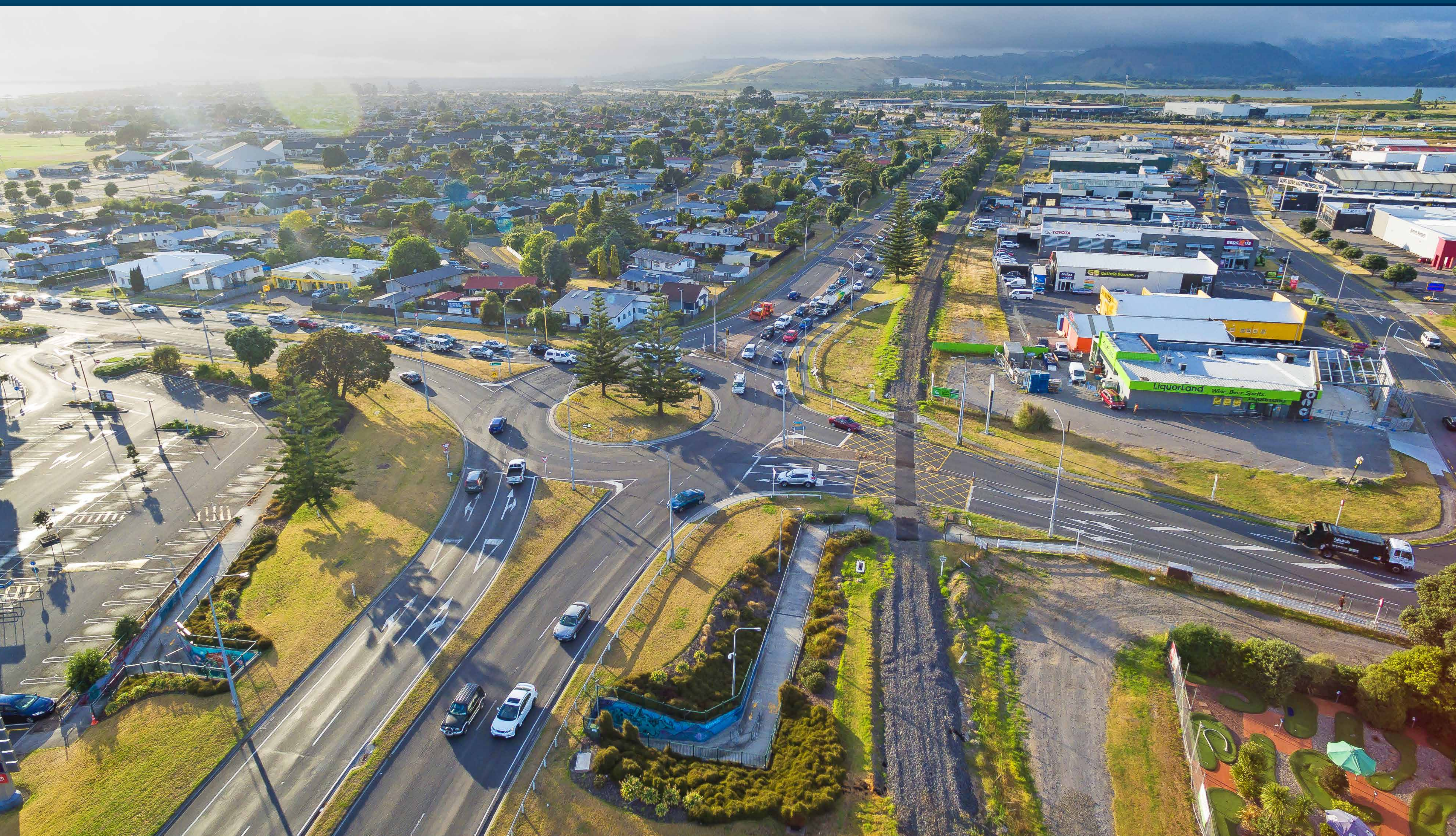


Baypark to Bayfair Link

The \$120 million upgrade to the Baypark to Bayfair Link will provide improvements to State Highway 2 and State Highway 29A, completing the eastern corridor for the Bay of Plenty.



Kia ora, welcome

The Transport Agency, with CPB Contractors and Beca, are working to deliver the Baypark to Bayfair Link (Bay Link) project by the end of 2020.

We want to keep you informed throughout this exciting project, so please have a look at the information provided, talk to the team and ask questions.

Today, you can expect to find information on:

- Project objectives
- Project team
- Key milestones
- Construction approach and design
- What to expect during the project



Introducing Bay Link

With wide open spaces, a great coastal lifestyle and a good work-life balance, it's no wonder more families are choosing to call the Bay of Plenty home.

In the heart of our region is a developing city with thriving business, cultural and export opportunities.

While growth brings many benefits, it also means change - especially on our roads.

