

# KAIKOURA EARTHQUAKE UPDATE

WEEKLY BULLETIN – no. 6

3 March 2017

This weekly bulletin aims to give you the latest information on all the work underway to rebuild and repair the road and rail networks damaged by the Hurunui/Kaikoura earthquakes in November 2016. The bulletin is provided by the North Canterbury Transport Infrastructure Recovery (NCTIR) – an alliance representing the NZ Transport Agency and KiwiRail, on behalf of Government. We're keen to hear from you with any questions about our work, or with any feedback on this bulletin. Drop us a line via email at [info@nctir.com](mailto:info@nctir.com) or give us a call on **0800 NCTIREQ** (0800 628 4737) – we'd like to hear from you.

## SH1 NORTH

Road and rail links north of Kaikoura to Picton remain closed. Our work recognises these networks are critical for getting your goods to market, bringing visitors to the region and providing access for the many local communities along the route.

### Latest update:

With more machinery and crews on site this week, we have:

- Completed the construction access road around Site 2 (pictured right), providing safe vehicle access for the community at Rakautara for the first time since the November earthquake.
- Stockpiled about 20% of the material from Site 1A and Site 1B, to use in the repairs of SH1.
- Started work at Half Moon Bay to build the bunds and access tracks around Sites 3, 4 and 5), which will enable us to get additional machinery and crews on-site, from the south, to Ohau Point (Site 6). The bunds help provide protection from falling rocks, allowing our crews to work below them.
- Continued helicopter sluicing and rock removal south of Paparoa Point (Site 7), where crews continue to make the site stable for the remote-controlled excavators to make their way from the north through to Ohau Point (Site 6) to enable slip clearance to begin. These slips remain highly unstable and hazardous, with large rocks and other loose material frequently falling.
- At Okiwi Bay (Site 8) (pictured right), a bulldozer is making good progress tracking through the bush to reach the top of the slip. Once at the top, removal of this slip can begin.



- At Waipapa Bay (Site 9), a 40-tonne excavator has brought the slip down at this site in just three days. Material from this slip is being stockpiled for future use in the repairs of State Highway 1.

## SH1 SOUTH

State Highway 1 south of Kaikoura remains fragile. The highway is subject to on-going closures because of weather and road repair work.

With the approach of autumn and shorter days, the opening hours along this section of SH1 are being reviewed. It is only safe to have the road open during daylight hours because of the risk of rockfall. New opening hours will be introduced soon. Keep up-to-date with opening hours and any road closures on the website:

[www.nzta.govt.nz/projects/kaikoura-earthquake-response/](http://www.nzta.govt.nz/projects/kaikoura-earthquake-response/)

### Latest update:

- Strengthening of the Oaro overbridge (pictured top right) is progressing well. The concrete bridge sustained a lot of cracking which will be repaired and then strengthened with steel bracing so it can carry heavy freight vehicles. The work is scheduled to be completed by the end of May 2017. Traffic continues to be detoured around the bridge.
- Work begins mid-month to repair the Parnassus overbridge (pictured right). It will take about two months to complete. Everyone is asked to take extra care travelling through this area and to observe all detour signs and speed restrictions.
- Work has started clearing the slip, near Rosie Morn, between the twin tunnels and is expected to take three weeks. Again, everyone is asked to observe all site access restrictions and take care while driving through this area.
- With all this extra work on the Hundalees and along this section of the route, you will need to allow extra time for your journey. Our crews are working daylight hours, six days a week, so please take this into consideration when planning your trip.



## INLAND ROAD

Inland Road (Route 70) is open 24/7 and remains a critical link for the Kaikoura community, with SH1 south open only during daylight hours. Work on the Inland Road continues to ensure the road will be in the best possible condition before the start of winter, providing that important alternative access to Kaikoura.

### Latest update:

- Work continues on repairing the eight bridges along this route, damaged during the earthquake. This includes fixing in place the Wandle River Bridge that was moved off its piles.
- Crews are currently on-site removing a number of trees that shade the road and create black ice during winter, making it treacherous for motorists.
- Work continues on slip remediation work at Whales Back and Lulu's Corner, slip stabilisation north of Rotherham, repairs to the Linton Creek Bridge and Lower Manson Bridge, and rockfall protection at Conway Bluff.

