



# Ruby Bay Bypass Project

## What's inside

- Page 2** Layout of the new bypass
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## Project progress

The fine spell through summer and early autumn was ideal for the road construction and sealing aspects of the project. However, the heavy rainfall during May and June and winter weather has slowed things down.

This means the final surfacing of the road will happen later this year in spring and the new bypass will open before the end of the year. This is much earlier than the original completion date of Easter 2011 which allowed for unsuitable weather conditions but the team made such excellent progress during the past two summer seasons that just about all the necessary earthworks are completed. That means a staggering total of 1.25 million cubic metres has been shifted since the project began - the equivalent volume of 500 Olympic-sized swimming pools!

The team has also completed and sealed more than 9km of the 10.7km of the bypass carriageway, and completed the road formation and initial road works at the Gardner Valley, Stagecoach, Seaton Valley and Chaytor Road connections where the traffic is already using the final alignments - although the carriageway remains unsealed.

During the winter months the team has continued installing guardrail barriers, signs and street lighting and other non-weather dependent work.

Although there was already considerable provision for landscaping work around the project, we have undertaken extensive consultation and have revised the landscape design to better meet local community expectations. As a result, landscaping work has increased significantly from that originally proposed, particularly next to the Waimea and Moutere estuaries, Dominion Road and Field Creek riparian (river bank) areas, Higgs Reserve and the Gardner Valley Road pedestrian and cycle underpass.

In fact, the planting programme has increased to such an extent that there are insufficient 'eco-sourced' plants available for planting this season and some areas will be completed in the 2011 season.

Looking ahead the team will be working on:

- The formation of the Bypass and Apple Valley East Road intersections at the southern end of the project in the vicinity of Nile Road - where traffic has recently been diverted onto a 1.4km section of the re-alignment just before Trafalgar Road.
- Continuing the installation of guardrail barriers, signs, street lighting and landscaping.
- Continuing the creation of the walking and cycleway connections at Dominion Road, Gardner Valley and Tasman underpasses, as well as the additional estuarine pathways opposite Higgs Reserve and Trafalgar Road.

## Environment matters

**All developments, whether building or roading, are subject to consent conditions to minimise any impact they might make on the local environment.**


This is particularly the case where work is taking place close to vulnerable environments such as streams and waterways. On the Ruby Bay Bypass project the team has been working closely with representatives from Department of Conservation (DoC), Tasman District Council (TDC), iwi and local community groups to achieve enhanced environmental outcomes.

For example, the Trafalgar and Nile streams have been shaped to provide the best fish habitat possible and the landscaping plans have been revised in consultation with ecologists to include appropriate riparian and estuarine planting sequences\* which will provide suitable habitats for native species.

The Nile stream has been widened and re-shaped, including provision of an island, at the freshwater / tidal interface to provide the perfect habitat for whitebait spawning. Features such as rocks and logs have been strategically placed under the guidance of a freshwater ecologist to further enhance the habitat within the streams.

