

Cycleway update



Suspension bridges pass their latest test

The Maramataha, Waione, and Waikoura bridges are complete. The bridges were put through their paces with engineers testing their capacity to carry loads through a load-test before council approval was issued in July.

The safety test involves filling a bladder with water to test the recommended load capacity to ensure the bridge or structure can safely handle the weight. Pumping water into the bladder provides a gradual load that can be measured against the recommended capacity.

To celebrate the completion of the 3 suspension and the restoration of the Ongarue Spiral, a celebration is planned for the 3 December. Details are still being finalised, but keep the date free and further information will be issued in subsequent updates.



Load testing the bridge; credit DOC

Goat creek to get new bridge



Climax loco on Goat Creek bridge, 1926

Goat Creek is located south of Mangatukutuku stream and one of a number of tributaries that requires bridging to complete the cycleway. In fact, over 50 bridges are being built as part of the cycleway development; some by DOC staff and community max workers, and some by contractors.

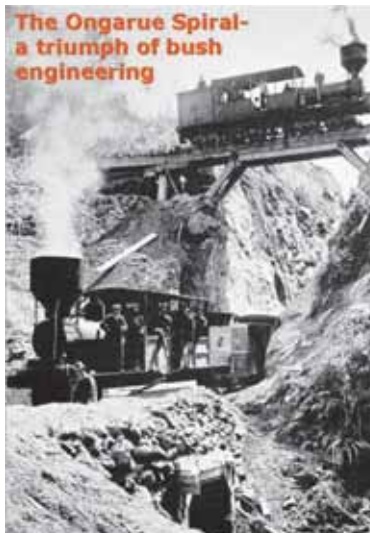
Currently there are 3 engineer designs being utilised for cycling bridges along the trail. Now a new bridge structure has been designed and approved especially for Goat Creek.

This special bridge design has been created to satisfy two design features – the inclusion of trestles as a support mechanism, and a curve in the middle to match the topography. While the bridge will look and feel the same as the other wooden bridges when it is ridden over, the trestle supports will hark back to demonstrate the history of how all the bridges in the area were once supported. The curve within the special 3-span bridge also required specific engineering attention. This attention to detail being incorporated into the cycleway will certainly add to the already anticipated experience.

Track work continues

Despite the wintry weather, contractors have continued clearing track at the southern end of the trail, with another 1.6km of track opened in the last month. While most of the track will only require a minimum amount of finishing work, such as surfacing, some parts will need additional work to clear boggy patches, which will be attended to in the spring.

Ongarue Spiral restoration work begins



Entrance to spiral cutting, tunnel & overbridge

Contractors began work in July to restore the historic Ongarue Spiral. In a two-stage approach, the tunnel is being strengthened and the stream redirected, before building begins to recreate bridges on both the upper and lower parts of the spiral.

Contractors re-enforced the tunnel to improve its strength, with the realigning of the stream scheduled to occur after trout have spawned downstream. Meanwhile, tenders have been released for the bridges in a combined tender, which will see two other bridges built at the same time. Once construction is complete, the interpretation project will ensure that information explaining the spiral will be present.

The aim with this historic attraction is to encourage high visitor use and enhance economic development plans associated with the cycleway.

DOC welcomes new staff to the cycleway team

The contract with the Ministry of Economic Development for community max and taskforce green workers ended in July. In a 12-month collaboration, a total of twelve staff were hired and trained in basic woodwork and track construction, along with quad bike and 4WD courses, health and safety in the workplace. Staff finished a 23km to cycleway standard, and worked on other parts of the cycleway which are yet to be completed.

Five members of the MED scheme have been employed by the Department of Conservation on a 6-month temporary contract. They will continue work on building wooden bridges (6-10 m in length), shelters and other structures, and some track construction.

One staff member has also been employed on a permanent contract with the area's recreation team.



Community max workers undertaking track construction; credit DOC.

Piropiro flats lodge

Piropiro flats has been identified as a natural half-way point for the trail because of road access into an existing campground, and the availability of building sites for more permanent lodgings for cyclists.

The landscape plan for the cycleway includes such provisions, and a landscape planner located a site in Piropiro flats away from the current campground that is suitable for a lodge.

To date, a contractor has been engaged to clear the site of stumps and level the land post logging. Currently there is no concessionaire in place, but negotiations are continuing. There is no timetable for construction of a lodge at this time.



Upcoming work

Track construction work will continue over the next month between Angel's rest to Okauaka ford (section 3), Maramataha river to the Tawa Deer Park junction (section 5) and Waione stream to Waikoura stream (section 7). In addition, the bridge tenders will be let for the Ongarue Spiral bridges and 2 others, and tenders will be called for construction of another 5 bridges. Track surfacing and small bridge construction will continue with the newly revamped DOC track team.

