

# Transmission Gully Project

NZ Transport Agency **PPP Project**



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## Plywood Cut-outs Support Construction

Plywood construction worker cut-outs that have popped up in a paddock off State Highway 1 just north of Paekakariki have peaked commuter curiosity.

They have appeared as part of early works to support construction of the Transmission Gully Motorway and generated a range of theories as to what they are there for.

Project Director Boyd Knights sheds some light on the mystery by explaining that the cut-outs act as markers for vehicle operators working inside an area of sand dunes just south of Mackays Crossing. This 'sand borrow pit' is being excavated for use as fill for the future alignment of the new motorway.

"Much like farmers use scarecrows to protect crops germinating below ground from birds flying overhead," Boyd Knights says "the life-size plywood cut-outs alert operators to sensitive pieces of equipment which have been placed beneath the foundation treatment layer."

In this instance he says the cut-outs are protecting 'settlement plates' which are a critical monitoring and measuring tool supporting current activity known as 'pre-loading' which involves excavating sand from the borrow pit and laying it along the area in which the new motorway will be built.

"Preloading is all about preparing the area for construction. It literally drains moisture from the soil below the new road embankment and compresses it, to ensure appropriate consolidation and compaction. The settlement plates allow us to measure this compression to ensure the ground has completely settled again prior to laying pavement to minimise any risk of movement or cracking of the new road surface", Boyd Knights says.

"Having these human-shaped warning makers ensures workers and vehicle operators avoid the area, just as they would if there was a real person present."

Vertical, or Wick drains, are an additional feature of the preloading activity which motorists may now also notice are being installed through this area. Wick drains improve the drainage of soft underlying soil.

### For more information please contact:

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*"Transmission Gully is being delivered as a Public Private Partnership by the Wellington Gateway Partnership, on behalf of the NZ Transport Agency."*



**Image:** Life-size plywood cut-out construction workers guard sensitive equipment during fill operations to support construction of the Transmission Gully Motorway just north of Paekakariki.

### **About this Project:**

In July 2014, the NZ Transport Agency signed a Public Private Partnership (PPP) contract with the Wellington Gateway Partnership (WGP) to design, construct, finance, operate and maintain the new Transmission Gully motorway for the 25 years that will follow the construction period. It is expected to have the motorway open for traffic by 2020.

WGP has contracted a joint venture of CPB Contractors (formerly Leighton Contractors) and HEB Construction (CPB HEB JV) to undertake design and construction.

The Transmission Gully motorway will be a key component of the 110km Wellington Northern Corridor Road of National Significance, which when fully completed will provide a safer, more reliable and more efficient highway connection from Levin to Wellington, connecting the city to the growing economic centres of Kapiti and the Manawatu and subsequently the wider North Island.

Importantly for the Wellington region, in the event of a major earthquake, it will be quicker to reinstate the Transmission Gully motorway than the existing State Highway 1. The motorway will also reduce traffic on the existing State Highway 1 which will provide a safer environment for communities along this route.