Project Progress

IT’S OUR ANNIVERSARY! We celebrate one year of construction on the D2P site this month – and it has gone really fast! Progress is still being made on the project, despite the weather being wet and windy in particular and extremely cold in general. Winter is often hard for large projects as the cold makes it difficult to pour concrete; the wet makes it nearly impossible to compact Mechanically Stabilised Earth (MSE) walls and pave roads; and it is dangerous to lift bridge beams in the wind.

During the past two months the piling team at Korokoro have really managed to get ahead, with the temporary sheet piling (at the north of the intersection) now almost complete and steady progress being made on the soldier piles (south of the intersection). Both these lines of piles retain the temporary State Highway 2 (SH2) route at its existing level while we cut the new state highway down to its final level next to the railway. This excavation will be carried out in stages, the first of which will start in a few months’ time. The rain frustrated the project team at the Dowse Interchange as we tried to pave SH2. The rain hit when only six fine days were needed to finish the pavement, which we were all keen to complete. However, a fine spell for a few days has seen the northbound SH2 permanent alignment at Dowse complete with traffic driving under what the construction team call the ‘North and South’ bridges. One of the MSE wall teams has been working on the MSE wall that will take south bound traffic up onto the Dowse Interchange, and they will be able to begin work on the wall on the Maungaraki side now that the state highway traffic is on its permanent alignment. It will not be long before the full shape of the interchange becomes clear.

At Hutt Road, three out of four of the ‘East’ bridge spans are in place, and the final span, over Hutt Road, should be in place by mid-September. Also at Hutt Road, the beginnings of widening the road for the new roundabout are coming along well. The MSE wall that acts as a ramp between Hutt Road and the Dowse Interchange is looking more and more like a road every day and we were fortunate that our sub contractors, Seovic, were on site in late July with their slip-form barrier machine – the only operational machine of its kind in the country.

The beginnings of the Korokoro overbridge can now be seen adjacent to the progress that has been made on the MSE wall that forms the ramp from the east side of the bridge, down to Hutt Road. The first beam lift for this bridge is currently programmed for October, subject to weather. Here’s to another year of smooth progress.

Did you know? At your service

As well as the construction of five new structures over the state highway and the realignment of 2.7km of SH2, the D2P project also involves the relocation of a large number of services in the local area. Services, sometimes referred to as ‘utilities’, include electricity, telecommunications, gas, water, sewer and stormwater.

It is preferable that a new road is not promptly dug up by a service provider as soon as the road contractor leaves the site! In order to avoid this, coordination and liaison between service providers, NZ Transport Agency, Beza, FHJV, local councils, residents and businesses is essential. Service providers and Hutt City Council have taken the opportunity provided by the work on the D2P project to upgrade and future-proof local services at the same time. For instance overhead power cables are being replaced by underground ones and fibre-optic cabling is replacing copper wires in places.

It is no mean feat to make sure that existing services are not compromised in any way by construction work and that the ability to maintain and provide services for the future is as straightforward and cost effective as possible. In this respect the logistics required to coordinate the placement of new and relocated services are huge and a great deal of time is given to ensuring that any future work will cause as little disruption to traffic and services as possible.

Many of the services now being laid are ‘sleeved’ which means that cables or pipes are laid through a larger duct or pipe. Should a cable need repair or replacement at a later date, it can be pulled through the duct from a single entry point rather than having to dig a trench along its entire length. Empty ducts are also being laid in the trenches allowing for additional services capacity which may be required in the future.

Future Works

Coming up in the next few months:

- MSE wall at Korokoro overbridge continues
- South bound traffic will run under McKenzie Avenue bridge
- J-block demolition continues
- SH2 pavement under Dowse Interchange North and South bridges will be completed
- Bridge span over Hutt Road lifted into place
- Hutt Road roundabout construction will commence

NZ Transport Agency

You may notice that the styling of this newsletter has changed and that the D2P project is now being run by the NZ Transport Agency (NZTA).

The NZTA is a Crown entity established on 1 August 2008, bringing together the functions of Land Transport New Zealand and Transit New Zealand to provide an integrated approach to transport planning, funding and delivery.

How does this affect the project?

