



State Highway 20A to Airport Improvements

PROJECT UPDATE

June 2017



Left to right: Kowhai Olsen, Te Ahiwaru; Chelsea Pasutto, Natural Habitats; Byron Glennon (year 8) and Vailea Filipine (year 7). Photo: Barbara Ware

Project timeline

- JULY 2017**
Bader Drive's stormwater pond completed
- AUGUST/SEPTEMBER 2017**
Trench opens to traffic (Aug)
SH20A/Montgomery Road intersection closure (Aug)
Kirkbride Bridge westbound completed (Sept)
- APRIL 2018**
Landing Drive upgrade completed
- JUNE 2018**
Shared path completed

HARAKEKE PLANTING IN WILLIAMS PARK

Members of the NZ Transport Agency Iwi Integration Group and the Mangere Central Primary School Junior Alliance Management Team planted locally sourced native flax in a small area of Williams Park. The plan behind the planting is to have an area where flax can be grown and culturally harvested for use by local iwi.

The Iwi Integration Group includes representatives from local iwi: Ngāti Maru, Ngāi Tai, Ngāti Tamaoho, Te Ākitai Waiohua, Ngāti Te Ata, Te Ahiwaru, Ngāti Whanaunga, Ngāti Pāoa and Te Kawerau A Maki.

The Junior Alliance Management Team is a student project team that mirrors the project's management team. Each student has taken on a different role - from environmental manager to traffic engineer.

A BLESSING FROM MATAATUA MARAE

The alliance has completed the final section of the noise wall that runs along a short stretch of SH20A. This section is behind the Mataatua Marae and Kohanga Reo and construction required detailed planning and close liaison with the marae. The alliance worked closely with the marae to ensure that its tikanga (rules) and kawa (protocol) were followed.

Part of these protocols included the team working on the noise walls was to take part in an early morning blessing before construction started. Kaumatua Taipari Keepa noted that health, safety and wellbeing was important and the blessing was iwi's way of ensuring the health and safety of all those involved. Maihi Herewini conducted the karakia.

It was a new experience for most of those who attended from the alliance. All agreed it was a great way to start work and, on a chilly day, the breakfast the marae put on afterwards was most welcome.



Returning to the marae for breakfast after the blessing - from left to right: Barbara Ware, Baari Mio, Piripi Taylor, Taipari Keepa, Harlin Gray and Billy Tuhua.
Photo: Rangitahi Waikato

LANDING DRIVE UPGRADE

Landing Drive roundabout will be upgraded to an intersection with traffic lights. We plan to complete this upgrade in mid-2018.

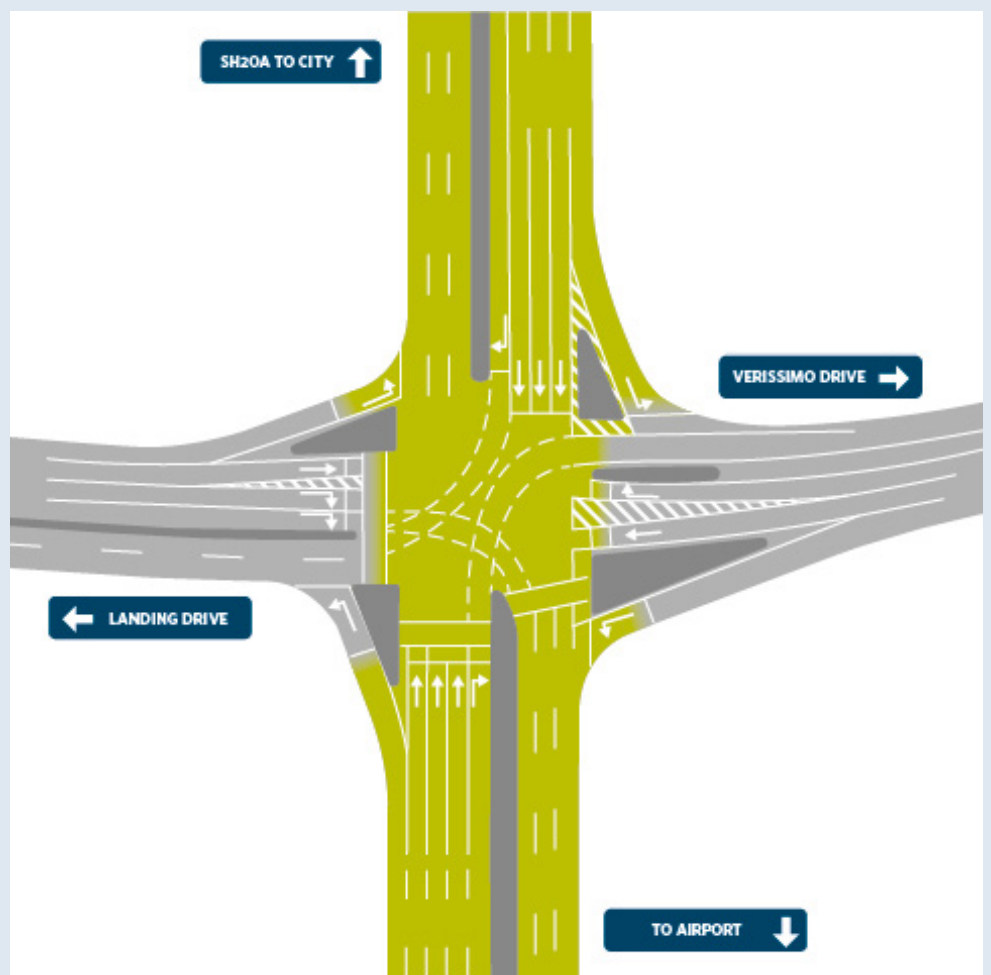
The upgrade is needed because the Landing Drive roundabout has reached capacity. Roundabouts work best when the traffic flow onto the roundabout is similar at each entry point. At Landing Drive roundabout the dominant flow is north/south along George Bolt Memorial Drive - traffic travelling to and from the airport.

