



## Taipā Bridge replacement project



### Taipā's glorious winter weather is a real bonus for the site crew, especially the bridge team working over the river.

We have received some queries about whether the blue steel structure (pictured) is the new bridge – it isn't. It's a temporary platform (called staging) from which the new bridge is being built. The new two-lane bridge is located between the staging and the existing single lane bridge. From the east side of Taipā River, staging is being installed across the water and the concrete abutment (where the bridge is connected to the causeway) has been built.

Works are continuing on the township side of the river. The first stage of causeway earthworks on this side is nearing completion and this is the full extent of the footprint.

Plans are being made to relocate Chorus communications, water and wastewater services. Ducts will run through the concrete, hollowcore bridge beams of the new bridge to carry services across the Taipā River.

A new stormwater pipe will be laid from Oruru Road through the shops' carpark and along the side of SH10 as

far as Taipā Area School. During these works the number of parking spaces will be temporarily reduced and the carpark's middle vehicle entrance/exit will be closed. There will still be access to the carpark through traffic management.

Building the two lane bridge will continue through the winter months and into next summer. When ready, only one lane of it will be opened to traffic initially (operating in the same way as the existing bridge) along with a temporary pedestrian footpath. The remainder of the new bridge will be used to provide a safe area for the team to dismantle the existing bridge.

The traffic team on-site report that drivers are generally observing the speed limits through the site.

Thanks for observing these speed limits. This ensures that everyone returns home safely to whānau and friends at the end of the day.



The new bridge will be located between the existing bridge and the blue temporary platform (staging). The smaller section of temporary platform running at right angles to the single lane bridge is called a finger and is required so the drill rig can line up to drill pile holes.

## WIDE LOADS

SH10 at Taipā Bridge will have maximum width and minimum height restrictions in place for periods of time throughout permitted dates. If you intend to use this route as part of your journey you must contact the Northland Traffic Management Coordination team on (027) 241 7635 or [NorthlandHighwayTMP@fultonhogan.com](mailto:NorthlandHighwayTMP@fultonhogan.com) with your planned movement date as soon as possible (no less than 48 hours prior to the start of your journey). Note that the Taipā Bridge replacement project work will take priority and you may be required to re-schedule your planned movement dates if you intend to use this route. For site safety purposes no exceptions will be made when width restrictions are in place.



Building the causeway on the township side of Taipā River adjacent to Oruru Road. Along with building the new bridge, a new stormwater pipe is being installed through the shops' carpark and along the side of SH10 as far as Taipā Area School.



Looking northwards down Taipā River. The visible sloped concrete at the top of the rocks on the township side causeway is called an abutment and this is where the bridge is connected to the causeway.



## TAIPĀ MONUMENT

The land where the Taipā monument stood had been slowly chipped away by development, making it difficult for people to stand and appreciate it safely. For this reason and because the new minor realignment of SH10 on the township side is required, the Taipā monument has been relocated.

The top section of the monument was designed by Mr Peter and Mrs Doreen Wilkinson and then built by Peter in 1982. This concrete sculpture shows Kupe’s waka under sail through waves and now sits on Taipā Area School’s northern field looking out over the Pacific Ocean. Year 12 student Shiquille Duval has documented the history of the monument and its relocation. She explained that, ‘the school plan to incorporate it with four pouwhenua that will represent the atua (gods or spirits) of mana potential who are Tangaroa, Rongo-mā-Tāne, Māui and Tāwhirimātea. Maui will also be the representation of the navigators who represent “By perseverance achieve” which is our school motto.’

A small piece of the original pouwhenua encased in the lower section concrete has been buried at Putangrau Urupa.

The Transport Agency is working with hapu designers to create a new monument in a more appropriate location to reflect the proud history and culture of Taipā.



Taipā Māori Monument  
Source: Alex Henderson



The original Taipā Māori Memorial/ Pouwhenua that blew over in a cyclone.



