



# Western Belfast Bypass

Part of the Western Corridor

PROJECT UPDATE

DECEMBER 2015



## PROJECT UPDATE

This update explains what stage the Western Belfast Bypass project is at now and outlines key construction activities underway.

Temporary access to The Groynes, the dog park and adjacent businesses is outlined and we show how you will get on and off the bypass once it is completed.

## PROJECT BENEFITS

When completed, the Western Belfast Bypass will re-route about half the traffic driving through Belfast connecting it

directly to Johns Road and Russley Road (also known as the Western Corridor SH1). This will provide many benefits for drivers and the local community including:

- reduced congestion and fewer trucks on Main North Road
- reduced and more reliable commuter travel times and improved road safety
- the reduction in traffic through Belfast will:
  - enable urban renewal and an improved walking/cycling environment
  - enable more reliable public transport along Main North Road
- improved access to the north and west of Christchurch will support growth and employment in north Christchurch and Canterbury.

## Project in a nutshell

- The construction contract was awarded to Fulton Hogan in May 2015.
- Our first major milestone is building the bridge embankments - these are well underway.
- We expect this project to be finished by March 2018.
- See a flyover video of progress on the bypass at: [www.nzta.govt.nz/wbb](http://www.nzta.govt.nz/wbb).
- Further updates will be provided as work progresses and will include information on how traffic will be managed as we build the tie-in sections where the bypass connects to Johns Road and the Northern Motorway.



