



The Bulletin Kaikōura earthquake update

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Hello 2020!



Welcome back to the NCTIR Bulletin 2020! We're excited to be back out on the road after a much-needed break.

In the lead up to Christmas, crews managed to knock off some big projects, including Jacob's Ladder A, the Oaro Twin Culverts, and the parking areas at three new Safe Stopping Areas.

Due to an enormous effort from site crews and the traffic team, we were also able to open the entire coastal corridor to two-way traffic over the Christmas holidays - the first time this has been possible since the 2016 earthquake.

If you travelled the Kaikōura coast over our Christmas closedown we hope that you enjoyed this small taste of freedom and ask that you continue to bear with us as we work towards a safe and resilient transport network.

We will be picking up where we left off last year with 76 essential works on the programme, and approximately \$80m worth of construction work remaining.

NCTIR has a full workload planned through to June, when work will begin to wind down to completion of seasonal works in late spring 2020.

If you're local and want to know more about what we've got planned this year, we are hosting regular community drop-in sessions in the foyer of the Kaikōura Library (full details on page 2). This is a good opportunity to connect with some of our people and ask us any questions you may have. We'd love to meet you.

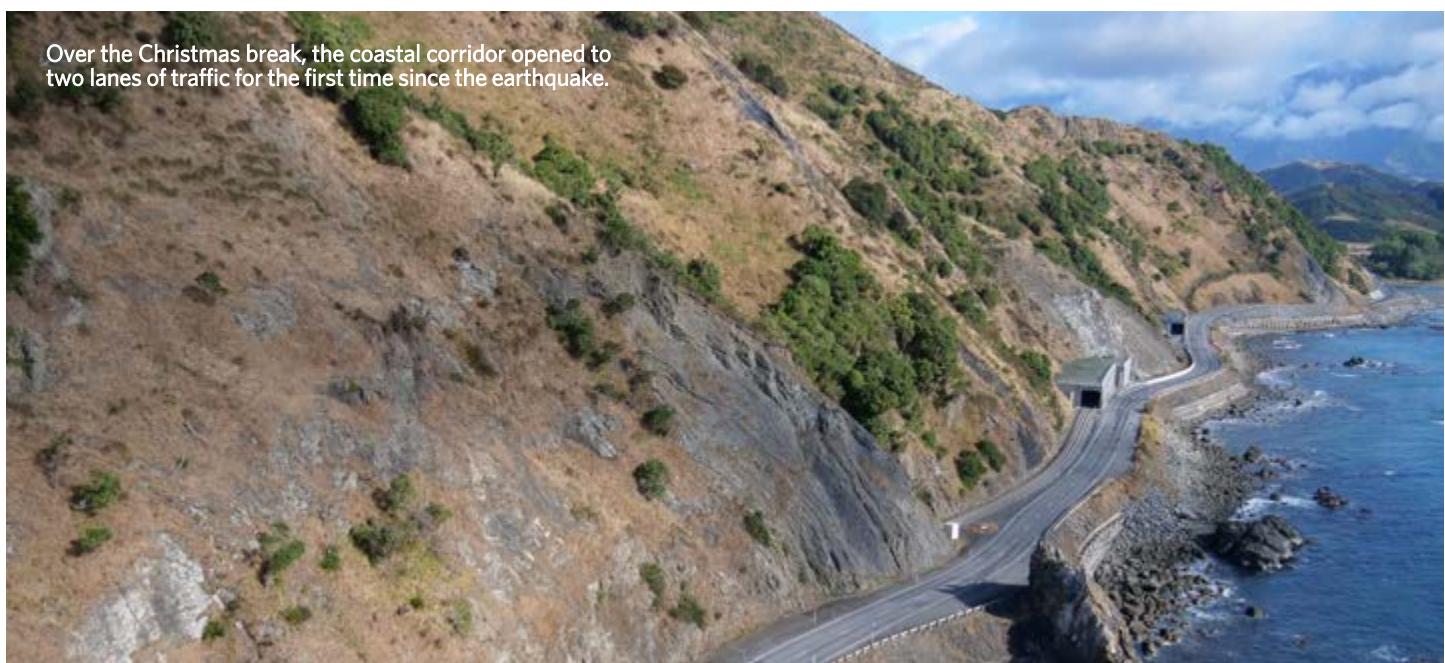
Wishing you a happy new year – kia hari te tau hou.