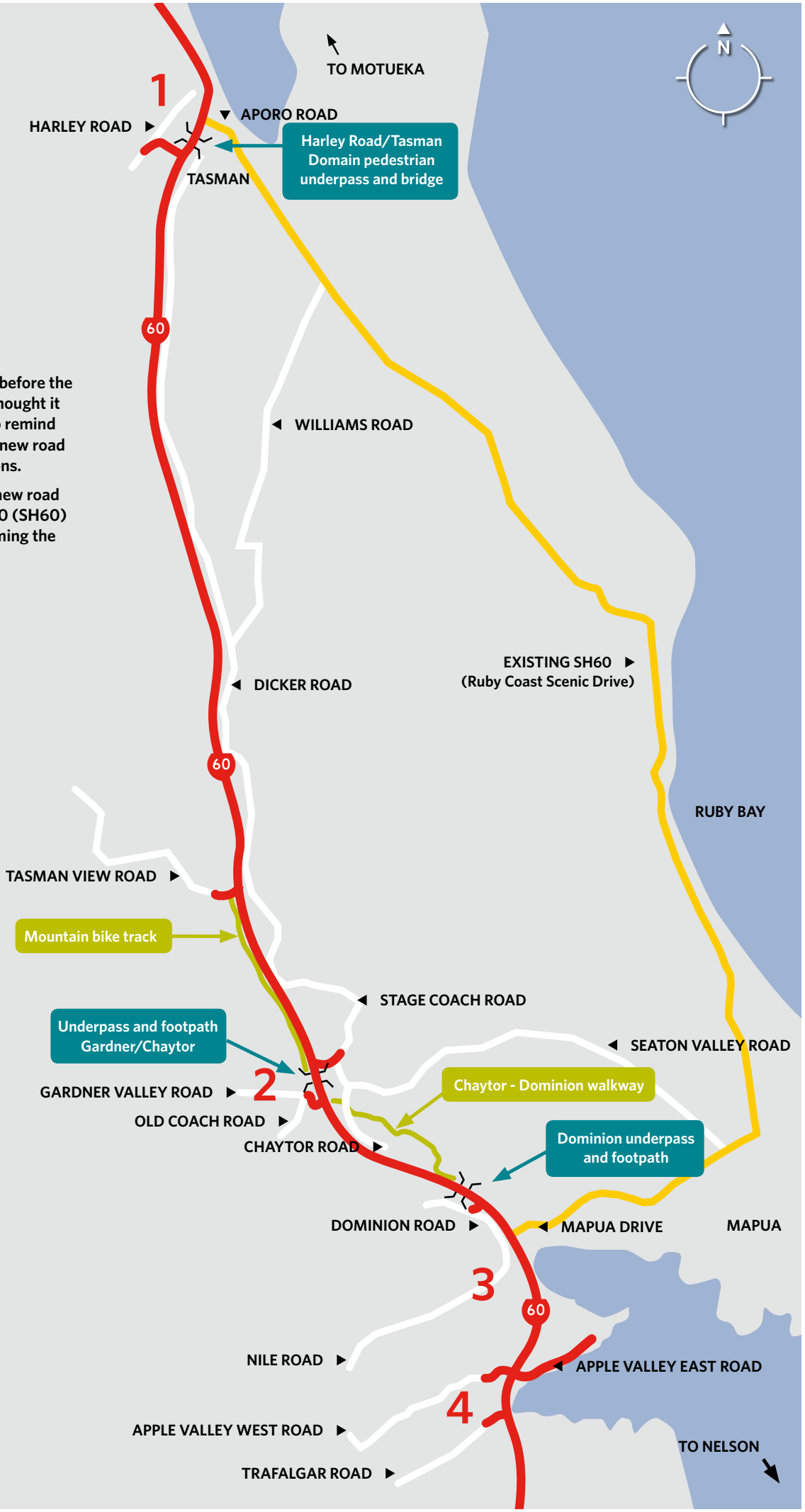
Enhancements are also being made to a section of Higgs Reserve where weed and pasture growth will be controlled and replaced with native plantings to improve the habitat for the Banded Rail and other native species. Recent monitoring here shows that the Dominion Stream is providing habitat for a range of native fish and eel species - a positive sign that construction work in the area has not