As we grow, we need to make sure we protect our way of life. That's why we've

started construction on Bay Link, a major project between Baypark and Bayfair. So we can all get between school, the shops, home, the beach and work with time to spare.

As the final section of the Eastern Corridor, Bay Link will improve safety and reduce traffic build up. It will help drive the economic growth of the region and bring you closer to the things you love.

BRINGING YOU
CLOSER TO WHAT
YOU LOVE



New Zealand Government

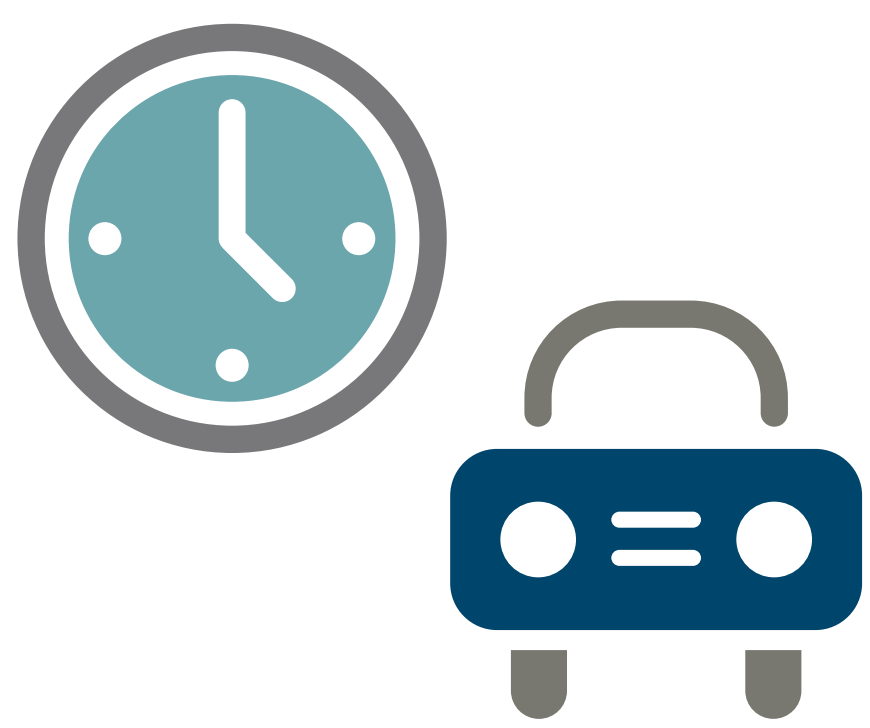
Baypark to Bayfair Link

Why are we doing this?

An effective transport system is critical to the wellbeing of New Zealanders, connecting people with the destinations, where they live, work and play.

Once completed, Bay Link will add to the travel time savings from the Tauranga Eastern Link, and save around four minutes on trips between the Mangatawa interchange and Hewletts Road during peak hour.

Bay Link has four key benefits for our community:



Smother journeys

Bay Link will ease congestion by providing users with more reliable journeys, and improve on the journey time savings from the Tauranga Eastern Link.



Safer roads

Bay Link will provide greater safety benefits for all road users by separating local and state highway traffic and improving pedestrian and cyclist facilities.



Stronger infrastructure

Two new flyovers will support Tauranga and the wider Bay of Plenty's economic and population growth, providing a greater level of efficiency and safety.



Secure freight route

An improved route to the Port of Tauranga will further safeguard this important freight route.

Meet the Bay Link team

Here's how everyone is involved in the Bay Link project:



The Transport Agency's purpose is to contribute to an effective, efficient and safe land transport system. Put simply, we focus on building a better transport system for New Zealanders. This is because transport has a major part to play in the country's economic growth and productivity, the smooth functioning of our communities, and the quality of life of New Zealanders.

The Bay Link project is one of a number of transport improvement projects underway in the region.



Greig Stephen
Senior Project Manager

CPB Contractors delivers major projects across all key sectors of the construction industry, including roads, rail, tunnelling, defence and building.