Not at all - it will be business as usual for all on D2P. The contact phone numbers and physical address remain the same but please note there is a new email address - d2p@nzta.govt.nz. The old email address will be redirected for the next few months.

The new website address is www.nzta.govt.nz/d2p. Please look out for on-going communication in this new style as you will no longer see the Transit logo.

The number of service ducts in this Hutt Road trench is 22!
Changes ahead at Korokoro

The second stage of the temporary changes at the Korokoro intersection will be implemented shortly. Southbound traffic is moving adjacent to northbound traffic on the temporary alignment and the new temporary layout is shown on the diagram below.

As with any change we ask that you take care as you and other road users adjust to the new layout.

Temporary Hutt Road Closure – late August

The final beam lift for span four of the ‘East’ bridge at the Dowse Interchange will be over Hutt Road. In order to do this, Hutt Road, from 407 to 411 Hutt Road, will be closed between 6pm and 6am for one night later this month.

Access to properties on Hutt Road will be maintained but for road users travelling beyond the closure area a temporary layout is shown on the diagram below.

For Wayne, the most challenging aspect to date is the Hutt Road service trench. “It had to be relocated from the original design to avoid existing services, and the number of ducts required almost doubled from 12 to 23,”

FHJV Services Coordinator Steve Myers is responsible for day to day liaison with the electricity, gas and telecommunication service providers associated with the project. Although he had dreamt about moving to New Zealand for the past 18 years, Steve has only recently moved from the UK. There, his background was in the building and maintenance of bridge and road work structures, which included coordination with service providers. He gets a huge amount of satisfaction from knowing that doing the job right makes everything so much easier for others further down the track.

“One of the hardest things on this job is that many of the services are not in the right place where you’d expect them to be,” he says. “That is why we survey the site every month on a rolling progress basis and prepare ‘as-built’ drawings for the end of the project - that way nothing gets missed when people come back to do work in the future.”

FHJV Supervisor Colin McLean has hands-on experience of services issues as he was a drain-layer for many years. He comes to FHJV on secondment from Brian Perry Civil, a subsidiary of Fletcher Construction, and has only a few months to go until his 15th anniversary with the firm. He has a wealth of experience in the field and is principally responsible for day to day liaison in respect of stormwater, sewer and mains water services. He also oversees environmental matters on the project.

Hutt City Council has taken the opportunity to future-proof the mains water supply in the area and Colin is coordinating the laying of a new 200mm water main along Hutt Road and alongside SH2 between Petone and Korokoro. Like Steve he finds the unknown aspect of the existing services a challenge. “This is further complicated by the need to keep traffic flowing while we work in quite close proximity to moving vehicles,” he says.

On the Job

Forget the dynamic duo and the fantastic four; D2P has a terrific trio who troubleshoot services issues on the project daily - Beca Infrastructure Engineer Wayne Holcroft, FHJV Section Engineer Steve Myers and FHJV Supervisor Colin McLean.

Wayne Holcroft is one of four engineers from Beca Infrastructure Ltd based on site looking after the Management, Surveillance and Quality Assurance (MSQA) of the physical works.

Wayne started his career as a civil and structural draughtsman, obtaining an NZCE from the local polytechnic, and gradually moved into design and contract administration. Having been with Beca for more than four years Wayne has been on the D2P project from the start of construction and his role is the MSQA of the pavement, kerbing and footpaths, the underground drainage, services and street-lighting, and to assist with the contract administration. Design and construction liaison in respect of services is with NZ Transport Agency, FHJV, HCC, Capacity, Telecom, TelstraClear, Vector, PowerCo, local residents and businesses.

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Hutt Road roundabout construction

As part of the project work the construction team will be undertaking major construction work on Hutt Road, from Wakefield Street to Beaumont Avenue, during the next few months. The usual hours of work will be 7:30am to 5pm weekdays and 8am to 2pm Saturdays, however should it be necessary to work outside these hours advance notice will be given. Traffic management will be in place during construction to manage the safety of road workers, motorists, and pedestrians.

The diagram below shows the work that is to be carried out. Please note that there may be a few months between the completion of the Hutt Road works and the commissioning of the Dowse Interchange as a whole.

Contact details
For more information
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New Zealand Government