

Southern
Corridor
Improvements
**Project
Update**



RITORITO DESIGN ON NEW TAKANINI OVERBRIDGE

If you've travelled westbound along Great South Road at the Takanini Interchange, you may have noticed the new designs on the outside edges (called parapets) of the new overbridge. Moulded into the parapets, the ritorito pattern represents the new shoots of a harakeke or flax plant.

The project has an urban design vision of reconnecting the waters of the Pahurehure Inlet with surrounding communities and landscapes. This vision is represented through a number of elements including this cultural artwork on the Great South Road Bridge which also aims to complement the existing structures nearby.

Mana Whenua have particularly strong associations with the Pahurehure Inlet, its associated tributaries and shorelines, built over a 1000-year history in the area. This area has been used for generations because of the abundant kaimoana, fertile land for gardening, strategic location for transportation and for trade with other Iwi.

This bridge is part of the additional third southbound lane of the Southern Motorway (SH1) through the Takanini Interchange and is one of 11 new bridges at the interchange alone. The third southbound lane through Takanini Interchange is expected to be open in 2019.

PROGRESS UPDATE

DECEMBER

- Abutments for the Puhinui Stream overbridge constructed with concrete poured in the median and southbound shoulder.
- Noise wall panels completed southbound between Alfriston Bridge and Takanini Interchange.
- Bridge deck beams placed on the northbound bridges over the railway line at Takanini Interchange.
- Patterned parapets placed on the southbound bridge over Great South Road.
- Temporary site office established in the Pahurehure Esplanade Reserve to support construction of the Pescara Point Bridge.

