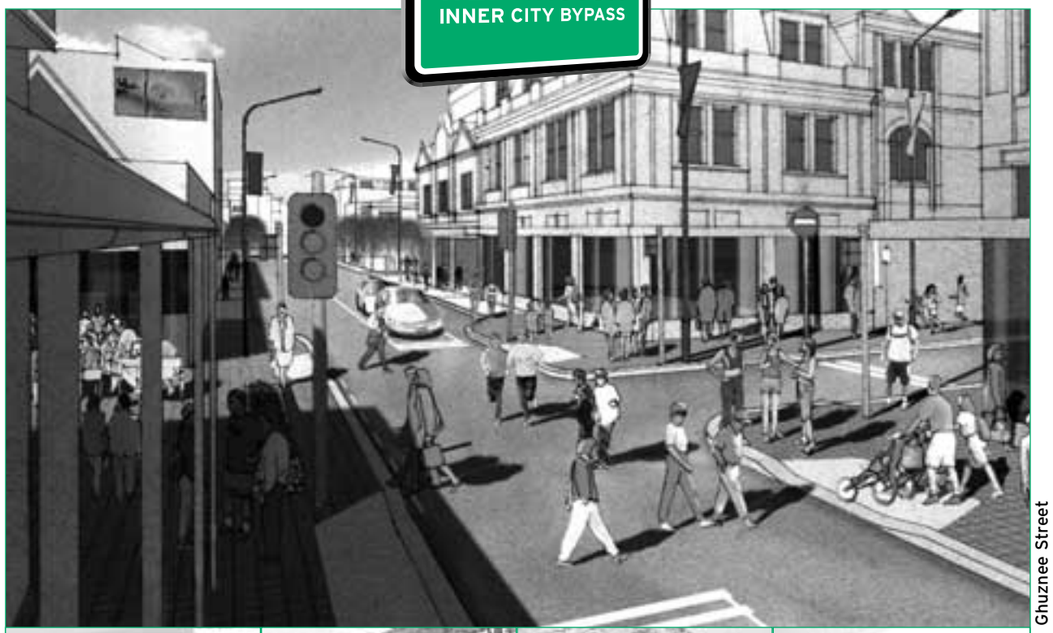

Ghuznee Street

New Tonks Ave

Oak Park Ave

Kensington Street

Buckle Street

Measures to minimise noise and dust

Measures will be put in place to keep noise and dust pollution to a minimum during construction of the bypass.

Fulton Hogan has to comply with Wellington City Council and Transit standards of noise emission in accordance with New Zealand Standards, and dust emissions based on guidelines established by the Ministry of Environment.

Concerns about non-compliance with noise standards should be directed to the council noise control officer – an independent monitoring agent.

Noise from heavy construction work south of the tunnel will be mitigated by the majority of the works being carried out below existing ground level. This work involves a trench construction to take the new north-bound road beneath the existing road level at Abel Smith Street to the tunnel portal road level, beneath Vivian Street. Any night work throughout the construction will only be undertaken with the consultation of nearby residents.

Fulton Hogan will use water carts and sprinklers to dampen dust, and construct metal haul roads to prevent dirt being dragged on to non-construction roads. There will be minimum stockpiling on site, with debris removed from the area as soon as possible to prevent pollution.

Contact us

If you would like to discuss any issues or need answers to specific questions please contact:

Fulton Hogan
Nick Miller project manager
Sandra Ford public liaison officer
PO Box 27 144
Wellington
Phone (04) 801 5559

Transit New Zealand
Jonnette Adams project manager
Judith Hamblyn communications advisor
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WELLINGTON
INNER CITY BYPASS

Construction Newsletter

Issue 1 / December 2004

Welcome to the first construction issue of the Wellington Inner City Bypass newsletter. We will be sending you newsletters regularly to keep you informed about upcoming activities and project progress.

Major work on the Wellington Inner City Bypass will start after the Christmas break.

