



NZ TRANSPORT AGENCY
WAKA KOTAHI

Roads of national significance



Completing the

Western Ring Route

SH16 CAUSEWAY AND TE ATATU UPGRADE PROJECTS

Community Liaison Group
8 November 2012

Agenda

- Welcome and introductions
- Community Liaison Group (CLG) purpose
- Western Ring Route Project context and overview
- Te Atatu Upgrade
- Causeway Upgrade
- CLG and other communication
- Discussion

Community Liaison Groups (CLGs)

- NZTA has strong customer focus ethic- proved through Victoria Park tunnel and Newmarket projects
- The community is an important part of our project
- CLG mechanism established by the consent conditions
- Waterview and Owairaka CLGs already active
- Purpose is to:
“Provide a regular forum through which information about the project can be provided to the community and an opportunity for concerns or issues to be raised”



The Western Ring Route

- Improved and more reliable journey times
- Direct motorway access to the airport
- An alternative route to SH1 around Auckland
- Co-ordinated with Auckland Transport and public transport improvements



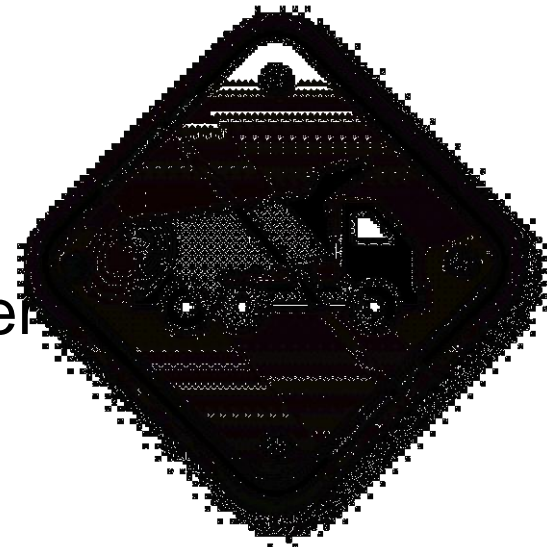
Waterview Connection- SH16



Note: Location of dashed boundary lines are indicative only.

Programme

- Further geotechnical investigations start soon
- Data collection from completed trial embankments
- Causeway construction start early 2013
- Te Atatu Interchange start late 2013
- Both scheduled for completion by December 2016
- Waterview tunnels open early 2017



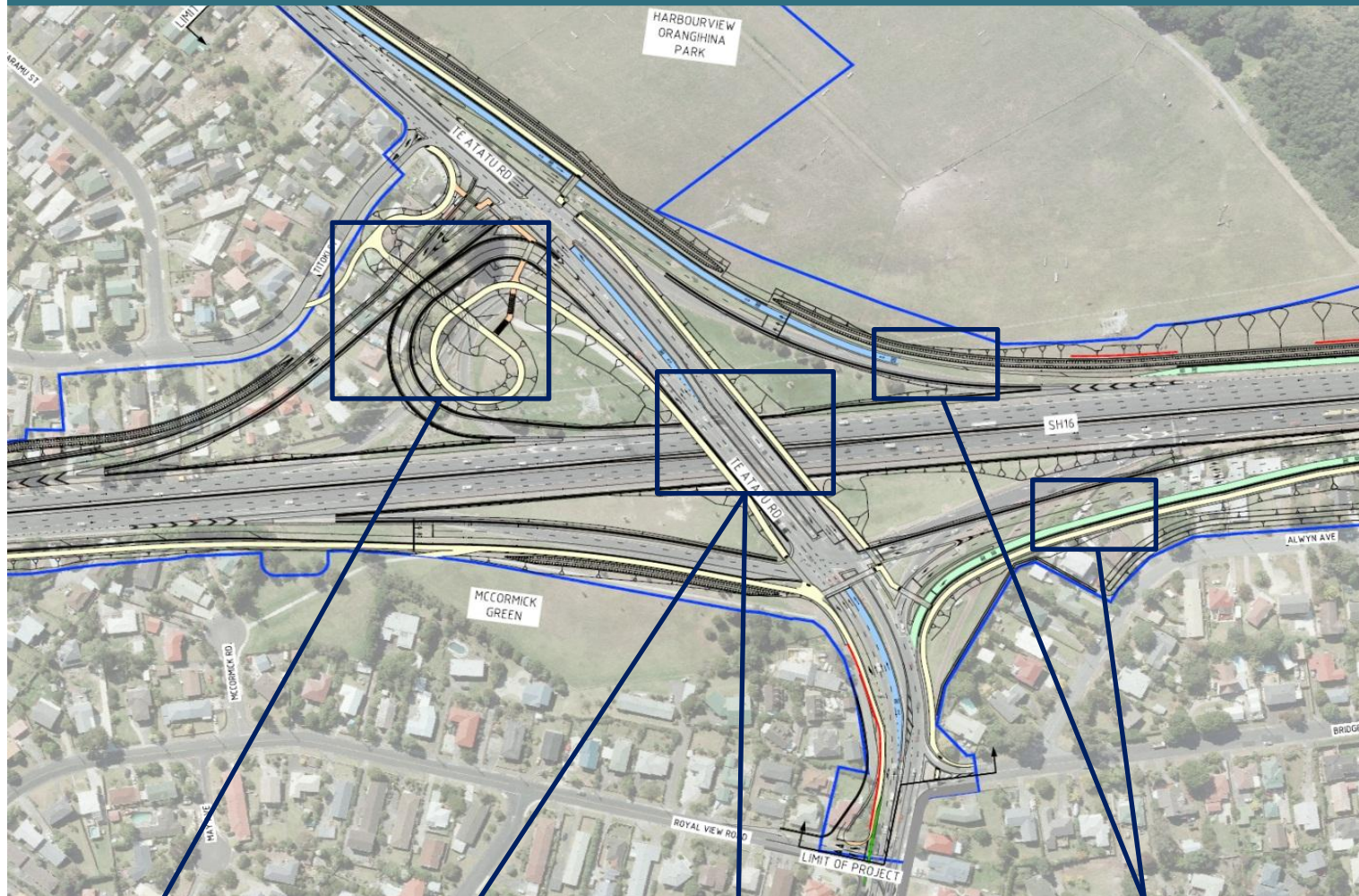
Te Atatu Upgrade



- Lanes increase from two to three in both directions
- Bus shoulder lanes on both sides of motorway
- Safer and wider on and off ramps
- Pedestrian/cycleway from Te Atatu Rd to Henderson Creek alongside motorway
- Work coordinated with Te Atatu Rd improvements

