

This monthly update provides residents with an overview of works on the SH16 Lincoln to Westgate Upgrade.

## SH16 Lincoln to Westgate Upgrade

We are heading into the holiday season and we would like to take this opportunity to thank you for your patience as we continue to upgrade this section of SH16. As with all construction projects we understand that the work can be disruptive and impact on the people living near and passing through the area. We thought the end of the year would be a good opportunity to answer some of the questions we've had from you about the project.

### Q: How is noise assessed for the Lincoln to Westgate project?

During the consenting phase of the project an assessment of road-traffic noise effects was prepared. This assessment considered the effect of estimated noise levels at existing houses located within approximately 100m of the State Highway.

The predicted noise levels were estimated using a computer model based on future traffic conditions (10 years after opening). The predicted noise levels were compared against the criteria in the New Zealand Standard (NZS 6806).

In areas where road-traffic noise levels at houses were predicted to exceed the criteria in the New Zealand Standard, a series of options were developed for noise mitigation. These options included low-noise road surfacing and noise barriers.

A group of subject matter experts then completed a Multi-Criteria Assessment of the mitigation options and selected the 'best practicable option' to help reduce noise. These experts considered the acoustic benefit of the options and weighed those up against other factors, such as feasibility, urban design, landscape/visual, safety, environmental and cost.

## MILESTONE DATES

- Huruhuru Bridge - 2 lanes open November 2018
- Lincoln No 1 Bridge and new on-ramp to Westgate - temporary alignment - November 2018
- Noise walls - March 2019
- Royal Road Bridge - June 2019
- Lincoln No 1 Bridge and new on-ramp to Westgate - final alignment and surfacing July 2019
- Shared use path - August 2019
- Completion of Lincoln to Westgate Upgrade with additional lanes completed September 2019



Royal Road Bridge, on and off-ramp and Makora Road

The selected options and decision-making process were included as part of the supporting information for the consenting process and implementation of the selected mitigation is specifically required as part of the project's statutory approvals.

For this project that includes low-noise road surfacing that will be laid and the grey and green concrete noise walls that are currently being constructed along the motorway.

**Q: Why are the noisewalls designed so that some are lower and others higher?**

This is a result of the modelling and what noise reduction is required at that particular location to meet the noise criteria in the New Zealand Standard (NZS 6806). Factors like distance to houses, topography of the land and acoustic benefit of the wall all contribute to the dimensions that are adopted for the noise wall.

**Q: Why are there no noisewalls around Lowtherhurst reserve?**

Noise walls are not required where there are no houses. The reserve will have planting and other landscaping features.

**Q: How are the noise limits for night works on the project set?**

Noise limits for night works are part of our resource consent and are in accordance with the New Zealand Construction Noise Standard (NZ6803). Specific high noise works outside of our consented noise limits such as bridge demolition can only be undertaken with council permission.

**Q: Why has one lane remained closed on Makora Road for almost a year?**

When we began to dig we discovered that an old watermain had been leaking for years and had saturated the deep underground. This watermain had to be repaired and the area allowed to dry before we could start building.

This is a very busy location and close to the off-ramp which means the area and times in which we can work without significantly impacting traffic flow is limited. Those of you who have travelled through this site will have noticed the different levels which have also added to the mixture. Weather has also played a part as we cannot lay paving if rain is forecast. This has led to paving works being cancelled and rescheduled.

Work here is planned to be completed by the end of 2018 and as always, we thank you for your patience.

**Q: How can road surfacing lower noise?**

In New Zealand the majority of roads have chipseal surfaces and surfaces quieter than standard chipseal are often referred to as 'low-noise' road surfaces.

The most commonly used low-noise road surface used here is open graded porous asphalt (OGPA). OGPA was initially developed to provide paths for water to drain through the road surface, decreasing the amount of spray produced during wet weather and the acoustic performance is a side benefit, though now in many cases OGPA is now installed purely for the noise benefit.

When works are completed, OGPA will be laid on the motorway to reduce the amount of motorway noise for those who live adjacent.



Huruwharu Road Bridge with both lanes open to traffic

A graphic with a dark blue background. At the top, there is a string of colorful Christmas lights (yellow, red, blue, green). Below the lights, the text "SEASON'S GREETINGS" is written in large, bold, yellow capital letters. Underneath, in white text, it says "from the New Zealand Transport Agency and Downer NZ and safe travels during the holiday period." At the bottom, there is a red sleigh with a white snowflake on its side and a green and yellow striped tail.

To stay up-to-date on all our works, go to [nzta.govt.nz/projects/the-western-ring-route/sh16-lincoln-to-westgate](http://nzta.govt.nz/projects/the-western-ring-route/sh16-lincoln-to-westgate)  
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