

Marija Bakulich

From: Phil Chatterley
Sent: Tuesday, 17 December 2013 8:03 a.m.
To: Daniel Turner
Cc: Kiran Hira; Agnieszka Klukowska
Subject: RE: Sector 450 Design - Design Update 16/12/2013

Hi Dan,

I have review the attached changes and note

My comments are listed below (also minor comments in RED below);

1. The initial section on the Paraparaumu leg between Ch 0 and 35m should be noted to match extension of existing pavement levels with new edge kerb & channel.
2. Ok
3. Add string at end of minor tie-ins to ensure cross section picks up extent of works.
 The grading of the road to match existing is a key driver, may not be consistent grade but so long as it drains should be satisfactory.
 Confirm sections show pond
 Footpath general falls to road, except for section between Ch 40 – 100. Confirm where this occurs and why diff. here?
 Add boundary extents.
4. MC40 long section starts at Ch 0, change to start where work starts Ch40? MC50 ends at Ch 80, change to where work ends Ch 17m?
5. Ok
6. Ok
7. Ok – see above where we still need to see woks and profiles within extent of works.

In general, amend extent of works and update drawings, including notes “TIE-IN TO MTCH EXISTING” where relevant.

To issue model we need to check against that previously issued (plan showing level diff between two models) to ensure we have not changed something unknowingly. Then need to verify genio output with drawings.

Drawings provided from MX have DWG ref and labelled 1 – 16. Sheet ref does not work and with plans there are 18 drawings. Assume 0001 not previously used. Also see separate tab on transmittal spreadsheet for Otaihanga RA.

Please note that Alex has done some work around pond access and drainage, need to ensure any works done here reflect her requirements.

Furthermore, access to the pond will need a gated access. Fencing in this area needs to be provided to cater for safety of road users.

Regards

Phil Chatterley
 Geometry Design Lead



43 Ihakara St, Paraparaumu 5254 | PO Box 723, Paraparaumu 5254
 Ph: 04-550 5929 Mob: 027 205 1193 Email: phil.chatterley@m2pp.co.nz

Think GREEN before choosing to print this email

From: Daniel Turner
Sent: Monday, 16 December 2013 2:02 p.m.
To: Phil Chatterley; Agnieszka Klukowska
Cc: Kiran Hira
Subject: Sector 450 Design

Hi Phil

Please click on the link below for the plans, long and cross sections affected by the updates at Otaihanga Roundabout:

W:\DESIGN\CAD_DET\MX_OUTPUT\~ISSUE FOR CONSTRUCTION\2013.12.16 D450 OTAI ROUNDABOUT\M2PP-45M-D-DWG-0001 COMBINED.pdf

Changes include:

1. Paraparamu leg has been match to existing pavement levels between chainage 0 and 4035m on MC20. Crossfalls to carriageway, edge of seal and the kerb lip have been manually adjusted.
2. The long section of Otaihanga Road (MC10) now ties into the existing road prior to the railway.
3. The cross section on Otaihanga Road matches existing cross section and kerb and channel inverts at chainage 0m. East of this area the carriageway edge line on both sides has been manually adjusted to fit with existing levels at the tie-in. The Southward Museum side of MC10 kerb and channel has been manually adjusted to sit on top of the existing pavement without disrupting the drainage path. This was not repeated on the opposite side of the road as the kerb and channel is located outside the line of existing pavement.
4. The private access to the farm (MC50), Southwards car museum access (MC40), and the little access to the paddock (MC60) have all been matched into Otaihanga Road (MC10).
5. The kerb and channel on the Southwards driveway ties into existing at chainage 40m
6. All kerb and channel levels from side roads tie into the MC10 kerb and channel.
7. The edge lines and centrelines for MC40 and MC50 have been removed to indicate that no construction is to be undertaken passed the kerb and channel tie-ins.

Agnieszka I have put a 3d.dwg of the design and design contours in the following folder:

W:\DESIGN\CAD_DET\MX_OUTPUT\~ISSUE FOR CONSTRUCTION\2013.12.16 D450 OTAI ROUNDABOUT\

Could you please check the contours against the sump placement along the kerb and channel. I think the sump placement on the Southwards Car Museum kerb and channel will require tweaking to match new low point.

Phil and Aga could you please check the design and let me know if you have any further changes. This is urgent as they are currently doing work in this area.

Regards

Daniel

Marija Bakulich

From: Phil Chatterley
Sent: Saturday, 7 December 2013 11:48 a.m.
To: Kiran Hira
Cc: 'Daniel Turner'; David Aldridge
Subject: M2PP : D450 Otaihanga R/A - Barrier placement on SH1 at back of path

Hi Kiran,

RE: M2PP : D450 Otaihanga R/A - Barrier placement on SH1 at back of path

Please find attached design note regarding the placement of the roadside barrier at the back of the path on west side of SH1 on the northbound approach to the roundabout.

A TL-3 semi-rigid steel barrier is provided to protect motorists from the drainage swale and drainage outlet structure located beyond the footpath, which are considered a minor hazard.

The barrier is positioned 3.0m from the kerb line, at the back of a 2.5m shoulder. The position was determined to offer the safest solution for the proposed environment, whilst keeping an open feel to the road.

The barrier offset from the semi-mountable kerb provided was considered at the design phase in relation to how a vehicle would react. In accordance with AustRoads GRD, Part 6, Commentary 12.3, Table C12.2, a vehicle trajectory would be affected over a short length, when traversing a kerb.

For a speed of 90km/h and 12.5 deg impact angle vehicles are affected up 2.9m distance from the kerb, whereby the dynamic height is increase up to 50mm. This increases to 4.2m distance and 85mm height for 20 deg impact angle.

