



SH18 HOBSONVILLE DEVIATION & SH16 BRIGHAM CREEK EXTENSION

Forging a path to progress

Construction on the SH18 Hobsonville Deviation and SH16 Brigham Creek Extension motorways started with a hiss and a roar in October last year. Progress since then has been swift and you can now clearly see the path of the motorway in the latest construction photos.

Each issue of this newsletter will include an update on project progress as well as detailing important changes to local roads that will affect motorists. There will also be a spotlight on the structures being built along the route in each issue.

Work has been moving ahead in the middle of the signalised roundabout at the end of the Northwestern Motorway. The Hobsonville Road Bridge, like Trig Road Bridge (see below) is

Spotlight on: Trig Road Bridge

The Trig Road Bridge is part of the Trig Road Interchange. The bridge and two ramps make up what is known as a 'half diamond interchange'.

Motorists will be able to get on the motorway to travel towards the North Shore and get off to travel towards Waitakere. Motorists travelling in other directions will be able to access the motorway at the Brigham Creek Road Interchange.

At 65 metres long and 18 metres wide, the overbridge will carry local traffic over the motorway when it is completed. It will be one lane in each direction with a white painted median strip down the middle and footpaths on either side. It has two abutments that support the bridge on either side of the motorway, and one pier that will sit in between the lanes of the motorway below.

"We have been making great progress on Trig Road Bridge as part of the interchange. We are using what's known as a 'top down' method of construction for the bridge, where some of the earth is removed and piers are then driven into the ground," says NZTA project manager Simon Paton.

being built using a 'top down' method of construction. 18 piles were sunk deep into the earth over the January holiday period and the team now steps towards placing 24 beams on top of the piers. The advantage of using this particular method of construction is that it means a smaller area is needed to build the bridge and therefore causes less disruption to traffic. The new six-lane bridge will be a key link between Massey East and Massey West across the motorway when it opens in 2012.



The beams of Trig Road Bridge are lifted into place

Finally beams are placed on top of the piers at ground level. Once the traffic has been moved on to the bridge deck the rest of the earth underneath the beams is then removed to reveal the piers.

A total of 16 beams were placed on top of the piers to create the Trig Road Bridge deck. Each beam was carefully lifted into place by a 150 tonne crane. The sides of the bridge will also feature a corrugated iron surface and the sloping abutments will be paved.



Construction of the roundabouts is underway along Brigham Creek Road





The path of the motorway can now be clearly seen on the landscape



Work continues inside the roundabout at Hobsonville Road



-  Existing State Highway
-  New Motorway

To North Shore

Upper Harbour Bridge

Squadron Drive

Brigham Creek Road

Sinton Rd

Clarks Lane footbridge

Trig Road

HOBSONVILLE DEVIATION

Westpark Marina

16

18

16

Westgate

To Auckland City

BRIGHAM CREEK EXTENSION

To Helensville

Motorway moves at Monterey Park

The next significant change for local motorists will take place near Monterey Park as part of construction on the Squadron Drive Interchange. The team is excavating more than 30,000 cubic metres of earth and moving it to the intersection of SH16 and Brigham Creek Road to provide the base for a new roundabout.

The construction team is building two new lanes south of the current state highway at Monterey Park. Traffic will move onto this new section of road in mid winter so that construction can continue on the interchange.

These lanes will eventually become part of the permanent lanes of the new motorway. Services are also being installed for telecommunications and power. Culverts have been created to ensure waterways keep flowing throughout the construction site.



The new Squadron Drive Interchange under construction near Monterey Park

Meet the team –

David Loe, Project Manager, HEB Construction

David is the project manager on site for the Hobsonville project. He has been with HEB Construction for 12 years after emigrating to New Zealand from the UK with his family in 1966.



Prior to the Hobsonville project he managed a division of HEB across the Auckland region which saw him involved in projects such as the double-tracking of the Western rail line and the SH1 Highbrook Drive Interchange. He is a chartered professional engineer with a degree in civil engineering from Plymouth University in the UK.

For the first six months of the project David and the team were based in the design office in Newmarket before moving into the site office at Trig Road. Managing a project of such scale and complexity has its challenges and there

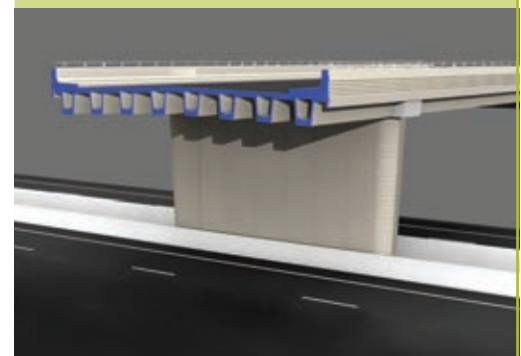
is no shortage of these on the Hobsonville job.

“Getting a job like this started is all about team work. Nothing is achieved without working towards a common goal so a lot of time has been spent moulding the team together. The days are long and that becomes challenging in itself but there is a lot of satisfaction in seeing the job progress so quickly,” David says.

“The best bit about being a project manager on a job of this scale is firstly getting told you’ve won the job in the first place and then seeing the Prime Minister cut the ribbon on opening day!”

Did you know?

- The concrete beams for Trig Road Bridge, along with many of the other bridges on the project, are made in Tauranga.
- The HEB Precast yard casts the concrete beams and they’re then transported to the construction site in Trig Road for lifting onto the piers.



A cross-section of the Trig Road Bridge

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Contact Us:

For more information

Phone 0800 520 202

Email hobsonville@heb.co.nz

www.nzta.govt.nz/upperharbourmotorway