

A 34-chain deviation on the Opotiki—Te Araroa State Highway in the vicinity of Hicks Bay resulted in the elimination of a double crossing of an unbridged stream. On main highways only 4 miles 22 chains were reconstructed. New sealing amounted to 4 miles 22 chains, while resealing was done on 7 miles.

Reconstruction was commenced on the Whakatane—Gisborne via Waioeka State Highway between 47 m. and 51 m. 40 ch., and 60 chains were completed. Sealing was completed between 16 m. 53 ch. and 19 m. 2 ch. on the work reconstructed last season, and further reconstruction has been completed to 26 m. 43 ch., except for 2 miles at the Te Karaka Bluffs. Sealing was completed to 25 m. 11 ch. A contract has been let for the erection of McGregor's Bridge.

On the Gisborne—Te Araroa State Highway the Pouawa Bridge, 139 ft. in length, was completed. Six miles of maintenance sealing were done between 4 m. and 34 m. and in Te Puia Township. A quarry has been opened up at Mangatuna to supply metal for the proposed extension of sealing beyond Tolaga Bay. The highway through Te Araroa Township was sealed. The Hicks Bay Deviation of 24 chains was completed. This eliminated two open crossings of the Nukutaharau Stream.

Reconstruction and sealing on the Gisborne—Wairoa via Morere State Highway were completed from 16 m. to 19 m. 5 ch. and from 21 m. 5 ch. to 23 m. 5 ch. Maraetaha No. 1 Bridge, 172 linear feet in length, was completed, and work has commenced on Maraetaha No. 2 Bridge.

Maintenance sealing was done over  $1\frac{1}{2}$  miles and also  $1\frac{1}{2}$  miles of plant-mix surfacing on the Gisborne—Ormond via Waiohika Main Highway.

On the Patutahi—Rere highway 3 miles 8 chains of reconstruction and sealing were completed to 10.60 m. and Spaniards Bridge is under construction.

Two miles of maintenance sealing were done on the Tolaga—Tauwhareparae highway.

On the Motu Front highway, Poututu section, further regrading was completed in repairing the flood damage of 1948.

Two miles of maintenance sealing were carried out on the Manutuke—Wairoa via Mangapoike highway.

On the Tokomaru Bay Wharf highway re-formation and priming were completed between 0.7 m. and 1.9 m. This makes the dustless surface complete on this highway.

#### NAPIER DISTRICT

Good progress has been made in maintenance and improvement works as a result of a favourable year free of major flood damage.

Particular attention has been given to remetalling sections of gravelled highway showing wear from heavy traffic, while some 12 miles 26 chains of main highway have been treated with dust-laying seal coat with small local improvements to alignment.

Sections of the Taupo—Napier and Gisborne—Napier State Highways which are already sealed and carry heavy timber and log traffic are deteriorating, particularly on the side traversed by the loaded vehicle.

The extension of sealed surfaces on State highways was given high priority, particularly between Gisborne and Napier, but, whilst only an additional  $3\frac{3}{4}$  miles between Tuhara and Wairoa were actually sealed this year, formation, metalling, and preparation work over a further  $5\frac{1}{2}$  miles between Nuhaka and Wairoa and 5 miles between Raupunga and Kotemaori is well advanced ready for sealing next year.

During the year an aggregate length of  $24\frac{1}{4}$  miles of new dustless surfacing was completed, whilst  $29\frac{1}{4}$  miles of maintenance sealing were carried out, and 11 miles of road-oil and chip sealing completed on priming or tar coat applied last year.

A number of small bridges were replaced in reinforced concrete, and contracts are let or work is in hand on the replacement of eleven structures with culverts or small bridges.