

SH1 PAPAURA TO DRURY PROJECT



Stage 1A construction works are clearly visible in this photo taken over Park Estate Road and looking northwards to Papakura Interchange (February 2023).

Ā tātou mahi | Two Years of Work

Building the SH1 Papakura to Drury project to improve local access, connectivity and transport choices began in April 2021 and the project will soon mark its second birthday. Beginning initially with Stage 1A between Papakura and the BP motorway service centre, over the past two years our activities have become increasingly visible as new work fronts have opened up.

During this time the project team has achieved some notable tasks, the most striking of which was the 12-hour removal of Park Estate Road bridge under a full overnight motorway closure in May 2022.

Fast forward a few months and then, in September 2022, traffic was shifted against the newly completed central median barrier for the full length of the current work site. This was an important move because this traffic

shift created a much wider work area on the southbound side of the motorway. Keeping two lanes open in both directions during the day throughout the project is essential given the huge volumes travelling along this section of the motorway every day.

Building this project requires a strong and committed team, with currently around 150 men and women working across a wide variety of tasks. Every team member coming

to work on the project is "inducted" on their first day. This induction introduces new staff to the requirements for working safely on the project. By the end of February this year, close to 1,200 people had been inducted and worked in some role on the project for a combined total of over 560,000 hours worked.

The map on the next page records the status of the different parts of the project currently under construction.





The same stretch of SH1 as above prior to Stage 1A construction starting (image taken May 2020).


NAU MAI HAERE MAI | COME AND SEE US

Come along to our next community open day on Saturday 11 March 2023 to find out more about current construction progress and the latest news on our plans to come for the rest of the project between Papakura and Drury.

We look forward to seeing you there!

 Saturday 11 March 2023

 10am - 1pm

 Sir Edmund Hillary Library Meeting Room (1/209 Great South Road, Papakura 2110)

SH1 PAKAPURA TO DRURY PROJECT - STAGE 1A STATUS UPDATE

KEY

- Current motorway lanes
- Additional lanes to be added
- Existing Southern Path
- New walking and cycling path to be added
- New on-ramp to be added
- Other roads
- Rail line



Noise Walls
Status: 98% complete

Retaining walls on both sides of motorway
Status: 80% complete

Northbound road widening - from BP service centre to north side of Papakura Interchange
Status: 40% complete

Replacement Park Estate Road bridge
Status: 90% complete (excluding road approaches)

Upgraded street-lighting - from north of Papakura Interchange to BP service centre
Status: 75% complete

New Beach Road southbound on-ramp
Status: 30% complete

Southbound road widening - from north side of Papakura Interchange to BP service centre
Status: 60% complete

Three upgraded stormwater box culverts under full width of motorway
Status: 20% complete

Building three bridges over the railway lines by Drury Interchange in advance of the main interchange upgrade (beginning late this year)
Status: 40% complete



Building more lanes involves laying a lot of asphalt, which can only happen at night when the motorway is closed.

Some of the bridge piles at Drury Interchange are very close to the railway lines. Here some sheet piles are driven in on nights when KiwiRail has a "block-of-line" in place (i.e. no trains are running).

Mahi i te pō | Why night works?

Working at night has its advantages and disadvantages – it can speed up progress and indeed some works can only be done at night. But working 24/7 also has a detrimental impact on our neighbouring communities, so it's a fine balancing act.

Auckland's Southern Motorway carries around 75,000 vehicles a day through our construction site. Outside of emergencies, motorway closures are only permitted at night to limit the disruption caused to motorists and freight.

In order to build the Papakura to Drury project, our crews need space to safely access their different worksites and get their work done. Some tasks can be very close to or even within busy traffic lanes and so, for safety reasons, those works must be carried out at night when the motorway is closed.

Right up until the traffic switch into the new central median lanes last September, our crews were working regularly at night, from Sunday through to Thursday, with northbound and/or southbound motorway closures in place. However, for a good part of 2023 there will be less continuous working at night, which will be appreciated by our project neighbours.

We work hard to make full use of all night motorway closures; with our engineers planning works across the whole project in advance, meeting regularly to maximise what is achieved in every night shift and to minimise the total number of night motorway closures needed.

There will still be times throughout this year when night works will need to be held over

consecutive nights. One example will be preparing for the next traffic switch, which will move the vehicle lanes as far east as possible to create a wide work area on the northbound (western side) of the motorway (similar to the worksite currently on the southbound side). Coming up to the switch, temporary steel barriers will be shifted, signage relocated, asphalt laid and new line-markings painted at night.

Three replacement motorway bridges spanning the North Island Main Truck (NIMT) railway lines are currently being built beside Drury Interchange. These bridges are being built ahead of the main interchange upgrade, which will move the entire interchange slightly eastwards, and which is planned to begin late this year.

One of these bridges (Bridge No.3) also must be built at night for safety reasons. This is because it is located in a very confined space between the Drury northbound off-ramp and the northbound motorway lanes, which requires the closure of the off-ramp and either a partial or full closure of the northbound motorway between Ramarama and Drury Interchanges.

You can keep up to date on the project's progress and any motorway closures by subscribing to our weekly Traffic Notice, see *For More Information*.

MŌ ĒTAHI ATU KORERO | FOR MORE INFORMATION

Visit our website to subscribe for our regular e-newsletter project updates or traffic notices and to find out more about the project.

You can also view our monthly progress by checking out our photo gallery.

Visit www.nzta.govt.nz/p2b

WHAKAPĀ MAI | CONTACT US

For further information about the project, please contact our team on:

Phone:

0800 796 796 - for construction-related enquiries

0800 741 722 - for general project enquiries

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Website: www.nzta.govt.nz/p2b

In person: Papakura to Drury Project site office, 25 Tegal Road, Drury (open 8am to 5pm on normal business days).