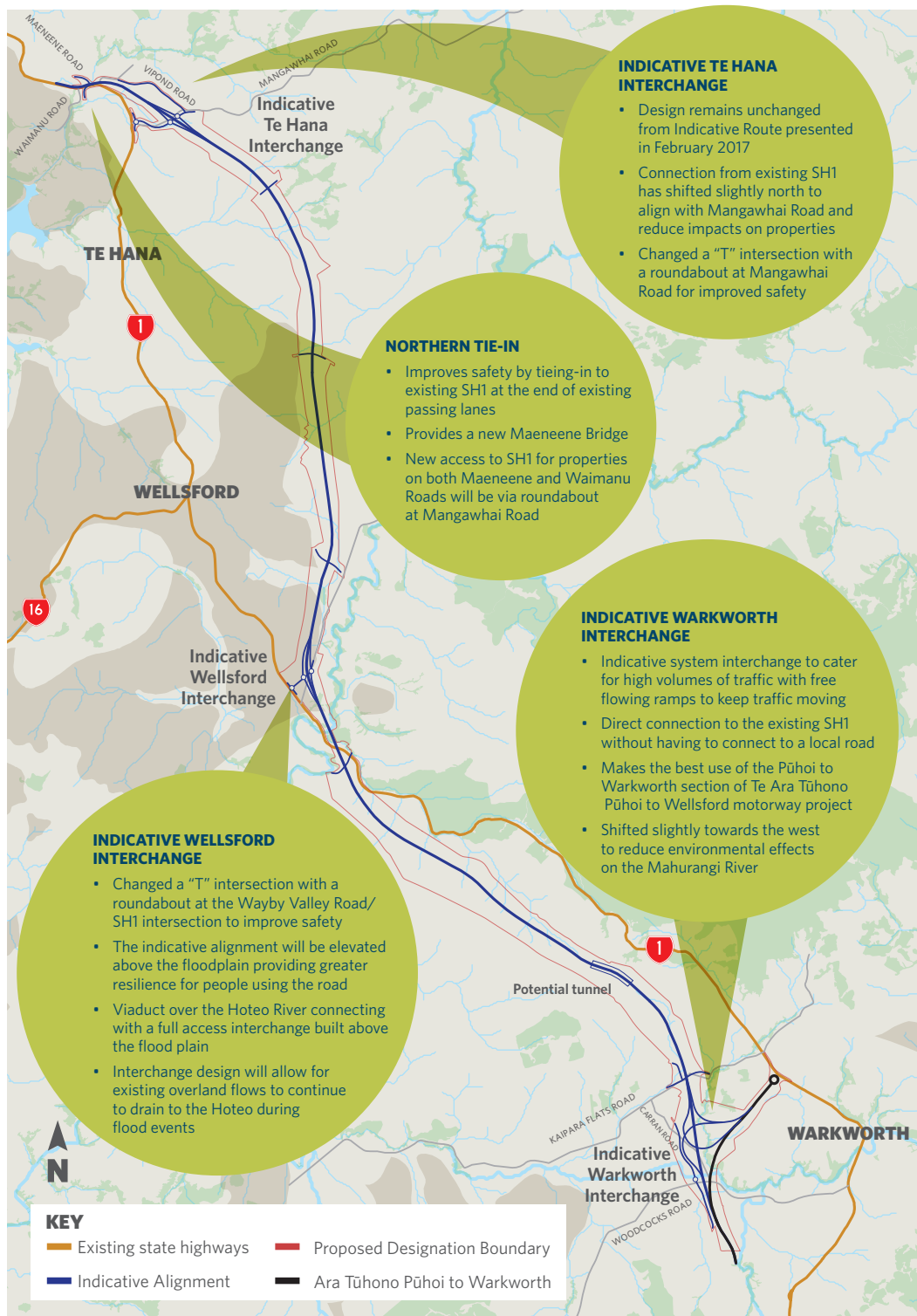


Warkworth to Wellsford

THE INDICATIVE ALIGNMENT

FACT SHEET 2018

The NZ Transport Agency is completing the work necessary for designations to be put in place for a new road between Warkworth and Te Hana. The Warkworth to Wellsford project is the second section of Ara Tūhono Pūhoi to Wellsford and lodgement of designation and consents is planned for 2019. The Indicative Alignment travels west of Warkworth and east of both Wellsford and Te Hana, connecting back into State Highway 1 near Waimanu Road. The proposed designation boundary shown is the area of land needed for the construction, operation and maintenance of a future highway. The Indicative Alignment shown within the designation is the proposed design of the future road.



THE PROPOSED DESIGNATION BOUNDARY

The project team has a lot more information now than when the Indicative Route was presented in February 2017. Information from technical investigations along with feedback from the earlier engagement has provided a better understanding of the environment, ground conditions and potential impacts on properties and the wider community.

There have been some changes to parts of the project from what was presented in 2017. These include a revised Warkworth Interchange, a shift in the alignment of the tunnel and new location for where the route connects back into the existing state highway at the northern end.

