



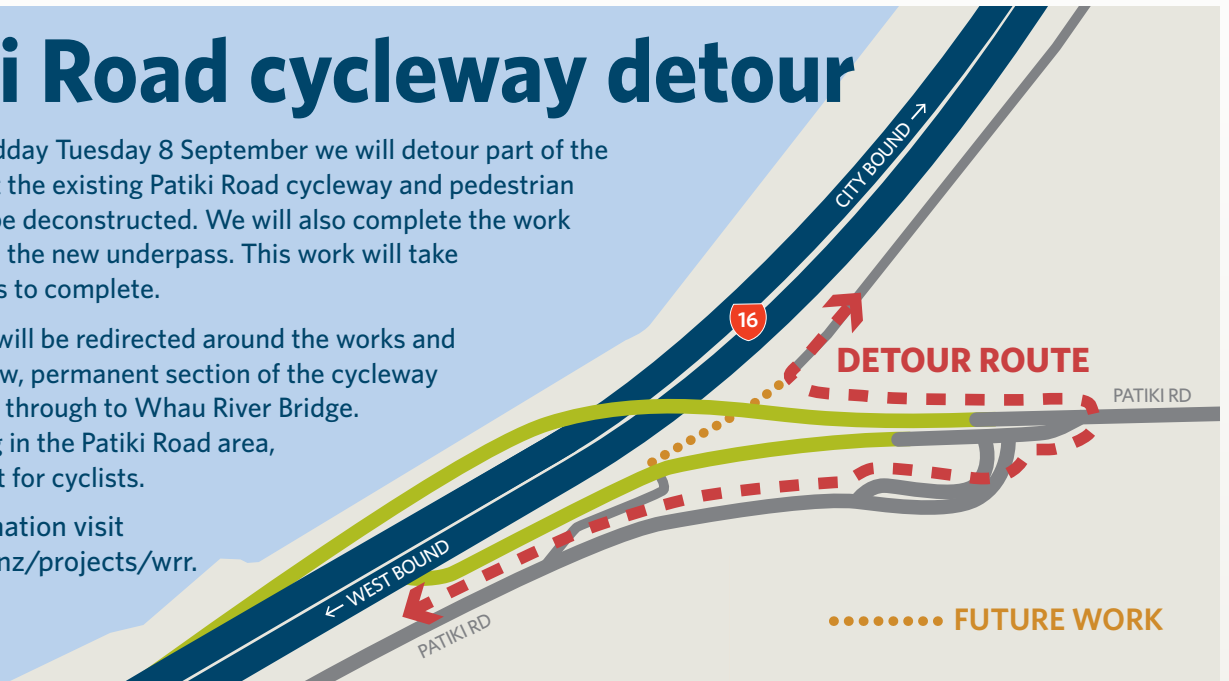
The Causeway Alliance is raising and widening 4.8 km of Auckland's Northwestern Motorway and cycleway between Great North Road and the Whau River Bridge, near Te Atatu. The work is being done to prevent flooding and provide additional lanes for when the Waterview Tunnels open in early 2017.

Patiki Road cycleway detour

From around midday Tuesday 8 September we will detour part of the cycleway so that the existing Patiki Road cycleway and pedestrian overbridge can be deconstructed. We will also complete the work required to open the new underpass. This work will take around 4 months to complete.

Cycleway users will be redirected around the works and then onto the new, permanent section of the cycleway from Patiki Road through to Whau River Bridge. If you are driving in the Patiki Road area, please watch out for cyclists.

For more information visit www.nzta.govt.nz/projects/wrr.



Pest control

The Causeway Alliance undertakes regular pest control as part of the construction work in this area.

Recent monitoring, trap catch and baiting results for the area from Whau River Bridge to Traherne Island showed that the rat population is being kept at a low level.

A round of monitoring carried out in April using tracking cards baited with peanut butter only showed mouse activity.

Mice are listed as a targeted species under the pest plan but are generally not as much of a threat to native wildlife as other pests like rats and stoats.



WHAU RIVER BRIDGE STITCH

Overnight works in late September will allow the Causeway Alliance to 'stitch' the new southern bridge to the existing Whau River Bridge. During the extended 12-hour closure required for these works, two of the three westbound lanes will be closed between the Patiki Road on-ramp and the Te Atatu westbound exit. The Patiki Road on-ramp and Te Atatu westbound exit will also be closed and detours will be in place.

Mike moves mountains

Driving a six-wheeler Mitsubishi Fuso for Gleeson & Cox, Mike Davies has been on site at the causeway since late May 2013 and enjoys his job.

Mike is proud of what is being achieved and when asked why he answers that his grandkids will be able to say 'my grandfather built that'.

The transport company's motto is 'we move mountains' and at the causeway this is just what the team's trucks have done. Some 1.7 million tonnes of rock and soil has been moved onto, around and off site.

If loaded into trucks and trailers and parked bumper to bumper the trucks would run from Cape Reinga to Wellington or around 1069 kilometres.

Mike's aim is to be the last truck that drops the last load at the end of the project.



ROSEBANK ROAD ON-RAMP - WEEKEND CLOSURE AND DIVERSION

The Rosebank Road on-ramp will be closed over one weekend mid to late September from 10pm Friday to 5am Monday. This is to allow the Rosebank Road on-ramp to be connected to the new raised section of causeway.

Following the closure and for a maximum of four weeks, the Rosebank Road on-ramp will be diverted through to Great North Road to enable us to continue to raise the motorway.

During this work the Rosebank Road on-ramp will remain open but will link directly through to the Great North Road exit. Drivers will temporarily be unable to enter the citybound motorway from the Rosebank Road on-ramp.

There will be a number of alternative options to enter the motorway. The detour routes will be available on our website, www.nzta.govt.nz/projects/wrr.



RAISING THE LEVEL OF THE ORIGINAL LANES

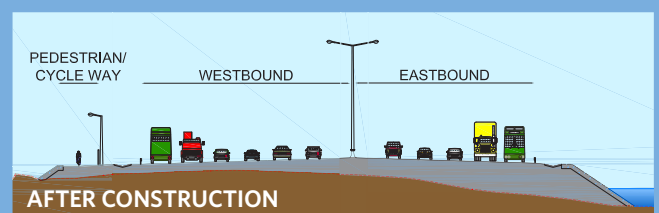
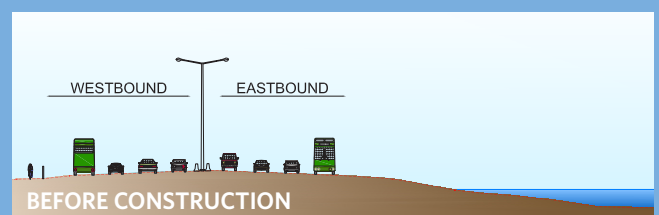
We have been asked how the Causeway Alliance will raise the existing motorway lanes and will we need to put wick drains in to do it.

The answer to these questions is the soft mud under the existing road has been compressing from the time it was built around 46 years ago.

We used wick drains in the new area to help remove the underground water faster and compress the soft mud in a much shorter timeframe so it more closely matched the existing road.

We will cover the current road level with a layer of light pumice sand and brown rock which will raise it to the height of the new road and then we will pave it and prepare it for traffic.

Both areas will continue to compress over time at a similar rate.



More information

nzta.govt.nz/projects/sh16causeway

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Northwestern Upgrade

COMPLETING THE WESTERN RING ROUTE