

CENTRAL INTERCEPTOR BULLETIN

May Road site, 54 Roma Road and 105 May Road



The mTBM being lowered into Shaft A.

Update on construction at May Road site

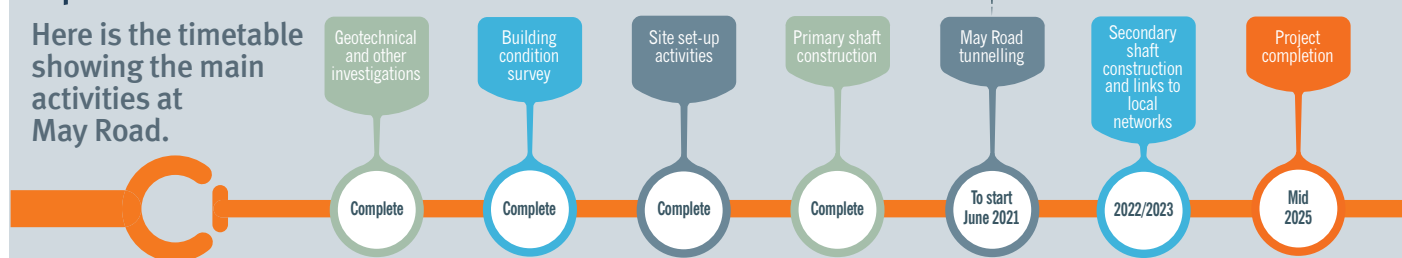
Work at our May Road site is progressing well. By the time you read this, the micro Tunnel Boring Machine (mTBM) will be working away underground as she makes her way from May Road to the first stop at our Haycock Avenue site. This section of the Central Interceptor is called Link Sewer C and runs westwards from May Road before finishing in the Miranda Reserve in Blockhouse Bay. It covers four sites and is 3.2km long.

In the past six months we've been working on digging two shafts at the May Road site. Shaft A was completed first for the launch and operation of the mTBM. This shaft is currently just over 50m deep with an internal diameter of 9.6m.

The large structure you may be able to see jutting into the skyline is the noise shed, also known as an acoustic shed. This structure will contain all the noise from the tunnel boring operation. The noise shed is 14m high, 14m wide and 33m long. Locally made with a steel frame it is clad in noise panels to absorb sound. A gantry crane is inside the noise shed and is used to lift spoil out of the shaft and place tunnel lining sections into the shaft.

Work programme update

Here is the timetable showing the main activities at May Road.



What happens next?

The team is now working on excavating Shaft B which will be 72m deep with an inside diameter of 12.4m. Once the shaft is excavated we construct the permanent base and lining with reinforced concrete. After that we prepare the shaft for the TBM to construct the main tunnel from May Road to Grey Lynn.

With Domenica, the mTBM, steadily making her way to our Haycock Avenue site, our tunnelling operates 24 hours a day seven days a week (24/7). The spoil, or excavated soil, is lifted out of the shaft by cranes and stored within the noise shed area during night works. Trucks remove the spoil during our normal day time hours of 7am to 6pm. Most of the spoil is transported to Puketutu Island near the Māngere Wastewater Treatment Plant.

When the mTBM reaches our Haycock Avenue site we will continue excavating Shaft A to a depth of 72m. The Link Sewer C sites are not as deep as sites on the main Central Interceptor tunnel which is why we could launch the mTBM at just over 50m. Our main TBM, Hiwa-i-te-rangi, will then connect Shafts A and B as she digs the main tunnel. The TBM is due to start her journey from Māngere at the end of July.



Special site celebration and Open Day

At the end of April, we celebrated a very special event at our May Road site when some of our neighbours and families from nearby schools joined our workers and their families for an Open Day to see the micro Tunnel Boring Machine. We were rapt to have these special visitors on site to see up close what we've been working on behind the fences.

Spreading the word on safety

Recently we spent two days at neighbouring May Road School to talk about truck safety. We took along Dorothy the GAJV street sweeper truck to show the students the blind spots in trucks. The students also learned about safety signs and how to keep safe around trucks. Thank you May Road School for being such an awesome neighbour!



Meet Domenica the micro Tunnel Boring Machine

Made in Germany and refurbished in Thailand, the mTBM was named after the mother and the wife of Ghella's founder, both of whom were called Domenica. Ghella is the Italian arm of our Ghella Abergeldie Joint Venture. The Joint Venture came together in 2018 and is the company building the Central Interceptor for Watercare. Tunnel boring machines are traditionally named after females to honour Santa Barbara the patron saint of tunnellers and people working underground.



Stats for Domenica

Size	2.56 metres in diameter, 12 metres long
Weighs	79,566 kilograms
Distance covered in 24hrs	Around 18m per day, depending on ground conditions

Working hours

During tunnelling we work around the clock, 24 hours per day 7 days a week (24/7). Although we are working throughout the night, trucks are not allowed in and out of site during this time. Our environmental team carries out regular noise monitoring at neighbouring properties on Marion Avenue to make sure we are keeping within the consented noise levels. As part of being a good neighbour, our stakeholder team has a 24/7 tollfree number. If you are concerned about any activity on site or have a question about work or noise, please contact us in the first instance on 0800 425 802.

Any questions?

For up to date information please see our website:

 www.centralinterceptor.co.nz

You can also email us at:

 ciproject@ga-jv.com

Or phone:

 **0800 GAJV 02 (0800425802)**

[www.centralinterceptor.co.nz]



We encourage you to receive these updates electronically - send us your email, your current mailing address and quote "Sign me up: May Road site bulletin" to ciproject@water.co.nz