

Maramarua Deviation

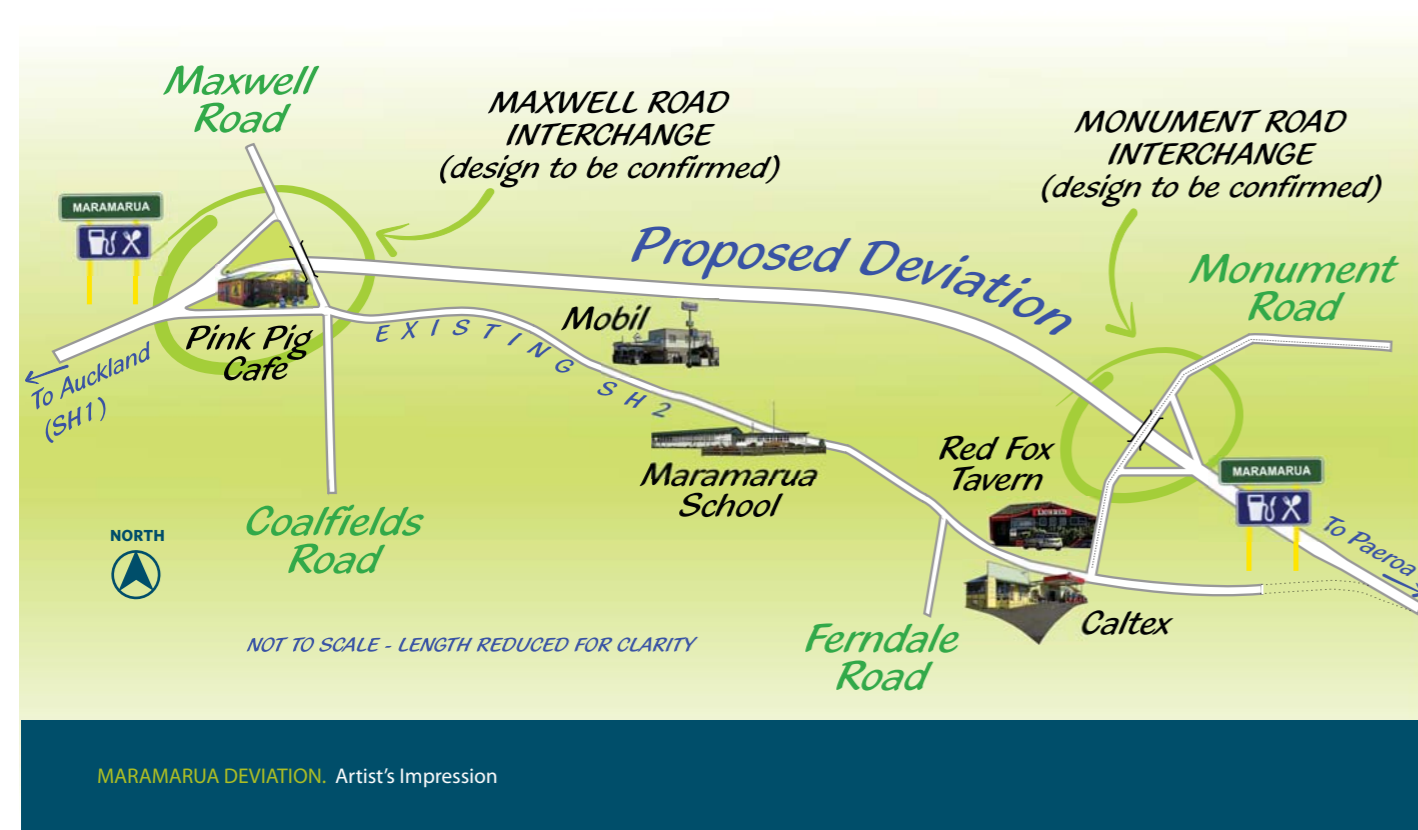
The project team have made progress with the following aspects of the Maramarua Deviation:

- Purchase of the land required for the proposed deviation.
- Topographical and control survey.
- Geotechnical investigation for the final design.
- Whether the Deviation will initially be constructed with two lanes and passing lanes, or four lanes.
- The type of median to separate opposing traffic (wire rope barrier or wide grass medians), and where a median should be used.
- How the Deviation should tie-in to the Kopuku Realignment.
- The most appropriate way of providing access to the highway for the local community.
- The layout of the interchanges at Maxwell Road and Monument Road.