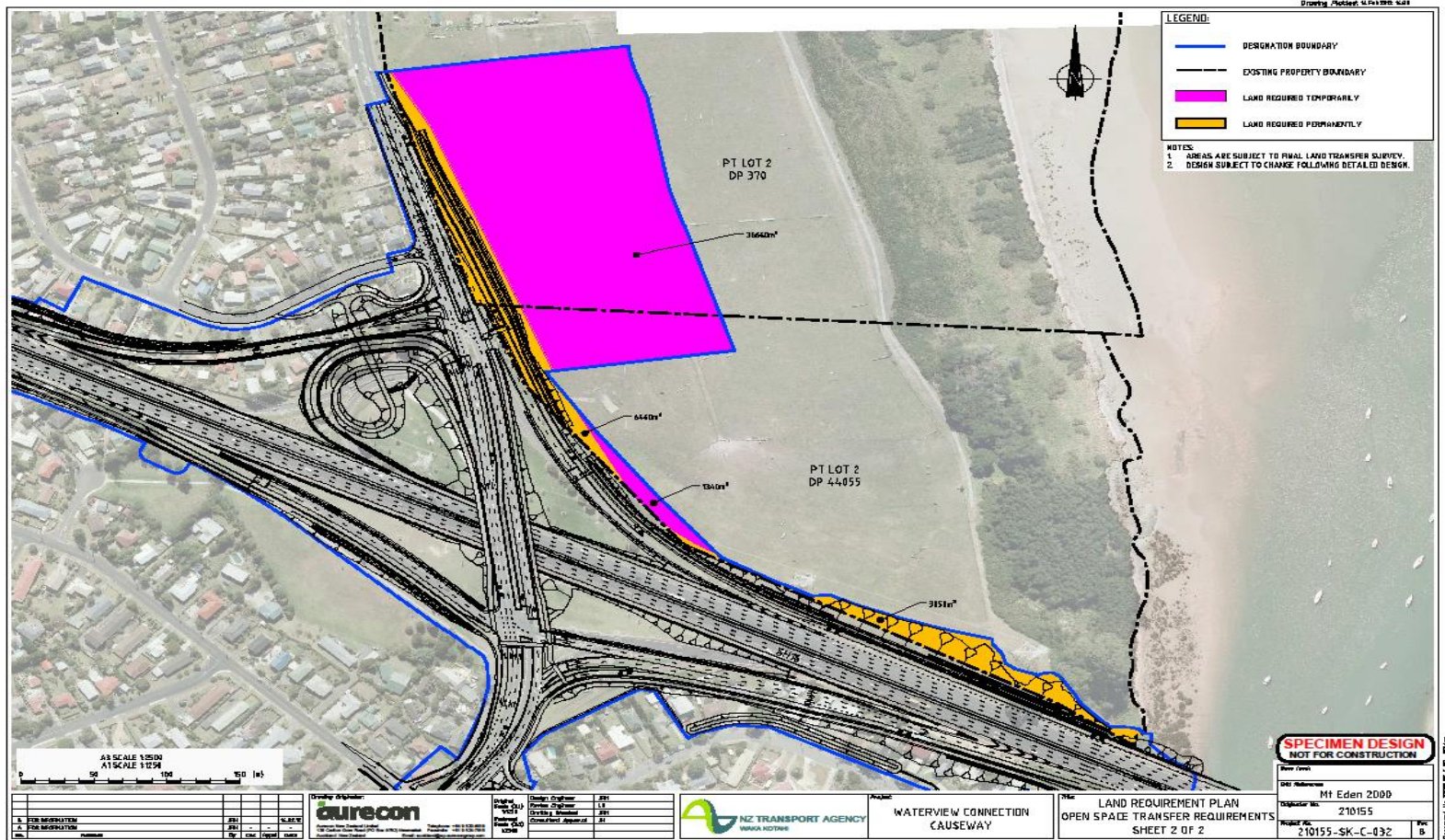


Proposed Te Atatu Interchange Layout



- Proposed replacement of subway structure
- Realignment of east bound off and loop on ramp
- New eastern pedestrian bridge
- Modifications to three existing bridges
- Widening of SH16 to provide an additional lane each direction
- Vertical and horizontal realignment of SH16
- Modification and realignment of on and off ramps, with provision of bus lane and priority T2 lane

Construction yard– Te Atatu Road



The Look of the Yard

- Solid 2.4 m high plywood noise wall perimeter fence
- Landscaping and planting along Te Atatu Road
- Council approved and monitored management plans for noise, traffic, lighting and environment
- Restricted vehicle movements at peak hour
- Working closely with Te Atatu Pony Club



CAUSEWAY – WATERVIEW TO TE ATATU



Overview

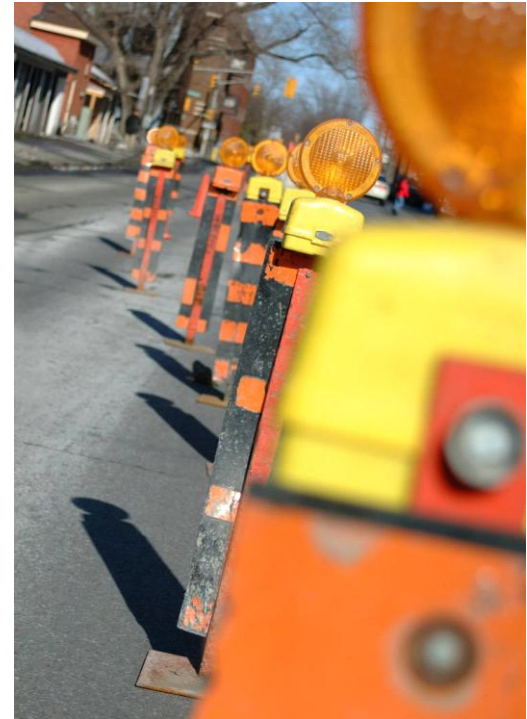
Existing SH16 Causeway	Proposed SH16 Causeway
3 lanes westbound	5 lanes Waterview to Rosebank 4 lanes Rosebank to Te Atatu
3 lanes eastbound	4 lanes eastbound
Inadequate bus shoulders	Extended and widened bus shoulders both sides of motorway
Pedestrian/cycleway	Enhanced pedestrian/cycleway
Flooding occurrences	Raised 1.5m for flood protection

CAUSEWAY – Storms and Tides



Traffic Management

- During peak hour, all motorway lanes and pedestrian/cycleway will be kept open
- Temporary lane closures off peak
- Bus shoulder disruption
- Minor short-term disruption to cycleway for construction vehicle access
- Speed restrictions for worker and motorist safety
- Minimal effects during peak hour



What is the Causeway Alliance?

