

CONSTRUCTION UPDATE



Structures taking shape and summer planning underway

For many people the most exciting part of our project is watching our amazing viaducts, bridges and culverts take shape.

We've been hard at work on our structures in the last few months, lifting enormous girders, pouring huge amounts of concrete and constructing New Zealand's largest culvert.

We were lucky to be able to continue that work during winter and under COVID-19 Alert Level 3, although we do have strict health and safety protocols we need to follow.

At the same time, as the weather warms and our days start getting longer, we're looking at

how we can make the earliest possible start on our earthworks season.

As you're aware, we have some earthmoving to catch up on after losing a critical five weeks of our season to the COVID-19 April shutdown.

We've still got in excess of one million cubic metres of earth to move, and we're looking at how we might finish that work as quickly as possible, including through shift work in some isolated areas.

It's great having so many skilled people and resources available to us locally to help reach our goals.

You've given us a warm welcome and we're happy to be able to support you in return – whether it's through the \$17 million we've spent on suppliers and subcontractors in Warkworth and Pūhoi, the local people we employ and upskill, or the restaurants and shops we're looking forward to returning to soon.

On a more personal level, our people are really enjoying the perks of being part of your community -including being able to attend events like next month's Kowhai Festival.

We'll have a stand at the festival, so we're looking forward to catching up with you then!

Major concrete pour complete

We undertook our largest concrete pour to date on 28 July, on the first section of Te Arawhiti ki Ōkahu (Ōkahu Viaduct).

Over 12 hours, around 313 cubic metres of concrete (or 57 concrete trucks' worth) was poured over a 65 metres section of the viaduct. It's one of six pours that will be needed to complete the deck.





Watson Road milestone

Thirteen beams, each weighing 42 tonnes, were installed over three nights on Watson Road Bridge in July.

The beams were lifted with a 400 tonne mobile crane. This had to change position between each lift – a complicated task which involved moving around 150 tonnes of counter-weights, rigging and the crane.

11 Barrel Culvert progress

As you can see, we are making great progress on the 11 Barrel Culvert – which will be the largest culvert in New Zealand on completion.

Culverts are the primary method of allowing existing stream and watercourses to flow beneath the motorway alignment. Bridges are used in locations with significant streams to allow the natural channel to be maintained.

We are building 46 culverts across the alignment, including the 11-Barrel Culvert structure for flood relief at Carran Road. The culvert is being constructed of 187 concrete pipes, each weighing 10 tonnes. When complete, each barrel will be 42 metres long and 2.4 metres in diameter.



Making headlines

Did you catch Ara Tūhono – Pūhoi to Warkworth in the news recently?

Media including Stuff, NZ Herald, Three News and Mahurangi Matters were invited by Waka Kotahi NZ Transport Agency to come and view the progress we've made.

The journalists were taken to see Te Arawhiti ki Pūhoi as well as rock cut CS16D and a sneak peek at the new road alignment.

Check out some of the great drone footage captured by Stuff [here](#), and listen to Waka Kotahi's Senior Manager Project Delivery Andy Thackwray talk about our progress and the impact of COVID-19 [here](#).

Meet the team



Richard Wiki and Deane Wiki

They'd never met before joining our project, but cousins Deane Wiki and Richard Wiki have followed a similar career path – and are now climbing the ranks side-by-side.

Richard and Deane (or Richie and Dino as they're known on site) both joined the Ara Tūhono – Pūhoi to Warkworth project as operators back in its early days.

The men come from the same whanau up north and not long after starting they learned of each other's existence – and that they had another cousin on the project too (who has since left).

Both enjoyed their roles as operators, with Deane saying he would "sit out there in my dozer and think I was king of the hill".

However, their skills didn't go unnoticed by their supervisors, and in July they were promoted to foremen.

"The first month has been a learning curve, but we're taking it in our stride," says Richard.

"The management have been very supportive; they're giving us the right directions and we're taking all that on board.

"I see it as upskilling a bit more. We have the operational side but now it's more the planning and financial side. We're testing our skills from the other side of the fence."

Both Richard and Deane have been taking advantage of training opportunities as they find their feet in their new roles.

"I've done my 90-day plan and I'm setting goals. For me one of the key things is the support and encouragement I'm getting on the communications side of things," says Deane.

"I'm making more of an effort with my communication and delivery of messages. When we really get moving my communication needs to be spot on to keep the boys and girls sharp and focused."

Deane and Richard encourage anyone who has the opportunity to step up in their role to take it.

They'd also like to see more young people consider a career in infrastructure.

"What I'd like to see myself do is give back to the people the skills that I know, put that into training up the younger generation," says Richard.

"A career in this industry can lead to so many other avenues, there is so much opportunity. Our roads will still be being built in another 20, 30, 100 years."



Working in Spring

This month marks the start of bird breeding and fish migration seasons in our region. This means before carrying out any vegetation clearance or stream works, we need to check to ensure we're not disturbing any nesting birds or migrating fish.

Bird breeding season runs from 1 September to 1 January, and fish migration season from 1 September to 1 December.

"During this time, our Project Ecologist needs to assess any trees or vegetation we're planning to remove to check if any birds are currently nesting in them," says Environmental Manager Jonathan Green.

"With fish migration, each stream within the project footprint has previously been assessed for fish species so we know which migratory species are present. This enables us to determine if there is any risk before carrying out any work.

