

David Lorier

From: TMC <tmc@waikatoalliance.co.nz>
Sent: Monday, 11 April 2022 1:16 pm
To: Joanna Towler
Cc: s 9(2)(a); Cara Lauder; Traffic Management Coordinator - Fulton Hogan Waikato; s 9(2)(a) (Fulton Hogan); Deon Saul; Laura Rodriguez Garcia
Subject: RE: SH1B Telephone Rd Closure with detour on WDC local roads

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Hi Joanna,

Thank you for your reply to my email, with an explanation of the background to the closure. In answer to your request for a contact person, s 9(2)(a) is the Maintenance Manager at the Alliance and he can be contacted on s 9(2)(a) about any maintenance issues with the local road detour. I believe Fulton Hogan set up a 70kmh TSL covering the worst pavement areas on Friday.

Regards,



s 9(2)(a)
Traffic Management Coordinator
NZTA ID 61798, STMS 2/3NP, TTM Planner, Mentor

A: 8a Brownlee Avenue, Ngaruawahia
P: 0800 492 452 | s 9(2)(a)
E: tmc@waikatoalliance.co.nz
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From: Joanna Towler <joanna.towler@nzta.govt.nz>
Sent: Monday, 11 April 2022 12:25 pm
To: TMC <tmc@waikatoalliance.co.nz>; s 9(2)(a) (Fulton Hogan) <s 9(2)(a)@fultonhogan.com>
Cc: s 9(2)(a) @waikatoalliance.co.nz; s 9(2)(a) @waikatoalliance.co.nz; s 9(2)(a) <darren.bourne@waikatoalliance.co.nz>; cara.lauder <Cara.Lauder@nzta.govt.nz>; Traffic Management Coordinator - Fulton Hogan Waikato <TMC@fultonhogan.com>; Deon Saul <Deon.Saul@nzta.govt.nz>; Laura Rodriguez Garcia <Laura.RodriguezGarcia@nzta.govt.nz>
Subject: RE: SH1B Telephone Rd Closure with detour on WDC local roads

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Dear s 9(2)(a),

Acknowledging receipt of your email dated 8 April 2022, with subject line as above. Please nominate a key contact person at Waikato DC or Waikato District Alliance for ongoing communications regarding maintenance of the local road detour route.

Background:

SH1B was closed on the evening of Thursday 24 March 2022 from 19:50 to 00:45 (5 hours) between Seddon Road and Holland Road due to damage to the railway line at the Telephone Road rail crossing.

On Thursday 31 March 2022 Cara Lauder and others from Waka Kotahi met with s 9(2)(a) and others from Kiwirail, regarding the above rail strike. Kiwirail again requested closure of the SH1B Telephone Road rail crossing. Cara declined this request, and an agreement was reached that the crossing remain open, but that a person, to be provided from Waka Kotahi / West Waikato NOC, was to stand at the rail crossing 24 hours a day seven days a week to press a button in the event of a rail strike. The button, when pressed, would activate the red signal for train drivers for both the two nearest signals, and the next two after that. This is to allow for trains going so fast that, following a strike, the oncoming train has already passed the signal nearest to the SH1B Telephone Road rail crossing.

An instruction was issued to Waka Kotahi's contractor, the West Waikato Network Outcomes Contract (WWNOC) contractor Fulton Hogan to monitor SH1B Telephone Road rail crossing 24 hours a day seven days a week.

However, Fulton Hogan objected to accepting the liability.

Therefore, in the short term, Waka Kotahi has CLOSED THE ROAD for the safety of train drivers.

Current situation

Waka Kotahi is seeking a contractor, from the rail industry to be employed as a subcontractor under the WWNOC, to monitor the SH1B Telephone Road rail crossing 24 hours a day seven days a week.

The rail industry sub-contractors are also cautious to take on this job, due to liability issues.

Proposed Teams Meeting

If a solution is not found by end of day Tuesday 12 April 2022, Waka Kotahi, Kiwirail and the subbie from the rail industry will have a Teams meeting on Wednesday 13 April to discuss the situation and hopefully decide on a practical way forward.

Local Road Asset Condition:

The following update has been provided by the WWNOC team:

I have had our asset team complete a drive over video of the detour route today [Wednesday 6/4/2022] and had s 9(2)(a) look at it from an inspector point of view. There are a series of cracks in the pavement at various location typical of a road built on peat.

