



2 DOWSE-PETONE UPGRADE Project Update - April 2008

PROJECT PROGRESS

Construction on the D2P site has continued to make pleasing progress over the last two months. We are still on programme, and thrilled to have our first major bridge span up over the railway line at the new Dowse Interchange. We have made the most of the long summer; always aware that winter has the potential to be very wet. This can impact on construction progress.

Our major traffic event in the past two months has been the northbound, SH2 diversion onto Pito-One Road. This diversion onto the newly established road has been used to allow construction along the existing state highway. This includes installation of underground services and stormwater, constructing the MacKenzie Avenue bridge (to enter and exit the new Park n Ride carpark), and to safely demolish the J-Block building. Southbound traffic will be moved from side to side periodically, depending on the activity happening at the time.

Some of you may recall that, for most of February, the footbridge span across SH2 was resting on temporary supports. This allowed us to demolish the old supports and build new ones. The supports by Korokoro cemetery were replaced in almost exactly the same place, but the supports on the railway side of SH2 were moved closer to the rail tracks to accommodate the realignment of SH2 later in the project. Once the new supports were finished, the span was craned in to its final location during a second Saturday night closure of SH2. The shorter span over the railway line was also replaced over the same weekend.

The piling team returned to site for a few days in February to construct the piles for a 'soldier pile' wall at the Korokoro end of the job. A soldier pile wall is similar to the timber retaining

walls you can see at the temporary connection between Dowse Drive and SH2, but with reinforced concrete piles instead of timber. The infill between the piles is installed as the ground to one side of the piles is excavated. The piles extend further into the ground beneath the excavation to support the fill above. The reason that none of you have seen the piles is because you're currently driving over them! The piles were inserted in the road just south of the Korokoro traffic signal intersection in the southbound lane, during a weekend lane closure, and then covered with asphalt. Later in the project, the hump that currently goes up to the Korokoro lights will be excavated right up to the edge of the piles, so they will form the retaining wall that supports Pito-One Road above SH2.

The first major bridge span at Dowse Interchange forms the top section of what the construction team refer to as 'east bridge' – the bridge that links the Interchange structure to Hutt Road. The 18 precast concrete beams, which are up to 24m long by 2.5m wide and weighing up to 26 tonnes each, were all installed during the day on one Saturday. This was a fantastic achievement as the team had originally anticipated it would take the Sunday as well. We all hope this is a good sign for things to come!

As the Mechanically Stabilised Earth (MSE) wall on the far side of Hutt Road has taken shape, the path of the bridge over, and then curving back to, Hutt Road is quite clear. This MSE wall is now at about 95% of its finished height, and due to be finished this month. The MSE wall system consists of vertical, interlocking, concrete facing panels, steel strips and compacted earth fill. The steel strips are attached to the back face of the concrete panels and placed in layers in the compacted fill. They act both to hold the panels in place and

to increase the strength (i.e. mechanically stabilise) of the fill in a manner similar to the role of the steel bars in reinforced concrete.

Many of you may have noticed that the deep gully at Korokoro, which used to house the recycling station, has been filled and looks somewhat like a road! Yes, you are correct. As part of the traffic management for construction of the new Korokoro Bridge, we are creating four lanes of temporary SH2 over this gully. Northbound traffic will move on to this road within the next few weeks. Once the project is finished, this area will be landscaped.

For those planning a long weekend in conjunction with Anzac Day, you will be pleased to know work on our project will finish by midday Thursday, allowing those travelling out of town an easy drive through the site. Construction will resume on Monday.

Coming up in next two months:

- SH2 southbound traffic will be moved to the left at Dowse Intersection and Petone Park n Ride
- SH2 northbound traffic will be moved to the left at Korokoro
- Demolition of J-Block
- MacKenzie Ave bridge (entry and exit of Park n Ride) columns will be constructed and the beams for one deck span will be lifted into place
- Beams spanning SH2 at Dowse Interchange will be lifted in to place
- Service work will start on Hutt Road



First beams at Dowse East Bridge and MSE wall at Hutt Road.



New footbridge spans in their final location.



SH2 northbound diversion on Pito-One Road.

THE "HIDDEN" GRAVEYARD - KOROKORO CATHOLIC CEMETERY

Few people driving past the piece of land with the large memorial at the foot of the Korokoro Hill know that this piece of land is actually a cemetery and, therefore, sacred land.

In 1853, Te Atiawa chief Honiana Te Puni Kokopu gifted an acre of native reserve land to be used as a Catholic cemetery to Bishop Viard.

The one acre cemetery, or urupa, is the burial site of several notable people. Among them is Wiremu Tako Ngatata, also known as Te Teoteo, one of the paramount Chiefs of Te Atiawa in Wellington. Wi Tako, an uncle of Te Puni, was interred in November 1887. Others of the Te Atiawa tribe were also interred in this urupa at Korokoro.



