

# 35 SH35 and Mangahauini Gorge

We're rebuilding stronger and safer highways for thriving East Coast communities

Transport Rebuild East Coast



## Focus on State Highway 35

Multiple sites were affected on SH35, including Mangahauini Gorge. It's a locally and regionally important connector - allowing locals, visitors and goods to get where they need to go. We are initially focussing on the most critical and damaged sites to keep the corridor open. We are taking special care to better understand how to address resilience in the longer term.

- Around \$45M of recovery work is planned across SH35. Over 190 recovery sites were identified with over 100 complete to date

\$45M

- We're replacing Hikuwai Bridges No. 1 and No. 2 to ensure people travelling the road to have a secure, future-proofed connection

- Around \$41M of maintenance and operations work is planned this season (until June 2024) to keep roads safe and accessible across Tairāwhiti

\$41M

- TREC is working together with NZTA to investigate further opportunities to deliver greater resilience across Tairāwhiti over the next one to two years. We are completing further corridor assessments to support this.
- Mangahauini Gorge suffered major damage - from road underslips to a landslide that created a dam. The road was flooded, and communities cut off. The area remains high-risk which is why TREC is investigating a longer-term solution now.



Damage at Mangahauini Gorge

## Next - Rebuild

### SH35 Mangahauini Gorge between Te Puia Springs and Tokomaru Bay

The Mangahauini Gorge section of SH35 has been prone to full road or single lane closures for many years. There have been ongoing issues with river scour (when the river washes away rocks or soil, destabilising the ground that supports the road), flooding, and trees coming down. These disruptions have impacted people's lives and the regional economy.

SH35 between Te Puia Springs and Tokomaru Bay is one of TREC's priority projects.

We are investigating options to make the route, especially in the gorge, resilient and safe for the future.

When we look at rebuild options, we look at a range of ideas - from planting and drainage, small repairs, rebuilding and improving the road and potential realignment options.

We have been considering many options, including routes that avoid the Mangahauini Gorge.

Our early work shows these options would cross through land with sections of weak geology and high landslide risks. These issues, the land required and the large quantity of earthworks that would need to be disposed of, have led us to focus on an area within the gorge.

## Our early ideas

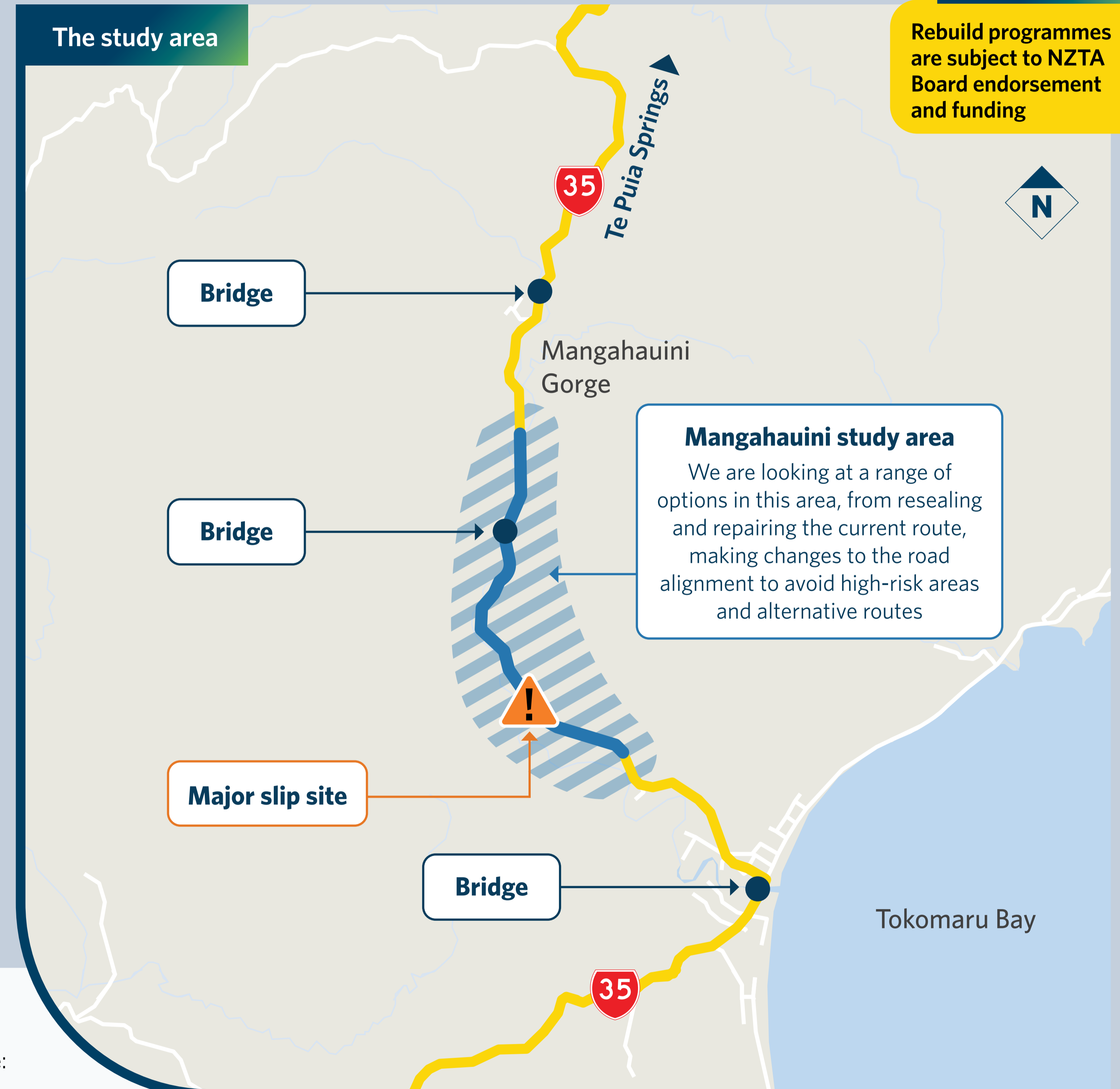
We're exploring three possible ideas for this route:

Resealing and repairing the current route

Making changes to the road alignment to avoid high-risk areas

An alternative route

Options closer to the existing route will likely need more ongoing maintenance to keep the corridor open while options further up the hill come with greater costs and technical challenges. We are also looking at slip repairs, strengthening structures, and river protection work. We will use your feedback and additional technical work to help us land on a preferred option.



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