The design offset of 3.0m is suitable for a speed of 90km/h and impact angle just over 12.5 deg. Where the hazard is considered minor and the speed will be less than 90km/h approaching the roundabout this design is acceptable.

The design indicated a TL-3 semi-rigid steel barrier was designed, however a Nu-guard barrier will be installed at this location. In this case the Nu-guard barrier is 85mm higher than the design requirement, which would accommodate any concern with regard to vehicles launching over the kerbs.

In addition, it is noted that it is undesirable to place the barriers a large distance behind the kerb where any impact would be at a greater impact angle and higher severity.

The design considered placing the barrier on the kerb line at the back of the shoulder. However, this makes the barrier the greater hazard and introduces need for several terminals to allow the connectivity for cyclists and pedestrians.

We trust this is satisfactory and meets NZTA's general acceptance.

Regards

Phil

Sent from my iPod

Marija Bakulich

From: Phil Chatterley
Sent: Friday, 6 December 2013 6:38 a.m.
To: 'John Perkins'
Cc: Grant Ching
Subject: M2PP : D440 Use of vertical face kerbs

Hi John,

As requested, please find attached comment from the RSA for Otaihanga R/A for your information. We will change the kerbs at Otaihanga Road bridge to vertical face, where we are in a lower speed environment and have the CWB directly adjacent to the kerb.

2.10 Minor Concern – Use of vertical face kerbs

Probability of Crash Occurring – Infrequent
Likelihood of Serious/Fatal Injury – Unlikely
Outcome – Minor

Vertical face kerbs in higher speed environments can pose a safety hazard if hit as vehicles are more likely to be deflected further or drivers lose control than in lower speed (urban) environments. In the safety audit of the preliminary design, the SAT made specific reference to using mountable kerbs on all traffic islands, but should have specified using mountable kerbs in all locations, given the 80 km/h speed environment.

Recommendation:

Replace vertical face kerbs with mountable kerbs throughout the project.

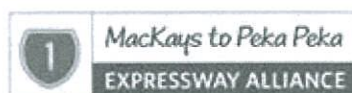
<i>Designer Response</i>	Kerbs have been changed to semi-mountable profile kerbs throughout.
Safety Engineer:	Designer to advise if it is possible to use mountable kerbs throughout the project and if possible to incorporate these.
Client Decision:	Agree with Safety Engineer's comments. Action is with the Designer.
<i>Action Taken:</i>	Mountable kerbs have been provided in place of vertical face kerbs throughout the project {Otaihanga R/A}

This is for your information and records.

Regards

Phil Chatterley

Geometry Design Lead



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Marija Bakulich

From: Mark Owen
Sent: Friday, 15 November 2013 7:01 p.m.
To: Roger Burra
Cc: Ulvi Salayev; Andrew Quinn; Neil Beckett; Caron Greenough
Subject: RE: Otaihanga RAB TMP

great effort Roger many thanks

cheers
Mark

From: Roger Burra
Sent: Friday, 15 November 2013 3:35 p.m.
To: Ulvi Salayev; 'John Palm'
Cc: Alan Orange [FCC Infrastructure]; Andy Goldie; Andrew Quinn; Jonathan Kibblewhite; Peter Bradshaw [External]; David Rubery; Mark Owen; Mike Pilgrim; Richard Galloway
Subject: RE: Otaihanga RAB TMP

Hi All,

Thanks everyone for working so hard to get this right. Earlier this afternoon Jon confirmed that he and Reuben have been on site today and have worked out a way to adjust the horizontal alignment to make sure road users won't need to slow down more than the temporary speed limit. Mike Pilgrim will be on site on Sunday night to monitor the implementation of the TTM and can advise if needed.

Motorists will have good visibility approaching and through the site and the lane delineation is looking good.

Thanks Jon for working to give us the confidence in the planned TTM. Its a highly visible site on a nationally important route so its very important to us. Thanks for taking it so seriously.

Roger

From: Ulvi Salayev
Sent: Friday, 15 November 2013 8:54 a.m.
To: 'John Palm'
Cc: Alan Orange [FCC Infrastructure]; Andy Goldie; Andrew Quinn; Jonathan Kibblewhite; Peter Bradshaw [External]; David Rubery; Mark Owen; Roger Burra; Mike Pilgrim; Richard Galloway
Subject: RE: Otaihanga RAB TMP

Hi John,

I appreciate your responsiveness to this issue.

Thanks

Ulvi

From: John Palm [mailto:John.Palm@m2pp.co.nz]
Sent: Friday, 15 November 2013 8:45 a.m.
To: Ulvi Salayev
Cc: Alan Orange [FCC Infrastructure]; Andy Goldie; Andrew Quinn; Jonathan Kibblewhite; Peter Bradshaw [External];

David Rubery

Subject: RE: Otaihanga RAB TMP

Hi Ulvi,

Jonathan has assured me that they are on top of resolving the outstanding issues and says that it will all be completed today.

We are currently reviewing our processes of getting our TMP's approved. We have identified a couple of areas that can be improved. With our new Traffic Manager being on board from the 2nd December, we are sure to have a more streamlined process and greater engagement and interaction with the Transport Agency. We will also get our designers to review the modelling and geometrics in our TMP's before they are submitted.

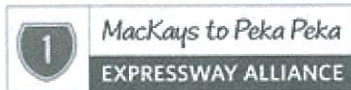
For the implementation this Sunday, we will have Selwyn Smith down from Auckland to ensure that the switch is seamless and carried out to the highest standard. He will be around to monitor the traffic flows for a couple of days after implementation.

I trust that the outstanding issues will be sorted out shortly and look forward to any suggestions from the Transport Agency to help improve our systems.

