

# SOUTHLAND STATE HIGHWAY PLAN

## EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Southland for the next 10 years are set out in Table S1.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including commitments. The timeframe for the development and construction of the improvements proposed in the 10-year plan are indicative only, and might change, for example, as a result of changes in funding availability and delays in project development.

Major features of the Southland 10-year plan are:

- › six safety improvements, for construction in the next three years, comprising:
  - » SH1: East Road Curve Realignment, north of Invercargill
  - » SH1: Greenpoint Side Protection, south of Invercargill
  - » SH6: Lorneville Roundabout, north of Invercargill
  - » SH93: River Road Realignment, north of Mataura
  - » SH98: Mill Road Intersection Improvements, east of Lorneville
  - » SH99: Underwood Realignment, west of Lorneville
- › two more stock effluent disposal facilities west of Gore on SH1 and Lumsden on SH6.

Transit is continuing to investigate improvements to the eastern portal of the Homer Tunnel for avalanche protection and the possibility of reintroducing signals to tidal-flow traffic.

## BACKGROUND

Most state highways in Southland carry only relatively low traffic volumes and no major improvements are required apart from minor safety improvements. Nevertheless, Southland's economic growth and conversion of pasture farming activity to dairying needs to be monitored to ensure that the current high levels of service on Southland highways are maintained.

There is a continuing need for active management of SH94 to Milford Sound to provide an appropriate level of avalanche protection.

### Recent Improvements

A number of improvements have been undertaken to state highways in Southland in recent years. The most significant improvement has been a 2km realignment of SH6 at Josephville Hill at a cost of \$2.0M.

## PROPOSED IMPROVEMENTS

The locations of Southland projects in the 10-year plan are shown on Figure S and the expected cost and timeframe for the development and construction of these projects are indicated in Table S2.

Large improvement projects (with construction costs more than \$3M) have been planned for 10 years and small and medium-sized projects (with construction costs of less than \$3M) have been planned for 3 years.

### Rural Improvements

Safety improvements included in the 3-year plan of small and medium-sized projects are:

- ▶ SH1: East Road Curve Realignment, north of Invercargill
- ▶ SH1: Greenpoint Side Protection, south of Invercargill
- ▶ SH6: Lorneville Roundabout, north of Invercargill
- ▶ SH93: River Road Realignment, north of Maitara
- ▶ SH98: Mill Road Intersection Improvements, east of Lorneville
- ▶ SH99: Underwood Realignment, west of Lorneville

### Urban Areas

No major improvements are proposed in Invercargill but it is proposed to assist the Gore District Council with a minor intersection improvement at Rivers Road to encourage heavy vehicles to use the heavy vehicle bypass.

### Stock Effluent Disposal Facilities

Two further stock effluent disposal facilities have been planned for construction on SH1, west of Gore, and at Lumsden in accordance with a plan for developing a network of these facilities throughout the South Island.

### Homer Tunnel

Transit proposes to undertake further investigations into replacing the eastern portal of the Homer Tunnel which was damaged some years ago and might need to be replaced and extended. This work has not yet been prioritised in the 10-year plan.

In the meantime, it is proposed to re-institute a tidal flow system in the Homer Tunnel with traffic signals to avoid the need for vehicles, particularly buses, to cross inside the tunnel.

## MAINTENANCE and OPERATIONS

In addition to undertaking maintenance and improvements to meet current and future levels of service, and to preserve the asset, Transit proposes to:

- ▶ undertake some 90km of resurfacing and 15km of road reconstruction per year on state highways in Southland
- ▶ continue to deploy the latest hazard management systems at the Homer Tunnel on SH94. The current avalanche hazard management system is recognised as being world class, and the intention is to ensure that the programme remains adequately funded and the latest techniques are deployed to maximise access to Milford Sound and minimise avalanche risk to road users. The provision of emergency facilities at the tunnel is being enhanced
- ▶ continue the strategy of managing wet-road crashes through maintaining high-skid-resistance surfacings.

**Table S1**

**Forecasts of Expenditure on Maintenance and Improvements**

**Southland Region**

<b>03/04</b>	<b>04/05 (\$M)</b>	<b>05/06 (\$M)</b>	<b>06/07 (\$M)</b>	<b>07/08 (\$M)</b>	<b>08/09 (\$M)</b>	<b>09/10 (\$M)</b>	<b>10/11 (\$M)</b>	<b>11/12 (\$M)</b>	<b>12/13 (\$M)</b>	<b>Total (\$M)</b>	<b>(\$M)</b>
<b>Maintenance</b>											
Structural	10.3	10.5	10.8	11.0	11.2	11.4	11.6	11.9	12.1	12.4	113.2
Corridor	3.5	3.8	3.9	4.1	4.3	4.5	4.7	4.9	5.1	5.3	43.9
Professional Services	1.3	1.3	1.4	1.4	1.4	1.4	1.5	1.5	1.5	1.6	14.3
Property Management	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Preventive Maintenance	0.3	0.3	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	3.4
Emergency Works	0.5	0.9	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.2	10.0
Sub-total	15.9	16.9	17.3	17.8	18.2	18.7	19.2	19.7	20.2	20.8	184.7
<b>Improvements</b>											
Minor Safety Projects	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.8	6.9
Committed Projects	0.0	0.0	0.0	0.0	-	-	-	-	-	-	0.0
New Projects	2.0	2.1	2.1	2.0	2.0	2.1	2.1	2.2	2.3	2.3	21.2
Property Purchase	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	2.4
Walking & Cycling	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub-total	2.9	2.9	3.0	2.8	2.9	3.0	3.1	3.2	3.3	3.4	30.5
<b>Total</b>	<b>18.8</b>	<b>19.8</b>	<b>20.3</b>	<b>20.6</b>	<b>21.2</b>	<b>21.7</b>	<b>22.3</b>	<b>22.9</b>	<b>23.5</b>	<b>24.2</b>	<b>215.2</b>