CAUSEWAY ALLIANCE
working for our thriving city



- NZTA
- AECOM
- Fulton Hogan
- Leighton
- SKM
- Coffey Geotechnical

Collaborative approach provides better value for money and improved customer outcomes

Alliance Outcomes and Values

- Zero harm
- Tread lightly in the environment
- Delight our customers
- Develop our people and industry
- Deliver exceptional value on time

Integrity

Respect

Commitment

Accountability

Honesty

Collaboration



Alliance Focus

- Detailed design
- Planning for early works- boreholes requiring some night time lane closures, construction yard, Alwyn Avenue and Whau bridge access, median demolition and earthworks
- Identification of potential to reduce environmental footprint and minimise community disruption

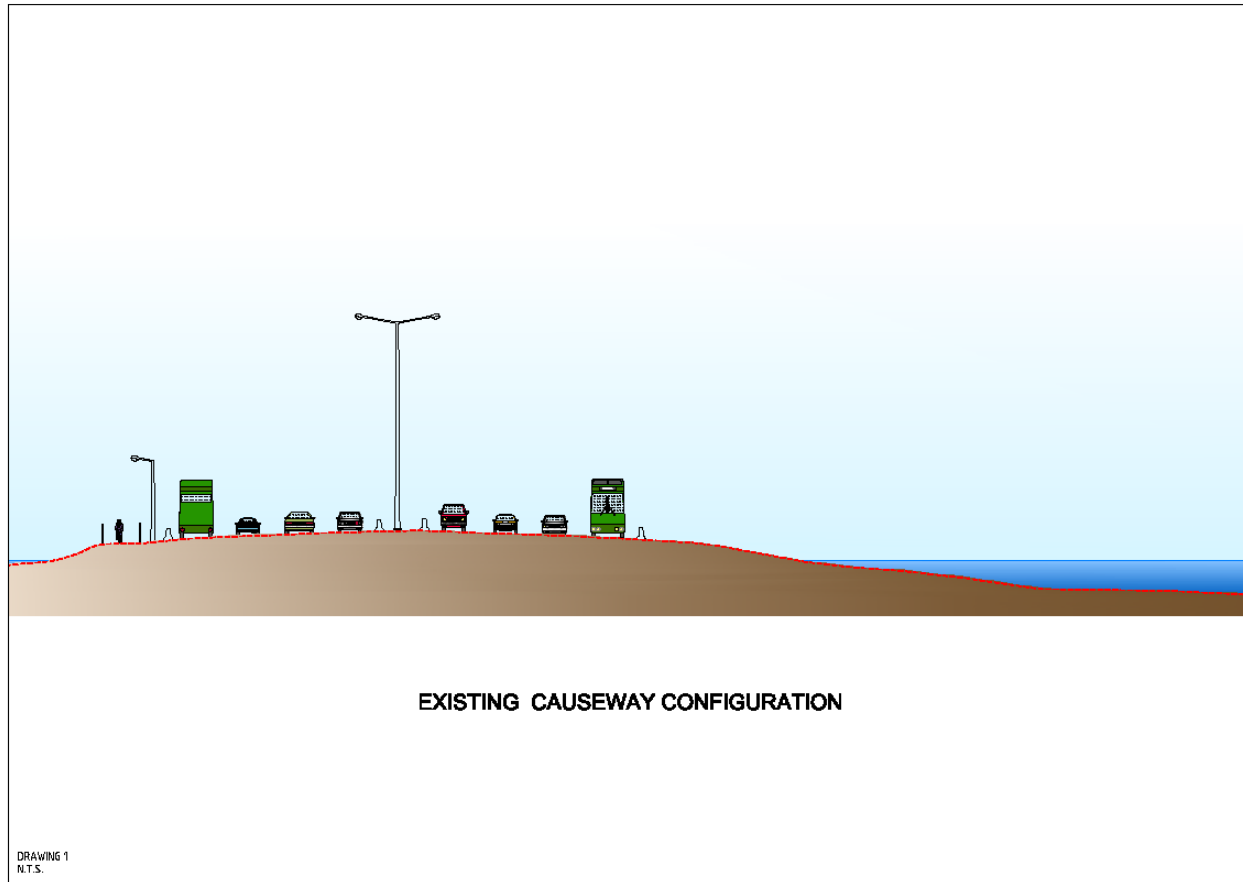


Causeway Design Changes

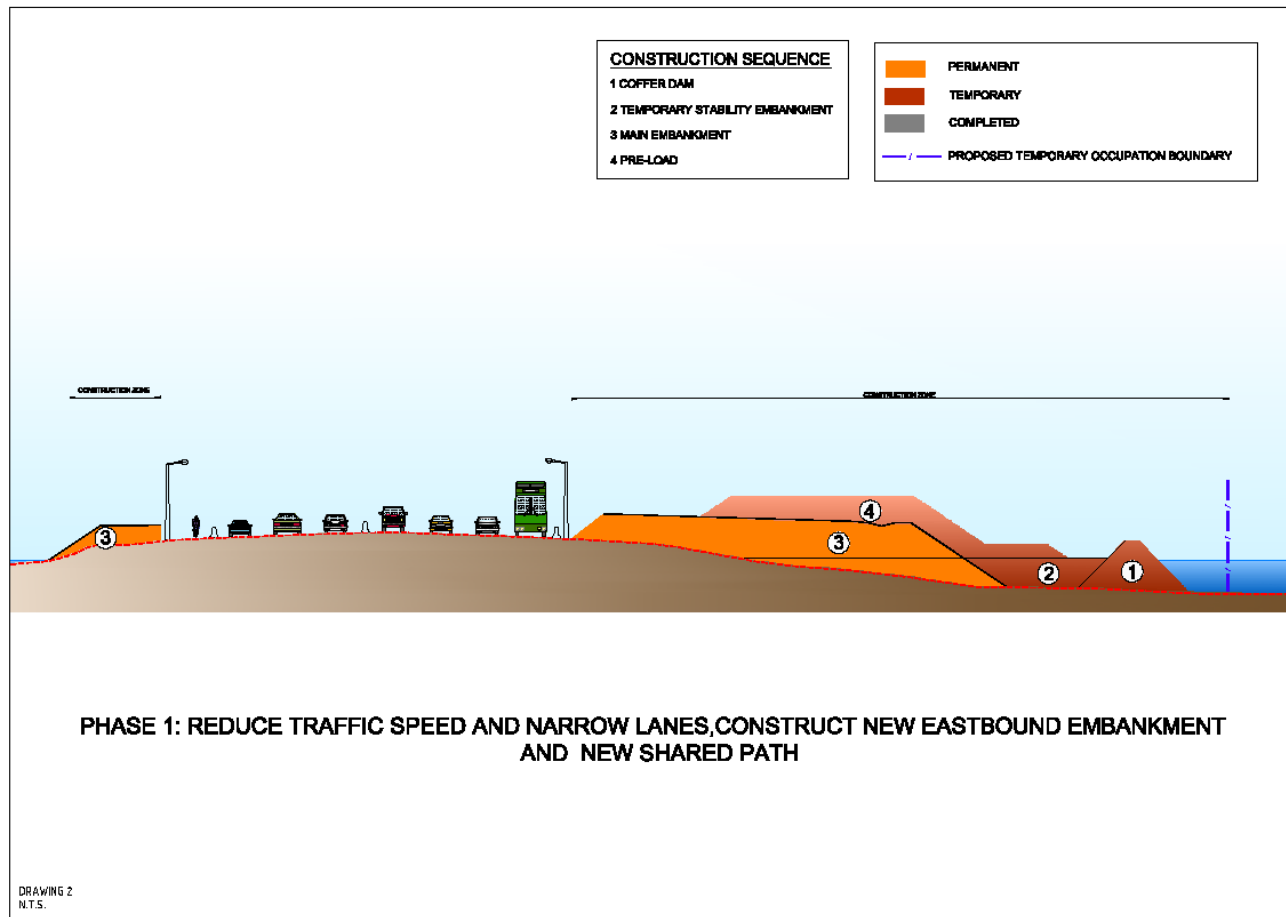
- Consent conditions required project footprint to be minimised and we have identified a way to achieve this
- Widening Causeway to the north (asymmetrical)
- Overall reduction in project footprint
- Different way of building the widened Causeway