## ALTERNATE SH1 ROUTE- PICTON TO CHRISTCHURCH

The alternate route (via Lewis Pass) is continuously being improved to ensure the route can better cope with the extra traffic, as well as making it safer and improving travel times for all road users and affected communities. This includes improving the condition of the road, as well as installing additional signage and introducing speed limit reductions.

The large scrub fire near Hanmer this week saw our roading crews diverted from repair work along this route to help emergency services. Conditions are tinder dry in the area and everyone is asked to take extreme care.

### Latest update:

- Work along this route continues to improve the condition of the road and make it safer before winter. We're currently working at 26 sites where the greater volumes of traffic have caused the seal to deteriorate. This work is resulting in delays of up to 40 minutes along the route – everyone is asked to allow extra time for their journey. This work will continue for the next 10 weeks.
- Widening of the highway also got underway this week at Howard Narrows, at the southern end of SH63 north of Murchison.

## MAIN NORTH LINE RAILWAY

The Main North Line railway (MNL) between Picton and Christchurch is a critical part of the network for moving freight between the North and South Islands. More than 1 million tonnes of freight is moved on the MNL each year.

### Latest update:

Everyone is being asked to take extra care along the railway corridor from next week, with KiwiRail's specialist work trains starting to use the line from Grassmere to the Clarence River to transport equipment on site for the repair work. Since the earthquake, people have been using the rail corridor but now need to observe all normal safety precautions along the rail corridor and at rail crossings. People should not be walking on the railway line and not parking vehicles anywhere near the tracks. Access for the work trains is critical to get the repair work underway. Work trains are also about to begin travelling up from the south, so the same safety precautions need to be observed.

- Demolition of the Rail Bridge at Ferniehurst (Bridge 90), south of the Hundalee, revealed significant damage to the piers which has required a new design solution for the temporary bridging spans to be installed. This has delayed progress. The bridge demolition was completed last week and the team is now about to begin installing the temporary structure.

- Near Hawkeswood, just north of Parnassus, work got underway this week repairing more than 200m of track, including culverts and retaining walls, which have slumped. This is a big job requiring between 5000 to 7000 cubic metres of material to be excavated. This work is critical to enable the line to be used for the movement of equipment further north. Several crews are at this site.
- Five geotechnical drilling rigs have spent the last five weeks working at more than a dozen different sites along the Main North Line investigating the ground conditions. More than 30 boreholes have been drilled, the results of which will help finalise the design and construction of the Main North Line.



## KAIKOURA HARBOUR

Reinstatement of Kaikoura Harbour is crucial to restoring the economic prosperity of the town's tourism and fishing industries. The marina raised by approximately a metre and now the work required needs to deepen the harbour and reset all the structures in the marina to the new depth.

### Latest update:

- More than 10,000 cubic metres of material has now been dredged from the main channel.
- At the same time we will use the material we dredged to create a platform from which our excavators will work to lower the marina floor.
- The demolition of the Whale Watch jetty is programmed to start this week.
- Our barge contractor has completed a navigational survey of the South Bay Marina to enable them to safely navigate this area and start, in a few weeks, excavation of the outer channel of the harbour.



## KEEP UP TO DATE

How to contact us and keep up to date with the NCTIR project:

- Subscribe to receive our weekly bulletin by emailing [info@nctir.com](mailto:info@nctir.com), with 'Bulletin' in the subject line.
- Visit our website: [www.nzta.govt.nz/projects/kaikoura-earthquake-response/](http://www.nzta.govt.nz/projects/kaikoura-earthquake-response/)
- Call our Freephone: **0800 NCTIR EQ** (0800 628 4737)
- Email us if you have a question: [info@nctir.com](mailto:info@nctir.com),
- Attending one of the community meetings, keep an eye on your local newspapers.
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# SH1 Kaikōura Coast remedial works