Regards,

John Palm

Construction Manager



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From: Ulvi Salayev [<mailto:Ulvi.Salayev@nzta.govt.nz>]

Sent: Friday, 15 November 2013 7:32 a.m.

To: Alan Orange

Cc: John Palm

Subject: Fwd: Otaihanga RAB TMP

Hi Alan,

Can you pls put some urgency into resolving this issue?

Ulvi

Sent from my Commodore 64

Begin forwarded message:

From: Ulvi Salayev <Ulvi.Salayev@nzta.govt.nz>

Date: 15 November 2013 7:30:40 am NZDT

To: Mark Owen <Mark.Owen@nzta.govt.nz>

Cc: Andrew Quinn <Andrew.Quinn@nzta.govt.nz>, Roger Burra

<Roger.Burra@nzta.govt.nz>, Mike Pilgrim <Mike.Pilgrim@nzta.govt.nz>, Richard Galloway <Richard.Galloway@nzta.govt.nz>, Caron Greenough <Caron.Greenough@nzta.govt.nz>

Subject: Re: Otaihanga RAB TMP

Roger/Andy,

Can you pls resolve this situation asap? If not resolved by the end of the day and we are still uncomfortable with the outcome I incline towards not letting Alliance switching the traffic to the new roundabout.

Ulvi

Sent from my Commodore 64

On 15/11/2013, at 7:12 am, "Mark Owen" <Mark.Owen@nzta.govt.nz> wrote:

Hi Andy

A temporary 30km/hr speed limit on SH 1 for an extended period of time is unacceptable. While the actual speeds may be down at 30km/hr, the minimum temporary speed limit, over Christmas and while workers are off the site, should be 50km/hr (safety to advise) therefore the highway design must be up to a standard to accommodate this.

cheers

Mark

From: Andrew Quinn

Sent: Thursday, 14 November 2013 9:35 p.m.

To: Roger Burra; Mike Pilgrim; Richard Galloway

Cc: Mark Owen

Subject: RE: Otaihanga RAB TMP

Roger and Mike

I may be missing something but upon commissioning, the rdbt will have a circulating/operating speed less than 50km/h so we should set the speed appropriate to the road geometry available which in this case might be 30km/h through the rdbt. So why not move them to 30km/h now, just through the rdbt? Combined with a 4% gradient, isn't that the safest outcome for the customer?

Andrew J Quinn, PMP
Senior Project Manager

Highways & Network Operations Wellington

DDI 64 4 894 5212

M 021 228 3585

E andrew.quinn@nzta.govt.nz

From: Roger Burra

Sent: Thursday, 14 November 2013 4:26 p.m.

To: Mike Pilgrim; Richard Galloway

Cc: Andrew Quinn; Mark Owen

Subject: FW: Otaihanga RAB TMP

Hi Mike, Richard,

Further to my telephone update this morning I am afraid there are still issues to resolve with the proposed TTM. These relate to the horizontal alignment of the southbound SH1 lane.

I now have far more confidence in the proposed delineation and safe intersection stopping distance and approach sight distances, which Jon and I measured from the plan this morning. There don't appear to be any visibility splay issues either. Jon provided greater clarity that the edge of the roundabout would be taken back to reduce the apparent "kink" in SH1. This has straightened the road from what was on the plan yesterday.

A 40m right turn in and separate 40m accelerating out lane will also be provided, although these are not shown very clearly on the attached plan. At my request we squared-up the Otaihanga Road approach to improve safety - again, this is not shown very well on the attached plan.

The plan shows a horizontal radius of 30m for the southbound SH1 lane. This would be at about the same time as motorist were negotiating the 20m ramp at 4% gradient down to the new carriageway.

If this is the case it means that motorists would not be able to safely negotiate the road at 50kmph. I've asked Jon to double check the radius and to increase it.

I think this highlight the need for greater designer input to the temporary traffic management plans.

From: Jonathan Kibblewhite [Jonathan.Kibblewhite@m2pp.co.nz]
Sent: Thursday, 14 November 2013 3:39 p.m.
To: Roger Burra
Subject: Otaihanga RAB TMP

Hi Roger thanks for your time this morning

Please find attached revised drawing and extra information as below

Otaihanga Rd heading towards SH1 the Safe stopping distance is around 90 lm

Sight line distance from stop at Otaihanga intersection is North greater than 200lm and south greater than 200 lm

The ramp grade on SH1 on north side of new Otaihanga Road is maximum 4%

The radius of south bound lane SH1 opposite Otaihanga rd is 30 m, the new roundabout has a radius of 25m

Additional TMM controls we are putting in

North end of job heading south, before the two lanes start to diverge and running up to the new centre island we will install hit sticks between both lanes, 120 lm

Jonathan Kibblewhite

Manager, Temporary Traffic Management and Pavements

[Description: Description: Description:
cid:image001.png@01CC1AEF.F2F04400]

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Marija Bakulich

From: Mike Pilgrim
Sent: Friday, 15 November 2013 8:00 a.m.
To: Caron Greenough
Subject: FW: Otaihanga RAB TMP
Attachments: M2PP-45P-C-SKT-149.pdf

From: Roger Burra
Sent: Thursday, 14 November 2013 4:26 p.m.
To: Mike Pilgrim; Richard Galloway
Cc: Andrew Quinn; Mark Owen
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A 40m right turn in and separate 40m accelerating out lane will also be provided, although these are not shown very clearly on the attached plan. At my request we squared-up the Otaihanga Road approach to improve safety - again, this is not shown very well on the attached plan.

