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Bridge Construction and Maintenance Standards

Introduction

Bridges impose inflexible and durable constraints on State highways. Each bridge is unique. A consequence of this uniqueness is that there are no NZTA standard specifications developed for bridge construction and maintenance.

Railway bridges

NZTA has a formal agreement with KiwiRail covering the use and maintenance requirements of railway bridges used as carriageway on State Highways. Details of those requirements should be obtained from KiwiRail.
NZTA/KiwiRail Operational Protocols

Protocol for Management of Projects which Affect KiwiRail Ltd

General
The purpose of this protocol is to establish a mechanism for dealing with New Zealand Transport Agency (NZTA) projects which affect KiwiRail.

This protocol applies to all NZTA projects which have effects on the KiwiRail corridor or operations.

Process
NZTA State Highway Managers and KiwiRail Regional Track & Structures Managers will keep each other generally informed regarding upcoming projects of mutual interest at their regular meetings.

When a project investigation affecting KiwiRail is to begin, the advice will be from the NZTA Project Manager to the KiwiRail Regional Track & Structures Manager.

For minor or routine work the KiwiRail Regional Track & Structures Manager will undertake the work locally. In this case local arrangements may take precedence over the detail of this protocol. Major projects will be referred to the KiwiRail Manager, Development in Wellington for further handling.

KiwiRail will respond to the NZTA Project Manager to outline KiwiRail involvement in the investigation phase of the project and advise an estimate of the cost and a timeframe for the work to be completed. The estimate will be based on actual costs in accordance with the attached schedule of rates, which will be updated from time to time and may include fees for an external consultant to act on KiwiRail’s behalf.

KiwiRail may resource its involvement in a variety of ways including via an external consultant. Holmes Consulting Group is KiwiRail’s preferred (but not exclusive) supplier for this work, which may relate to structures, clearances, general liaison on KiwiRail’s behalf, etc. KiwiRail will brief any input by their external consultant. The scope, standards and appropriate communication protocols with the external consultant and timeframes for response will be agreed between KiwiRail and the NZTA Project Manager.

The NZTA is subject to a requirement to operate in an efficient manner and in effect to purchase professional services from a competitive market where possible. As part of this responsibility, the NZTA Project Manager is to be satisfied that the nominated supplier is needed and that the price is reasonable.

Once the NZTA has accepted the cost estimate and timeframe for delivery, the Project Manager will ask KiwiRail to proceed. If it appears during the course of
the work that the estimate or timeframe will be exceeded, KIWIRAIL will advise the NZTA as soon as possible, and KIWIRAIL/NZTA will meet to agree the revised estimate or timeframe.

KIWIRAIL and the NZTA will meet as required to determine a mutually agreeable solution.

In the event that a mutually agreeable solution cannot be found, then the outstanding issues will be elevated to General Manager Highways & Network Operations (NZTA) and Group General Manager Infrastructure (KIWIRAIL).

Costs

All reasonable costs of the project will be met by the NZTA unless specifically negotiated otherwise. Costs include:

- KIWIRAIL investigation costs after the NZTA have accepted the estimate (as above);
- disbursements, fees and direct costs associated with Permits to Enter, provision of Protection staff, Deeds of Grant;
- design and/or design approval costs;
- construction costs including disruption and train delays;
- ongoing maintenance costs where appropriate and as determined by the Deed of Grant.

Approvals

KIWIRAIL approvals will generally be granted in two stages:

- approval in principle once major issues have been identified and resolved;
- approval in detail of construction drawings for structures, other project features which may affect the rail corridor or operations and, including Deeds of Grant and Permits to Enter.

Review

This protocol shall be reviewed once a year by General Manager Highways & Network Operations (NZTA) and Group General Manager Infrastructure (KIWIRAIL).

**KiwiRail Schedule of Fees as at 30 August 2004**

<table>
<thead>
<tr>
<th>Category</th>
<th>Activity</th>
<th>Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel</td>
<td>track protection/supervision</td>
<td>$50 per hour</td>
</tr>
<tr>
<td></td>
<td>technical</td>
<td>$75 - $125 per hour</td>
</tr>
<tr>
<td>Vehicles</td>
<td>cars, vans, utilities</td>
<td>$1 per kilometre</td>
</tr>
<tr>
<td></td>
<td>trucks</td>
<td>$2.50 per kilometre</td>
</tr>
<tr>
<td>Train Operations</td>
<td>imposing a speed restriction</td>
<td>$50 per train</td>
</tr>
</tbody>
</table>
Bridge Restrictions for Legal Loads and Overweight Policy

**Purpose**
Restrictions must be applied where the legal maximum weight and/or speed limits allowed by the Heavy Motor Vehicle (HMV) Regulations 1974 would exceed the structural capacity of the bridge leading to premature structural deterioration or failure.

**Responsibility**
Managers, Operations are responsible for the rating and posting of restrictions for all State highway bridges (including railway overbridges) except combined road-rail bridges for which the responsibility is retained by KiwiRail.

**KiwiRail controlled bridges**
The list of KiwiRail combined road-rail bridges is given in the table below:

<table>
<thead>
<tr>
<th>State Highway</th>
<th>Route Position</th>
<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>243/10.82</td>
<td>Pekatahi</td>
</tr>
<tr>
<td>6</td>
<td>445/0.00</td>
<td>Taramakau</td>
</tr>
<tr>
<td>6</td>
<td>463/0.00</td>
<td>Arahura</td>
</tr>
</tbody>
</table>