Consideration has also been given to how the project might be constructed, including how the site is accessed and how large quantities of earthworks are managed. Permanent features of the project like stormwater treatment ponds and areas for landscape and vegetation planting have also been considered.

All of this has resulted in the proposed designation boundary shown on the map. Final refinements are now being made to the proposed designation boundary, taking into account feedback from ongoing landowner engagement.

NORTHERN TIE-IN

The point where the proposed highway ties into State Highway 1 has shifted slightly to improve safety. Extending the tie-in to north of Maeneene Bridge aims to reduce the number of accidents due to the narrow bridge, poor alignment and two local road intersections.

Neither Maeneene Road or Waimanu Road will have a direct connection to the Indicative Alignment. Both of these roads will connect to the 'old' State Highway. The design of the Indicative Alignment shows Maeneene Road being realigned and going underneath the new highway and connecting to the 'old' State highway. The intersection of Waimanu Road is also realigned to connect directly to what will become the end of the 'old' state highway.

Access to and from the highway for those living on Maeneene and Waimanu Roads will be via a roundabout on Mangawhai Road which connects with the Te Hana Interchange.

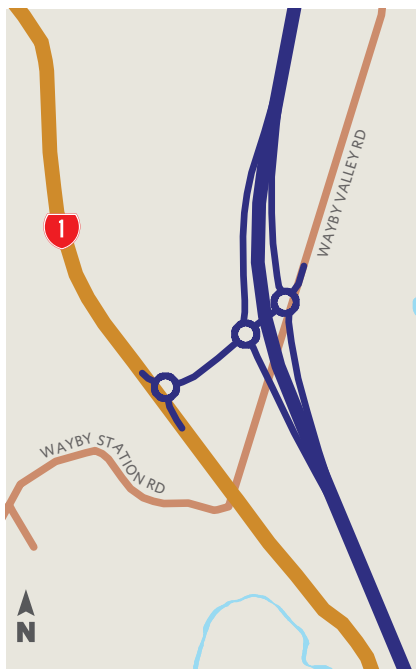


INDICATIVE WELLSFORD INTERCHANGE

The Indicative Wellsford interchange has been located to provide good connectivity to Wellsford. We've added a roundabout at the Wayby Valley Road/ State Highway 1 intersection to improve safety.

The Indicative Alignment will be elevated above the floodplain providing greater resilience for people using the road. However, like there is now, there will still be flooding on local roads. The Indicative Te Hana Interchange will service eastbound traffic in the event Wayby Valley Road is flooded.

The interchange and main alignment impacts a very small portion of what is a large river catchment and floodplain area that experiences substantial flooding. A flood assessment has been completed to inform the design of the Indicative Alignment, and we have identified different ways to manage the potential impact of the project on flooding within the catchment.



INDICATIVE WARKWORTH INTERCHANGE

The Indicative Warkworth Interchange responds to the feedback received, makes the best use of the Pūhoi to Warkworth section of Ara Tūhono Pūhoi to Wellsford currently in construction and takes account of the future growth expected to occur in Warkworth.

We received a lot of feedback on the Indicative Warkworth Interchange in 2017. The team has taken this into account and considered a wide range of options that might best meet the project objectives. These options were evaluated against a range of environmental, engineering and community feedback criteria in a multicriteria evaluation process.

This option is called a "system interchange" providing free flowing ramp connections between the highway and the Pūhoi to Warkworth motorway. This type of interchange maintains the high level of service which people will already be experiencing using the Pūhoi to Warkworth motorway.

The Pūhoi to Warkworth motorway will have a direct connection to the existing State Highway 1 without having to connect to a local road. The Indicative Alignment for the Warkworth Interchange maintains this direct connection. That means local roads don't need to be used as part of the interchange.

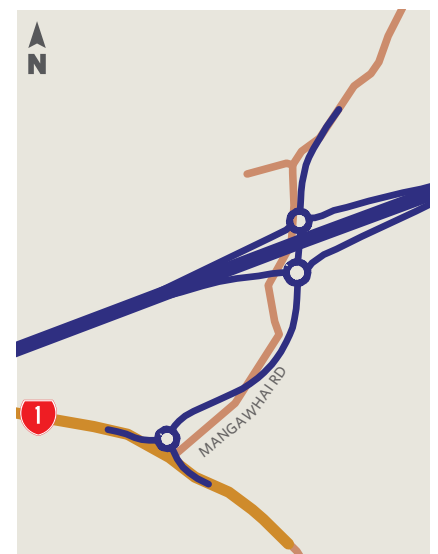


INDICATIVE TE HANA INTERCHANGE

The design of the Indicative Te Hana Interchange remains unchanged since February 2017. However, the location of the interchange has moved slightly north to better align with the local road connection at Mangawhai Road.

The connection from Mangawhai Road to the existing State Highway 1 now includes a roundabout.

These changes have been made to improve the safety of the interchange.



KEY Existing state highways Indicative Alignment
Ara Tūhono Pūhoi to Warkworth



CONTACT US

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