



## 2 Dowse to Petone - D2P Update

FEBRUARY 2009

### Project progress



As well as showing the reinforcing for the next section of concrete slab to be poured on Korokoro Bridge, this photograph also shows the ducts, to the left, that will carry services such as phone lines across the bridge.

Once again good weather continues to aid progress at D2P, and this can be clearly seen by those who drive through the area. A very productive December and January has meant that we are on target to open the Dowse Interchange part of the project to traffic in March. We will celebrate this achievement with an opportunity for the public to walk over the structure on Saturday 28 February – see below for more details.

Although the construction team have been thrilled with the excellent progress made during December and January the weather conditions during February mean there will still be some finishing-off work to complete after Dowse Drive is open to traffic. The Mechanically Stabilised Earth (MSE) walls, which form the on and off-ramps at Dowse Interchange and Hutt Road, are starting to resemble roads now that they have barriers on them and some of them have already been paved.

The only part of Dowse Interchange that will not be open in March is the staircase that allows pedestrians to shortcut directly from the bridge to the western side of Hutt Road. This is due to open after Easter.

Now that the structure is just about complete, the team are focusing on finishing the road surfaces. Motorists will have seen signs appear on the ramps recently in preparation of the opening of Dowse Interchange to traffic.

Further south, the new Korokoro Bridge now has all its spans in place and some sections of the bridge's reinforced concrete structure above and between the spans have been built already. You can see from the photograph the close network of reinforcing bars that is set out before each new slab of concrete is poured.

Part of the MSE wall on the western side of the bridge is also now at full height. The next stage here is the temporary closure of the Korokoro bridge, which will allow construction of the lowered state highway to continue. This will happen once Dowse Interchange is open.

Looking further south again we have completed much of the new Park 'n' Ride commuter car park, and SH2 traffic is now running on the new permanent alignment alongside the Indoor Valley Sports Centre. Regular users of the road will have noticed the MSE wall gaining height next to the Mackenzie Avenue Bridge. The MSE wall will form the ramp to enter and exit the Park 'n' Ride car park once construction is complete.

Great progress is also being made at the new Hutt Road roundabout. There have been a few subtle shifts of traffic around this area allowing the construction crew to carry out drainage and watermain work on Hutt Road. They then complete the job with a new road surface and footpath.

The D2P team would like to take this opportunity to thank local residents and business owners for their cooperation and patience for the duration of this work.

### Dowse Interchange Public Walkover – Saturday 28 February 10am – 2pm

In reaching another major milestone in the D2P project, the Dowse to Petone Upgrade Project team is delighted to announce there will be a Public Walkover of the new Dowse Interchange starting at 10am on Saturday 28 February 2009 before the road is opened to traffic the following week.



Volunteers from Western Hutt Rotary Club are running this event, which is a once only chance to meander over the road before it is open to traffic.

This is a great opportunity for children to run around the roundabout before the grown-ups get to use it in their cars! That should help build up an appetite so it is handy that Maungaraki School will be running a sausage sizzle selling their famous BLTs, sausages, cold drinks and sweet treats close-by. You may like to take a closer look at some of the machines used on the project too.

Entry will be by Gold Coin Donation with proceeds donated to local charity, Te Omanga Hospice.

If you are travelling to this event by car please be aware that there is no designated parking and you should allow time to find a suitable park. The access ramps between SH2 and the Interchange will be closed.

Pedestrian access is via Dowse Drive from the west and next to the new roundabout on Hutt Road from the east.

While you are in the area why not visit Percy Scenic Reserve too - it is a great place to take a picnic.

Please note this is an alcohol-free family event which will go ahead come rain or shine!

### Up and coming work:

- o Continuing with new pavement construction between Dowse Drive and Korokoro
- o Footpath reconstruction and paving along Hutt Road
- o Finishing work and landscaping for Dowse Interchange
- o Construction to continue on staircase from Dowse Interchange to Hutt Road
- o Hector's Track retaining wall to continue at Percy's Scenic Reserve
- o Paving work at Korokoro intersection
- o Temporary closure of Korokoro intersection
- o Demolition of existing Korokoro Bridge



# Dowse Interchange opening and temporary closure of Korokoro Bridge

Dowse Interchange will open to traffic the first week of March. The temporary closure of Korokoro Bridge will then take effect a few hours later on the same day.

During the 12-week closure access between Korokoro and Hutt Road will be via the newly opened Dowse Interchange to the north on SH2 as shown on the diagram to the right.

