



# Whirokino Trestle and Manawatū River Bridge replacement

PROJECT UPDATE

September 2017

## Staging bridge

A temporary staging bridge has been constructed to provide access across the Manawatū River. The staging bridge is designed to carry the weight of the 100 tonne crane that's needed for construction, as well as concrete trucks and trucks carrying sand, fill and other materials. This allows us to cart sand and other materials onto site without impacting SH1 road users. Once the new River Bridge opens, the temporary staging bridge will be removed.



The Manawatū River Bridge and the temporary staging bridge

## Ground improvements

Concrete lattices are a type of ground improvement. They are built with interlocking groups of piles (ie lattices containing columns of concrete) which together form a framework that looks a bit like a beehive. These lattices strengthen the ground, keep sand and silt in place and help stop liquefaction in the event of an earthquake.

Concrete lattices will improve the ground for the northern and southern abutments of the new Manawatū River Bridge, and on the south abutment of the new Whirokino Trestle. It takes about four weeks to complete the concrete lattice on each abutment.

## Earthworks

Now that the staging bridge is complete, we've started carting sand from the southern end of the job to create haul roads. These will allow us to access the Whirokino Trestle and flood plain below.

## Site access works

A site access point has been created on the northern side of the trestle, allowing construction traffic access to

the flood plain. This involved widening the shoulder on the left hand side (heading towards Foxton). Temporary traffic management will be in place while this access point is being used with a 70km/h speed restriction for approximately 300 metres.

You will have noticed the southern site access point, which is at the southern end of the project, where the old rest area was on the left (heading towards Foxton), just before the Manawatū River Bridge.



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