



Nature's bounty helps ease traffic flows

23 November 2009

Commuters travelling from the north to Wellington are becoming more and more delighted with the nearly completed Dowse to Petone upgrade. Traffic build ups have eased and travelling times and frustration levels have improved dramatically.

It's the Hutt Valley's largest roading construction project for many years and is due for completion early next year. It forms part of New Zealand Transport Agency's long term strategy to remove traffic lights from Wellington city along State Highway 2 to the Rimutaka Hills. The interchanges at Korokoro and the bottom of Dowse Drive provide much better links between both sides of State Highway 2.

The Aggregate and Quarry Association reports that the local quarry at Horokiwi provided some 400,000 tonne of raw materials for the project, with a massive 25,000 truck movements from the quarry to site. 235,000 tonne of fill was supplied for general fill or as fill for the reinforced earthwalls and 165,000 tonne of subbase, basecourse. Drainage metal was supplied for the roading and drainage components of the contract. The quarry has also supplied all of the aggregate and sand for the asphalt overlay and some concrete aggregate and sand for concrete used on site.

Another Hutt Valley site, Dry Creek Cleanfill, has accepted 5,500 loads of fill, soil, clay, and concrete waste etc, excavated from the project that has been placed on the cleanfill site. Dry Creek Cleanfill is predominantly used by contractors to dispose of clay from earthworks undertaken on commercial and residential building sites and from road works.

Consented cleanfill sites like Dry Creek allow Councils to ensure that cleanfill is disposed of in an environmentally sustainable way and that records are maintained.

Eventually the cleanfill will assist in the rehabilitation of the old quarry floor, enabling curved surface recontouring of the old quarry site. It also provides a suitable surface to grow plants as the area returns to its natural state.

The Hutt Valley is fortunate to have local quarries, because locally sourced aggregate is the most cost-effective. Aggregates are low value relative to weight, and the distances over which they are transported from quarry to construction site add significantly to costs, both financially and environmentally.

For more in formation contact

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