



Please Quote Ref:
CW:KC520

27 July 2001

Rimutaka Hill Road Committee
C/- Mr Wyatt Creech MP
Parliament Buildings
WELLINGTON

Dear Sir

STATE HIGHWAY 2 PROJECTS UPDATE

Please find below our updates for projects along SH2 from Waiohine Bridge to Petone.

WAIOHINE BRIDGE

The Waiohine Bridge is situated on SH2 between Carterton and Greytown, approximately 5km from Carterton. Presently, the bridge is substandard in width, causing vehicles to reduce speed when crossing it. Trucks are required to travel at a crawl speed when meeting oncoming trucks. The bridge also restricts the Waiohine River, and is prone to closure during periods of high flows, equating to 10-year floods or greater.

The Transit Authority has approved the preferred scheme alignment consisting of a new bridge parallel to the existing bridge, within a curve aligned for the 100kph environment. Transit is currently awaiting approval of the BCR for the preferred scheme from Transfund.

Once approval is granted, detailed design, designation and resource consents will be lodged, alongside property purchase.

Transit has the support for the preferred option from the local townships, WRC and neighbouring property owners, including iwi.

GUARDRAILING

This years guardrail installation contract for the Rimutaka Hill is almost complete. With the installation 840m of guardrail this year, the total length of road protected

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with guardrail is now 4.26km. This includes 3.06km of guardrail on the more winding north-eastern side of the Hill.

All the high risk areas identified on the Rimutaka Hill are now protected by guardrail. Although there is no plan to extend the length of guardrail in the coming year, we are continuing to monitor the situation and will further extend it as need arises and finance permits.

RIMUTAKA HILL - MULDOON'S CORNER

The submission to the Transit Authority, recommending the preferred option and the land purchase strategy was presented and approved at the June meeting. This is the same option presented to the Hill Rd Committee previously.

The project will be forwarded shortly to Transfund for confirmation of the BCR.

KAITOKE HILL REALIGNMENT

Detailed design and tender documentation are almost complete, with the final property negotiations to be finalised, and the remaining designation appeal to be withdrawn.

One major cost in this project was the disposal of the excess cut. The project would have been halted if we considered transportation of the cut material to the proposed "fill sites" within the Rimutaka Hill project. The recent newspaper advertisement for sites for excess cut material had some success, with a number of people registering their interest.

Property purchases and designation for the new alignment are almost complete. Progress is as follows:

- | | |
|--|---|
| Press | - appeal to designation still in place
- minor details to be addressed prior to property settlement and withdrawal of appeal |
| Wellington Regional Council | - minor details to be addressed, including the installation of an underpass at the incline |
| Jones
Mullholland
Duncan and White
Dall | - minor details to be addressed prior to property settlement |
| DOC | - agreement reached, awaiting confirmation of landscaping plan
- ministers approval |
| AgResearch
Tenths Trust
Te Marua Golf Club | - agreement reached, awaiting signing |

Sherwin Long Ltd
Beckett - agreement reached, and signed
Coulston
Leech

Once the appeal to the designation is withdrawn, funding for construction will be applied for, with construction anticipated to commence early 2002.

TE MARUA REALIGNMENT

Approximately 1.2 kilometres of SH 2 at Te Marua, between Mangaroa River Bridge and Upper Hutt, was identified, as it currently has an accident rate twice the national average for the terrain, and is out of character with the adjoining sections of SH2.

The Te Marua contract let covered two projects – the realignment of the curves, and the addition of a passing lane. The Scheme Assessment has been completed, and is currently being peer reviewed. The recommended alignment raises the carriageway above the current level, providing for additional flood protection, straightens the curves and doesn't include the southbound passing lane.

Once the Scheme has completed the peer review, the project will be submitted to Transfund for confirmation of the BCR.

SH2/SH 58 INTERSECTION AND SH 58 HAYWARDS HILL

The Strategy for the upgrade of SH58 (Haywards Hill) and the intersection with SH2 at Manor Park includes:

- ① A grade separated interchange at SH2-SH58 intersection, similar to that constructed at Mungavin interchange in Porirua on SH1;
- (ii) Four laning of SH58 between SH2 and Mt Cecil Road;
- (iii) Solid median barriers for the length of the 4 laning, with gaps in the barriers for the side roads;

The Commissioners Hearing commenced on Wednesday 27th June and was held over while Transit and Transpower negotiated an agreement regarding some outstanding issues. One of the outstanding issues to be resolved between Transit and Transpower is the mitigation of dust, created during the earthworks.

