



# West Melton Intersection improvements



SH73/Weedons Ross Road intersection.

## Lights on... construction completed. Thanks, West Melton.

The switching on of the new traffic signals at the SH73/Weedons Ross Road intersection in late March, marked the start of safer and easier journeys through and around West Melton for people whether walking, cycling, or driving and the end – but not quite the end – of our project.

Chair of the West Melton Residents Association Tim Schurr said the project's completion was huge for road safety. "You've fixed our town," he said.

We've been told that almost immediately students getting to and from West Melton School, and families, were using the pedestrian crossings at the signals to get across the state highway.

We hope more and more students will choose to walk, scoot or bike to school, knowing they can do so more safely with the pedestrian crossing signals.

The project has also improved connections in the community to key facilities such as the community and recreation centre, the Domain, local shops, the school, early childcare facilities, churches and the tavern.

This is the 11th project in the Government's NZ Upgrade Programme (NZUP) to be completed and the second project in Canterbury – the first being the Walnut Avenue intersection in Ashburton.

While all the construction work has been completed some streetscaping and landscaping will be done during the winter – giving the plants a better chance to establish rather than planting over the summer.

Thank you again for your patience, cooperation and understanding during the nine months we were on site.

As part of the project, we'll also be back early next summer to do a final scheduled coat of chip seal and refresh line markings.



West Melton School students, together with the mayor of Selwyn Sam Broughton and representatives of Waka Kotahi, Fulton Hogan, Selwyn District Council, and the community, check out the new pedestrian signals.



# Looking back - 2022

The work needed ahead of the intersection work was started in July and completed over the winter period. Much of this was underground and not very visible.

It included the piping of the stockwater races, the relocation of Chorus and Vodafone services, the installation of new water mains and the undergrounding of Orion services.

Progressing the new road connecting Weedons Ross Road and

West Melton Road sufficiently to put traffic on it, meant we could work on other areas of the site.

Following spring, and with the improving weather, the team was able to progress stormwater drainage, kerbing, lighting, removal of power poles, road paving and work on shared paths.

Toward the end of the year the focus was on getting the work site to a stage where we could make as much of the road and shared paths as possible available over the Christmas / New Year holiday period while also removing as much of the temporary traffic management as possible.



Crews on the project enjoyed delicious morning teas provide by volunteers from Hope Church.



Drainage work along the link road.



Trees and plants which had to be removed from the site area were donated to West Melton School



Road construction on Weedons Ross Road (north) - looking toward to the intersection.

## Relocation of fish

The piping of the existing open stockwater races required the relocation of fish in the races. This was done in two stages during winter and spring when the water flow is about 200 litres per second compared with at least 600 litres per second during summer when water is in demand.

Close to 120 fish were caught and relocated including upland bully, longfin and short fin eels, and brown trout.

The bullies and two eel species are native, while brown trout are an introduced sports fish. The largest longfin eel caught, a female (they grow much longer than males), was about 900mm long and based on her length she was likely be between 40 to 50 years old.





## Looking back - 2023

Early in the New Year we did what was the most disruptive construction work as far as people using the road were concerned. It was very much above ground and visual!

This was the rebuilding of the SH73/Weedons Ross Road intersection. It involved substantial excavation, and construction of new road pavement. This was followed by work on Weedons Ross Road to the north, and Weedons Ross Road and West Melton Road to the south of SH73 including construction of the new roundabout at the intersection of Kingsdowne Drive and the new link road.

During February we started the work to make the northern end of West Melton Road into a cul-de-sac which included new kerb and channel, footpaths, construction of the turnaround area and some landscaping.

Other work included:

- the completion of storm water basins across the site area
- shared path and footpath construction throughout the site
- building the traffic islands on SH73
- street lighting
- widening and reconstruction of SH73 to the east of the intersection
- road construction on Weedons Ross Road (south), the link road and West Melton Road.

