

Southern  
Corridor  
Improvements

Project  
Update



## NEW BRIDGE BUILT ABOVE PESCARA POINT

*A new pedestrian bridge has now been built over the Southern Motorway near Pescara Point, linking Pescara Point Reserve (Hingaia) to Pahurehure Esplanade Reserve and providing a distinctive landmark for the southern approach to Auckland.*

The bridge was installed in four sections, supported by two permanent piers. The finished bridge is 106.5m long and 3.1m wide, with 6.2m clearance above the motorway traffic lanes. The bridge is curved to follow the contour of the original estuarine coastline. A central pillar, used for construction only, was removed once the whole bridge was in place and welded together.

The new bridge will not be ready to open until it is joined up via a loop ramp into a

new 4.5km shared use path for pedestrians and cyclists. The path is being formed on the western side of the motorway between the Papakura and Takanini interchanges and will be opened in early 2020, once safety balustrades are installed.

On both sides of the motorway, the bridge will connect to existing coastal paths beside the Manukau Harbour and Pahurehure Inlet, and also to local roadside footpaths.

### COMMUNITY INFORMATION EVENING

TUESDAY 3 DECEMBER

**Time:** From 5:30pm

**Project presentation:** 6-7pm

**Venue:** Project office,  
8-12 Great South Road, Takanini  
(behind Gull station).

Come and hear about project  
progress and the timeline  
for completion.



## NEW LANES OPEN

The Northern end of the SCI Project between the State Highway 20 interchange (north of Orams Road bridge) and the Hill Road off-ramp is now open, with four lanes travelling south. The three northbound lanes are also now in their final alignment. This marks the completion of another milestone in the project.

Traffic exiting the motorway at Hill Road now has more room to queue and further refinements are planned to ease off-ramp congestion.

Work is continuing through November and December to lay the final EMOGPA (epoxy-modified open-graded porous asphalt) surfacing that will last longer than previous surfaces and also reduce road noise and water spray.





## PROGRESS AT PAHUREHURE

At Pahurehure Inlet, the new Pahurehure Inlet bridge was formally commissioned in late October. Traffic has been moved onto the bridge and a new work zone has been created in the central median. This allows construction crews to build new median barriers during November and December, in preparation for the opening of all new lanes in both directions.



## TAKANINI INTERCHANGE IMPROVEMENTS

Morning commuter congestion is easing on Great South Road towards the northbound Takanihi on-ramp. The on-ramp was closed during Labour Weekend to allow work to be completed and barriers moved, opening up the on-ramp lanes to their permanent layout. Landscaping works to the on-ramp shoulder have also been completed and the native plants are thriving in the warmer spring weather. In time, the hillside will be a green haven for native birds, part of the green corridor designed to provide food, shelter and habitat.

Work is progressing well on the braced central median barriers on the motorway above the Takanihi interchange.



## PAPAKURA STREAM BEING REVITALISED

Papakura Stream, which travels under the Southern Motorway at Takanihi on its way to Manukau Harbour, starts life as a rural waterway and becomes an urban lowland stream near the motorway.

Over the years, land clearance for urban building and loss of stream bank habitat has caused erosion, increased pollution and damaged the natural ecosystem. The once-pristine stream has, in some sections, become overgrown with weeds and snagged with litter. In places, e-coli levels exceed the safe swimming limit 85 percent of the time.

Conservation and community volunteers have been doing an admirable job of clearing and restoring the upper stream, including planting natives to attract birds, lizards and insects back to the area.

The SCI project is doing its bit downstream to minimise the impact of motorway widening works. Several truckloads of blackberry, bamboo, other weeds and rubbish were removed from the stream banks near the motorway overbridge, and erosion matting was installed until the newly planted native trees and shrubs could take hold.

Alongside the stream and Ferguson Reserve, native, eco-sourced flaxes have been planted in the lower-lying areas to stabilise the bank. Flax is particularly suited to areas prone to flooding; it provides food for native birds and shelter for smaller fauna. Further up the bank, a mix of native plants, flaxes and trees is already taking hold, ready for the summer growing season.



# ON THE NIGHT SHIFT

*Unseen by most commuters, about forty percent of the work currently being carried out on the SCI project is done between 10pm and 5am, when the country's busiest roadway is at its most quiet and can be closed for safety while construction is underway. Last month that amounted to more than 20,000 labour hours worked at night, out of the total project's 45,000 hours for the month.*

The night shift assembles at 7pm each night for a pre-start safety briefing. Despite working in the middle of a motorway with live traffic passing at a temporarily-restricted 80km per hour or a full closure, the team's focus on safety has resulted in no lost time injuries in the last 1.5 million labour hours across the whole project, so these pre-start briefings are important. At the briefing, crews go over their tasks for the night and ensure they have the right machinery and materials in place.

Before work can begin, the traffic crew deploys lane or road closures and detours to keep the night shift workers safe. Work zones must allow

at least 1.2 metres of buffer zone between the hard traffic barriers and workers. As soon as the closures are confirmed, the night shift swings into action. They have a big list of tasks to complete before the lanes must be reopened at 5am, ready for the morning commute.

Noise travels in the cold night air and crews are briefed to keep chatter, banging, reversing quackers and truck movements to a minimum while nearby residents are sleeping. Unfortunately, some disruptions are unavoidable when building a motorway.

The SCI Project is more complex than many other roading projects, as the motorway runs through residential suburbs. Noise monitoring is carried out during all night works, to ensure the project stays within its resource consent limits.

The night shift has a final message for motorists – please slow down, there are people working right next to you, and road conditions may change during work. Please drive to the conditions, so everyone can work and get home safely.

## KEEP INFORMED

We aim to keep everyone up to date with progress on construction work. A weekly traffic notice is sent via email advising of road closures and impacts. We also send regular construction updates and post progress photos. Visit our website to sign up.

### CONTACT:

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To request a translation of this information please email [southerncorridor@nzta.govt.nz](mailto: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](mailto: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](mailto: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](mailto:southerncorridor@nzta.govt.nz) poo le telefoni 0508 NZTA SCI (0508 6982 724).