The Hearing recommences on 2 August 2001 in the Upper Hutt Council Chambers.

Property purchase for the project has started.

MELLING TO PETONE

A Strategy for the upgrade of the SH2 Melling to Petone section has been determined which involves as its first stage an upgrade of the Dowse to Petone section comprising:

- (i) An interchange at Dowse connecting to Hutt road;
- (ii) An overbridge at Korokoro;
- (iii) Safety improvements between Korokoro and the Petone Overbridges, which include a grade-separated access to the Petone Railway Station Carpark and a new service road for some industrial properties;
- (iv) Upgrade of the culverts and stormwater systems for the highway.

Preliminary design, environmental investigations, consultation and negotiation of Memorandum of Understanding with HCC, Tranz Rail, WRC (Transportation) and iwi have been completed. Safety Audit reviews have been completed and the project design has been peer reviewed.

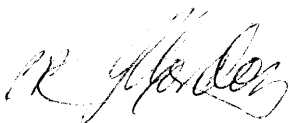
A Notice of Requirement and Resource Consent applications were lodged on 30 March 2001, and submissions closed on 29 May 2001. The Commissioner Hearing is currently expected to be held late September 2001.

Stage 2 is the construction of the Melling Interchange; this has been deferred through the need to resolve major issues with Wellington Regional Council (flood capacity of the Melling Bridge) and Tranz Rail (extending the loop line through the Hutt central business area).

Property purchase for the project has started.

Should you have any questions regarding the above information, please do not hesitate to contact me on ph 04-801 2593.

Yours faithfully



Catherine Worsley
for REGIONAL MANAGER



State Highway 2: Te Marua Passing Lane and Curves Realignment

Transit is committed to improving the safety and efficiency of New Zealand's state highway network and is investigating possible improvements to a 1.2 kilometre length of State Highway 2 near Te Marua, north of Upper Hutt (see photograph inside).

This investigation began in late 2000 and in November last year we advised landowners and occupiers along the Te Marua length of State Highway 2 that Opus had been appointed by Transit to investigate potential improvements along this section of highway.

Improvements identified for consideration were the realignment of part of State Highway 2 known as "Te Marua Curves" and also the construction of a southbound passing lane immediately south of the Mangaroa Bridge.

At this stage we are undertaking investigations only, and no decision has been made on which option is preferred.

Since November last year, we have been undertaking investigations and have identified three options for further consideration.

Option A: Southbound passing lane and realignment of Te Marua Curves

Option B: Passing Lane Only

Option C: Realignment of Te Marua Curves only

On the inside pages of this newsletter is an aerial photograph of the highway length showing Option A. The proposed southbound passing lane extends from just south of the Mangaroa Bridge for approximately 600 metres. The possible curve realignment is shown north of Topaz Street.

We will be undertaking further investigations "over the next few weeks which will help us to determine which option will be taken through to the design stage of the project.

'We will be producing a report as a result of the studies. The report will address issues such as accidents, access to properties and environmental effects, including the occasional surface flooding of the highway

As part of our study we are interested in any information you have, or to hear about issues you wish to raise regarding the study length.

Where to from Here?

We are undertaking further investigations including a preliminary economic analysis to determine which option, if any, may proceed. Once we have gathered all the information from our investigations and interested parties, including landowners along the study length, we will be producing a Scheme Assessment Report. This report will include a complete economic analysis along with consideration of engineering, planning and environmental issues to determine which option, if any, is viable to upgrade this section of State Highway 2.

If the Scheme Assessment recommends an option that is viable, it may proceed to the next stage and you will have another opportunity to be involved.

