

Unsealed Road Strategy

Where it all Began



- 2015 KDC and BRS began trailing new approaches
 - Blended Aggregates
 - Better crossfalls
 - Better Drainage
 - Pavements with wearing course
- Presented to RIMS in 2017
- Putting Practice into a strategy

Where we are today



- CoE almost completed
- Change in AMP from CoE
- MMP Strategy for unsealed roads developed
- MIS and MIG almost complete
- Development of a renewals model
- Leading the industry
- Real world implementation
 - Less distress
 - Less grading
 - FWP for renewals



Other Considerations

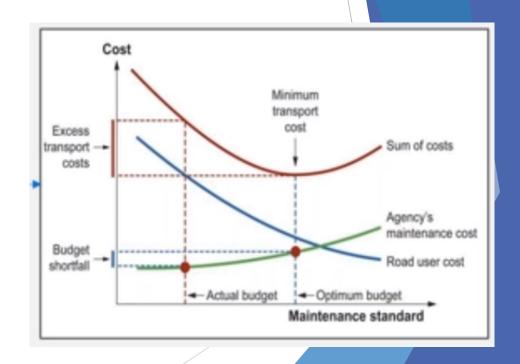
- The Road Template
 - Crossfall
 - Drainage
- Forestry, Dairy and Freight Traffic
- Effective roadside drainage – where does the water go?
- What purpose does the road serve to communities?





Unsealed Model

- Demand based approach
- Normative Cost analysis
- Timing and type of intervention
 - Wearing Course
 - Pavement Rehab





Unsealed Model

 Network Analysis – What impacts the unsealed roading networks?

Parameter/Trigger	Sub Parameter/Trigger	Sub-Weighting	Weighting		
lwi – Cultural Significance,			4		
Marae etc			1		
ADT			4		
% HCV			5		
Horizontal Geometry			3		
Vertical Geometry			4		
	Forestry – collector	10			
	Tourist/Holiday 4				
Llaa	Dairy	4	4		
Use	Lifestyle	2			
	Quarry	3			
	School/Community Hall 3				
Width			2		
Remoteness			2		
Resilience/Detour Routes			3		
Change - PGF - Marae, Wharf,					
Kai, Economic Improvement,			1		
Developments					



Unsealed Model

Network Analysis

	Unsealed Roading Potential Treatment							
	Band	Treatment	Length (KMs)	WDC (Kms)	KDC (KMs)		FNDC (KMs)	
	1	Do Minimum	2008	387		667		955
Non Forestry	2	Overlay 100mm	782	221		325		236
Forestry	2	Rebuild	444	18		50		376
	3	Rebuild	223	66		79		78

One size doesn't fit all







Centre of Excellence

Renewals vs Maintenance

Grading

- Done on an inspection lead basis – Contract LS
- dTIMS
 - Resetting the grading frequency to reduce damage and gravel loss
 - Incorporation of the NTA model
- Less Maintenance Metalling

Rehab

- Rehabbing is more effective than maintenance metalling
- Paige—Green Wearing Course to preserve built pavements
- Right treatment at the right place at the right time



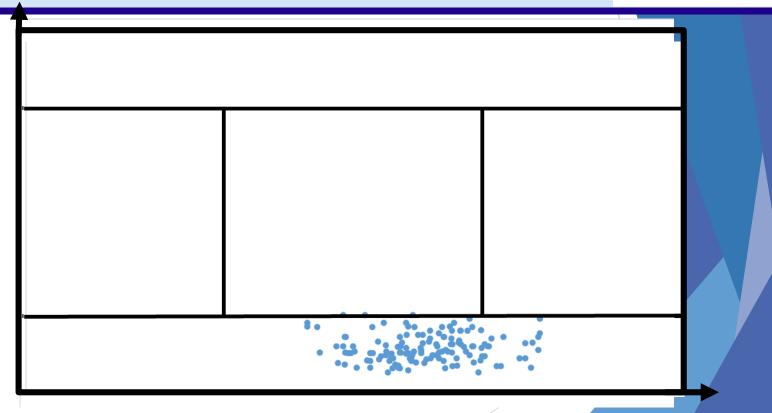






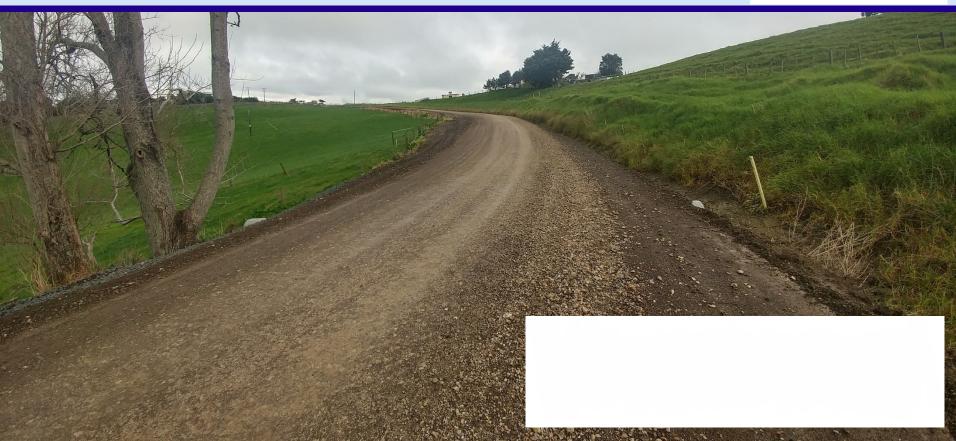
Spec vs Paige-Green





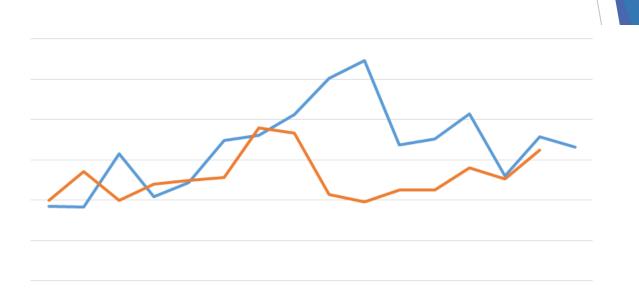
Material Spec on Trial Sites





Intervention on Trial Sites

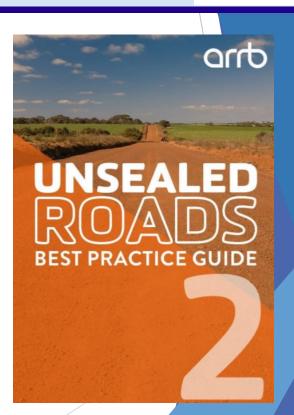




What the future holds



- Complete the CoE
- Present again to LVR Workshop
- Bring in learnings from ARRB manual update
- Grader Driver Competency Framework



Questions



Questions?

Thank you.

NORTHLAND TRANSPORTATION ALLIANCE











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