



Ruby Bay Bypass Project Newsletter

ISSUE 1

OCTOBER 2008

Ruby Bay Bypass - all go

The scene is set and the design complete meaning that by Christmas this year construction of the Ruby Bay Bypass will be underway.

After funding was confirmed in May, the NZ Transport Agency (NZTA*) finalised outstanding issues, such as property negotiations and completed the project's design. We then began the process to select a contractor to build the new 10.7km bypass.

Tenders were sought and submitted with strong interest expressed in the contract to build the bypass. The contract was awarded at the end of September to Downer EDI Works and we expect the contractor will be underway mid October. All going well the project should be completed by Easter 2011.

In our next newsletter we will give you more information on the timeframe of the project including when certain parts of the

project will be built.

However, not all the work will be seen by road users as a significant portion of the bypass runs through former forestry land. This means that the largest part of the future highway to be built (approximately 9km) will not affect existing State Highway 60. Some local roads crossing the bypass route will be affected as work progresses, but we will advise people in advance and minimise the impact as much as we can.

*On 1 August 2008, Land Transport New Zealand and Transit New Zealand became the NZ Transport Agency (NZTA). The NZTA brings together the functions and expertise of Land Transport NZ and Transit to provide an integrated approach to transport planning, funding and delivery.

Background

The Ruby Bay Bypass will be a more direct route between Motueka and Nelson, improving efficiency and safety on the highway.

It realigns SH60 inland away from the Mapua/Ruby Bay townships. It also resolves the existing issues of the State Highway where the road has multiple speed limits, is prone to erosion and dotted with no less than 145 access points.

The new SH60 from Dominion Road to just west of Tasman Village (near Harley Road) will only have 11 side road accesses and a consistent driving speed of 100km, includes four passing lanes (two in each direction) and wider road shoulders.

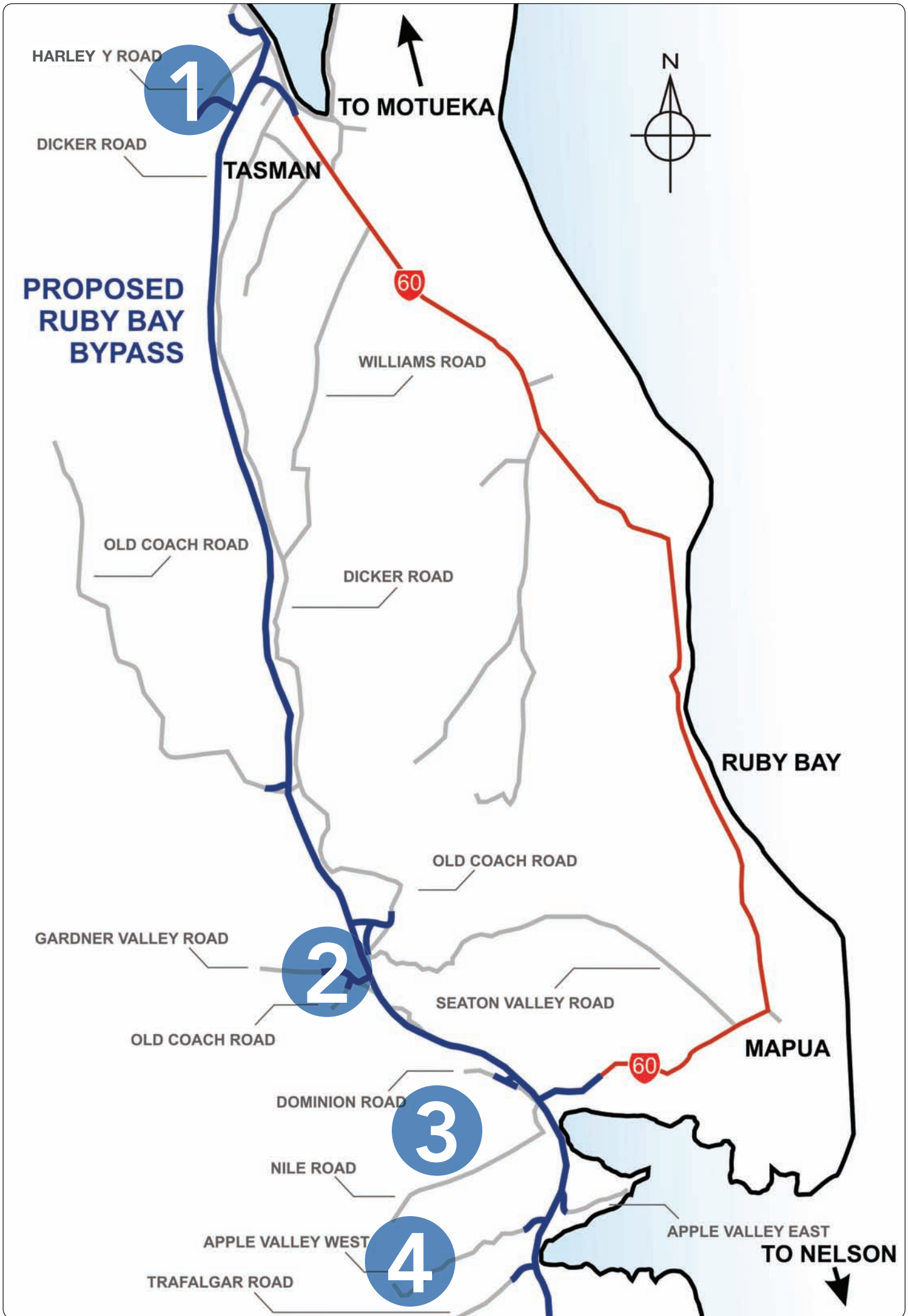
This purpose-built route will benefit the many people who travel between Motueka and Nelson (and beyond) daily and make their travel safer and more reliable. It has also been designated as a "limited access road" to ensure that future developments in the area do not have direct access or driveways connecting to the new highway. More access points onto a highway are a safety issue as it means more people are getting on and off the highway at varying speeds. This is why access points have been limited on the new road.