When the upgrade is completed, the intersection will allow a more efficient flow of traffic than the existing roundabout.

ZERO HARM FOR EVERYONE

Please take care when driving through work areas, observe the speed limits, detours and slow down to help keep everyone safe and able to return home to their families, whanau and friends.

Thank you for your patience while we complete the upgrade of this section of the network.



VISIT FROM THE PRIME MINISTER

Prime Minister, Rt Hon Bill English visited the SH20A to Airport Project site in late May. He watched a short presentation on the project to provide background and context before donning safety gear, climbing the gantry to cross the motorway and heading down into the trench which runs along SH20A and under Kirkbride Road.

Before leaving site the Prime Minister took time to talk with members of the project team and to sample a pink cupcake to show his support for prevention of bullying in the workplace.



Left to right: Adele Menhard, Renee Mika and Prime Minister Rt Hon Bill English.
Photo: Martin Ward

SH20A/MONTGOMERIE ROAD INTERSECTION

As part of the upgrade of the SH20A/Kirkbride Road intersection, the SH20A/Montgomerie Road intersection will close permanently changing this section of road from an expressway to a motorway. This will provide better traffic flow and journey reliability to and from the airport.

It will also improve safety when we open the trench to traffic. Safety concerns include:

- The distance between the SH20A/Montgomerie Road intersection and the new northbound off-ramp at the upgraded SH20A/Kirkbride Road intersection will be around 400m. 400m is not enough for drivers to safely make their necessary lane changes.
- It will be a similar situation for drivers wanting to change lanes between the SH20A/Montgomerie Road intersection and Landing Drive when it is upgraded from a roundabout to an intersection controlled by traffic lights - there will be not enough road distance to make necessary lane changes safely.

THE SUMP

The sump is an important part of the trench design and sits just under the pavement surface to catch rain or any other water that makes it into the trench. The sump is made up of three chambers and measures 30m x 30m with a depth of approximately 3.5m.

The water will collect in the sump and then be pumped out into stormwater wetlands for treatment, before being released into local waterways.

Sheena Chen, structural engineer, has worked on the development and construction of the sump and talks about this part of the project.

What was involved in designing the sump?

To design the sump you need to understand how it will function, how it will behave and ultimately how it will work with the rest of the trench structure. Once you know this you can begin to design the sump system.

The construction of the sump and the timeline for the work was jointly driven by the design and construction teams. Other factors that we considered included future-proofing for light rail, durability, shrinkage, temperature, groundwater pressure, earth pressure and seismic events.



Looking down on the sump's three chambers.
Photo: Paul Graham

What have been the challenges?

Designing for the differences between the box-like sump and trench slab in terms of flexibility and buoyancy. The curve of the trench walls added a further complication. The solution was to partially connect the sump to the trench walls.

MHXX FOCUS ON HEALTHY EATING

The alliance's Wellbeing Team ran a three month 'Biggest Loser' initiative aimed at encouraging its workers to lose weight through healthy eating. The participation rates and results were impressive. The most impressive result was the weight loss achieved by Koli who lost nearly 30kg in 10 weeks. Koli achieved this by cutting one thing out of his diet – fizzy drinks.

Koli says 'I didn't know I could do it and that is what this programme has given me. Now I know can do it, I can control what I eat. I surprised myself'.

Koli had been drinking up to 5 x 1.25 litre bottles of fizzy drink a day – the equivalent of approximately 175 teaspoons of sugar.

By cutting out fizzy drinks for 10 weeks Koli avoided consuming a staggering 52kgs of sugar to win MHXX Biggest Loser.

Koli receiving his Biggest Loser prize from Adele Menhard with 52kgs of sugar he didn't consume in the background.



Contact us

For more information about the SH20A to Airport Project, contact Barbara Ware, Communications and Stakeholder Manager on sh20a@nzta.govt.nz, 0508 698 2742 or go to www.nzta.govt.nz/sh20atoairport.