAND MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1965-66—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
TOURIST ROADS		\$	\$
4005	Main Road No. 525 (General San Martin Drive) to West Head	17,067	
4020	Main Road No. 393 to Wattamolla Beach through Royal National Park	462	
4025	Main Road No. 393 to Garie Beach through Royal National Park	2,278	
4026	Main Road No. 162 to Main Road No. 191 through Lane Cove National Park	970	
4031	Captain Cook-drive to Cape Solander	9,702	
Total—Tourist Roads			\$30,479
SUMMARY			
State Highways		656,403	
Ordinary Main Roads		1,026,655	
			1,683,058
Secondary Roads			3,773
Tourist Roads			30,479
Bridges and ferries not on classified roads			154,418
Supervision, testing laboratory working expenses (net), traffic striping, signposting, suspense accounts, etc.			263,190
Total as shown in Receipts and Payments Statements—Appendix No. 1 (A) (i) ..			\$2,134,918

Appendix No. 11

COUNTRY MAIN ROADS FUND

PAYMENTS FOR MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES
DURING THE YEAR 1965-66

Work by Councils

City, Municipal or Shire Area	State Highways	Trunk, Tourist and Ordinary Main Roads	Total
	\$	\$	\$
Abercrombie	15,648	35,855	51,503
Albury		1,000	1,000
Armidale	2,000	1,200	3,200
Ashford	50,836	33,574	84,410
Bailina	100	1,933	2,033
Balranald	837	47,966	48,803
Barraba		26,871	26,871
Bathurst		881	881
Bega		210	210
Bellingen		33,023	33,023
Berrigan		22,282	22,282
Bibbenluke	31,762	22,137	53,899
Bingara		24,882	24,882
Bland	13,026	28,225	41,251
Blaxland		30,962	30,962
Bogan	16,000	37,500	53,500
Bombala	564	350	914
Boolooroo	5,227	23,100	28,327
Boomi	18,493	44,842	63,335
Boorowa		30,000	30,000
Boree		44,494	44,494
Bowral		2,500	2,500
Brewarrina		58,400	58,400
Broken Hill	13,000	10,924	23,924
Burrangong		38,116	38,116
Byron		14,945	14,945
Camden		1,571	1,571
Canobolas		29,072	29,072
Carrathool	12,092	97,221	109,313
Casino	8,836	3,431	12,267
Central Darling		46,000	46,000
Cobar	243	92,210	92,453
Cockburn		20,088	20,088
Coffs Harbour		33,127	33,127
Colo		28,077	28,077
Conargo		6,310	6,310

Appendix No. 11—continued

COUNTRY MAIN ROADS FUND—continued

Payments for Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during
the Year 1965-66—continued

Work by Councils—continued

City, Municipal or Shire Area	State Highways	Trunk, Tourist and Ordinary Main Roads	Total
	\$	\$	\$
Condoblin		5,453	5,453
Coolah		62,223	62,223
Coolamon		43,505	43,505
Cooma	6,000	820	6,820
Coonabarabran	17,803	23,521	41,324
Coonamble		27,398	27,398
Cootamundra		4,250	4,250
Copmanhurst		33,639	33,639
Corowa		12,598	12,598
Cowra	8,136	2,400	10,536
Crookwell		96,763	96,763
Cudgegong		65,756	65,756
Culcairn		21,314	21,314
Darling		90,893	90,893
Demondrille		29,021	29,021
Deniliquin	10,165	2,858	13,023
Dubbo	19,369	162	19,531
Dumaresq	2,420	37,080	39,500
Dungog		19,000	19,000
Eurobodalla		34,114	34,114
Forbes	6,000	16,685	22,685
Gilgandra	28,230	14,700	42,930
Glen Innes	4,000	1,357	5,357
Gloucester		17,114	17,114
Goobang		73,037	73,037
Goodradigbee		44,000	44,000
Gosford	615	62,083	62,698
Goulburn	347	2,460	2,807
Grafton	540	4,382	4,922
Greater Cessnock		76,416	76,416
Greater Wollongong	1,805	8,000	9,805
Grenfell	4,375	750	5,125
Gundagai		14,000	14,000
Gundurimba	11,983	29,316	41,299
Gunnedah	2,004	1,777	3,781
Gunning		37,437	37,437
Guyra		17,574	17,574
Hastings		17,457	17,457
Hay	84,800	18,255	103,055
Holbrook		16,495	16,495
Hume		7,000	7,000
Illabo		38,239	38,239
Imlay		41,329	41,329
Inverell	8,165	4,715	12,880
Jemalong	24,195	33,920	58,115
Jerilderie		11,545	11,545
Jindalee		27,010	27,010
Junee		1,000	1,000
Kempsey	1,223	2,828	4,051
Kiama		21,996	21,996
Kyeamba		24,218	24,218
Kyogle	8,794	61,412	70,206
Lachlan		107,879	107,879
Lake Macquarie	400	72,000	72,400
Leeton		23,693	23,693
Lismore	5,583	6,317	11,900
Lithgow		2,863	2,863
Liverpool Plains	33,640	35,993	69,633
Lockhart		32,800	32,800
Lyndhurst	13,424	7,097	20,521
Macintyre	50,802	35,902	86,704
Maclean	3,766	16,406	20,172
Macleay		26,572	26,572
Maitland	1,280	11,800	13,080
Manilla		16,963	16,963
Manning		61,326	61,326
Merriwa		64,312	64,312
Mitchell		25,591	25,591
Mittagong		40,500	40,500
Molong	839*	13,869	13,030
Monaro	55,324	302	55,626
Moree	1,158	2,465	3,623
Mudgee		3,180	3,180
Mullumbimby		2,443	2,443
Mulwaree		64,306	64,306
Mumbulla	1,103	40,503	41,606
Murray		13,500	13,500

