



## Waikato Expressway

### Ngaruawahia Section

Information Sheet October 2010

#### Quick Facts

<b>LOCATION:</b>	The main four-lane expressway heads south from SH1B (Gordonton Road), near Taupiri, crossing flat farmland and the Waikato River before connecting with the proposed interchange on the existing SH1 near Horotiu.
<b>CURRENT STAGE OF WORK</b>	Tender for Detailed Design and Construction
<b>ESTIMATED VALUE</b>	\$238m
<b>LENGTH OF SECTION</b>	12.3km
<b>TARGET COMPLETION DATE</b>	2014

#### Construction to Commence

The Ngaruawahia Section of the Waikato Expressway is about to take a major step forwards by moving into the construction phase in late 2010 and early 2011. The Taupiri Link will commence construction in November 2010 whilst the contract to construct the main part of the Ngaruawahia Section is being tendered to enable Detailed Design and Construction to commence in 2011.

#### Project Stages

**The first stage, Project Investigation,** was undertaken by Opus International Consultants for the NZ Transport Agency (then known as Transit New Zealand) between 1995 and 1999. This stage led to the Ngaruawahia Section being designated in the Waikato District Plan in 2002. That process was fully notified with submissions called for and a hearing by independent commissioners.

**The second stage, Secondary Investigation and Specimen Design,** was undertaken by Bloxam Burnett and Olliver, and included:

- Review of the preliminary design of the alignment that formed the basis of the designation, including reassessment against latest NZTA objectives and against latest safety and environmental standards, as well as a review of intersection forms.
- Undertaking more detailed geotechnical, engineering and environmental investigations to confirm the alignment, the amount of land required for it and what works will be required to meet conditions imposed on the designation.
- Securing resource consents required for construction earthworks, stream crossings, stormwater drainage and the like.



Geotechnical testing equipment being used on the Ngaruawahia Section

- Developing the design and project documentation to the point where a construction contract can be tendered.

This work commenced in 2007 and was completed in September 2010.

**The third stage, Detailed Design and Construction,** will commence following evaluation of tenders and award of contract early in 2011, with a target date for completion of construction of 2014.

#### Project Benefits

When complete the Waikato Expressway will be the key strategic transport corridor for the Waikato region, connecting Auckland to the agricultural and business centres of Waikato and Bay of Plenty. The Expressway will improve economic growth and productivity through more efficient movement of people and freight.

