



# Huntly project update

February 2016

## Changing landscapes at Huntly



Huntly Northern Interchange works looking north

The landscape is changing rapidly on the Huntly section with earthworks underway across most of the 15.2km route.

Two local roads, Ralph Road and Waring Road have temporary diversions which will be in place for up to 12 months. These diversion roads minimise the disruption to local road traffic in the area and allow the project team to get underway with the construction of the bridges. Later in 2016 McVie Road and Orini Road will also have temporary diversions in place.

Fisher Road was stopped on either side of the project in December. The project team are targeting the end of this year to complete the Ralph Road Bridge, the first bridge to be finished on the project.

Commuters travelling along State Highway 1 at Ohinewai will have noticed the largest amount of change. A speed restriction of 70km/h is in place and traffic has been moved to one side. The Huntly Northern Interchange works include an 80 metre long bridge which will carry Expressway traffic over the future south-bound off-ramp and the North Island Main Trunk Rail Line. The interchange also includes a north-bound on-ramp for traffic heading north from Huntly to join the Expressway.

The project team have started early in this area for a number of reasons. The complexity of building the interchange and the time needed to ensure the earthworks are properly settled. Fulton Hogan HEB Joint Venture project director Tony Dickens says they are also using it to fine tune the methodology for the pavement construction which will be used along the entire Huntly project.

"The south-bound off-ramp will be built this year and all existing State Highway 1 traffic will be switched on to it. Once that happens we can start on the next stage of construction in that area," Mr Dickens says.

### NIMT Rail Bridge facts

- 80 metres long
- Four lanes wide
- A 60 metre span, skewed at a 59 degree angle to extend over the existing SH1 and the live rail corridor
- The bridge is future proofed with room for future rail lines to be added if needed
- Approximately 50,000m<sup>3</sup> of material will go into building the bridge embankments.
- Ground improvements are needed before building the embankments. The area will need at least three months settlement period.



Works at the Huntly Northern Interchange



Artists impression of the NIMT Rail Bridge



### 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.



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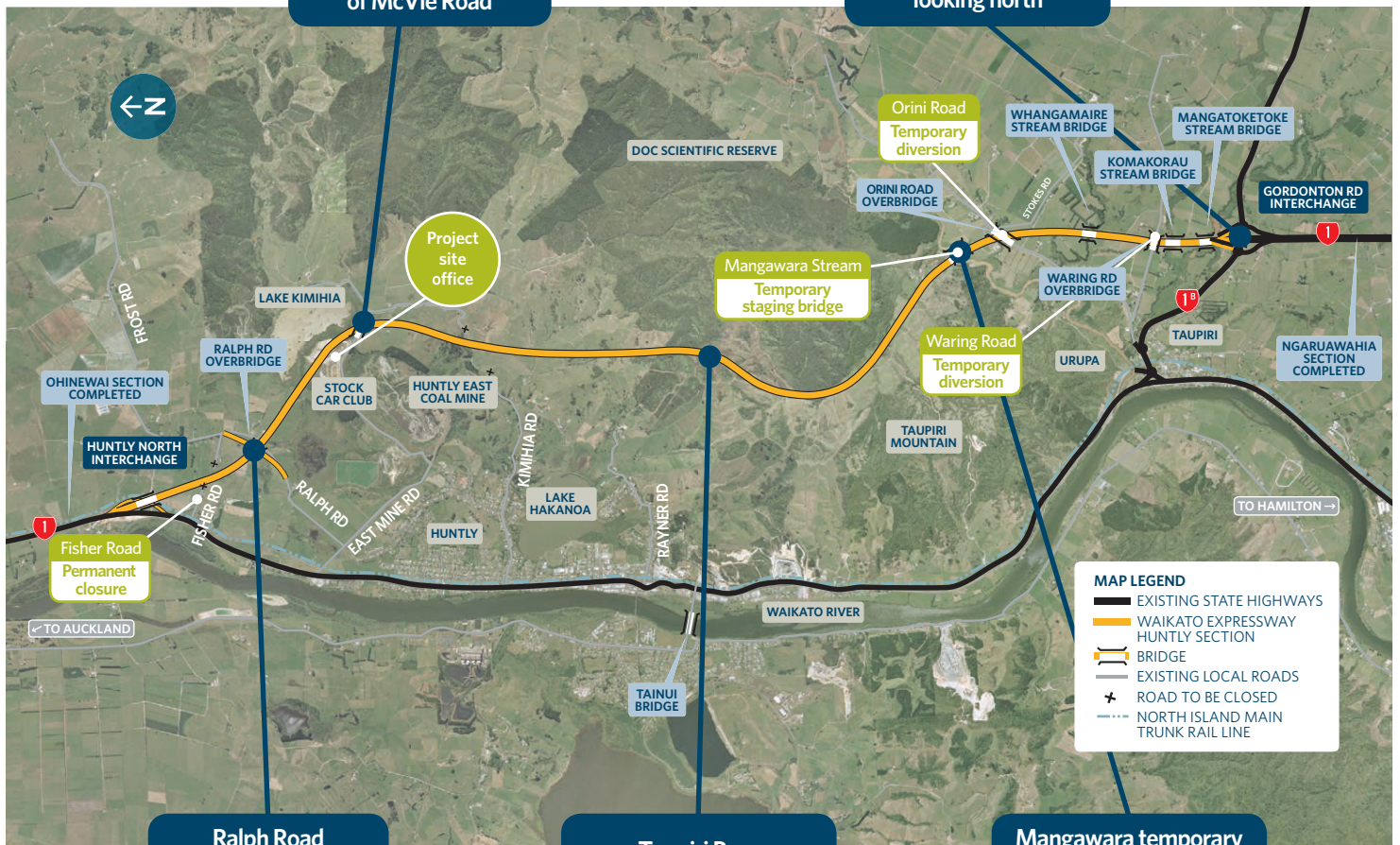
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Works to the south of McVie Road



