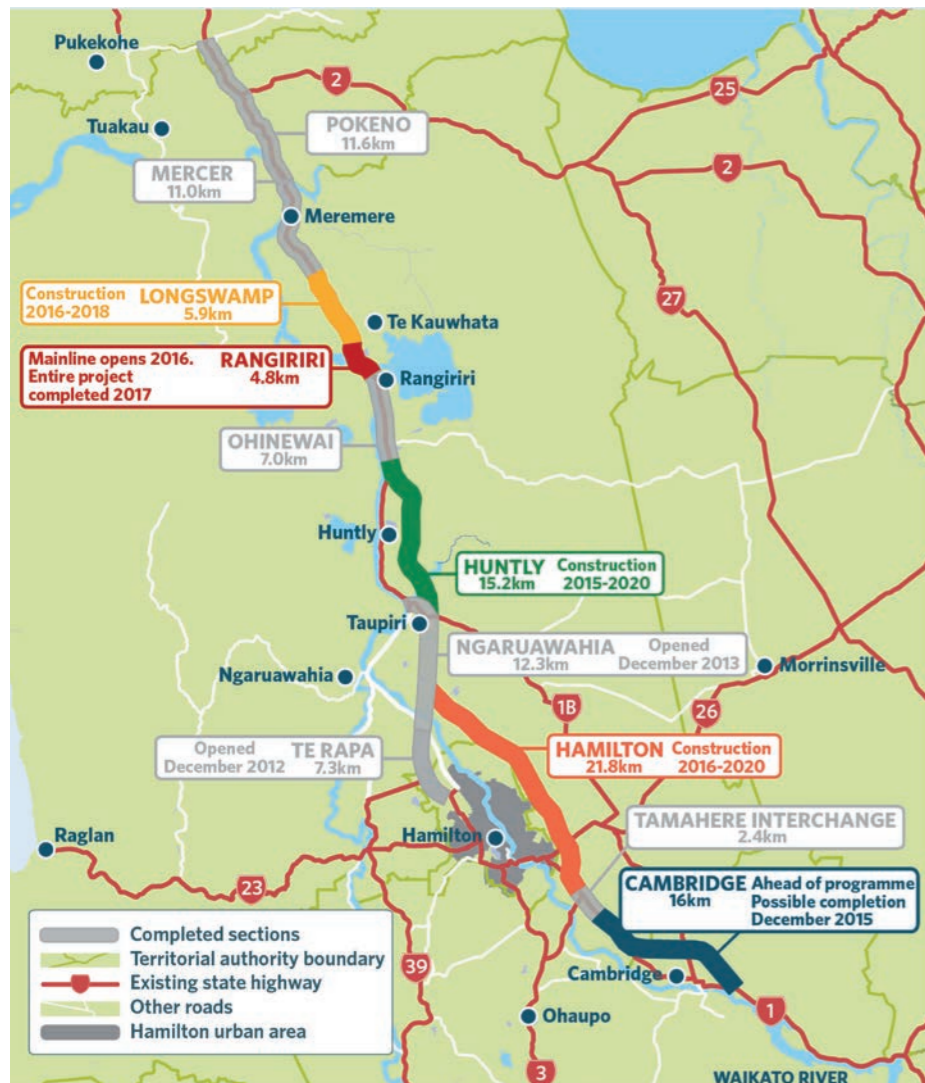


Expressway overview map

The Waikato Expressway project 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.



Safety a focus

At the project's peak there will be about 250 people working on site. That's a lot of staff and sub-contractors to manage across the 15.2km section.

So far over 100 people have been inducted into the project team and health and safety has been a big focus. Forty machinery operators underwent two weeks of comprehensive safety, competence and compliance training at the start of September. Some of the training included competency to operate, first aid, Stay Safe and Site Safe training.



Staff undergoing training on site

1 Huntly project update

October 2015

Huntly section under way



Transport Minister Simon Bridges turns the first sod alongside Maori King Tuheitia's eldest son, Whatumoana Paki

Work on the Huntly section of the Waikato Expressway officially started last month with Minister of Transport Simon Bridges turning the first sod.

