

15 October 2024

s9(2)(a)

REF: OIA-16474

Dear s9(2)(a)

### **Request made under the Official Information Act 1982**

Thank you for your email of 19 September 2024 requesting the following information under the Official Information Act 1982 (the Act):

*It is great that there is progress on this sub-standard section of SH 1N at Whakapara  
Please send me an outline of the project, a plan of the extent of the project and other  
Public documents.*

The original road rebuild site was extended by 390 metres to the north. The new route position (RP) is 8850 to 9660 and the initial RP was 9240 to 9660 (see site location map appended to this letter).

### **Scope**

The pavement design options are being developed by Fulton Hogan and are based on its site investigation data it has collected on site. The rehabilitation includes strengthening of all lanes (see APPENDIX for site location map). The objective is to implement a cost-effective solution that provides a safe and robust transport corridor for road users and adjacent property owners.

The pavement design process is based on achieving a 25-year design life. The pavement and surfacing design strategy is based on NZ Transport Agency Waka Kotahi (NZTA) engineering requirements in relation to design criteria, suitability of materials and construction quality.

The rehabilitation solution selected will need to consider the flooding risk to the pavement possible in future years that will affect the design life and best projection of freight (Equivalent Standard Axles (ESAs)).

### **Site Location and Description**

The Puhipuhi site on State Highway 1 (SH1) is located 29 kilometres north of Whangarei. Significant aspects of the site include that:

- the horizontal alignment has curves at each end and is straight throughout the middle of the site.
- the seal width is on average 9.3 metres.
- the speed environment is 100km/h
- the site intersects with Puhipuhi Road
- there is a multi-span culvert within the site, and the end of the site approaches a bridge
- The site has guardrails on both sides from Puhipuhi Road to the end of the site, that restricts lifting in road height in this section
- There is a dish channel in the right hand side (RHS) shoulder and kerb and channel on the left hand side (LHS)
- the road has been subject to overtopping (flooding across full road at least twice in the last 10 years during wet weather events
- most of the sites are in the 10- and 30-year Northland Regional Council flooding prediction areas
- as an efficiency and economics measure, the site was extended to advance a section to the north of the original planned site.

The highway the site is on part of the network is classified as a “Regional strategic highway” under the One Network Road Classification (ONRC) system.

### **Design Analysis**

The rehabilitation options being considered are outlined as follows:

- Rehabilitation Option 1: full depth granular digout with cement modified basecourse
- Rehabilitation Option 2: full depth granular digout with foamed bitumen stabilisation to existing levels
- Rehabilitation Option 3: digout with structural asphalt inlay to existing levels
- Rehabilitation Option 4: heavily cemented stabilisation to existing levels (nominated by NZTA to be included).

Under section 28 of the Act, you have the right to ask the Ombudsman to review my decision to withhold part of this information. The contact details for the Ombudsman can be located at [www.ombudsman.parliament.nz](http://www.ombudsman.parliament.nz).

In line with NZTA policy, this response will soon be published on our website, with personal information removed.

If you would like to discuss this reply with NZTA, please contact us by email to [official.correspondence@nzta.govt.nz](mailto:official.correspondence@nzta.govt.nz).

Yours sincerely

A handwritten signature in red ink that reads "AD Clark". The letters are cursive and somewhat stylized.

**Andrew Clark**  
National Manager, Maintenance and Operations

## APPENDIX

Site location map.

