

Thank you

A few words from Andrew Johnson



After four and a half years, the Fulton Hogan HEB Construction Alliance team is very proud to be nearing the completion of the Tauranga Eastern Link (TEL) Project.

Shortly, a fantastic new motorway will be delivered to the NZ Transport Agency and the Bay of Plenty community. As June 2015 unfolds, nearby neighbours and the travelling public will see the final touches put in place, especially through the six kilometre section between Te Maunga and Domain Road.

It has been an incredible journey through the construction period with many challenges along the way. Geotechnically, due to the soft ground conditions, the TEL has been one of the most challenging projects in New



Above: Kaituna River bridge

Zealand to construct, ensuring that the compaction of the ground beneath the finished road surface in the peat areas, met the design criteria for settlement over the construction period. Mother Nature challenged the project delivery with a couple of major flood events, strong equinox winds and a cyclone, however she also provided two very dry summer seasons; which while not the best for our farming neighbours proved very beneficial to construction, especially our earthworks.

The project team was unfortunately given an unexpected significant challenge late in 2014 due to a fire at one of the bridge sites at the Domain Road interchange. The first part of the challenge was working with the insurance company to agree on the extent of the bridge and embankment to be demolished as a component of the



Above: Te Tumu Road to Pah Road

rebuild works. To the credit of the project team, within 15 days of the event, the insurance company had accepted our rebuild methodology and insurance claim which allowed us to commence demolition. This fast approval was only achieved through close collaboration and open communication with the insurance company, designers, peer reviewers, our client the Transport Agency and their consultants Beca. Demolition commenced 19 December 2014 and project staff and the demolition teams worked over the Christmas break to demolish the fire damaged components. We thank the nearby neighbours for their understanding during this time, enabling us to continue through this period. Working over the Christmas break allowed us to rebuild the bridge and not delay the overall project delivery date.



Above: Domain Road interchange

With the project nearing completion, we would like to pass on a big thank you to our directly affected and nearby neighbours, as well as the travelling public for your patience and understanding during the construction period. We are very proud of the project and believe you will be delighted with your new motorway when it is fully opened in August. Thank you.

Andrew Johnson, FHHCA Project Director

Forward programme for June

Some final activities throughout the TEL site will include:

Mangatawa interchange—opening

In late June, the Mangatawa interchange will open connecting Sandhurst Drive and Truman Lane to State Highway 2.

Some other activities will include:

- ◆ Installation of traffic signals
- ◆ Landscaping
- ◆ Pavement
- ◆ Signage installation
- ◆ Footpath construction
- ◆ Noise wall construction
- ◆ Drainage
- ◆ Bridge joint installation
- ◆ Safety barrier installation

Below: Mangatawa Interchange



Why the different road surfaces?

Motorists travelling on the new section between Te Maunga and Domain Road will have noticed a smooth asphalt surface on the eastbound (to Te Puke) side and a chip seal surface on the westbound (to Tauranga) side. This is due to the type of pavement construction required on the TEL in the peat areas. A larger chip seal surface is constructed to provide a waterproof layer and is required to have traffic running on it for a period of time to bed-in the larger stones into the bitumen.

In July, the final layer of Open Graded Porous Asphalt, (OGPA) will be placed on the westbound lanes to provide a smoother and quieter running surface. When the tolled section of the TEL is opened in August, motorists will notice an area with the chip seal surface which will have the final OGPA placed later in the year. This section also requires traffic running on it prior to asphaltting.

Some TEL construction facts

- ◆ Contract award—November 2010
- ◆ 280 staff and sub-contractors at peak
- ◆ Over 3,500 inductions to site
- ◆ Over 1,480,000 man hours
- ◆ 98.5% Zero Harm rate
- ◆ 3,000,000m³ material shifted
- ◆ 19,000 nuts and bolts in the Kaituna River bridge
- ◆ Over one million lineal metres of wick drains installed



Above: First dump truck across the Kaituna River bridge—June 2013

- ◆ 30 kilometres of stone columns constructed
- ◆ 18,000m³ of concrete used
- ◆ 15,000 Expanded Polystyrene blocks
- ◆ 100 lane kilometres of pavement
- ◆ 140,000 tonne asphalt
- ◆ 1,300,000m² of chip sealing
- ◆ 300,000 native plants for landscaping
- ◆ Over 490 street lights
- ◆ 40 kilometres of wire rope protection barrier
- ◆ Over 520 road side signs



Above: Final 140,000m² (equivalent to 28 rugby fields) foamed bitumen stabilised base course—April 2015



Visit us at the TEL Visitor Information Centre
65 Tara Road, Papamoa. Monday to Friday 8.00am to 4.30pm.



Visit our website
www.nzta.govt.nz/tel for more construction images and videos.



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