

SOUTHERN INTERCHANGE UPDATE

UPDATE #3 – 12 November 2018

Welcome to our regular update about the Southern Interchange.

These updates focus on the Southern Interchange at Tamahere and our works through to Matangi Road. We post a new update every 2-3 months on the Hamilton Section project website:

www.nzta.govt.nz/hamilton

1. Works ramping up before and after Christmas

While we have been focused on other parts of the project in recent months, our focus returns to the Southern Interchange this summer.

Our key milestone remains the construction of two new lanes running under the East West Link Bridge so we can switch highway traffic off Cambridge Road and onto these new lanes. This will enable us to close Cambridge Road north of Cherry Lane and begin excavating in this area.



Hi-Lab pavement testing at the Southern Interchange.

To build the new lanes under the East West Link Bridge, we will use a new blend of aggregates called Hi-Lab. Hi-Lab is stronger than traditional road pavement and expected to provide a longer lasting surface.

This blend includes lots of large rock (65mm and 40mm), with just enough finer gravel, sand and cement to bind those large rocks permanently in place. To lay Hi-Lab, some of the existing rock needs to be replaced.

Road construction will ramp up now through to Christmas.

2. Night works will begin in December

Once the Hi Lab has been laid and compacted, the new lanes will be sealed with multiple layers of asphalt. To ensure we get an uninterrupted supply of asphalt, and to avoid heavy traffic where we tie the new lanes in with SH1, most of this sealing must be carried out at night. Extensive night works are planned from early December. Local residents will receive specific information about these works before they commence.



Multiple layers of asphalt are laid and compacted to create a smooth, lasting surface.

The plan is to lay and compact Hi Lab pavement during the day, then lay asphalt at night. These night works are critical to meeting our construction targets for the summer, and for opening the Hamilton Section in 2020.

Project staff will speak with neighbours and communicate widely before night works begin, and as works progress.

To minimise noise and vibration during night works, the project will replace reversing beepers on machines with 'squawkers' that emit a quieter, less disturbing 'white noise' sound.

3. New sealed access for Cherry Lane, Bollard Road residents

Following the traffic switch, Cambridge Road will be closed north of Cherry Lane and we will begin digging through the old road.

Sand from this excavation will be trucked across the East West Link Bridge to build road embankments in the East West Gully.

Following the traffic switch, residents in Cherry Lane, Bollard Road and the section of Cambridge Road in between will be provided with a temporary sealed access.

The **diagram overleaf** shows how the layout will work. No right turn will be provided into the city. Instead, residents will need to travel to the Tamahere Interchange, then back into the city. All other turning movements will be retained.

Temporary access - Tamahere

Tamahere Eventide Home and Village

Not to scale:
Artist's impression for
information only.

