



SH20 - SH1 MANUKAU EXTENSION LINKING SH1 AND SH20

Project continues solid progress through winter

Significant progress has been made over the winter season on the SH20-1 Manukau Extension project.

Motorists joining Great South Road from the State Highway 1 northbound off-ramp will have noticed construction of the eye catching new retaining wall for the SH1-SH20 flyover's abutment. The black, white and grey chequer design is a feature of the 240 metre long bridge which takes southbound traffic from SH1 and Redoubt Road west onto the new motorway. This retaining wall forms part of a wider urban design scheme which has developed from plans to reality over the winter period. Landscape planting has started across the project and finishing work has been carried out to a number of the permanent sediment ponds.

A number of bridges have also continued construction, with excellent progress being made on the third and final stage of the SH20-SH1 underpass. Progress has also been made on the North Island Main Trunk Railway Bridge, which is the project's largest structure. Three of the five piers have been constructed and 36 beams, totalling over 1,400 tonnes have been installed on the bridge. This bridge will be completed early next year to carry the new motorway over the railway.

At the other end of the scale, retaining walls and piling operations have been completed to the project's smallest bridge, the Roscommon Road over Puhinui Stream bridge.

Despite the wet winter conditions, earthworks have progressed in key areas of the project to ensure it is ready for the summer construction season. All work has been successfully carried out in liaison with Auckland Regional Council, which is responsible for ensuring the protection of the local environment.

The Cavendish Drive Interchange at the western end of the project remains a busy area and construction of the 7 metre high embankment is now nearing completion. This area of work is important as it links the new motorway with the existing SH20 motorway.

Work has also started on ONTRACK's DART 9 project which will provide a new rail link to Manukau city centre. The new rail station will be located at the southern end of Hayman Park between Lambie Drive and Davies Avenue.



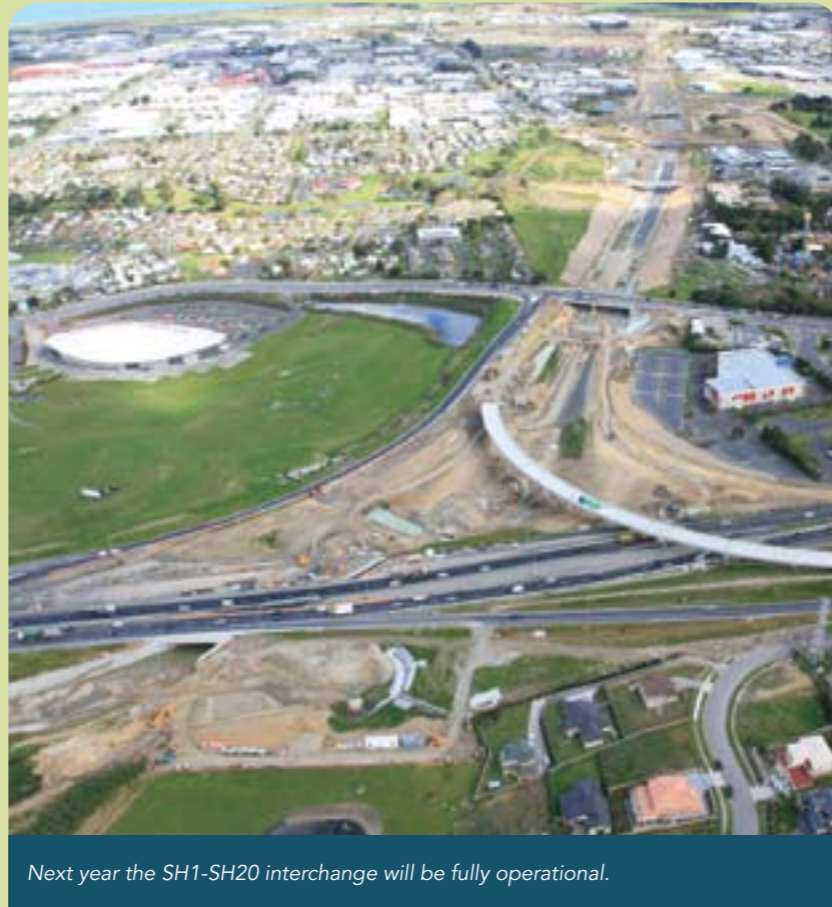
The western end of the project has been an intense area of activity.