Brad Wallace
Area Manager South



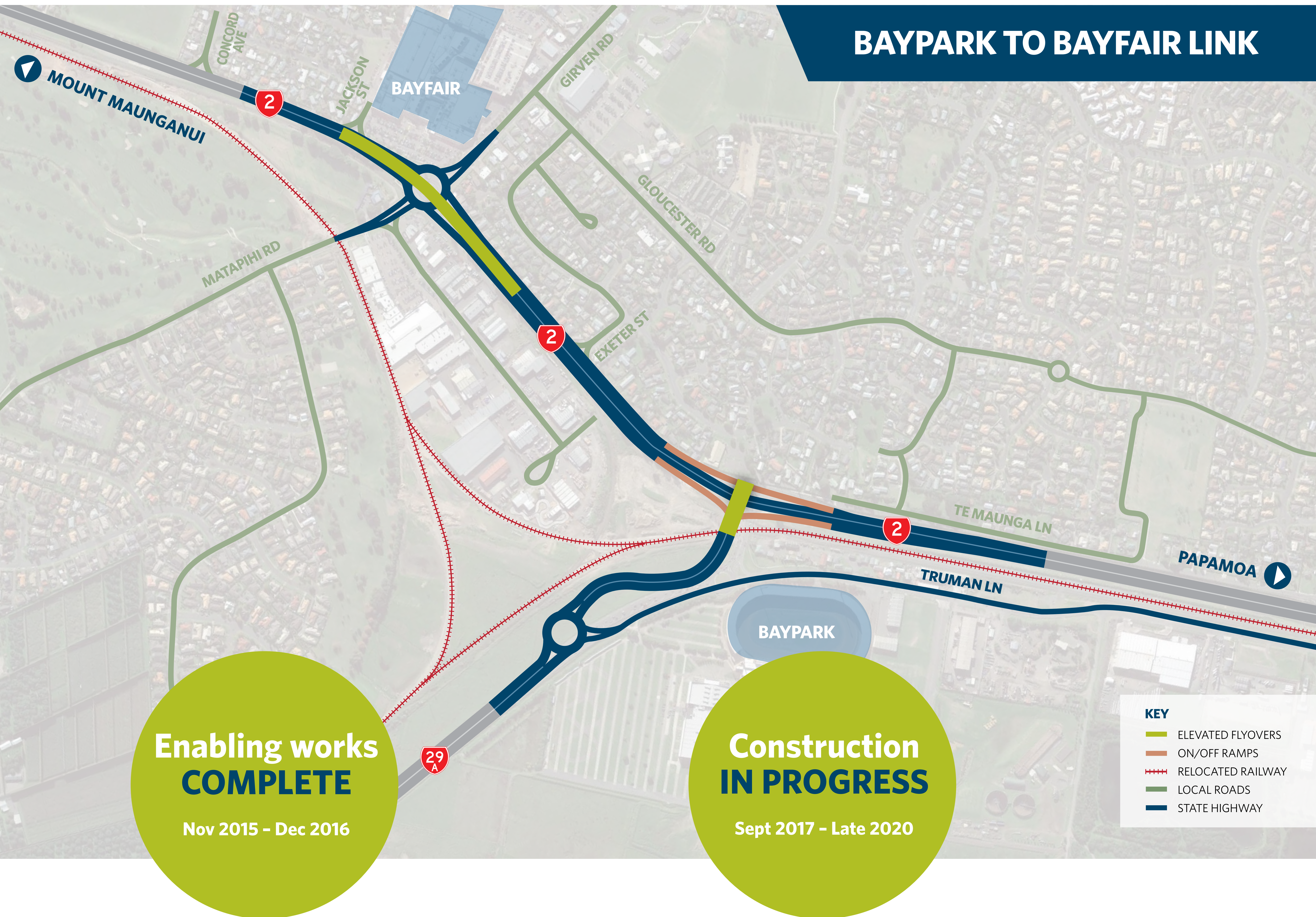
Andrea Durie
Stakeholder and Community Relations Manager

Beca has been involved in the Bay Link project from the outset, and is the Principal's agent. Beca's role is to provide input into the development and planning, geotechnical investigations and traffic modelling.



Choonhian Chye
Engineer's Representative

Bay Link key features



- Preliminary earthworks
- Relocation of the East Coast Main Trunk railway line

The completion of the enabling works has already delivered benefits to road users by reducing delays and improving reliability at the Maunganui-Girven intersection.

- Construction of flyover to take State Highway 29A over the railway line and the Te Maunga intersection
- Construction of flyover to take State Highway 2 traffic up and over the Maunganui-Girven Road intersection
- Improvements to the State Highway 29A / Truman Lane roundabout at Baypark
- New signalised roundabout at the SH2/ Maunganui-Girven Road intersection
- Improved walking and cycling connections

Design of the project

In April 2017 CPB Contractors was awarded the contract for both the detailed design and construction of Bay Link.

Having one company manage both design and construction helps to streamline the project and minimise any costs or delays associated with design improvements that occur as part of natural progression of the project.

While the final design is almost complete, and is expected to be finished at the end of this year, an agile approach means that any minor improvements or changes can be made along the way if needed.

The changes from the specimen design include:

- A signalised roundabout at the Maunganui-Girven intersection
- Shared walking and cycling path along the western side of SH2 between Baypark and Bayfair
- Altered merge areas in the final layout of the road, completely separating local and state highway traffic

Urban design is the process of designing and shaping cities with the goal of making urban areas functional, attractive, and sustainable. The urban and landscape design for the project will be expressed through landscape areas as well as the bridges and structures across the project. The final design is still in development.



Artist's impression of the draft urban design elements at the Maunganui-Girven intersection.