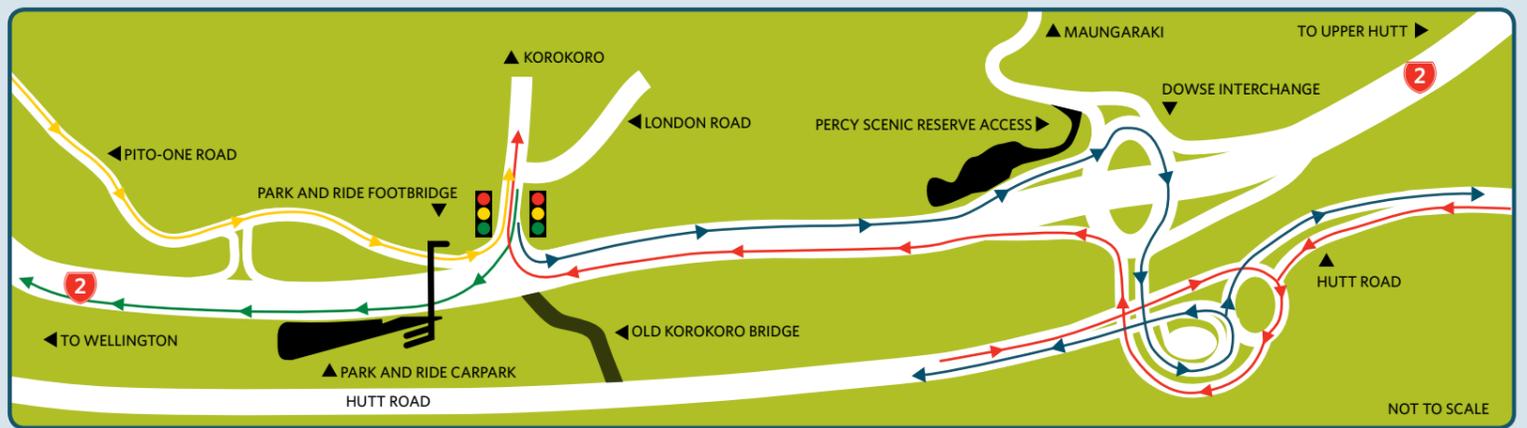
All traffic movements between SH2 and Hutt Road that used to happen at the Korokoro intersection will now be provided for at Dowse Interchange as shown on the road layout to the bottom right.

Access between SH2, Maungaraki and Hutt Road will also be via Dowse Interchange.

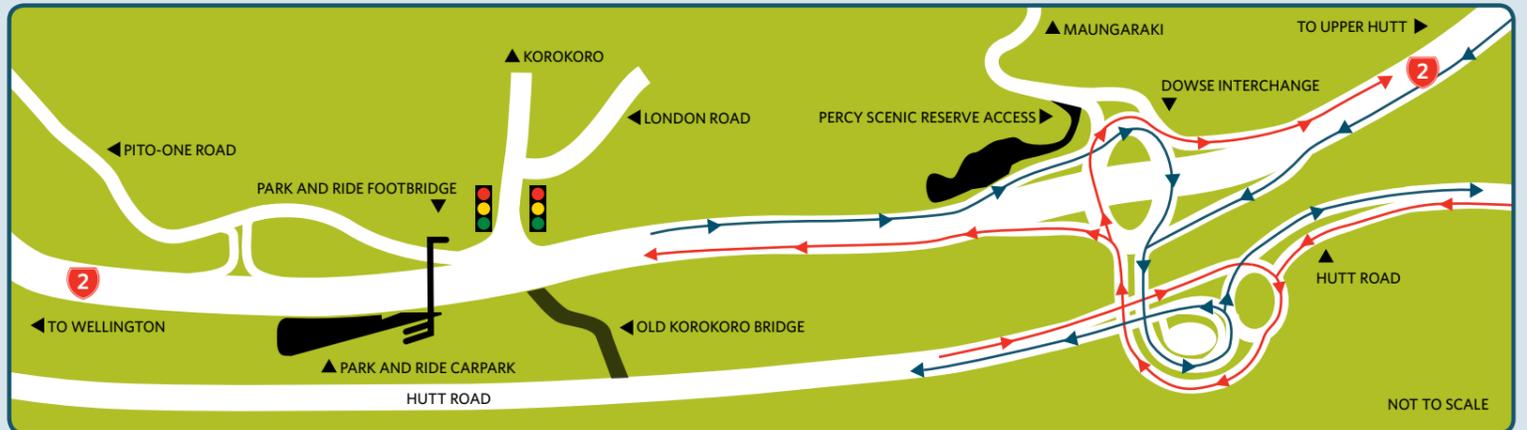
The project team are closing and then demolishing the existing Korokoro Bridge in order to continue with the construction of the new Korokoro overbridge, intersection and state highway.