Where is the cycleway?

The entrance to the cycleway is located in Pureora Village on Barryville Road, off State Highway 30. It is 100 m from the Pureora Field Centre, next to the Totara Walk.

Only 23 km of the cycleway is open and meets standard. This loop track, called the Maraeroa cycleway, follows 6km of the Pureora Timber trail before joining private land and roadway. Riding time is estimated at 2.5hrs and is suitable for families



Maraeroa cycleway located on private land; credit DOC



View from mountain shelter; credit DOC

with older children, as it does involve a climb. Riders may also choose to ride up to the shelter on Pureora mountain, before riding back to the junction onto the private section of the Maraeroa cycleway. Although partially on private land, the entire cycleway is available to riders at no cost.

Other parts of the track are in varying forms of completion and no other section has been opened. Along some parts, track has been cleared but bridges are incomplete, and in other parts, bridges have been

completed but the track is incomplete. Work is continuing across a number of areas at the same time and sections are not being finished one by one. No interpretive information has been placed along any parts of the trail at this time, though work is being done to tender for an interpretive consultant.

The following is an explanation of each of the cycleway sections.

Section 1 – Pureora Village to Pureora Mountain bush edge (8.7km)

The track will begin in the picturesque Pikiariki ecological area and travel through native bush for approximately 4km, before crossing the Whareana Stream and entering a douglas fir tree plantation. The track will then cross Whareana Road continuing through more douglas fir trees, before crossing Cabbage Tree Rd then winding up the side



Pikiariki ecological area; credit DOC



of Pureora Mountain through various stages of regenerating bush to the existing native bush edge.

As previously advised, the first section of the cycleway doubles as a part of the Pureora Timber Trail and the Maraeroa cycleway.

Section 2 – Pureora Mountain bush edge to Angel’s Rest track (14.0km)

The track will wind its way through native vegetation around the western side of Pureora Mountain down to the Ongarue River headwaters and join the end of an old logging road.



Pureora Mountain bush edge shelter; credit DOC

Section 3 – Angel’s Rest track to Okauaka Ford (10.8km)

The track will travel along the old logging road for approximately 6km before reaching Okauaka Road. It will continue along Okauaka road for a short distance, before departing for an old track for a period, then rejoining Okauaka Road moving towards the concrete ford over the Okauaka Stream.



Maramataha river crossing; photo J. Reid

Section 4 – Okauaka Ford to Maramataha River (7.3km)

After crossing the ford, the track will continue along Okauaka road for another 500m before moving onto a tramway. The track will cross Okauaka Road again, and continue through the bush before exiting onto Kokomiko Road and into the Piropiro campground. After the campground, the track will rejoin the tramway to Maramataha Road where they will travel a short distance before following the Piropiro stream on a new section of track to the Maramataha River.

Section 5 – Maramataha River to Deer Park junction (6.9km)

A 110m suspension bridge waits at the Maramataha River; after crossing the bridge there will be a zigzag to the top of a plateau on a new track. From the plateau existing quad tracks and an old tramway will be used to enable cyclists to reach the Tawa Deer Park junction.

Section 6 – Deer park junction to Waione Stream (5.9km)

From the Tawa Deer Park junction, the track will follow existing tramways through to Waione Stream. This section is in the process of being cleared.



Opening the Waione Stream track section; credit DOC





Section 7 – Waione Stream to Waikoura Stream (7.3km)

Another 40m suspension bridge is waiting at Waione stream; after crossing the stream the cycleway will continue along the old tramway to Waikoura Stream. This section of track will pass through the old No.11 and No. 10 camps, and the No. 9 tramway junction.

Waione stream crossing; photo DOC

Section 8 – Waikoura Stream to Goat Creek (3km)

A 28m suspension bridge will allow cyclists to cross the Waikoura Stream and follow the old tramway to the site of the Mangatukutuku viaduct. After crossing the amazing 90m Mangatukutuku viaduct suspension bridge, the old tramway will continue to the Goat Creek Crossing.

Section 9 – Goat Creek to the Ongarue Spiral (3.9km)

The track will cross Goat Creek on a new curved timber trestle bridge and follow the old tramway for approximately 4km to the spiral. This section of track has been cleared.



Mangatukutuku suspension bridge: credit J. Stock

Section 10 – Ongarue Spiral (0.3km)

The track will showcase the magic of the spiral with a renovation following the path of the old spiral, across a new top bridge, around through the tunnel, and over a new lower bridge.

