

# Hamilton Section

## New plant will supply asphalt for project

An asphalt plant is being established temporarily to supply the final seal for the Hamilton section. The plant will produce 120,000 tonnes of asphalt over the next 16 months.

Land for the plant – located in farmland near the Ruakura Interchange – has been supplied by project neighbours Tainui Group Holdings (TGH).

The plant is currently being assembled and a temporary road connection provided to the interchange to give trucks direct access to travel north or south along the 22km project. Asphalt production is expected to begin in late October 2020.

The Alliance building the expressway are now considered kaitiaki of the land where the plant is located, and promise its return when the project finishes. As a symbol of this partnership, the Alliance were presented with a ceremonial hoe (paddle) – which they will return when the asphalt plant is removed. The paddle symbolises a partnership - *He waka eke noa* (all in the waka together).

“Getting this asphalt plant in place enables us to produce the critical asphalt on site, where and when we require it, with output focussed solely on the needs



Project Manager Matt Fairweather (right) accepts a ceremonial hoe from Tainui Group Holdings GM Strategy and Development Richard Jefferies.

of this project,” says Alliance Project Manager Matt Fairweather.

“We will need 120,000 tonnes of Stone Mastic Asphalt (SMA) to provide the smooth final surface, and this plant will be able to produce 140 tonnes an hour. These volumes are too great for local suppliers who also have other customers and demands. So it’s a great benefit for the project to have its own plant.”

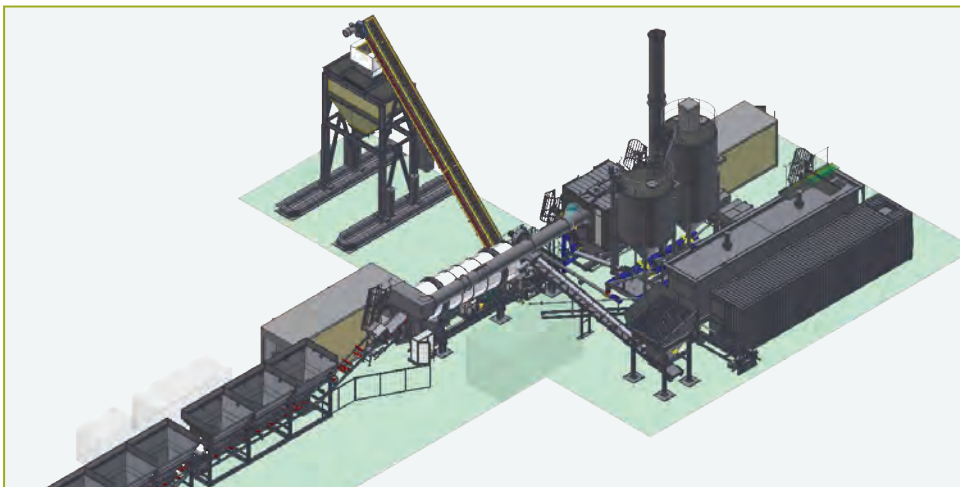
With access to and from the plant at the Ruakura Interchange, there will be a lot less construction traffic on local roads.

This collaboration with project neighbours TGH – the commercial arm of Waikato-Tainui – will help the project completion timeline in late 2021.

“This is good for us and good for TGH as we know the Hamilton section of the Waikato Expressway is a driver in the development of TGH’s inland port which will take shape on this land.”

Meanwhile, the team building two layers of rock pavement for the expressway are making rapid progress. Approximately 65% of the rock pavement is already complete. These layers are now being sealed with a prime coat compound that binds the top 10mm together. The surface will then be sealed with bitumen and stone chip to provide a waterproof layer. Asphalt will then be delivered hot from the asphalt plant, laid on top of the chip seal and compacted with vibrating rollers. This will create the final smooth surface for the expressway.

The project’s rock blending plant is being relocated from Lake Road at the northern end of the project to a more central site at Puketaha. This will reduce travel times for the fleet of trucks carting Hi-Lab rock to build road pavement in the south.



Asphalt plant diagram



**Project update:**  
**What’s happened since our last newsletter?**

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**Final bridges nearing completion**

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# Project Update: What's happened since May?

