

## Purpose of this information day

- To update the public on the progress of the project
- To discuss the findings of the updated scheme assessment report and the approved design
- To allow the community to talk with the project team
- To provide feedback for the consenting phase of the project



## Background

- Realignment of State Highway 1 in 1970s to the current alignment, including earthworks for a four-lane corridor
- What's changed since 1997
  - Higher Expressway design standards
  - Improved requirement for environmental controls
  - Central median installed 2004/05
- Designation amended in 1997 to provide for four lanes and a full interchange at Paddy/Hall roads
- Public information day in January 2014 and feedback input into the Interchange and Alignment Options Report (IAOR) in February 2014
- The IAOR confirmed the following:
  - An interchange at Paddy/Hall Roads is not justified
  - The preferred option of local link roads and a bridge across the Expressway

## Scheme Assessment Report Addendum (SARA)

- The report investigated and assessed in detail the effects of the preferred option
- The report was reviewed and approved by the NZ Transport Agency Value Assurance Committee in December 2014



## Findings of the SARA

- The preferred local link road option is viable and will have the following positive effects:
  - Improve safety and efficiency of SH1
  - Improve local road connections across SH1
  - Local roads for local traffic and SH1 for long distance traffic
  - Improved water quality
- Any potential environmental effects will be managed through conditions of consent and management plans

- All stormwater from the Expressway and link roads will be treated via stormwater wetlands which capture runoff, remove sediment and allow the slow release of water into streams and drains