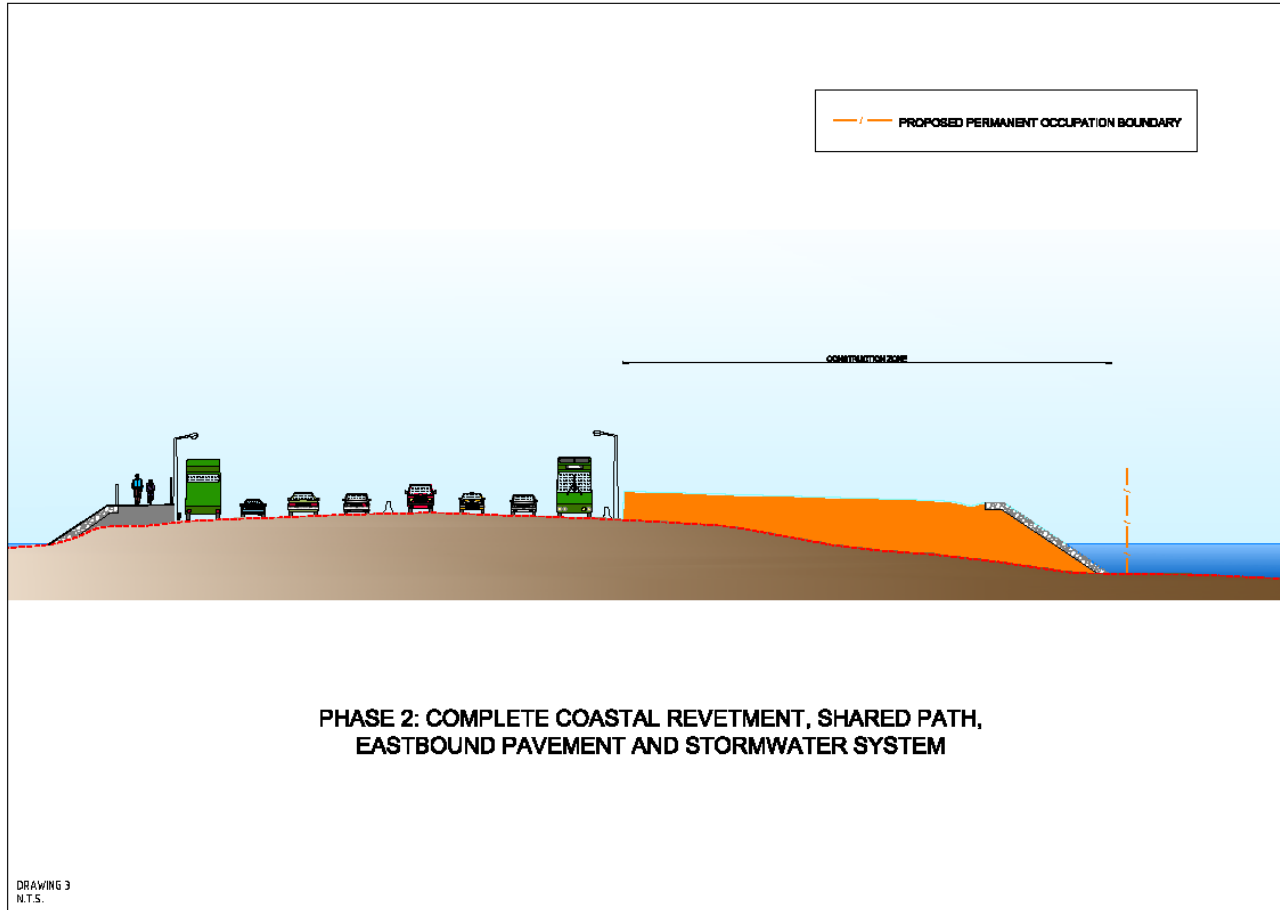
Existing Causeway Configuration



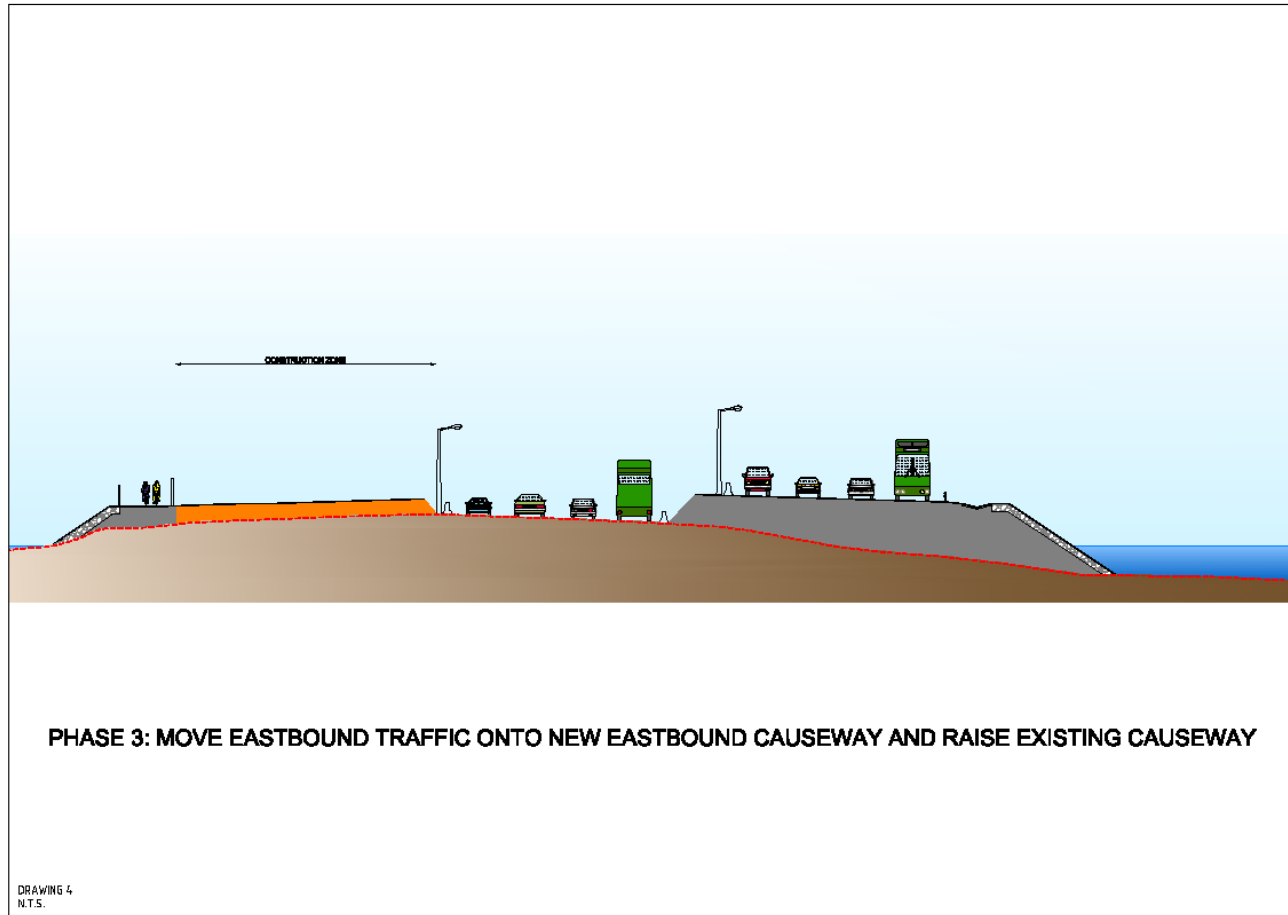
Phase 1



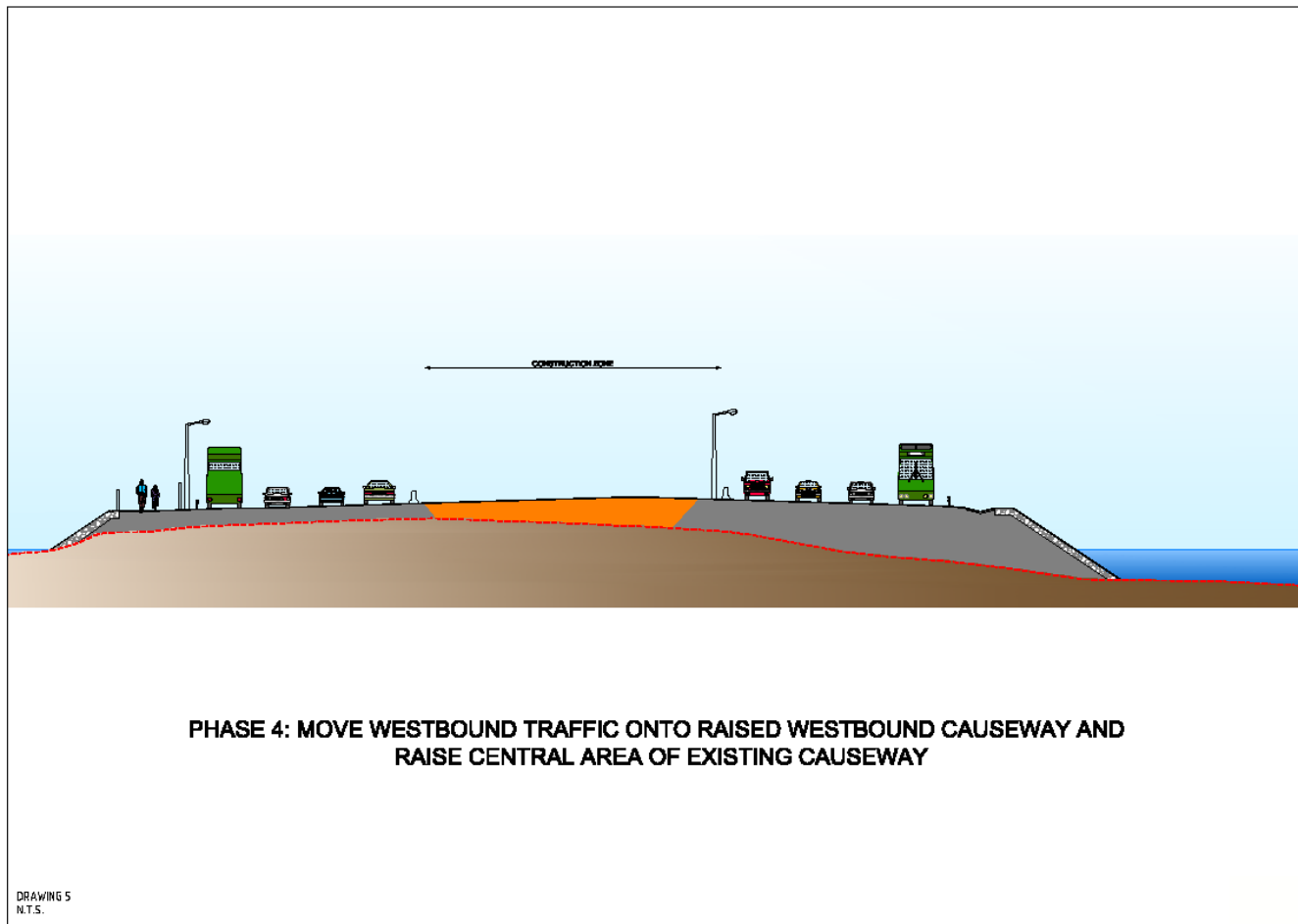
Phase 2



