

An old 5 ft. by 5 ft. wooden box culvert on the Manunui Town District section was replaced with a 6-ft.-diameter concrete culvert. At the southern approach to the Matapuna combined road and railway bridge, 250 lineal feet of highway guard fence has been erected.

Manunui-Owhango (Reconstruction), 5 miles: A contract has been let and is in hand for the supply of 3,500 cubic yards of top-course aggregate and 1,500 cubic yards of sealing-chips.

No. 350 Main Highway, Mangatupoto-Ohura.—In the restoration of flood damage, 4,800 cubic yards of crushed metal and gravel were carted out for 12 miles of top course.

No. 502 Main Highway, Kururau-Taumarunui.—Okohua Bridge Renewal: This bridge, 61 ft. in length with a 12 ft. roadway, concrete abutments, and pier, with a reinforced-concrete deck constructed on R.S.J.s, together with approaches, was completed.

No. 543 Main Highway, Taumarunui-Ongarue.—Altogether, 1 mile 25 chains of stabilized top course was completed and 55 chains of it sealed 13 ft. wide.

No. 823 Main Highway, Stratford-Taumarunui.—For 5 miles of top-dressing, 1,802 cubic yards of crushed metal and gravel were used, and 1,370 cubic yards for general repairs. Three high papa corners were cut back to improve visibility, and corners improved last year were metalled.

Tarata Bridge Renewal: Plans have been approved and tenders called.

No. 870 Main Highway, Pio Pio-Tatu.—Waitewhena Section: Access to open-cast mine has been carried out during the year. Banks over approximately 40 per cent. of the 12 miles of this highway, which is used by the Mines Department, have been graded off and widened; sections have been metalled. During the year, 3,601 cubic yards of metal were spread.

On the Ohura County section, 6 miles of top-course metalling were laid.

Huiatahi Culvert: Reinforced-concrete culvert, 12 ft. by 10 ft. by 43 ft 4 in. long, with reinforced parallel wing walls 14 ft. 6 in. long, 90 per cent. completed, and formation 45 per cent. completed.

No. 884 Main Highway, Ahititi-Ohura.—For the top-course metalling of 10 miles, 6,248 cubic yards of crushed gravel were used.

TARANAKI DISTRICT

No. 9 State Highway, Te Kuiti-New Plymouth.—Plans have been completed and material ordered for the replacement of the Mohakatino Stream Bridge. Construction of the approach to the south end is in hand. The Mokau Quarry has been opened up to supply stone for the protection of the approach fillings where subject to tidal wash.

At Ahititi a smoothing coat of road mix was applied over a length of 1 mile 8 chains.

Widening of two bad corners on Mount Messenger has been completed, and the roadway primed. A road-oil seal coat has been applied to an 8-mile-length of highway from near Okau Road over Mount Messenger and joining the previous season's work from Mount Messenger to Uruti.

To the immediate north of the proposed 1½-miles-long Uruti-Mangamaio reconstruction, a length of 1 mile 8 chains has been laid in dust-seal as a temporary measure.

Resealing from Okoke to Ohanga consisted of 1 mile 70 chains of S.R.M.C. 3 and local chips. One mile of widening at Waipapa was done to give 22 ft. width and the widening was sealed with No. 1 tar and local chip. The same kind of work was carried out by contract in the Waitara Borough to a finished width of 24 ft., the widening being sealed with S.R.M.C. 3 and local chip.

No. 10 State Highway, New Plymouth-Hawera.—A maintenance seal coat was applied from the New Plymouth Borough boundary to near the Mangorei Stream and a short length near Mangamahoe Stream Bridge, a total distance of 3 miles 16 chains.