



**Cameron Road, Tauranga**  
– delivering a roading project away  
from our construction base

**“Work had to close when major events were on at the racecourse.”**

Contra-flows were achieved by first widening the road and traffic was diverted to the widened sections.

Due to safety issues pins weren't permitted in the centre lane and an alternative method of levelling had to be used.

CLIENT Tauranga City Council

CONSULTANT OPUS International Consultants Ltd



Analyse | Solve | Construct



APL  
ASPHALT PRODUCTS LIMITED

Recycle | Produce | Aggregate



**“With asphalt produced at Tautauoa and hauled over the Kamais, it was crucial to ensure timeframes were estimated correctly so production, transportation and placement was seamless.”**

### Construction methodology critical to ensure the right road shape and crown formed

The upper end of Cameron Road is a busy location close to the Greerton business area with a number of facilities adjacent – the Tauranga race course, Greenpark school and a number of businesses – a doctor, medical centre, motel and accountancy practice, as well as residential houses.

This arterial route is subject to high traffic loadings, Cameron Road linking up with State Highway 29. The pavement had failed due to repetitive loads. The road had to be widened, a new cement treated basecourse raising the road by 150mm, services had to be relocated at both end sections of the road, new footpaths constructed and associated kerb and channel lifted.

Construction work had to be ‘dust-free’ due to the location adjacent to the horse-racing track. The area in front of the school had to be done during school holidays to negate safety issues with large numbers of vehicles dropping off young children amongst construction activities. Continuous access was also required for businesses and residents.

Construction methodology was critical in order to get the right road shape and achieve a crown with traffic having to be diverted and lanes shifted over to the shoulder, so a crown could be created over the centre-line and then compacted.

A durable mix design was also required. Mix 15 was trialled on a paved section, but on evaluation because of budget constraints the original specified AC14 mix was retained.

Key challenges:

- Maintaining ‘contra-traffic flow while constructing and compacting crown
- Restricted working areas and timeframes
- Location of a pre-school and primary school in the work area
- Requirements for a dust-free construction zone adjacent to the racecourse
- Budget constraints on mix design
- Planning production and transportation of asphalt supply, sourced from approx 100kms away
- During the construction period Sept-Dec there was twice the average rainfall
- Some of the existing services on the road had to be shifted and/or lowered.

### Traffic management key to successful reseal of this busy arterial road

In order to be able to construct the crown a traffic management plan had to be in place to ensure two-way traffic flows were maintained at all times.

