



# Matakohe Bridges replacement project

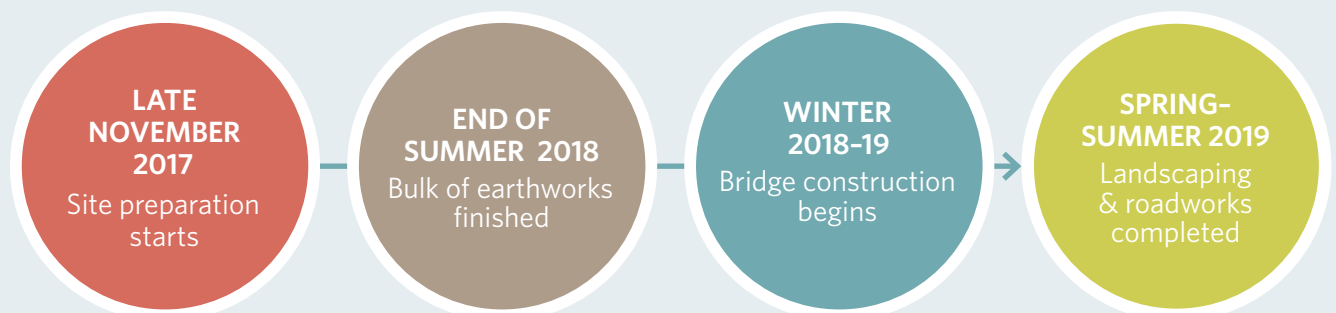
PROJECT UPDATE

NOVEMBER 2017



The Matakohe Bridges (known as Hardies and Anderson) located on State Highway 12 near Matakohe are being replaced by two new 2-lane bridges. The new 3km road alignment will remove the tight curves and short straights and will improve safety on this section of SH12.

## MAJOR PROJECT MILESTONES



Fulton Hogan is delivering the project on behalf of the NZ Transport Agency and the NZ Government.

Construction will be staged with site preparation starting in November 2017. Initial work will involve setting up site entrances and sediment controls.

The project team will then start cutting and filling the road corridor to the new design height and build haul roads to carry construction equipment to the new bridge locations.

By the end of summer, we aim to finish 90% of the bulk earthworks. These earthworks will be stabilised using a combination of re-grassing, mulching and granular covers before the winter.

Bridge piling works for the no. 2 bridge will begin over the Matakohe River at the end of summer. Temporary scaffolding will be put up which will provide a platform to build the permanent bridge.

Construction of the smaller 2-span no. 1 bridge over Parerau Creek will start in late winter 2018. Construction of both bridges is expected to be completed at the end of summer 2019.

While the bridges are being built, we will continue to construct the new section of road. Once we enter the final stages, traffic will be diverted onto a section of the new road so that the existing SH12 can be cut out where it intersects with the new alignment on either side of the old quarry.

The final touches will include landscaping, sealing and tying the new road into SH12.

Once these works are done, traffic will be permanently diverted onto the new road and bridges while the old road and intersections are reworked to match the new alignment.

## HISTORY OF THE BRIDGES

Much of the history of the two bridges has yet to be pieced together. Locals have told us Hardies Bridge was named after an early settler who had a house on the hill overlooking the channel. At high tide, Hardie would ferry travellers across the river, and at low tide, travellers used a stone crossing to get to the other side. Hardies Bridge was built around 1880 by R C Smith at a cost of £12,010.18s. We understand that the bridge was rebuilt in 1927 with concrete foundations, steel beams and a timber deck.

We have heard that it's quite an experience to be underneath this wooden bridge when a milk tanker or stock truck crosses.

Andersons Bridge was built around the same time and was also named after an early settler who owned a store and a milk run in the area. The bridge cost £549.00 and was built by Mr Cooksey. We understand that this bridge was rebuilt in 1931 with concrete foundations, steel beams and a concrete deck.

This is all the information we have about these historic bridges so if anyone can provide more details, please contact Jenny Scott on 0800 900 007 or [Jenny.Scott@fultonhogan.com](mailto:Jenny.Scott@fultonhogan.com)



Anderson's Bridge



## MEET SOME OF THE TEAM



Site Manager **Mark Bond** is part of the team working on this project. Mark is a local and was born and raised on a farm in Ruawai before leaving to study Civil Engineering at Canterbury University. He has recently returned to New Zealand after working as a Senior Engineer on the Hammersmith Flyover in London.

Mark is looking forward to using his skills to help build a great infrastructure asset for the Kaipara community.



Jenny is on the left

Stakeholder Liaison Manager **Jenny Scott** is a Northlander at heart and the voice at the end of the project's 24/7, 0800 number which goes directly to her mobile. She's looking forward to getting to know more locals as the project moves into the construction phase.

## INTERESTING FACTS

- › We are building 2 bridges – one 196m long, six-span bridge over Matakohe River and one 60m long two-span bridge over Parerau Creek.
- › Bridge piles vary in length from 14m to 20m.
- › The bridge piers will be 10m up in the air.
- › 130m of temporary staging will be used to provide construction access to build the piers.
- › Each bridge beam (there are 5 per span), weighs 50 tonnes.
- › Beams will be transported to site using heavy haulage units from West Auckland as there is nothing in Northland large enough to transport such heavy weights.
- › Beams will be placed using two large 180 tonne crawler cranes.

