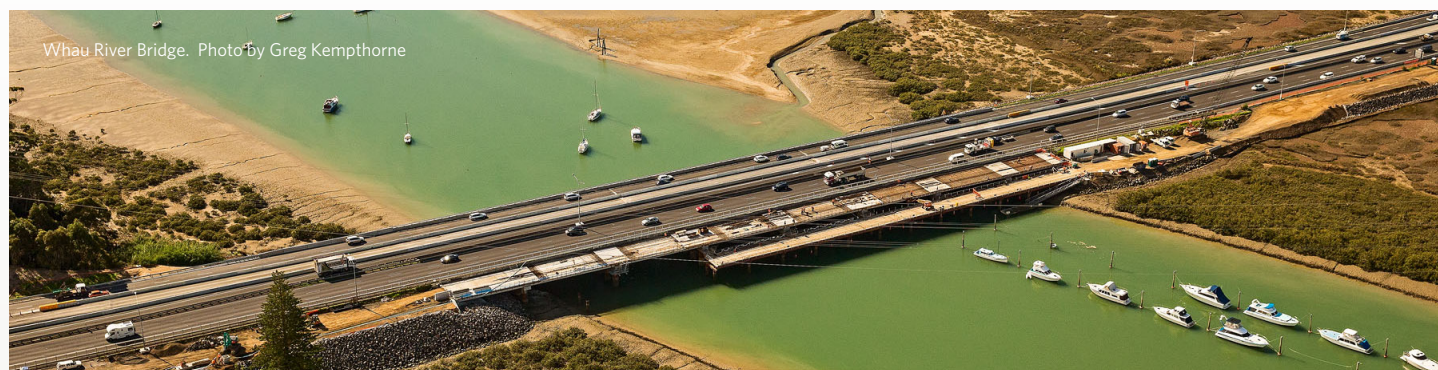




The Causeway Alliance is raising and widening 4.8 km of Auckland's Northwestern motorway and cycleway between Great North Road and the Whau River Bridge, near Te Atatu. The work is being done to prevent flooding and provide additional lanes for when the Waterview Tunnels open in early 2017.



Whau River Bridge. Photo by Greg Kempthorne

Look out for lane changes

Lanes will continue to move along the Causeway while we make room for the next stages of widening and raising the motorway. As the lanes are shuffled about the configuration will always have the same number of lanes available in each direction.

The next big move will be in early June between Rosebank and Te Atatu when the two westbound left-hand lanes will be separated from lane 3.

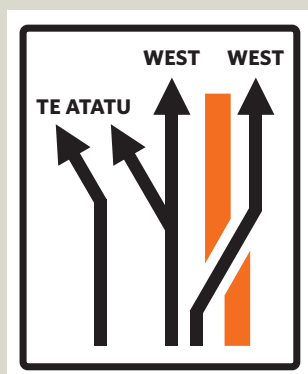
This change will start before the Patiki onramp. Drivers wanting to exit at Te Atatu will need to get into the left hand lanes early.

You may have also noticed lane shifts in the Great North Road area where the lanes are being moved to the outside edges.

These movements are creating additional space in the middle so the Waterview Connection team can work on the remaining motorway on-ramp piers from the tunnels.

The Great North Road citybound exit will also be moved in the coming weeks with the off-ramp lane starting earlier.

As always, keep an eye out for these changes, follow the signs and chose your lane early.



Night works on the Whau

Throughout March and April some large cranes were parked on the westbound motorway at night to lift the last of the Whau River Bridge precast beams in to place. Six large bridge spans, with four beams per span, were hoisted in to place using 220T, 300T or 450T cranes during six separate night closures.

The weighty beams range between 36T and 67T with some requiring two cranes to work together in what is termed a dual lift, to put it safely into place.

The strands you can see sticking out the end of the beam run the full length and are prestressed to add strength. Once lifted in to place these bars are entwined with the reinforcing steel in the bridge piers and crossheads and then encased in more concrete.

The next stage is for the newly built section to be connected to the existing bridge in what is known as a "bridge stitch".

This will involve closing two of the three lanes on the westbound motorway for approximately 14 hours during one night in July while the concrete is poured and reaches sufficient strength. The two lanes need to be closed as vibrations from passing traffic will impact on the concrete setting process.

Causeway Bridge. Photo: Greg Kempthorne



Progress on the causeway

The bridge piles on the city or northern side of the Causeway Bridge have been drilled with all 12 now in place. The piles for this bridge range from 20 to 41 metres deep and require specialist equipment to drill through the soft soil and marine mud into a solid foundation. The beams for this bridge have been lifted into place.

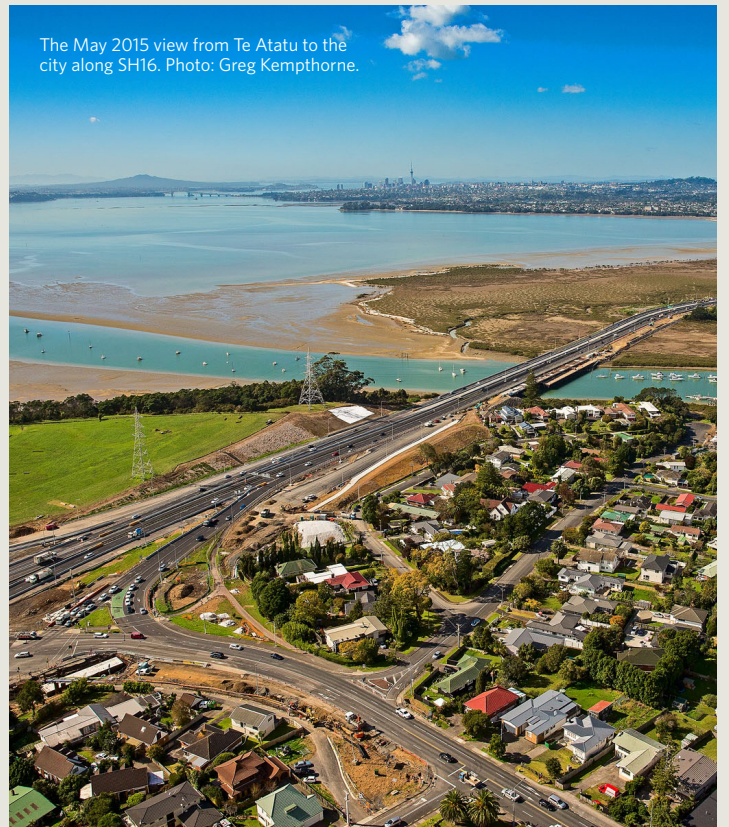
Citybound traffic will be shifted to the new bridge later this year. This will allow the upgrade of the existing bridges to begin.



Community Liaison Group Meeting

Thanks to those who attended our quarterly Community Liaison Group meeting on Wednesday 6 May. It's great to meet with you, hear your feedback and questions. The next meeting will be on Tuesday 18 August, 7 to 8.30pm at the Pringle Park Bowling Club, Pringle Rd, Te Atatu Peninsula. Please mark the date in your diary and if you have specific areas of interest, please let us know in advance so we can endeavour to include the information in our presentation. We look forward to seeing you there.

The May 2015 view from Te Atatu to the city along SH16. Photo: Greg Kempthorne.



More information

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Northwestern Upgrade

COMPLETING THE WESTERN RING ROUTE