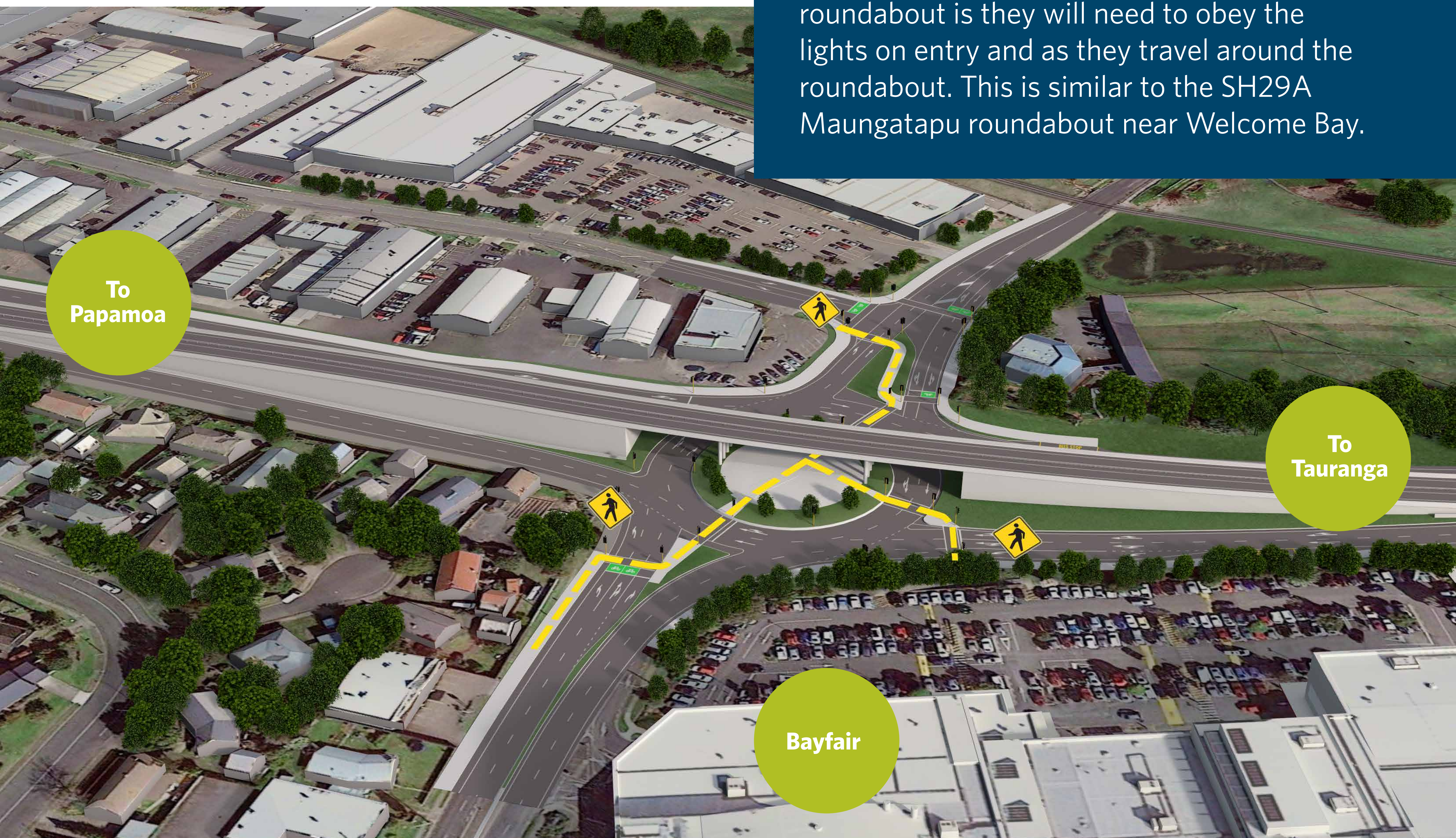
Changes at the Maunganui-Girven intersection

The roundabout at the Maunganui-Girven Road intersection will double in size and be controlled by traffic lights to remove the need for traffic to merge, and make it simpler and safer to use.

Traffic lights on the roundabout will control traffic flow and provide controlled crossing points for pedestrians and cyclists.

The pedestrian and cyclist route across State Highway 2 will be through the central roundabout island, with the ability to cross the road at signalised crossings. Cyclists will be able to choose between using the off-road or on-road facilities when moving through the intersection.

The only change for drivers using the roundabout is they will need to obey the lights on entry and as they travel around the roundabout. This is similar to the SH29A Maungatapu roundabout near Welcome Bay.



Construction activities

Much like building a house, where the foundations are laid before installing the framing and roof, construction for Bay Link will follow a similar approach but on a much larger scale.

1 Relocation and / or protection of utility services

To ensure accessibility and avoid service disruptions to customers, services such as power, gas and telecommunications are being relocated before earthworks begin.

2 Earthworks

Material not suitable for road construction will be excavated and removed, and suitable material brought in to allow for construction of road pavements and flyovers.