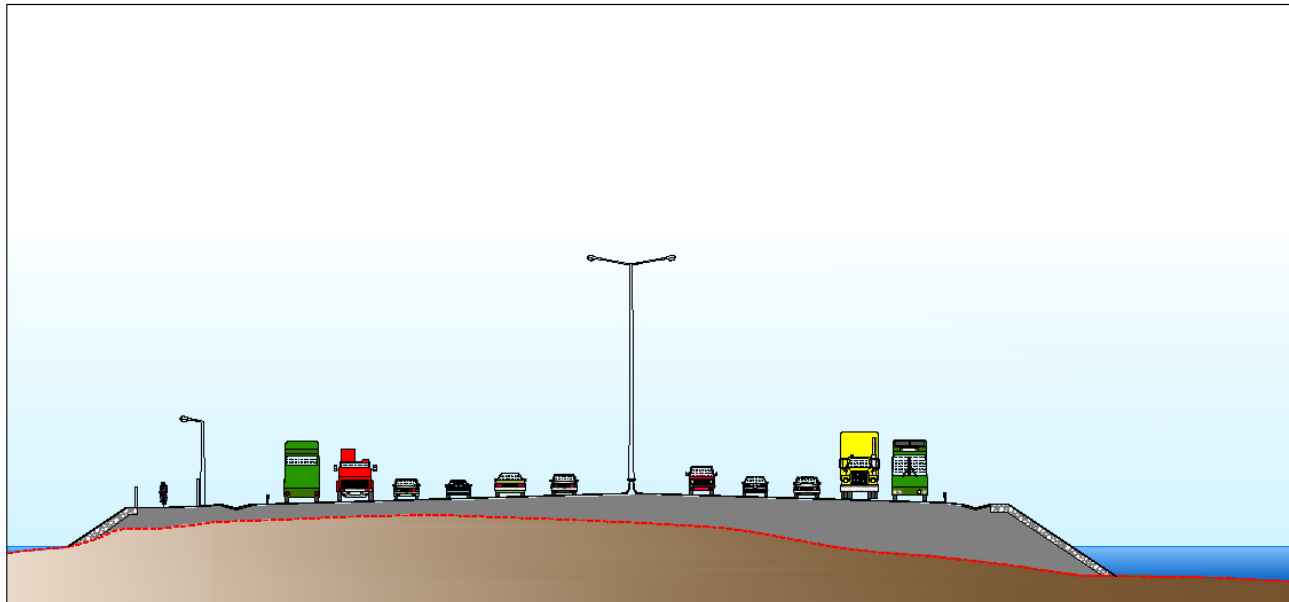
Phase 3



Phase 4: Move westbound to raised Causeway



Final Phase



FINAL CAUSEWAY CONFIGURATION: COMPLETE MEDIAN, FINAL PAVEMENT AND STORMWATER










DRAWING 6
N.T.S.

