



Ruby Bay Bypass Project

What's inside

- Page 2** We'll be back
Background
- Page 3** Doing the numbers
Te Mamaku Drive
- Page 4** A job well done
Thanks!



SH60 Ruby Bay Bypass is opening early!

It is only two years since the first sod was turned on the Ruby Bay Bypass project, but the team have worked exceptionally hard and, despite the weather being challenging at times, the new bypass is opening considerably earlier than scheduled.

Local iwi will perform a dawn blessing, and an official ribbon cutting ceremony will be held in the morning, before the new bypass opens to traffic in the afternoon, on Friday, 22 October 2010.

Although the new bypass will be open to traffic, the team need to finish off some construction work around the road tie-ins at either end of the new road, as well as a few finishing touches elsewhere along the new highway, before the project is complete. This means there will still be some temporary speed restrictions in certain areas.



The chipseal is down, the line markings are laid and the new highway is finished and ready for traffic.



Be safe

As with any new road it will take a while for everyone to get used to the new layout - so leave a little extra time and take care as you travel along the new route.

We'll be back

The new road has a chipseal surface which needs to cure for 12 months, so the team will be back next year to lay another layer of seal to further waterproof the road. The next resurfacing will then be in about 8-10 years time. The team will be back next year to complete the final areas of landscaping too.



Laying the 'first coat seal' earlier this year

Background

Direct access or driveways onto a highway are a safety issue and the original state highway through Ruby Bay had more than 7,000 vehicle movements each day with no fewer than 145 accesses.



It has only been two years between the first areas of forest being cleared and the new road opening.

The new 10.7km highway will be a 'limited access road' restricting the future development of private access or driveways onto the highway and thereby considerably improving safety over the existing coastal route.

With only 11 access points, and a consistent driving speed of 100km/h the SH60 Ruby Bay Bypass will provide a more direct route between Motueka and Nelson, considerably improving safety and journey times on The Coastal Highway route.

For further information go to www.nzta.govt.nz



Doing the numbers

Contractor	Downer EDI Works
Consulting Engineers	Opus International
Construction cost	\$30 million
Bypass length	10.7km
Number of access points removed from the state highway network	145
Number of side road connections on the current SH60 alignment	23
Number of side road connections on new bypass alignment	11
Design speed	100km/h
Lane widths	3.5m
Shoulder width	1.5m
Max height above sea level	115m
Number of passing lanes	4 (2 in each direction)
Approx earthworks volume	1.3 million cubic meters
Construction start	Oct 2008
Estimated construction period	2.5 years
Construction crew on-site	50
Bulldozers	4
Excavators	8
Dump-trucks	11
Graders	3
Rollers	8
Reinforced Soil Slope Construction	26,000m ²
Drainage Installation	18.1km
Pavement Aggregate Used	65,000m ³
Chipseal Surfacing	175,000m ²
Major Culverts / Pedestrian Underpasses	7
Kokopu relocated	200
Tuna (eels) relocated	2000

Te Mamaku Drive

The input of local iwi in the project has been invaluable and in recognition of this the new road, although part of SH60 The Coastal Highway, has been named Te Mamaku Drive. The pa on the Moutere Hills was called Te Mamaku and it is also the name of the black tree fern.



Reknowned carver John Mutu in action

Carvers Tim Wraight and John Mutu have created two road signs, one at each end of the new bypass, which will be blessed at a dawn ceremony before the road opens to traffic.

Each sign is of 2.5m long matai with carved manaia heads at each end. This is supported by two concrete posts with stainless steel attachments linking the two. The manaia heads represent the concept of kaitiakitanga (caring for/looking after), and in this case the role that iwi have played through their organisation Tiakina te Taiiao, in caring for the coastal region that the new road passes through.

The manaia heads will be slightly different for each sign reflecting the different tribal styles of the area.

A kowhaiwhai design has been cast onto the front face on the concrete. This design represents the two maunga (mountains) of the area; Tu Ao Wharepapa and Pukeone. The design is a traditional one called kaokao which also signifies caring and protection.

A job well done

This project is not just about the past two years' construction; the many years of investigation, consultation and design that had to go on before the physical work could begin should also be recognised.



2007 diagram indicating the new alignment.



The new alignment nearing completion 2010

Originally proposed in the late 1990s - following on from improvements to the highway made by the Maisey Road to Trafalgar Road project - this project was suspended in 2002 before finally becoming a reality in 2007 when detailed design work was completed. Construction funding of \$30 million was made available in April 2008, and the machines roared into action the following October.

The environmental aspect of this project has been huge and the work undertaken extensive - just take a look at 'Doing the numbers' inside. With more than 1.3 million cubic metres of earth to move the team had to ensure that the impact on the environment - particularly around the affected beautiful estuarine areas - was mitigated.

A massive amount of earth has been shifted to make way for the new road and much of this has been done away from the public eye through the greenfield site. However, the team has been keen to include the community and many local school children have been involved in the environmental work that has been integral to the success of this project.

Having experienced iwi monitors on site, and a project archeologist on call, during excavations was a great asset and ensured that historical and cultural finds were protected.

This project has truly been a collaboration of everyone involved and its success could not have been achieved without the cooperation and considerable input of people outside the project team, specifically, Tiakina te Taiao, Ngati Toa, Ngati Kuia, and local stakeholders and community groups.

Thank you

It is never easy living or working next to a construction site, or having your daily travel interrupted - the project team acknowledges this and thanks everyone for their patience during the past two years.

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