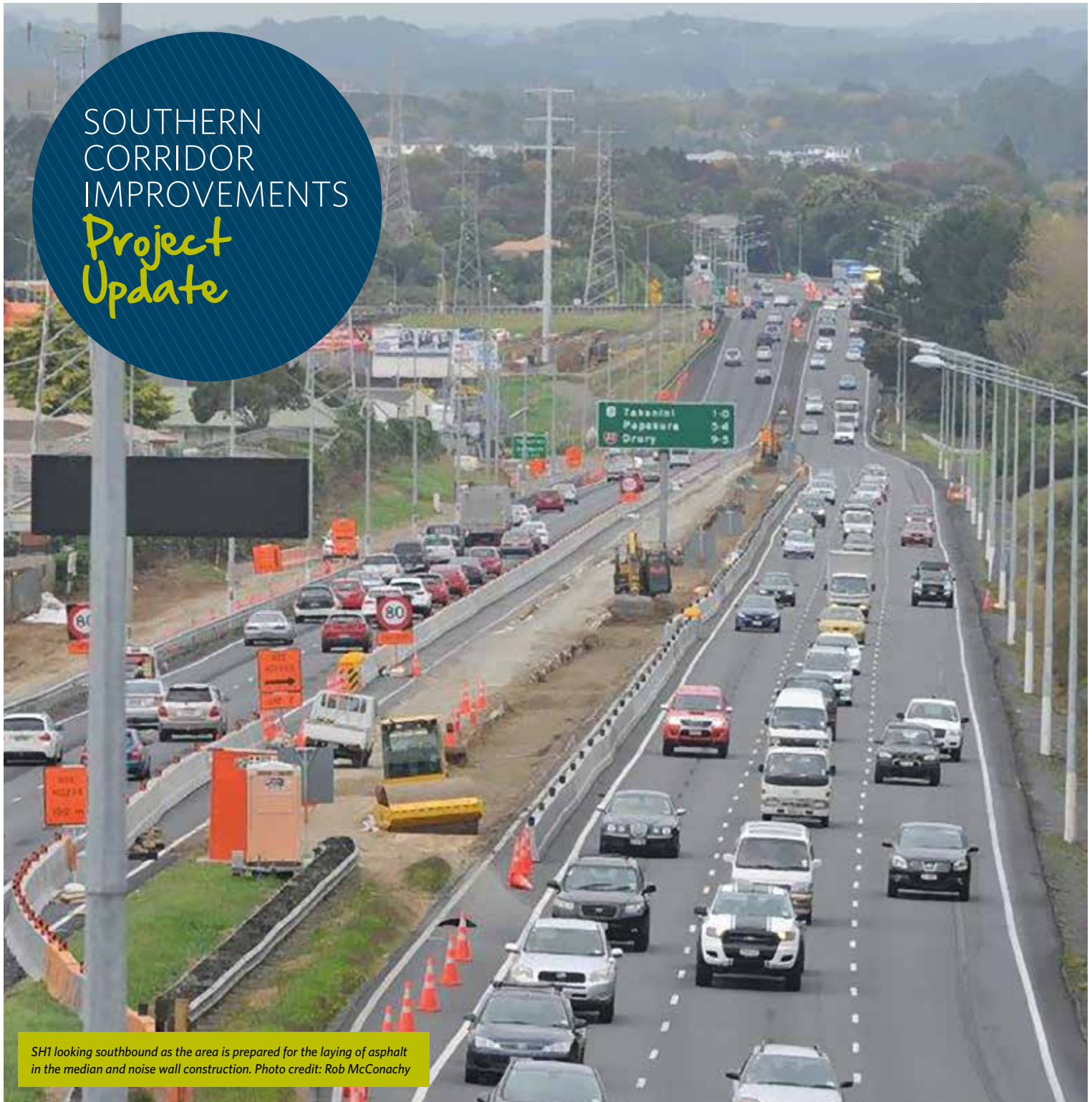


SOUTHERN CORRIDOR IMPROVEMENTS Project Update



SH1 looking southbound as the area is prepared for the laying of asphalt in the median and noise wall construction. Photo credit: Rob McConachy

CHARGING AHEAD

The Southern Corridor Improvements project is the second of four Government accelerated transport projects to begin in Auckland.

This update outlines what you can expect to see during the next few months as we extend our focus from the less visible phase of “laying foundations” to the highly visible phase where we are building permanent structures.