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Sight line distance from stop at Otaihanga intersection is North greater than 200m and south greater than 200m
The ramp grade on SH1 on north side of new Otaihanga Road is maximum 4%
The radius of south bound lane SH1 opposite Otaihanga rd is 30m, the new roundabout has a radius of 25m

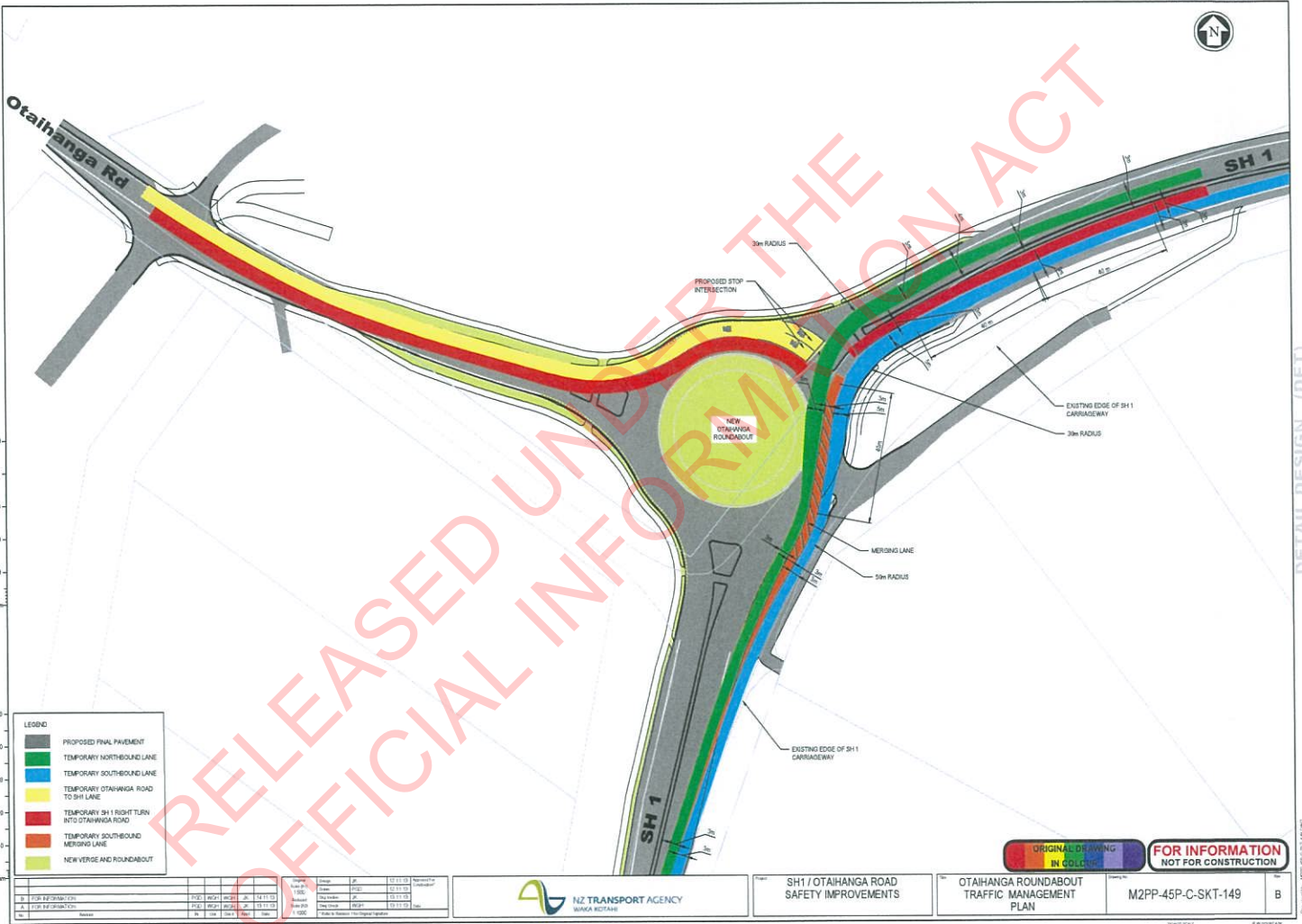
Additional TMM controls we are putting in
North end of job heading south, before the two lanes start to diverge and running up to the new centre island we will install hit sticks between both lanes, 120m

Jonathan Kibblewhite
Manager, Temporary Traffic Management and Pavements



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Mob: 027 296 8018

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AT REPRODUCTION SCALE

- LEGEND**
- PROPOSED FINAL PAVEMENT
 - TEMPORARY NORTHBOUND LANE
 - TEMPORARY SOUTHBOUND LANE
 - TEMPORARY OTAIHANGA ROAD TO SH1 LANE
 - TEMPORARY SH1 RIGHT TURN INTO OTAIHANGA ROAD
 - TEMPORARY SOUTHBOUND MERGING LANE
 - NEW VERGE AND ROUNDABOUT

Rev	Description	By	Check	Date
1	FOR PRELIMINARY	14/11/10
2	FOR PRELIMINARY	15/11/10
3	FOR PRELIMINARY	15/11/10

NZ TRANSPORT AGENCY
 WAIKA KOTAHAE

SH1 / OTAIHANGA ROAD
 SAFETY IMPROVEMENTS

OTAIHANGA ROUNDABOUT
 TRAFFIC MANAGEMENT
 PLAN

M2PP-45P-C-SKT-149

DETAIL DESIGN (DET)

Marija Bakulich

From: Mark Owen
Sent: Monday, 4 November 2013 8:35 a.m.
To: Caron Greenough
Subject: RE: Temporary Traffic Management - Otaihanga

thanks

From: Caron Greenough
Sent: Monday, 4 November 2013 8:30 a.m.
To: Mark Owen; David McGonigal; 'Mike Pilgrim'
Subject: RE: Temporary Traffic Management - Otaihanga

Hi Mark

Not sure if you got a reply to this?

