

On the National Park - Taupo State Highway 1,900 cubic yards of metal aggregate were used for maintenance work. The Wanganui and Whakapapanui Bridges were further strengthened, and a temporary bridge and by-pass were constructed at 10 miles from National Park, where a large wooden culvert collapsed.

On the Te Kuiti - National Park State Highway reconstruction has been proceeding over 5 miles 60 chains between Ongarue Turnoff and Okahukura. Re-forming was completed and metalling is well advanced.

The Waimarino River Bridge at Erua, on the National Park - Wanganui State Highway, collapsed under a heavy load, and a Bailey bridge was erected.

On the Taumarunui-Turangi State Highway the Upper and Lower Kuratau Bridges, 66 ft. and 120 ft. long respectively, were completed. Test boring for foundation information was carried out at the proposed new bridge-site at the Manunui River. Strengthening of the temporary Bailey bridge at Manunui was made necessary by heavy timber cartage.

A large creeping slip 2 miles west of Ohura on the Ahititi-Taumarunui State Highway caused considerable trouble and blocked the highway on several occasions. At Ohura a maintenance depot is being built. Nearly 3,000 cubic yards of spoil have been cleared on the section between Ohura County boundary and Taumarunui, chiefly from slips on the Te Maire and Herlihy's Bluffs.

On the Chateau State Highway widening improvements were made to the section above the Chateau Tongariro, and extensive metalling was undertaken.

On the Taumarunui-Ongarue highway a length of 1 mile 48 chains was sealed following widening and improvement work. Corner improvements were carried out over a length of 8 miles, and a further mile was widened towards Ongarue.

Improvements have been made to the Raurimu - Wade's Landing highway by minor widening works. The Tarata Stream Bridge approaches were completed and the old bridge salvaged.

Heavy coal traffic has made constant maintenance necessary on the Pio Pio - Ohura highway, and 3,400 cubic yards of metal aggregate have been applied.

TARANAKI DISTRICT

The major part of the year's work has consisted of maintenance and minor improvements of surfaces. The new State highways declared at the beginning of the year required immediate widening and strengthening of the running surface. As a result of a favourable summer the length of resealing carried out was the greatest for many years.

With the arrival of a plant-mix machine the manufacture locally of material for smoothing the old sealed roads of this district was commenced. During the year 2,014 tons were made and, except for a few tons used throughout the district on maintenance patching, the output was used to improve the old portions of the highway between Inglewood and Stratford.

Old surfaces have been resealed on the present widths over a length of 24 miles 2 chains on both State and main highways, while old surfaces have been widened in preparation for a smoothing surface over a length of 5 miles 24 chains, and a length of this type, of 7 miles 48 chains, has been treated with a smoothing coat of plant mix. In all a maintenance seal has been applied for full width over a length of 31 miles 50 chains.

The total length of new sealing amounted to 7 miles 18 chains, increasing the district's total of dustless surface by this amount.

On the Te Kuiti - New Plymouth State Highway the reconstruction of the approaches and lengths adjacent to the Mahakatino Bridge is well advanced. Further reconstruction has been carried out between Uruti and Mangamaio, and 1 mile 25 chains of the work have been sealed. A large slip on this length required a fortnight for complete clearance. Work has proceeded on the new bridge at Mohakatino, and the structure is now nearly half completed.