



The Bulletin Kaikōura earthquake update

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Lights, diggers and action at the racecourse



Night works have kicked into gear at the Racecourse this month, with lighting towers, trucks, diggers and rollers starting up in the evenings, Sunday to Thursday, and working right through until the day team arrives back on site at 6:30am.

The old road embankment on the top western side of the site has been cut away, with night crews significantly boosting the progress in building up a wider embankment to support the new road alignment. Once the embankment is up to height, traffic will be moved onto it, and work can begin in the southbound lane.

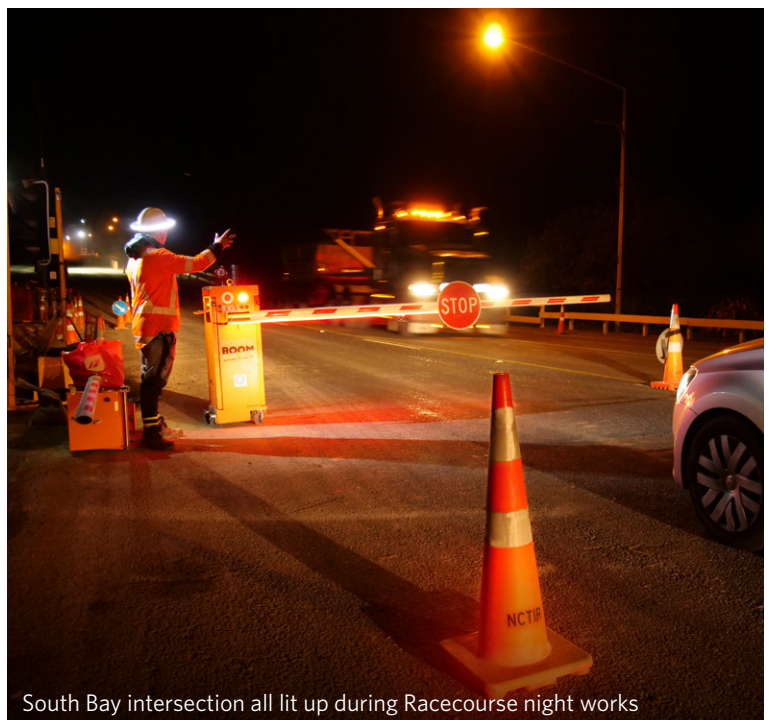
With the worksite itself bathed in light, the Traffic Team have added their own touches at each intersection to make sure their Traffic Controllers stand out too. NCTIR Traffic Manager Stephanie Ambler says a number of measures have been taken to make the Traffic Team visible during night works.

'We have new LED 'flares' at the Racecourse that light up the traffic cones to help motorists navigate a clear path to the stop point - much like an airfield landing strip. We have fitted the Portaboom barrier arms with strips of flashing lights so that these can be used in the dark. This helps prevent motorists from breaching the stop. And to protect our Traffic Controllers we have lighted 'halos' on their hard hats, and lights on their jackets. It makes the intersection look like a bit of a light show, but it's all in the name of safety.'

The night works are helping to prepare the site for high traffic volumes during the Kaikōura Hop in mid-September, where we aim to open the road to two lanes of traffic for the duration of the event. The road will be unsealed, with crew on hand to maintain it if necessary. Night works will be underway until the end of August, weather depending. The road will then return to one lane after the Hop.



Day crew working to bring the new embankment up to height



South Bay intersection all lit up during Racecourse night works

Wick drains installed at the racecourse



Wick drains have been installed along the western side of the Racecourse road realignment to help drain and settle the newly widened embankment.

What is 'settlement'?

Beneath the embankment construction zone, the earth is a soft, wet silt. The weight of the fill material being laid on the new embankment causes the groundwater pressure to increase in the silt below, then over time the water to drain out, and the soil to 'settle'. This process is similar to squeezing water from a sponge. As the water is squeezed out, the space between the soil particles is reduced, making the volume of the soil smaller. Once the water has drained from the silt, the embankment soil on top will settle.

What are wick drains?

Wick drains look like a flattened drinking straw, with small holes up the length of them. The drains are wrapped in cloth, which allows water to seep into the drains while filtering out the silt particles. The installation of wick drains speeds up the drainage process by shortening the path the water needs to take before it can escape from the ground.