TO HAMILTON ↑

-  New lanes
-  Temporary access

Bollard Road

Connects to off-ramp

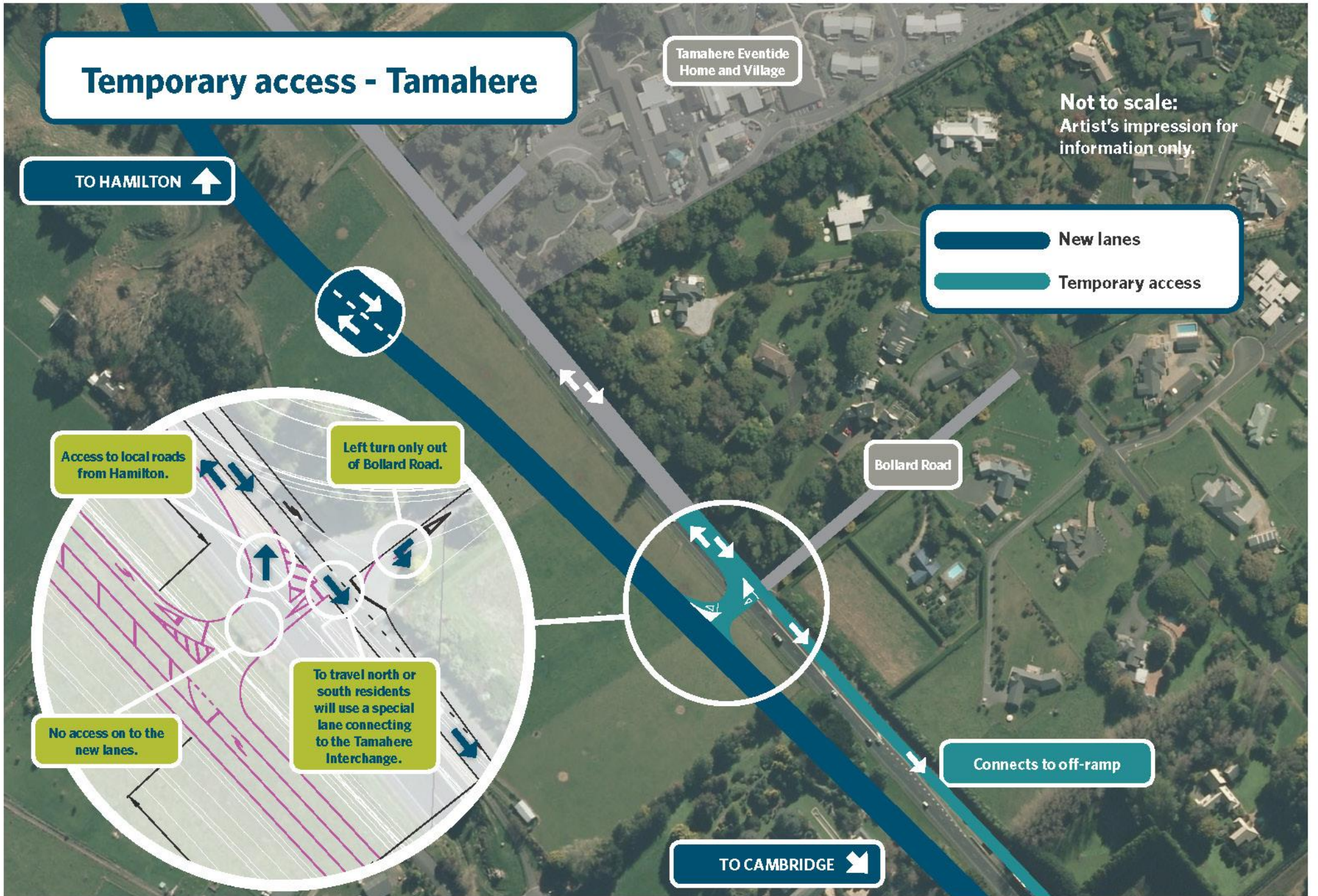
TO CAMBRIDGE ↘

Access to local roads
from Hamilton.

Left turn only out
of Bollard Road.

No access on to the
new lanes.

To travel north or
south residents
will use a special
lane connecting
to the Tamahere
Interchange.



4. Access through construction zone for Cherry Lane residents

A raised roundabout will ultimately connect Cherry Lane with the new East West Link Bridge.

But first, a ramp will be built to take dumptrucks up and over the bridge, hauling sand to build embankments for the link road to Birchwood Lane.

Access will be maintained through the works area for Cherry Lane residents.

5. New gully access from Birchwood Lane

Twin culverts are currently being installed in the East West Gully, with access from Birchwood Lane. These culverts are 75m and 110m long. Embankments will be built on top to carry the East West Link Road from Cherry Lane to Birchwood Lane.

Wet material is being dug out of this gully and stockpiled in paddocks alongside Birchwood Lane. Once it dries, this material will be trucked away later in the summer. Earth barriers have been built around the stockpile areas to contain stormwater runoff. Rock is also being stockpiled here to build access roads.

In Birchwood Lane, road widening works have been affected by service relocation issues. Once these are resolved, final drainage will be installed, and the road surface can be finished and sealed.



Sheet piles are installed to stabilise a gully bank prior to digging out wet material and installing a culvert.

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