

Section 9(2)(a)

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**From:** Section 9(2)(a)  
**Sent:** Thursday, 7 December 2017 3:58 p.m.  
**To:** Chris Nally  
**Cc:** Section 9(2)(a)  
**Subject:** RE: P2M - Safety Runout Option  
**Attachments:** 60306339-FIG-0003.pdf

Hi

Revised sketch taking on board a 2.1m clearance to centre of safety runout and 0.6m deflection to our light poles

Regards

Section 9(2)(a)  
Manager - Civil Infrastructure, Wellington  
D Section 9(2)(a) M Section 9(2)(a)  
Section 9(2)(a) @aecom.com

**AECOM**  
Level 23, Majestic Centre, 100 Willis Street, Wellington  
PO Box 27277, Wellington 6141  
T +64 4 896 6000 F +64 4 896 6001  
[aecom.com](http://aecom.com)

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**From:** Section 9(2)(a)  
**Sent:** Thursday, 7 December 2017 8:47 a.m.  
**To:** 'Chris Nally'  
**Cc:** Section 9(2)(a)  
**Subject:** RE: P2M - Safety Runout Option

FYI, the kerb and channel (which is included in the shoulder on the state highway side of the cycle path) is 0.3m wide, so usable space, adopting a 0.5m shoulder to the fence (which is effectively a shyline), would equate to 1.8m path width (where the wheels could run) or 2.0m if we can get the OK for a 0.6m deflection to the light poles that are positioned behind the kerb.

Section 9(2)(a)

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**From:** Chris Nally [<mailto:Chris.Nally@nzta.govt.nz>]

**Sent:** Wednesday, 6 December 2017 5:36 p.m.

**To:** Section 9(2)(a)

**Cc:** Section 9(2)(a)

**Subject:** RE: P2M - Safety Runout Option

Hi Section 9(2)(a)

Thanks for the clarification. I am getting feedback from relevant parties here to see that we can make this work.

Cheers

**Chris Nally** / Senior Project Manager

Project Delivery Portfolio

System Design and Delivery

DDI Section 9(2)(a) / M Section 9(2)(a)

E [Chris.Nally@nzta.govt.nz](mailto:Chris.Nally@nzta.govt.nz) / w [nzta.govt.nz](http://nzta.govt.nz)

The Majestic Centre (Level 5), 100 Willis Street

PO Box 5084, Lambton Quay, Wellington 6145, New Zealand



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**From:** Section 9(2)(a) [redacted] [@vitruvius.co.nz](mailto:[redacted]@vitruvius.co.nz)  
**Sent:** Wednesday, 6 December 2017 5:02 p.m.  
**To:** Chris Nally; Section 9(2)(a) [redacted]  
**Cc:** Section 9(2)(a) [@aecom.com](mailto:[redacted]@aecom.com)  
**Subject:** RE: P2M - Safety Runout Option

Chris

As mentioned the minimum permissible clearance will be 2100mm from track c/l to the fence.

Many Thanks

Section 9(2)(a) [redacted] | Civil Engineer | Vitruvius  
M: Section 9(2)(a) [redacted] P: Section 9(2)(a) [redacted]  
E: Section 9(2)(a) [@vitruvius.co.nz](mailto:[redacted]@vitruvius.co.nz)

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**From:** Chris Nally [<mailto:Chris.Nally@nzta.govt.nz>]  
**Sent:** Friday, 1 December 2017 8:09 AM  
**To:** Section 9(2)(a) [redacted] [@vitruvius.co.nz](mailto:[redacted]@vitruvius.co.nz)>  
**Subject:** FW: P2M - Safety Runout Option

Hi Andy

Please see the attached plan for the cycleway and safety runout. This is only an initial draft at this stage to give an indication of effects. I have run it past the interested people at the Agency and we are prepared to accept the narrowing of the cycleway to allow the runout to stay in its' current position. Please discuss with Mike and advise if you are happy with this compromise.