## 1 Lake Road



The Hi-Lab blending plant will soon be relocated from Lake Road to a new base at Puketaha. Finished road pavement is being progressively sprayed with a prime coat sealer that binds the top 10mm of pavement together prior to chip sealing.

## 2 Resolution Interchange



The bridge is complete. Spiral landscaping for shared paths on each side of the interchange has begun.

## 4 Powells Road Underpass



Ground improvements continue at the underpass site. This will protect the underpass from liquefaction in earthquakes. Construction of the underpass structure has begun.



## 3 Greenhill Interchange



Road pavement construction on the expressway is complete. Final chip sealing of the interchange roundabouts is under way. A smooth asphalt surface will be laid on Pardo Boulevard and the roundabouts in the spring.

## 5 Ruakura Rail Bridge



Bridge construction is complete. Hi-Lab road pavement construction is complete.

## 6 Ruakura Interchange

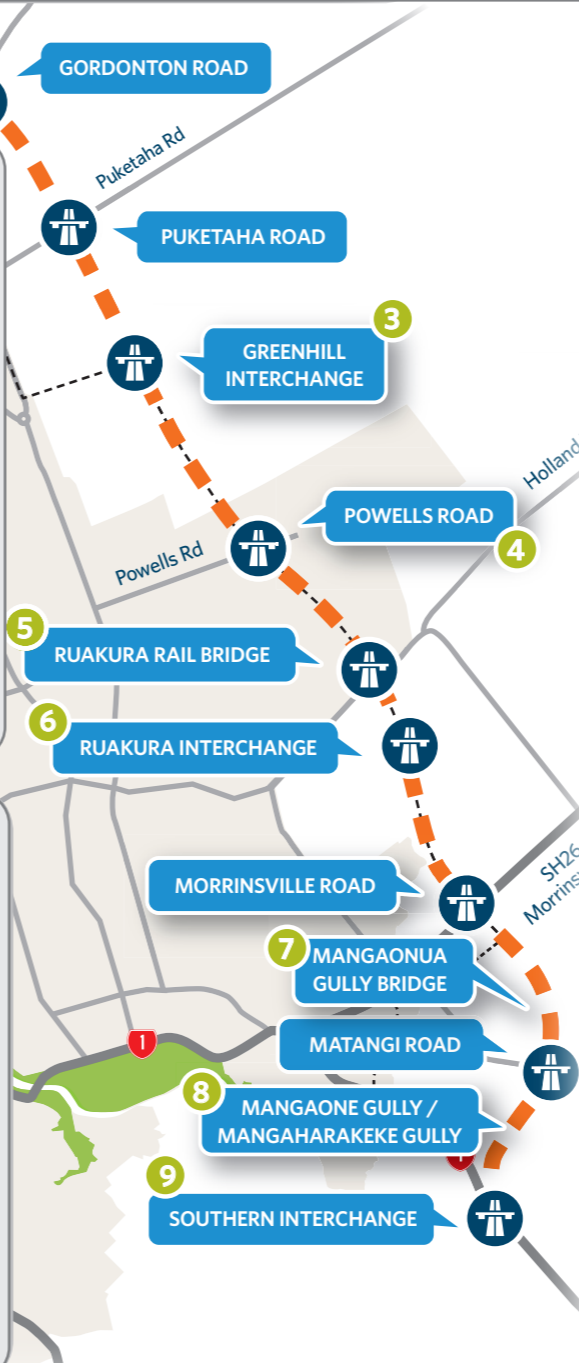


Bridge construction, drainage and landscaping is complete. An asphalt plant is being assembled near the interchange to supply the 120,000 tonnes of asphalt required for final sealing.

## 7 Mangaonua Stream Bridge



Bridge construction is nearing completion. Gully restoration is about to begin.