Shared Use Path update

Following ongoing engagement with Mana Whenua and Te Rūnanga o Kaikōura/Kati Kuri the decision has been made not to complete the remaining sections of the Shared Use Path between Irongate Bridge and Ōkiwi Bay.

We will continue to work with our Treaty partners to ensure the Kaikōura coastline remains as natural as possible.

Following this decision we can finalise the remaining scope of the NCTIR works programme.



Telco duct installation

In the 2016 earthquake at least six breaks occurred in the telco fibre optic cable that runs along SH1 through Clarence and Kaikōura to Christchurch. This supports both fixed line and mobile networks. A consortium was formed including Waka Kotahi NZ Transport Agency, Chorus, Spark and Vodafone to provide a permanent repair.

This included a single shared duct with regular access points for repairs and maintenance. The earthquake-damaged cable was repaired temporarily to restore supply, but some exposed sections remained. The cable is critical for communications between the North and South Island. South of Kaikōura is an existing AquaLink duct network that does not require repairs.

NCTIR is installing 27kms of duct for the cable between Clarence and Hāpuku Bridge. Work started in 2019, with 8.5km to be installed. The Telco fibre optic cable will be inserted into this ducting at a later date by contractor, Connect 8.

We have started the next stage of the installation between Hāpuku and Māngamāunu. All work is on the inland/western side of the road.

A crew of four will work closely together completing all stages in a small area. Firstly a narrow 1.1m deep trench is excavated, the duct is installed and the trench is immediately backfilled, with sealing occurring later.

During the Telco works there will be cultural and archaeological monitoring in place.

Traffic impacts – the road will be one lane around each worksite with traffic management.



Crew 1 will continue along the southern end of Māngamāunu. To ensure the informal Surfers' Carpark is accessible we will install across half of the area one day, completing the second half the following day.

Connect with NCTIR

This year we'll be hosting regular drop-in sessions where you can come and talk to us about anything to do with our work programme.

When:

Every Tuesday and Thursday,
Midday to 2pm

Where:

Library foyer, Level 1,
Civic Centre Building

If you can't drop in but have a question, please email info@nctir.com or call us on **0800 628 4737**



Waiau Bridge closures

The Waiau Bridge will undergo two closures while crews prepare to install the temporary Bailey Bridge over the western abutment and pier. The Bailey Bridge allows us to maintain traffic over the bridge while we continue with repairs.

Closure 1 – Friday 31 January midnight - 6am Saturday 1 February

Closure 2 – Saturday 1 February 6pm - 6am Sunday 2 February

A 40-minute detour route will be in place during these times via River Road, continuing along Leslie Hills Road onto Mouse Point Road (SH7). Detour arrows will be set up to direct traffic.

For more information please email us on info@nctir.com or call **0800 628 4737**

Closure at Hāpuku Bridge

Hāpuku Bridge, just north of Kaikōura, is scheduled to close on Monday 3 February from midnight until 2am Tuesday morning, while crews undertake the last lift to repair an abutment. Traffic will be one-way with a 30km speed restriction from Monday 3 February, until Friday 10 February, at which point traffic management in this section will lift entirely.



