Bay Link through the lens

Earthworks compaction testing is carried out on what will become the new city-bound lanes near the Te Maunga roundabout. Compaction testing is required whenever any earthworks are carried out to ensure the ground has compacted sufficiently before the road is built on top.

Works continue on SH2 near Te Maunga.

Stone column ground improvement is continuing in the Baypark area, with two cranes dedicated to the job. Stone columns involve putting vertical columns of stone (gravel) into the ground and using vibration to force stone into the sand layers and make it strong enough to support construction on top of it.

Survey Manager Hamish Reeve surveys the Matapihi Road lanes in preparation for kerb and channel work to begin. The road was asphalted in early February 2019 ready for the traffic switch.

Asphalting near the existing road between Jackson Street and Concord Avenue in preparation for the traffic switch. The beams of light on the ground indicate the plant operating zone, so the team on the ground know to stay clear at all times. It's a practical and effective safety initiative for night works.

Keeping you up to date

0508 222 4636 | nzta.govt.nz/baylink | NZTAWaikatoBoP | baylink@nzta.govt.nz

To see our weekly traffic notices, project overview, and to sign up to our regular newsletters go to www.nzta.govt.nz/baylink

To receive the regular newsletters by post text or call 0508 222 4636

NZ TRANSPORT AGENCY WAKA KOTAHI

Baypark to Bayfair Link

PROJECT UPDATE February 2019

Traffic switch, new road, footpaths and roundabout approaches at Bayfair

During the coming months our focus in the Bayfair area will be on constructing the approaches to the new Bayfair roundabout, ground improvement works for the new underpass, and building the new road and footpaths on SH2 Maunganui Road near Bayfair.

Earlier this month SH2 traffic was moved onto the new section of road near the golf course, and eastbound traffic was moved onto the old city-bound lanes between Concord Avenue and the Jackson Street entrance to Bayfair.

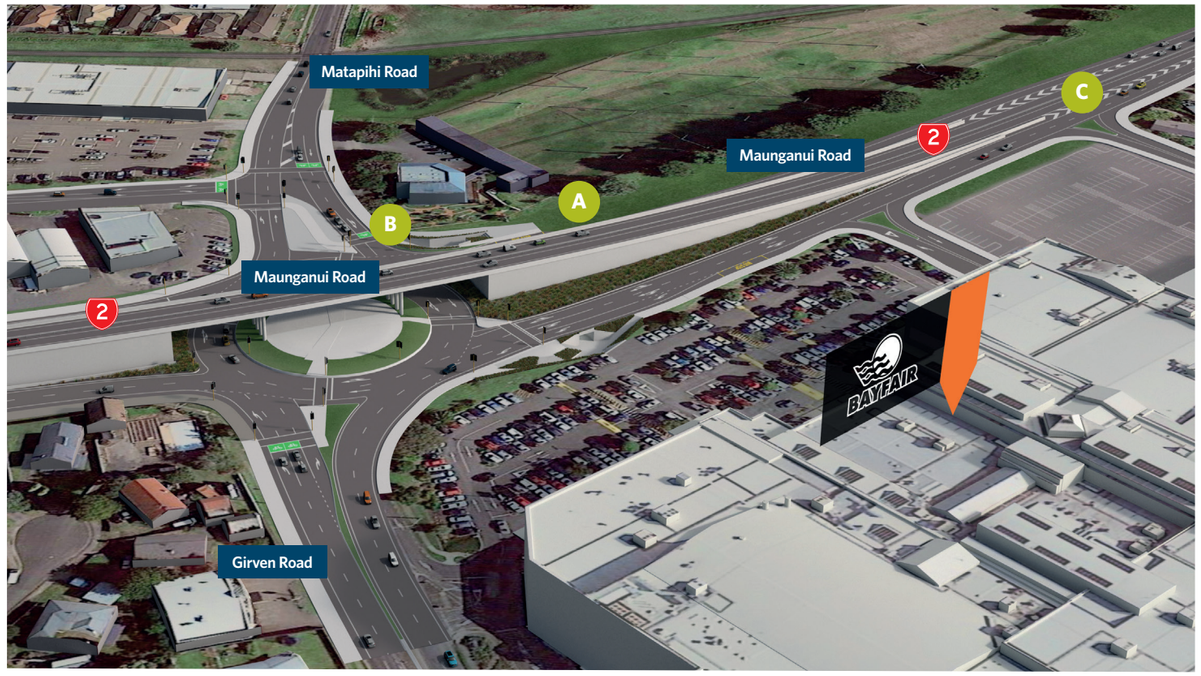
This traffic switch will enable us to start the preliminary ground improvement works for the new underpass (A), which will include stone columns, and for construction of the new road and footpaths on Maunganui Road between Concord Avenue and Jackson Street to begin (C).

A resident-only access lane and temporary pedestrian access is in place between Concord Avenue and Jackson Street. Access from SH2 Maunganui Road into the Bayfair Shopping Centre will be maintained throughout the project.

With the widening of the southern side of Matapihi Road near Owens Place and HomeZone nearing completion, our focus in this area will move to the northern side of Matapihi Road, where we will be constructing the approaches to the new Bayfair roundabout (B).

Pedestrians and cyclists in this area will be diverted behind the work area and along the fence line to access the current underpass. We'd like to thank you for your patience while we carry out the work through here, and remind you of the temporary speed restrictions that are in place throughout the work site.

