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The Bulletin Kaikōura earthquake update

CELEBRATING

6 months to go and million work hours



NCTIR end date announced

The end is in sight for the NCTIR project! All construction works are officially due to wrap up in 6 months' time on 15 December 2020 – exactly three years on from when we moved mountains to reopen SH1 in 2017.

NCTIR Project Director Tony Gallagher says we've come a long way since the earthquake on 14 November 2016. 'By 2017 we had reopened vital transport connections, with freight trains returning in September, and SH1 reopened by December. Since then our teams have been working to

strengthen the corridor for future generations.'

'This month we hit 6 million work hours on the project, with over 9,000 people involved in the work since the beginning, including many locals. This represents a huge amount of human effort, and we want to make every hour count by creating something we are proud of, and that the Kaikōura community can be proud of for the next 100 years.'

Our teams have over 50 milestones to meet this year, including the completion of the Cultural

Artwork Package (see page 8), the last formal Safe Stopping Area, and various rail tunnels, bridge strengthening, landscaping and safety improvements.

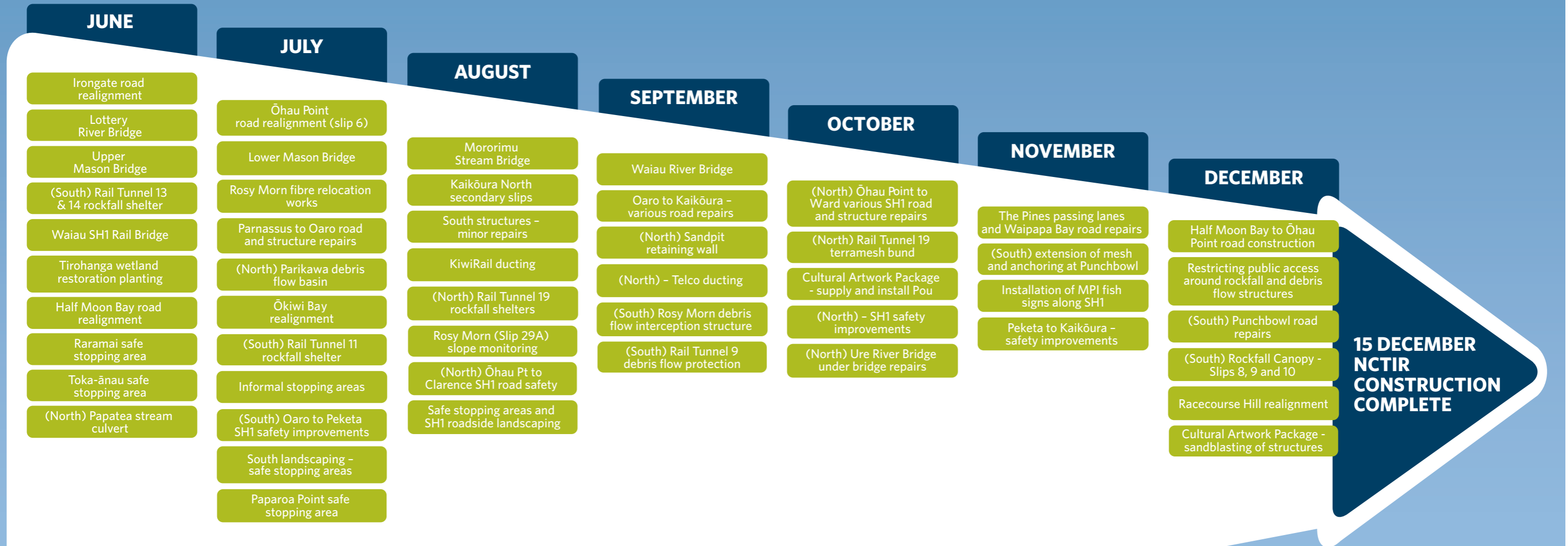
We also have two big projects to complete, with a permanent rockfall protection canopy to be installed south of Peketa, and stabilisation works near the Kaikōura racecourse (see page 6 & 7 for details).

It's a busy time, and we appreciate your patience and ongoing support as we reach the home stretch. The countdown is on to December 15!