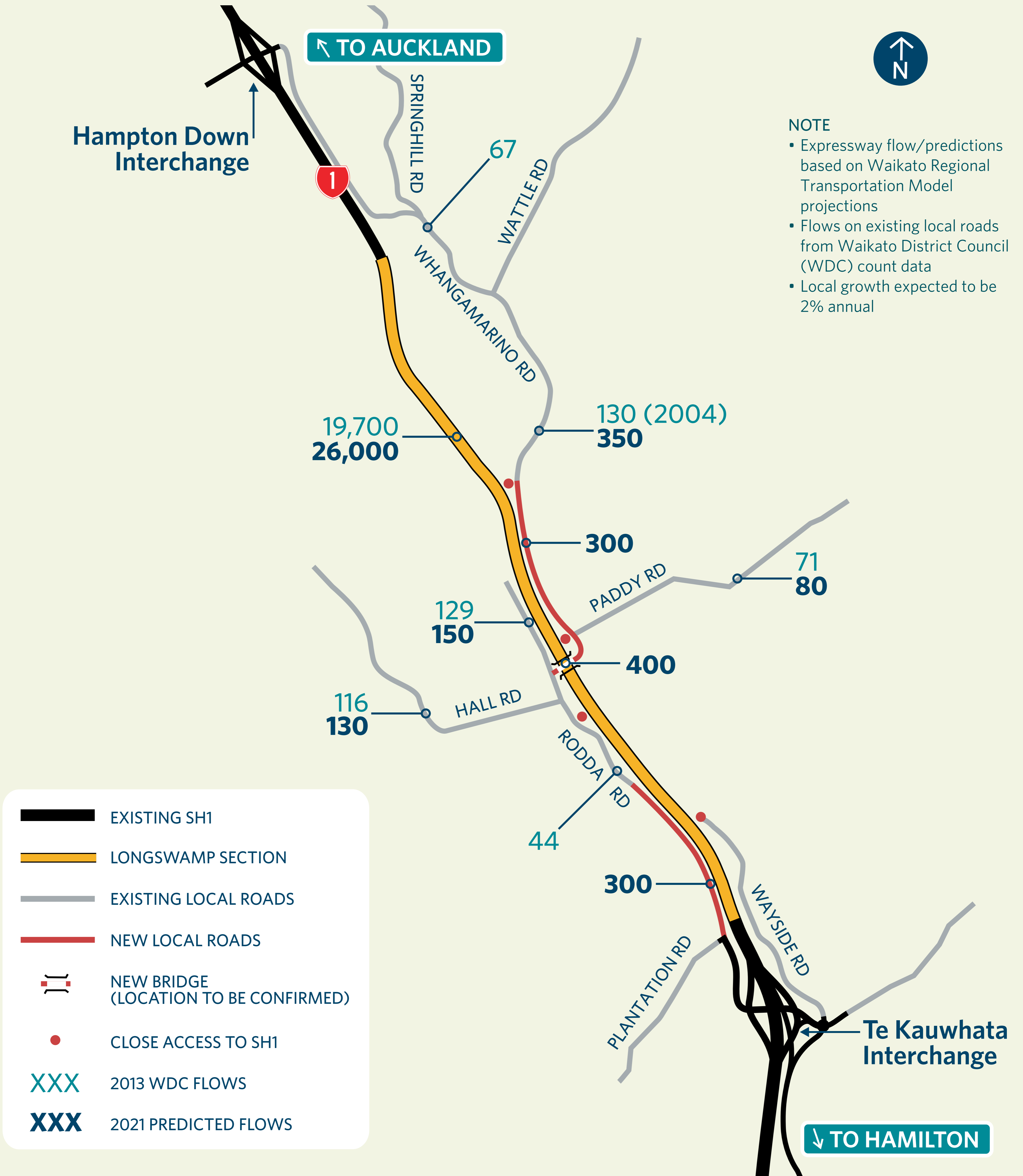




# Waikato Expressway Longswamp Section

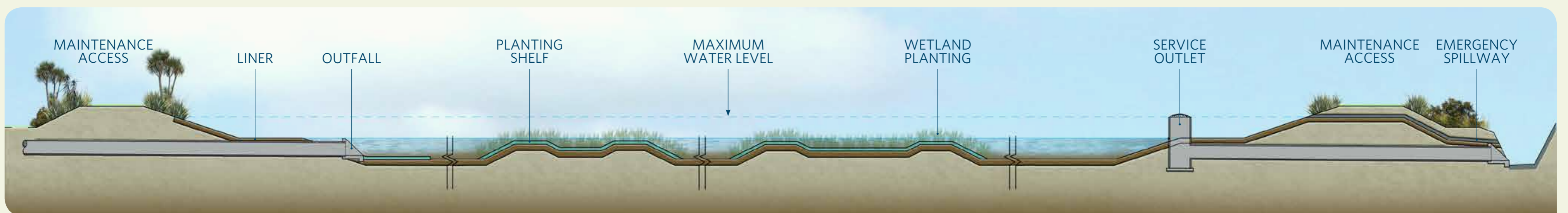
## Expected traffic volume on Expressway and local roads

(vehicles per day in both directions)