The work zones and our workers are very close to the road, and we want them all to get home safe. Please slow down.



An artist's impression of what the Bay Link project near Bayfair will look like. Current work in the Bayfair roundabout area is focusing on ground improvement works for the new underpass (A), constructing the approaches to the new Bayfair roundabout (B) and the new road and footpaths on Maunganui Road near Bayfair (C).

NZ TRANSPORT AGENCY WAKA KOTAHI | Baypark to Bayfair Link | CPB CONTRACTORS / Beca | New Zealand Government

Managing dust throughout the site

Dust management is a priority for the Bay Link project, and even more so given the recent dry weather.

Two water tankers, carrying 18,000 litres, and 14,000 litres spray water throughout the construction site. The tankers do their first circuit at 6.30am and operate continuously until around 5.30pm each work day, meaning each area gets watered approximately every two hours.

Each tanker is refilled between four and six times in a day. This means we are using approximately 600,000 litres each week to quell the dust.

There are four 25,000 litre water tanks on site, and the water to fill these tanks comes from shallow ground water bores within the construction site. It's non-potable water – so not suitable for drinking, and not impacting local drinking water supply.

In addition to the watering, exposed areas that aren't being used straight away are grassed over to minimise dust nuisance, and in some areas an eco-friendly polymer is used to reduce dust.

Regular dust monitoring is also underway using two portable monitors throughout the site to ensure compliance with our consents and to minimise the impact of dust. If you have any concerns, please contact us.

Portable dust monitors are used regularly throughout the Bay Link site.

One of the water tankers used for dust management throughout the Bay Link site.

Dotterels nesting at Bay Link site

A pair of northern New Zealand dotterels, Tūturiwhatu, have chosen part of the Bay Link site near SH29A to hatch and raise their two chicks.

The area has been fenced off to protect the birds, and we are working together with CPB Contractors, local hapū and the Department of Conservation (DOC) to ensure the kaitiakitanga (guardianship and protection) of the birds within the construction site.

DOC says New Zealand dotterels are one of our rarest birds and are considered 'at-risk', with just over 2,000 remaining nationally. Dotterels breed in monogamous pairs and vigorously defend their territories. Their nests are simple scrapes in the substrate, sometimes sparsely lined or decorated, often with a marker of driftwood or vegetation.

A pair of dotterels have chosen part of the Bay Link site near SH29A to hatch and raise their two chicks. Inset: One of the chicks explores their surroundings.

Temporary speed restrictions are in place

throughout the construction site, for the safety of road users and construction workers.

Please slow down.

An example from our advertising campaign.

Pumice part of ground settlement process

Have you driven along SH2 towards Bayfair and wondered what the big mound of pumice on your left is? It's an embankment and is in fact performing an important function for ground settlement.

After ground improvement work has been carried out we need to ensure that the ground strength is sufficient to hold the weight of what's going to be built on top, and is not going to subside any further and cause a wavy road surface or uneven ground.

So pumice, equivalent to the weight of the road or ramp that is going to be built on top, is loaded on top. In this case, 1,000 tonnes of pumice has been used.

The embankment settlement is surveyed twice a week, and any changes in its level are monitored and tracked. It can take two to three months for the ground to fully settle and show no further signs of movement.

Senior Project Engineer Brad Wallace likens the ground conditions beneath the embankment to a 15 metre stack of pancakes. "There are lots of layers, and if you imagine a stack of pancakes where you have soft ones, hard ones, thick ones and thin ones, the weight of the pumice above compacts them causing settlement, which will eventually stop, resulting in a consolidated flat road."

He says it's all about getting the settlement correct at this stage of the project to mitigate any issues down the track.

Senior Project Engineer Brad Wallace likens the ground conditions beneath the embankment to a 15m stack of pancakes.

Meet the team

Geoff Shackell

Traffic Manager

Geoff has been involved in traffic management for many years and has worked for various companies in New Zealand prior to joining the Bay Link project as Traffic Manager.

He works with the project engineers to prepare, coordinate and implement temporary traffic management so the new roads can be built with as little disruption as possible to road users.

Geoff also monitors and maintains the existing roads within the project site, with assistance from Evolution Road Services.

Geoff is very passionate about traffic management and gets away from his desk when he can to put his Site Traffic Management Supervisor (STMS) skills to use.

Brad Wallace

Senior Project Engineer

Brad manages all of the construction activities in the Baypark and Te Maunga area of the Bay Link project. This involves planning traffic staging, managing subcontractors and ensuring the works are delivered within the project timeframes. Brad's team is focused on delivering the project safely and in an efficient manner, with as little disruption to the public as possible.

Brad has worked on other roading and infrastructure projects in New Zealand and Australia for nearly 10 years.

A keen surfer, wakeboarder, waterskier and mountain biker, Brad and his family, who live in Papamoa, relish the lifestyle that living in the Bay of Plenty offers.

SH29A closures rescheduled for March

State Highway 29A between Baypark and Te Maunga roundabouts will be closed during the last two weekends in March to allow for stone column ground improvement works to be carried out.

The road will be closed from 9pm Friday 22 March to 4am Monday 25 March, and depending on progress, it could also be closed from 9pm Friday 29 March to 4am Monday 1 April. Closure dates will be advertised closer to the time. Signposted detours will be in place. This work was postponed in December 2018 due to a lightning storm.