The cracks all appear to have been there for a long time as they show signs of being previously treated with a bandage seal methodology. We don't believe that there is going to be any immediate/severe failure to the pavement and the route appears to be functioning well for traffic in both directions under the current T.M arrangement.

Although there is minimal risk of immediate failure the increased state highway loading on this local road route will be deteriorating the pavement and believe that the Waikato District Council will come looking for repair costs associated to this detour.

The WW NOC does not have a TMP to complete repairs on the Waikato DC Network. My suggestion is we treat it similar to the Waipa District Council/Waka Kotahi Structures Team arrangement for the Mangaotama Bridge detour;

- Today's video is a baseline
- Waikato District Alliance and our Inspectors drive the route daily and identify any issues that need immediate attention.
- Immediate remedy requirements get agreed with Waka Kotahi and delivered by the Waikato District Alliance with associated cost claimed directly to The Agency.

There is currently concerns coming from the Waikato District Council TMC so believe Waka Kotahi should set a plan in place with them asap.

My actions:

1. I have issued an instruction to the WWNOC to please reduce the TSL on parts of the detour route, especially those sections that are narrow / susceptible to edge break s 9(2)(a) can you please provide an update?)

For your action:

2. Please nominate the key contact person at Waikato DC or Waikato District Alliance for communications regarding maintenance of the local road detour route
3. Please advise if your team is happy with the proposed plan, the three bullet points above?

Yours sincerely,

Joanna Towler (she/her) B.E. (Environmental), M. Tech (Pavements)

Maintenance Contract Manager, West Waikato

Transport Services – Maintenance and Operations

Email: Joanna.Towler@nzta.govt.nz

Phone: s 9(2)(a)

s 9(2)(a)

Waka Kotahi NZ Transport Agency

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PO Box 973, Waikato Mail Centre, Hamilton 3240, New Zealand

From: Cara Lauder <Cara.Lauder@nzta.govt.nz>

Sent: Friday, 8 April 2022 2:01 pm

To: Joanna Towler <joanna.towler@nzta.govt.nz>

Subject: FW: SH1B Telephone Rd Closure with detour on WDC local roads

Cara Lauder (she/her/ia)

System Manager, Waikato

Phone: s 9(2)(a)

s 9(2)(a)

From: TMC <tmc@waikatoalliance.co.nz>

Sent: Friday, 8 April 2022 1:58 PM

To: Cara Lauder <Cara.Lauder@nzta.govt.nz>

Cc: Traffic Management Coordinator - Fulton Hogan Waikato <TMC@fultonhogan.com>; s 9(2)(a)
waidec.govt.nz>; s 9(2)(a) @waikatoalliance.co.nz>; s 9(2)(a)
@waikatoalliance.co.nz>

Subject: SH1B Telephone Rd Closure with detour on WDC local roads

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Hi Cara,

Last Friday Waka Kotahi closed SH1B at the Telephone Rd Rail Crossing and have been detouring state highway traffic along Seddon, Waverley and Holland Roads since then. With this closure in place, the volume of traffic along the detour route has more than doubled the normal traffic flow and quadrupled the number of heavy vehicles.

I am concerned to learn that this closure is expected to be in place until at least the end of April as these local roads are not designed to carry heavy traffic of this type for such a prolonged period of time. Specifically, Seddon Rd has a number of issues that make it unsafe for high volumes of traffic and for HPMV trucks, including a large part of the road being at minimum lane width with no sealed shoulder, a number of sections with uneven pavement surfaces and several sections where the road has some severe cracking. It has recently had several areas of previous cracking stabilised and resealed, but is prone to settling and with this increased traffic has started to show this again with some substantial cracks appearing.

My concern is that the risk of an accident at the rail crossing has been shifted to a similar or even higher risk of an accident on these local roads, where no mitigating actions have been taken.

I have spoken with s 9(2)(a) at Fulton Hogan who has assured me that his crews will be daily monitoring the detour route, but that will not be sufficient to prevent an accident happening if the current conditions of these roads deteriorate.

Has there been any thought given to mitigate the risks posed on Seddon Rd while this detour route is in use.

Also, Waikato District Council will be looking for either remedial repairs to Seddon Rd or a monetary recompense for the increased wear and tear incurred when this detour is finished.

Regards,



s 9(2)(a)
ent Coordinator
NZTA ID 61798, STMS 2/3NP, TTM Planner, Mentor

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