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Tern Point

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Pavement Inspection Report

We have been requested to undertake a 2nd visual inspection of the road pavement to determine the current condition of the pavement, water courses, and culverts with any recommendation for repair and future programmed works.

Our first inspection was carried out in August 2022.

History

The road construction was completed in 1999 and sealed with a 2-coat chip seal.

A reseal of the road was undertaken in 2017 with a grade 6 sealing chip.

Overview

Tern Point road consist of a 6.0m wide road measured 2.065km long.

An average of 3 % crossfall was measured across the road.

There are 4 short lanes coming off Tern Point.

There are some areas with concrete swale drains but mostly water ran off into the grass verge.

A large portion of the road verge is planted with Olive trees.

Inspection

Inspection was commenced at the entrance gate, 0m running distance, and finished at the turn around area at end of Tern Point Road. The side lanes were included along the way. The findings were logged at distances as they were encountered.

For our second inspection we have tried to match distances with the first inspection.

Photo No	Distance M	Description August 2022	Description May 2026	Repairs
1	10	Cracks in seal, covering trench 0.5m long, moisture showing Need to monitor for possible failure.	Cracks are located over a trench, assuming for gate sensor. Appears more cracks but no potholes	Monitor
	176	Lot 4 entrance. Reseal not quite covering first seal, unsightly but not failing, no repairs required	No change	Nil
	218	Gouges in seal - minor	Not found	Nil
2			Lot 58 – seal breaking up LHS of entrance	
3			Lot 58 -culvert partially blocked with leaves. Probably not worth cleaning as outlet is higher than ground level. Will just fill up again	Nil
	360	Gouges in seal x 3 just past gate No 58	Appears repaired	Nil
	550	Rough surface RHS, not failing no repair required	No change	Nil

	707	As above – no photo	No change	Nil
4			Lot 70 – Culvert half blocked	Flush out
5	720	Re-seal has not adhered, original seal still in tacked	No change	Nil
6	748		Re-seal has not adhered, original still in tacked.	Nil

7 & 8	883	Just before entrance 96	Pavement failure, just before entrance 96 (4 x2)	Dig out and asphalt
9			Pavement failure outside loading ramp. Some repairs undertaken	Dig out and asphalt
	1026	Uneven surface area, no sign of failure	No change	Nil
10 - 11	1061	Culvert crossing – both inlet and outlet rock work show no sign of movement or colipase	Inlet and outlet have a lot of weed growing. It would be advisable to clean out.	Clean out weed
	1196	Outside edge, 0.2 x 1.5m, reseal has not adhered - minor	No change	Nil
	1363	Reseal not adhered, 0.2 x 0.5m RHS, minor	No change	Nil
	1480	Very minor blemish in seal – 3.0m south BB Boulevard	Not found	Nil
	1647	Blemish in seal - minor	No Change	Nil
	2065	End of main road - turn bay, unsealed		

		BB Boulevard 137m x 3.0 – no defects	No defects located	
		Quail Lane – 227m (width varies)		
12			Intersection into Quail Lane – The widening on LHS deteriorating caused by traffic turning into Quail Lane	Asphalt

	35 Quail	Depression 2.0 x 2.0m, No sign of pavement failure	No Change	Monitor
	114 Quail	Seal blemish – minor, no repair		Nil
13	End Quail lane		Todd, Brown entrance – Construction work under progress. Seal ripped on entrance only, no potholes.	Suggest asphalt entrance/seal connection on completion.
		Dune Lane 114 x 3.0 m		
14-15		Culvert inlet, blocking with sand RHS	Dune lane intersection RHS. Some sand in base of culvert outlet/inlet needs constant clearing	Constant clearing
16-17		Culvert as above LHS	Dune Lane intersection LHS. Bank scouring and filling waterway.	Rock protection required

		Tui Rise 108 x 3.0m. Slipform kerb and channel RHS, concrete edge beam LHS	No Change	
	Entire length	There is a seal joint running entire length of Tui Rise approx. 0.5m out from Kerb & Channel. Its appearance is unsightly but is not affecting the structural integrity of road.	The seal on Tui rise does not seem to be wearing very well, possibly due to its steepness and heavy rain.	monitor
	40 Tui	Cracks in K&C, unsightly but not affecting the use of channel.	No Change	Nil
18	80 to top		Channel filled with sand	Clean out

Recommendations / Repairs

Photo 1 – There appears to be more cracks in this area. While the road has not potholed it has the potential to enlarge and cause pot holing. This should be monitored over time and repaired if worsens.

Photo 7,8 & 9 – These are the only areas of real concern. The pavement is failing and potholes will soon appear. We recommend these areas be dug out approximately 250 – 300mm deep, re-metalled and compacted with GAP40 and sealed with 25mm asphalt.

Photo 15, 16 – The LHS swale drain at entrance to Dune Lane is scouring out. We suggest some rock work along the bank to prevent further erosion.

Reseal

We would expect the current seal to be suitable for at least another 5 to 6 years depending on traffic usage.

While it is impossible to tell what the price of bitumen products will cost in the future, I would suggest it may cost in the vicinity of \$100,000 to \$120,000 for a further re-seal.

Conclusion

In general, the pavement, channels, and culverts were found to be in good condition and minimal maintenance is required at this stage. There are only a few small areas that require to be monitored.

Sealed Road outside leading up to gate.

A visual inspection was undertaken of the sealed road leading up to the gate entrance.

This road appears in excellent condition and no defects were found.

There is some loose chip on both the right and left sides of the round-a-bout at gate entrance, but no sign of any damage. If there is a concern about future development from this road, we suggest you take a video of road.

Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 18



Photo 17