Noise wall construction is due to start between Pahurehure Inlet and Takanini interchange (southbound) and we give an overview of what’s involved with bridge work on the project. A basic guide to bridges is included if you want to know more. A brief update is also provided on our lizard monitoring.

Only essential work takes place at night to minimise disruption to neighbours. We appreciate the support and patience

shown by our neighbours while we work to improve safety and journey reliability on Auckland’s Southern Motorway.

To find out more, we invite you to join us at our upcoming Community Information Evening on Wednesday 20 July for a project update and chat with the project team. See the back page for details of the evening. If you are unable to make it, you can call or drop in to see us between 9am and 5pm on weekdays.

WHAT TO EXPECT OVER COMING MONTHS

Lane changes are already in place between Alfriston Road and Pahurehure Inlet and the next section will be between Alfriston Road and Orams Road. This will affect both northbound and southbound lanes with the speed limit reduced to 80kph and lanes narrowed while works are undertaken.

You will see:

- New safe work zones established between Alfriston Road and Hill Road
- Lowering of the southbound side of the motorway under Alfriston Road
 - This section of the motorway is super elevated;
 - The higher ground on the shoulder will be dropped;
 - This is in preparation for a third lane to be added;
 - The lowering is necessary for trucks to travel safely under Alfriston Road bridge

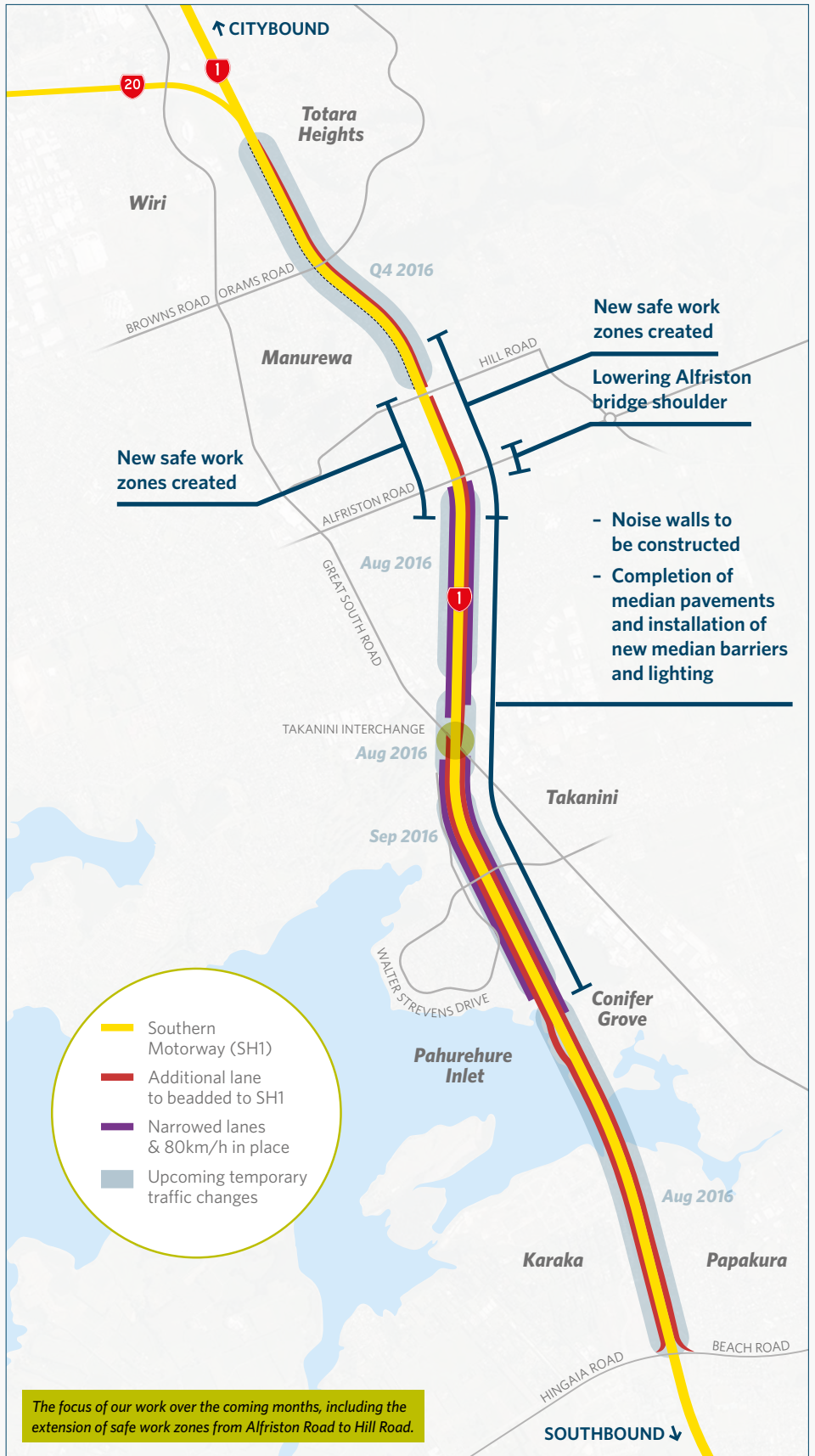
Completion of pavements in the median between Pahurehure Inlet and Alfriston Road will occur, with new concrete median barriers and lights installed. Once this is finished, the traffic lanes will be moved back into the median to open up works on the southbound shoulder, where the new pavements will be tied into the existing lanes.