NCTIR Construction Projects:

Completion dates of our final six months



**15 DECEMBER
NCTIR
CONSTRUCTION
COMPLETE**



2020 Programme of remaining works map

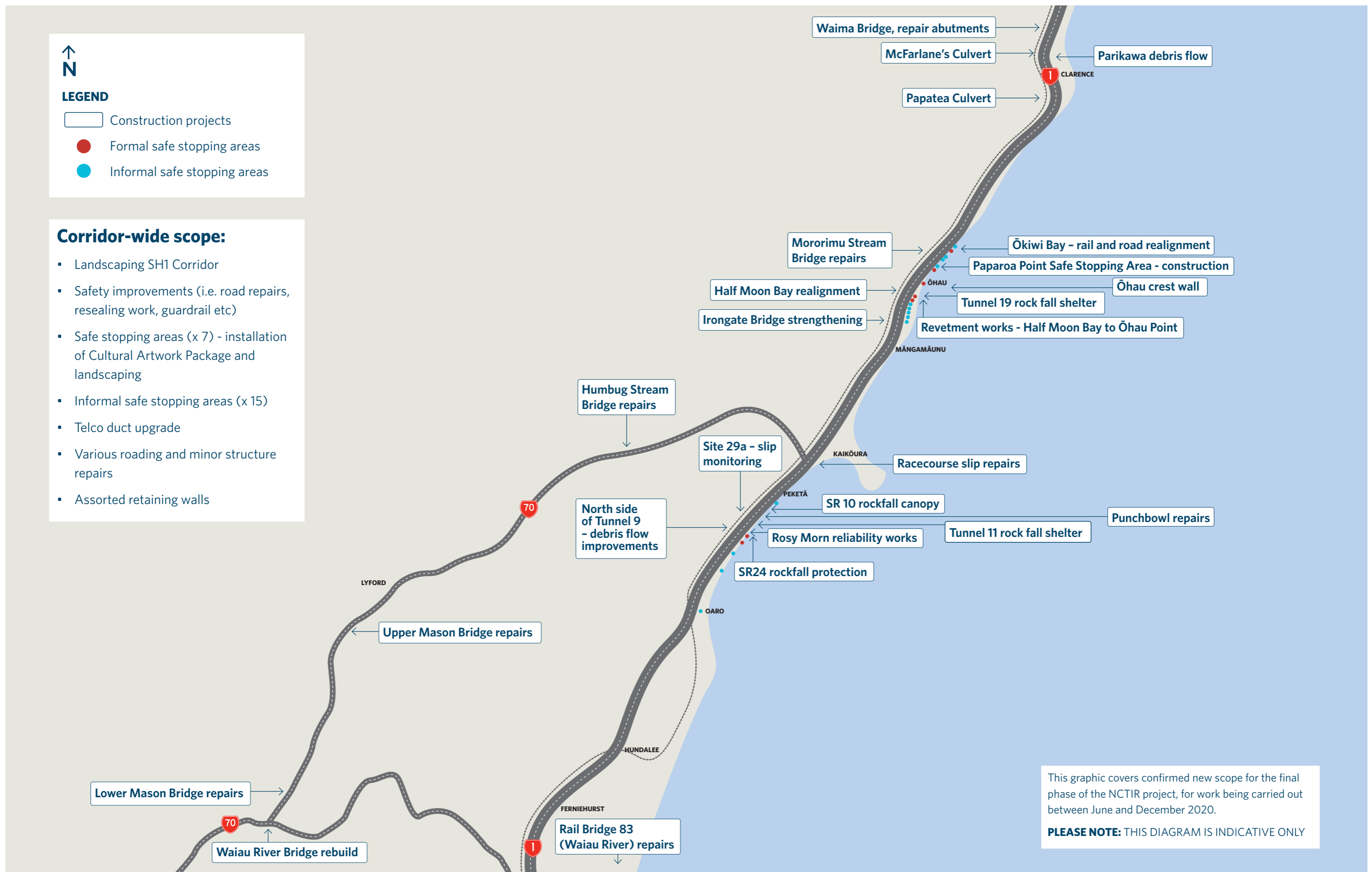
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LEGEND

- Construction projects
- Formal safe stopping areas
- Informal safe stopping areas

Corridor-wide scope:


- Landscaping SH1 Corridor
- Safety improvements (i.e. road repairs, resealing work, guardrail etc)
- Safe stopping areas (x 7) - installation of Cultural Artwork Package and landscaping
- Informal safe stopping areas (x 15)
- Telco duct upgrade
- Various roading and minor structure repairs
- Assorted retaining walls



This graphic covers confirmed new scope for the final phase of the NCTIR project, for work being carried out between June and December 2020.

PLEASE NOTE: THIS DIAGRAM IS INDICATIVE ONLY

Racecourse road repairs

 NCTIR has started work to reconstruct and realign a section of SH1 above the racecourse, where an earthquake-damaged retaining wall has slumped. The realignment work will run between the intersections of South Bay Parade and Killarney Street, with the road being moved over by the width of one lane in some sections.

Safety improvements along this stretch will include a new left turning bay into South Bay Parade, a footpath/cycleway on the southbound side of the highway, widening the road embankments, and side protection.