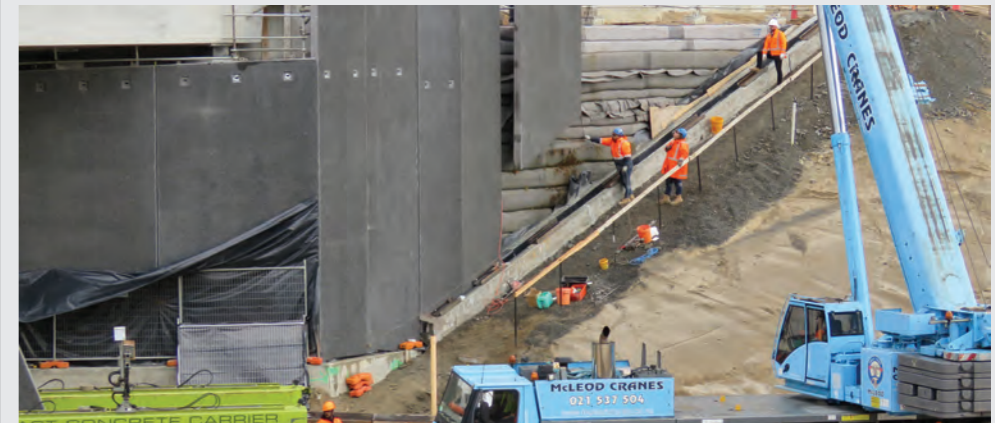


## 8 Mangaharakeke/Mangaone Stream Bridges



Both bridges are now complete. Drainage installation continues.

## 9 Southern Interchange



From SH1, the foundation for the expressway is almost complete. The Cambridge Road Bridge and the bridge approach are nearing completion.

At the East West Link Bridge across SH1, concrete anchors for the bridge are being installed. This will be followed by construction of a raised roundabout to connect the bridge to Cherry Lane.

The local road between Cherry Lane and Bollard Road is being rebuilt and new drainage installed.

At Birchwood Lane, the first section of the link road across to Cherry Lane is ready to be chip sealed.



## Gully restoration kicks off at bridge sites



### Planting and pest control is under way alongside the Mangaonua Stream to control invasive weeds and pests, and restore the gully environment.

As part of the Hamilton section project, 10 hectares of gully on the city fringe is being restored through weed clearance and native plantings. To protect the plants and encourage native birds and lizards into the area, pest control will be carried out for 10 years as the gully regenerates. This will target possums, rats and mice.

A series of bridges have been built to take the expressway across the streams and gullies south of the city. The overarching plan is to leave these gully environments in a better state than before construction began in 2016. While some trees needed to be removed to build the bridges, many more will be planted to restore the gullies.

In the Mangaonua Gully, project staff are working with local residents who have already cleared invasive creepers, willows and privet from some areas. Project

staff are clearing and planting further areas east and west of the Mangaonua Stream Bridge. Surveyors have staked out the areas for planting different species – resilient plants on the stream banks that can survive regular floods, hardy shrubs for the remainder of the flood plain, and canopy species and larger specimen trees higher up the banks. These will enhance the mature kahikatea in this area and regenerating forest remnants.

Pest control staff are installing a network of tree-mounted traps targeting possums, rats and mice. When pests put their heads into the traps to eat the bait, a gas-powered mechanism kills them, the animal falls out, and the trap resets, ready for the next visit. These traps can operate for up to six months before the baits and gas canisters need replacing.

Once planting is completed at Mangaonua, restoration will also be carried out in the Mangaone and Mangaharakeke gullies at Tamahere. Across the project, 650,000 seedlings and specimen trees are being planted – mostly native species grown from locally gathered seed.

## Final bridges nearing completion



Precast barriers have been lifted and secured to complete the Mangaonua, Mangaone and Mangaharakeke Stream Bridges in the southern gullies.

At Tamahere, the Cambridge Road Bridge that will take traffic south to Cambridge is the last bridge to be completed. Concrete facing panels have been placed under the bridge, and barrier installation is under way on top. The bridge approach from the city is now complete.

While the East West Link Bridge that crosses SH1 at Tamahere has been finished for some time, the final bridge anchors are now being installed where they extend into Cherry Lane.

The final major structure – although not technically a bridge – is the Powell's Road Underpass. Prefabricated sections of the underpass will be trucked in and assembled on site next year.



Barriers are being installed on the Mangaonua Stream Bridge.



### Any questions?



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