Road works will start mid January to prepare for Vivian Street traffic to be diverted on to a temporary bridge/road in March. Work will also start on relocation and restoration of historic buildings between Vivian and Arthur streets. This work is expected to continue until late 2006. In total, 16 heritage buildings are to be refurbished – 11 to be shifted to a newly created Tonks Precinct, between Kensington and Cuba streets, north of the bypass alignment. This will include a new Tonks Avenue, 25 metres north of the existing one. The remaining five buildings will be relocated between Vivian and Abel Smith streets.

Find out more about the bypass

Want to know more about the bypass? A good place to start is on the Transit website www.transit.govt.nz/innercitybypass

There you will find comprehensive information about the bypass including project history, details of heritage work, frequently asked questions, maps of the new route and animations of how the bypass will look when finished. The website will be updated as work progresses.

Motorists, residents and business owners and operators will be notified by letter, and via radio and newspaper advertisements of particular works and likely diversions/delays during bypass construction.

Fulton Hogan Ltd, the company contracted to build the bypass by roading authority Transit New Zealand, is committed to ensuring minimum inconvenience for all affected parties during the two and a half year construction period. The bypass will have several major construction phases (see key dates over the page). Non-historic surplus buildings in Arthur and Cuba-Willis streets will be removed or demolished in the first few months of next year. These surplus buildings have been advertised for sale.

A major Te Aro stormwater construction project, undertaken in partnership with the Wellington City Council, will start in February and continue till December 2006.

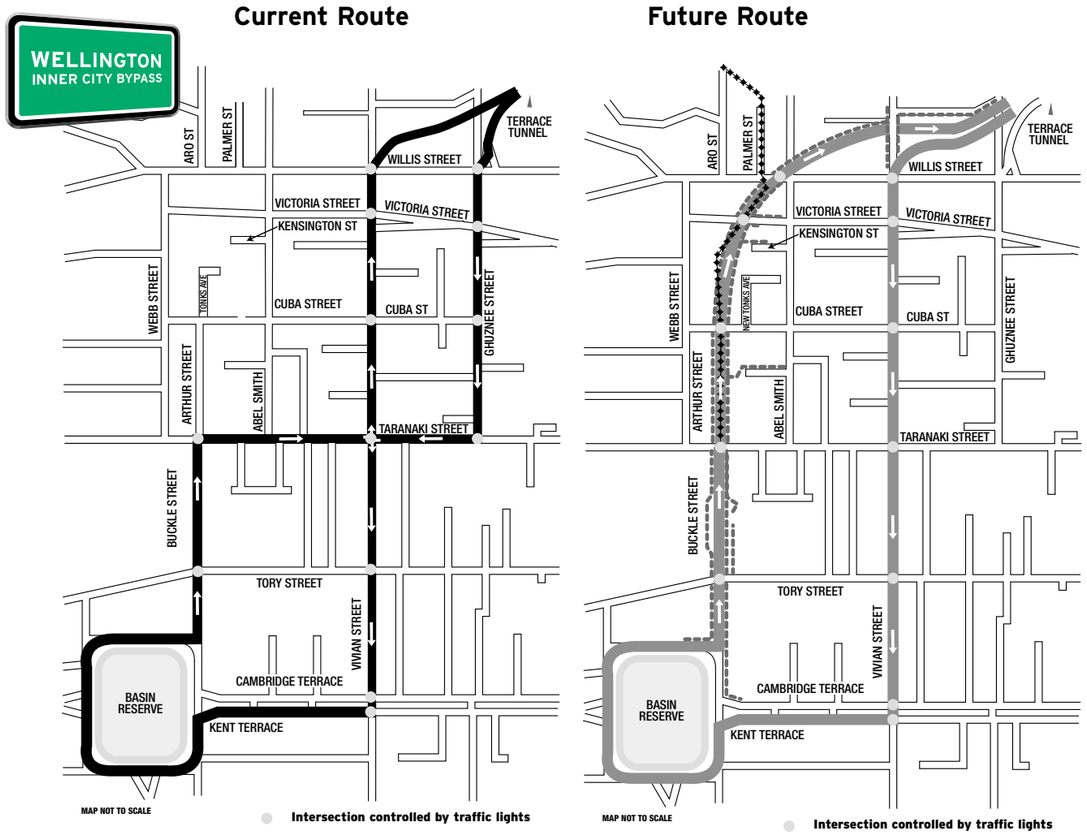
Bulk earthworks and creation of a trench structure and retaining walls south of the motorway tunnel will start in March and continue until October 2006.

