

Frequently asked questions

When will the physical work start on the Cambridge Section?

Enabling work will start on the project in September 2013. This involves preparing the section ahead of full construction in early 2014. Since the contract to build the section was awarded to HEB Construction, in April 2013, surveying and geotechnical testing has begun along the length of the project. Enabling work will begin in September, including establishing a site office, fencing the project along the designated route, relocating any services and clearing vegetation.

What happens to properties affected by the road?

Those with properties fully or partly required to build the road will be fully consulted as the project develops. Over the coming months you may be contacted by the project team as survey and geotechnical works are needed to be carried out. If you have any questions you can contact the project team on 0800WAIKEXP.

Where can I access detailed information about any properties along the route and their distance from the designation?

Any detailed property maps can be accessed from the NZ Transport Agency, Waikato Expressway Communication Manager, Nicola. boyes@nzta.govt.nz. These maps and information will also be able to be generated at the project's public information centre which will be established off Victoria Road.

Who is the contact for any issues which arise on the project?

You can call 0800WAIKEXP or 0800 924 539 to reach the project team directly. A public information centre is also being established at the site office off Victoria Road. This information centre is expected to be in operation from September 2013.

What area will construction work begin in and how will this work roll out across the project?

Work up until the end of 2013 will be taking place along different points of the 16km route. This is mainly surveying and geotechnical work. Bulk earth works will not be taking place until the start of 2014. You will receive another information update ahead of this which will outline when key structures will start taking shape and what areas of the section the project team will be focussing on.

When will local roads along the section which are bisected by the Expressway be permanently closed to traffic?

The closure of any local roads bisected by the project will be done in stages. The roads which are stopped on each side of the Expressway are shown with red dots on the map included with this sheet. Changes or closures will be communicated to affected property or business

owners in the vicinity of the project ahead of any work taking place. These changes will also be notified through promotion and advertising in local media, the NZ Transport Agency website and the Waikato Expressway Facebook page. You may also like to sign up to the project newsletter to keep up-to-date with any developments on the project at: nicola.boyes@nzta.govt.nz.

What hours are the contractors allowed to work on site and how will noise or dust issues be monitored?

The project has a four year contractual construction period. During this time there will be differing construction activity along the Expressway, including excavations to final road levels and the transportation of bulk materials. The designation conditions require the contractor to prepare and submit various construction plans one such plan is the "Construction Noise and Vibration management Plan". This plan will be submitted to council and NZTA for acceptance. The hours of works are generally restricted to between 7am and 7pm Monday to Saturday however work may be allowed outside these hours, if deemed necessary, but the noise levels must still meet the requirements of designation and resource consent conditions. These conditions comply with NZS 6803 construction noise standards. Regular monitoring of the project's environmental controls will also be undertaken by the consenting authority, the Waikato Regional Council. This also includes monitoring any dust levels.

While the project is under construction what disruption can road users expect?

There will be varying degrees of traffic management required at points along the 16km section over the life of the project. Due to merging the new Cambridge Section to the existing State Highway and the construction of over bridges over the Expressway or stopping local roads on either side of the Expressway changes to the traffic flow will be required so construction crews and the travelling public are separated and kept safe. Where traffic management is required letter drops in advance of any work will be carried out to property and business owners in the immediate vicinity of the works. Any traffic management will also be promoted and advertised in local media, on the NZ Transport Agency website and the Waikato Expressway Facebook page. You may also like to sign up to the project newsletter to keep up-to-date with any developments on the project at: nicola.boyes@nzta.govt.nz.



For more information

For further information online visit:
www.nzta.govt.nz/rons
www.nzta.govt.nz/projects/waikato-expressway
www.nzta.govt.nz/projects/cambridge

Our contact details

For enquiries or information regarding the Cambridge Section of the Waikato Expressway.

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Waikato Expressway

Cambridge Section

Information sheet June 2013

Quick facts

LOCATION:	The Cambridge Section commences south of the existing Tamahere interchange and tracks to the north and east of the existing SH1. It passes to the northeast of Cambridge town, intersecting with SH1B (Victoria Rd) on the northern side of Cambridge. The section then rejoins the existing SH1 south of Cambridge Golf Course.
CURRENT STAGE OF WORK:	Detailed design and construction
CONTRACTOR:	HEB Construction
PROJECT MANAGER:	Raj Rajagopal
ESTIMATED VALUE:	\$250 million
LENGTH OF SECTION:	16km
TARGET COMPLETION DATE:	2016

The design and build contract for the construction of the section has been awarded to HEB Construction with their lead designers URS. It is now in the final detailed design stage. Enabling works on site are planned to start in September 2013 and be completed by late 2016.