The Huntly section is the fifth section of the Waikato Expressway to start since 2009. The 15.2 kilometre Huntly project will involve 3.5 million cubic metres of earthworks, including a 60 metre cutting through the Taupiri Range, and has nine bridges.

Over the last six months the project team have been working on the detailed design and construction programme for the section, and developing their management plans. The plans and programme detail how the project will be constructed, what areas they'll be working in and when, how the earthworks and bridges will be staged and how they'll manage the environment around the project.

The project office is now complete and three site hut areas have been set up for field staff.

The focus for the team in September and early October has been the installation of erosion and sediment controls and fencing the project designation.



Ground preparation works on Waring Road for site huts

Project benefits

The Waikato Expressway will:

- Reduce travel times between Auckland and Tirau by up to 35 minutes.
- Significantly reduce the number of fatal and serious injury crashes.
- Increase the highway's capacity and passing opportunities.
- Reduce traffic congestion and improve safety within smaller communities like Huntly, Ngaruawahia and Cambridge by significantly removing through traffic
- Reduce fuel costs and contribute to economic growth.
- The Huntly section will connect to the already completed Ohinewai section in the north and to the Ngaruawahia section at Taupiri in the south.

Public information day

Come along and learn more about the Huntly section of the Waikato Expressway and meet the project team from the Fulton Hogan HEB Joint Venture.

When: Thursday 15 October 2015
Where: The Huntly Workingmen's Club, 10 Glasgow Street, Huntly
Time: Anytime between 3pm and 7pm

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](https://www.facebook.com/waikatoexpressway)

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

Did you know?

- The Huntly project involves 36 major culverts ranging in diameter from 13m to 130m long
- The project requires more than 3.5 million cubic metres of earthworks
- The main types of soils include puketoka silts, clays and greywacke
- The Taupiri Summit cutting will require about 1 million cubic metres of rock to be moved
- The final 10 per cent will need controlled blasting

Any questions?