* Credit

Appendix No. 11—continued

COUNTRY MAIN ROADS FUND—continued

Payments for Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during
the Year 1965-66—continued

Work by Councils—continued

City, Municipal or Shire Area	State Highways	Trunk, Tourist and Ordinary Main Roads	Total
	\$	\$	\$
Murrumbidgee		9,942	9,942
Murrumburrah		2,400	2,400
Murrurundi		7,659	7,659
Muswellbrook Municipality	632	1,667	2,299
Muswellbrook Shire		22,000	22,000
Nambucca		9,786	9,786
Namoi		88,326	88,326
Narrabri	7,991	500	8,491
Narraburra		14,536	14,536
Narrandera		3,500	3,500
Narromine		774	774
Newcastle	17,549	20,000	37,549
Nundle		18,886	18,886
Nymboida		40,955	40,955
Nyngan	571	272	843
Oberon		22,541	22,541
Orange	2,007	2,776	4,783
Parkes		4,660	4,660
Patrick Plains		32,610	32,610
Peak Hill		373	373
Peel	30,000	16,952	46,952
Port Macquarie	678	2,000	2,678
Port Stephens		28,969	28,969
Queanbeyan		14,000	14,000
Quirindi		3,498	3,498
Rylstone		45,508	45,508
Scone		42,000	42,000
Severn	16,328	23,019	39,347
Shellharbour		3,000	3,000
Shoalhaven		17,680	17,680
Singleton	20*	1,644	1,624
Snowy River		34,306	34,306
Stroud		50,401	50,401
Talbragar		6,293	6,293
Tallaganda		86,133	86,133
Tamarang		50,000	50,000
Tamworth	4,000	559*	3,441
Taree	1,300	3,541	4,841
Temora		5,421	5,421
Tenterfield Municipality	8,345		8,345
Tenterfield Shire	68,977	7,816	76,793
Terania		52,024	52,024
Timbregongie		34,000	34,000
Tintenbar	4,797	10,995	15,792
Tomki	6,558	33,661	40,219
Tumbarumba		34,440	34,440
Tumut	33,000	8,000	41,000
Turon		21,000	21,000
Tweed		25,380	25,380
Ullmarra		6,066	6,066
Uralla	591	42,075	42,666
Urana		28,642	28,642
Wade		16,680	16,680
Wagga Wagga	26	1,505	1,531
Wakool	9,322	84,009	93,331
Walcha	36,315	1,924	38,239
Walgett	14,200	51,000	65,200
Warren		48,000	48,000
Waugoola	22,828	21,458	44,286
Weddin	30,200	19,308	49,508
Wellington	1,923*	35,286	33,363
Wentworth	2,014	32,230	34,244
Windouran	22,854	16,863	39,717
Wingham		3,718	3,718
Wingecarribee		22,000	22,000
Wollondilly		18,904	18,904
Woodburn		8,984	8,984
Wyong		21,229	21,229
Yallaroi	39,200	24,913	64,113
Yarrowlumlula	9,000	34,000	43,000
Yass		2,980	2,980
Young		9,020	9,020
	\$992,614	\$4,579,215	\$5,571,829
Allowances to councils for administration and supervision etc.			135,921
Total shown in Receipts and Payments Statements—Appendix No. 1 (B) (i)			\$5,707,750

