

MINISTERIAL BRIEFING NOTE

Subject	Resurfacing of the Kapiti Expressway
Date	10 November 2017
Briefing number	BRI-1144

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1st contact
s 9(2)(a)	General Manager System Design and Delivery		s 9(2)(a)	✓
	Chief Executive			

Action taken by Office of the Minister

- Noted
- Seen by Minister
- Agreed
- Feedback provided
- Forwarded to
- Needs change [please specify]
- Withdrawn
- Overtaken by events

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10 November 2017

Minister of Transport

RESURFACING OF THE KAPITI EXPRESSWAY

Purpose

1. This briefing provides you with an update on the resurfacing works on the Kapiti Expressway.

Background

2. The Kapiti Expressway (also known as the MacKay's to Peka Peka project) opened in February 2017. The Expressway has delivered an increase in road safety and accessibility for through traffic, local road users, pedestrians and cyclists within the Kapiti area.
3. In May 2017 the Alliance team responsible for delivering the project (comprising the NZ Transport Agency, Fletcher Construction and Beca Group) observed discolouration on the road surface in a number of locations in the inside lane.
4. In June 2017, following further assessment, the Alliance commenced a full investigation to understand the extent of the problem and identify potential remedial actions.

Investigation process and outcomes to date

5. Initial investigations in June 2017 comprised a review of the design, construction methodology and quality records to determine where the problem might lie. In addition, pavement cores were taken from the road to assess whether water was finding its way through the road structure.
6. These investigations concluded that the waterproof membrane seal had been compromised, allowing water to make its way from the road surface through to the base course.
7. With time, the true extent of the issue began to materialise and this was exacerbated by a very wet winter in 2017. By July 2017, discolouration was observed in approximately 3 lane-kilometres of surfacing (as an initial indication of potential failure) with some areas experiencing early signs of failure including cracking and rutting.
8. The Alliance team determined that while only 3 lane-kilometres were showing signs of distress, approximately 14 lane-kilometres also showed some patches of discolouration and would need to be remediated to provide a quality outcome. Accordingly, a programme of remedial work was implemented. Primarily this included milling out the asphalt surface and membrane chip-seal, relaying an alternative membrane seal to ensure appropriate waterproofing, followed by replacement of the asphalt running surface.

Current Status

9. The Alliance has engaged Opus International Consultants (Opus) to undertake an independent review of the problem including comprehensive invasive testing. A team of technical experts from Opus, the NZ Transport Agency and the Alliance team will present the findings of the review to the NZ Transport Agency in December, at which point we should have a better understanding of the extent of the problem and the potential repair options.
10. Part of this review will investigate a pattern of cracking in the base which has been revealed in further site investigations.

Customer Impacts

11. While vehicle 'ride quality' has been affected by some minor roughness issues resulting from isolated cracking and rutting (as mentioned above), at no stage has the safety to road users been compromised.
12. In terms of the remedial works to date, these have been carried out during off-peak periods under temporary traffic management conditions. Full access to the Expressway has been provided at all times with little delay being experienced by road users and no impact on road safety.
13. During the overall process, the NZ Transport Agency has kept its customers and stakeholders fully informed. Although most groups understand the NZ Transport Agency is working through a systematic process, some groups including the Road Transport Forum (RTF) have been critical of the NZ Transport Agency's and its suppliers' performance. This negative feedback has received media attention.
14. As we have delayed any further remedial works until Opus' independent review has been completed, this also means we have put on hold a programme to provide low road noise surfacing at the northern end of the Expressway. This work is being carried out in response to noise concerns (associated with the new road) raised by adjacent property owners. While the NZ Transport Agency is currently speaking to the affected parties to explain the situation, it may receive negative feedback as a result of the delay.

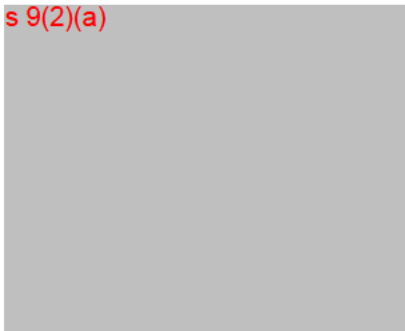
Costs

15. This project was delivered under an Alliance contract. Under that contract all costs (and risks) are shared equitably by the Alliance partners namely; the NZ Transport Agency as the asset owner and Fletcher Construction and Beca Group as non-owner participants.

It is recommended that you:

1. **Note** the contents of this briefing.
2. **Note** that a further briefing will be provided in late December 2017 outlining the findings of the independent review and next steps.

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General Manager, System Design and Delivery

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Hon Phil Twyford, Minister of Transport

Date: 2017

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