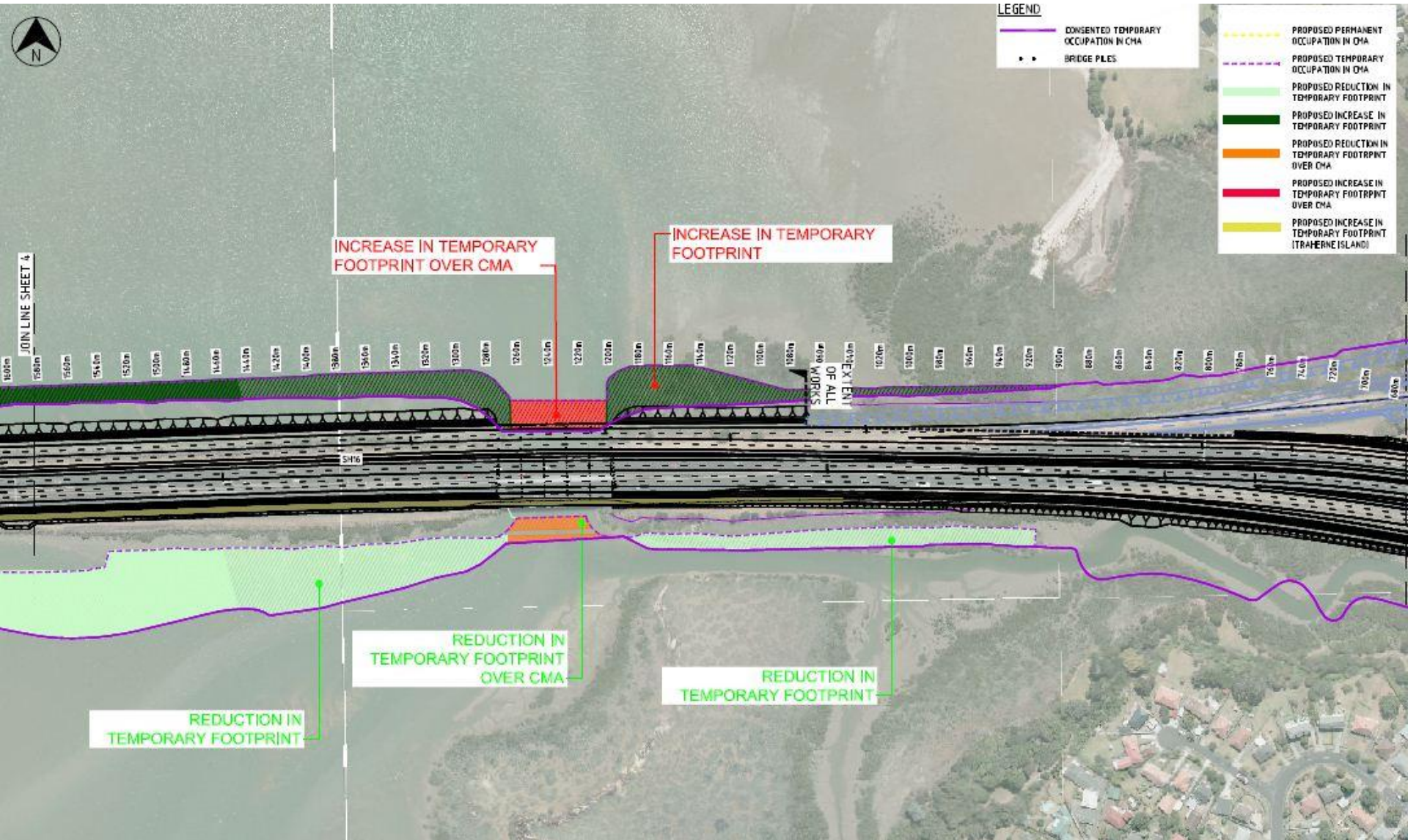




JOIN LINE SHEET 4

LEGEND

-  CONSENTED TEMPORARY OCCUPATION IN CMA
-  BRIDGE PILES
-  PROPOSED PERMANENT OCCUPATION IN CMA
-  PROPOSED TEMPORARY OCCUPATION IN CMA
-  PROPOSED REDUCTION IN TEMPORARY FOOTPRINT
-  PROPOSED INCREASE IN TEMPORARY FOOTPRINT
-  PROPOSED REDUCTION IN TEMPORARY FOOTPRINT OVER CMA
-  PROPOSED INCREASE IN TEMPORARY FOOTPRINT OVER CMA
-  PROPOSED INCREASE IN TEMPORARY FOOTPRINT (TRAHERNE ISLAND)





LEGEND

- CONSENTED TEMPORARY OCCUPATION IN CMA
- - - BRIDGE FILES

- - - PROPOSED PERMANENT OCCUPATION IN CMA
- - - PROPOSED TEMPORARY OCCUPATION IN CMA
- PROPOSED REDUCTION IN TEMPORARY FOOTPRINT
- PROPOSED INCREASE IN TEMPORARY FOOTPRINT
- PROPOSED REDUCTION IN TEMPORARY FOOTPRINT OVER CMA
- PROPOSED INCREASE IN TEMPORARY FOOTPRINT OVER CMA
- PROPOSED INCREASE IN TEMPORARY FOOTPRINT (TRAHERNE ISLAND)

