



Wellington Northern Corridor

MacKays to Peka Peka Expressway

January 2012

Project update

Welcome to the latest project update on the MacKays to Peka Peka Expressway. In this edition we will let you know what we have been working on since the last newsletter in November 2011, what we are currently doing and what is coming up.

More information on the design

We have completed our technical assessments for inclusion in our application for consents to the Board of Inquiry (BoI) and expect to lodge the application in late March. So that people have as much time as possible to consider this detailed material, we will be making the assessments available on the project website <http://www.nzta.govt.nz/projects/mackays-to-peka-peka/> in the next few weeks.

We are not seeking feedback on this material as we have already conducted two rounds of public consultation to seek feedback before finalising our application. You will have opportunity to raise concerns or ask questions through the BoI process.

Cost estimation

In November 2009 the NZTA Board confirmed its decision to move forward with the planning and design of this route. The cost estimate at this early stage was \$550m. Now that we have completed more investigation and design work, we have been able to update our estimates and the current projection is an approximate cost of \$630m. There are a number of reasons why the estimate has increased, including:

- General inflation related increases in construction costs from 2009 to today. The cost estimate was \$550m in 2009 (which equates to \$590m now, allowing for general construction cost escalations).

- The original estimate did not include any upgrade of the Raumati Straight section, which has now been added to the project.
- The refined scheme design now better address all of the urban form issues, following an extensive engagement process with the community and council. A key element of this has been the retention of all of the east-west local road connections with suitable bridge designs.
- The more detailed investigations of the ground conditions have shown that we need to deal with larger amounts of peat than originally expected, and this has increased the estimated earthworks costs.
- Partly as a result of the increase peat, the level of seismic protection works has increased from that originally estimated.
- The costs for the relocation of gas and power lines have increased.
- Following more detailed drainage modelling, some increases in the areas of wetland and flood storage have been necessary, along with some related increases in landscape works.

As is normally the case, the level of confidence in cost estimates has increased as further work has been completed. The next stages of work for this project include further geotechnical investigations, design refinement and stimulating, where greater cost certainly will be achieved.

Otaihanga Road Roundabout

As part of construction of the expressway, improvements will be required to the intersection of Otaihanga Road and the current SH1 to enable safe and efficient movement of trucks and other construction vehicles to and from the site. This work is scheduled for mid to late 2013 and will include construction of a roundabout.

Kapiti Road Bridge

Further design development has resulted in a change to the bridge over Kapiti Road. Instead of support columns either side of the road, it is proposed to have fewer columns, centrally located. This design provides a more open environment for pedestrians and cyclists.

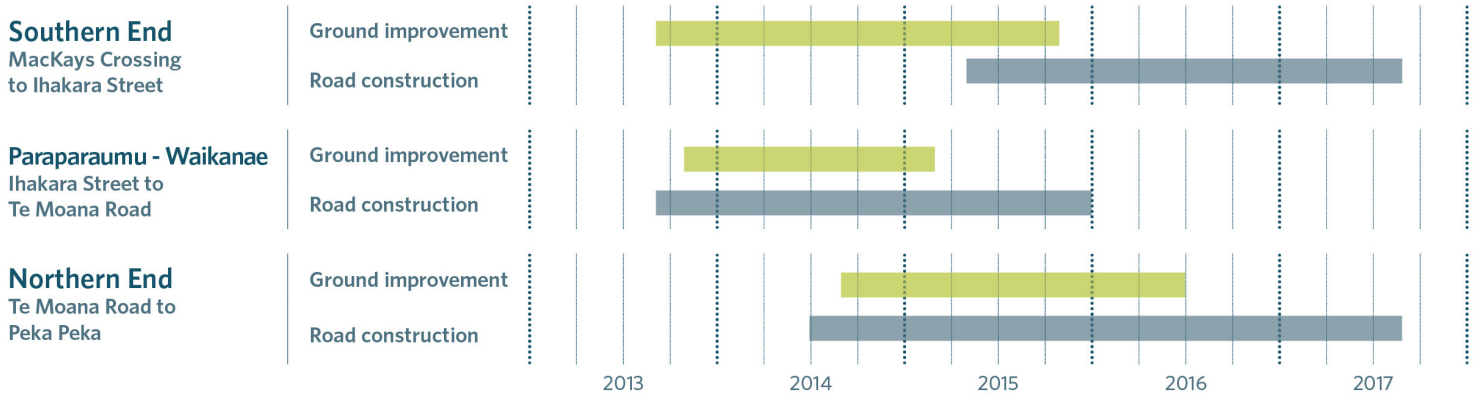
Te Moana Interchange

There has been some local publicity about the height of the interchange and bridge over Te Moana Road. Our current design of the interchange has the height of the bridge above Te Moana Road at approximately 7.7m. This provides a clearance of 4.9m from Te Moana Road to the underside of the expressway.



Indicative street level view looking west on Te Moana Road showing proposed bridge design

Construction programme



Noise mitigation

Noise is one of the biggest concerns for some people, during both construction and when the expressway is operational. One of the more effective means of reducing noise generated by vehicles on the expressway is to use Open Grade Porous Asphalt (OGPA). It is proposed to use OGPA where the expressway goes through urban areas, at interchanges and on Te Moana Road.



Geotechnical investigations

From January 2012 we will be undertaking more geotechnical investigations to inform the next stage of design. These will be in locations along the length of the expressway and involve either hand machinery or larger drills, depending on the conditions.



Construction effects

As part of our application for consents, we will be producing a Construction Management Plan. This will include a programme outlining when and where construction will take place and a series of plans to demonstrate how the effects will be managed. For example, noise is generated by trucks, use of heavy machinery and piling. The effects are controlled by the construction of noise barriers, use of low noise equipment, limiting operations to the least sensitive times and good communication with residents. There will also be mitigation on a case by case basis where necessary. The Construction Management Plan will be one of the reports made available on the project website in the next few weeks.

Board of Inquiry process

In the last newsletter we told you that we would be lodging our application with the Environmental Protection Authority (EPA) in the first quarter of this year. This is still our intention and it is likely to be towards the end of the quarter.

Following this we expect that the application will be publicly notified in the second quarter and a hearing is likely to be held around the middle of the year.

Our contact details

The Alliance Project Team can be contacted at the following address or by visiting the Information Centre.

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MacKays to Peka Peka Information Centre
Coastlands Shopping Mall
(Please note the change of location in the Mall)