**Other Benefits include:**

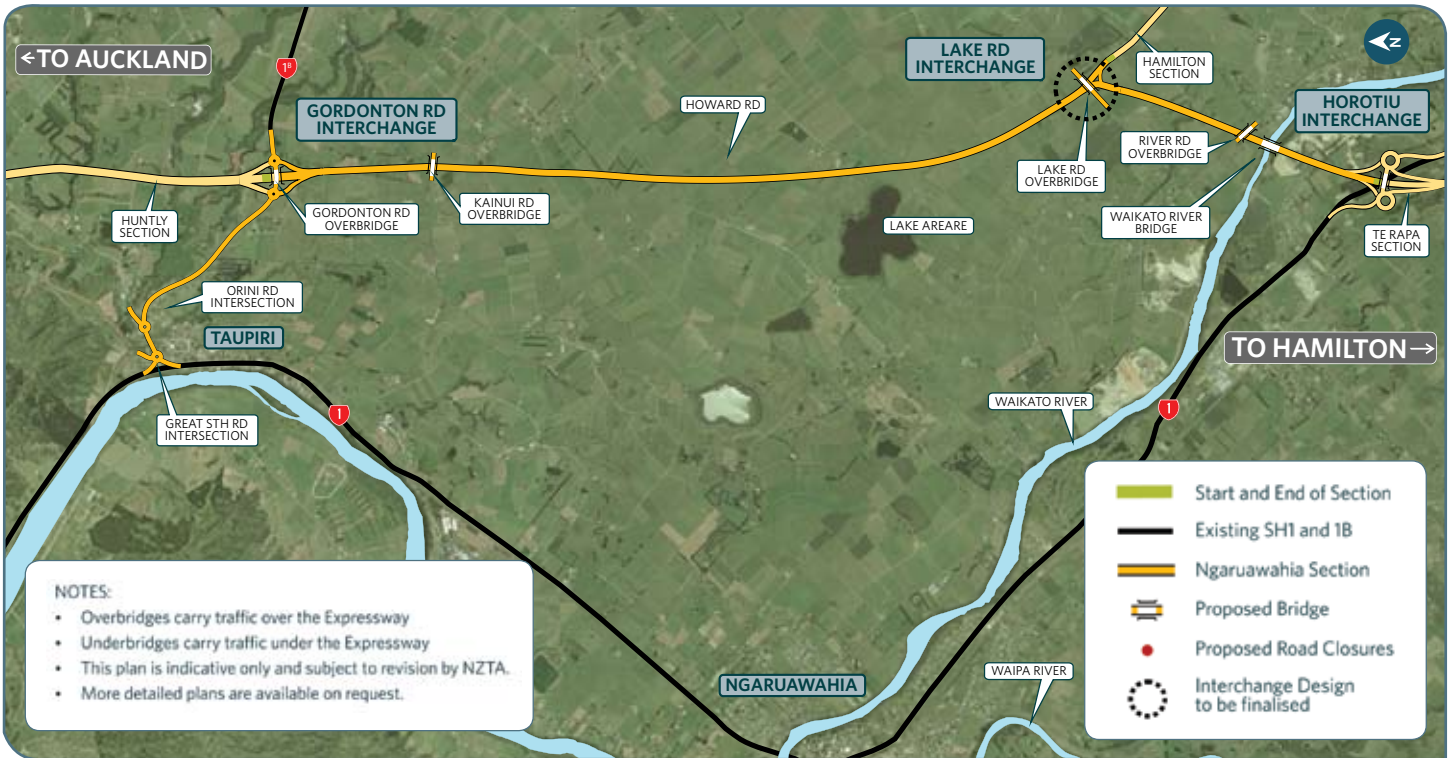
- Reducing travel times between Auckland and Tirau by 35 minutes
- Reducing significantly the number of fatal and serious injury crashes
- Reducing fuel costs
- Reducing traffic congestion within smaller communities like Huntly, Ngaruawahia and Cambridge
- Increasing the highway's capacity and passing opportunities.

**The Ngaruawahia Section will:**

- Connect the Huntly section of the Expressway, due to be completed in 2019, to the Te Rapa Section, which is programmed to be completed in 2013
- Until the completion of the Huntly Section a section of the existing SH1B (Gordonton Road) will be upgraded to connect the existing SH1 with the Ngaruawahia Section of the Waikato Expressway
- When complete the Ngaruawahia Section, including the upgraded section of SH1B (Gordonton Road), will reduce traffic congestion and improve safety within Taupiri and Ngaruawahia by significantly reducing through traffic.

#### Key Features

The Waikato Expressway will be 102km in length running from the Bombay Hills to south of Cambridge. It will provide for two lanes of traffic in each direction divided by a central median, with local roads and interchanges generally serviced by bridges and underpasses.



Ngaruawahia Section of the Waikato Expressway

## Planned Route

The Ngaruawahia Section commences at the existing SH1/SH1B Gordonton Road intersection in Taupiri. The first 2.4km of the route is an upgrading of the existing two-lane Gordonton Road and will become a local road connection to the Waikato Expressway after the Huntly Section is completed.

The main four-lane expressway section starts at Gordonton Road and heads south across flat farmland, crossing Lake Road where it will meet the future Hamilton Section. It then curves to the

right crossing River Road and the Waikato River before connecting to the Te Rapa Section near Horotiu.