NZTA and Opus are working to resolve the key outstanding design issues:



MARAMARUA DEVIATION. Looking east towards the Pink Pig Cafe



MARAMARUA DEVIATION. Artist's Impression

Contact details

For more information contact:

Peter Murphy
NZ Transport Agency Project Manager
Phone: (07) 958 7251
Email: Peter.Murphy@nzta.govt.nz

Aaron Ingoe
Opus Consultation Manager
Phone: (07) 838 9344
Email: Aaron.Ingoe@opus.co.nz

Nigel Edger
Opus Team Leader
Phone: (07) 838 9344
Email: Nigel.Edger@opus.co.nz

You are also welcome to visit Peter, Aaron or Nigel. Please phone them to make an appointment.

New Zealand Government



SH2 KOPUKU REALIGNMENT AND MARAMARUA DEVIATION

NEWSLETTER TWO, AUGUST 2009

Progress on the Kopuku Realignment

THE NZ TRANSPORT AGENCY and Opus have completed the Scoping stage of the SH2 Kopuku Realignment, and have shortlisted 3 options to consider in detail in the Scheme Assessment stage.

The Options

The three options (D, B & J) are shown on the plan over the page, along with discussion on the options.

Scheme Assessment

The main aims of the Scheme Assessment are:

1. Identify the preferred corridor for the realignment.
2. Assess the environmental effects of the options and how to mitigate these effects.
3. Identify project costs and benefits
4. Get the project ready for a Council hearing to designate the corridor & obtain resource consents for construction.

Key Issues

From our Scoping work to date we have identified the following key issues, that we will examine in detail during the Scheme Assessment:

- Access to private properties and farm severance.
- Enabling travel within the community on the local road network.
- The possible effects of the realignment on flooding of the Mangatangi and Ruaotehuia Streams.
- The best way to tie-in to the adjacent Mangatawhiri and Maramarua Deviations.
- The effects on the environment and how to mitigate these.

- Interference with the existing and proposed transmission lines.



KOPUKU REALIGNMENT. View Over Mangatangi Bridge



KOPUKU REALIGNMENT. Mangatangi Stream

Consultation

About 70 people attended the Open Day last year, and the project team received great feedback, including 20 written responses, from the community about the projects.

We will be holding another Open Day next month – see information below

We have personally contacted landowners who could be directly affected by the Kopuku Realignment to inform them of the options being considered in the Scheme Assessment, and we will be visiting them shortly to further discuss the project.

