1 Huntly project update

October 2016

Stakeholder liaison manager for Fulton Hogan-HEB, Trish Viall, is dwarfed by a giant excavator now on site. It weighs 180 tonnes, and needed seven trucks to transport it in pieces for reassembly. The bucket takes 25 tonnes on earth with each bite.

Big season coming up

The Huntly section faces a huge earthworks season this year with 2 million cubic metres of material to be shifted across the site.

By comparison in the first season the Fulton Hogan-HEB Joint venture shifted about 600,000 cubic metres.

Project Director Tony Dickens says the focus for the first season was on getting access throughout the site, haul roads completed and associated drainage ready so they could hit the ground running come October 2016.

"Having the access complete and all the drainage in place means we can cart material easily from one end of the project to the other," Tony says.

"To help us achieve our target this season three earthworks sub-contractors have been employed to help; C&R Construction, Toomey's and Waiau Pa Bulk Haulage.

"At the peak this season we will have more than 150 pieces of machinery working, which will include 100-tonne dump trucks and a 180-tonne excavator, as well as a fleet of motor scrapers."

The team will also finish installing the last 12 major culverts. These range in size from 13 metres to 130 metres long.

Did you know?

2 million cubic metres of material is more than 142,000 dump truck loads.

Northern switch in early 2017

Construction of the northern MSE wall is under way and ground improvements will start this month with the installation of timber piles.

The south-bound off-ramp is under construction. All SH1 traffic is expected to be switched on to it in early 2017.

When SH1 traffic is moved on to the new south-bound lane the contractor will be able to fine tune the methodology for the pavement construction for the entire Huntly project.