* Credit

Appendix No. 11A

COUNTRY MAIN ROADS FUND

MAINTENANCE AND MINOR IMPROVEMENT OF MAIN ROADS, BRIDGES AND FERRIES DURING THE YEAR
1965-66*Work by Department*

Road No.	Location of Work	Amount	Total
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	289,684	
	Southern boundary of Shoalhaven Shire to the border of Victoria ..	194,622	484,306
	North-South Arterial Road— State Highway No. 1 at 1.22m. north of Wollongong to State Highway No. 1 at 1.53m. south of Wollongong	-	17,209
2	Hume Highway— Nepean River at Camden to Uringalla Creek at the eastern boundary of Mulwaree Shire	176,849	
	Eastern boundary of Mulwaree Shire to the western boundary of Gunning Shire (excluding the concrete section from 2.74m. to 3.47m. from the eastern boundary of the City of Goulburn)	143,542	
	Western boundary of Gunning Shire to the western boundary of Gundagai Shire at 6.39m. north of Tarcutta	239,992	
	Western boundary of Gundagai Shire to the border of Victoria at Albury	132,478	692,861
3	Federal Highway— Junction with State Highway No. 2 to the northern boundary of the Australian Capital Territory		38,420
4	Snowy Mountains Highway— Tathra Wharf to the top of Brown Mountain at the eastern boundary of Monaro Shire 37.3m. west of Bega	62,966	
	1m. west of Cooma to the western boundary of Snowy River Shire 9m. north of Kiandra	84,725	
	Southern boundary of Gundagai Shire to State Highway No. 2 approximately 12m. north of Tarcutta	4,609	152,300
5	Great Western Highway— Eastern boundary of Blaxland Shire to State Highways Nos. 6 and 7 at Bathurst		70,980
6	Mid-Western Highway— State Highway No. 5 to the western boundary of the City of Bathurst State Highway No. 17 at Marsden to the western boundary of Bland Shire	513 19,650	
	Western boundary of Bland Shire to 1.0m. east of Hay	11,680	31,843
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	186 175,874	
	Eastern boundary of Warren Shire to the border of Queensland, excluding the length within Nyngan Municipality	162,004	338,064
8	Barrier Highway— Eastern boundary of Cobar Shire to the eastern boundary of Central Darling Shire excluding 0.8m. within the town of Cobar	54,372	
	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	91,909	146,281
9	New England Highway— Hunter River at Hexham to Wallis Creek including Wallis Creek bridge	18,473	
	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	101,290	
	Southern boundary of Scone Shire to the northern boundary of Dumaresq Shire excluding the length of 5.73m. within the City of Tamworth	226,187	
	44.6m. south of Glen Innes at southern boundary of Guyra Shire to 49m. north of Glen Innes near Bluff Rock railway station	144,504	490,454

Appendix No. 11A—continued

COUNTRY MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1965-66—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
STATE HIGHWAYS—continued			
		\$	\$
10	Pacific Highway—		
	Hawkesbury River to the northern boundary of Gosford Shire	61,776	
	Northern boundary of Gosford Shire to Highfields-parade, Highfields	128,878	
	Southern abutment of Ironbark Creek Bridge to the junction of State		
	Highway No. 10 and Trunk Road No. 90	66,993	
	Junction of State Highway No. 10 and Trunk Road No. 90 to Manning		
	River at Taree	110,715	
	Old boundary of Taree Municipality at Chatham to the northern		
	boundary of Macleay Shire, excluding 0.75m. through the town of		
	Kempsey	156,466	
	Northern boundary of Macleay Shire to the southern boundary of		
	Macleay Shire	256,682	
	Harwood Ferry on the Clarence River	106,602	
	3.7m. north of Maclean to Grant-street, Ballina, and Tamar-street,		
	Ballina to the border of Queensland	303,898	
			1,192,010
11	Oxley Highway—		
	State Highway No. 10 to the western boundary of Hastings Shire . .	86,505	
	Eastern boundary of Cockburn Shire to State Highway No. 9 at		
	Bendemeer	4,880	
	Belar Creek at approximately 9m. west of Coonabarabran to the eastern		
	boundary of Warren Shire at Collie	70,031	
	Main Road No. 202 at 15.35m. east of Nevertire to State Highway		
	No. 7 at Nevertire	13,647	
			175,063
12	Gwydir Highway—		
	Western boundary of the City of Grafton to Camp Creek including		
	Camp Creek Bridge	31,199	
	Camp Creek at 56.29m. east of Glen Innes to 3.24m. east of Glen Innes		
	Major bridges on council controlled length	50,380	
		1,972	
			83,551
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	93,962	
	Eastern boundary of Murrumbidgee Shire to 4.8m. east of Hay	53,340	
	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	248,193	
			395,495
15	Barton Highway—		
	Northern boundary of the Australian Capital Territory to State		
	Highway No. 2 near Yass		21,149
16	Bruxner Highway—		
	State Highway No. 10 to Emigrant Creek and from 0.95m. west of		
	Casino to 49m. west of Casino at Drake	69,133	
	Boggabilla to the border of Queensland at Goondiwindi	4,196	
			73,329
17	Newell Highway—		
	Murray River to the western boundary of Urana Shire	59,141	
	Western boundary to Urana Shire to the southern boundary of		
	Coolamon Shire	40,317	
	Southern boundary of Coolamon Shire to junction with State Highway		
	No. 6 near Wyalong	23,941	
	Southern boundary of Goobang Shire at 9.56m. north of Forbes to		
	Gilgandra, excluding the length of 2.59m. within Dubbo Municipi-		
	pality	121,041	
	Northern boundary of Coonabarabran Shire to the southern boundary		
	of Boolooroo Shire excluding the length of 3.10m. within Narrabri		
	Municipality	47,267	
	Southern boundary of Boolooroo Shire to Boggabilla excluding		
	length in Moree Municipality	64,294	
			356,001