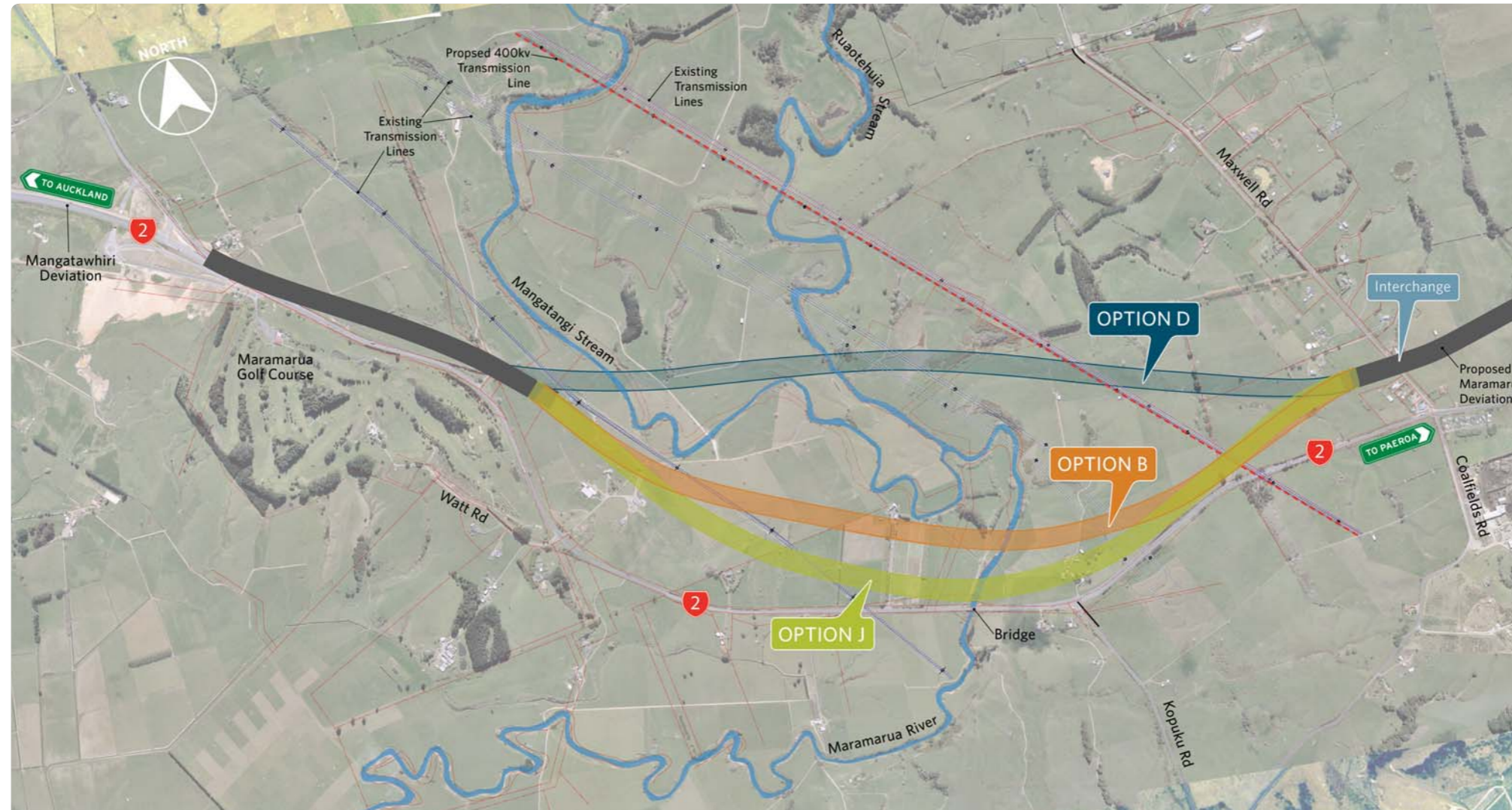
We will be preparing regular newsletters to keep the community informed as the projects progress.

You can view NZTA's website for more information on the projects:

www.transit.govt.nz/projects/projects-waikato.jsp

Please contact one of our project team members (shown over) if you would like any further information or to discuss the projects. Your feedback can help us by increasing the project team's understanding of important issues.

Plan of Options



KOPIKU REALIGNMENT: Plan of options being considered in Scheme Assessment

Investigations Underway

Further investigations for both the Kopuku Realignment and Maramarua Deviation are underway, and you may have seen some of the Opus team and other contractors in the area.

The main investigation work underway is:

- Geotechnical investigations - drilling and digging holes to inspect the soil and taking samples for testing.
- Survey of some areas, mainly the streams, gullies, and tie-ins between the proposed new roads and existing roads.
- Walkovers of the area to identify any archaeological sites.
- Inspections of the vegetation and life in the streams.

A big thank you to landowners who have given us permission to enter their land to carry out these investigations - we appreciate your assistance.

