



**Kānoa**  
Regional Economic Development  
& Investment Unit



**Department of  
Conservation**  
*Te Papa Atawhai*

### **Manganui Gorge Bridge**

Construction of the Manganui Gorge Suspension Bridge is a key part of the Taranaki Crossing project, a partnership delivered by MBIE's Kānoa Regional Economic & Investment Unit, Nga Iwi o Taranaki and the Department of Conservation (DOC).

Work on the bridge commenced in November 2023 and is tracking well to schedule and budget. Lead contractor Abseil Access is working with many local businesses to deliver the bridge and safely manage visitors travelling through the Manganui Gorge on the existing track. Completion is expected late April this year, weather dependant.

### **Construction to date**

- All drilling, grouting and in-ground works are completed.
- Towers/masts erected, backstay cables to support bridge towers in place.
- First section of decking is installed.
- Survey reflectors for ongoing rockfall monitoring programme installed.
- All components have been tested against the design specifications to ensure they meet the required standards specified for the bridge e.g., testing concrete strength and load testing of in-ground components.

### **Bridge facts**

- 100-year design life compared with the standard 50-year design life for many other structures.
- Iwi-designed laser-cut balustrade infill panels which depict the various phases of avalanches.
- Sits at 49.5m above the valley floor, and is 1.2m wide.
- Approximately 109m in length, from anchor.
- Approximately 850m of main and support cables.
- 1700m of 5mm stainless steel handrail infill cables
- Approx 10.5cum of concrete supporting mast towers.
- Designed for 210 km/h wind speed.
- 430 clips to hold down custom coloured deck material. Lots of other bolts, nuts, and washers to join all the main components.
- 9-degree inward leaning masts
- 168m of in-ground drilled rock anchors over 24mm x 150mm and 105 mm diameter holes.
- Unrestricted person limit.

- Designed to resist a 1 in 250-year avalanche and 1 in 1000-year seismic event.
- Back stay cables and anchors carry up to 33 tonnes of tension fully loaded.
- Main bridge cross section was modelled in a computerised wind tunnel to determine aerodynamic effects to achieve a stiff deck to avoid bounce for visitors when crossing.
- Approximately 14 tonnes of steelwork.
- Steelwork must all be coated in thermally sprayed zinc for long-term durability.
- Maximum walkway gradient of 6% (1 in 17).
- Main steel framing sections designed to maximise standard steel lengths and minimise waste.