"This is important to ensure we minimise both the actual and potential environmental effects of the motorway construction on our birds and freshwater fish species."

Keeping safe on our roads

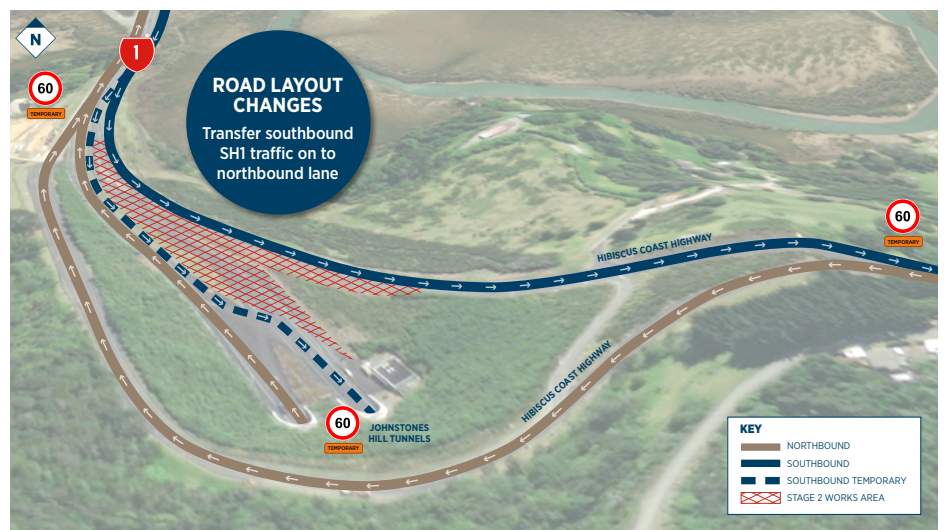
We are currently undertaking a range of works which require traffic management measures including speed restrictions, road closures and stop/go controls.

While we understand these measures can be disruptive, they are very important for keeping motorists and our people safe. Please slow down and follow the instructions of our people and signs.

We will try to limit disruption to traffic flows, however road users should plan ahead and allow more time for their journey.

Some of the current and upcoming works requiring traffic management include:

- Arawhiti ki Pūhoi (Pūhoi Viaduct) – Concrete pour (night-time road closures)
- State Highway 1 – widening works between Hudson Road and the Northern Connection (Pukerito)



Road layout changes near Johnstones Hill Tunnels

Road users are encouraged to prepare for upcoming road layout changes to State Highway One (SH1) north of the Johnstones Hill Tunnels, Pūhoi.

Traffic in the southbound lanes will merge with the northbound lanes on approach to the tunnels. It will diverge into two lanes again before entering the tunnels (see diagram).

This work is expected to take place in the coming months and marks the start of major Southern Connection work in this area to connect the tunnels to the new motorway.

There will be additional lane changes in the future that will enable us to work safely while still allowing traffic to flow in both directions.

Traffic management will be in place and the reduced speed limit of 60km/h will remain in place for the duration of the works, to ensure the safety of our people and the public.

We will share more information as it comes to hand. Please also keep an eye on our [Facebook page](#) for updates.

Kowhai Festival

We're pleased to announce we will be taking part in this year's Kowhai Festival, celebrating all the things that make Rodney such a great place to live, work and play.

This year's festival is taking place on 18 October. Keep an eye on our [Facebook page](#) for more information about what we're planning for this year's festival.

We're a finalist!

We were thrilled to find out in August that our project has been named as a finalist in the International Erosion Control Association (IECA) Environmental Excellence Awards.

The awards aim to raise the standards of the erosion and sediment control industry by celebrating innovation and outstanding achievement.

Being selected as a finalist is a great achievement and a credit to the commitment that everyone in our team has made to protecting the environment, and particularly the waterways, during construction. We will be presenting to the judging panel on 10 September.

Meeting the neighbours

We enjoyed meeting Pūhoi residents and answering their questions at a Pūhoi Neighbours Day on Saturday 25 July.

“This was a great opportunity for us to say thank you to the community for their patience, and to let them know what work is coming up that may impact them,” says Stakeholder and Communications Advisor Roslyn Prictor.



Senior Project Engineer Greg Levett, Stakeholder and Communications Advisor Roslyn Prictor, Project Engineer Rian Greenwald, Health and Safety Manager Leigh Mehmet and Structures Site Engineer Madhava Gudivada



Skilled operators

Just before the April lockdown we welcomed some new faces to the project from Spain.

Our new colleagues Secundino Peco, Antonio Delgado, Juan Yuste and Pedro Lopez have brought their skill and expertise as rigid dump truck, digger and dozer operators to the Site Access Point (SAP) 4 production crew, where they’re making a big impression on their colleagues.

“The class of these operators is so high. We’ve been really impressed with their commitment to safety and the knowledge they bring around machine production and efficiency. They’re highly regarded on our site,” says Foreman Jahn Jones.

“They’re very professional and if we’re not using them on the production crew, they’re the first guys to put up their hands and help the labour crew out.”

Gallery



Borrow Pit



Reco walls abutment, Mahurangi River Bridge



Sub grade improvement layer - North



Arawhiti ki Ōkahu from below



Hard at work at Arawhiti Pua Ngahere



Working at 11 Barrel Culvert under COVID-19 Alert Level 3 restrictions

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