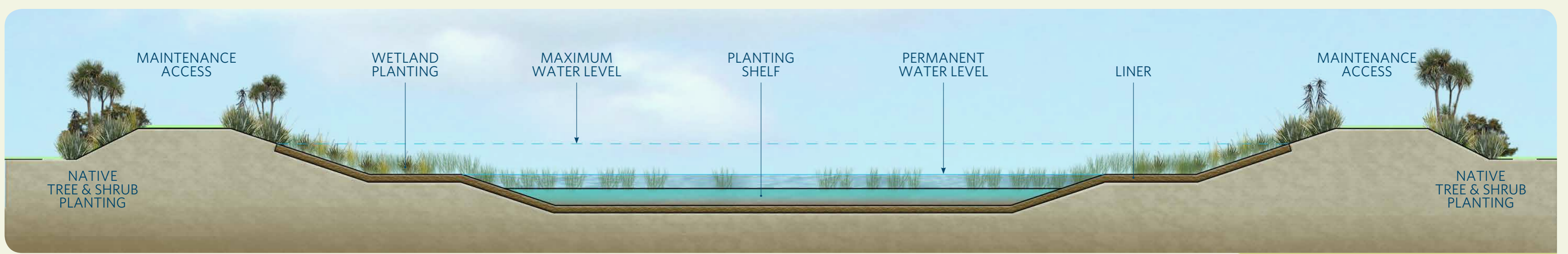


## Typical wetland

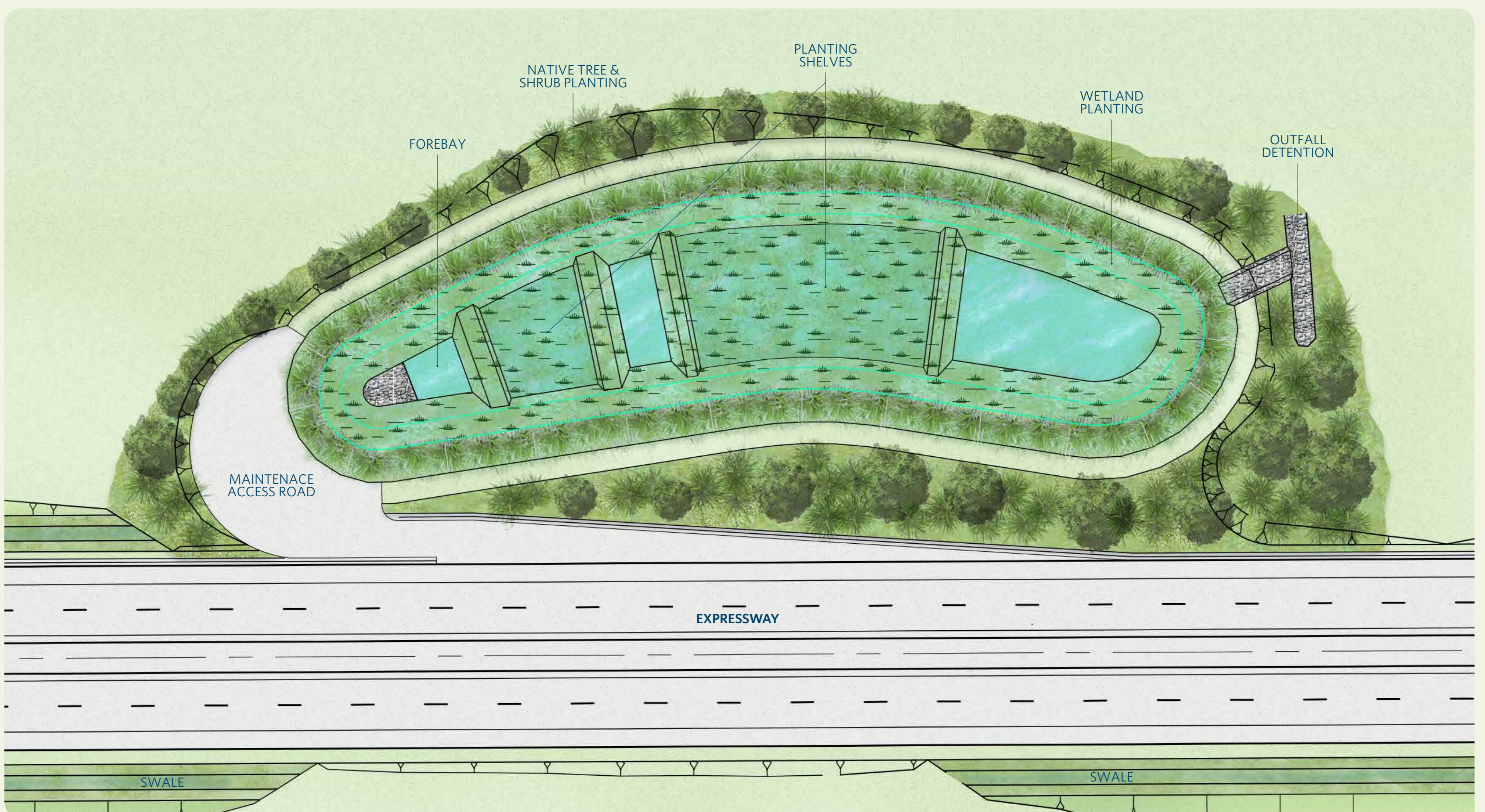
Expressway stormwater is channelled into the top of the wetland and is filtered on its way across the planting shelves. The stormwater is then discharged from the wetland outlet into drains and streams at controlled rates.



Typical wetland forebay/bathymetric bunds



Typical wetland cross section



Typical wetland layout

## Feedback

- The NZ Transport Agency is seeking your feedback to include as part of the application to alter the designation (Notice of Requirement) to the Waikato District Council, and for resource consent applications to the Waikato Regional Council
- There are feedback forms available for you to fill out today and drop in the feedback box, or you can return them via post
- Feedback closes **Wednesday 25 February 2015**

## Timeframes

WHEN	WHAT'S HAPPENED
Oct 2013	Start of investigation phase
Jan 2014	Public information day 1
Mid 2014	Interchange and alignment options report
Late 2014	Scheme assessment report addendum
WHEN	WHAT'S HAPPENING
Feb 2015	Public information day 2
Mid 2015	Notice of Requirement and resource consent applications
Mid 2015	Draft construction drawings
Late 2015	Tender documents
2016	Construction begins
2018	Target construction completion date