



Ruby Bay Bypass Project Newsletter

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Project Progress

Construction began without delay on Ruby Bay Bypass in October last year following an official ceremony to celebrate the start of work.



Progress has been swift on the new section of state highway with the former forestry land clearly resembling a work site.

Approximately 60-70 people attended the sod turning ceremony, including representatives of NZTA, Tasman District Council, former MP Damien O'Connor, residents associations and local iwi. A blessing of the project and site was performed by iwi representative Gladys Taingahue before a 30 tonne digger was used to break ground on the project.

Since then, this and many other diggers and earthmovers have started the significant amount of earthwork required on the project in the central section of the Bypass. The initial focus was on clearing any remaining forest debris between Gardner Valley Road and Field Creek, a distance of approximately 6.5km. Topsoil was removed, drainage systems installed, and excavation carried out to form the new road.

Favourable weather over the summer period has allowed the earthworks team to make good progress through the central section of the project. While most of the work to date has been away from the public eye progress is visible between Gardiner Valley Rd and Old Coach Rd, where construction on a large embankment is underway.

While the dry weather has helped progress on the project, it also means that the construction team needs to be careful about dust management. This is an important aspect of the project work throughout the summer months to ensure local residents are not unduly inconvenienced.

Three private reservoirs adjacent to the new Bypass, plus temporary storage tanks installed by the contractor, are providing the water supply needed for dust suppression.

Keeping dust at bay is a job undertaken on a regular basis by two or three water carts that carry up to 30,000 litres of water.

On sections of an unsealed Council road adjacent to residences on Old Coach Road and Dicker Road, a road dust suppressant has been trialled to control dust created by the earthwork. Although there isn't any construction work happening on these sections of road, they are an important access point for vehicles to the project site. Because this road is unsealed dust can be an issue in periods of dry weather. As the contractor is using the road as an access into the central section of the work site they are taking the polite step of applying the dust suppressant at their expense as a good neighbourly gesture.

Did You Know -

Taking care of the environment on the Ruby Bay Bypass Project is integral to the work being carried out. This means that extensive work has gone into considering how to minimise the impact on local wildlife.

The construction team will be getting one of its first tests shortly as they are preparing to install one of the culverts near Tasman requiring a diversion of approximately 300m of the Fields Creek Stream.

The inhabitants of this stream include eels and other freshwater species which are to be relocated as part of this work. An ecologist, project team members and Iwi representatives have already rounded up between 1200 and 1300 eels and other freshwater species which were relocated and released straight after they were captured.

Local schoolchildren have had the opportunity to help with the relocation work getting up close and personal with these slippery customers. A new stream alignment has been created, and features such as rocks, logs and relocated clumps of riparian vegetation have been installed to provide a suitable habitat for the relocated fish and other wildlife.

Up and coming work:

- o Removing the old footbridge at Tasman Village, and installing the new Fields Creek culvert.
- o Continuing earthwork, and preparing the final earthwork surface or "sub-grade" throughout the central section.
- o Starting construction on the aggregate pavement layers north of Old Coach Road.
- o Draining the farm dam near Tasman Domain to prepare for the highway construction. Eels and fish from the dam will be captured and relocated as part of this work.
- o Diverting the stream adjacent to Dominion Rd into an old watercourse to aid topsoil stripping and earthworks between State Highway 60 and Chaytor Road.
- o Forming a temporary diversion between Apple Valley Rd West and Nile Rd to carry highway traffic around the worksite so realignment on the Nelson end of the project can start.
- o Relocating electricity and Telecom services.

Ruby Bay's Slippery Customers

Did you know that New Zealand's native species of freshwater eels are important both culturally and commercially? Culturally, they are important for hui (gatherings), tangi (funerals) and other social activities. As a commercial product, eel sales generated between \$800,000 and \$3.5million in exports annually between 1990 to 2004. There is also a growing domestic market for eels, with produce being available at restaurants and supermarkets throughout the country.

There are two freshwater eel species native to New Zealand - the shortfin (*Anguilla australis*) and the longfin (*Anguilla dieffenbachii*). The longfin eel is found only in New Zealand. A third species of eel, from Australia (*Anguilla reinhardtii*), has recently been discovered in the Waikato River.

Many people find eels revolting, because of their slippery skin, snake-like appearance, and ability to produce copious amounts of slime.

Eels have scales, but these are embedded within their thick skin so that they have a smooth and slippery surface. The dorsal and anal fins on eels are united to form a single fin that flows along the belly, around the tail, and along the back. The length of the dorsal fin is used to distinguish the species, hence the names longfin and shortfin

**Statistics NZ Freshwater Eel Resource*



Staff have had to get up close and personal with the eels that have needed relocating as a result of the project.



Six-year-old Harrison Kroos from Henley Primary School (Richmond) is one of many school children who have "gone fishing" in order to help the Ruby Bay team catch and relocate the eels and other freshwater species.

Introduction to the Team:



Andrew Adams, NZTA Project Manager

Andrew is no stranger to big projects in the Nelson/Marlborough/Tasman region after successfully project managing the Awatere Bridge project in Seddon (Marlborough). He again takes the project manager's reigns for Ruby Bay Bypass keeping a firm eye and hand on the project's construction and overall management for the NZ Transport Agency.

Andrew has a long history in roading and construction. Originally from Northern Ireland, Andrew worked in London as a roading contractor for many years before shifting to New Zealand in 1987. Following a period in the former Transit NZ Wellington Regional Office, he moved with his wife and four children to Blenheim in 2001.

