**Project Progress**

For anybody travelling down SH2, Hutt Road or sitting on the train to and from Melling, progress of the SH2 Dowse to Petone Upgrade project is clearly visible as construction enters its third month.

Foundations for the Dowse East Bridge, which will connect Hutt Road and the highway, are well underway. While you may not see the piles themselves, the machines used to install them can be seen against the skyline.

Following the closure of Hume Street at Hutt Road, services and drainage works have also started at the Petone Park and Ride carpark in preparation for the new footbridge. This will result in a change to the configuration of the carpark, but no overall loss of facilities in the final layout. (see car park diagram overleaf)

Demolition has also been changing the face of the local landscape as buildings are removed as part of the project work.

Behind the buildings at the Korokoro Industrial Area, to the west of the state highway, the route for the new service road has been cleared and the bridge over Korokoro stream is starting to take shape.

The most noticeable change for drivers is the work that has been happening at the bottom of Dowse Drive in preparation for a temporary road for the northbound lanes in this area.

**Timeline**

There has been a call for a project programme to be published so residents, motorists and interested watchers can check on our progress. So, here’s an idea of what parts of the project will be built and when:

- Further demolition of buildings
- Alternative parking at Petone Park and Ride will be in use
- Park and Ride footbridge work will begin
- Piling foundations for the bridge will continue
- Drainage and service installation will continue
- Temporary Dowse intersection will be operational
- The majority of Percy Stream culvert will be installed
- On the state highway will continue throughout the project to ensure that two lanes of traffic remain open in both directions during peak travel times. This also provides the contractor with the necessary room to continue construction of the new highway lanes.
- Two electronic messages signs (or variable message sign) will be installed, one for southbound traffic at Melling and another for northbound traffic at BP Horokiwi. This will give motorists information about traffic conditions so look out for messages about the road on these electronic signs.
- Planned temporary traffic events for the coming week, like lane closures or any diversions, will be displayed on the front page of the website: www.transit.govt.nz/d2p. Transit have also installed webcams at the Dowse and Korokoro traffic signals so you can check out how the traffic is flowing during construction for yourself. Check www.transit.govt.nz/projects/d2p/traffic/webcams to familiarise yourself with the areas they cover.

**SH2 Dowse to Petone Indicative Programme**

**SH2: IN DECEMBER 2007**

**Keeping Traffic Moving**

Motorists may have noticed a subtle shift in the northbound carriageway of SH2 just before Dowse Drive last week. This shift is being installed to allow construction to start on the Percy Stream culvert along the centre of the state highway. The northern part of this culvert will be constructed during the day, but as it moves further south it will be installed at night when lanes can be closed to allow enough room for the site crews to work safely.

Before Christmas the intersection of Dowse Drive and SH2 will be moved to the south. This temporary intersection will be in place for about a year to allow construction of the north and south bridges for the interchange (raised roundabout). At this time the subtle diversion of the northbound carriageway will be extended further north and access to Dowse Drive will be via a temporary connection. As a result, SH2 southbound traffic will also be controlled by traffic signals at this temporary connection south of the existing intersection as. The reason for installing traffic signals here is because there is not enough room to provide a southbound merge lane as there is currently.

In the final layout this temporary connection will become the new Percy Scenic Reserve access from Dowse Drive.

Subtle shifts of north and southbound lanes on the state highway will continue throughout the project to ensure that two lanes of traffic remain open in both directions during peak travel times. This also provides the contractor with the necessary room to continue construction of the new highway lanes.

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**NOTE:** This is an indicative programme and may be subject to change.
Did you know?  
Temporary Traffic Management  

Any planned or unexpected events that affect the way the highway operates, for instance a vehicle crash or road maintenance, require the roading area to be managed in such a way that motorists can safely pass through the site while also ensuring workers are not put in any danger. This is called Temporary Traffic Management.

Before any temporary traffic management is implemented on the state highway a temporary traffic management plan (TMP) has to be submitted to Transit for approval. TMPs not only consider how vehicles will be moved through the site but also how cyclists and pedestrians can safely pass through the work site. You have to be an approved Site Traffic Management Supervisor (STMS) to write or implement a TMP and an STMS must be within 20 minutes of the site at all times, and in the case of the D2P project, on site. There is a set procedure for how the temporary traffic management is established and later removed.

There are different levels of certification for different types of road; on the D2P project the state highway is classified as a Level 3 road (expressway), the highest you can get. Level 1 on the state highway is generally a rural road with minimal traffic (ie the Wairarapa while Level 2 is either rural or urban, but with a higher level of traffic (ie Centennial Highway).

The temporary intersections that will be used during construction of D2P have all been designed and modelled to match the existing design standards and capacities for traffic flows. Between Dowse and Petone on SH2 this is approximately 38,000 vehicles every day.

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Temporary Traffic Barriers  

Approximately 5km of temporary barriers will be used during the construction of D2P. If they were all laid out in a line that would be greater than the distance between Eastbourne and Somes Island. There are two main types of temporary barriers – concrete and metal. Each concrete barrier weighs 2.7 tonnes, approximately equal to the weight of a female Asian elephant whilst metal barriers each weigh less than 1 tonne, slightly heavier than a buffalo. The temporary barriers on D2P are designed to restrain a vehicle of 2000kg, travelling at 100kph hitting them at an angle of 25 degrees. The energy transferred on impact to the barrier is equivalent to the energy stored in only 19 “AA” batteries being released at once.

Temporary Traffic Management  

Did you know?

Traffic by train from Petone station?

Use the Park and Ride carpark or the footbridge? Here's what you need to know:

- Parts of the existing carpark will begin to be closed off to allow construction of the upgrade project from November onwards.
- Parts of the new carpark will be opened as the existing parts are closed.
- Works will continue on the new car park throughout the project.
- The existing entrance and exit will continue to be used for some time yet.
- Posters at the station will keep you informed of changes.
- The footbridge is to get a new deck and a roof as part of the project.
- The new deck structure will be assembled in part of the existing carpark.
- A footbridge will be available for use at all times except for the few hours when the old one is removed and the new one put in place. This closure will be advertised in advance and is likely to happen overnight.

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