Cheers

**Chris Nally** / Senior Project Manager

Project Delivery Portfolio  
System Design and Delivery

DDI Section 9(2)(a) / M Section 9(2)(a)

E [Chris.Nally@nzta.govt.nz](mailto:Chris.Nally@nzta.govt.nz) / W [nzta.govt.nz](http://nzta.govt.nz)

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PO Box 5084, Lambton Quay, Wellington 6145, New Zealand



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**From:** Section 9(2)(a) [@aecom.com](mailto:Section 9(2)(a)@aecom.com)  
**Sent:** Thursday, 30 November 2017 1:06 p.m.  
**To:** Chris Nally  
**Cc:** Section 9(2)(a)  
**Subject:** P2M - Safety Runout Option

Hi Chris

Following on from our meeting with KiwiRail last Friday, please find attached AECOM's suggestion to remove the need to relocate the safety runout. Our suggestion is based on no maintenance track is needed beyond the safety runout (as per current situation) and we have reduced the cycleway corridor width to 3m, which gives a path width (excluding shoulders of 2.0m) over approximately 100m of length. The attached provides a table showing the distance from the cycleway fence to the centre of the runout rail.

The traction pole requiring relocation (as a result of this suggested layout) is the portal at KiwiRail chainage 11.120km, as it lies within the KiwiRail maintenance track. The others shown to be relocated come from the KiwiRail traction pole replacement project

Regards

Section 9(2)(a)

Manager - Civil Infrastructure, Wellington

D Section 9(2)(a) M Section 9(2)(a)

