EXISTING KIWIRAIL BOUNDARY

POTENTIAL TRACK REALIGNMENTS / GRADE SEPARATION OPTIONS UNDER INVESTIGATION BY ARDP

N

SOUTHDOWN FREIGHT YARD

NAL

(TO PENROSE)

POTENTIAL NIMT EAST TO SOUTHDOWN CONNECTION

EAST-WEST ARTERIAL ALIGNMENT (AS AT AUG 2016)

Min DIST OF OPTIONS

WESTFIELD FREIGHT YARD

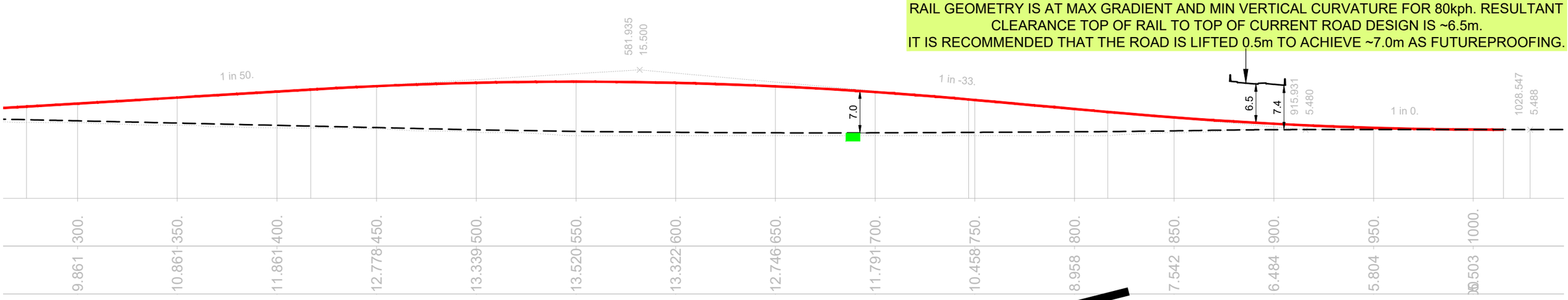
(FROM OTAHUHU)

NIMT

MULTIPLE ALIGNMENTS FOR NAL OVER NIMT OPTION

(TO SYLVIA PARK)

RAIL GEOMETRY IS AT MAX GRADIENT AND MIN VERTICAL CURVATURE FOR 80kph. RESULTANT CLEARANCE TOP OF RAIL TO TOP OF CURRENT ROAD DESIGN IS ~6.5m.
IT IS RECOMMENDED THAT THE ROAD IS LIFTED 0.5m TO ACHIEVE ~7.0m AS FUTUREPROOFING.



DRAFT

Contributors:
Auckland Transport
KiwiRail
NZTA
East-West Alliance

Client: AUCKLAND RAIL DEVELOPMENT PROGRAMME

KiwiRail

RICS RAIL INFRASTRUCTURE CONSULTANTS (NZ)

Approved for Issue: SRK ??-10-2016

WESTFIELD JUNCTION
EAST-WEST ROAD ARTERIAL

POTENTIAL USE OF KIWIRAIL LAND

Des: SRK 09-2016
Cad: SRK 09-2016

Purpose of Issue: CONFIDENTIAL - ISSUED FOR INTERNAL DISCUSSION

This document may only be used by the project Client (or Client's nominated person) for the purpose noted above, and must not be used by any other person or for any other purpose. If in doubt, ask. For revision issue history contact the originator.

Rev: A | Dwg: CRL-WID-ALI-RIC-DRG-000xxx

SCALE AT OWN RISK | Scale at A1: NTS

Plot Date: 16 October 2016 - 6:36 PM Cad File No: D:\Otahuhu-Westfield\CRL-WID-ALI-RIC-DRG-000798 (East West Plan for NZTA) - Standard\CRL-WID-ALI-RIC-DRG-000797 (Westfield Junction Option Plan for NZTA).dwg