3 Drainage installation

Drains will be upgraded or altered to fit with the new road design and allow for improved stormwater management over a greater area.

4 Stone columns and / or ground improvement

To allow for the spanning of the flyovers large volumes of earth, supported by stone columns at the base, will be constructed on either side and supported by retaining walls.

5 Embankment and retaining wall construction

Embankments and retaining walls will be built to provide the height and infrastructure needed for flyovers and on-ramp and off-ramp construction.

6 Flyover construction

Once the supporting structures are in place the flyovers can be constructed.

7 Finishing work

Once all construction is complete landscaping and beautification will take place across the project area.



Environment

We care about our environment and have environmental management plans in place to manage water and air quality, and any other potential effects from construction activities.



Water quality

Sediment ponds, water diversions, bunding and silt fencing will be used to ensure stormwater is managed effectively or treated before being integrated into the stormwater network.



Air quality

Air quality will be assessed before and during construction. Portable monitors will provide regular feedback on how effective dust suppression methods are during construction and identify whether any adjustments are required.



Noise

Road construction noise can vary considerably depending on the equipment being used and the distance from the activity. Noise monitoring will take place day and night to ensure construction noise complies with the approved levels consented by Tauranga City Council.



Vibration

Construction work can generate varying vibration levels depending on construction methods, the size and type of machinery used, and the ground conditions. Regular monitoring ensures works are carried out within Tauranga City Council consent conditions set to protect property and residents from vibration effects.



Archaeological discovery

Given the history of the project area there could be discoveries of historical significance during earthworks. If this occurs, works will stop and an investigation will take place to determine the extent of the discovery.

What can I expect during construction?

Construction will affect people living and working in the immediate project area, and road users travelling through the site.

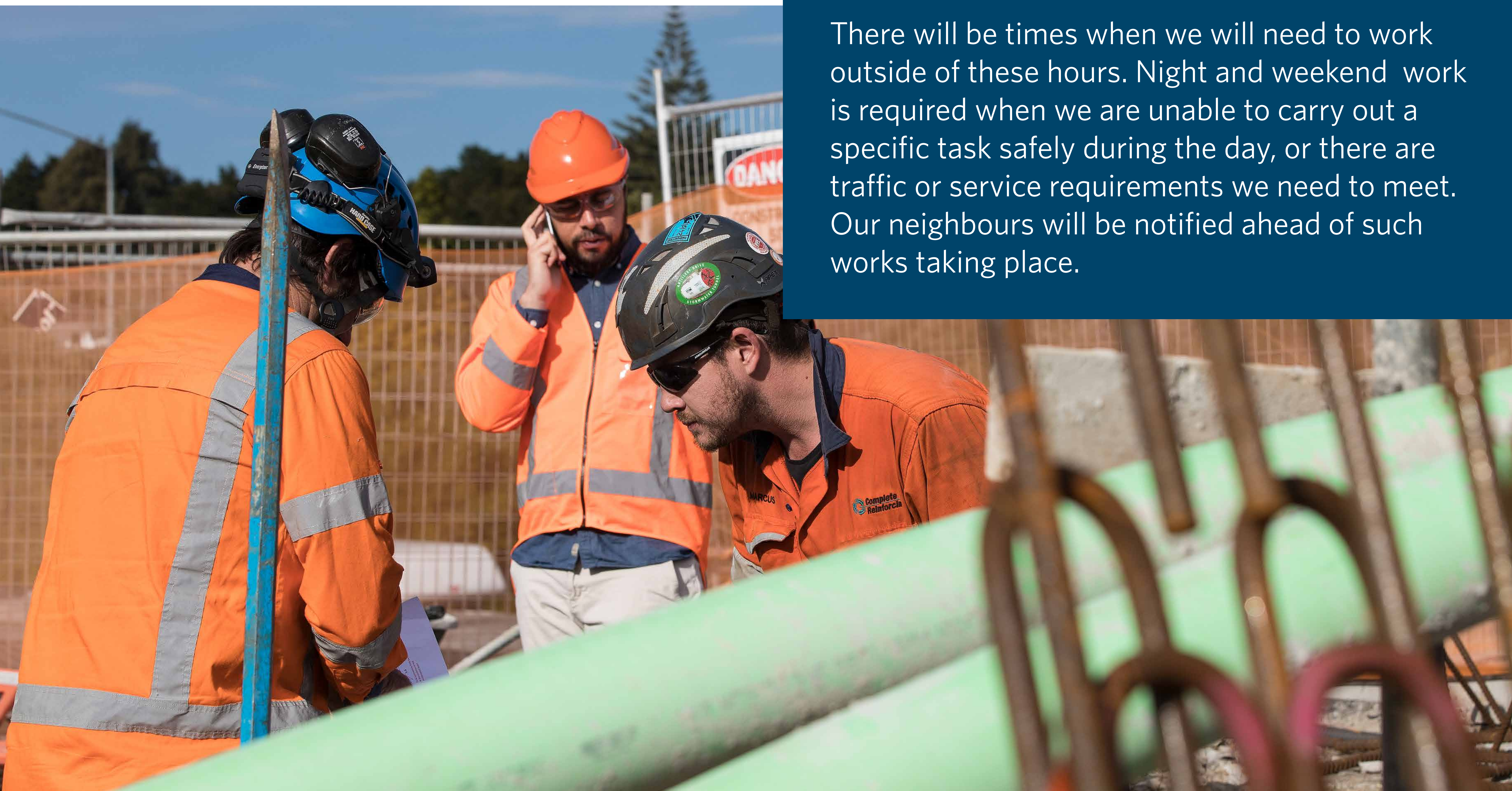
From time to time there may be more noise, and traffic detours will be in place, however, every effort will be made to minimise these impacts.