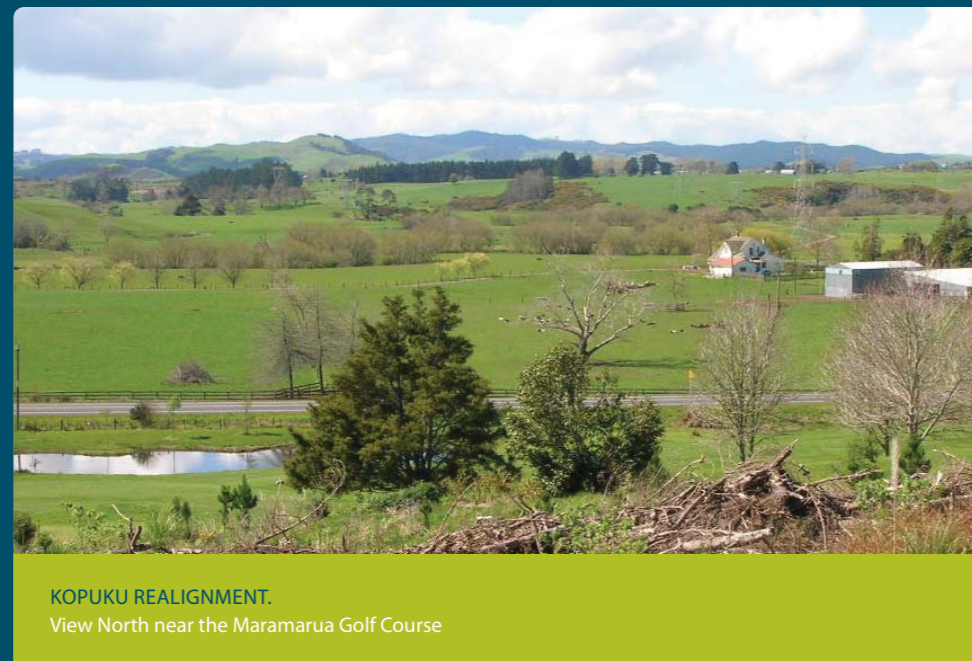
Open Day

The project team will be holding another Open Day to provide information to the community, enable issues to be discussed and seek your feedback.

The Open Day will be focussed on the Kopuku Realignment, but will also cover the Maramarua Deviation.

The Open Day will be held at the Maramarua Hall on **Thursday 1st October 2009**, from 2:30 to 7:30pm.

We invite anyone who is interested in the projects to attend.



KOPIKU REALIGNMENT.
View North near the Maramarua Golf Course

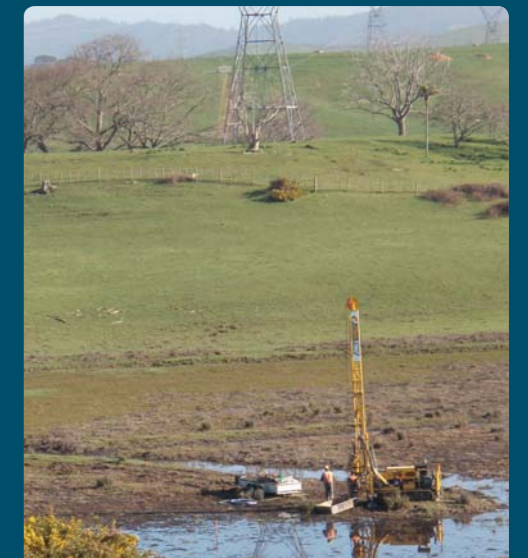
Comparison of Options

The three options we are considering in the Scheme Assessment (Options D, B & J) are shown on the plan above. We are still investigating and gathering information on the options, and have not made any decisions about which is preferred. At this stage we see the key points are:

- Option D is the shortest, and offers the greatest long term benefits in travel time savings and fuel use etc.
- The main difference between Options B & J is how they tie-in to the Maramarua Deviation once it is built. This tie-in is yet to be determined, and a longer tie-in, close to the Mangatangi bridge, would fit better with Option J.
- Option D has two bridges, one across

the Mangatangi Stream and another across the Ruotehuria Stream. Options B & J would only have one bridge, over the combined Maramarua River, this is more acceptable to Iwi, and possibly has less effect on the rivers.

- Option D has less effect on any potential coal reserves in the area
- Option D requires significantly more earthworks (cuts and fills) than Options B & J. Because of this, and the need for two bridges, Option D is almost certain to be considerably more expensive than Options B & J.
- All the Options have significant impacts on private properties in the area – at this stage it appears that Option D may have less impact in this regard.



KOPIKU REALIGNMENT.
Geotechnical Drilling