With the vegetation cleared from the southbound shoulder between Pahurehure Inlet and Alfriston Road, the construction of retaining walls and noise walls begins. Please see the article over the page for more information.

Work continues to focus on completing the new southbound lane by early 2017 and an additional northbound lane is expected to be completed by mid 2018. The safety of motorway users and the construction team remains a priority and we appreciate your patience while the traffic management controls are in place.

When driving through the project area:

- **Keep within the 80kph speed limit**
- **Keep to a steady speed where possible**
- **Avoid lane changes and drive with care**
- **Be aware of construction vehicles exiting or entering the motorway from work zones in the median and shoulder**



TIMELINE

2016
WORK BEGINS NORTH AND SOUTH FROM TAKANINI

END 2016
WIDENING HILL ROAD TO TAKANINI WORKS

EARLY 2017
SOUTHBOUND TAKANINI TO PAHUREHURE INLET WORKS

EARLY 2017
BEGIN WORK NORTHBOUND FROM PAKAKURA AND SHARED PATH

WALL CONSTRUCTION BEGINS

From July, we will be constructing permanent noise walls along the southbound side of the motorway, between Alfriston Road and Pahurehure Inlet.

For those living alongside the motorway, the walls will provide a permanent reduction in traffic noise. They are made of pre-cast concrete panels that are slotted together inside posts as shown in the photos. Drainage has been incorporated into the new noise wall design and will direct water run-off to the stormwater system.

The area along the motorway is not entirely flat and some locations will need a retaining

wall to create a level, stable surface for the noise wall. This section of motorway already has areas with noise walls in place and these will remain.

So the Transport Agency can maintain the wall and any drainage, they will be constructed on Transport Agency land, usually a short distance from property boundaries.

If you own a property along this section of the motorway, we will be in contact with you before wall construction to discuss the process and send an information pack. If you haven't provided us with your contact details already, or will be away for a time during July or August, please let us know. If you're a tenant, we would also appreciate hearing from you. Our contact details are on the back page.



Rainbow (Plague) Skink Credit: "Bioresarches Group"

LIZARD WATCH

As part of the Lizard Management Plan, a lizard survey has taken place at Fergusson Reserve. It identified an introduced species (the rainbow skink) but there was no sign of indigenous lizards that may have inhabited the area. If surveys find indigenous lizards in the area, a trapping programme would be put in place. Lizard surveys are on hold now until September, when the weather starts to warm up.

MANAGING OUR ENVIRONMENTAL FOOTPRINT

The project received a full compliance rating from Auckland Council following their recent inspection of our earthworks programme, as we move into winter. The Council looks at areas where vegetation is being cleared and land is being disturbed. The assessment includes checking how well we are stabilising areas to ensure run-off does not occur and erosion and sediment controls are in place. This was a great result as there had been heavy rainfall during the period that provided a true test of our controls.

TONGAN CONNECTION

Wooden posts that were removed from the median barriers have been donated to a roadway project in Tonga. The project is aimed at reducing fatal vehicle accidents on a particularly dangerous stretch of road which currently does not have safety barriers in place.



Completed noise wall as seen from the resident's side, with drainage at base.