Memorial to Rev. Dean John Lane.

A large memorial to members of the Ngatata/Love family can be found at the back, left-hand side of the cemetery, denoting the importance the family has in our history.

A celtic cross erected in the memory of Rev. Dean John Lane, much loved Parish Priest of Lower Hutt from 1886 to 1924, stands on the place where his remains

were reinterred in July 1957.

Although the urupa was established in the 1800s the original cemetery was disturbed. In 1956, an Act of Parliament closed the cemetery and vested part of the land in the borough council for street purposes. They authorised the laying of a drain through the cemetery, the removal and reinterment of certain human remains, the removal of all headstones, monuments and grave surrounds, the levelling and planting of the grounds and the erection of a common monument. Thereafter, the Council was to "maintain and keep in a proper state of repair and condition as a Roman Catholic cemetery the said piece of land..." at all times hereafter.

In all, two rows of graves along the Western Hutt Road and one row along Korokoro Road (some 44 plots in all) were disinterred in early 1957 and reinterred, following a special memorial Mass on 31 July 1957. All other remains, both on the flat and on the hill, have never been disturbed. The memorial erected for the cemetery, records many of the names of those known to be buried in the cemetery.

ARCHAEOLOGY - DIGGING FOR PERCY'S FLOUR MILL

When carrying out some of our bigger highway projects, Transit has always been mindful that there may be areas of archaeological significance. These areas, because of their importance in helping us learn more about the past of New Zealanders, will require the assistance of an archaeologist to investigate anything that is found.

For example, an archaeologist was involved in the recent Inner City Bypass project, specifically because of the historical significance of the houses, the area and what potentially lay in the land nearby.

There are areas of archaeological significance on the D2P project as well, not the least of which being the Korokoro Cemetery. However, the work the construction team are doing nearby is not expected to disturb the cemetery's grounds.

Another area of possible archaeological significance is near Percy Scenic Reserve where evidence of Percys Flour Mill may have been found.

Percys Flour Mill, operated by the Percy family, was built in 1851 and demolished in

1929. Described as being on the west side of the Hutt Road, the "mill" was used for the earliest concerts and dances in the area, besides its ordinary purposes.

Three hard wood frame handcarts or trolleys were uncovered from under heavy vegetation, leaning up against the bank on the boundary of the now Percy Scenic Reserve. The nature of these carts suggests they were used for industrial purposes; their three wide, flat cast-iron wheels perfect for transporting goods inside a factory or warehouse. This also tells us their design would require a smooth floor of concrete or wood. The design of the carts is quite generic and sadly we can't be sure what they were used for but it is possible that they were used at the old flour mill as they would have been perfect for transporting heavy goods such as large sacks of flour. They are certainly unrelated to any modern structure in the vicinity because they were covered with many years build up of vegetation. Also, they were placed in a very specific manner, almost as though someone had carefully parked them and then forgotten they were there.

DID YOU KNOW? WIREMU TAKO NGATATA (TE TEOTEO)

Wiremu (Wi) Tako was born in Taranaki during the time of the Waikato intertribal wars in about 1815 and was the son of Makore Ngatata-i-te Rangī.

He came to the Wellington district some time between 1824 and 1830 eventually living at Kumutoto and Te Aro at his residences in both Pa along with kin from Te Atiawa, Ngati Haumia (of Taranaki), Ngati Tupaia of Ngati Ruanui and Ngati Mutunga.

When he and his people were largely forced out of Wellington City, Wi Tako moved to Taita and later to Petone.

Wi Tako was responsible for receiving a share of the payment for the "purchase" of Wellington and signed the deed of sale on his father's behalf. He succeeded his father to the chieftainship of the Ngati Awa tribe in 1842 and became one of the first Maori to be appointed to the Legislative Council on 11 October 1872. He remained a member until his death on 8 November 1887. He died at his home in Hutt Road.

The Legislative Council was adjourned as a mark of respect and honour. Indeed Wi Tako was considered by many of his European contemporaries to have been the most astute Maori chief of his generation. Dr M S Grace, a veteran of the Taranaki and Waikato wars spoke in Wi Tako's praise. He had often, he remembered, heard Isaac Featherston say that "Wi Tako is the cleverest man, black or white in the country".

His funeral was a grand affair attended by between 4000 and 5000 people including some 50 members of Parliament. Interestingly, Wi Tako's Legislative Council fine historic writing desk recently turned up for auction in Surrey, England. Members of the family are pleased to pass on that it was purchased by Te Papa Tongarewa Museum and will be displayed there in due course.

KEEPING YOU BETTER INFORMED

Many motorists travelling along SH2 will have noticed that earlier this year new project information signs appeared at the side of the road at the various entry and exit points of the construction site.