Lead operator Pip Jecentho lifts the top section of the monument for transportation to Taipā Area School.

## PROTECTING LOCAL HISTORY



Taipā archaeology from left, lead operator Pip Jecentho and kaitiaki monitor Tina-Lee Yates-Bassett observe project archaeologist Brooke Jamieson investigating and recording a shell midden site prior to removal to make way for new stormwater pipes.

The upgrade of the bridge in Taipā to two lanes has provided an opportunity to learn more about the history of the area as the works are located close to recorded archaeological sites. As part of the required consents for the project, an Archaeological Authority was obtained from Heritage New Zealand Pouhere Taonga for the earthworks that would affect archaeology during the construction process. The archaeological works are being undertaken by Brooke Jamieson of Clough & Associates.

Taipā has long been settled by tangata whenua because of its location next to the Taipā River and beach, which has provided access to a rich variety of resources including fish and shell fish as well as fertile soils and forest for gardening and hunting. The traces of these activities can be found as archaeological sites consisting of midden (dumps of empty shells and burnt rock), fire scoops and hangi.

Also found are pits, stake holes and post holes that represent the remains of whare (houses) and other structures. Europeans also arrived in the area in the 19th century and, like tangata

whenua, continued to utilise the local resources and cultivate the land. Archaeology from this period can include rubbish pits with broken ceramic plates and glass bottles, cottage foundations and fencing.

Archaeological sites like these have become buried beneath modern housing, roading and even bridges, only becoming exposed during earthworks. A number of sites like this occur around the bridge abutments in Taipā and tell us a great deal about what people were doing, what the environment was like and how long people had been living in the area. Through scientific methods of excavation, sampling and analysis, such as radiocarbon dating, archaeologists can provide information about past ways and how old the sites are. At the end of the project the archaeologist will produce a report detailing the archaeology investigated.

Archaeologists have been working closely with Fulton Hogan and the kaitiaki (cultural) monitors to ensure any archaeology exposed through earthworks are investigated and recorded.



Topsoil stripping: Archaeological monitoring of topsoil stripping on the western side of Taipā Bridge  
(Source: Clough & Associates Ltd, 2018)

## TRANSPORTING THE BRIDGE BEAMS



Transporters the same as the one pictured will be used to bring the single hollowcore beams up to the Far North. Taipā Bridge spans will be built using single hollowcore beams.

Transporting the 44 bridge beams from Manukau, Auckland to Taipā is planned to start late August–early September. The heaviest beams weigh 47 tonne each and are over 26m long. By comparison, a Toyota Corolla weighs around 1 tonne and is a bit over 4m long.

Before setting off with the first beam, a lot of planning and route checking goes into ensuring the transporter can complete the journey with loads of this length and weight. The Transport Agency issues a permit for overdimensional loads, and pilot vehicles drive in front of and behind the transporter.

Between Manukau and Taipā there are some short and tight corners – turning onto the Kaeo Bridge northbound is definitely one. The transporters have a unit at the back so the driver

can stop on tight corners and use independent axles to guide the load safely around the bend. A transporter can only haul one beam of this length and weight at a time so the transport fleet will cover around 29,000km to complete delivery (44 round trips). On the journey back to Auckland, the transporter shortens right up.

The large crane on site will lift each beam onto the piers which are located between the blue temporary platform (staging) and the existing single lane bridge. The new, two-lane bridge has four spans and each span is made up of 11 beams. On each span, nine of the beams will form the road carriageway and then two beams on the seaward side will form the shared path for pedestrians and cyclists.



### PROJECT CONTACTS

Please contact Jenny Scott **0800 900 007** or [jenny.scott@fultonhogan.com](mailto:jenny.scott@fultonhogan.com)  
Keep up with progress at: [www.nzta.govt.nz/projects/connecting-northland/twin-coast-discovery-route/taipa-bridge/](http://www.nzta.govt.nz/projects/connecting-northland/twin-coast-discovery-route/taipa-bridge/)