Initially the team will cut out the old embankment and rebuild it wider. Then a large 2-metre high temporary retaining wall, known as a preload, will be built alongside the top of the northbound lane. This preload spans 240 metres, and the weight of it will allow the land to settle in preparation for the construction of the new lane. The preload will be removed around September, when final roading can begin. Our Archaeology Team and Cultural Advisor will be on hand throughout this project.

Work will be underway in this area for approximately 6 months. Traffic management will include one-lane Stop/Go during the day, and temporary traffic lights overnight.

Pedestrians and cyclists will continue to have access to South Bay via the pathway leading down the back of the racecourse.



Damaged retaining wall above the racecourse



Impression of repaired retaining wall



Impression of South Bay turnout




Impression of the new view down South Bay hill

Permanent rockfall protection for southern slips



Visualisation of the new permanent rockfall protection planned at site 8, 9 and 10

 New rockfall protection will soon be installed around a rockfall-prone corner south of Kaikōura to improve the long-term safety and resilience of the area.

Rockfall has been an ongoing issue at sites 8, 9 & 10 between Peketa and the Paratitahi Tunnels, with over 70 recorded incidents since the 2016 earthquake.

The most recent rockfall event in February this year saw the highway closed to traffic overnight. This section will remain reduced to a single lane until permanent protection is installed.

The agreed solution for this 325-metre section consists of three parts:

- A canopy design, which will be the first of its kind to be installed in the southern hemisphere, has been chosen for the large bend around site 10. The canopy is 6-metres high, and acts as a self-cleaning net that redirects falling rock to a safe zone away from the road.
- Site 9 will be draped with mesh, which will look similar to the mesh fence north of the Paratitahi Tunnel.
- The road around site 8 will be placed with one-metre high aggregate barriers that will act as a low energy catch barrier.

Construction will take approximately 6 months, with work due to wrap up in December. Some closures of SH1 will be required.

Initial work includes scaling and milling the existing rock, as well as shotcrete and meshing in certain places beneath the canopy structure.



Impression of the finished canopy at site 10

Invitation to learn about cultural artwork

Te Rūnanga O Kaikōura and NCTIR will be hosting a public event at the Takahanga Marae to present the Cultural Artwork Package; sharing the stories behind the designs that NCTIR is installing along the Kaikōura coastal corridor. These cultural designs feature prominently at the formal Safe Stopping Areas between Ōkiwi Bay and Oaro, with a few key pieces still to be installed on tunnels, walls and at informal stopping areas. This event will be held from 2 - 4pm on Sunday 5 July 2020, with a presentation at 2:30pm. An official Cultural Artwork Package opening will be held later in the year, so watch this space.

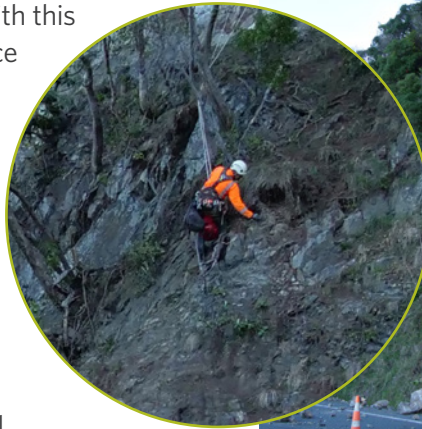


A harpoon recently installed at Toka-ānau Safe Stopping Area

Rock scaling



A team of abseilers undertook necessary maintenance south of Kaikōura this month, clearing out catch fences and scaling active sites to reduce the risk of new rockfall. With this overall maintenance work completed between the Paratitahi and Raramai tunnels, crew can now focus on preparing site 8, 9 and 10 south of Peketa for permanent rockfall protection.



Abseiler scaling slopes south of Kaikōura



Waiau closure update



The next night closures for the Waiau Bridge are scheduled for Saturday 27 June (8pm - 8am), and Sunday 28 (6pm - 6am). The temporary Bailey bridge will shortly be ready for removal, with a scheduled closure on Sunday 5 July (6pm - 6am). If you would like to receive email updates on this work, email us at info@nctir.com or call us on **0800 628 4737**.

Half Moon Bay revetments



Work has wrapped up on a 1km stretch of embankment and rock revetment between Half Moon Bay and Tunnel 19 this month.

Revetment north of Half Moon Bay



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CONTACT US

Call our freephone: **0800 NCTIR EQ** (0800 628 4737) or email us: info@nctir.com

This Bulletin provides the latest information about the rebuild of road and rail networks damaged by the Kaikōura earthquake in November 2016. The Bulletin is produced by the North Canterbury Transport Infrastructure Recovery (NCTIR) - an alliance representing the NZ Transport Agency and KiwiRail, on behalf of Government.