Andrew is hoping for a similarly successful completion to the Ruby Bay Bypass project as he had on the Awatere Bridge project in 2007 – a project that finished ahead of time and under budget.

While he'd like to see this project finish ahead of time and under budget, equally important is considering the cultural and ecological aspects of the new road's construction as well as being sensitive to the project's neighbours while the work progresses.

"We have been working closely with iwi, Department of Conservation and the community to ensure we are sensitive to these important groups as we construct the Bypass."



Matthew Taylor, Engineer's Representative, Opus International Consultants

Matthew Taylor is a civil engineer based in Opus' Nelson office. Matthew is the "Engineer's Representative" on the project, which means he is responsible for ensuring the Contractor (Downer EDi Works) build the project as specified in the contract documents. On site supervision is carried out by John Tailby, the Opus Site Representative.

Matthew stresses the importance of team work on roading projects. "I believe it's important to take a collaborative team approach to a large project such as Ruby Bay Bypass in order to achieve the best possible outcome for all concerned."

Matthew is no stranger to this project as his involvement with Ruby Bay Bypass started in 1997 when investigations started considering alternative routes around Ruby Bay.

"Eleven years later I am very pleased to see construction finally underway, and I am looking forward to celebrating the completed project when I am sure we will have a project we can all be proud of."

Matthew is a born and bred Nelsonian, returning to settle in Nelson in 1992 following his OE. He lives in Richmond with his wife and two sons and enjoys mountain biking (he is training for the Rainbow Rage later this month), golf, and watching his son's play sport in his spare time.



Marc Papke, Project Manager, Downer EDi Works

Marc Papke, the Downer EDi Project Manager, arrived on the shores on New Zealand in 1997 from North Dakota in the United States for the construction of the Second Tailrace Tunnel at Manapouri, near Te Anau in Central Otago. That project was located in Fiordland National Park, New Zealand's largest National Park, so Marc is very experienced in working in sensitive environments with unique and challenging surroundings.

Marc and his family currently live in Te Anau, but are in the process of shifting to the Nelson area. Away from work, his passions revolve around family events, trout fishing and mountain biking so members of the Nelson community can perhaps expect to see him riding locally.

Marc's primary objectives for the Ruby Bay Project are to see a high quality highway is constructed safely, on time and with the absolute minimum disruption to the community, public and the environment.

"To date, we are on the way to achieving this with strong local support, good local agency cooperation and good team work among the involved parties."

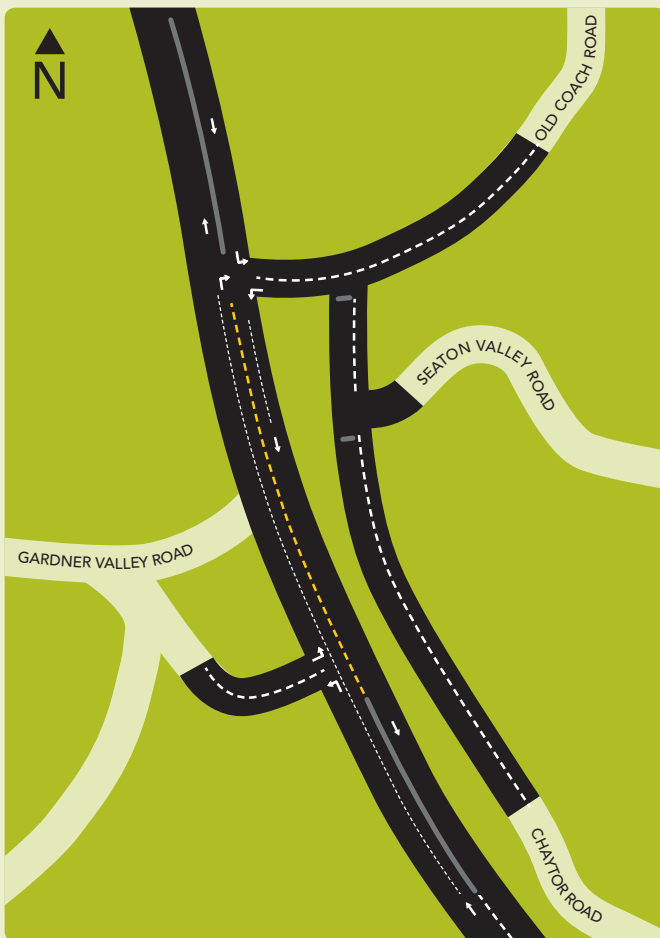
Who to contact:

As part of our commitment to keeping you informed please don't hesitate to call us on 0800 RUBYBAY60 to talk to one of the construction team about what we are doing. We'd be happy to help answer any questions you may have.

Community input adds to design

Community input during the final design stage of the project has resulted in the inclusion of several enhancements to the original design.

A pedestrian/cycleway underpass will be built in the vicinity of the Old Coach Road and Seaton Valley Road intersections which will provide safe access from one side of the highway to the other. In particular this will connect the communities of Moutere and Mapua much better. A pedestrian underpass will also be installed near the Tasman Domain providing better pedestrian and cyclist access between Tasman and Mariri. Tasman District Council will organise for these paths to be built linking each of these new underpasses to the Council's existing network of walkways and cycleways.



GARDNER VALLEY/SEATON VALLEY CONNECTION

Event marks official start



Heavy machinery courtesy of the contractor helped turn the first sod of earth on the project.



The contract is signed and now it's time for the real work to begin.



Representatives from NZTA, iwi and Tasman District Council were on hand to help celebrate the official start to the Ruby Bay Bypass Project.

Contact details

For more information

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New Zealand Government