Appendix No. 11A—continued

COUNTRY MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1965-66—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
STATE HIGHWAYS—continued			
		\$	\$
18	Castlereagh Highway— Southern boundary of Coonamble Shire to the Queensland border, excluding approximately 1m. through the town of Walgett		117,512
19	Monaro Highway— Major bridges on council controlled length		24,813
20	Riverina Highway— Murray River at and including Bethanga Bridge to Main Road No. 299 at 61.65m. west of Albury	31,628	
	Western boundary of Corowa Shire to the eastern boundary of Deniliquin Municipality	26,719	58,347
21	Cobb Highway— Murray River to the southern boundary of Deniliquin Municipality 4m. north of Hay to the boundary of Carrathool Shire near Mossiel Southern boundary of Central Darling Shire near Mossiel to State Highway No. 8 near Wilcannia	27,277 49,761 28,257	105,295
22	Silver City Highway— State Highway No. 14 at Buronga to 104.7m. north of Wentworth including spur to Abbotsford Bridge over the Murray River (0.12m.) but excluding the length between Wentworth Bridge and 1m. north 104.7m. north of Wentworth to the Queensland border at Warri Gate excluding the full length of 7.01m. within the City of Broken Hill ..	32,642 137,701	170,343
25	State Highway No. 1 near Macquarie Rivulet at 63.43m. from Sydney to intersection with State Highway No. 2 at Cross Roads, 94.61m. from Sydney		103,856
	Total—State Highways		\$5,339,482
TRUNK ROADS			
51	Major bridges on council controlled length	1,912	
55	Do do do do	3,962	
56	Do do do do	1,478	
57	Do do do do	14,763	
63	Do do do do	4,844	
66	Boundary of Central Darling Shire at 55.6m. to the boundary of Broken Hill City at 2.5m. east of Broken Hill	4,878	
67	Major bridges on council controlled length	4,703	
68	Do do do do	13,069	
70	Do do do do	1,035	
74	Do do do do	701	
75	Do do do do	2,305	
77	Do do do do	1,721	
80	Do do do do	4,079	
81	State Highway No. 8 at 2.2m. to Silverton at 14.32m. west of Broken Hill	2,644	
83	Major bridges on council controlled length	9,735	
86	Do do do do	8,153	
	Total—Trunk Roads		\$79,982
ORDINARY MAIN ROADS			
101	Major bridges on council controlled length	15,829	
102	Do do do do	3,944	
104	Major ferries on council controlled length	67,927	
108	Do do do do	551,267	
111	Major bridges on council controlled length	5,268	
128	Do do do do	11,558	
145	Do do do do	281	
147	Major ferries on council controlled length	28,474	
148	Major bridges on council controlled length	1,144	
149	Major ferries on council controlled length	23,966	
152	Major bridges on council controlled length	16,725	
179	Do do do do	110	

Appendix No. 11A—continued

COUNTRY MAIN ROADS FUND—continued

Maintenance and Minor Improvement of Main Roads, Bridges and Ferries during the Year
1965-66—continued