Gordonton Interchange looking north



Ralph Road diversion

Taupiri Pass

Mangawara temporary staging bridge



## Environmental works

A big part of the Huntly section involves the natural environment.

Achieving good environmental outcomes is a big part of our projects at the NZ Transport Agency. Before starting work on the Huntly section lizards were identified as one species which needed to be protected.

Before construction started a team of ecologists, specialising in lizards (herpetologists), carefully set out lizard traps for gecko that live in the trees, and skinks which live on the ground. They also carried out searches for lizards within the footprint of the project. The area of most interest was around the Department of Conservation, Taupiri Scientific Reserve.

The geckos and skinks found were the Auckland green gecko, Forest gecko, Pacific gecko, Copper skink, and Ornate skink. With the work almost completed the ecology team has salvaged 20 animals including some pregnant females.



FEMALE ELEGANT GECKO (HUNTLY SECTION — WAIKATO EXPRESSWAY) - Graham's Corner

Lizards rehomed as part of project

The skinks and geckos have been transferred to a temporary holding facility, where they are being cared for until they can be released back into the Taupiri Scientific Reserve late 2016, once some pest control has been completed to improve the environment in that area.

## Culvert 22 a big job

There are 36 major culverts to go in across the Huntly section but one stands out from the rest.

Culvert 22 sits in one part of a large gully on the southern side of the Taupiri Pass. It requires 70,000m<sup>3</sup> of material to fill the gully before the culvert can be installed. The finished culvert will be 85 metres long and has special baffles to allow fish and other aquatic life to pass through it. Once the culvert is completed a further 110,000m<sup>3</sup> of material will be placed on top of it. People using the

