

When will the Western Belfast Bypass open to traffic?

Traffic will be switched onto the new bypass in stages from late October 2017.

This staged opening will allow the team to complete the final parts of the project, such as connecting the bypass up to the existing road network and carrying out surfacing work at the connections.

A northbound lane (heading towards Picton) will open to traffic first, on October 31, followed by a southbound lane (heading towards Christchurch International Airport) about a week later.

A temporary speed limit and traffic management will

be in place while the team finish the remaining parts of the project.

Weather dependent, we expect all lanes of the bypass to open to traffic in December 2017. The team will be back to lay the final low noise asphalt surfacing in spring 2018.

The bypass is designed to operate with the Christchurch Northern Corridor (CNC) in place. Until the CNC is complete in 2020 there may be a need for some traffic management at the northern on-ramp, where the bypass connects to the northern motorway.

Facts and figures

The Western Belfast Bypass cost around \$122 million to build. This amount includes all consents, fees, land and construction costs.

Fulton Hogan constructed the project, with work starting in May 2015.

On opening, the bypass will carry 24,000 vehicles per day.

600,000m³ of gravel was carted from the Waimakariri River and McLeans Island quarries during the project.

There are four major structures on the route: Groynes Drive Overpass, Dickey's Road Overpass, the Northern Motorway On-ramp Overpass and the Otukaikino Track Subway. 1.8km of steel pile casing was installed in the foundations of these structures.

120,000m² (the size of 14 rugby fields) of geotextile fabric has been installed in overpass embankments to provide additional stability.

52km of wire rope was used in the safety barriers running along the median and along the sides of the new highway.