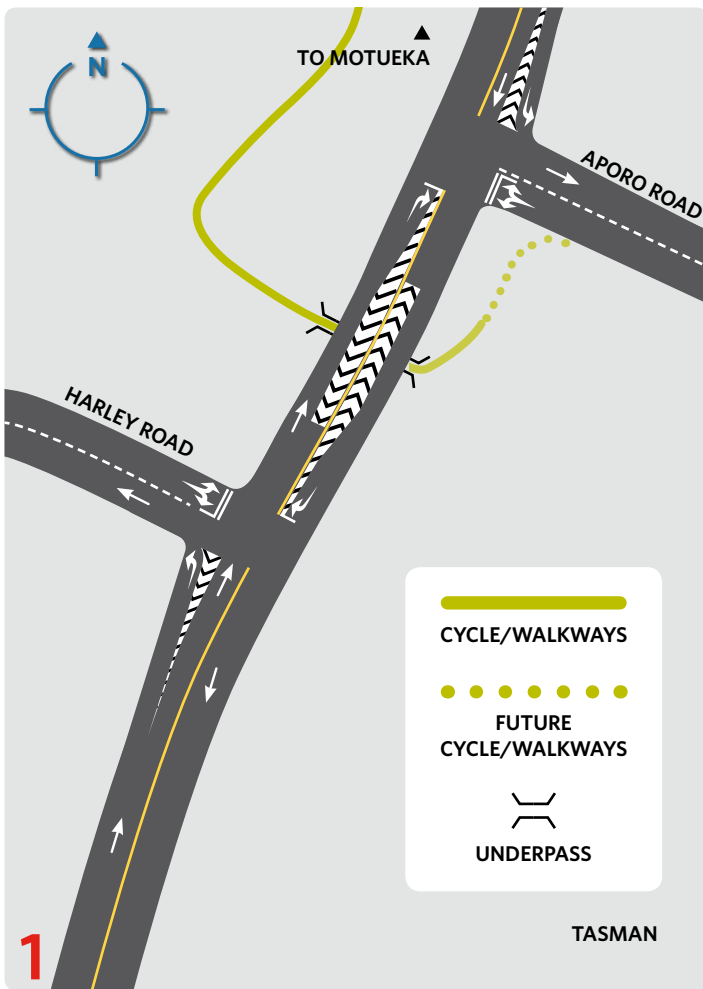
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-  NEW BYPASS - THE COASTAL HIGHWAY
-  CYCLE/WALKWAYS
-  FUTURE CYCLE/WALKWAYS
-  UNDERPASS

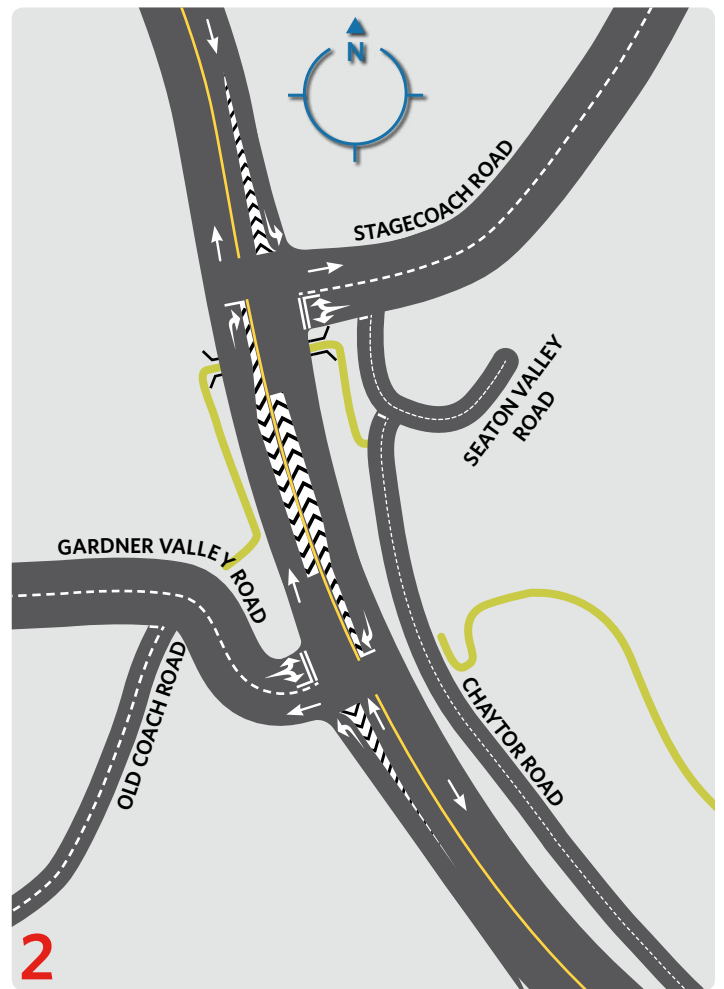
The new bypass will be open before the end of the year so the team thought it would be useful and timely to remind everyone of the layout of the new road and its associated intersections.

When the bypass opens the new road will become State Highway 60 (SH60) with the existing SH60 becoming the Ruby Coast Scenic Drive.