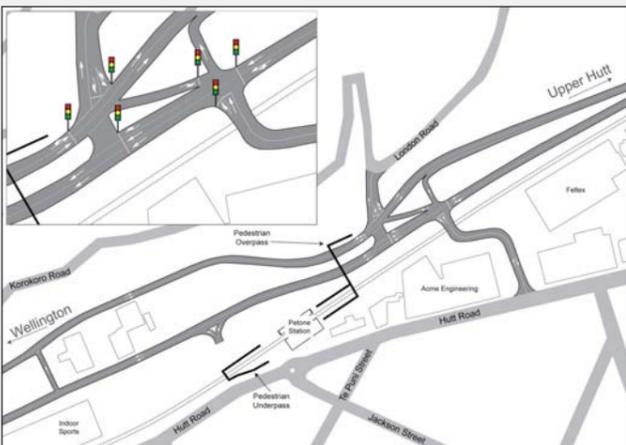
Because this section of the highway is such a busy road with travellers from a large area, these signs may be the only source of information about the project for some road users. However, they can also provide additional information for daily commuters. One of the things we are trialling is using these signs to provide useful progress updates to motorists as they drive through the roadworks.

The signs give an update on how far through the project we are with a progress bar or tell you which phase of the work we are currently working on. Further information will be put on these boards as we continue on with the project.

In the meantime, we welcome your feedback about how useful these information signs are and how we could potentially improve it. See the bottom of the newsletter for our contact details.

NEW NORTHBOUND DIVERSION

As mentioned overleaf, northbound traffic at Korokoro will be moving closer to the hill shortly as shown in the diagram below. This diversion is expected to be in place until late 2008 when the road layout will change again to enable construction to progress. We will keep the public informed of these changes closer to the time they will happen so check the website for more information as well as the Hutt News.



Korokoro intersection from late April 2008.



KidZone

WHAT IS ARCHAEOLOGY?

The word archaeology comes from two Greek words, *archaios* meaning ancient or old, and *logia*, which means learning or study. When combined, the word archaeology takes on the meaning of studying or learning about old or ancient things.

There are lots of definitions of archaeology today, but in general terms it is the scientific study of past cultures from their physical remains. It has to do with people and its goal is obtaining a greater knowledge about lost societies and their behaviour.

WHY IS ARCHAEOLOGY IMPORTANT?

Often archaeology provides the only means to learn of the existence and behaviors of people of the past. Across the millennia many thousands of cultures and societies and billions of people have come and gone of which there is little or no written record or existing records are misrepresentative or incomplete. Archaeologists are researchers who go directly to the source and analyse ancient cultures through artefacts,

inscriptions and other remains. As people, we rely on archaeology as one of the main sources of unearthing history.

DIFFERENT TYPES OF ARCHAEOLOGY

Because of the very slow nature of the recovery of historical remains from archaeological sites many archaeologists commit their lives to only one branch of study. There are a wide variety of branches which may be based on a specific time period, or a particular area of interest over time. Examples include Egyptology, economic and underwater archaeology. As its name suggests Egyptology is the investigation of ancient Egyptian culture including its hieroglyphic language, history, art, trade and religion. It covers six time periods from the Stone Age (before 4000 BC) up to the end of the Roman Period around AD 324. In 1822 the famous Rosetta Stone was deciphered and permitted Egypt's ancient writings to be understood fuelling an insatiable hunger for the study of ancient Egypt. Economic archaeology is the study of how people control their economic resources, most



King Tut-Ankh-Amen's tomb.

particularly but not entirely, their food supply whilst underwater archaeology is a relatively new science that explores the shipwrecks of shallow seas and deep oceans attempting to study ancient civilisations buried for centuries underwater. The modern invention of SCUBA and remote controlled salvage vehicles means these lost worlds can surface again.

WHAT HAVE ARCHAEOLOGISTS FOUND?

Probably the most famous and exciting discovery was that of the tomb of Tut-Ankh-Amen, the Egyptian boy-king. His

tomb, missed by the ancient robbers that plundered the resting places of other Egyptian kings, provided an unequalled glimpse into the life of royal Egyptians some 30 centuries ago.

Other great finds include the Dead Sea Scrolls, Stonehenge, Egyptian Pyramids, and even locating the Titanic can be considered an archaeological find.

ARE THERE ANY FAMOUS ARCHAEOLOGISTS?

Whilst not a real person, the most famous archaeologist is probably Indiana Jones! Real archaeologists include:

- Flavio Biondo, the Italian Renaissance historian who is recognised as one of the world's first archaeologists. He coined the infamous term "Middle Ages".
- William Albright, best known as an archaeologist and biblical scholar who was widely regarded as the leading authority on biblical texts and languages, the Dead Sea Scrolls, and the identification of numerous villages from biblical texts.

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