WAITEMATA HARBOUR

INCREASE IN TEMPORARY FOOTPRINT ON TRAHERNE ISLAND

REDUCTION IN TEMPORARY FOOTPRINT

INCREASE IN TEMPORARY FOOTPRINT

TRAHERNE ISLAND

SH16

REDUCTION IN TEMPORARY FOOTPRINT



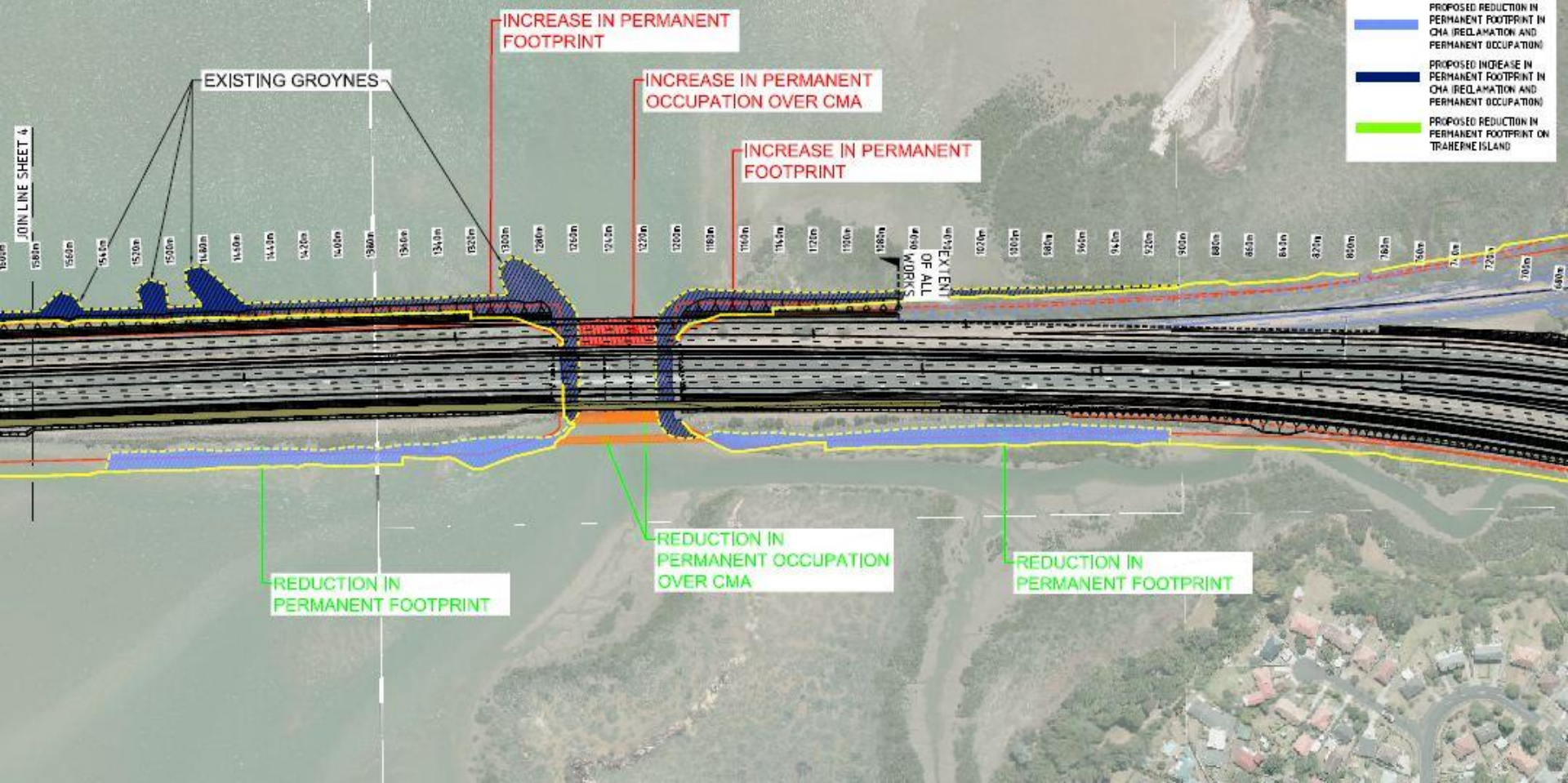
JOIN LINE SHEET 3

- 2126m
- 2500m
- 2448m
- 2440m
- 2445m
- 2420m
- 2400m
- 2360m
- 2360m
- 2340m
- 2320m
- 2300m
- 2280m
- 2265m
- 2240m
- 2225m
- 2200m
- 2180m
- 2160m
- 2140m
- 2120m
- 2100m
- 2080m
- 2060m
- 2045m
- 2030m
- 2000m
- 1980m
- 1960m
- 1940m
- 1920m
- 1900m
- 1880m
- 1860m
- 1840m
- 1820m
- 1800m
- 1780m
- 1760m
- 1740m
- 1720m
- 1700m
- 1680m
- 1660m
- 1640m
- 1620m
- 1600m

