

In addition to the ditches shown, the Contractor is required to estimate and provide for the construction of 100 chains of ditching of the above dimensions and descriptions at undefined places.

The following streams shall be diverted into the positions shown on the **Stream diversions**.
general plan :—

- No. 1. Abbott's Creek near $\frac{5}{37}$.
 No. 2. Branches of Abbott's Creek near $\frac{6}{37}$.
 No. 3. Branch of Owhiro Creek near $\frac{9}{45}$.
 No. 4. Owhiro Creek from $\frac{1}{10}$ to $\frac{1}{15}$.
 No. 5. Creek near $\frac{3}{5}$.
 No. 6. Mouth Tokomairiro River near $\frac{3.5}{2.5}$.
 No. 7. Creek near $\frac{3.9}{4.0}$.

Nos. 1, 3, and 4, 4 feet wide at bottom, 14 feet wide at top, and 5 feet deep. Nos. 2, 5, and 7, 3 feet wide at bottom, 8 feet wide at top, and 4 feet deep ; and No. 6 as shown in Drawing No. 6. They are all to have a uniform inclination from the points where they leave to where they rejoin the present courses.

The old watercourses shall in every case be filled in for a distance of 20 feet at the upper end to the level of the adjoining land, and the filling at the commencement of diversions Nos. 1, 4, and 6, is to be protected to a height of 3 feet by stone pitching, as specified for the embankment at the Waiholo Lake.

11. The following Public Roads shall be diverted or otherwise altered :— Road alterations.
Main roads near $\frac{9}{22}$, $\frac{23}{31}$, $\frac{25}{37}$, and $\frac{37}{57}$; and District Roads near $\frac{1}{13}$, $\frac{9}{10}$, $\frac{10}{22}$, $\frac{11}{16}$, $\frac{13}{26}$, $\frac{15}{17}$, $\frac{7}{20}$, $\frac{25}{41}$, $\frac{30}{37}$, $\frac{27}{38}$, $\frac{28}{33}$, $\frac{31}{44}$, $\frac{33}{44}$, $\frac{33}{46}$, $\frac{34}{46}$, $\frac{35}{46}$, $\frac{36}{47}$, and $\frac{38}{49}$. The Main Roads at $\frac{23}{43}$ and $\frac{25}{44}$, and the District Roads at $\frac{1}{13}$ shall be diverted into the positions shown on the general plan, but all other roads shall only have their levels altered.

The Main Roads shall be formed to a width of 20 feet, 15 feet in the centre being covered with 2½ inch bluestone metal, 12 inches thick. The District Roads shall be formed 15 feet wide, and covered for 12 feet in the centre with 8 inches of metal as above specified.

The slopes of cuttings and embankments in road alterations, and the mode of Slopes, &c. trimming them off and draining the road, shall be the same as specified for the railway. The roads are to be formed with a rise in the centre of 1 inch for every foot in width.

The old metal or other materials on the present road may be used in reforming them, if suitable, but the Contractor will be bound to make good all defects therein, and leave the roads in a condition at least equal to that in which they were found. Where no section is given of the proposed alterations, the gradients on each side of the line shall in no case be steeper than 1 in 15 for main and 1 in 10 for District Roads, with a level portion in the centre 33 feet long, except where the present inclination exceeds these rates, in which case the inclination of the new road shall not exceed that of the present road, unless, in the opinion of the Engineer, a steeper slope is unavoidable.

The District Roads at $\frac{3}{13}$, $\frac{0}{0}$, $\frac{0}{32}$, $\frac{11}{43}$, $\frac{12}{56}$, $\frac{15}{1}$, $\frac{31}{23}$, $\frac{33}{45}$, and $\frac{34}{50}$ shall be metalled to the Metalling. full length of the alterations, but the others are not to be metalled, except as specified under "Level Crossings."

In addition to the road alterations above specified or shown on drawings, the Contractor shall estimate and provide for 1,000 cubic yards of earthwork, and 500 cubic yards of metalling, to be executed in forming private roads to the line in such positions and to such extent as shall be directed by the Engineer.