The team want this work to proceed safely, efficiently, and with the continued support of the local community and road users.

A project of this scale takes a lot of planning and coordination. There is a complex network of underground services to manage, live traffic to keep flowing, and sometimes unexpected construction conditions that impact on schedules and work activities. These challenges must be dealt with while keeping the public and workers safe.

The majority of work will take place between 7am and 7pm from Monday to Friday.

There will be times when we will need to work outside of these hours. Night and weekend work is required when we are unable to carry out a specific task safely during the day, or there are traffic or service requirements we need to meet. Our neighbours will be notified ahead of such works taking place.



Traffic impacts

Every effort will be made to minimise disruption to traffic during construction, although it is likely some additional delays to your journey will be experienced.

Traffic times for key trips which pass through the area will be regularly monitored to ensure people's journeys run as smoothly as possible, whether it's during the morning and evening commute, the school run, or just out and about.

What can YOU do to help?

- Travel through the project area at off-peak times
- Use alternative routes to avoid the project area
- Use DriveLive to find up-to-the-minute journey times on selected key routes
- Consider use of public transport, car pooling, or other means of travel to reduce traffic



Traffic management

Two lanes will remain open in each direction during construction, although there will be discrete lane closures from time to time.

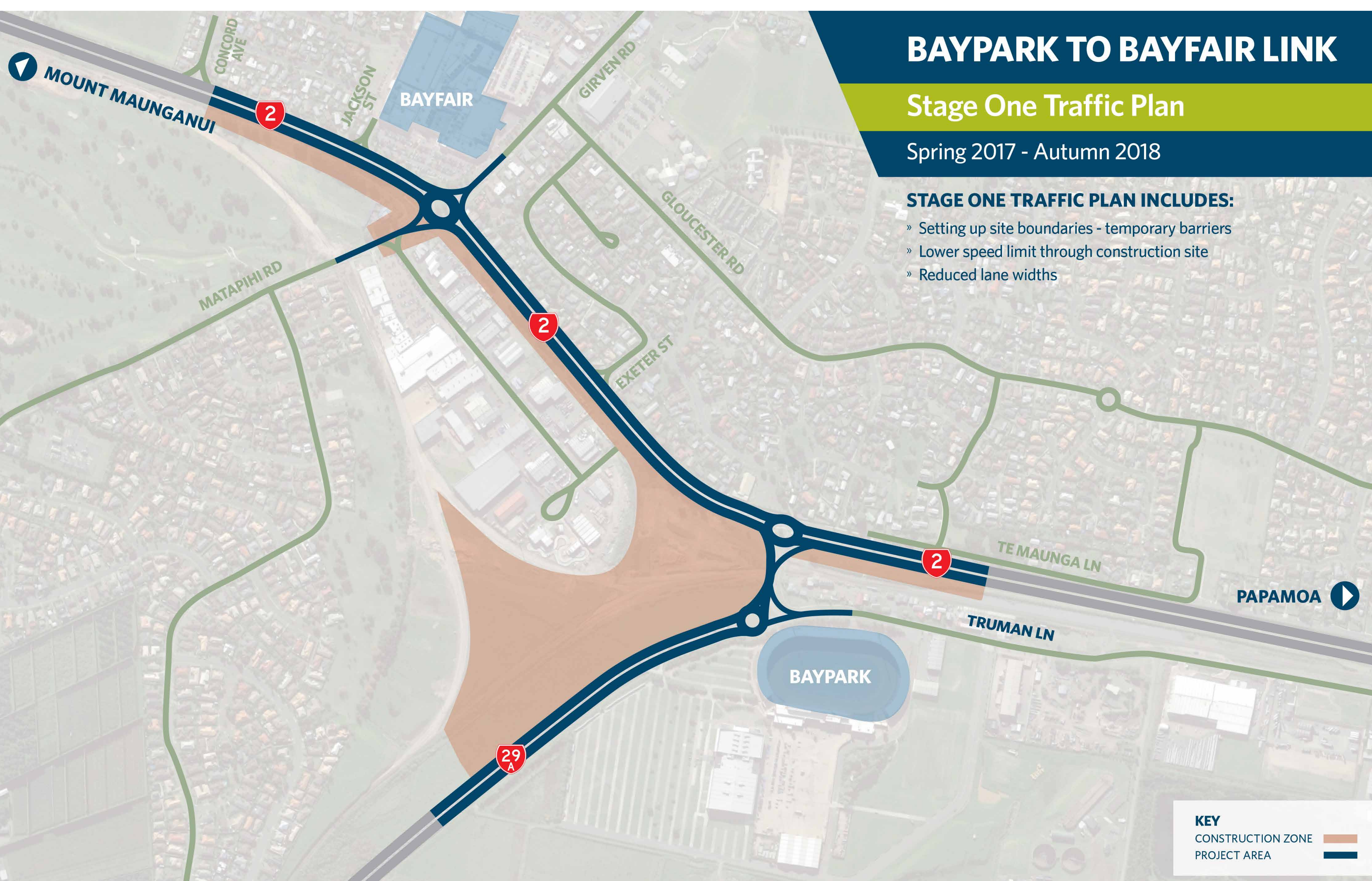
Temporary traffic management is used to keep the public and construction team safe while activities are underway.