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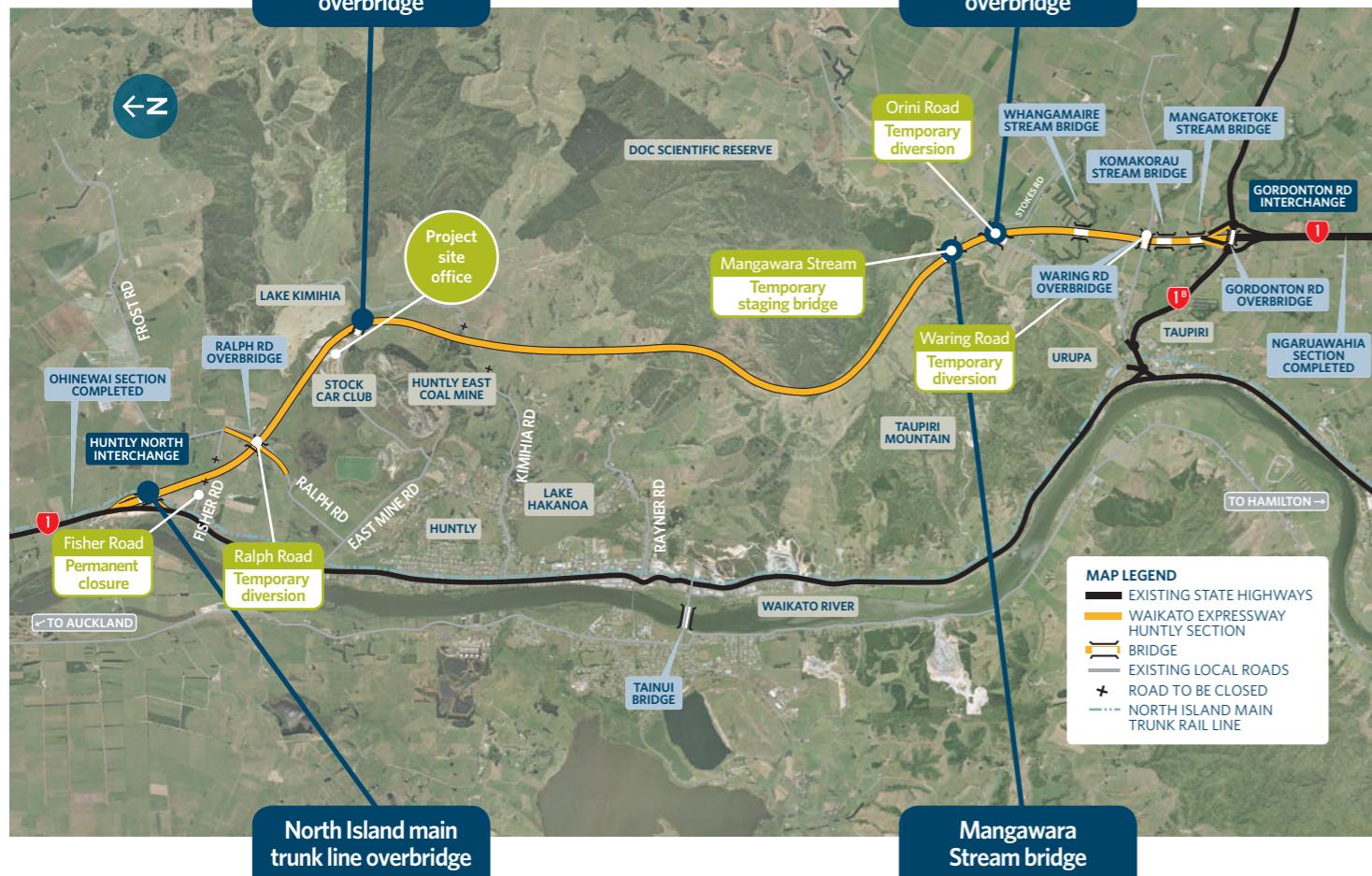
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McVie Road overbridge



Orini Road overbridge



North Island main trunk line overbridge

Mangawara Stream bridge



Project update

Over the next three months the project team will start to construct temporary road diversions on three local roads along the project.

These are being built at Ralph Road, Waring Road and Orini Road. The diversions will allow the team to build the bridge approach embankments and the bridges offline, minimising disruption to local road users.

The team will also be working on a temporary staging bridge at the Mangawara Stream which will allow access across the Mangawara as part of the project's haul road and will allow for a working platform for the construction of the main Mangawara Stream bridge.

Bridges

The Huntly section involves nine bridges.

One will take Expressway traffic over the North Island main trunk railway line at the northern end of the project. Four will take local roads over the Expressway at Ralph Road, McVie Road, Orini Road and Waring Road. Four bridges will also take Expressway traffic over waterways at the Mangawara Stream, Whangamaire Stream, Komakorau Stream and the Mangatuketoke Stream.

The four stream bridges are supported on piled foundations, varying from 20m to 60m in depth. Piles are typically driven using steel tubes which are then filled with reinforced concrete. The remaining bridges are supported on pad foundations and use MSE (mechanically stabilised earth) retaining walls.

Four bridges (North Island main trunk rail-bridge, Mangawara, Whangamaire, and Mangatuketoke) use both steel and concrete. They use weathering steel girders. Weathering steel has a longer life than normal steel and requires less maintenance with no need for painting. The bridge decks on these structures use precast concrete deck slabs which are prefabricated off site and transported to the project. The remaining bridges (Ralph, McVie, Orini, Waring and Komakorau) use precast pre-stressed super tee beams and will use insitu concrete deck slabs which means they are poured on site.



The Fulton Hogan HEB JV project team

Fisher Road - permanent closure

As part of the Huntly section works, Fisher Road is to be permanently closed as a through road.

This closure is expected to be put in place later this year. All road users wishing to access the eastern side of Fisher Road will be required to use East Mine Road and Ralph Road.