Traffic is expected to be diverted to the new northbound alignment through Arthur Street and Tonks Ave by December 2006, while southbound traffic will be redirected on to Vivian Street by mid 2007 when the project is expected to be completed.

A site office with public displays and information will be open in the New Year. Enquiries should be directed to Fulton Hogan project manager Nick Miller, or public liaison officer Sandra Ford, on (04) 801 5559.

The Wellington Inner City Bypass at a glance

- **Construction of the Wellington Inner City Bypass begins this month and is scheduled to finish in mid 2007**
- **The bypass isn't a motorway – it's a pair of two-lane, one-way 50 kph roads at ground level, with linked traffic lights at intersections**
- **Construction of a new Te Aro stormwater culvert for Wellington City Council is included in the project**
- **Relocation and restoration of 16 heritage buildings in the path of the bypass route**
- **More information about the Wellington Inner City Bypass is available on the Transit New Zealand website www.transit.govt.nz/innercitybypass/**



Schools unimpeded by start of work

Schools in the vicinity of the bypass construction are not likely to be significantly affected by new major works when they reopen in late January.

Educational institutions on the fringes of the bypass construction are Victoria University School of Architecture in Knigges Avenue, Te Aro School on The Terrace, Moriah College in Webb Street, Mount Cook School in Tory Street, Aro Valley Pre-School in Aro Street, Wellington High School in Taranaki Street, and adjacent Massey University.

Works scheduled for January will be sited just south of the motorway tunnel and in Arthur Street and Tonks Avenue. Fulton Hogan will consult school management prior to work being undertaken that has an impact on any learning institution.

Meanwhile, students and parents and caregivers of school-age children should make allowances for minor delays getting to and from schools. Changes in temporary traffic diversions close to schools will be minimised during school opening and closing hours. Truck movements will be kept away from busy city streets whenever possible.

Where practicable, works will be fenced to assist with the management of the health and safety aspects of the project. Fulton Hogan's key concern is to ensure the safety of the public, including students and their caregivers, and the safety of workers and visitors to work sites.

Holiday traffic unaffected

Holiday traffic before and after Christmas will not be affected by the start of the bypass construction.

Major work on the bypass will start in the second week of January. Archaeological work and installation of geotechnical monitoring equipment in November and December, 2004, are off road and not affecting festive season traffic.

A comprehensive communications campaign including radio and newspaper advertising, and regular newsletters and letters to residents, will keep the public informed prior to works being undertaken.