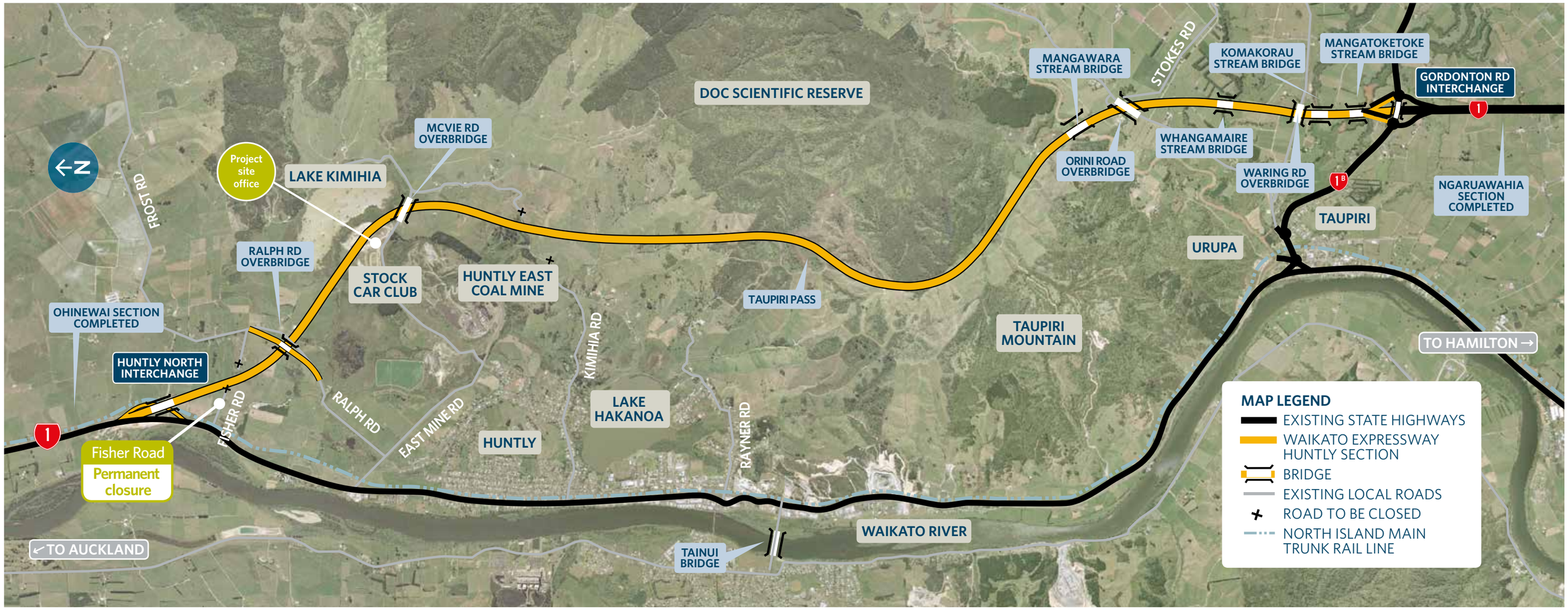
Keeping you informed

Keeping the community informed about progress on the Huntly section is important to the project team.

We'll also be keeping you informed through these quarterly newsletters, regular updates to residents of works happening in their area and links on our website and Facebook page.

Follow us on Facebook
Facebook.com/waikatoexpressway

To sign up for our email newsletters go to
www.nzta.govt.nz/waikatoexpressway



Ralph Road bridge taking shape

The Ralph Road bridge is re-programmed to be completed in the first quarter of 2017 but traffic won't actually be travelling on it until the end of 2017.

The bridge needed to be finished early in the project so the team could have access underneath the bridge to cart material along the haul road this earthworks season.

When the bridge itself is complete the team still need to build the Ralph Road tie-ins to the bridge followed by pavement construction before local traffic can start using it. This is expected to be late 2017 as the pavement is unable to be constructed during winter.

The team are also making good progress on Whangamaire Stream bridge with piling and ground improvements completed.

The Komakorau bridge northern mechanically stabilised (MSE) wall has also been constructed allowing the piling operation to start later this year.

What's a MSE wall?

MSE walls are heavy duty retaining walls generally made of heavily compacted earth. The layers of fill also include an engineering grid which reinforces or stabilises the fill meaning the embankments can withstand greater loads.

The Ralph Road bridge eastern MSE wall.

Mangawara sets the pace for project bridging

Winter works saw good progress made on five of the nine bridges across the project.

Beams were transported to site and placed at the Mangawara Stream bridge and the deck construction is now under way.

The steel beams for the Mangawara Stream bridge were manufactured in New Zealand by Eastbridge using steel imported from China. Eastbridge carried out testing on the steel to be certain the quality was up to standard. Fulton Hogan-HEB Joint Venture also carried out their own independent testing to verify the Eastbridge results.

Fulton Hogan HEB Project Director Tony Dickens says all bridges on the Huntly project meet all of the required safety and design standards, and this is backed up by the evidence of the testing.

The Mangawara Stream bridge will need 4258 bolts, 591 cubic metres of concrete for the deck and 563 tonnes of structural steel.