We began the final surfacing of the entire work site at the end of February, followed by road line markings and putting up signage across the site.

Work on the traffic signals themselves also started at the beginning of the year with the installation of the traffic signal poles and lanterns. The most technical piece of work was the installation of the controlling equipment associated with the traffic lights. We then commissioned the traffic signals - checking and testing how they operated. Once working the new signals/controlling equipment 'learnt' the traffic demand at the intersection and optimised the phasing timings, which required a few minor tweaks.



Road reconstruction on Weedons Ross Road (south) looking north before construction.



Road reconstruction on Weedons Ross Road (south) looking north after construction.



Construction of the cul-de-sac at the northern end of West Melton Road.



Road reconstruction on Weedons Ross Road (south) looking north after the painting of road markings



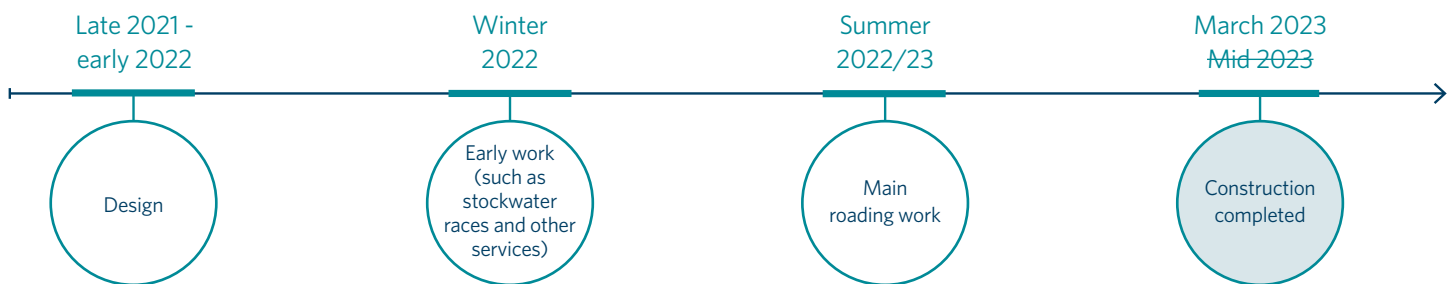


SH73/Weedons Ross Road intersection looking north with the new set of signals with phasing for people walking or cycling.

## Fun facts about the project:

- Most of the work was done underground with eight crews trenching at the peak
- 520 people, 55,000 hours, no injuries
- 3200m of ducting for power, comms and the traffic signals
- 800m of watermain
- 1800m of stockwater race and stormwater pipes
- 80 manholes, sumps, and chambers
- 920 cubic metres of soak holes and boulder pits for stormwater drainage
- 3400m of kerb and channel
- 2500m of timber edging
- 7000 cubic metres of aggregate
- 5000m<sup>2</sup> of chipseal
- 20,000m<sup>2</sup> asphalt
- 8 traffic signal poles and 43 lanterns
- 1700 cubic metres of topsoil
- And when the landscaping is completed – 21,000 plants!

## Timing



## About the NZ Upgrade Programme

Waka Kotahi is delivering this project as part of the New Zealand Upgrade Programme (NZUP) – the government's \$8.7 billion investment in growing communities across the country.

Through NZUP, communities can look forward to transport improvements that provide more travel choices, help people get where they're going safely and grow our economy, while responding to the impacts of travel on the environment.

Find out more at:

[nzta.govt.nz/planning-and-investment/nz-upgrade](https://nzta.govt.nz/planning-and-investment/nz-upgrade)

## SH73/Weedons Ross Road intersection before and after the completion of the project



Before completion of the project.



After completion of the project.



For more information, visit the project webpage: [www.nzta.govt.nz/wmwr](https://www.nzta.govt.nz/wmwr)

Or email us at [west.melton@nzta.govt.nz](mailto:west.melton@nzta.govt.nz)