### Interchanges

The Expressway will connect to the local road network with full diamond interchanges at Gordonton Road to the north, where it will connect to the Huntly Section, and at the existing SH1 to the south, where it will connect to the Te Rapa Section.



The new road and roundabout layout for the Taupiri Link

## Environmental Management

The NZ Transport Agency is committed to improving the contribution that state highways make to the environment and social wellbeing of New Zealand by:

- Protecting and enhancing the environment
- Using and managing resources efficiently
- Considering environmental issues early
- Contributing to sustainable outcomes by working with others
- Continually improving environmental performance.

### Noise Control

Noise levels will comply with the designation conditions. Measures used will include:

- Monitoring of noise during construction and advance notification of any unavoidably noisy construction activity
- Haul routes for moving materials will be away from main roads and sensitive residential areas wherever practicable
- Buffer zones and noise barriers to protect local residents, businesses and sensitive areas from road noise.



### Visual Impact, Landscaping and Environmental Measures

Careful consideration will be given to wildlife and habitats, in order to minimise impact and disruption.

Landscaping and planting will be used to mitigate the visual impacts of the new road and create a pleasant environment for both road users and others.

Culverts, swale drains and wetland areas will be used to manage natural water flows and drainage.

### Significant Sites - Cultural, Historic and Environmental

To protect this history the following measures will be used:

- Protocols and agreements with local tangata whenua
- Engagement of cultural heritage monitors
- Liaison with local historical groups
- On site archaeological controls to ensure that approved processes are followed.

## Properties on the Designated Route

Most of the land required for the project has been purchased and the remaining land should be acquired before the end of 2010. The Expressway generally passes through farm land. Processes for managing land purchase or compensation for those affected by the new road are laid out in the Public Works Act and summarised in a useful guide "Landowner's rights" which is available from Land Information New Zealand or via their website [www.lin.govt.nz](http://www.lin.govt.nz)

## Stakeholder and Community Input

In parallel with the investigations, the NZ Transport Agency and its consultant Bloxam Burnett and Olliver have consulted landowners, tangata whenua, stakeholders and other affected parties to ensure that any issues that could affect the highway design, and anything that has changed since the project investigation stage was completed, has been considered. The consultation process included a combination of site visits, individual meetings and a public Information Day.



The existing SH1/SH1B intersection at Taupiri

## Roads of National Significance Overview

The Government has identified seven essential state highways that are linked to New Zealand's economic prosperity, called the Roads of National Significance. The NZTA is charged with delivering this programme of state highway improvements within the next 10 years. This programme represents one of New Zealand's biggest ever infrastructure investments and is a key part of the Government's National Infrastructure Plan and Government's Policy Statement for transport.

The seven projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. The projects are 'lead infrastructure' - meaning they encourage economic growth rather than simply responding to it.

### Currently from North to South the Seven Projects are:

1. Puhoi to Wellsford - SH1
2. Completing the Western Ring Route  
Auckland - SH16, SH18 and SH20
3. Victoria Park Tunnel Auckland - SH1
4. Waikato Expressway - SH1
5. Tauranga Eastern Link - SH2
6. Wellington Northern Corridor - SH1
7. Christchurch Motorways



### For more information

For further information online visit:

[www.nzta.govt.nz/rons](http://www.nzta.govt.nz/rons)

[www.nzta.govt.nz/projects/waikato-expressway](http://www.nzta.govt.nz/projects/waikato-expressway)

[www.nzta.govt.nz/projects/ngaruawahia](http://www.nzta.govt.nz/projects/ngaruawahia)

## Our contact details

For enquiries or information regarding the Ngaruawahia Section of the Waikato Expressway contact:

### BRIAN ASPIN

Communications and  
Stakeholder Liaison Manager  
Waikato Expressway  
Phone: 07 958 7416  
Mobile: 027 554 1145  
Email: [brian.aspin@nzta.govt.nz](mailto:brian.aspin@nzta.govt.nz)