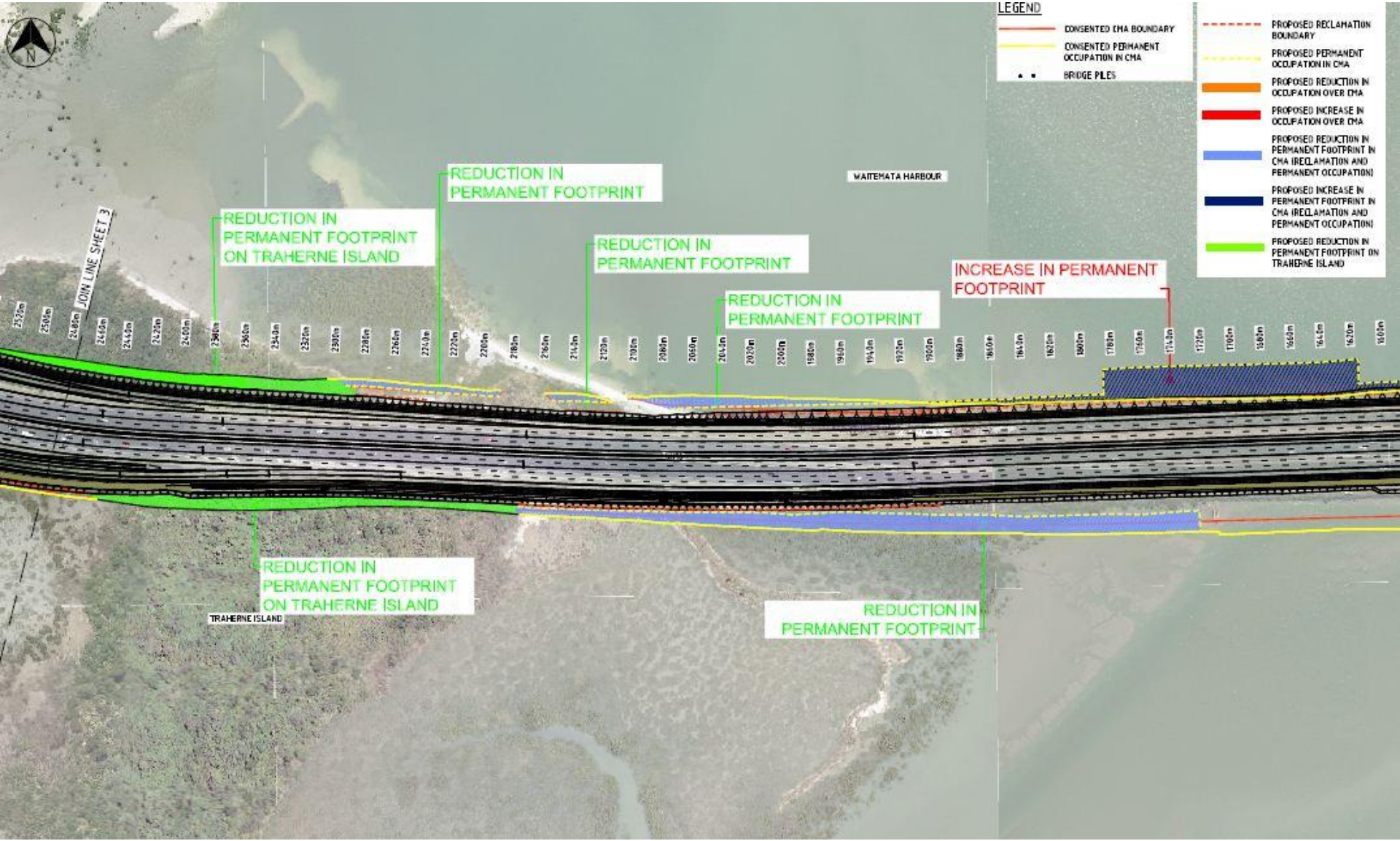


LEGEND

- CONSENTED CMA BOUNDARY
- CONSENTED PERMANENT OCCUPATION IN CMA
- BRIDGE PILES
- - - PROPOSED RECLAMATION BOUNDARY
- - - PROPOSED PERMANENT OCCUPATION IN CMA
- PROPOSED REDUCTION IN OCCUPATION OVER CMA
- PROPOSED INCREASE IN OCCUPATION OVER CMA
- PROPOSED REDUCTION IN PERMANENT FOOTPRINT IN CMA (RECLAMATION AND PERMANENT OCCUPATION)
- PROPOSED INCREASE IN PERMANENT FOOTPRINT IN CMA (RECLAMATION AND PERMANENT OCCUPATION)
- PROPOSED REDUCTION IN PERMANENT FOOTPRINT ON TRAPERNE ISLAND



JOIN LINE SHEET 4



LEGEND

- CONSENTED CHA BOUNDARY
- CONSENTED PERMANENT OCCUPATION IN CHA
- BRIDGE PILES
- - - PROPOSED RECLAMATION BOUNDARY
- - - PROPOSED PERMANENT OCCUPATION IN CHA
- PROPOSED REDUCTION IN OCCUPATION OVER CHA
- PROPOSED INCREASE IN OCCUPATION OVER CHA
- PROPOSED REDUCTION IN CHA (RECLAMATION AND PERMANENT OCCUPATION)
- PROPOSED INCREASE IN CHA (RECLAMATION AND PERMANENT OCCUPATION)
- PROPOSED REDUCTION IN PERMANENT FOOTPRINT ON TRAHERNE ISLAND

REDUCTION IN PERMANENT FOOTPRINT

REDUCTION IN PERMANENT FOOTPRINT ON TRAHERNE ISLAND

REDUCTION IN PERMANENT FOOTPRINT

REDUCTION IN PERMANENT FOOTPRINT

INCREASE IN PERMANENT FOOTPRINT

REDUCTION IN PERMANENT FOOTPRINT ON TRAHERNE ISLAND

REDUCTION IN PERMANENT FOOTPRINT

TRAHERNE ISLAND

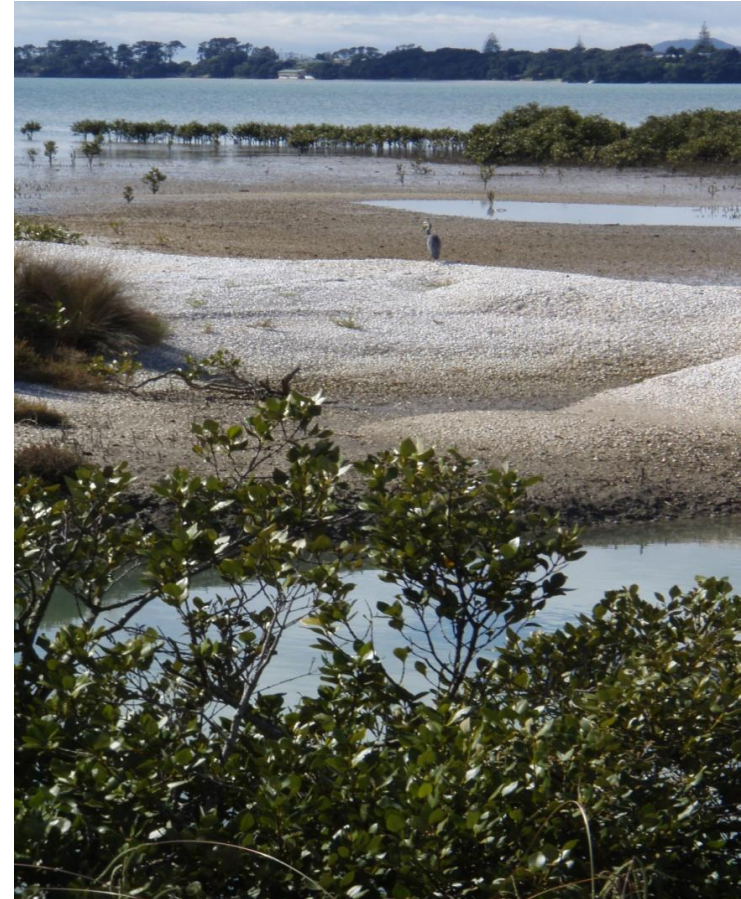
WAITEMATA HARBOUR

JOHN LINE SHEET 3

25.20m 25.10m 24.80m 24.60m 24.45m 24.25m 24.00m 23.90m 23.60m 23.40m 23.20m 23.00m 22.85m 22.65m 22.40m 22.20m 22.00m 21.80m 21.60m 21.40m 21.20m 21.00m 20.80m 20.60m 20.40m 20.20m 20.00m 19.80m 19.60m 19.40m 19.20m 19.00m 18.80m 18.60m 18.40m 18.20m 18.00m 17.80m 17.60m 17.40m 17.20m 17.00m 16.80m 16.60m 16.40m 16.20m 16.00m

Key Benefits

- Reduced project footprint
- Less environmental impact
- Less commuter and community disruption and improved safety
- Reduced impact on marine reserve and bird habitats
- Less work to the south of causeway
- Reduced impact on Oakley



Community Liaison Group

- Facilitate two-way flow of communication
- Meet two/three monthly for updates
- Next meeting in February 2013
- Separate meetings for site or issue specific details



CLG Role

Includes having opportunities to review and comment on:

- Open space restoration plans
- Urban design and landscape plans
- Oakley Creek restoration
- Results of publicly available environmental monitoring
- Detailed design features of the Te Atatu underpass such as lighting and architectural treatment



Liaison with the Community

- Community Liaison Group (CLG) meetings
- Working and Education liaison groups
- Freephone and signage
- Email updates
- Project website
- Communication of upcoming work- flyers, advertising etc
- Dedicated community liaison staff
- kevin.stevens@sh16causeway.co.nz



Summary

- The SH16 Causeway Upgrade and Te Atatu Interchange works are an integral part of the Western Ring Route
- The Causeway Alliance has been formed to widen and raise the SH16 causeway
- The alliance is working on detailed design to reduce environmental impacts and community disruption
- Proposed changes are being discussed with key parties
- The alliance is committed to working with the community through the CLG



QUESTIONS

