

Assets and Infrastructure Committee

Tabled Documents

9 November 2017

Item 6:	Chairs report
Item 5:	Late Item

Somewhat disconcerted to read this evening the report on the Otara road bridge and the restrictions to be applied by 1st Dec. This is very disappointing and will cause major inconvenience especially with the Mangaweka bridge restrictions. The cost of movement of stock and freight particularly from the Rangiwahia/Ohingaiti area will inevitably increase and there will be even more pressure on the Toe Toe road and bridge. Maybe a further engineer's report may be necessary in light of the comments in the report that the steel strength is actually better than assumed? If the restrictions are to be maintained then consideration should be given to strengthening the bridge urgently and certainly not waiting till 2020.

Mid-West Disposals appear to have made significant progress on the treatment of their leachate and the terms suggested by Mr C Pepper, if we were to continue to accept the leachate at MWWT plant for another two years, would seem reasonable. Acceptance of this leachate pre dates my time on Council but the deal done at the time has delivered significant savings to RDC with costs of its waste disposal. I would feel uncomfortable if were to now reject the treated leachate and send the problem to someone else's 'backyard'. However Mid-West disposal will need to agree to the terms in the new trade waste agreement and the leachate monitored appropriately to ensure the volume and nutrient limits are not exceeded. And also deliver on the commitment to the Trust deed (and money) for the local community funding scheme.

Interesting to read the pricing comparisons for sewer installation. Would seem a no-brainer to use relining rather than trenching wherever possible. It almost seems too good to be true! It is young technology but I assume well tested overseas and hopefully it will prove to have the longevity.

TABLED DOCUMENT

Tabled at Assets + Infrastructure Hemb
on 9 November 2017

The Otara Bridge is a suspension bridge which has been carrying full Class 1 loads (44,000 kg) since its construction in 1962. However, on 16 March 2017 a stock truck reported hearing a very loud "bang" as he drove across the bridge.

Within a few days, we conducted a special inspection on foot, which revealed some shorn, broken, and loose bolts in the deck structure.

We replaced these distressed bolts, reduced the speed to 30 kph, and planned another more thorough inspection involving ropes access and a drone. In conjunction with this inspection, we carried out a capacity assessment based on an assumed steel strength, based on age. This assessment revealed that the bridge was not up to Class 1 loads.

Next, we did some steel sampling to confirm the actual steel strength. It turned out higher than previously assumed, but the bridge still is not capable of full Class 1 loading. This is confirmed by the distress and deflections we have observed in the bridge under heavy traffic.

Therefore, we need to restrict both weight and speed as follows: Gross Mass 80% Class 1 (36,000 kg), Axle Load 6400 kg, speed 10 kph, and one vehicle at a time.

We intend to apply these restrictions from 1 December 2017.

Besides erecting signage, we are required also to run a newspaper ad, which I will arrange before 1 Dec. In addition, I intend to personally phone about a dozen local farmers and carriers who I know regularly use the bridge.

By the way, we have programmed strengthening of the Otara Bridge for the year 2020-21.

Final Note: Please be aware that the Gross Mass for Class 1 is set to increase nationwide on 1 Dec to 45/46 tonne. Most of our bridges are able to carry the extra weight without any problem. However, in our opinion 17 of them are not. So we will be erecting new signage which restricts traffic on these bridges to 44,000 kg Gross Mass. Most of these bridges are the truss bridges in the Turakina and Taihape areas.

If you have any questions or require clarification, then please email or ring me to discuss. 027 24 24 981

Jim Mestyaneck

TABLED DOCUMENT

Tabled at Assets & Infrastructure Item 5
on 9 November 2017