It is our preference not to keep changing the speed limit around this site as drivers will and do get used to it and compliance will increase. As Andy says the lane widths are also reduced plus the potential for distraction. In addition while at the moment there may be little activity at certain times this will increase and the site layout will also be changing as the construction progresses. The concrete barriers are both to protect the workers and the drivers and hitting a concrete barrier at 50kph can still make a considerable mess!!

Hope that covers it?

Cheers

Caron

From: Mark Owen
Sent: Thursday, 31 October 2013 4:36 p.m.
To: David McGonigal; 'Mike Pilgrim'
Cc: Caron Greenough
Subject: FW: Temporary Traffic Management - Otaihanga

any thoughts/feedback...?

From: Andrew Quinn
Sent: Thursday, 31 October 2013 3:24 p.m.
To: Mark Owen
Subject: Re: Temporary Traffic Management - Otaihanga

Happy to discuss speed limits but its our view that 50km/h is the most appropriate and safe speed given the proximity of the work site and the available lane width.

Andrew J Quinn, PMP
Senior Project Manager
NZ Transport Agency
M 021 228 3585
Email andrew.quinn@nzta.govt.nz

----- Original message -----

From: Mark Owen <Mark.Owen@nzta.govt.nz>

Date:

To: Andrew Quinn <Andrew.Quinn@nzta.govt.nz>

Cc: Ulvi Salayev <Ulvi.Salayev@nzta.govt.nz>, Hugh McCutcheon

<Hugh.McCutcheon@nzta.govt.nz>, David McGonigal <David.McGonigal@nzta.govt.nz>

Subject: Temporary Traffic Management - Otaihanga

Hi Andy

I had some feedback from the customer perspective on temporary speed limits at the Otaihanga intersection. Why do we need temporary 50km/hr speed limits when no work happening (eg at night) and given that conc. barriers exist to protect works?

Your thoughts on if/how we can improve customer experience welcomed.

cheers

Mark Owen

Regional Performance Manager, Wellington

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E mark.owen@nzta.govt.nz

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Marija Bakulich

From: David McGonigal
Sent: Monday, 4 November 2013 9:16 a.m.
To: Caron Greenough
Cc: Mark Owen
Subject: Re: Temporary Traffic Management - Otaihanga

Thanks Caron.

This would be a good customer focus example.

Sent from my iPhone

On 4/11/2013, at 8:30 AM, "Caron Greenough" <Caron.Greenough@nzta.govt.nz> wrote:

Hi Mark

Not sure if you got a reply to this?

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Andrew J Quinn, PMP
Senior Project Manager
NZ Transport Agency

M 021 228 3585

Email andrew.quinn@nzta.govt.nz

----- Original message -----

From: Mark Owen <Mark.Owen@nzta.govt.nz>

Date:

To: Andrew Quinn <Andrew.Quinn@nzta.govt.nz>

Cc: Ulvi Salayev <Ulvi.Salayev@nzta.govt.nz>, Hugh McCutcheon

<Hugh.McCutcheon@nzta.govt.nz>, David McGonigal <David.McGonigal@nzta.govt.nz>

Subject: Temporary Traffic Management - Otaihanga

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Mark Owen

Regional Performance Manager, Wellington

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Marija Bakulich

From: Kiran Hira
Sent: Wednesday, 23 October 2013 12:43 p.m.
To: Mike Pilgrim
Subject: M2PP Otaihanga Roundabout: Armorwire on baseplate on 2 to 3 posts
Attachments: FX616-r1.pdf; FX612-armorwirepostbaseplate.pdf; 20130704_114405.jpg; 201310231241.pdf

Hi Mike,

As per the attached drawing 0004 we have a clash with the Armorwire post and recessed double sump in the median island. The manufacture has suggested for the 2 or 3 post around the sump the use of cast in bracket and post on base plate as per attachments. We have been advised by CSP that we need specific approval from NZTA to use these. Could you please confirm your approval or otherwise.

Cheers

Kiran Hira

Designers Construction Rep Manager



43 Ihakara St, Paraparaumu | PO Box 8044, Wellington 6143
Ph: 04 496 2532 Mob: 027 488 4125 Email: kiran.hira@m2pp.co.nz

From: Kelley Wigton [FCC Infrastructure] [<mailto:KelleyW@fcc.co.nz>]
Sent: Tuesday, 22 October 2013 4:47 p.m.
To: Kiran Hira
Cc: Arne Ganseman [FCC-BPW]; Reuben Butcher [FCC-BPW]
Subject: FW: Armorwire on baseplate

