

SH1 RS664 Atiamuri to Maroa Road Police Concerns

Report on Actions / Progress

Site Visit 13th February 2017

1. Introduction

A section of SH1 between Atiamuri and Maroa Road has experienced some excessive binder rise in a number of lengths giving rise to concerns of slippery conditions in wet weather. This has led to the issue of a Section 21 notice over police safety concerns requiring urgent road repairs to be undertaken or to close the road in wet weather. The NZTA Central Waikato team has ensured that the NOC supplier has produced and commenced an immediate action plan to address these issues.

At the request of the Central Waikato network team Dave Whitehead from the NZ Transport Agency National Office undertook a site visit on 13th February 2017.

The purpose of this visit was to confirm the treatments already carried out along with a review of additional sites proposed for treatment and validation of the correct remedial action. The suppliers proposed action plan utilised the data from the latest 2016/17 Exception Report to identify the areas of concern under our T10 process.

Those present during the site visit were:

Dave Whitehead – NZTA National Office

Andrew Oakley – NZTA Senior Network Manager – Central Waikato

NZTA Maintenance Contract Manager – Central Waikato

s 9(2)(a) CWNOC Supplier – Asset Manager

s 9(2)(a) CWNOC Supplier – Contract Manager

2. General Observations

- The three sites within this length that are programmed for treatment in the current 2016/17 Reseal programme (3 Asset) are yet to be completed.

Two of these require pre-seal repairs which have also not been carried out to date. The pre-seal repair crew mobilised on 13th February with the intention of working through all the sites which require attention (including the dig-out pavement repairs outside of the sealing sites).

A general observation is that these have been programmed later in the season than is ideal especially given the sites are delayed from the previous season. The pre-seal repairs were programmed earlier in the season but poor weather has been a factor in the programme slippage although again these should normally be addressed in the season prior to sealing.

- The watercutting crew had been on site from the end of the previous week (9th February) and had carried out the majority of the programmed work over the preceding days. Some additional watercutting was being undertaken on the outside lane of one of the passing lane (not tested by SCRIM) based on a visual assessment of the carriageway condition.

- VMS warning signs had been erected at the start of the section displaying "high crash area" and some lengths were under a temporary 50 k.p.h. speed restriction. Additionally these sites have been regularly patrolled during wet weather to ensure safety.
- All temporary "slippery when wet" warning signs had been installed in accordance with the T10 requirements.

3. Site Progress Report by Individual Site (from Exception Report)

RS664 ch564-1301

This treatment length is a programmed 16/17 reseal but is not yet completed and requires pre-seal repairs which have also not been undertaken. The pre-reseal crew and the sealing crew are now currently both mobilised in the area. This length will be sealed within the next few weeks following completion of the pre-seal repairs.

RS664 ch1430-1944

This treatment length is a programmed 16/17 overlay which was completed in January 2017.

RS664 ch1944-3450

Programmed for treatment in 18/19 but various pavement repair dig-outs programmed for completion this year following the pre-seal repairs on the 16/17 sealing programme. All exceptions are Priority B from the latest survey.

RS664 ch3779-3993

This treatment length is a programmed 16/17 reseal but is not yet completed but this length has no pre-seal repairs and is therefore programmed for immediate treatment. The sealing crew are now currently mobilised and this site will be the first to be completed, hopefully this week weather permitting.

RS664 ch4000-4580

This length covers a 15/16 Ohakuri seal that stripped and was repaired but now requires more watercutting. The majority of the exceptions are priority B but there are 3 which trigger the Priority A flushing criteria. This is a Downer risk site that will be addressed as part of the current watercutting programme. Not yet completed.

RS664 ch4760-4970

This site is a programmed 17/18 AWT with the problem confined to the right hand (decreasing) lane. Following the site visit the agreed treatment to address the safety issue through the coming winter until the 17/18 AWT will be to seal the right hand lane with a G2/4 reseal using Waotu aggregate.

Released under the Official Information Act 1982

RS664 ch8360-8380

This site is a programmed 20/21 reseal with the problem confined to a short length of the right hand (decreasing) lane. Following the site visit the agreed treatment is to carry out a short maintenance combi-seal to the right hand lane.

RS664 ch8460-8620

This site is a programmed 21/22 AWT and was identified as a potential additional seal for this year. Following the site visit the agreed treatment is to carry out a 2 coat seal to the left hand (increasing) direction in the nearside wheelpath.

RS664 ch9085-10018

This treatment length is a programmed 16/17 reseal but this length also has pre-seal repairs which are not complete. The pre-seal crew are mobilised and have commenced the repairs so following completion this will be sealed within the next couple of weeks.

RS664 ch10018-10580

This treatment length is a programmed 17/18 reseal but this length has been brought forward following the RAPT and will be funded in 16/17 under asset preservation. The length requires some pre-seal repairs which will be carried out under the current programme on site. The agreed treatment following the site visit is to use a G2/4 with a combination of Waioeka (G2) and Glenbrook (G4) providing the Glenbrook is available. Downer are to advise of current availability and if none in stock what additional tonnage would be needed. The work is to be programmed as part of the reseal works currently underway.

RS664 ch10580-10700

This is a programmed overlay for 17/18 and although this length was not highlighted on the exception report it was agreed during the site visit to add to the list of watercutting to address the "fatty" visual areas on the seal around the curve.

RS664 ch10700-10980

This is also part of the programmed overlay for 17/18 and identified for a "hot chip" remedial treatment to deal with excessive binder present in isolated areas prior to the programmed work next season. The treatment was agreed as an appropriate response during the site visit.