

From: s 9(2)
To: (FW) AHB Shared Path - Alternative barrier opt on
Subject: Friday, 16 July 2021 5:59:02 PM
Date:
Attachments: [image001.jpg](#)
[image008.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image007.jpg](#)

FYI s 9(2) just an update
9(2)

Sensitivity: General

From: s 9(2)(a)
Sent: Friday, 16 July 2021 5:58 p m
To: s 9(2)(a) @resolvegroup.co.nz>
Subject: RE: AHB Shared Path - Alternative barrier option

Hi s 9(2)(a)

I have just completed the work, and I need to go through the assessment and outcomes with s 9(2)(a) as part of our verification process

Is it OK if we send you a formal response on Monday morning?

Just to give you an idea, it will make the restrictions on traffic, buses and pedestrian numbers better, but we don't think it is going to make the traffic restrictions significantly better, or even no restriction

We will get in touch on Monday morning to confirm

Regards

s 9(2)(a)

Sensitivity: General

From: s 9(2)(a) @resolvegroup.co.nz>
Sent: Friday, 16 July 2021 3:48 p m
To: s 9(2)(a) @beca.com>
Subject: Re: AHB Shared Path - Alternative barrier option

Hi s 9(2)(a)

Could you please let me know if you will have this review completed today? Thanks!

Cheers,

s 9(2)(a)

From: s 9(2)(a) @resolvegroup.co.nz>
Sent: Friday, July 16, 2021 8:07 AM
To: s 9(2)(a) @resolvegroup.co.nz>; s 9(2)(a) @resolvegroup.co.nz>
Subject: FW: AHB Shared Path - Alternative barrier option

FYI

From: s 9(2)(a) @asm.nzta.govt.nz>
Sent: Friday, 16 July 2021 8:00 AM
To: s 9(2)(a) @beca.com>
Cc: s 9(2)(a) @beca.com>; s 9(2)(a) @resolvegroup.co.nz>
Subject: AHB Shared Path - Alternative barrier option

Hi s 9(2)(a)

Can you please assess review the steel barrier option below from a loading perspective? It looks like it doesn't need pins (although deflection may still be an issue). If we could use this instead of the concrete barriers, will this significantly change the heavy vehicles restrictions required? Just a high level overview will be ok at this stage

Thanks,

s 9(2)

s 9(2)(a)

Auckland System Management

M s 9(2)

E asm.nzta.govt.nz / www.nzta.govt.nz/asm



From: s 9(2)(a) @resolvegroup.co.nz>
Sent: Friday, 16 July 2021 7:51 am
To: s 9(2)(a) @asm.nzta.govt.nz>
Cc: s 9(2)(a) @resolvegroup.co.nz>
Subject: Alternative barrier option

Hi s 9(2)

See below Equates to 360kg/lineal metre

HV2 STEEL BARRIER



SUMMARY	
TEST LEVEL / CONDITIONS:	MASH TL-3 / MASH TL-4
FOR USE WITH	A site-specific risk assessment must be undertaken to determine appropriate end treatment: <ul style="list-style-type: none"> MASH SLED (up to 80 km/h permanent posted speed limit)
STATUS	Accepted
TECHNICAL INFORMATION	
DIMENSIONS	5.8 m effective length, 450 mm width, 900 mm height
WEIGHT	2088 kg per unit
MINIMUM LENGTH	MASH TL-3: 98.6 m (17 units, excluding end treatment) MASH TL-4: 278 m (48 units, excluding end treatment)
LENGTH TO POINT OF REDIRECTION	MASH TL3: 22.5 m (MASH SLED) or 0 m (QuadGuard CZ) MASH TL4: 138 m
ANCHOR POINT SPACING	Not applicable (freestanding system)
DEFLECTION	MASH TL3: 1.47 m MASH TL4: 2.37 m
WORKING WIDTH	MASH TL3: 1.84 m MASH TL4: 3.74 m
GRADE OR PLACEMENT RESTRICTIONS	May be used on firm surfaces such as asphaltic concrete, chipseal, smooth/uniform unsealed pavement, smooth natural ground
OTHER RESTRICTIONS / CONSIDERATIONS	Occupant Impact Values of small vehicle impacts into the HV2 Transition Section may exceed acceptable limits and must be considered

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