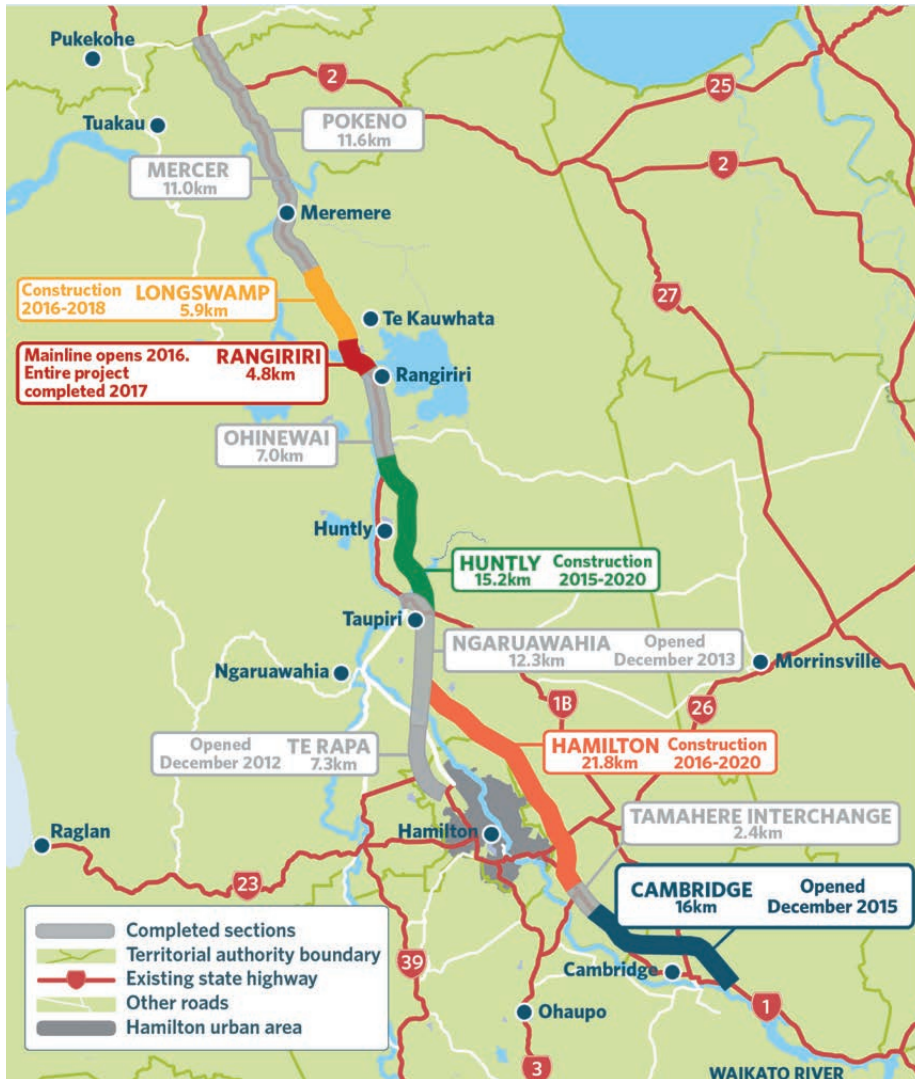
Expressway will never know the work which went into culvert 22 however. The finished culvert will sit 13 metres below the finished road level. Prior to construction works commencing in the gully, vegetation was cleared and the existing stream was cleared of any aquatic life and temporarily diverted. Once complete the stream will be re-diverted through the culvert.



Culvert 22 site

# Expressway overview map

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 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 Pass cutting will require about 1 million cubic metres of material to be moved
- The final 10 per cent will be hard rock and need controlled blasting

## Fire training on the Expressway

The Fulton Hogan HEB Joint Venture helped the local Huntly Volunteer Fire Brigade with training early this year.

As part of the Huntly section works two houses had to be removed. The owners of one asked for the house to be offered to the Huntly volunteer fire brigade for training purposes, prior to demolition.

The Huntly crew were able to use the house for smoke training, giving them a rare opportunity to train in unfamiliar territory and test their skills.

The house was filled with smoke, a gas cylinder and some old tyres as obstacles. Two dummies plus two people were used to simulate rescue situations. The crews arrived unaware of any potential hazards or if anyone was inside the house. As one crew successfully carried out the assessment of the situation, contained the 'fire' and everyone in the house was successfully rescued, the house was filled up again with smoke and the training was repeated with different rescue situations being simulated.



Fire crews simulate a rescue



The house was filled with smoke before the rescue simulation.



### Any questions?

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