Work by Department—continued

Road No.	Location of Work	Amount	Total
ORDINARY MAIN ROADS—continued			
		\$	\$
182	Hawkesbury River at Windsor to Main Road No. 503 at Wilberforce including Windsor Bridge	1,218	
197	Major bridges on council controlled length	130	
198	Do do do do	106	
208	Do do do do	438	
209	Do do do do	10,487	
217	Do do do do	4,481	
220	Do do do do	149	
222	Do do do do	7,447	
226	Do do do do	6,679	
232	Do do do do	2,688	
233	Do do do do	8,150	
244	Do do do do	326	
249	Do do do do	32,097	
250	Do do do do	1,874	
253	State Highway No. 5 at Hartley to Main Road No. 520	476	
259	Southern boundary of Camden Municipality at 2.65m. to 20.05m. west of State Highway No. 2 at Camden	37,609	
261	State Highway No. 1 near Bomaderry to the northern boundary of Shoalhaven Shire	28,845	
270	Major bridges on council controlled length	135	
272	Do do do do	3,840	
286	Snowy River at Jindabyne to the summit of Mount Kosciusko, including Jindabyne Bridge	92,516	
293	State Highway No. 1 to Bomaderry railway station and branch road to railway goods yard	517	
307	Main Road No. 261 to Cambewarra Lookout	799	
314	Major bridges on council controlled length	973	
319	Do do do do	5,814	
321	Do do do do	23,690	
357	Do do do do	516	
369	Major ferries on council controlled length	3,777	
391	Do do do do	7,072	
403	Major bridges on council controlled length	3,705	
405	Main Road No. 429 at Wanaaring to the border of South Australia at Hawker Gate	7,850	
	Major bridges on council controlled length	153	
411	Do do do do	900	
423	Do do do do	11	
428	State Highway No. 22 at 35m. north of Broken Hill to Kayrunnera ..	15,489	
429	Northern boundary of Central Darling Shire to the western boundary of Darling Shire at Willara Crossing (Paroo River)	2,320	
437	Major bridges on council controlled length	3,858	
501	Do do do do	1,607	
502	Main Road No. 513 at Wollongong to Main Road No. 179 near Wilton ..	11,853	
503	Main Road No. 182 at Wilberforce to the southern boundary of Patrick Plains Shire	76,713	
	Southern boundary of Patrick Plains Shire to Parson's Creek at 16m. south of Singleton, including Parson's Creek Bridge	67,983	
507	Major bridges on council controlled length	6,538	
513	State Highway No. 1 at the top of Bulli Pass to State Highway No. 1 at North Wollongong	61,659	
516	Eastern boundary of Blaxland Shire to the eastern boundary of the City of Lithgow	7,434	
522	Major bridges on council controlled length	1,462	
556	Major ferries on council controlled length	30,419	
567	Major bridges on council controlled length	28,888	
572	Do do do do	5,491	
575	Do do do do	255	
583	Do do do do	29,826	
Total—Ordinary Main Roads			\$1,373,756
TOURIST ROADS			
4022	State Highway No. 10 at Hastings River to State Highway No. 11 at Port Macquarie		\$6,817
SUMMARY			
	State Highways	5,339,482	
	Trunk Roads	79,982	
	Ordinary Main Roads	1,373,756	
	Tourist Roads	6,817	
	Bridges and Ferries not on classified roads		6,800,037
	Supervision, testing laboratory working expenses (net), traffic striping, signposting, suspense accounts, etc.		111,078
			265,372
Total as shown in Receipts and Payments Statement—Appendix No. 1 (B) (i) ..			\$7,176,487

Appendix No. 12

PROCLAMATION OF MAIN ROADS 1965-66

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
Blaxland and Oberon	15-10-65	558	From the Oberon-Tarana road (Main Road No. 255) at Oberon generally easterly to the Hartley-Jenolan Caves road (Main Road No. 253) near Hampton.	m. ch. 14 75
Greater Cessnock	11-3-66	597	Richmond Vale road, from the Mulbring-Kurri Kurri road (Main Road No. 195) generally northerly and north-easterly to the West Wallsend-Kurri Kurri road (Main Road No. 223).	2 72
Cudgegong and Merriwa	29-4-66	598	From the Mudgee-Coolah road (Trunk Road No. 55) at Gulgong generally north-easterly via Wyaldra to the Mudgee-Cassilis road (Main Road No. 214) at Ulan.	15 10
Parramatta	24-6-66	309	From the intersection of Berry Street and Parramatta Road (Great Western Highway, State Highway No. 5) Clyde via Berry Street and its extension to Unwin Street and via Aston Street railway level crossing, Aston Street, the bridge over the Parramatta River and Rydalmere Avenue to Victoria Road (Main Road No. 165) Rydalmere.	1 30

In addition by *Government Gazette* of the 25th February, 1966 and proclamation, the description of the route of the Snowy Mountains Highway (State Highway No. 4) and Main Road No. 273 was altered following completion of construction of a deviation altering the junction of the Snowy Mountains Highway with the Prince's Highway approximately 4 miles north of Bega.

By *Government Gazette* of the 29th April, 1966 the proclamation of the description of Main Road No. 391 was altered following the construction of the bridge over the Murray River at Barmah.