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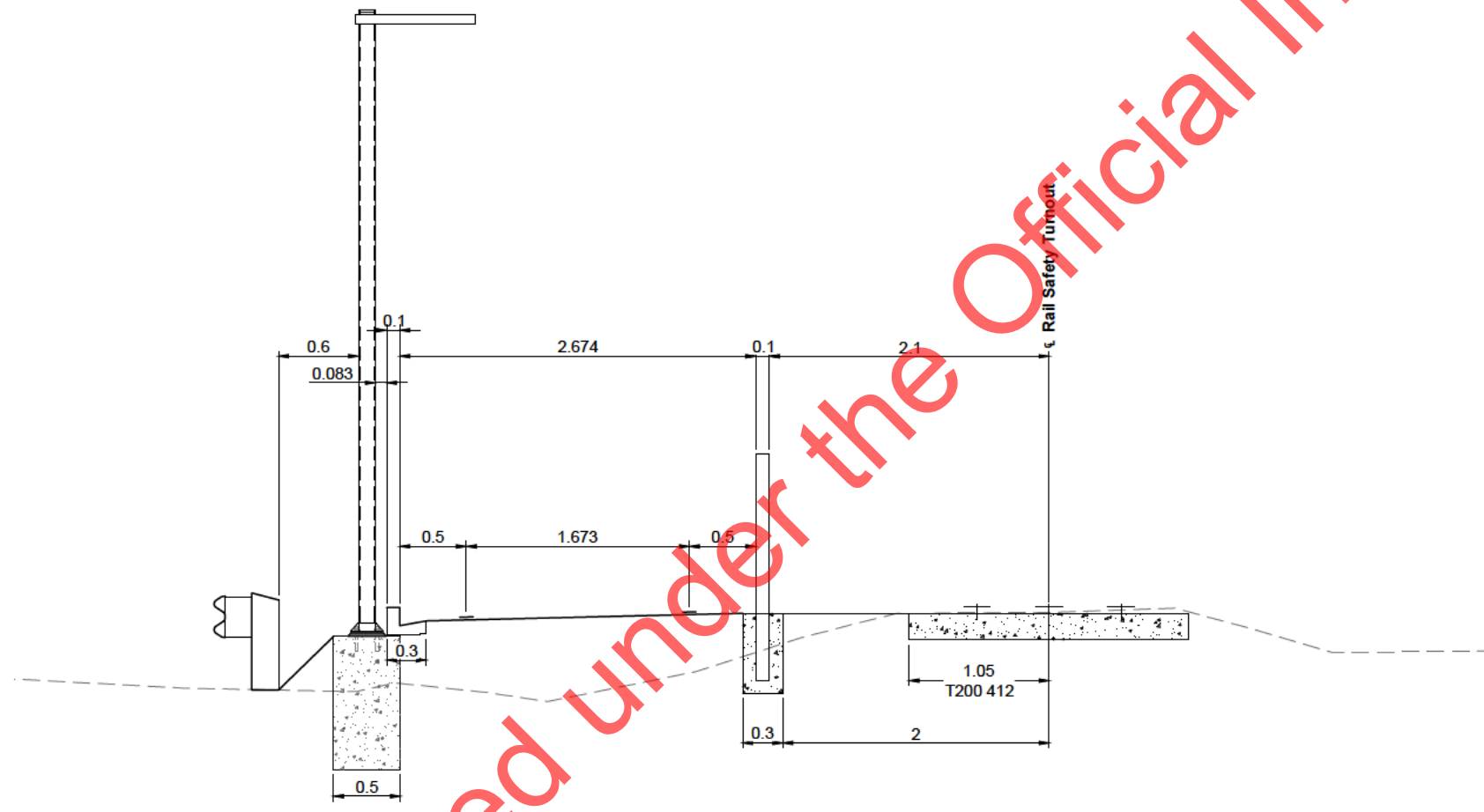
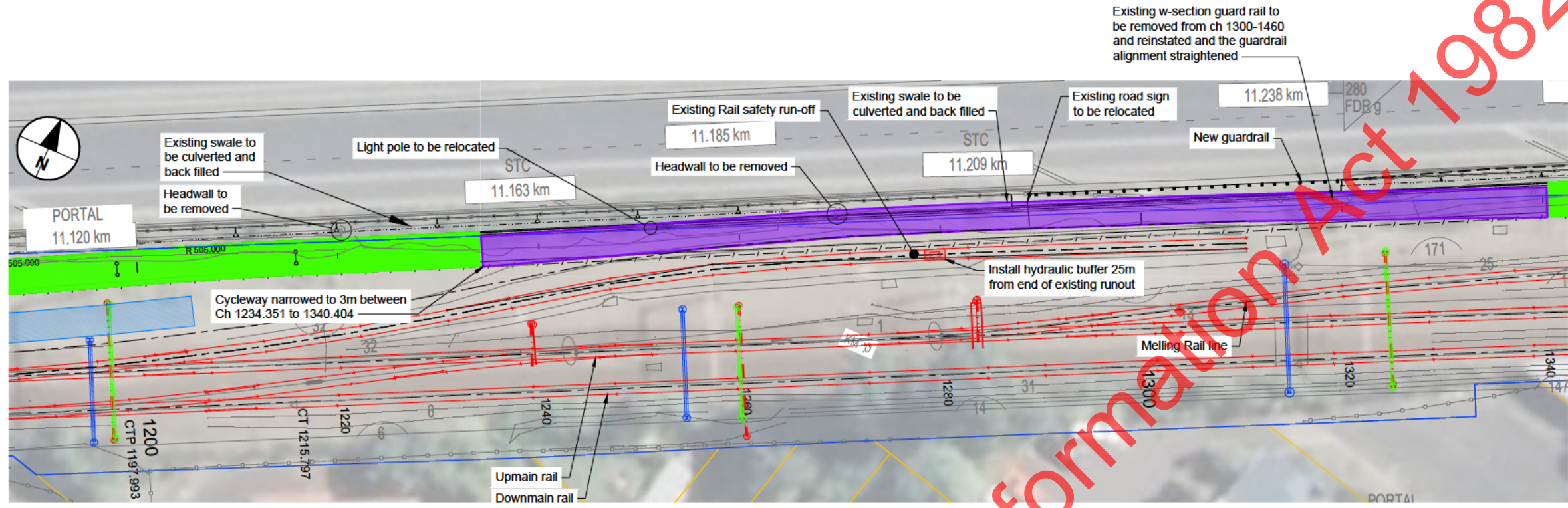
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- Legend**
- Kiwi Rail indicative proposed maintenance access (~3m)
  - Cyclepath Standard Corridor width 3.5m
  - Cyclepath Corridor width 2.6m
- Legend**
- Existing traction pole (as per topo survey)
  - Existing traction pole to be removed by others (as per KiwiRail's Design)
  - Proposed traction pole location (as per KiwiRail's Design)

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