Auckland-Hamilton-Tauranga Case Study

Nigel Lloyd (Acting National Structures Manager)
HPMVs differ from overweights:

- More frequent
- No restrictions on speed or lane position allowed

Different assessment process to overweights
Initial SH Network Study
Network Availability
Auckland-Hamilton-Tauranga

First and last mile?
Preliminary Findings – SH1/29 Capital Costs

- 8 bridges to strengthen
- All on Auckland southern motorway
- Rough order cost $15m
Preliminary Findings – SH1/29 Maintenance Costs

For pavements:

- 7.4% increase in loading over a 20 year analysis period
- Strong rutting projections on this route as already under heavy load
A final thought

The loads that bridges need to carry have changed beyond recognition

- Traction Engine 1912
- Volvo 2010