Hi Kiran-

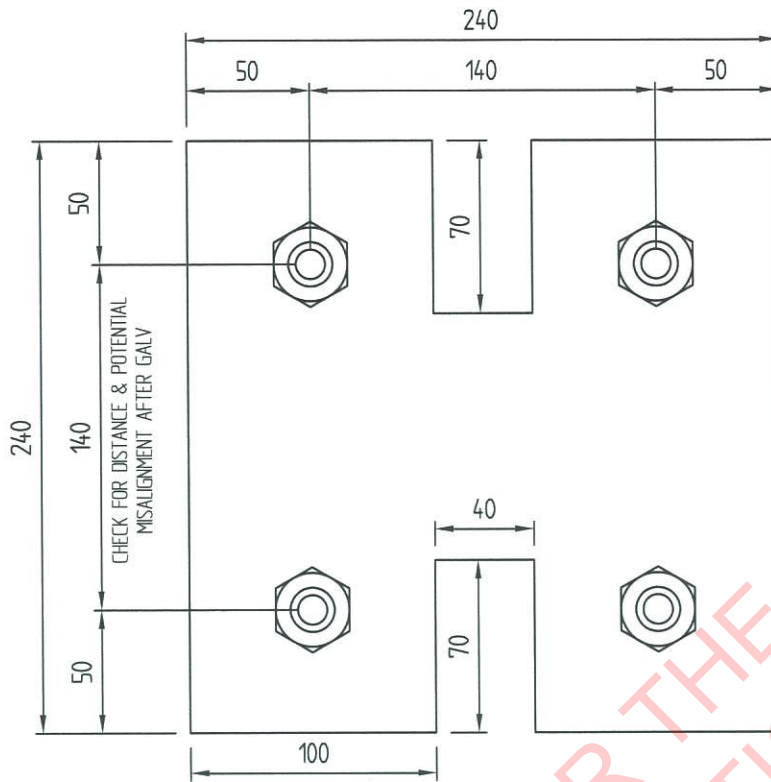
We are currently installing wire rope barrier along the centre Waikanae Median. The barrier posts are placed every 1.5metres, per the direction you've given us. One post location coincides with the centre of the back of recessed double sump DS10. Seeing as we cannot dig and install this post as is typical for the rest (because it would hit the sump), we propose to install this post by bolting onto the finished concrete above the rear of the sump, in the location that the post was intended. See attached for details and a photo of this proposed type of post at the N2AQ.

Can you pass on to NZTA for approval? We only plan to use this post where the sump interferes with post position. (three posts at most)

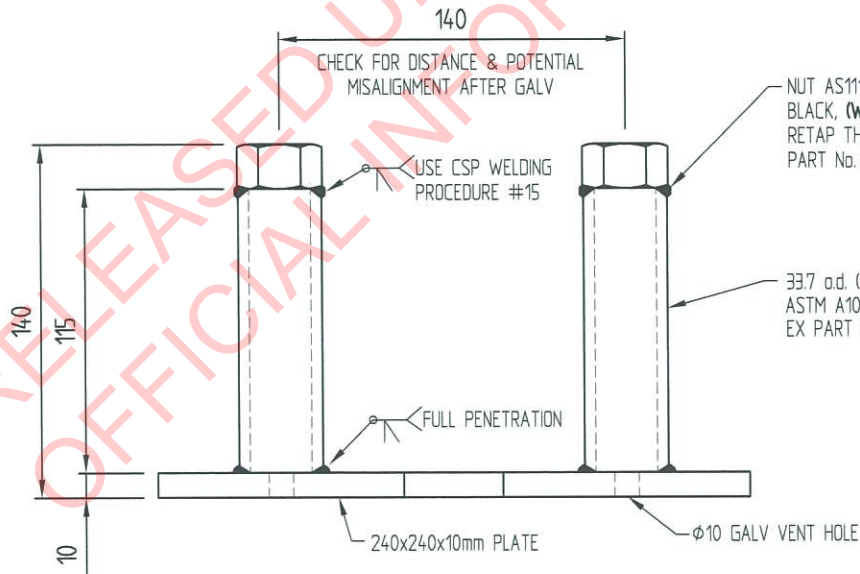
Thanks!

Kelley Wigton
Site Engineer

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PLAN



ELEVATION

NOTES :

1. DETAILS IN ACCORDANCE WITH THE NZTA BRIDGE MANUAL FOR SIMILAR PRODUCT - CAST-IN BRACKET FOR STEEL BRIDGE POST - CSP DWG No. FX150
2. GALVANIZED TO FINISH, GALV. WEIGHT : 8.0kg
3. CHECK SPACING OF TUBE AFTER GALV USING JIG

ALSO SEE FX612

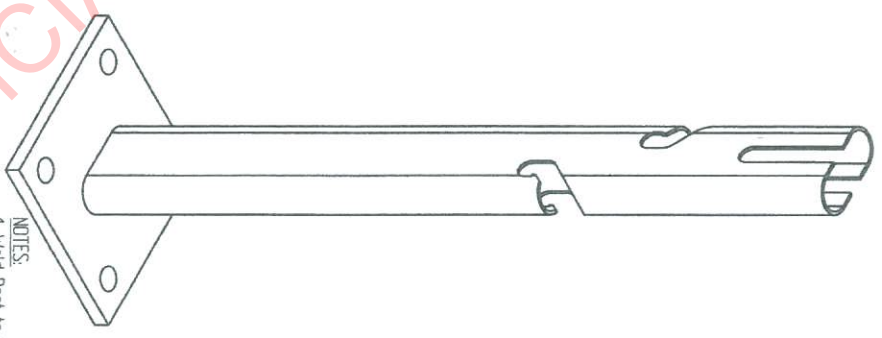
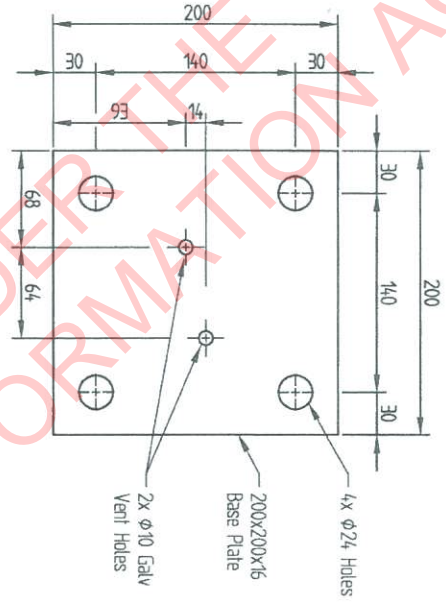
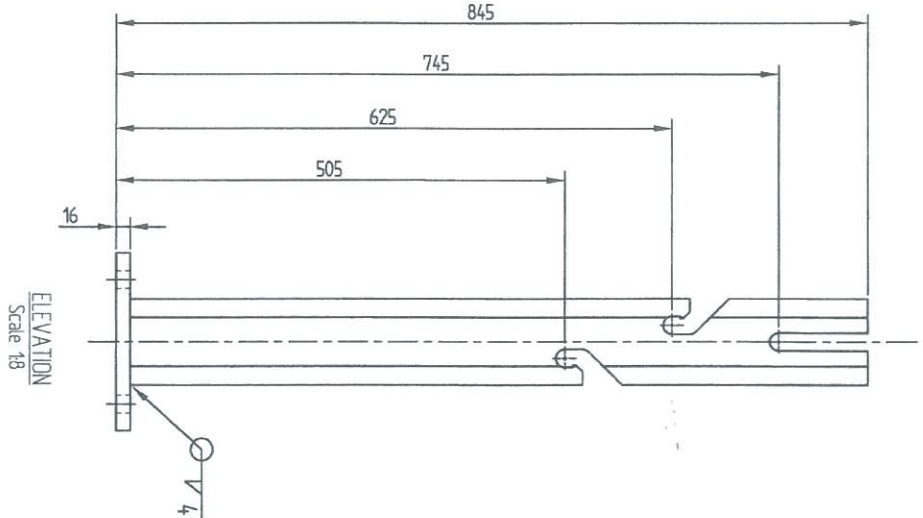
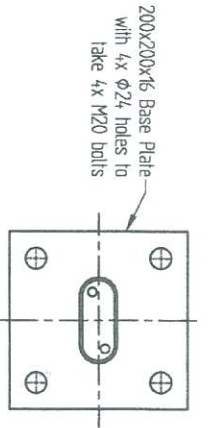


