

# Addendum D: Pavement and surfacing renewals opportunities and guidance

## SM018 Three-year plan instructions manual 2021–24

20 September 2021

Version 1

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### Purpose

The purpose of this clarification is to give some guidance to Maintenance and Operations teams in delivering the 2021-24 NLTP renewals programme.

### Background

As a result of the recent Industry Liaison Maintenance Meeting (ILMM) suppliers and Waka Kotahi have identified opportunities to improve efficiencies in the delivery of pavement and surfacing renewals.

There are opportunities in programming, design and delivery where giving certainty or, in some cases, relaxing some of the rules will assist in a better overall outcome.

The recent Board approval to increase the NLTP funding from \$2.464 billion to \$2.804 billion provides Waka Kotahi the opportunity to reinstate year 2 and 3 'Optimise' renewal programmes.

Debt funding has enabled this increase but carries with it future repayment risk, drawing directly from future GPS's requests. Therefore, we must all ensure any drawing down on these funds demonstrates value for money and improves the network pavement and surfacing condition.

There is no funding available for associated improvements in this GPS period.

Under exceptional circumstances year 1 sites may be reviewed where efficiency and value for money drivers can be demonstrated.

### Opportunities and guidance

#### Programme

The allocated funding of \$795.5 million for this year (Year 1 of 2021-24 NLTP) is fixed. The intent is not to add additional work to the year 1 programme.

Funding will be available to reinstate pavement and surfacing renewals into years 2 and 3 that were deferred or changed from the optimised NLTP programme submitted May 2021.

Year 1 Exceptional Circumstances include:

- Where year 2 or 3 treatments are reinstated, alternate maintenance strategies in Year 1 need to be reviewed/removed to accommodate the changes.
- Where accelerated deterioration has occurred over winter and the site is considered a 'must do' in year 1.
- Where a year 1 site has an alternative 'holding' treatment with an associated high failure risk or the whole of life treatment is highly inefficient, the original treatment can be reinstated. There must be no net effect on the supplier's ability to deliver the current approved programme or increase to 2021 funding allocation

- Where the supplier has capability or capacity to deliver additional AC works towards the end of the season provided there is available year 1 centrally held funding. Allocation of funding for extra AC works will be prioritised nationally on the basis pavement condition and risk.
- Where year 1 sites are remote or where works are highly disruptive reinstating adjacent/orphan treatment lengths that were removed may be considered provided there is no net effect on the supplier's ability to deliver the current approved programme or increase to 2021 funding allocation.

Changes to the programme must be managed through a Change Management Form to ensure availability of funds and to maintain the accuracy of reporting, on delivery and contract performance achievement.

Below is a link to the form

<https://www.nzta.govt.nz/assets/Highways-Information-Portal/Processes/Strategic-activity-management/Annual-planning/Annual-planning-docs/Change-Management-Record-Annual-Plan-20-21.xlsx>

## Design

Catalogue/base treatment options are to be considered as an option unless there is justified reason(s) for excluding them from consideration. Use of catalogue designs can negate the need for detailed design with considerable time and cost savings, however it is critical that the actual risks and alternative risk profiles are approved, documented and in line with the guidance as set out in the catalogue design approach. The risk allocation spreadsheet is attached and should be used in conjunction with Catalogue Design Approach guidance.

With the reinstatement of the year 2 and 3 optimised programme funding for investigation and design for year 2 works and possibly even year 3 needs to be requested for inclusion year 1 programme if not currently allowed for.

NPV's are still required.

Emulsions will be considered as a mechanism to extend operations. While it is successful and considered a lower risk option in cooler temperatures it also requires more active traffic control during and post construction.

Introducing polymers simply to mitigate resealing risk late in the season is not considered a good value for money proposition as it may increase the risk of poor-quality outcomes.

Single coat and racked-in seals are good treatments for same day sealing and should be considered.

## Construction / delivery

Flexibility on out of season construction could be considered in some regions, in particular early starts. The construction season limits are there to ensure quality is not overly affected by weather conditions. Extensions to the end of season will not be considered for granular and cement stabilised rehabilitations or chipsealing, unless it can be shown all associated risks will be well mitigated. Any request would need System Manager approval with endorsement by Waka Kotahi Technical Specialist. Supporting evidence will need to include details of what extra controls and mitigations would be implemented to ensure quality and performance.

Renewals and associated pre-surfacing repairs work under higher COVID-19 Alert Levels maybe an option if necessary, it would have to be completed under specific health and safety requirements and be approved as essential work.

Suppliers should still be aiming to have year 2 pre-surfacing repairs completed 12 months in advance of resurfacing. It has been agreed that because of COVID-19 this years' pre-surfacing pavement repairs can be done in season providing there is a two-month curing period between repairs such as stabilisations, dig outs and texturizing (other than water cutting). Other work such as permanent edgebreak and pothole repairs, watercutting and minor post winter pavement repairs can be carried out closer to the surfacing.

Work that doesn't fall under the above categories will only be approved on a case by case basis with sign off falling to the local System manager with input from the appropriate Waka Kotahi technical experts.

Approved structural asphalt repairs prior to TAC surfacing may be completed as part of the surfacing works with approved ITP's for strengthening works.

Managed road closures could be considered to enable quick/efficient delivery on sections where there are easy detour options, good windows of low traffic/night work and or where space constraints make construction slow. In cases where closures are approved suppliers should take this opportunity to bundle works. Closures are also great opportunities to implement same day sealing practices.

Many metro areas experience low traffic volumes early January, with appropriate communication and planning for material supply/availability work could be completed within the normal Christmas moratorium. Any work must be worked through with Journey Managers and approved by the System Manager.

Night resurfacing operations will be considered. Local Authority approvals may be needed due to noise. Suppliers health and safety plans will need to support the operation.