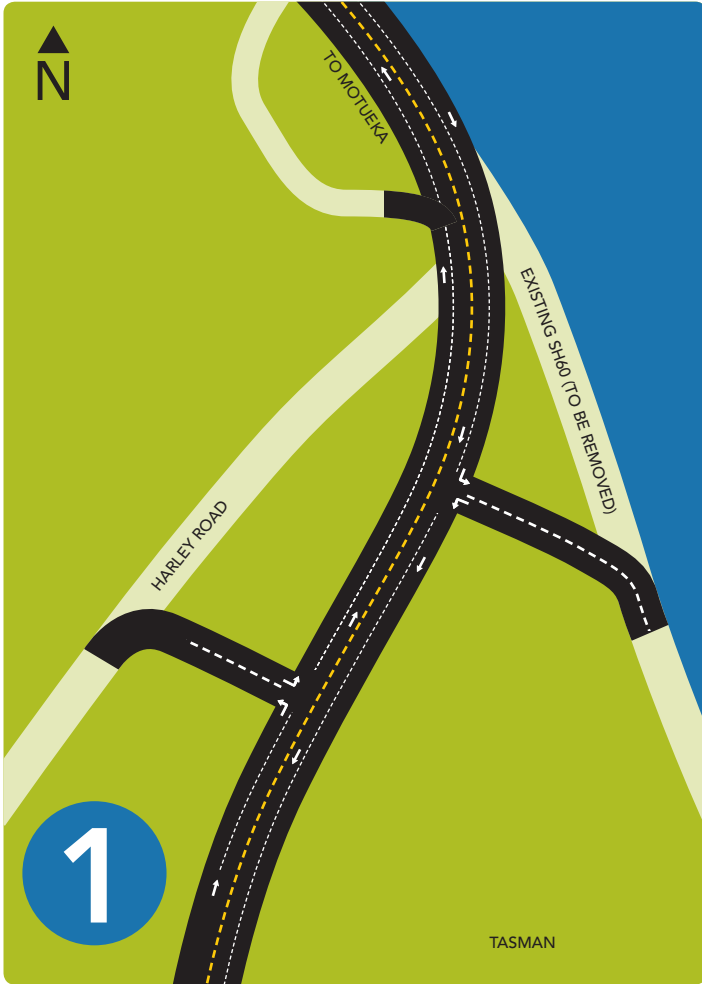
The project follows on from the Maisey Road to Trafalgar Road project completed in 1999. Along with its limited accesses, it allows Tasman Village to be developed in line with Tasman District Council's district plan.



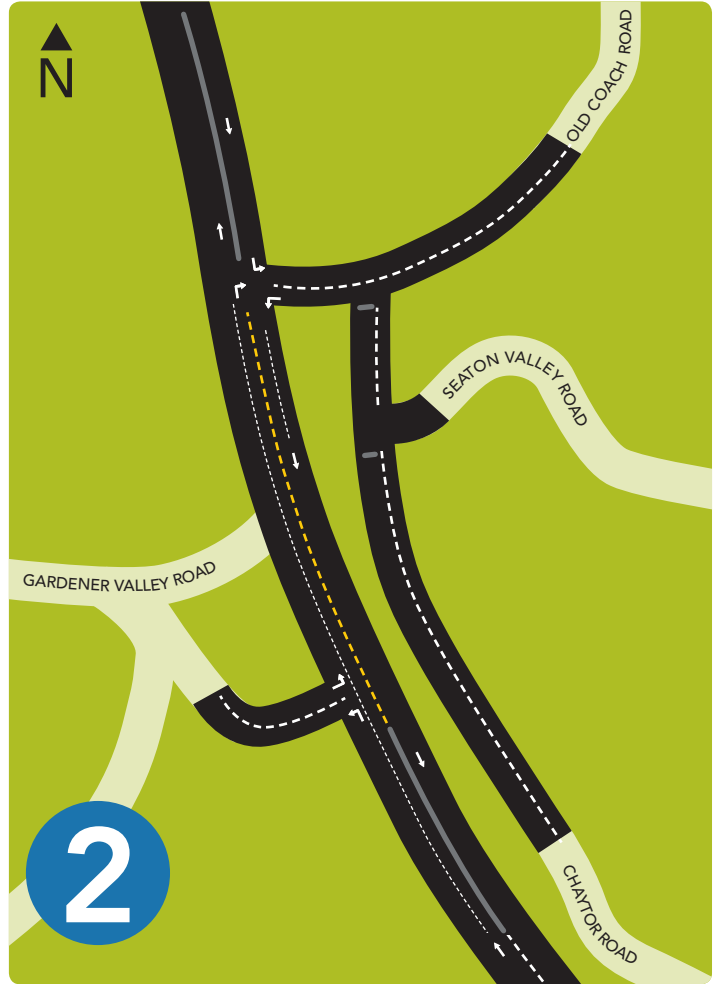
Dominion Road tie-in with the Ruby Bay Bypass.