**REDUCED**  
COMMUTER  
TRAVEL TIME



**REDUCED**  
CONGESTION



**IMPROVE**  
SAFETY



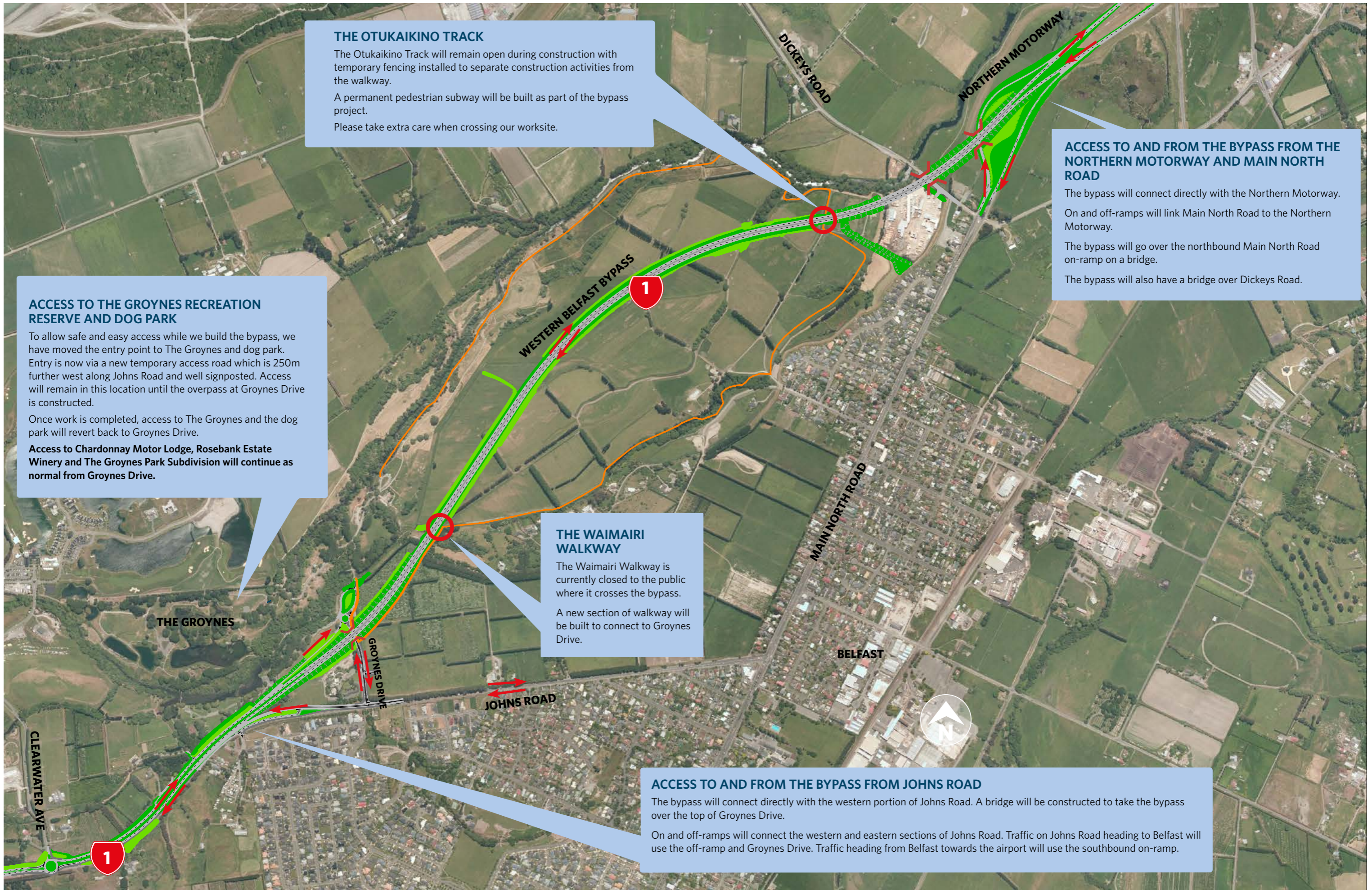
**IMPROVE**  
WALKING  
AND CYCLING



**SUPPORT**  
ECONOMIC  
GROWTH



**JOB CREATION**  
AND ACCESS  
TO JOBS



**THE OTUKAIKINO TRACK**

The Otukaikino Track will remain open during construction with temporary fencing installed to separate construction activities from the walkway.

A permanent pedestrian subway will be built as part of the bypass project.

Please take extra care when crossing our worksite.

**ACCESS TO AND FROM THE BYPASS FROM THE NORTHERN MOTORWAY AND MAIN NORTH ROAD**

The bypass will connect directly with the Northern Motorway.

On and off-ramps will link Main North Road to the Northern Motorway.

The bypass will go over the northbound Main North Road on-ramp on a bridge.

The bypass will also have a bridge over Dickeys Road.

**ACCESS TO THE GROYNES RECREATION RESERVE AND DOG PARK**

To allow safe and easy access while we build the bypass, we have moved the entry point to The Groynes and dog park. Entry is now via a new temporary access road which is 250m further west along Johns Road and well signposted. Access will remain in this location until the overpass at Groyne Drive is constructed.

Once work is completed, access to The Groynes and the dog park will revert back to Groyne Drive.

**Access to Chardonnay Motor Lodge, Rosebank Estate Winery and The Groynes Park Subdivision will continue as normal from Groyne Drive.**

**THE WAIMAIRI WALKWAY**

The Waimairi Walkway is currently closed to the public where it crosses the bypass.

A new section of walkway will be built to connect to Groyne Drive.

**ACCESS TO AND FROM THE BYPASS FROM JOHNS ROAD**

The bypass will connect directly with the western portion of Johns Road. A bridge will be constructed to take the bypass over the top of Groyne Drive.

On and off-ramps will connect the western and eastern sections of Johns Road. Traffic on Johns Road heading to Belfast will use the off-ramp and Groyne Drive. Traffic heading from Belfast towards the airport will use the southbound on-ramp.

## WHAT ARE WE DOING ON-SITE?

Currently we are working on ground improvements and building the bridge embankments at the overpass locations (Groynes Drive, Dickeys Road and the new on-ramp to the Northern Motorway).

These ground improvements ensure the bridge embankments remain stable and prevent damage to the bridge structures during an earthquake.

The ground improvement method we are using is called 'stone columns'. These are formed by forcing a column of gravel and stones into the ground. The columns are about 70cm in diameter and can be up to 14m deep. These are placed in groups about 1.5m apart. 1200 stone columns have been installed to date with another 1200 to go.

We then build the embankments on top of the stabilised ground. The embankments are built three metres higher than needed - the additional weight helping the ground to settle faster. We expect the embankments to settle by up to one metre. Already we have recorded settlement of 80cm.

Construction of the bridge structures, road pavements, stormwater swales and drainage pipes will start following embankment settlement (after about six months).

Landscaping, road safety barriers, traffic signs, road marking and street lighting will be the last jobs we do.

## Facts and figures

- See the latest video of the project on [www.nzta.govt.nz/wbb](http://www.nzta.govt.nz/wbb). First video expected on 18 Dec weather permitting.
- The project will cost \$122 million to build.
- The project started in May 2015 and will be finished by March 2018.
- On opening, the bypass will carry 24,000 vehicles per day.
- 600,000m<sup>3</sup> of gravel is being carted from the Waimakariri River and McLeans Island quarries with over 75% of this already completed.
- 118,000 plants, shrubs and trees will be planted. Most of these are grown from seeds and cuttings sourced from native plants in the Canterbury area.
- More than 2000 native fish (including long fin and short fin eels, giant bully and inanga) have been rescued and relocated to other parts of the waterway.
- There are four major structures on the route: Groynes Drive Overpass, Dickeys Road Overpass, the Northern Motorway On-ramp Overpass and the Otukaikino Track Subway. 1.8km of steel pile casing will be installed in the foundations of these structures.
- 120,000m<sup>2</sup> (the size of 14 rugby fields) of geotextile fabric has been installed in overpass embankments to provide additional stability.
- 52km of wire rope will be used in the safety barriers running along the median and along the sides of the new highway.



GROYNES DRIVE - 10 YEARS AFTER HIGHWAY OPENING

Western Belfast Bypass - Landscape Visualisations

GROYNES DRIVE



For more information on this project or to give feedback:

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Website [nzta.govt.nz/wbb](http://nzta.govt.nz/wbb)

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