Further Information

If you have any queries, or would like to discuss this newsletter, please call either:

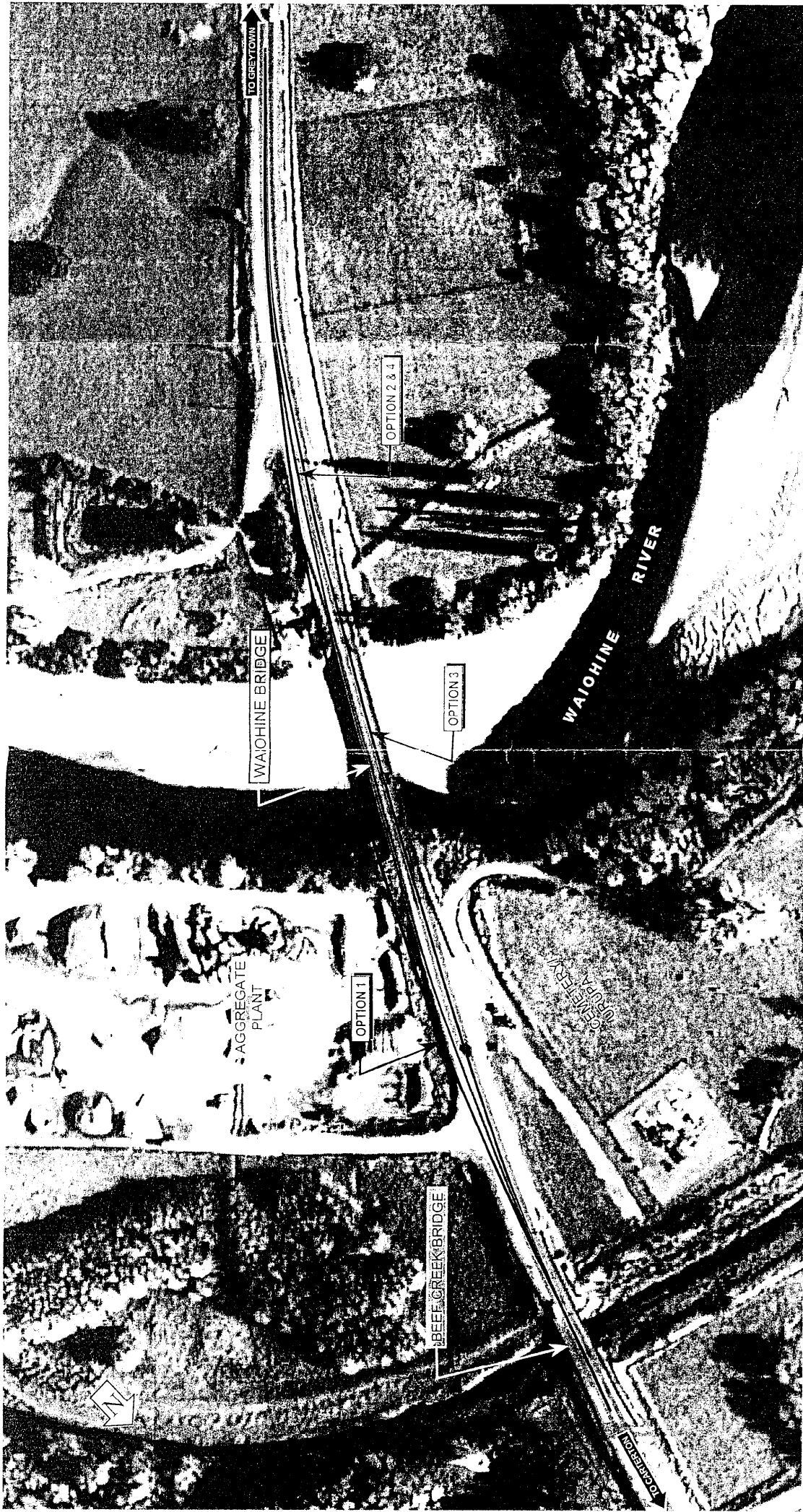
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SH 2 : WAIOHINE RIVER BRIDGE UPGRADE

ALIGNMENT OPTIONS

Figure 4.1

* OPTION ONE IS THE PREFERRED OPTION
ADOPTED BY TRANSIT NZ AUTHORITY.

Option A: Te Marua Curves Realignment and Passing Lane