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CAST-IN BRACKET FOR
ARMORWIRE - LINE POST ON BASE PLATE

Drawn by	SB	Date	06/10/11
Checked		Scale	A4 1:3
Reference No.			
Drawing no.	FX616	Rev. No.	1



- NOTES:**
1. Weld Post to plate all around, thickness of weld to be 4mm
 2. Hot dip galvanized to AS/NZS 4680:2006
 3. For retrofit projects use 4x M20x125 HLT1 HWU Chemsel Anchor bolts or equivalent
 4. For new construction projects, use cast-in bracket. See details in dwg FX616
 5. Nominal 25mm drypack mortar is to be placed in the gap between base plate and the road surface as per NZTA Bridge manual

Revision	Rev. Date	Changes Made
Rev. 1 (SB)	05/10/11	Base brackets added, notes updated
Rev. 2 (SB)	06/10/11	Bolts changed from M16 to M20
Rev. 3 (SB)	30/07/12	Titles & notes updated, line changed to allow drypack under base
Rev. 4 (LN)		Designed title description

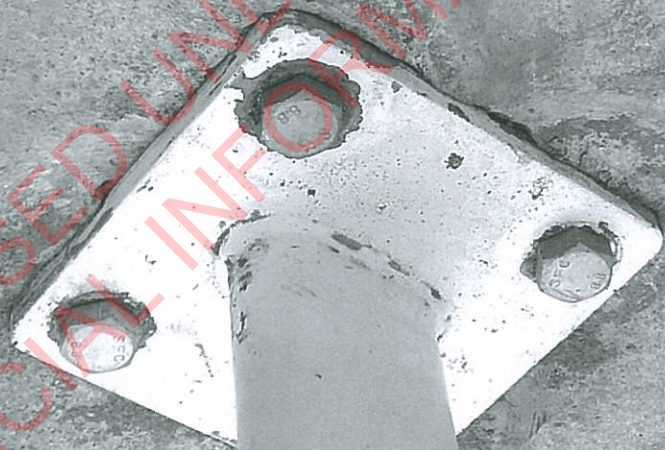
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ARMORWIRE - LINE POST ON BASE PLATE
 STANDARD POST ASSEMBLY

Drawn by	AD A/Flex	Date	04/10/11
Checked		Scale A4	Do Not Scale
Converted to CSP format by		SB	
Drawing no.	FX612	Rev. No	4

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Marija Bakulich

From: Phil Chatterley
Sent: Monday, 14 October 2013 6:31 p.m.
To: Kiran Hira
Cc: Bron Faulkner
Subject: FW: M2PP-DET : Otaihanga R/A Barrier Requirements
Attachments: 201310141730.pdf

Hi Kiran,

In discussion with David Aldridge we agree we could go wire rope barrier on the edge. We would need to specify TL4 Armorwire (deflection = 1.1m with posts at 3.0m spacing at 80km/h).

The minimum allowable curve is a 200m rad. Which means the wire rope can only replace the steel barrier in four potential locations as attached (500m approx). Further discussion with the supplier and approving authority may allow smaller radii with reduced post spacing.

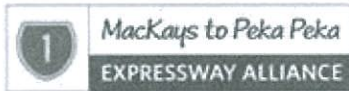
The visual appearance of wire rope and steel in small environment may not look the best?

The installer is to confirm they can construct to our drawings and are prepared to certify the installation as meeting the requirements. Deeper foundations required where posts installed less than 1.0m from batter hinge point. Absolute minimum is 600mm.

Hope this helps.

Regards

Phil Chatterley
Geometry Design Lead



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From: David Aldridge [<mailto:dave.aldrige@beca.com>]
Sent: Monday, 14 October 2013 4:46 p.m.
To: Phil Chatterley
Cc: Daniel Turner
Subject: RE: M2PP-DET : Otaihanga R/A Barrier Requirements

Hi Phil, Dan

Agree.