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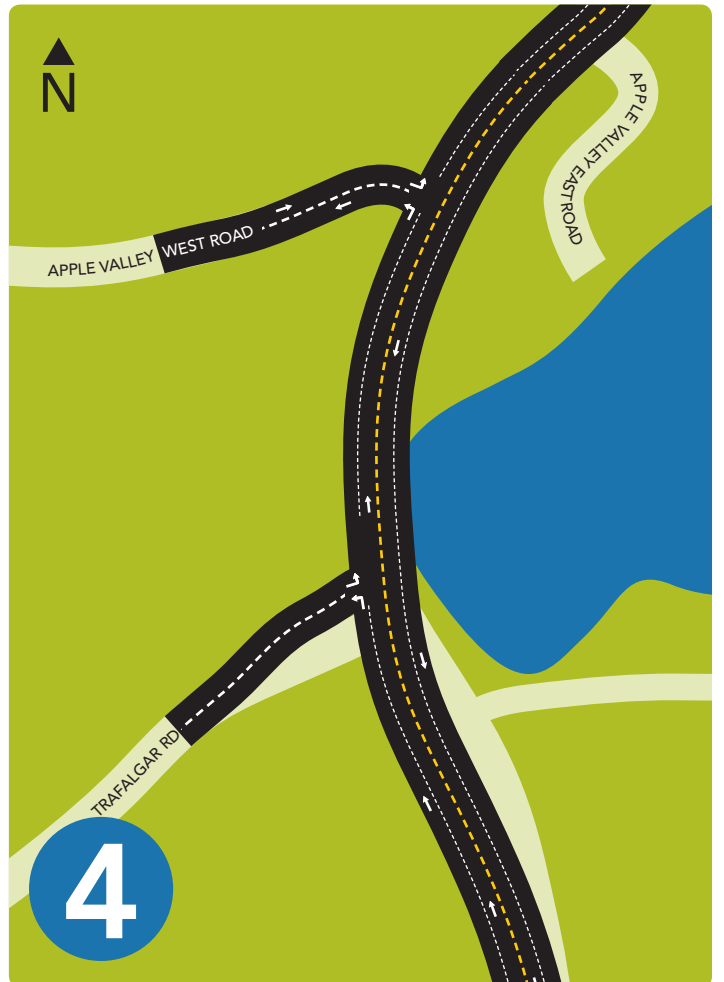
TASMAN VILLAGE CONNECTION



GARDENER VALLEY/SEATON VALLEY CONNECTION



DOMINION ROAD EXISTING SH60 CONNECTION (TO MAPUA)



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Although it was originally developed in the late 1990s the project was suspended in 2002. This hiatus before the project was approved for funding allowed NZTA to update and enhance the initial design.

Some of the improvements that were identified during this final design stage included:

- easing the tightest curve towards the southern end of the project site
- moving a section of the central road position further west, avoiding the council's water supply infrastructure and allowing Old Coach Road to remain unaffected in its current position
- improving side road configurations
- providing better sight distances
- lengthening the passing lanes and
- providing an acceleration lane for southbound traffic joining the Bypass from the southern (Mapua) end of the coastal highway.

The project is expected to take roughly two and a-half years to construct and requires moving a whopping 900,000m³ of earth. This is the equivalent of 360 rugby fields being dug up to make way for the new road.

The work itself is sensitive to its surrounding area, particularly as it encroaches onto coastal estuaries. However, NZTA will carefully manage this work to mitigate the impact and will also be adhering to strict cultural protocols as ancestral remains could be found in the construction site.

We appreciate that people will want to know what to expect and when. We are working to ensure that people are informed when work is going to happen in their area. It's important that we work with the community as the project it cannot work without your patience and understanding.

We're looking forward to starting work on this project because it has such significance to your region and telling you about the programme ahead.

For a better look at the project please see the diagrams overleaf.



Existing state highway to Motueka to be realigned.

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