

A considerable amount of improvement work has been in progress on the Richmond-Collingwood State Highway. On Takaka Hill a length of 3 miles 39 chains has been prepared and sealed, reconstruction has been carried out over 1 mile 65 chains between Paynes Ford - Takaka, a 71-chain deviation has been completed on the Hamama Junction - Payne's Ford section, and the Upper Takaka - Takaka length has been greatly improved with minor works. A total of 2 miles 20 chains of dust-laying seal has been laid over a number of short lengths. The construction of the Appleby Bridge, 728 ft. long, over the Waimea River is now nearing completion, while the Rameka Creek Bridge, 40 ft. span, and the Payne's Ford Bridge, 420 ft. long, are both under construction.

On the Nelson-Westport State Highway sealing preparation has been continued between Kawatiri - Clay Bank, 4 miles of filling and regrading and 6 miles of metalling being completed. Land is being acquired and preparations are being made for widening on the Stoke-Richmond section. Extensive crib walling has been constructed at Glenhope. Resealing was undertaken over 1 mile 40 chains, while some 5,000 cubic yards of metal aggregate was used in intensive maintenance of the Murchison County length.

Reforming and metalling has been carried out over 6 miles 40 chains on the Frog Flat - Warwick Junction section of the Murchison - Lewis Pass State Highway, and considerable improvement is being made by minor works between Shenandoah - Frog Flat and by the replacement of small bridges with culverts. A Bailey bridge of 70 ft. span was erected to by-pass the Rappahannock Bridge, which had become unsafe for traffic.

On the Collingwood-Pakawau highway major repairs are being carried out on the Ferntown Bridge.

On the Renwicktown - Hope Junction highway the Marchburn Bridge and approaches have been widened from single-lane to two-lane width, 3 miles of sealing were completed on the Wairau Valley Township - Erina length, while three fords between Branch River - Wash Bridge have been eliminated by the construction of culverts.

Widening over a length of 1 mile was completed on the Mahakipawa Flat Road section of the Picton-Havelock via the Grove highway.

On the Takaka-Tarakohe highway 2 miles of dust-laying seal were completed on the Motupipi-Pohara section, while on the Appleby Motueka highway between Mapua and Tasman 4 miles 20 chains was prepared for sealing.

WEST COAST DISTRICT

On the Nelson-Westport State Highway a start was made on improvements between Inangahua Junction and Berlins, but little progress has been possible as a large slip near the Junction has absorbed the available plant and labour. At Foley's Creek a temporary bridge is being replaced with a 4-ft.-diameter culvert. Improvements have been carried out at Windy Point, but a large amount of slip material remains to be moved.

On the Inangahua Junction - Greymouth State Highway the major work on the section to Reefton has been the continuation of widening and preparation for sealing northwards from Waitahu River Bridge. Formation has been practically completed to Cronadun, including a large filling to raise the approaches to York Creek Bridge. Widening of formation is well in hand between Cronadun and Larry's Creek. Considerable improvement has been made to the Reefton-Greymouth section by reformation work from Ikamatua to the foot of the Reefton Saddle. Of the 10½ miles reformed, 8 miles were sealed. With the projected construction of the Blackwater River Bridge, the Hukarere Deviation can be undertaken and the improvements between Ikamatua and Reefton Saddle completed.

Resealing of the Hokitika-Ross section of the Greymouth-Waiho State Highway was continued and 1 mile 48 chains were completed. Improvements involving heavy earthwork were made over the 12 m. 4 ch. to 12 m. 68 ch. portion of the Hokitika-Ross section, the approaches and deviation to the new Donnelly's Creek Bridge at Ross were completed, and test piles were driven at the proposed site of the new Big Waitaha Bridge.