Advance notice will be provided via social media, weekly traffic updates, traffic reports, variable message signs and advertising where appropriate.

The first stage of traffic management is expected to last until Autumn 2018. During this stage the lanes will be narrowed and a 50km/h speed restriction will be in place to allow work zones to be created in the shoulders.

Details of future traffic stages will be released over time.

All existing pedestrian and cycling routes will be maintained throughout the construction phase. At times, there will be some affects to routes which will be signposted.



Walking and Cycling facilities

Making urban cycling a safer and more attractive transport choice is one of the Transport Agency's top priorities. In Tauranga, we want to make cycling a safer, more reliable transport option so that more locals and visitors can choose to get about by bike.

We have been working with key cycling groups and stakeholders on the walking and cycling solutions as part of the Bay Link project.

The location of the pedestrian and cycle paths have been selected so that they can link with Tauranga City Council's existing pedestrian and cycling network.

The project will continue to monitor the outcomes from TCC's current Cycle Action Plan work, to understand if any connections need to be altered to accommodate future links.

- Crossing facilities will be at ground level so that pedestrians and cyclists travelling between Girven Road and Matapihi Road, and accessing Bayfair, will cross using the traffic lights.
- To access Baypark, pedestrians and cyclists will cross using traffic signals at the elevated interchange, over SH2 and the railway line.



What's happening when?

STORMWATER PIPE

Starting late 2017

The stormwater pipe that runs under State Highway 2, between Bayfair Shopping Centre and Omanu Golf Course, will be upgraded to support the state highway improvements and future development at the Bayfair Shopping Centre.

SH2 AND 29A FLYOVER

Starting end 2017

Ground improvements will take place before the northbound ramp is built. This will be repeated for the southbound ramp. There will be no work on the ramps while the ground settles, which takes about three months. After settlement, bridge beams will be installed, followed by barriers, footpaths and landscaping.

CYCLING AND WALKING PATHS

Starting mid 2018

Sections of the footpaths will be completed throughout the project.

BAYFAIR FLYOVER

Starting mid 2018

Earthworks will be completed and road pavements laid to create a new northbound lane. Traffic will be moved onto the new lane to create a safe work zone in the median. Ground improvements will take place before building up the ramps and allowing the ground to settle. Once the ramps have settled the bridge beams will be installed.

NEW SIGNALISED SH2/ MAUNGANUI-GIRVEN ROAD ROUNDABOUT

Starting mid 2020

Paths, landscaping and design features will be installed in the new signalised roundabout.