Appendix No. 12A

PROCLAMATION OF TOURIST ROADS 1965-66

During the year the following Tourist Roads were proclaimed

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Mileage
Greater Wollongong	9-7-65	4042	Queen Elizabeth Drive, Mount Keira, from Mount Keira Road (Main Road No. 186) to Mount Keira Lookout.	m. ch. 0 60
Blue Mountains	15-10-65	4039	That part of the Mitchell Pass Road from the Great Western Highway (State Highway No. 5) near Emu Plains generally westerly for approximately 1.45 miles including a proposed deviation across Lapstone Creek downstream of Lennox Bridge.	1 36
Snowy River	15-10-65	4043	That section of the Alpine Way from the junction with Main Road No. 286 at approximately 1.9 miles from Jindabyne to the limit of the length dedicated as a public road near Wollondibby Creek near Penderlea.	6 16
Wingecarribee	15-10-65	4044	Gullies Road, from the southern end of Church Street, Bundanoon at approximately 14 chains south of Main Road No. 569 generally southerly for a length of approximately 50 chains to the northern boundary of Bundanoon Gullies Reserve.	0 50
Snowy River	25-2-66	4040	From Main Road No. 286 approximately 11 miles west of Berridale generally northerly to Rocky Plain.	10 32
Port Stephens	25-2-66	4045	From the intersection of Boulder Bay Road and Bent Street in Fingal Bay village generally westerly to Skate Bay; thence generally north-westerly to the Anna Bay Loop road at a point approximately 10 chains southerly from portion 195, Parish of Tomaree, County of Gloucester.	3 60
Abercrombie	29-4-66	4046	From the Orton Park-Davey's Creek road at Davey's Creek generally south-easterly to Ben Chifley Dam.	1 08

Appendix No. 13

DECLARATION OF SECONDARY ROADS 1965-66

During the year the following Secondary Roads were declared

City, Municipal or Shire Area	Date of Declaration	Road No.	Description	Mileage
Rockdale	29-10-65	2079	President Avenue, Kogarah from the Prince's Highway (State Highway No. 1) to the Grand Parade (Main Road No. 194).	m. ch. 0 76
Do	29-10-65	2080	From the junction of Sandringham Street and Rocky Point Road (Main Road No. 199) Sans Souci, via Sandringham Street and the Grand Parade to Ramsgate Road (Main Road No. 194) Ramsgate.	1 15
Ryde	29-10-65	2081	From Marsden Road (Main Road No. 158) Brush Farm via Rutledge Street, First Avenue and Ryedale Road to Blaxland Road (Main Road No. 139) Eastwood.	1 26
Penrith	29-4-66	2082	Henry Street, Penrith from the junction with High Street (Great Western Highway, State Highway No. 5) near Riley Street easterly to the junction with High Street near Kendall Street.	0 67
Sydney	13-5-65	2083	Elizabeth Street, from the intersection with Cleveland Street (Main Road No. 330) Redfern to the intersection with Bourke Street (Secondary Road No. 2008) Waterloo.	0 78
Sutherland	13-5-65	2075	From the junction of President Avenue and Prince's Highway (State Highway No. 1) Sutherland via President Avenue to Kingsway (Main Road No. 227) Caringbah and from President Avenue via Kiora Road and the Boulevard to Taren Point Road (Main Road No. 199).	1 20

Appendix No. 14

PROCLAMATION OF DEVELOPMENTAL ROADS 1965-66

During the year the following new Developmental Roads were proclaimed

Shire Area	Date of Proclamation	Road No.	Description	Mileage
Wade	30-7-65	1308	The road serving Nericon Vegetable Farms from the junction with the Griffith-Boorga road at approximately 7.5 miles north of Griffith generally northerly for approximately 3.5 miles.	m. ch. 3 40
Eurobodalla	10-6-66	1206	That part of the road from Batehaven to Rosedale from a point near Mosquito Bay approximately 6.9 miles from the Prince's Highway (State Highway No. 1) Pretty Point to the junction of the South Rosedale road.	3 59

Appendix No. 14—continued

DEPROCLAMATION OF DEVELOPMENTAL ROADS 1965-66

During the year the following Developmental Roads were deproclaimed or partly deproclaimed