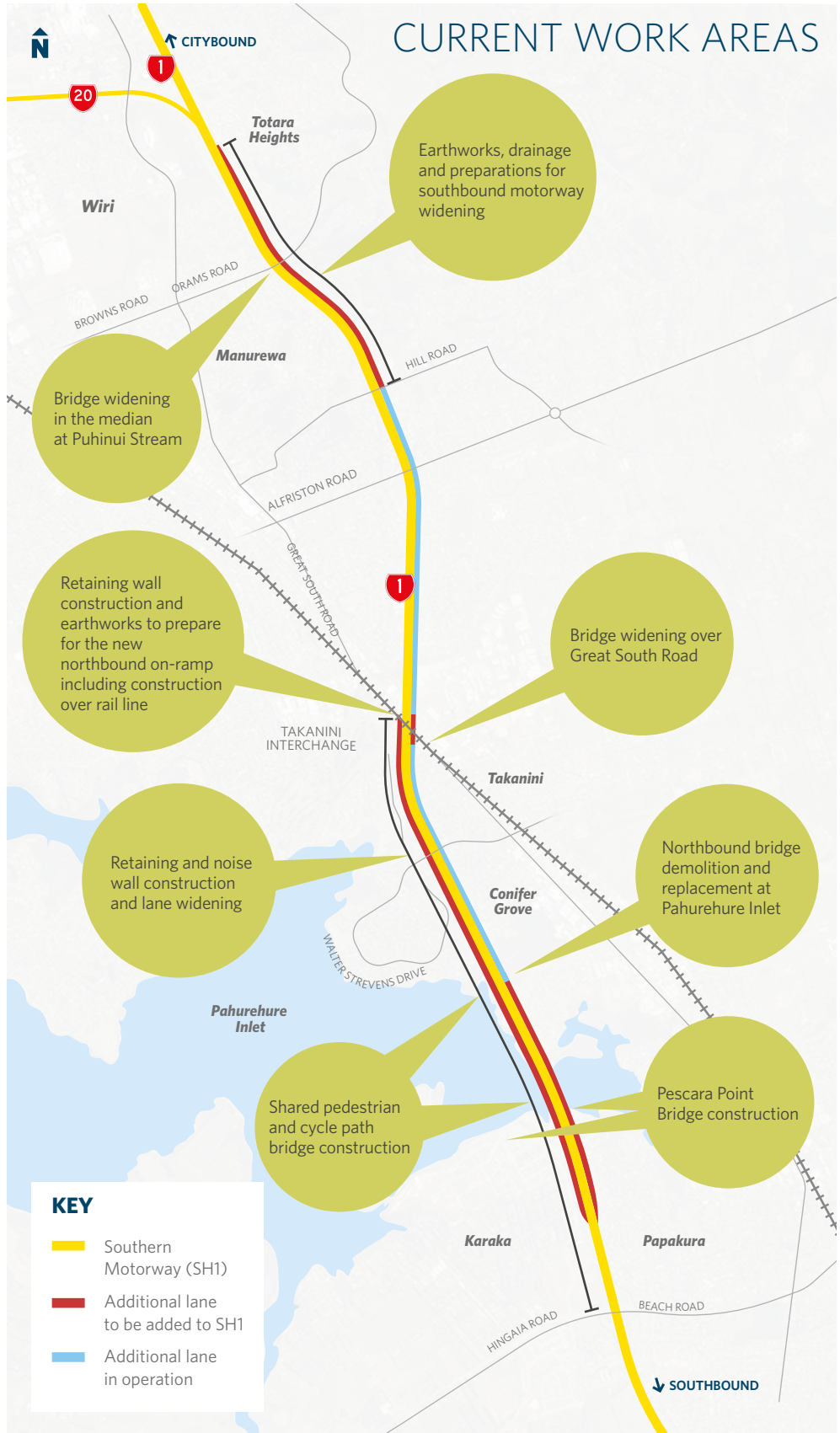
JANUARY

- Entry pit constructed in the northbound shoulder, south of Orams Road Bridge, to support the tunnelling of a new culvert (one of three to be constructed in the area).
- New maintenance access bay created in the southbound shoulder under Alfriston Road Bridge.
- Pavement materials and asphalt laid in the southbound shoulder to widen the carriageway through the Takanini Interchange over Great South Road.
- Bridge beams placed on the northern-most bridge over Pahurehure Inlet for the new shared pedestrian and cycle path.
- Bridge beams installed for temporary southbound bridge over the Pahurehure Inlet to enable traffic switches in March.

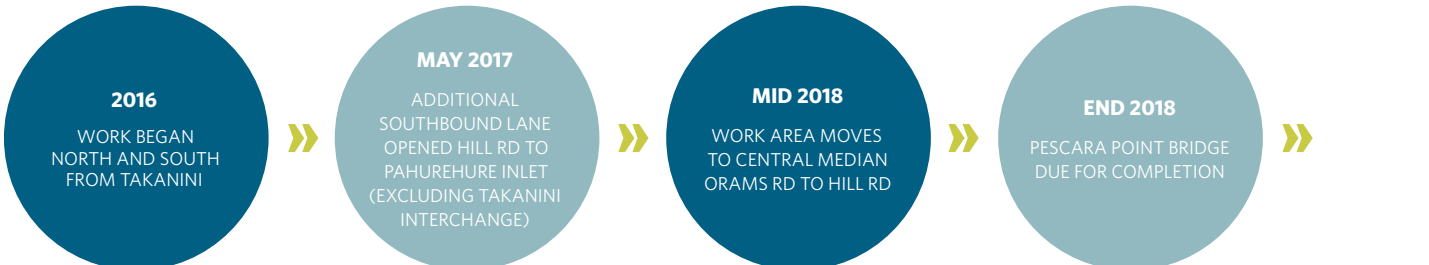
FEBRUARY

- Work began to increase the height clearance of the Puhinui Stream pedestrian and cycle path underneath the motorway near the northwestern corner of the Auckland Botanic Gardens.
- Earthworks commence for the new northbound loop on-ramp at Takanini Interchange.
- Pavement construction at Pahurehure Inlet ready for traffic. This will enable demolition of the western bridge which to date has carried the northbound lanes.
- Foundation piles commenced at Pescara Point Bridge.