EXPECTED

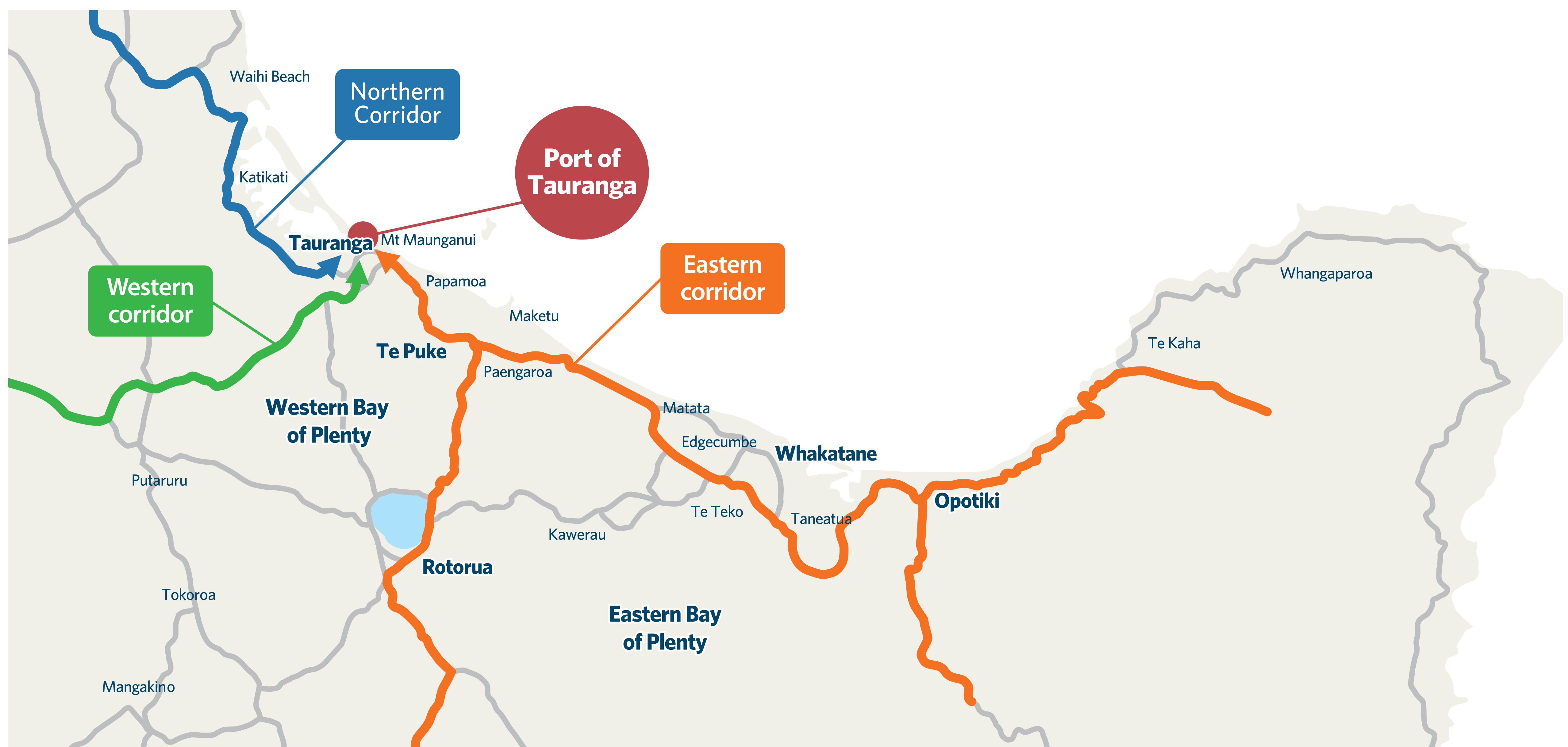
COMPLETION OF THE PROJECT IS LATE-2020.



The bigger picture

Transport investment in the Bay of Plenty is targeted to support significant residential growth, new industrial land development and jobs, while ensuring efficient freight movement and access to the Port of Tauranga.

There are a number of projects underway which are about making it safer and easier for people to move between main urban areas, key centres of production, freight hubs, education and employment centres, and providing access to key tourist attractions.



SH2 Eastern Corridor

The SH2 Tauranga Eastern Corridor includes the Tauranga Eastern Link, Bay Link and Hewlett's Road.

In collaboration with Tauranga City Council, the Transport Agency is exploring opportunities to improve performance along SH2 Hewletts Road in the future.

SH2 Northern Corridor

Work is underway on the SH2 Waihi to Tauranga Business Case. The transport investment programme is made up of four projects that look to transform the highway over the next 10+ years and will deliver safety and capacity improvements, predictable travel time and revitalise the town centre of Katikati.

www.nzta.govt.nz/waihi2tga

SH29 Western Corridor

State Highway 29 is a key freight route that connects the Bay of Plenty with Hamilton, Auckland and the north. There are two business cases in development for the Western Corridor.

1. The Tauriko Network Plan, part of Tauriko for Tomorrow, identifies improvement options for SH29, SH29A and SH36, and also places importance on public transport solutions, walking and cycling, and local road connections for the Tauriko West development.

www.nzta.govt.nz/tauriko
or www.taurikofortomorrow.co.nz

2. The Piarere to Tauriko business case looks to make travel time more reliable across the Kaimai Range to support efficient freight movement

Engaging with our community

What you can expect from us

We want to keep the community and road users as up to date on the project as possible. You will be able to find information through:

- Webpage where you will be able to find up-to-date weekly traffic notices
- Monthly newsletters from CPB Contractors
- Quarterly newsletters from the Transport Agency
- Regular posts on the Facebook page

Neighbouring property owners

We will work closely with neighbours of the project, particularly the properties we may need to access to construct noise and retaining walls. We will always write to you or meet with you before entering any private property.

Contact us:

Phone: 0508 222 4636

Like: the facebook page

 NZTAWaikatoBoP

Sign up: to receive newsletters

www.nzta.govt.nz/baylink

Email: baylink@nzta.govt.nz