Improvements to Manukau infrastructure less than a year away

With three major interchanges connecting the new SH20 Manukau Extension to State Highway 1 and local road networks, the new motorway is set to greatly improve Manukau's road network.

- At the Cavendish Drive Interchange in the west the new motorway will connect with local road networks, State Highway 20, as well as the SH20B Puhinui Road connection to Auckland International Airport.
- In Manukau City Centre the Lambie Drive Interchange will be the connection between the city centre and the new motorway.
- Finally a triple level interchange at State Highway 1 will connect the SH20 motorway with the Southern Motorway.

As well as the motorway itself the project is also constructing local roads, which will include cycle paths, and contributing to a new railway connection and station for Manukau that will significantly improve the city's public transport connections.



Next year the SH1-SH20 interchange will be fully operational.

NZTA and Kiwirail work together to deliver new rail station

As well as constructing the SH20-1 Manukau Extension project, Leighton Works has also started construction of KiwiRail's new Manukau Rail Link. Part of the Auckland-wide Project DART, the link connects Manukau City with Auckland's Southern Line to become the first extension to the rail network since 1930.

Using the same contractor allows both NZTA and KiwiRail to utilise the various synergies between the two projects.

The rail link includes a 300m trench which will house ARTA's new station. The retaining walls that will support the rail infrastructure are under construction, and will provide much of the core strength for the trench. The team will then excavate between the walls and construct a concrete deck to provide the station floor.

The station is expected to become Auckland's second busiest station after Britomart in Central Auckland, and will link with a new bus terminal ensuring first class public transport connections to the rest of Manukau.

The area around the station will also become new campus for the Manukau Institute of Technology, bringing students from across Auckland to study in Manukau.



Minister of Transport Hon Steven Joyce starts construction of the Manukau Rail Station, alongside Kiwirail Chairman Jim Bolger and Manukau Mayor Len Brown.

Motorway to open in stages

The new local road and state highway connections at Cavendish Drive means that the commissioning of the SH20 Manukau Extension will be a sequence of three well planned stages.

The first part of the new motorway to open will be the eastbound SH20 Manukau Extension lanes. Traffic will be able to access the eastbound lanes of the new motorway from Cavendish Drive and Lambie Drive, as well as from the existing SH20.

The westbound lanes will then open up allowing traffic to travel from SH1 and Lambie Drive to Puhinui Road. However, because of the need to realign the Puhinui Stream and construct a connecting road between the Cavendish and Puhinui Interchanges motorists on Roscommon Road will not initially be able to access the westbound lanes of SH20 using the Cavendish Interchange.

Once the stream has been realigned and the Cavendish-Puhinui connecting road completed, the interchange will become fully operational and the SH20 Manukau Extension will be complete.

Although the motorway's opening is some time away, the project team will be communicating their plans widely as well as working with major stakeholders to ensure disruption is minimised.



The motorway will open up in three major stages, eastbound lanes first, then the westbound lanes, and finally the Roscommon-Puhinui connection road and westbound on-ramp.

SH20-1 Manukau Extension entering last year of construction

The project team is preparing for the coming construction season and has set a number of key targets to be achieved in the summer of 2009-2010.

Targets include completing all the remaining earthworks, constructing road pavements and installing street lighting, signage and road barriers across the project.

There will also be a strong focus on completing the two bridges at the SH1-SH20 Interchange by December, with the final bridge beams being installed to the SH1-SH20 flyover and the final stage of the underpass structure being completed. New on-ramps and off-ramps are currently being constructed at this interchange and barrier installations to the central median of SH1 will require occasional night time traffic closures to both north and southbound lanes. The completion of these works will then allow traffic lanes on SH1 to return to their normal layout and for the underpass structure which forms the south bound on-ramp beneath SH1 to be excavated out.

The team will also be completing one of the most challenging tasks of the project when they install beams over the North Island Main Trunk Railway early in the New Year. This bridge consists of 6 spans which comprise of 72 beams in total. Work over the railway will be performed at night and will require careful co-ordination with ONTRACK to avoid disruption to rail services

Construction of Plunket Avenue bridge will start this month with the construction of the pile foundations for this eleven span bridge.

Much progress has been made over the last two years to transform the site into what it is now and the project team are looking forward to a big push this coming season.



The team will be completing earthworks by the end of 2009.



SH1 will return to its normal alignment in early 2010.

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