What happens now?

Following the successful appointment of HEB as the contractor for the project the NZTA is now working with HEB and the project's lead designers URS on the final detailed design for the project.

This stage ensures the best design is adopted for the project and makes certain the final design meets all statutory and planning requirements.

It is expected HEB will be establishing their site office in August this year and enabling works are expected to start in September.

A public information centre will be established off Victoria Road, Cambridge by September.

Enabling works include fencing off the road corridor, stripping topsoil and clearing the site. It will also include any tree-felling and the set-up of environmental controls. This will also include a pre-construction archaeological investigation of the site. Survey work and geotechnical drilling is now underway.

Careful thought and consideration is given all the way through the design and construction phases to minimise any impacts to traffic and the community.

A sod-turning and public information day is planned for late August or early September to mark the start of construction on the project and introduce the project team to the community.

You will be advised of the date and venue for this event ahead of time.



For more information

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Project benefits

When complete the Waikato Expressway will be the key strategic transport corridor for the Waikato region, connecting Auckland to the agricultural and business centres of Waikato and Bay of Plenty. The Expressway will improve economic growth and productivity through more efficient movement of people and freight.

Other benefits include:

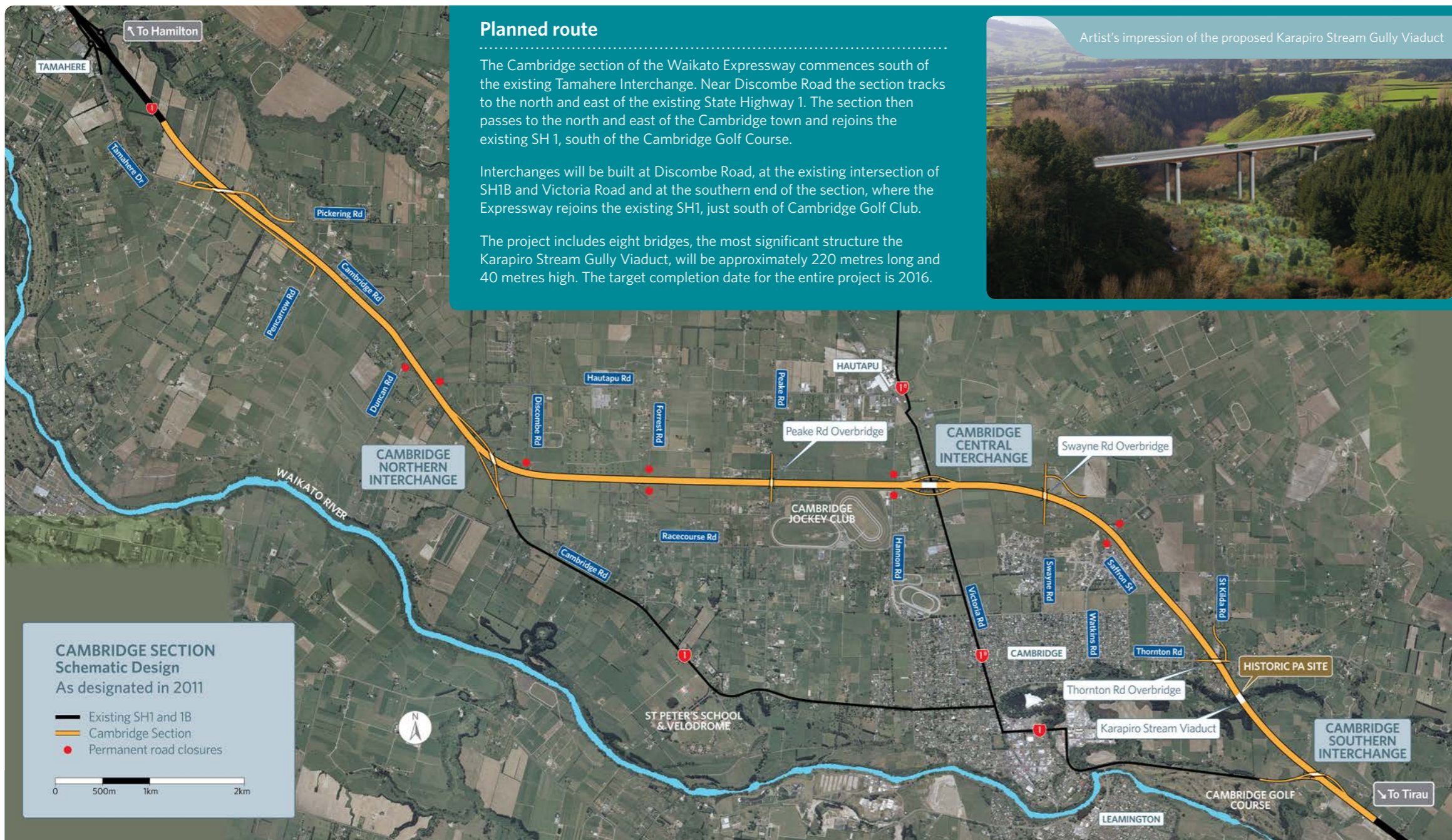
- Reducing travel times between Auckland and Tirau by 35 minutes
- Reducing significantly the number of fatal and serious injury crashes
- Reducing fuel costs
- Reducing traffic congestion within smaller communities like Huntly, Ngaruawahia and Cambridge
- Increasing the highway's capacity and passing opportunities.