EARLY 2017

WORK BEGINS ON TAKANINI NORTHBOUND ON-RAMP

LATE 2017

TAKANINI NORTHBOUND ON-RAMP OPENS

EARLY 2018

GREAT SOUTH ROAD UPGRADES COMPLETED

END 2018

PROJECT COMPLETED

WE'RE BUILDING BRIDGES!

Each month we circulate a Construction Update that includes the progress we're making on bridges. Bridges tend to be less visible than our other activities, but they are absolutely critical to the project.

There are 23 bridges on the SCI project that will either be modified or newly built. From a civil engineering perspective, there are two bridges for every widening. That is, most of us would consider the Papakura stream bridge as one bridge, but engineers classify the northbound section as one bridge and the southbound section as a second bridge. Even so, there are still a lot of bridges included in this project!

What you can expect:

- 4 new bridges - in the Takanini area to create the new interchange onramps and offramps
- 3 shared use path bridges - at Pescara Point and Pahurehure Inlet
- There will be modifications to 16 existing bridges

This work is technical and requires as much attention to what's below ground, as what we see above it. All bridge work meets the NZ Earthquake Structures Standard that considers two elements:

- a) The physical structure - to ensure a bridge can withstand significant earth movement; and
- b) The geological (or ground) conditions to ensure the below-ground conditions remain stable during a significant earth moving event.

On a busy stretch of motorway like the Southern Corridor, the bridge work is scheduled to minimise traffic disruption and maximise the safety of the public and our construction team. Where traffic disruptions occur, every effort is made to complete

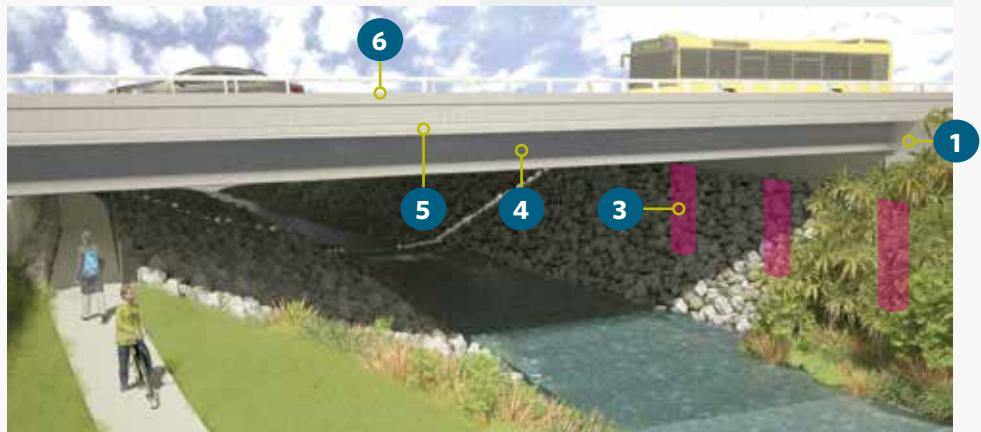
the job as quickly as possible, although some bridge modifications may take six to nine months. Where this is likely to affect residents in the area, households will be notified well in advance.

If you've been following bridge progress in the Construction Update but have wondered about some of the jargon, below is a diagram that identifies some of the more common bridge components that will be referred to over the duration of the project.

If you would like to receive the monthly Construction Update please contact us. Our details are below.

Glossary

1. **Abutment** - the mass of rock or concrete at either end of a bridge that keeps the ends securely in place.
2. **Pier** - a vertical support for the middle spans of a bridge - a column, tower or pillar for example.
3. **Pile foundation** - transfers the load from the bridge to the hard layer of compacted rock or soil.
4. **Deck unit** - pieces of bridge that span the gap between the piers and abutments.
5. **Deck wearing surface** - the area of the bridge along which traffic travels; it rests on the decking.
6. **Rail/barrier** - a safety feature added to sides of bridge decks to prevent falling from the bridge.



WE'RE HERE TO ANSWER YOUR QUESTIONS

Join us at our next Community Information Evening to chat with our team, check out maps and plans and hear from our Project Manager, Mark Baines, who will give a brief overview of what's been achieved and what's coming up.

Time: 5pm to 7pm, with the Project Manager's update at 6pm

Date: Wednesday 20 July 2016

Venue: Southern Corridor Project Office, 8-12 Great South Road, Takanini (near the Takanini Interchange behind the Gull station)

CONTACT US

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