## SITE OFFICE

The project team will set up a site office in the house between Ararua Road and the old quarry entrance (see photo). The team will also build a compound to store vehicles and equipment when they are not being used.

## SITE ACCESS POINTS

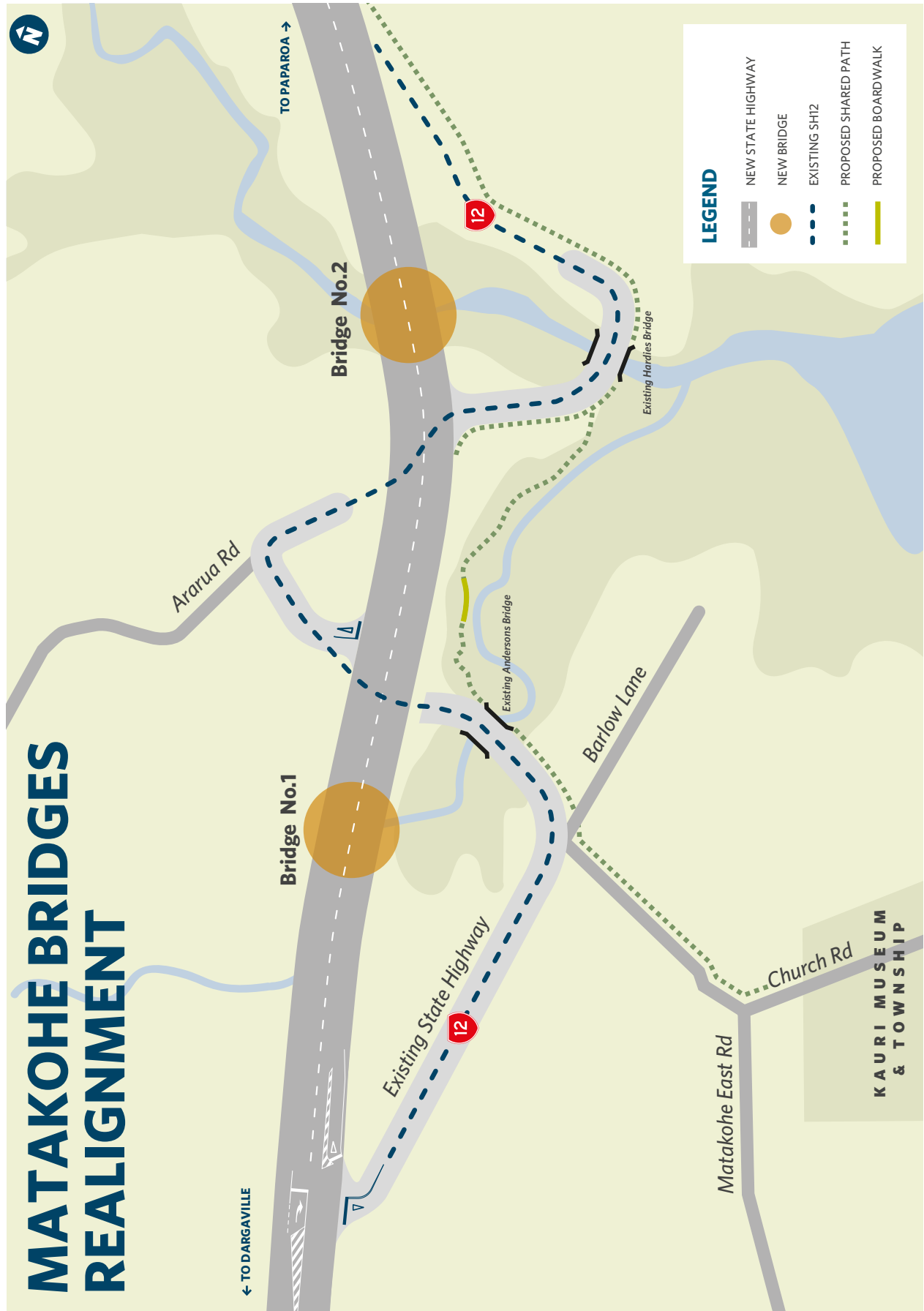
Careful consideration is given to the location of site access points (SAPs) so vehicles can safely enter and exit the construction site.

SAPs have an identification number which helps subcontractors, for example, deliver material to the right place.

SAPs will be among the first things to be built for the project and eventually there will be 9 of them throughout the site.



The property that will become the site office and compound



**PROJECT CONTACTS**

Please contact Jenny Scott 0800 900 007 or [jenny.scott@fultonhogan.com](mailto:jenny.scott@fultonhogan.com)  
 Keep up with progress at: [www.nzta.govt.nz/projects/connecting-northland/matakohe-bridges/](http://www.nzta.govt.nz/projects/connecting-northland/matakohe-bridges/)