## Know your route before you travel

Visit the project website [www.nzta.govt.nz/d2p](http://www.nzta.govt.nz/d2p) for up to date traffic information and route maps which may be helpful when planning your travel.



During this 12 week closure the SH2 southbound lanes will shift to their new alignment 6 metres lower than the existing state highway and southbound access will be via Dowse Interchange or Priests Avenue. These routes will be advertised closer to the time.



## Did you know?

The Dowse Interchange east bridge and Korokoro overbridge span the Melling and Wairarapa railway lines respectively.



You can see the power lines suspended over the top of the railway track in this photograph. It also shows you how much of the new Korokoro overbridge has already been built.

There are special safety requirements that need to be met when working close to, or over, railway tracks. It is not just because the trains are big, heavy and travelling at high speed, it is also because they are on an electrified network. It can be very dangerous using cranes and other equipment and machinery close to the railway power lines.

As previously reported, Traffic Management plays a huge role in ensuring that we can safely carry out necessary work on the road while still keeping vehicles moving. One of the ways we do this is to create sections of temporary road or shift traffic from one lane to another but with trains it is not that simple as we cannot easily shift railway tracks or divert trains.

This means that when we need to carry out work such as the demolition of the old Korokoro overbridge next month trains cannot be running on the tracks and electricity to the power lines has to be shut off. In order to minimise the disruption to train users the D2P team has ensured that work coincides with scheduled rail closures which are only every two or three months. The long period between rail closures requires disciplined programming because not meeting these deadlines could potentially delay project progress for weeks or even months. Programming difficulties have been minimised by regular consultation between the Project Team and the railway track owners and managers, ONTRACK.

We have already used scheduled closures for work on the Park 'n' Ride footbridge and preparatory work at Korokoro bridge. We have also been able to take advantage of the fact that the Melling line is closed every weekend.

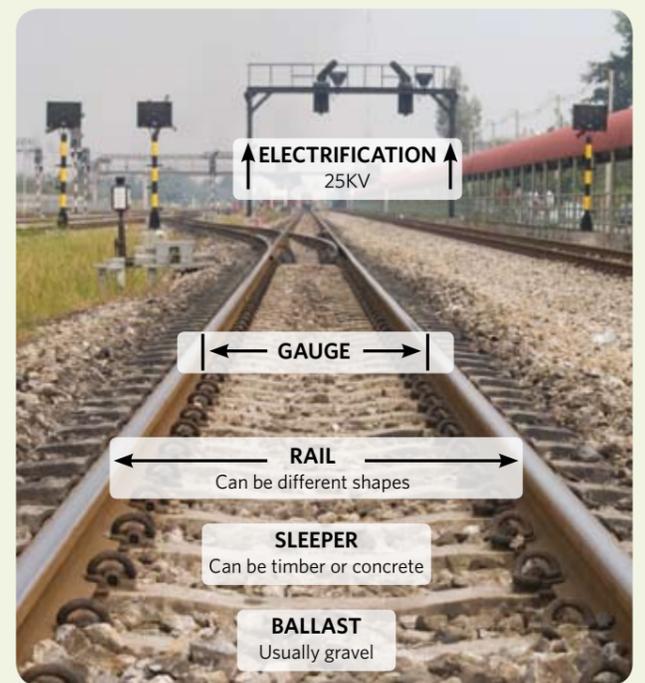
Certain work is allowed to be carried out near the railway track without closures and ONTRACK has rules about what sort of work can be done and where. D2P project engineers have had training to make sure that everyone stays safe.



## KidZone

You may already know that there are railway tracks that run alongside the D2P project, they are in between SH2 and Hutt Road.

These lines are just part of the more than 4000km of railway lines networked throughout New Zealand. Back in 1870 there was only 74km but within only 10 years New Zealand Railways (NZR) was operating more than 1900km of track, and carrying nearly 3 million passengers and 830,000 tons of freight a year.\*



New Zealand's rugged and mountainous landscape caused railway engineers as many headaches and challenges as it causes roading engineers today. One of the ways the engineers solved some of the problems was to use what is called a 'narrow gauge'. The gauge is the width between the rails on the track. A narrow gauge means that less land is needed for the track and also that the track can also have tighter bends in it. This is helpful if the land you need to cross is very steep with a lot of bends. In countries with flatter land a wider gauge can be used. This gives a more comfortable ride and means the trains can go faster too!

\*www.ontrack.govt.nz

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