

RURAL CHARACTER

An important aspect of the design is to retain the area's rural character as much as possible. Rural highways are traditionally two lane roads.

However, steep grades at either end of the new road require the inclusion of 'crawler' lanes for trucks on the uphill and downhill sections. This means there will effectively be four lanes for the majority of the new road, allowing cars to safely and easily pass trucks.

At the plateauing top section of the ranges, the crawler lanes are not required. A safety review undertaken as part of the more recent design work highlighted a concern with having four lanes on the flat section. Reducing to one lane each way for a short section reduces the perception that the new road is a motorway, and average speeds are expected to be lower as a result. It will also be more in keeping with a rural look and feel for the road, to better fit in with the character of the landscape. The new design currently proposes the length of road with one lane each way to be around three kilometres, out of a total length of 12.4 km of new road.



Conceptual roundabout design

ROUNDBABOUTS

The roundabouts at the east and west 'gateways' to the new road will reflect urban and cultural design principles. Initial design concepts are derived from the wider river landscape, including references to the swirling water, and use natural material sympathetic to the river landscape.



Artists impression of viewing platform at new Manawatū River bridge

MANAWATŪ RIVER BRIDGE

We are looking at a range of bridge design options, including features such as:

- a curved bridge alignment that is sympathetic with the natural landscape and Parahaki Island;
- elliptical piers to represent the effect of river flow and the 'rounding' effect of water and wind in the wider landscape; visually interesting features underneath the bridge when viewed from the riverbank;
- a platform for views into the Manawatū Gorge.

ECO-VIADUCT

We are looking to design an Eco-Viaduct to avoid an ecologically and culturally significant gully system at the western tip of the Ruahine Ranges. The Eco-Viaduct will help retain the natural watercourses and will allow us to create a unique wetland experience that reconnects people to this valuable place.



TE AHU A TURANGA: MANAWATŪ TARARUA HIGHWAY

Welcome to the latest public information session for Te Ahu a Turanga: Manawatū Tararua Highway. We are delighted to be able to share with you the latest information on our project for the new State Highway and shared path across the Ruahine Ranges.

Artists impression, indicative only



ALLIANCE

In July 2019 we selected a consortium made up of Fulton Hogan, HEB Construction Limited, Aurecon Limited and WSP-Opus as preferred tenderers.

They are now our interim project alliance partners and alongside our iwi partners, will work with the NZ Transport Agency to deliver the design, regional consenting and construction of the project.

 **Fulton Hogan**

 **HEB**
construction

āurecon

wsp | OPUS



If you have any questions or require more information, call 0800 740 560 or email us: teahuaturanga@nzta.govt.nz

This publication is also available on NZ Transport Agency's website at www.nzta.govt.nz

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WHAT'S HAPPENED?



TRANSPORT CORRIDOR DESIGNATION

We designated the transport corridor for the new State Highway and shared path across the Ruahine Ranges in mid-2019. Subsequently, the Environment Court has received three appeals to the designation, which we are working through.

Once finalised, the designation will establish a corridor within which the detailed design of the project can occur - our next stage of work.



SHARED PATH AND RECREATIONAL FACILITIES

As part of the project we will provide a separate sealed path for pedestrians and cyclists from Ashhurst and Woodville. We will work with iwi, community groups, councils and other key stakeholders to develop a design which meets the consent requirements and promotes walking and cycling.

Another exciting feature is the \$1 million fund to create recreational paths to connect to the new shared path, to promote tourism and economic growth. There is still some detail to be finalised around how this will be administered and where these paths will go.



CONSENTS FOR ENABLING WORKS

We have lodged the first application for regional consents for the enabling works with Horizons Regional Council. Further applications will be lodged later this year. We will work with iwi, landowners and councils as we progress the enabling works. We are also preparing resource consent applications for the detailed design of the project and plan to lodge these late this year or early next year.

WHAT CAN YOU DO?

We welcome feedback on any aspects of the project being shared with you today. Please feel free to contact the team to provide us with information you think we need to know as we develop our designs and to discuss any concerns you may have about how we'll be working.

As part of the consenting process, you will be able to make submissions on the way we intend to construct the roading corridor. These consents will be notified by Horizons Regional Council.



CONSTRUCTION WORKS

We are gearing up to start our enabling works this coming Spring. These works are required before the main construction of the new road can begin and will give us with access to the site and allow us to construct site bases and storage areas.

We will continue to develop our construction methodology and seek approvals on aspects including erosion and sediment control, as well as our plans to manage construction traffic, noise, vibration and dust effects.

The main construction for the new road will get underway in the following construction season (Summer 2020/21).

WHAT'S HAPPENING NEXT?



DEVELOPING THE DESIGN

Our design vision for the project has emerged after many conversations with the community, iwi and other key stakeholders:

A connected landscape journey that recognises the unique qualities and characteristics of the Ranges, the River and its people; past, present and future.

Considerable thought has been put into the ongoing implementation of our design we will continue to work with our iwi partners and key stakeholders representing community and business interests to identify and address key cultural, environmental, social and economic issues and opportunities across the project.

Some of the key highlights of the preliminary design concept can be found on the back page.



2024

CONSTRUCTION FINISH

Our plan is to have the new transport corridor open to the public by the end of 2024.

WHAT ARE 'ENABLING WORKS'?

Before we can begin to construct the main roadway and shared path, we need to carry out a number of essential works. These are called 'enabling works' and include:

- Building access roads to reach the transport corridor
- Building 'lay down' areas for materials
- Fencing
- Constructing site bases
- Site investigations
- Constructing storage areas