



2 Dowse to Petone - D2P Update

AUGUST 2009



Once the retaining wall at Korokoro is finished the last section of SH1 northbound can be completed.

Project Progress

These past few months have seen the full blast of winter weather, and although this has proved to be challenging for the D2P team, it has not hindered their continued excellent progress.

In fact, if work continues at the present rate, it is likely the project will be completed ahead of programme. Originally the target was for completion in early 2010 but now we are aiming to complete works before Christmas!

As part of this progress, traffic switches onto the new SH2 northbound alignment were made ahead of schedule, as was the opening of McKenzie Avenue bridge which provides access to the Petone Park 'n' Ride carpark. The project's last major traffic shift will happen next month when the left-hand SH2 northbound lane moves onto its final and permanent alignment.

During the past few months the team have been working on a very narrow section of the site, sandwiched between Korokoro Cemetery and the railway, constructing a retaining wall. This will support the new service road providing access to the Korokoro industrial area - Pito-One Road.

Concrete piles form the main structure of the wall. Timber boards are then installed behind them to form a solid barrier to hold the backfill material. This work is progressing well and will be complete when panels similar to those under the Korokoro overbridge are fixed to the front of the concrete piles.

Work on Hutt Road is now substantially complete but please note there are still some final items of work under the Dowse Interchange bridge structure and outside Te Tatau O Te Po Marae on Hutt Road.

Dowse Interchange is operating well. Since the last update we have installed a 'wabo' strip on the ramp to Hutt Road. This is a rubber expansion joint between the fixed structures of the bridge and the MSE wall which allows the structure to flex in the event of an earthquake.

Work on the southern on and off ramps at the interchange is also moving ahead of programme. A section of the northbound on ramp is now complete, with traffic diverted onto its new alignment, and we have removed the temporary ramp through the new Percy Scenic Reserve carpark.

On site it is possible to see the height difference between the new southbound ramp and the existing road and we now have a difficult section of work to complete in this area during the next few months. This involves lowering SH2, and the interchange ramps, by approximately 1m to remove the "hump" in the road where it passed over the original Percy's culvert. (A new culvert was installed earlier in the project.)

We do still have a significant amount of work to carry out over the next few months, but it is rewarding to note that despite difficult conditions many areas of landscaping are already complete and the project's final road layout has almost been reached.



Percy Scenic Reserve's Custodian's cottage was relocated earlier this month to the head of the reserve's new carpark entrance. This has allowed us to start work on improving the access just off Dowse Drive and will allow Hutt City Council (HCC) to develop the visitor arrival area and the existing operational buildings at the northern end of 'Percy's'.

Did you know?

The Environmental Challenge (TEC) has been involved in the D2P project from day one. In fact before any work could start on site, TEC were responsible for putting all the resource consents and various conditions (nearly 450 different ones!) into a compliance and effects register.

From this they developed a suite of management plans: Dust and Air, Erosion and Sediment Control, Hazardous Substances, Heritage and Archaeological, Noise and Vibration, Vegetation Clearance and Landscape Mitigation, Waste and Road Debris and Material Loss, plus specific management plans for Percy Scenic Reserve and Korokoro Stream.

Drawings and schedules were also created, showing what would be done where, as these were an easy reference for everyone on site.

Mike Robinson of TEC has an ongoing monitoring role carrying out weekly inspections and regular audits of the site against the management plans. Working closely with Environmental Manager Stacey McLean (see - On the job) he identifies any areas of non-compliance or proactive measures and reports accordingly.

Hutt City Council (HCC) and Greater Wellington Regional Council (GWRC) also have responsibilities to ensure the project's compliance of the conditions imposed upon it, and carry out their own site visits and audits. However, TEC's audit reports are sent to HCC and GWRC and this transparency means they are always aware of what is going on around the site and notified of any minor incidents.

So far, the project has achieved near 100% compliance. This is due to effective management plans, strong support from the D2P leadership team and solid buy-in from everyone on site.



Netting fish from the old Percy culvert wasn't easy.

SH2 Dowse to Petone Upgrade project - Final layout for Korokoro intersection

The SH2 northbound left-hand lane will drop down onto its new permanent alignment under the Korokoro overbridge next month.

At the same time, Pito-One Road will become permanently two-way.

This traffic switch is the last major change at Korokoro and means that the final layout for this intersection has now been reached.