CURRENT WORK AREAS



TIMELINE



PEDESTRIAN AND CYCLE PATH PROGRESS

Work is well underway to construct the new 4.5km shared pedestrian and cycle path that runs alongside the northbound lanes of the Southern Motorway (SH1). The shared path will stretch from Hingaia Road at the Papakura Interchange through to Great South Road at Takanini. The existing pedestrian and cycle paths on Great South Road at the Takanini Interchange will also be upgraded to improve safety through this busy stretch of road.

There are two bridges along the path, both of which span across the Pahurehure Inlet to minimise impact on the marine environment. These bridges will be complete towards the end of 2018. The abutments for the northern bridge over Pahurehure Inlet have already been created and deck beams have been placed.

Once complete, the shared path will create a new leisure area for local communities and provide improved access to the Pahurehure Inlet and local reserves.



Beams are lowered into place for the shared pedestrian and cycle path bridge



Bridge decks under construction across the inlet for the northern shared pedestrian and cycle path bridge

PESCARA POINT BRIDGE CONSTRUCTION UNDERWAY

January marked the start of construction of the Pescara Point Bridge which will span the motorway between Papakura and Karaka. The bridge will link the Papakura community on the eastern side of the motorway with the new shared pedestrian and cycle path running along the western side of the motorway. It will also connect to the waterfront walkways which run either side of the motorway.

The bridge will be constructed of four large steel pieces supported by two tall steel columns and two abutments. The steel sections of the

bridge are currently under construction in Napier and will be transported to Auckland via truck around the middle of the year. They will then be lifted into place.

Ground works, including six piles, have begun for the abutments and piers which will support the columns and bridge. Three temporary towers will also be built either side of the motorway and in the median to support the bridge pieces until they are welded together into place.



TUNNELING UNDER THE MOTORWAY

Building a motorway often involves more work than what can be seen while driving. In the northern section of the project between Hill Road and Orams Road, three new stormwater culverts are being installed by a micro tunnel boring machine working day and night underneath the motorway. With a combined length of 188 metres, the culverts will form part of the overland flow management and stream diversion in the area and will lead stormwater to the streams located in the Auckland Botanic Gardens as well as the Puhinui Stream which runs near Orams Road.

The tunnel boring machine itself is 8 metres long with a diameter of 1.2 metres. It is operated by a driver who sits inside the machine and guides it underground as it moves underneath the motorway.

Depending on the earth material that the machine is boring through, it can take a few weeks to dig a tunnel from one side of the motorway across to the other side. The earth beneath the motorway in this location is generally either very fine clay or sandstone.



The tunnel boring machine is lowered into an entry pit in the southbound shoulder of the motorway



This tunnel boring entry pit near Auckland Botanic Gardens is 4.5 metres deep and the machine itself will bore underneath the motorway

To request a translation of this information please email southerncorridor@nzta.govt.nz or call 0508 NZTA SCI (0508 6982 724).

Ki te hiahia kia reo Maori tenei panui, tuku imera ki southerncorridor@nzta.govt.nz waea atu ranei ki 0508 NZTA SCI (0508 6982 724).

若需要该信息及《反馈表》中文译本，请发送电子邮件至 southerncorridor@nzta.govt.nz 或致电 0508 NZTA SCI (0508 6982 724)。

A manaomia se faaliliuina o nei faamatalaga ma pepa e tusia mai ai ni manatu, faamolemole emeli mai ile southerncorridor@nzta.govt.nz poo le telefoni 0508 NZTA SCI (0508 6982 724).

COMMUNITY INFORMATION EVENING

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

Time: 5:30pm to 7:00pm, with the Project Manager's update at 6:00pm

Date: Wednesday 21 March 2018

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

MORE INFO

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0508 NZTA SCI (0508 6982 724)

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