Section 11 – Ongarue Spiral to Mangakahu Rd (4.2km)

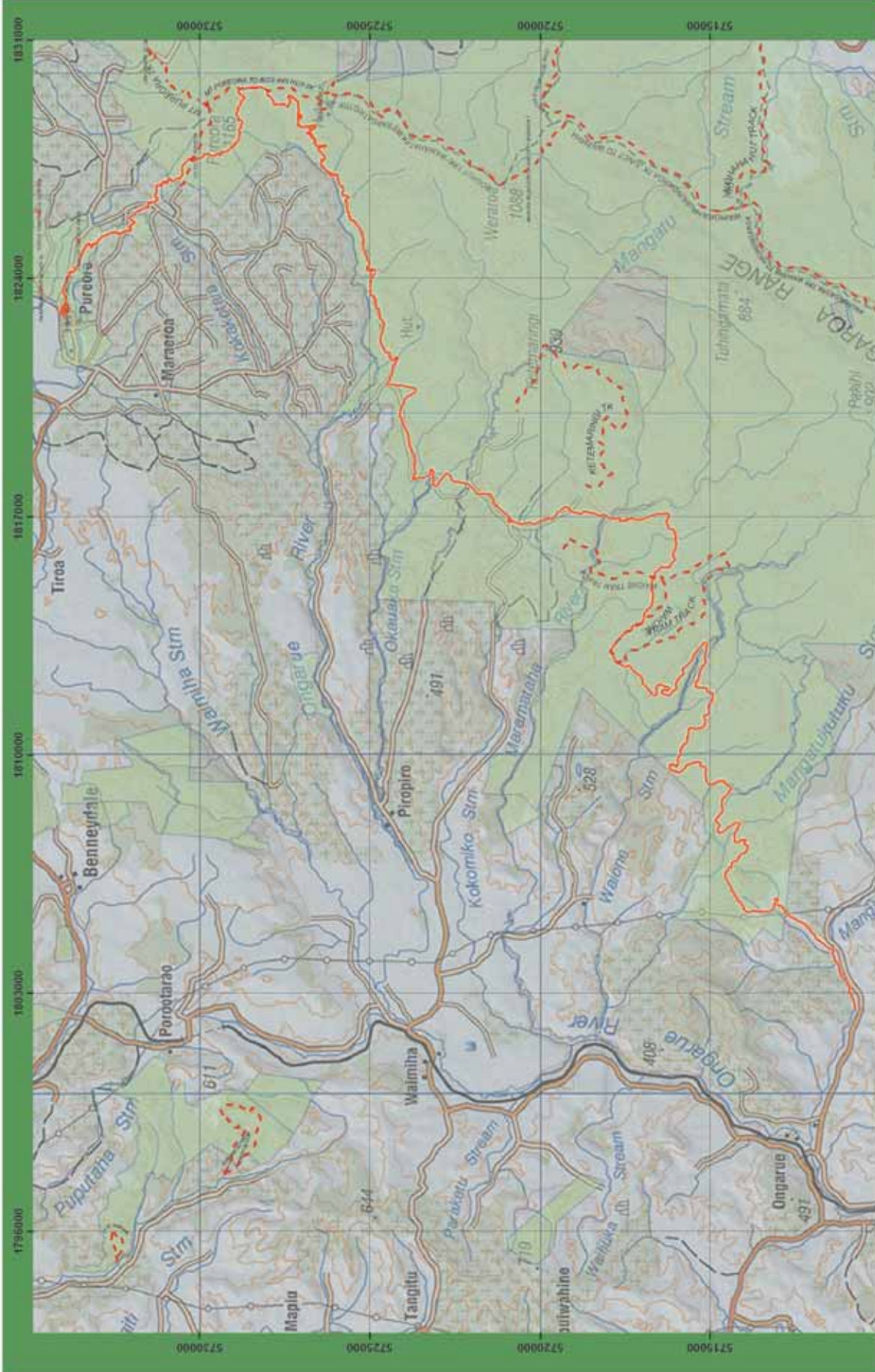
There are a number of potential routes from the point of the spiral, and negotiations are ongoing to secure a route that is agreeable to all parties concerned. At this stage, the following is favoured by the project team:

Continuing along the tramway, cyclists will ride to the bottom of the hill and out to the Mangakahu Stream. A stream crossing by way of a new suspension bridge (approximately 30m) will be provided onto Mangakahu Road.

Section 12 – Mangakahu Rd to Ongarue (4.5km)

The cycleway will either follow the existing formed road into Ongarue village, where the cycleway will end, or will run alongside Mangakahu Stream along old tramline (currently private land and marginal strip) into Ongarue village where the cycleway will end.





Pureora Timber Trail

- DOC administered land
- Tramping Track
- Pureora Timber Trail

Scale 1:100,000 @ A3

0 1 2 4 km

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5730000 5725000 5720000 5715000

1831000
Department of Conservation
Te Papa Atahuri

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New Zealand Government
Te Kaitiaki Take Kōwhiri
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