The TL4 wire rope barrier is quite popular as a roadside barrier as it better contains the vehicle along the roadside when compared to the w-section barrier that tends to deflect the vehicle back into the traffic lane.

If using wire rope along the roadside I think we should specify the maximum deflection as we will want Armorwire not Brifen (which has a larger deflection). Actually you're an Alliance so just say TL4 Armorwire.

Also what is the radius of the curve with the TL4 wire rope median barrier – if it is less than 200m radius there may be issues with anchoring/tensioning the wire.

Hope this answers your question.

Cheers
Dave

From: Phil Chatterley [mailto:Phil.Chatterley@m2pp.co.nz]
Sent: Monday, 14 October 2013 4:07 p.m.
To: David Aldridge
Cc: Daniel Turner
Subject: M2PP-DET : Otaihanga R/A Barrier Requirements

Hi David,

We put road side safety barriers at Otaihanga RA to protect some local hazards due to the 80 km/h speed environment. Hazards being; drainage swales with raised objects, drop offs and a power pole.

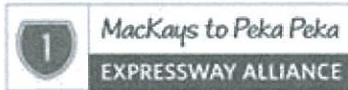
We have stipulated TL-3 but the Constructor is going to provide NU-Guard which will give us greater protection and reduced deflection. For 80km/h environment we have used 1.0m deflection.

The Contractor has asked if we can replace the edge barrier with wire rope. I'm not a fan of the idea, but if the installer can construct to our drawings and is prepared to certify the installation as meeting the requirements, I don't see any objection.

What do you think.

Regards

Phil Chatterley
Geometry Design Lead



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Marija Bakulich

From: Philip Chatterley
Sent: Thursday, 10 October 2013 1:32 p.m.
To: Kiran Hira; ArneG@fcc.co.nz; Kelley Wigton [FCC Infrastructure]
Cc: David Callan
Subject: M2PP D450 Otaihanga RA Site Visit 09 Oct 2013

Hi Kiran,

Re: M2PP D450 Otaihanga RA Site Visit 09 Oct 2013

Further to our site visit together with Mike Pilgrim and Steve James (NZTA safety engineers), please find attached some brief notes from our discussion.

1. The NZTA were lead through some of the barrier installation arrangements and have no major concerns with the proposals.
2. Barrier not placed at back of kerb on corner radii on roundabout.
3. Where barrier placed beyond kerb design allows minimum 2.0m for vaulting. NZTA asked this to be checked where Commentary 12 possibly suggests 4m distance, **PC** to follow up.
4. Slopes at back of verge where no barriers on Otaihanga Rd, need to be reasonably flat, min 4:1 traversable.
5. Where lighting (hazard) placed within 1m of the back barrier, the barrier could be nested for greater protection against deflection. (post meeting note - NZTA have indicated some relaxation, **PC** to follow up). It was noted that in some locations where barrier is set well back there will be some lighting poles in front of the barrier on shear base. Unfortunately, there was no simple solution to avoid these and it was agreed this could be used where all reasonable effort made to avoid it.
6. NB Barrier on SH1 at new bund could be buried to simplify leading terminal, where land and taper rate permit. KH to pursue.
7. SB Barrier on SH1 cannot be positioned to protect first power pole. Barrier to second pole may be reduced locally around pole where taper permits buried terminals on both ends.
8. Leading terminals on northern tie-in to SH1 to be placed to allow visibility to people using accesses. The NB terminal could be flared to tie-in with embankment and needs to be positioned relative to street lighting pole.
9. Temporary connections and ramps need to be designed based on several key factors including;
Clear delineation,
Good quality surfacing
Maximum grades as CoPTTM but 6-8% would be acceptable in the low speed temporary environment. However, grading should be developed to minimize steep grades and take account of sight lines,
Algebraic different in grade and turning movements,
Old lights to be removed or disabled to avoid false curve perception to drivers on the new alignment,
(Post meeting note - consider 30-40m min radius as initial alignment for temporary tie-in alignment on Otaihanga Road.
10. It was also noted that the current temporary tie-in to SH1 still allows the drivers to advance to the left where the intersection angle leads to drivers attempting to merge where the lack of a taper length means they should stop until safe to enter.

It was agreed that a further visit in two weeks, when works had advanced, would also add benefit.

Regards

Phil Chatterley

Geometry Design Lead



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Marija Bakulich

From: Mike Pilgrim
Sent: Friday, 31 May 2013 9:06 a.m.
To: Philip Chatterley
Subject: RE: M2PP - DET : Stage 2A RSA Close Out

Morning

Julian is looking pretty tight for time next week and if you haven't started the detail yet I would like to get the safety audit signed off first. If we wait a week for the barrier will this have a major impact on your programme?

James is available first thing Tuesday morning so we can still look at the geometric side.

Regards
Mike

From: Philip Chatterley [Philip.Chatterley@beca.com]
Sent: Thursday, 30 May 2013 5:04 p.m.
To: Mike Pilgrim
Subject: M2PP - DET : Stage 2A RSA Close Out

Hi Mike,

Thanks for meeting with us today to go through the RSA items.

As discussed, please find attached a copy of the plan for the northern area including the Hadfield Rd intersection for your comments.

With regards to the Wire Rope Barrier (WRB) for Otaihangā R/A on the curve for the northern approach. This has not been detailed to date as we were waiting on the RSA decision before progressing. As discussed, it appears the decision will be to install WRB on a raised median with low profile, fully mountable kerbs (75mm high with 2:1 taper). The kerb delineation being used to enable the planting of gated roundabout signs. Unless you have any objection, I will arrange detail to be progressed on this basis.

Regards

Philip Chatterley
Road Alignment Design



Level 2, 17-21 Whitmore Street, PO Box 8044, Wellington 6143
Mobile: 027 2051193

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