City, Municipal or Shire Area	Date of Proclamation	Road No.	Description	Mileage
Maclean	9-7-65	1049	The road from Ashby Dock on the Clarence River generally north-westerly to the western boundary of Portion 45, Parish of Ashby, County of Clarence.	m. ch. 4 00
Wakool	9-7-65	1146	From the Moulamein-Barham road near Moulamein generally southerly for approximately 18.15 miles to the junction with Developmental Road No. 1239 north of the Wakool River.	18 09
Jemalong	23-7-65	1199	From the Forbes-Condobolin road (Main Road No. 377) at Portion 10, Parish of Towyal, County of Gipps at approximately 24 miles west of Forbes, generally southerly to a point approximately 12.6 miles south of Main Road No. 377 at the junction with the road to Burcher.	12 48
Blaxland and Oberon	15-10-65	1276	From the Oberon-Tarana road (Main Road No. 255) at Oberon generally easterly to the Hartley-Jenolan Caves road (Main Road No. 253) near Hampton.	14 75
Holbrook	15-10-65	1229	From the Carabost-Humula road approximately 1 mile north of Main Road No. 284 generally easterly and south-easterly to the southern boundary of Portion 160, Parish of Bulalgee, County of Wynyard.	3 50
Do	15-10-65	1230	From the Holbrook-Jingellic road (Main Road No. 331) north-easterly through the Yarara-Coppabella War Service Land Settlement subdivision to the eastern boundary of Portion 106, Parish of Yarara, County of Goulburn.	5 40
Goobang	15-10-65	1249	From Shire Road No. 104 at the north-western corner of Portion 12, Parish of Weridgery, County of Kennedy generally north-easterly to Shire Road No. 76 near the north-west corner State Forest No. 237, Parish of Wombin, County of Kennedy.	12 40
Tumut	15-10-65	1215	The Yaven Creek road from the Snowy Mountains Highway (State Highway No. 4) near Nacka Nacka Creek about 5 miles west of Adelong, generally southerly to a point approximately 12 miles south of the Snowy Mountains Highway.	12 00
Talbragar	14-1-66	1135	From a point near Terrabella Bridge 18 miles, 1450 feet south of Dubbo generally easterly to the western boundary of Portion 21, Parish of Benelong, County of Gordon, thence southerly via Nubingerie Railway Siding to the south-western corner of Portion 30, Parish of the Springs, County of Gordon; thence easterly to the bridge over the Little River near Arthurville.	12 02
Tomki	14-1-66	1132	The Spring Grove road from the road junction within Portion 43, Parish of Tomki, County of Rous at a point approximately 15 chains west of portion 249 generally easterly to the north-eastern boundary of Tomki Shire at Pelican Creek.	5 05
Culcairn and Urana	11-3-66	1152	That part of the Rand-Four Corners road from a point approximately one mile south of the Albury-Urana road (Main road No. 125) generally southerly to the Daysdale-Walbundry road (Main Road No. 331) being a boundary road between Culcairn and Urana Shires.	4 30
Molong	11-3-66	1174	From the Wellington-Parkes road (Main Road No. 233) at Yeoval via Obley generally northerly to the Talbragar Shire boundary.	12 41
Nundle and Peel	10-6-66	1233	From and including the crossing of Middlebrook Creek approximately 10½ miles east of Nundle on the road known as Lindsay's Gap road westerly to the junction with Middlebrook road.	0 50
Gloucester and Stroud	10-6-66	1110	That part of the Gloucester to Bulahdelah road from Trunk Road No. 90 near Gloucester generally southerly to a point 3.5 miles south of Trunk Road No. 90.	3 40

Appendix No. 15

PROCLAMATION OF DEVELOPMENTAL WORKS 1965-66

During the year the following Developmental Works were proclaimed

Shire Area	Date of Proclamation	Work No.	Description
Cobar	23-7-65	3200	The construction of the following works on the Barnato-Windara road (mileages from the Barrier Highway, State Highway No. 8) near Barnato. (a) Gravel causeways at 5.2 miles with formed and gravelled approaches 5.1 miles to 5.9 miles including raised formation near 5.3 miles. (b) Gravel causeway with raised and gravelled formation over a length of approximately $\frac{1}{2}$ mile at 7.8 miles. (c) Causeways at 8.9 miles and 9.2 miles together with raised formation 8.9 miles to 9.2 miles. (d) Gravel causeway with relief pipe culvert together with raised formation in approaches at 11.2 miles.
Hastings	15-10-65	3189	The construction of a length of approximately 4.3 miles of the Brombin-Long Flat-Kindee road from a point approximately 18.3 miles west of Main Road No. 575 within Portion 127, Parish of Albert, County of Macquarie, generally westerly along the northern side of the Hastings River to Developmental Road No. 1094 at about $\frac{1}{2}$ mile north of the Kindee Bridge over the Hastings River.
Nymboida	29-10-65	3201	The construction of part of the road from the Gwydir Highway (State Highway No. 12) near Dandahra Creek to Broadwater. Commencing at a point on the Gwydir Highway between Middle Creek and Dandahra Creek and thence generally north-easterly across Gundah Creek to a point 37 chains southerly from the northern boundary of Portion 90, Parish of Coombadjha, County of Drake on the western side of the Mann or Mitchell River.
Bellingen	29-10-65	3203	The construction of a timber beam bridge on the Harness Cask road 0.7 miles westerly from Main Road No. 119 near Bostobrick.
Kyeamba	14-1-66	3203	The construction of part of the road from Little Billabong toward Westby extending from the Holbrook Shire Boundary within "Clifton" Closer Settlement Estate generally northerly for approximately 2.2 miles toward Westby.
Jindalee	14-1-66	3204	The construction of the following works on the Yammintree road. (a) Bridge and immediate approaches over Stoney Creek at approximately 4.8 miles from Trunk Road No. 87 near Brawlin. (b) Road construction comprising earthworks, drainage formation and gravel pavements from the top of the hill at approximately 6.5 miles to 7.5 miles and between approximately 9 miles to 10 miles from Trunk Road No. 87 including crossings over Mountain Station Creek and Brawlin Creek.
Warren	14-1-66	3205	The construction of a bridge and immediate approaches over Bulgeraga Creek on the Quambone-Coolabah road.
Walgett	25-2-66	3207	The construction of a low level bridge over Pian Creek on the Bugilbone-Pian Creek-Rowena road at approximately 10 miles north of Bugilbone.
Kyogle	11-3-66	3180	The construction of six concrete causeways on Grady's Creek Road at approximately 11 miles, 11.15 miles, 11.4 miles, 11.53 miles, 11.77 miles and 11.96 miles from Trunk Road No. 83.
Manilla	6-5-66	3208	The construction of a two way feeder road together with causeways on the Woodsreef to Kingstown road between 7.4 miles and 9.2 miles from the Manilla-Barraba Shire boundary.
Leeton	29-4-66	3206	The construction of concrete causeways at chainage 0m. 100 feet, 0m. 2222 feet and 1 mile 180 feet southerly from Euroley Bridge on the Euroley Bridge road between Trunk Road No. 80 and the Sturt Highway (State Highway No. 14).
Port Stephens	10-6-66	3209	The construction of that part of the Salt Ash-Lemon Tree Passage road from the end of Main Road No. 294 at Salt Ash Wharf to the turn-off to Mallabula a length of approximately 6.2 miles.

