

**To** Notice to Overweight and HPMV Permit Holders;

**Cc** PIO's; Jonathan Bhana-Thomson (HHA); Charles Weir (Higgins); Andre Taylor (Waka Kotahi); Kyle Russell (Waka Kotahi); Darren Cox (GDC); Pete Sims (WSP); Brylee Thomson (WSP)

**From** Yvette Lusby

**Date** 28 July 2023

**Subject** **ADDENDUM for Overweight and HPMV Permits**

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## **ADDENDUM for Overweight and HPMV Permits**

### **AWATERE BAILEY BRIDGE – EAST CAPE ROAD, GISBORNE**

The Awatere Bridge at 0/0.27 on East Cape Road, Te Araroa, Gisborne was damaged during Cyclone Gabrielle. A temporary fix allowed for light vehicle access, but a single lane bailey bridge has now been installed at the location to allow access to General Access and 50MAX vehicles.

The bridge location is show below.



As the bailey bridge is a temporary structure, the bridge does not have the same capacities as the permanent structure did. This means that the bailey bridge is subject to weight and dimensional restrictions which will impact heavy vehicle use.

The following restrictions will be in place for the duration of its use:

- A 10kph speed restriction is in force for all vehicles.
- A maximum track width of **2.55m** to outside of tyres
- All General Access and 50MAX vehicles are permitted
- Unfortunately, there is no access for any other HPMV vehicles even with existing permits.
- Overweight vehicles **MAY** be permitted depending on their track width, load width, axle and gross mass, however some restrictions to gross mass are likely.
- Only one heavy vehicle is allowed on the bailey bridge at a time
- There are also ramps at each end of the bailey bridge which need to be negotiated with care at slow speed.

Overweight vehicles should apply for permits in the usual way, bearing in mind the restrictions above. Applications will be assessed on a case-by-case basis.

Overweights with existing permits cannot cross the bailey bridge on their current permits. Instead, they will need to apply for a single or multiple trip permit to determine if they are able to cross.

It should be noted that bailey bridges are inherently flexible structures, and being so lively, they have a noticeable deflection under traffic loading. As a result, bridge deflections may be much more noticeable to traffic. However, this is not a reflection of the bridge safety.

A 10km/hr speed restriction is in place to limit the liveliness of the structure, and regular inspections and maintenance will be carried out to ensure the integrity of the bridge is maintained.

If you have any queries regarding this, please contact Andre Taylor, Kyle Russell or Martin Colditz at Waka Kotahi NZTA. ([andre.taylor@nzta.govt.nz](mailto:andre.taylor@nzta.govt.nz) [kyle.russell@nzta.govt.nz](mailto:kyle.russell@nzta.govt.nz) [martin.colditz@nzta.govt.nz](mailto:martin.colditz@nzta.govt.nz))