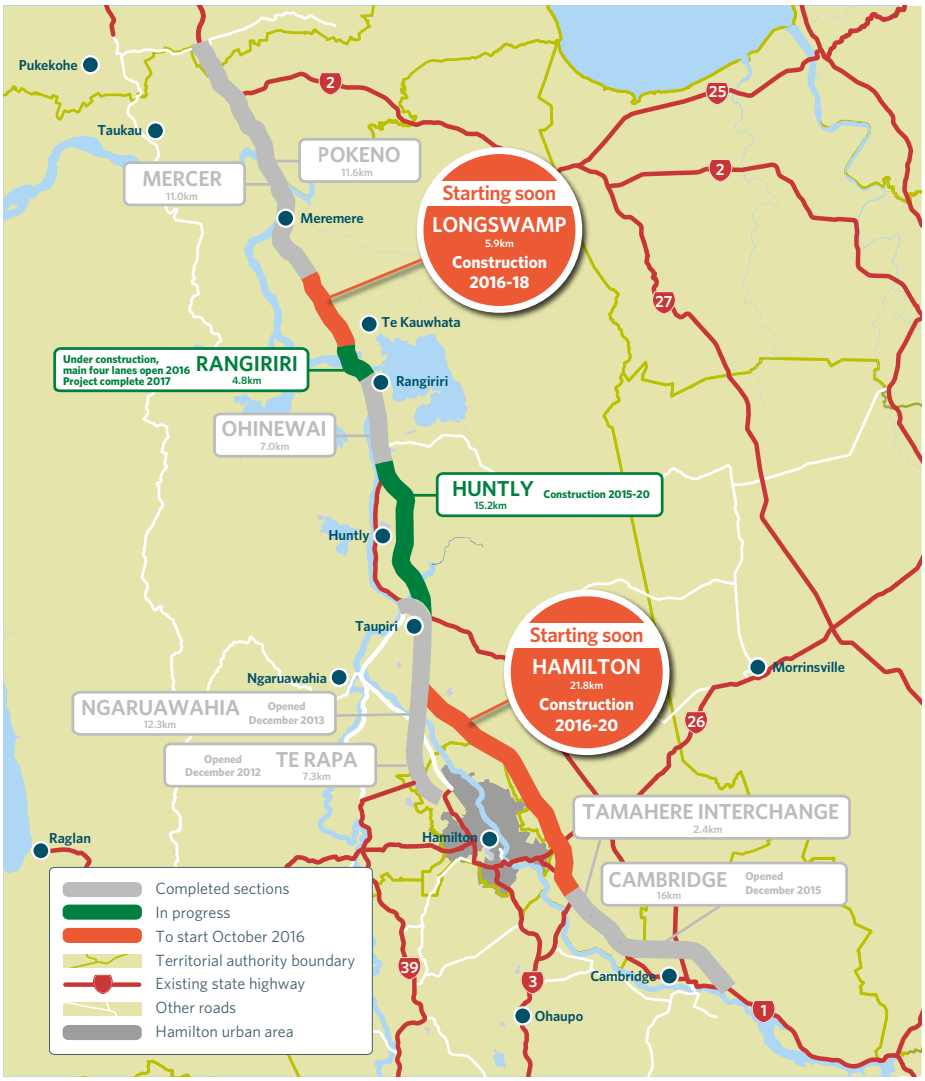
One of the 38 metre central span steel beams being lifted into place.

Did you know...

The beams used on the Mangawara bridge are made from weathering steel. When the beams are exposed to the elements they turn to a naturally rusted colour. Weathering steel has a long life and reduces the need for maintenance to paint the bridge every 40 years.

Expressway overview

The Waikato Expressway is one of the Government's seven Roads of National Significance. It will improve safety and reliability, and reduce travel times and congestion on State Highway 1 by delivering a four-lane highway from the Bombay Hills to south of Cambridge. The Expressway is being built in seven sections.



Did you know?

- The Huntly project, now in its second year, will be completed in 2020
- More than 150 different machines will be involved with earth moving this summer, aiming to move 2 million m^3
- The Taupiri Pass has 1 million m^3 of material to shift and will be 50m deep
- Nine bridges to be constructed; four local road bridges, four over streams, and one over the railway line

Earthworks award

The Huntly project recently gained the large site award at the Waikato Regional Council's Annual Earthworks Industry event

The Huntly section is a large, steep and challenging site. It takes a dedicated effort form Erosion and Sediment supervisor Wayne Viall and his environmental team to effectively manage 124 decanting earth bunds, 24 sediment retention ponds and over 60kms of silt retention bunds to a standard high enough to be certain of meeting the designation storm water quality conditions.

The Regional Council carries out weekly audits to ensure all erosion and sediment controls required to protect the environment are operating as designed by walking the full 15.2km length of the site.

The council said the project was given the award for exceptional approaches to erosion and sediment control on a very difficult project.

Fulton Hogan-HEB Joint Venture were also finalists in the International Erosion Control Association Environmental Excellent Awards held recently.

A decanting earth bund.

Any questions?

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