

# Hamilton Section



An aerial view of SH1 Cambridge Road and the gully systems

## Southern Interchange design

### Layout improves safety, reduces environmental footprint

The design for the Southern Interchange on the Hamilton Section of the Waikato Expressway will feature improvements in safety, reduced environmental impacts and improved cycle links.

The Southern Interchange will extend from the Mangaone Stream to the Tamahere Interchange, including the East-West Link across the expressway and the connection with Cambridge Road.

**Safety** has been improved by:

- simplifying the intersection layout where the East-West Link meets an extended Bollard Road
- providing off-road cycling and walking connections
- providing a mini roundabout at the Cherry Lane intersection.

**Noise and visual effects** have been minimised:

- our noise model shows traffic noise will be below the limits set by NZTA guidelines for all properties, through to the year 2041
- by moving the main expressway lanes west, the project gained space to build earth mounds to reduce noise for residents in Seabrooke Lane and Cherry Lane
- increased space for landscaping will improve the visual outlook for neighbours
- we are working with Hamilton City and Iwi to create a 'gateway' effect for the City through landscaping.

**Construction impacts** have been minimised:

- the depth of the expressway in the deepest cuts has been reduced by up to 6m
- total earthworks have been reduced by roughly 50% overall. For example, excavation volumes have been reduced from 1.1 million cubic metres to 400,000 cubic metres
- truck movements coming in and out of the site are reduced by retaining unwanted soil on site, eliminating 100,000 truck movements on local roads over four years.

**What are the key changes from the previous design?**

- moving the Cambridge Road southbound bridge north and raising the height of the bridge from ground level to approximately 4m above ground
- reducing the depth of the highway trench by up to 4m and reducing effects on the water table
- reducing the number of bridge structures from 3 to 2 with the East West Link Bridge now being one structure
- relocating the Cambridge Road southbound link to the Bollard Road Extension south of Cherry Lane, increasing the spacing between intersections on the East West Link Road
- relocating the shared path to the north-east side of the East West Link Road and Bollard Road Extension closer to local users.

**When will construction begin?**

Some preparatory work will occur before Christmas 2016. Construction of the East-West Link Bridge and the Cambridge Road off-ramp is expected to begin in early 2017, followed by major earthworks in the summer of 2017/18.

**How will your feedback be taken into account?**

The improved design has been lodged with Waikato District Council, but feedback on the improvements, gathered at information events in August and September 2016, are being considered during our detailed design phase.

**By retaining excess soil on site, 100,000 truck movements on local roads will be eliminated.**



**Any questions?** Contact Relationship Manager Dana McDonald, Freephone 0800 322 044