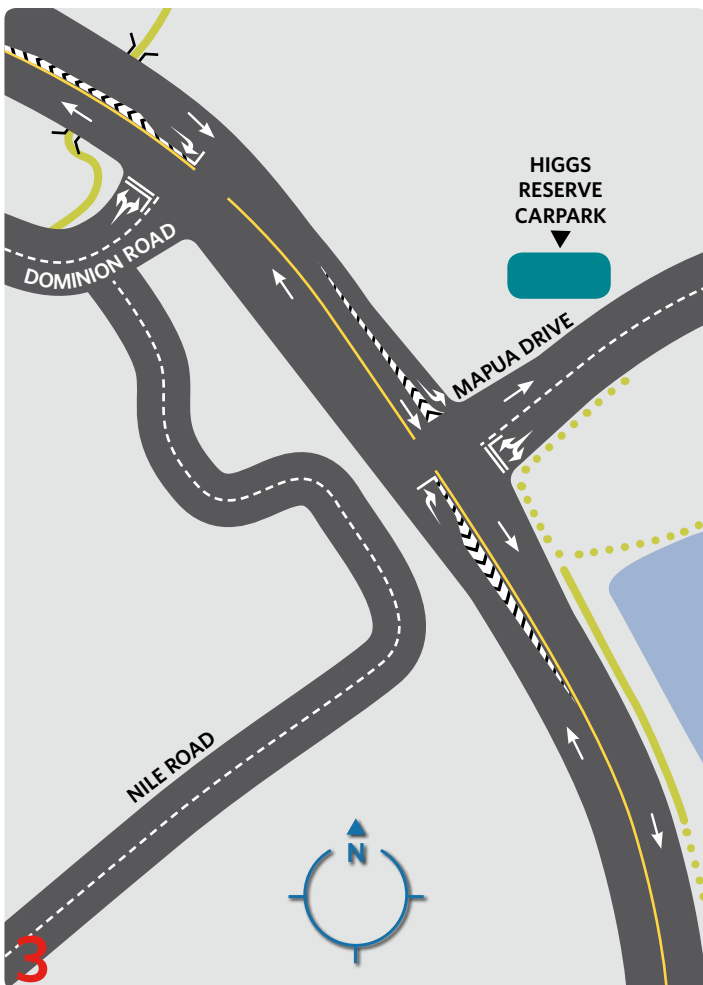




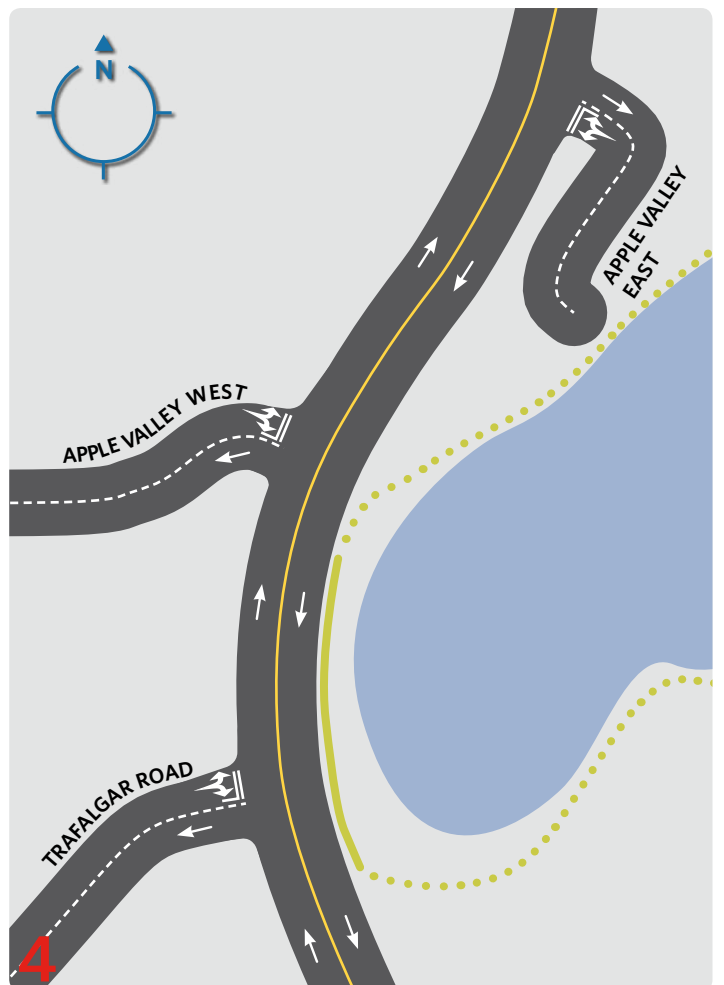
Tasman Village connection



Gardner Valley/Seaton Valley connection



Dominion Road connection



Trafalgar Road connection

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had any significant affects on the stream. Planting of native species along the banks of the stream over the coming months will provide further improvements to the stream's ecosystem as the vegetation matures.

Following a request by DoC, weeds are being cleared from an area between the estuary and the new highway alignment at the Tasman end of the project and the landscape plans have been amended to provide an estuarine margin vegetation sequence\*. The benefits of this work will be enhanced when the redundant section of causeway between Tasman and Harley Road is removed and the natural tidal movements into the estuary restored.

\*A vegetation sequence is where plant species change as the distances from the stream increases, ie plants that like 'wet feet' grow closest to, or actually in, the water, plants which don't tolerate immersion are next, with more drought tolerant and often larger species growing furthest from the stream.



With winter weather conditions upon us, the team's focus has shifted to landscape planting throughout the site.

## Chris Bartholomeusz and Ollie Snyder - Site engineers - Downer

**There must be some correlation between engineering and exercise because they're certainly a sporty lot on the Ruby Bay Bypass.**

Engineer Ollie Snyder thought he may have to curb his mountain habits while based in Nelson but says he had a couple of great snow-boarding seasons on the Rainbow slopes just down the road in St Arnaud. This means he has been able to keep his hand-in and ready for his move further south and closer to Queenstown for this winter season.

Meanwhile, Chris Bartholomeusz is a bit keener to steer away from his winter sport of rugby - too cold and he gets injured a bit more nowadays - and is concentrating on his main love of cricket. A skilled batsman, Chris travelled overseas with Canterbury's U19, U21, St Bedes College 1st XI and Canterbury Country and recently played for Central Districts B's, whilst living in Nelson.

