

Longswamp project update

July 2019



Hi-lab pavement work under way on the new north-bound lanes near the Te Kauwhata interchange.

Heading for the finish line

Traffic is expected to be flowing through the 5.9km Longswamp section on the new four-lane highway in less than six months.

The widening of SH1 is now reaching the end of lane building with the focus on building pavement – the layers of rock and finer materials which support the final road surface.

This autumn has seen good progress on the north-bound lane construction and also the final stretch of south-bound lanes near Whangamarino Road bridge. That area required an enormous amount of ground strengthening – 276 stone columns were placed into the ground to help support the new road.

This and a section near the old Wayside Road southern exit are nearly finished and then we'll be able to switch south-bound traffic on to the new lanes.

People driving through the site will have seen the progress this year on creating the new north-bound lanes. We switched traffic on to the new lanes between Te Kauwhata and the Whangamarino Road Bridge in March.

The pavement design utilised is called Hi-lab, and the rock and aggregate base is laid in a methodical 12-step process. The aggregate used is sourced from a Huntly quarry.

Traffic will initially travel on a chipseal surface and the final surface will be Stone Mastic Asphalt. This is a mixture of chip, lime and bitumen, among other things, prepped at a bitumen plant and transported to site. Applying

this final surfacing may be staggered and continue into the New Year.

Work has also stepped up around planting and finishing work including along the extended local roads. These were a key feature of the project, and along with the Whangamarino Road Bridge, connect communities either side of SH1 to the northern and southern interchanges.



Major strengthening work was needed before the south-bound lanes could be built south of the overbridge.



Keeping you informed

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

You can follow progress in the quarterly project updates, regular updates to residents of works happening in their area and links on our website and Facebook page.



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What's been happening along the route



The Hi-lab pavement design creates a base for the final surface.



The south-bound lanes south of the Whangamarino Road bridge are nearing completion.



Work on the lanes south of the overbridge.



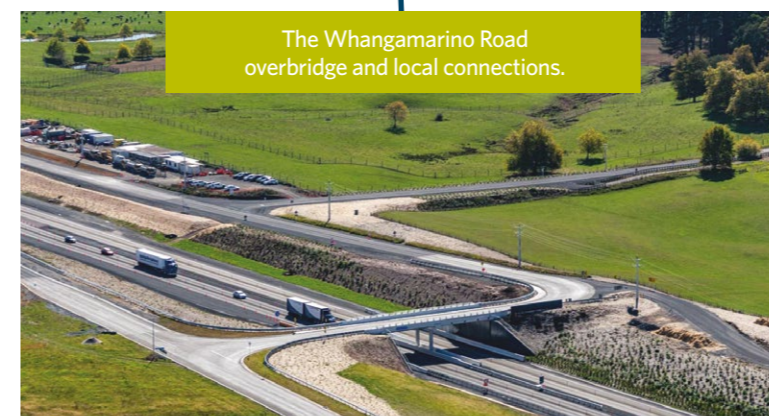
Barrier work and planting near Wayside Road.



Construction of the north-bound lanes while all traffic is on the south-bound lanes.



Creating a turnaround area at Summerside Lane.



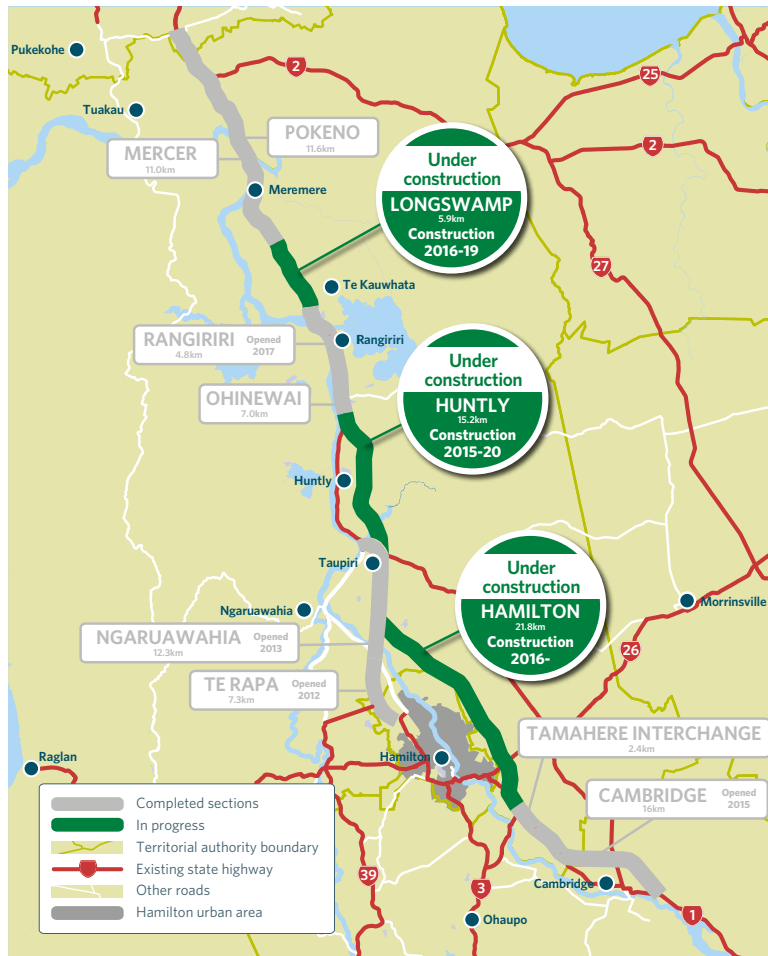
The Whangamarino Road overbridge and local connections.



The Rodda Road wetland before planting begins.

Expressway overview

The Waikato Expressway 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 final three sections are under construction.



Plants help filter road runoff

Planting has also been under way during the autumn months along the 5.9km stretch of expressway, mainly in the four stormwater-treating wetlands we have created, and also along the roadside swales and embankments.

The embankments sit between the local roads and the expressway. They are designed to reduce headlight crossover from traffic on the parallel roads, in turn increasing the safety of all road users.

The wetlands we have created are large, shallow, planted ponds designed to filter stormwater run-off before it reaches waterways.

More than 15,000 plants have been used in the four wetlands and are a mix of seven different species – *Juncus pallidus*, *Carex germinata*, *Carex secta*, *Carex virgata*, *Apodasmia similis*, *Machaerina articulate* and *Sustroderia fulvida*.

As the water moves through the ponds the plants hold sediment and remove contaminants naturally.

These wetland areas were mostly farm land before excavations, drainage installation and planting began.



The largest stormwater run-off area is between the expressway and Rodda Road.



This wetland at the northern end of the project was the first to be planted.

Traffic switches ahead

In the lead up to the late-2019 completion date there will be numerous traffic switches on and off the new lanes as the final touches are completed – much like the traffic management ahead of the neighbouring Rangiriri section opening.

The winter months are always a challenge for construction, especially paving, as wet weather can slow progress. However, work will take place as weather allows.

To reduce the impact on SH1 traffic, final sealing will largely be undertaken at night and will require some lane closures.

As always please follow our traffic management and speed restrictions. Any layout changes will be well sign-posted.



Project contacts

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