A special wicking rig was used to install the drains vertically into the ground to depths of between 1 to 7 metres, with spaces of 1.5 metres between each drain. In total we have installed 700 metres along this section. A number of vertical pins, which extend to the bottom of the embankment fill beneath the new road, are used to monitor the settlement levels. Approximately three weeks after settlement has occurred crew can begin final roading works.



A coil of wick drain



A specific rig for vertically installing lengths of wick drain

New timetable for SH1 closures south of Kaikōura



Night works and overnight closures of SH1 have begun at a rockfall prone corner between Peketa and the Parititahi Tunnels, south of Kaikōura.

NCTIR designers and engineers needed to develop a solution that would protect road users from three slips at the corner.

‘The slips were quite varying in nature, so that’s why we’ve ended up with three different solutions,’ says Project Manager Jessica Pritchard.

The final design includes a rockfall canopy, an attenuator fence and a low impact barrier.

The construction process will involve installing all of the anchors for the canopy structure before lifting the 14 canopy beams into place.

‘One of the key reasons why we need to close the highway is we are using some quite large machinery – cranes, excavators, mobile works platforms – and they need to work right across the carriageway, because the canopy beams come out from the rock face and affect both lanes,’ says Jessica.

‘The safest and most productive way for us to do this is at night, because there is less traffic, and so we reduce traffic delays to the public during the day.’

The project and the NCTIR programme will be complete in December 2020.

See below for the night closure timetable.



South of Kaikōura night road closures New timetable effective 23 August 5 nights a week (Sunday–Thursday) Between 7pm and 6am

Night closures will be in place from August as part of the work to install permanent rockfall protection on a rockfall-prone corner between Peketa and the Parititahi Tunnels. Traffic will be cleared through at certain points (see table below). The road will be open each weekend from 6am Friday to 7pm Sunday.

Please check www.nzta.govt.nz/p2c before travel to ensure you have the latest information	
TIME	ROAD STATUS
7:00pm–8:30pm	ROAD CLOSED for 30 minute intervals from 7pm–8.30pm. Following a 30 minute closure the road will re-open to allow queued traffic through, and then close again for 30 minutes. This cycle is repeated until 8.30pm. (Average wait time 20–25minutes)
8:30pm–9:00pm	ROAD OPEN for 30 minutes
9:00pm–11:30pm	ROAD CLOSED
11:30pm	ROAD OPEN to clear queued traffic only. Traffic MUST be in the queue by 11:30pm to be let through.
11:35pm–3:00am	ROAD CLOSED
3:00am–4:00am	ROAD OPEN for 1 hour
4:00am–6:00am	ROAD CLOSED
6:00am–7:00pm	ROAD OPEN
NOTE: Road OPEN is still under one lane with stop/go operation in place. Times will change in September due to the construction programme.	



The repaired pier at Waiau Bridge

Waiau Bridge night closure



The Waiau Bridge is on track to be completed by early September, with final road sealing completed during day closures on the 17 and 18 August. A final night closure remains on Friday 28 August, to install the last of the rubber expansion joints. The night of Saturday 29 August is our contingency date, if required. Traffic will be diverted via River Road, along Leslie Hills Road and onto Mouse Point Road (SH7). This detour adds an extra 20 – 30 minutes to your journey. If you would like to receive email updates on this work, email us at info@nctir.com or call us on **0800 628 4737**.

Road rebuild north of Paparoa Point



A 30-metre section of road embankment just north of Paparoa Point is being replaced, where a pre-existing gabion basket was damaged during the earthquake. The road and guardrail above the gabion basket has slipped as a result of this damage, and will be replaced as part of these repairs. While this work is underway a small section of Telco duct will also be installed. An archaeologist and cultural advisor will be involved throughout the process. One-lane traffic management will be in place around this site, which is expected to end in September.



Earthquake-damaged gabion basket north of Paparoa Point



The work is north of the new Paparoa Safe Stopping Area

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Call our freephone: **0800 NCTIR EQ** (0800 628 4737) or email us: info@nctir.com

This Bulletin provides the latest information about the rebuild of road and rail networks damaged by the Kaikōura earthquake in November 2016. The Bulletin is produced by the North Canterbury Transport Infrastructure Recovery (NCTIR) – an alliance representing the NZ Transport Agency and KiwiRail, on behalf of Government.