Both Chris and Ollie studied at university, but found themselves lured into the workforce before completing their courses. However, they now have the best of both worlds as Downers are sponsoring them to complete a Diploma in Civil Engineering through the NZ Institute of Highway Technology (NZ IHT). The only downside is that they have little spare time for their sport as they're pretty busy working full-time as well as attending block courses in Hamilton and having to fit in assignments too.

The pair has had a varied work experience on the Ruby Bay Bypass. Ollie wasn't at the sod turning ceremony but joined the project soon after and spent his first four months on the job riding around on a motorbike carrying out a topological survey of the project's greenfield site areas!

After that, his principal role was managing subcontractors, predominantly installing street furniture like barriers and kerbs, and he also had responsibility for some of the traffic management on the project.

Meanwhile, since joining the bypass team, Chris has been responsible for all the surveying and quantity surveying for the project - he can tell us exactly how much earth has been shifted and how many square metres of chip seal has been laid. He is also responsible for all the 'as built' data too.

Although the new road and drains etc should be built or laid according to the original design drawings and specification, there are often some 'unknowns' encountered once the physical work starts on site. This can mean that changes are made to the way things are constructed such as the depth at which a drain is laid or the position of ducting for telecommunication cables. The information that Chris provides is used to produce final 'as built' drawings which means that anyone doing work on the bypass in the future knows precisely where everything is.

During the Ruby Bay Bypass' production many engineers have played varying roles but Ollie and Chris have helped provide the opening and closing acts.



Chris Bartholomeusz



Ollie Snyder

## Our contact details

Andrew Adams  
PH: 03 520 8334  
Email: [andrew.adams@nzta.govt.nz](mailto:andrew.adams@nzta.govt.nz)  
[www.nzta.govt.nz](http://www.nzta.govt.nz)