

30 Eastern Corridor Stage One

WE'RE IMPROVING THE STRETCH OF SH30/TE NGAE ROAD, FROM SALA STREET TO ILES ROAD, TO MAKE THE ROAD SAFER AND MORE EFFICIENT, WHILE PROVIDING BETTER TRAVEL OPTIONS.

Loving working local

Whether he's strolling through the Redwoods, relaxing at the lake, or enjoying time with his family, Downer Project Engineer Josh Fraser is glad to be working close to home.

Josh, who grew up in Rotorua and completed his diploma in civil engineering in 2013, knows how fortunate he is to get to work on a local project.

"Working on civil projects, it's very rare to be working in the same place as you live. My wife and I have three kids under four, so for me, being able to spend that extra time with my family instead of commuting is a massive bonus."

He says another positive is to see his hometown receive the upgraded infrastructure.

"It's great to know my family and friends will benefit directly from these improvements."

The former Rotorua Boys High School student is enjoying working on the SH30 Eastern Corridor Stage One Project.

"It is a huge collaborative effort between Downer, Waka Kotahi and WSP, that I enjoy being a part of. A huge amount of work and resources have gone into this project."

The support provided by the team has enabled Josh to gain valuable experience and build on his technical knowledge. Having worked on the project from the start, Josh is looking forward to seeing the team's hard work come to fruition in late-2021.



Downer Project Engineer Josh Fraser.

Looking to the future

When it's completed, Stage One will:

- Improve safety for all road users.
- Provide better travel choices for those who live, work and travel in the area - with a new three-metre-wide shared path and on-road cycle lanes.
- Improve people's journeys through more predictable travel times and improved efficiency at key intersections at peak hour.
- Support growth and development in Eastern Rotorua.

Did you know?

For the first time in Rotorua we are using an innovative structural asphalt - the strongest available in the world - for the Stage One project.

EME2 was developed in France to build stronger, longer lasting pavements and has traditionally been used in heavy traffic areas where stress on the surface is high - such as airports, shipping ports and industrial areas.

In recent years, Road Science has been manufacturing the hard-grade bitumen-based asphalt for use on New Zealand roads.

The use of EME2 will minimise the need for further disruptive, heavy maintenance works along SH30/Te Ngae Road for years to come.

Transforming an intersection

Maintaining traffic flow along SH30/Te Ngae Road while converting a roundabout into a signalised intersection at Tarawera Road took a significant amount of detailed planning.

Several ideas for how to get the complex upgrade complete were floated, says Downer Senior Project Manager Craig Lingard.

“We needed to remove the roundabout and rebuild not only the surface, but everything underneath it – including upgrading stormwater, water, sewer, and all the other utilities. All this while continuing to allow traffic through the intersection without causing unmanageable delays.

“We settled on a plan involving four separate moves of the roundabout to allow us to progressively build different parts of the intersection in a jigsaw-type fashion.”

The roundabout is on its second layout, with two more shifts remaining. Each physical shift gets planned out three or four weeks in advance to coordinate everyone involved.

Shifting the roundabout is completed overnight when traffic volumes are at their lightest, and everything needs to be finished before the next morning.

“We learnt after the first shift we had underestimated how long each section would take to shift and the line marking wasn’t clear enough. We are mindful of the confusion a large number of road cones and signs can cause motorists, so making it easy to understand is a huge part of the challenge.”

Following a shift, the roundabout is closely monitored.

“The thing we don’t understand completely before we do the move is how motorists will use what we provide them, so we study that in the time shortly after our shifts and make any adjustments.”

The signalised intersection is on track to be complete by the end of June 2021.



The second temporary roundabout in action.

Project stats

3.5km of shared path



Two intersection upgrades



Three new crossing points



\$17 million funding



24 months construction



Construction timeline

Construction started in February 2020 and is on track for completion in late-2021.

We have completed most of the work at the Sala Street intersection. Work at the Tarawera intersection is expected to be complete by mid-year. Following this, the remaining work will be mostly minor with minimal impact on the community.

	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Puarenga Bridge Underpass										
Four-laning										
Shared path										
Tarawera intersection										
Landscaping works										



Keeping you up to date

As part of our no surprises approach, we want to keep the community and road users as up to date as possible.



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NZTAWaikatoBoP



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