New Wandle Bridge open

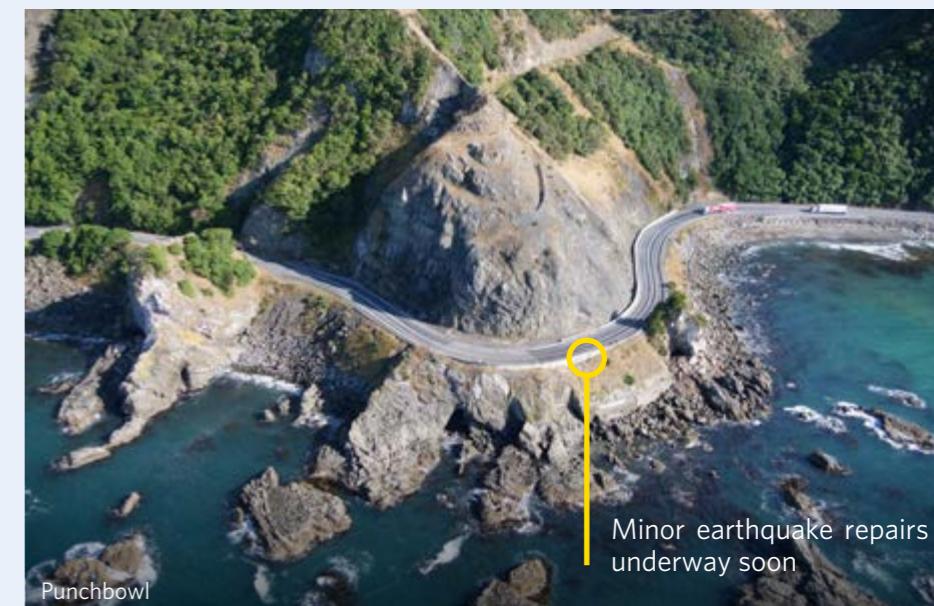
The permanent new Wandle Bridge on the Inland Road (Route 70) was opened to traffic yesterday. The smaller temporary Bailey Bridge can now be removed, tested, and relocated to the Waiau Bridge while repairs are underway there.



Wandle Bridge, November 2019

Punchbowl work to begin

Crews are doing some minor earthquake repairs on the original concrete barrier around Punchbowl corner, south of Kaikōura (pictured). This repair will be starting late January with traffic management in place for approximately three weeks.



Minor earthquake repairs underway soon

Summer driving

Depending on your journey plans over summer, you could be driving through roadworks on scorching hot days or in wet and windy weather among increased traffic volumes. All these factors add to travel times and emphasise the importance of driving to the conditions.

Here are some things to keep in mind:

Summer is roadworks season

Over summer there will be both NCTIR and non-NCTIR maintenance crews completing road sealing work while the weather is good. We realise that the roaming nature of this work is tricky to plan a journey around, so allow yourself plenty of time. Please stick to speed limits around work sites for the safety of crew on the roads, who are often working close to moving vehicles.

Hot weather can mean surface problems

Hot temperatures over summer months can cause 'road bleeding' of sticky surfaces on roads where the bitumen melts and rises above the chip seal road surface. Crew travel up and down the roads laying small chip on top



of affected areas to help absorb the bitumen. This could be the reason for a short section with a speed restriction but no crew in sight.

Fresh laid chip needs time to 'bed in', and speeding on this loose surface could flick up gravel and bitumen, or cause motorists to slip and lose control.

Wet weather can mean slippery surfaces

Despite crews working hard to keep on top of melting surfaces, cooler wet weather straight after hot periods dries the sticky black patches into a smooth slippery driving surface. This can be dangerous for speeding drivers who need to brake suddenly, so drive carefully on black patches in wet or dry weather.

NCTIR Village update

Waka Kotahi NZ Transport Agency will soon be starting another sale-by-tender process for the NCTIR Village, in anticipation of the completion of our physical works programme later this year.

The Village was tendered last year, but as additional scope was added to the NCTIR programme and physical works were extended, this housing was still needed for local workers.

The NCTIR Village will continue to operate until June when it will be demobilised. At that stage, alternative accommodation for the remaining workers will be found by working with local Kaikōura accommodation providers in a continuation of the relationship with local business and social recovery organisations.

We expect to return the land to the landowner in September 2020.



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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.