Stormwater main provides flood protection for Te Aro

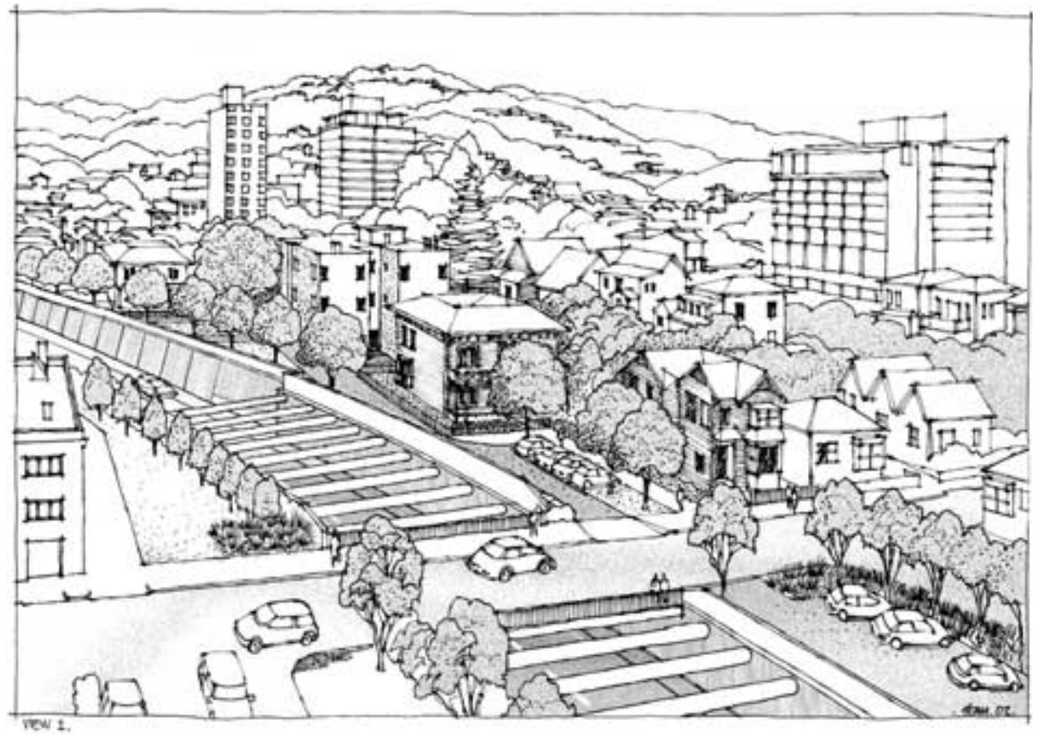
The $39.9 million contract to build the Wellington Inner City Bypass includes construction of a section of the new $7 million Te Aro trunk stormwater main.

Work on the 780-metre section of main will start in March next year on the Arthur-Taranaki Street intersection and progress west, with completion of the stormwater work expected by Christmas 2006. The main, up to 2.5 metres in diameter, will run from Aro Park along Palmer Street to the new bypass route through Tonks Avenue and Arthur Street, and feed into the stormwater main in Taranaki Street.

It is part of an ongoing expansion and upgrade of the stormwater system that drains rainwater from the Brooklyn and Aro Valley catchments. The existing brick stormwater main that crosses Te Aro Flat is 130 years old, and generally 1.5 metres high and 1 metre wide. It is now considered too small to deal with torrential downpours. It also crosses Te Aro 'diagonally', running under many buildings and making repairs and maintenance difficult, disruptive and expensive.

The city council has taken the opportunity of installing the replacement main as part of the bypass construction. Staging it alongside the bypass construction will save significant amounts of money and cause less disruption in Te Aro. As well as the $7 million stormwater works, the council will undertake $1.2 million worth of improvements to sewer, water and underground services along the bypass route.

Under the council's Asset Management Plan the final leg of the new, bigger, stormwater main will be built down Taranaki Street to the harbour in future years and provide flood protection throughout Te Aro Flat.



Work will start in January on this 'portal', south of the Terrace Tunnel, that will carry northbound traffic under Vivian Street.

Key dates for the construction of the Wellington Inner City Bypass (as at December 2004)

December 2004
Site preparation work begins and monitoring equipment installed in the vicinity of Ghuznee, Buller and Vivian streets, and Oak Park Avenue.

January 2005
Archaeological investigation of heritage sites starts.
Earthworks south of the Terrace Tunnel begin.

March 2005
Diversion of Vivian Street traffic on to temporary bridge/road.
Bulk earthworks start for trench structure and soil-nailed banks south of Terrace Tunnel.

March 2005
Construction of Te Aro stormwater culvert starts in Arthur Street and heads west.

April 2005
Relocation and restoration of historic buildings north of Abel Smith/Willis streets begins.
Landscaping and urban design upgrades in Buckle Street start.

December 2005
Earthworks south of the Terrace Tunnel complete.

December 2006
Te Aro stormwater culvert completed.
Traffic diverted to new northbound alignment.

April 2007
Old Ghuznee Street off ramp closed, and new southbound route opened.
Upgraded two-way Ghuznee Street returned to inner city use by July 2007.

Mid 2007
Project completed.