The Cambridge Section will:

- Link the Tamahere section of the Expressway to the existing SH1 south of Cambridge
- Reduce traffic congestion and improve safety through Cambridge by reducing through traffic
- Improve safety for local pedestrians, horse riders, cyclists and traffic
- Reduce traffic noise within the confines of Cambridge town

Key features

The Waikato Expressway will be 102km in length running from the Bombay Hills to south of Cambridge. It will provide for two lanes of traffic in each direction divided by a central median, with local roads and interchanges generally serviced by bridges and underpasses.



Planned route

The Cambridge section of the Waikato Expressway commences south of the existing Tamahere Interchange. Near Discombe Road the section tracks to the north and east of the existing State Highway 1. The section then passes to the north and east of the Cambridge town and rejoins the existing SH 1, south of the Cambridge Golf Course.

Interchanges will be built at Discombe Road, at the existing intersection of SH1B and Victoria Road and at the southern end of the section, where the Expressway rejoins the existing SH1, just south of Cambridge Golf Club.

The project includes eight bridges, the most significant structure the Karapiro Stream Gully Viaduct, will be approximately 220 metres long and 40 metres high. The target completion date for the entire project is 2016.



Artist's impression of the proposed Karapiro Stream Gully Viaduct

Environmental management

The NZ Transport Agency is committed to improving the contribution State Highways make to the environment and social wellbeing of New Zealand by:

- Protecting and enhancing the environment
- Using and managing resources efficiently
- Considering environmental issues early
- Contributing to sustainable outcomes by working with others
- Continually improving environmental performance.

Noise control

Noise levels will comply with the latest standards. Measures used will include:

- Monitoring of noise during construction and advance notification of any unavoidably noisy construction activity
- Haul routes for moving materials will be away from main roads and sensitive residential areas wherever practicable
- Landscaped buffer zones and noise barriers to protect local residents, businesses and sensitive areas from road noise.

Visual impact, landscaping and environmental measures

Careful consideration will be given to native wildlife and habitats, in order to minimise impact and disruption

Landscaping and planting will be used to mitigate the visual impacts of the new road and create a pleasant environment for both road users and others

Culverts will be used and plans developed to manage natural water flows and drainage.

Sites of cultural and historical importance

Reflecting the NZTA's desire to protect sites of cultural and historical importance the Pa Site near the Karapiro Stream Gully Viaduct has been the subject of detailed investigation.

Archaeological digs and a detailed study of this area have resulted in many interesting historic discoveries, including evidence of fortifications. As a result of the detailed study since 2007 there have been adjustments to the road alignment to protect the integrity of the fortified section of the historic site.

Archaeological investigations were also carried out at sites off Swayne Road and Thornton Road. Interesting finds included kumera pits, fire scoops and flakes of obsidian, which was often used for cutting.



Karapiro Stream Gully blessing prior to geotechnical investigations