How will this change your route?

Access from Korokoro to SH2 northbound will be via Pito-One Road and Priests Avenue or Korokoro overbridge, Hutt Road and Dowse Interchange. Motorists travelling from Wellington to Korokoro will use Priests Avenue and Pito-One Road.

Access to Korokoro from SH2 southbound will be via Dowse Interchange, Hutt Road and Korokoro overbridge.

For access from Korokoro to SH2 southbound, use either Pito-One Road, Priests Avenue and Dowse Interchange or Korokoro overbridge and Hutt Road.

The exact day of the change, which is subject to suitable weather conditions, will be advised to road users using electronic signs.

You may find it useful to refer to this map which shows you the final layout and traffic routes.

Know your route before you travel - visit www.nzta.govt.nz/d2p



- Wellington to Korokoro turn left into Priests Avenue
- Access to and from Park 'n' Ride carpark
- Korokoro to SH2 northbound
- Korokoro to SH2 southbound
- SH2 southbound to Korokoro

NOTES

No access to SH2 southbound from Park 'n' Ride - use Dowse Interchange
Access to Korokoro from SH2 southbound **MUST** exit at Dowse Interchange and use Hutt Road and Korokoro overbridge
Wellington to Korokoro **MUST** be in left hand SH2 northbound lane
Access from Korokoro to SH2 northbound use Pito-One Road and Priests Avenue or Korokoro overbridge, Hutt Road and Dowse Interchange
Access from Korokoro to SH2 southbound use either Pito-One Road, Priests Avenue and Dowse Interchange or Korokoro overbridge and Hutt Road



KidZone

In order to protect the environment, mud, or sediment, (also called silt) control is really important in any area of excavation, or digging.

Most rain soaks into the soil, but some flows overland to our roads, drains, and rivers and eventually to the sea. As it passes overland it gets dirty. Mud from exposed ground on building sites adds to this hugely during the wet season.

It is really important that we stop this happening to protect our streams, beaches and coastal areas.

Controls are put in place to make sure that any earthworks are carried out with due respect given to the environment. These controls mean that existing plant-life in surrounding areas is protected and also that silt does not run into waterways destroying the normal habitat for various fish species etc.

During earthworks one or more of these sediment control measures can be used to capture mud/silt:

- i) silt fences
- ii) hay bales
- iii) vegetation buffer strips
- iv) sediment ponds
- v) earth bunds

Here on D2P we are using silt fences, silt traps and sediment ponds in areas of exposed or dug ground. A silt fence is a made of fine mesh about 400mm high which captures silt but allows water to flow through.

These are normally placed at the bottom of sloping ground or around mounds. Silt traps are rolls of absorbent material covered in fine mesh, and look a bit like a sausage. They are placed around drains to block silt but allow water to pass through. The drain often has a sheet of mesh laid under the grate too as an extra layer of protection.

In the larger, or flat, exposed areas, water flows into a sediment pond where the silt slowly settles to the bottom, allowing fresh water to be taken from the top of the pond.



The silt fence is doing its job, holding back a flow of concrete slurry and stopping it from entering the stormwater drains.

On the job – Stacey McLean

Environmental Manager

Stacey McLean may only be 22 years old but she's already got one degree under her belt and is well on her way to the second.

While studying for her BDES in Interior Architecture Stacey's father, Colin McLean (featured in D2P Newsletter August 2008), suggested that she put her green interests to practical use by joining him on the D2P project during a summer break.

That work experience was extremely successful and instrumental in her decision to embark on her second degree – a BSc in Environmental Studies. She obviously made a good impression because it also resulted in Fletcher Construction employing her full-time as Environmental Manager on D2P.

Stacey loves her role and has been thrilled to be contributing to mitigating the effects of the project on the environment. She says though that one of the more difficult aspects of her role initially was getting 'buy-in' from the guys on site.

"But by involving them with the relocation of fish species into the Percy's culvert they could then relate the theory to the practice – there's no way they want to destroy those fishes' habitat."

Fletchers support Stacey with study leave each week allowing her to attend course lectures, but she completes her projects and assignments in the evening and at weekends. This doesn't leave Stacey much spare time but she has recently taken up archery; based on her achievements to date, if she approaches this the same way as she studies and works she is sure to hit the target bullseye!



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