

PREFERRED BRYNDERWYNS ALIGNMENT ANNOUNCEMENT IS DUE AT LAST

The members of the Northland Regional Transport Committee (RTC) have for decades identified that the two high risk sections of the Auckland to Whangarei State Highway corridor are Dome Valley and the Brynderwys. The RTC is pleased with the New Zealand Transport Agency's pace in identifying the preferred option for the 4-Lane Brynderwys alignment.

WARKWORTH TO TE HANA. Much work has been done by NZTA on design, consenting and purchasing property for this section of SH1. This is not easy section because of the terrain and geology. Bypassing the Dome with a 4-lane Expressway will have significant benefits not only to Northland but NZ Inc.

Turning the first sod won't happen soon enough!

The Northland Regional Transport Committee is a statutory committee of Northland Regional Council which is comprised of five councillors and one NZTA representative. The elected members have been concerned about the two potential Brynderwys Western Alignments. Going back to 1998 the Whangarei Council RTC representative and Bream Bay councillor Phil Halse identified that the unstable southside of the Brynderwys should be bypassed on stable ground to the east as the further west one goes, the more unstable the ground is and the poorer the soil-types are for construction.

Local knowledge is valuable and has proven to be right.

Ken Rintoul and myself visually traversed the gradients for a new road line in 2007 and reported that we had what appeared to be a viable alignment to an RTC meeting in 2007.

OUR SUGGESTED ALIGNMENT HAS PROVED TO BE VIABLE

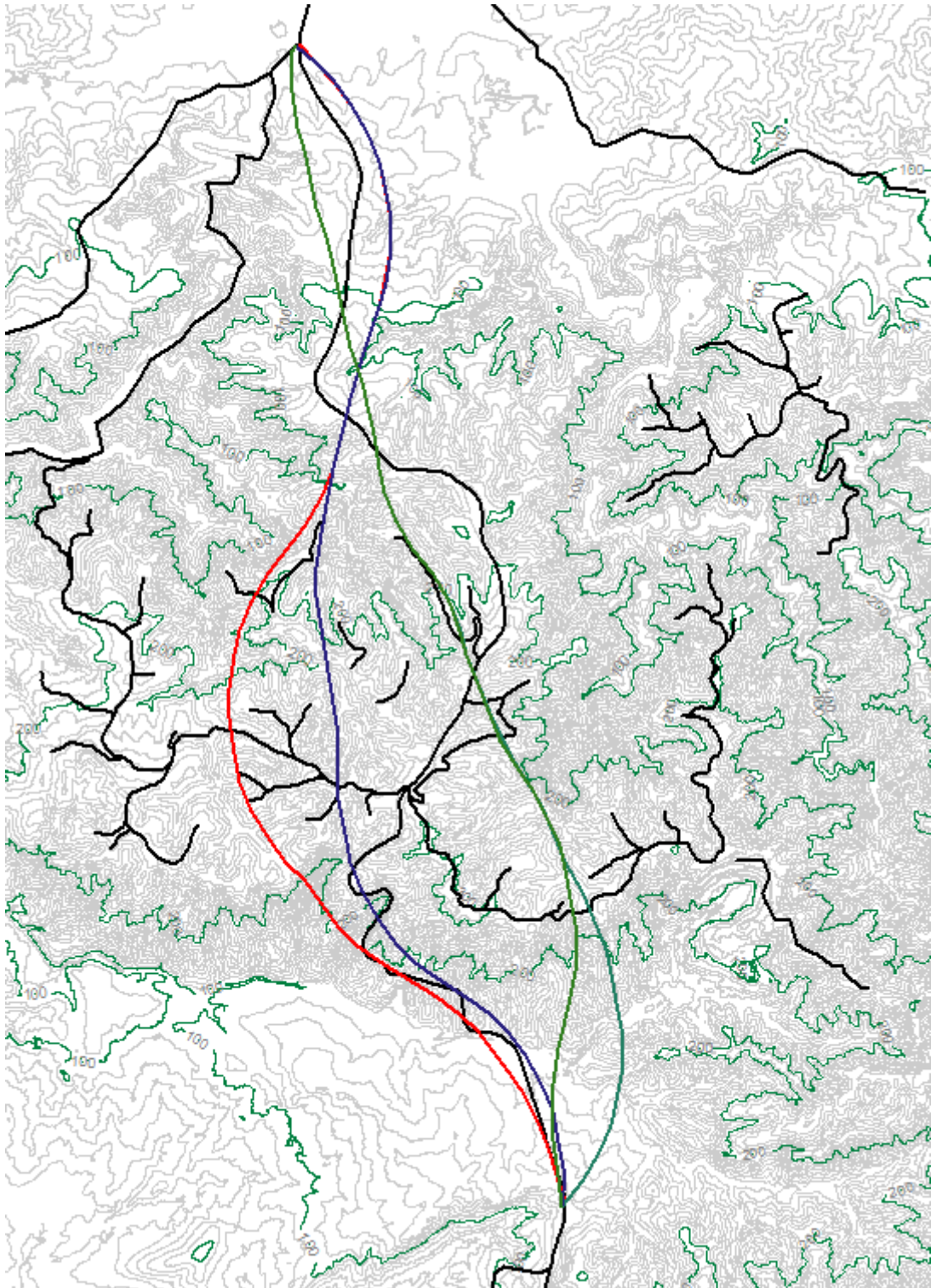
In 2023 this South Brynderwys eastern alignment was plotted on a topographic map by engineer Craig Greenfield, and the long section showing cuts and fills and gradients was produced by Kaikohe surveyor Nigel Ross. The information was given to NZTA. This was peer reviewed by Tony Davies Colley and Whangarei engineers and surveyors Reyburn Bryant, whose CAD alignment confirmed that we were on the right track. Engineer Geoff Gover further refined this, creating "Option Four", a 4-lane 2.8 km highway with a maximum gradient of 8% from the Brynderwys Summit to the short passing lane south of Atlas Quarry.

THE OTHER ALIGNMENTS WEST OF BRYNDERWYNS PROVE TO BE NOT VIABLE

After reaching this conclusion NZTA sought Geoff Gover's assistance, and Geoff produced a design for 4-laning the entire Brynderwys meeting NZTA's Expressway 110km/hour standards of 8% max longitudinal grade and minimum horizontal (corner) radius of 1160 metres. This alignment has the great advantage of crossing the existing Brynderwys highway twice, so most of the work can be completed without traffic control.

BRYNDERWYNS ALIGNMENT OPTIONS

NORTH



SOUTH

Black line is the existing State Highway

The green line is probably the best alignment given the constraints. The green line on the northern side could link with the purple line at the intersect or could follow the existing highway, which would save costs.

Further, Geoff has access to one of the most powerful North American AI CAD programs. When loaded with Northland's LIDAR Survey data, and NZTA's Expressway geometric specs and start and end point positions the program finds the best alignment and produces cut and fill data on its long section.

Geoff put in as the start point the SH12/SH1 (Coates Monument) and as finish point the bottom of the north side of the Brynderwyns (Durham Road). The result was confirmation of the GREEN ALIGNMENT above.

On behalf of the RTC I thank all the above-mentioned Northland professional engineers who have all provided their expertise AT NO COST.

Northland has not only the capacity to do the Brynderwyns RONS investigation and design work, but has the capacity to do the construction.

I am concerned that Northland does get the opportunity to put together a design build consortium rather than just put it the whole Northland Corridor from Warkworth to Whangarei to the international market.

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