Appendix No. 15—continued

DEPROCLAMATION OF DEVELOPMENTAL WORKS 1965-66

During the year the following Developmental Works were deproclaimed

Shire Area	Date of Proclamation	Work No.	Description
Kyogle	11-3-66	3180	The construction of low level timber bridges at approximately 11 miles and 11.15 miles on Grady's Creek Road, mileages measured from Trunk Road No. 83.
Cudgegong	29-4-66	3146	The construction of a bridge over Wyaldra Creek on the road from Gulgong to Ulan.

Appendix No. 16

MILEAGE OF MAIN, SECONDARY, TOURIST AND DEVELOPMENTAL ROADS IN
NEW SOUTH WALES

	At 30th June				
	1962	1963	1964	1965	1966
County of Cumberland Area—					
State Highways	194	194	194	196	196
Ordinary Main Roads	653	653	653	664	665
Total all Main Roads	847	847	847	860	861
Secondary Roads	100	115	132	138	144
Tourist Roads	31	36	50	50	51
Developmental Roads	14	14	14	13	14
Total all Classified Roads	992	1,012	1,043	1,061	1,070
Country Area—					
State Highways	6,299	6,338	6,339	6,335	6,334
Trunk Roads	4,163	4,116	4,163	4,153	4,159
Ordinary Main Roads	10,994	10,980	10,937	10,963	10,996
Total all Main Roads	21,456	21,434	21,439	21,451	21,489
Tourist Roads	23	34	86	130	155
Developmental Roads	3,069	3,043	3,004	3,008	2,875
Total all Classified Roads	24,548	24,511	24,529	24,589	24,519
Total for whole State—					
State Highways	6,493	6,532	6,533	6,531	6,530
Trunk Roads	4,163	4,116	4,163	4,153	4,159
Ordinary Main Roads	11,647	11,633	11,590	11,627	11,661
Total all Main Roads	22,303	22,281	22,286	22,311	22,350
Secondary Roads	100	115	132	138	144
Tourist Roads	54	70	136	180	206
Developmental Roads	3,083	3,057	3,018	3,021	2,889
Total all Classified Roads	25,540	25,523	25,572	25,650	25,589*

* In addition to the above, the Department is responsible for the full cost of works on unclassified roads in the unincorporated area of the Western Division; the length of these roads totalled 1,137 miles at 30th June, 1966.

Appendix No. 17

DISTRIBUTION BETWEEN THE DEPARTMENT AND COUNCILS OF RESPONSIBILITY
FOR CARE AND CONTROL OF ROADS AT 30TH JUNE, 1966, IN ACCORDANCE
WITH THE PROVISIONS OF THE MAIN ROADS ACT, 1924-65

	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—			
State Highways	192	4,762	4,954
Trunk and Ordinary Main Roads in the Eastern and Central Divisions, other than the County of Cumberland .....	.....	246	246
Ordinary Main Roads in the County of Cumberland	378	.....	378
Unincorporated area of the Western Division—			
Trunk and Ordinary Main Roads .....	.....	458	458
Unclassified roads .....	.....	1,137	1,137
(b) Where work was carried out for the Department by Councils—			
State Highways	4	1,572	1,576
Ordinary Main Roads in the County of Cumberland	287	.....	287
2. Roads which are the responsibility of councils assisted by the Depart- ment of Main Roads—			
Trunk and Ordinary Main Roads, other than in the County of Cumberland .....	.....	14,451	14,451
Total	861	22,626	23,487

* County of Cumberland refers to the area defined in Part IV, Section 9 of the Main Roads Act 1924-65.