Fencing of the motorway boundary commenced late in April, with Carrs Road through to Wigram Road being the first section to be completed using post and wire fencing. The next section to be fenced will be from Wigram Road moving towards the Heathcote River and running in behind the Aitkenfield and Broken Run subdivisions. Fencing the boundary is a crucial requirement of the project to ensure the safety of local residents and interested onlookers. Please keep curious children away from the construction site for their safety and the safety of those working on the CSM1. This safety message will be delivered to local schools and community groups.

Safety a top priority

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What happens next?

Site preparation has been underway since January in preparation for the next construction season (September–April) when the project will be in full swing. In the next few months this essential preparation work will include:

- relocating services (power, phone and other utilities) in Barrington Street, Lincoln and Wrights Roads
- constructing site access ways
- erecting temporary and permanent fencing
- progressively removing topsoil and constructing temporary stormwater drainage
- delivering and compacting fill to the areas where embankments will be built (this will progressively occur between Collins Street and Curletts Road)
- installing stone columns at Barrington Street, Lincoln Road Overpass, Wigram Road Overpass and Curletts Road Overpass (ground improvements).

Want to know more?

Visit the NZTA website: www.nzta.govt.nz/southernmotorway1
Contact the Project Liaison Manager Abby Shaw on 0800 CSM INFO (0800 276 4630) for more information about the construction process.
Visit the Project Information Office, located on the corner of Awatea and Wigram Roads (access from Awatea Road). At the office people may view full project plans and images of works to date, and gain a better understanding of the benefits the project will bring to Christchurch. The office is open to the public on Wednesdays between noon and 4.30pm or by appointment at other times.

Construction of the Christchurch Southern Motorway Stage 1 (CSM1) commenced when the Minister of Transport Steven Joyce turned the first sod on the project on Monday 25 January.

The construction of the CSM1, a four-lane median-separated motorway between Collins Street and Halswell Junction Road, will provide a safer, more efficient and reliable route between the Central City, Lyttelton Port and southwest Christchurch. The CSM1 is a key project in the Government’s roads of national significance programme, announced in 2009, and the first to be constructed in Christchurch.

Fulton Hogan was awarded the contract for constructing the CSM1. At a total construction cost of $140 million, this project is the largest road construction project undertaken in the South Island in recent times.

Following the sod-turning ceremony, work commenced on a range of activities necessary to prepare the route for the heavy construction that will begin in September 2010.

This project update reports on progress to date, outlines the construction programme for the next three years, advises on safety and how and where to get more information. Approximately four project updates will be published each year during construction.
What will construction involve?

The 10.5km long project has three distinct sections: Upgrade, New road and Duplication. The majority of the machinery moves in to start construction work in summer 2010/2011, although site clearing, fencing and minor earthworks will take place through the winter months. Work is to be completed in early 2013.

Zone A - Upgrade. Halswell Junction Road, from Main South Road (SH1) to Springs Road, will get traffic signals at the Shands Road intersection and an upgrade to the Springs Road roundabout. Works are scheduled to commence in September 2010 and there will be a focus on ensuring minimal disruptions to traffic flow. This will mean two traffic lanes are retained at all times with periodic work at night.

Zone B - New road. A four-lane median-separated motorway is being built between the intersection of Halswell Junction and Springs Roads and the Curletts Road interchange with underpasses (local road over) at Awatea/Dunbars Road and Aidanfield Drive. Works are scheduled to commence in June 2010.

Zone C - Duplication. The existing two-lane motorway will be duplicated to form a four-lane median-separated motorway between the Curletts Road interchange and Collins Street with full access at Curletts Road and Barrington Street.

CSM1 is the first of the works associated with the southern corridor. Investigations are underway on stage two and three from Halswell Curletts Road interchange and Collins Street with full access at Curletts Road and Barrington Street.

Where has work commenced?

Early earthworks are taking place throughout Zone C of the project over the winter months this year. Prior to these earthworks, drainage will be constructed for the control of erosion and sediment to protect the environment.

The works will provide a working platform and access road suitable for construction traffic throughout winter. A layer of shingle will be placed alongside the existing embankment. This allows construction to occur during wet winter months.

Other houses in a poor condition or unable to be relocated have been demolished. All of these properties were able to have materials salvaged that will be recycled as part of the project’s vision to provide sustainable solutions where possible throughout the duration of the project.

Where vegetation has been removed, extensive landscaping works will be provided around the new motorway to reinstate as much greenery as is safe and practical.

Features for pedestrians and cyclists

Significant landscaping and urban design works are part of the project. Once complete there will be a greater number of trees along the route. Pedestrian and cycle links across the motorway connecting to existing paths will be provided in Zones B and C.

Stone columns

Stone column trials at Barrington Street and Curletts Road are being completed in preparation for the bridges to be constructed throughout the project. The purpose of these trials is to confirm design details for these future works.

Stone columns strengthen the ground around the bridge foundations and adjacent earth embankments. The stone columns are constructed by pushing a hollowed probe with a pointed end to the required depth into the ground. The probe displaces soil as it is pushed into the ground, densifying the surrounding ground as it absorbs the displaced soil. The hollowed probe is then filled with stones and slowly extracted, leaving behind a dense stone column.

In the event of an earthquake the denser soils help support the bridge and embankments and the stone column releases ground water pressure, preventing liquefaction (liquefaction is when the ground weakens and cannot support anything that has been constructed on it).

Preparing for construction

Site clearance for the CSM1 has involved removing 15 properties located on Jerrold Street throughout March and April. A number of these houses were in a condition that allowed them to be sold for relocation, so they have been moved to begin a second life elsewhere.

Other houses in a poor condition or unable to be relocated have been demolished. All of these properties were able to have materials salvaged that will be recycled as part of the project’s vision to provide sustainable solutions where possible throughout the duration of the project.

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