

RUBY BAY BYPASS

UPDATE - AUGUST 2007

Transit New Zealand is moving closer towards making Ruby Bay Bypass a reality with the detailed design for the project currently being finalised.

Transit has been working closely with Tasman District Council, affected landowners and other stakeholders to complete the design with the expectation that construction start towards the end of 2008.

The long awaited Bypass project involves repositioning the existing section of highway from Trafalgar Road to Dominion Road and building a new highway from Dominion Road to a point west of Tasman village near Harley Road. Most of the new highway will pass through existing or former forestry land, much of which has recently been rezoned for Rural 3 development.

Construction is expected to be straightforward as it is a "greenfields" project with most of the work happening outside

the existing state highway road corridor, avoiding conflicts with highway traffic.

Just over 10km in length, the new highway will be two lanes with two passing lane sections in each direction, and will have a design speed of 100km/h. The highway will be designated as a "limited access road" to restrict the future development of private accesses or driveways along the new highway and to improve safety.

Following on from the Maisey Road to Trafalgar Road project completed in 1999, the Bypass will enhance access between Richmond and Motueka and reduce pressure on the existing coastal route, which is experiencing significant rural/residential development. These restrictions, aimed at maintaining safety levels on the state highway, can therefore be eased and will allow Tasman Village to be developed in accordance with Tasman District Council's district plan.



Dominion Road tie-in

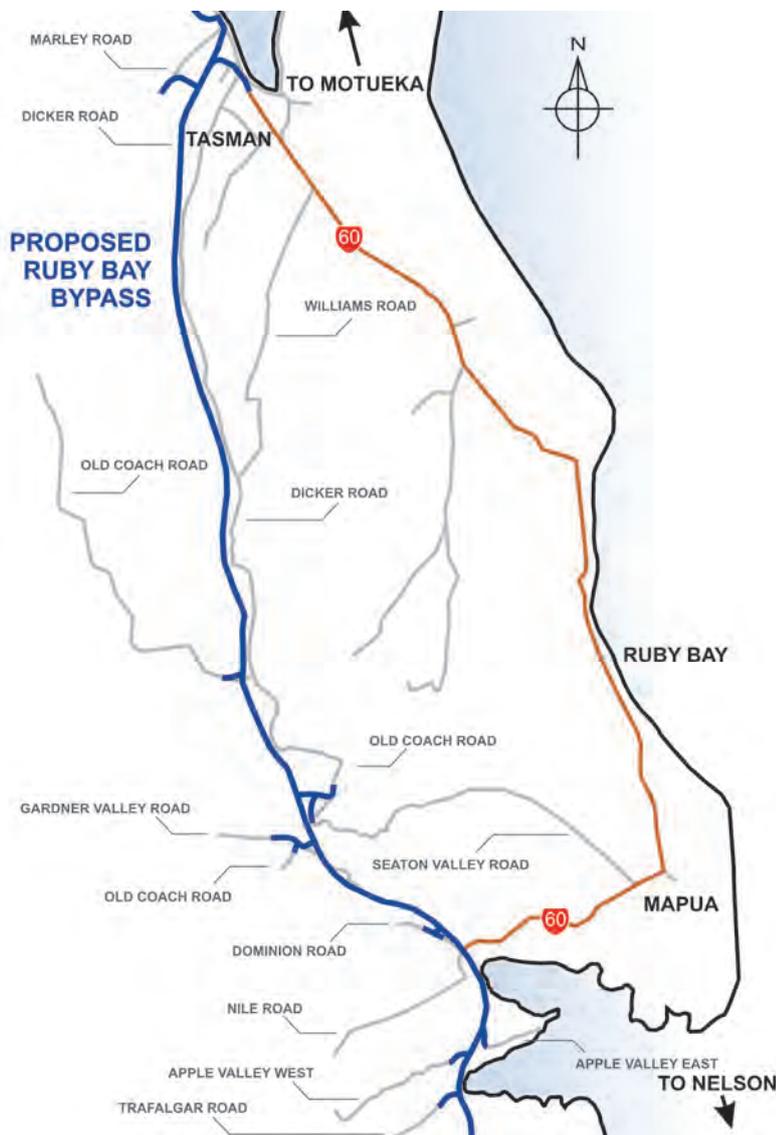
The final design process has provided Transit the opportunity to update and enhance the initial design completed in 2002. Improvements identified during the final design stage include:

- 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
- rationalising the number of side road accesses from 12 to 11 with the removal of the eastern connection to Old Coach Road near the Dicker Road junction
- improving side road configurations
- providing better sight distances
- lengthening the proposed passing lanes
- providing an acceleration lane for southbound traffic joining the Bypass from the southern end (Mapua) of the coastal highway.

Although the project was suspended in 2002, resource consents, other statutory agreements and most property agreements have been obtained so the project will be ready for its next stage. The proposed road position has been designated for state highway purposes in the Tasman Resource Management Plan.

A concept plan showing the proposed position of the highway is shown opposite. A full display of the road alignment and its connections will be made available in September.

RUBY BAY BYPASS LOCALITY DIAGRAM



Project Information and Statistics at a Glance

Bypass Length	10.6km
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
Maximum Height above Sea level	115m
Number of Passing Lanes	4
Approximate Earthwork Volume	900,000m ³
Estimated Construction Start	end 2008
Estimated Construction Time	2 Years
Project Design Consultants	Opus



Tasman end tie-in

For more information, please contact:

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