

Network Outcomes Contract Governance & Management Group Clarification

Reference Number:	NOCC No.26
Subject Title:	Audio Tactile Profile (ATP) Marking & Pavement Marking
Issue Date:	26 September 2017
Clarification Purpose	Clarification is provided to ensure the NOC is being interpreted consistently. The clarification does not remove or supersede the Network Outcomes Contract documentation.

SUBJECT

It has come to the Agency's attention that some suppliers have chosen to interpret ATP over flat line markings to be a P/30 marking, and therefore risk excluded from the P/22 network remark program, or alternatively that the flat line marking under ATP does not need to be maintained.

Furthermore suppliers have inferred that once ATP has been applied over a flat line marking that this then becomes a NZTA P/30 "System", not two separate systems of a flat line (NZTA P/22) and ATP (NZTA P/30).

This also raises the question: when does an ATP treatment require a NZTA P/22 marking/remark?

If a combination of ATP and flat line marking has been incorrectly classified as meeting P/30, does the remark need to meet the performance requirements of NZTA P/22 or NZTA P/30? Suppliers have suggested that painting over the high performance ATP with waterborne paint will compromise the high performance nature of the ATP and may also invalidate any warranty given on the high performance markings.

RESPONSE

Firstly ATP on its own is not classified as a high performance marking (NZTA P/30). High performance road marking is a road marking with specific retro-reflective properties in compliance with NZTA P/30.

ATP provides for three attributes, audio, tactile and visual information to road users. Land Transport Rule 54002 Traffic Control Devices (No passing) and MOTSAM (No overtaking) is that ATP supplements the yellow painted flat line, but it is not a continuous marking. Irrespective of the format of the layout, the yellow painted portion of the No passing/ No overtaking constitutes the line and not the ATP. Remarketing of the flat line under the ATP is required to ensure regulatory compliance. The Agency has included this in the P/22

marking schedules as the flat line markings are the primary visual tool on the network and ATP's primary purpose is audio and tactile, but in conjunction with the flat line marking to also to meet our regulatory requirement.

Even ATP in combination with flat line markings does not specifically mean that this combination of markings meets the retro-reflectivity properties of NZTA P/30 and as such cannot be classified high performance unless it has been demonstrated in the field to have achieved the higher performance requirements.

When developing each NOC schedule of prices and as per the Basis of Payment (6.13), the Principal made allowance for a full NZTA P/22 (Marking) annual remark of all marking assets in the carriageway. There was also a separate allowance for replacement or new quantity for NZTA P/30 (High Performance) markings.

The quantities listed in the SoP for each contract clearly articulates the network centre line length requiring P/22 marking. When the Agency developed the Contract value, the quantum of centreline length was applied at the frequency specified in the Maintenance Specification and the corresponding SoP.

The NZTA P/22 markings are maintained within the Contract using a M&V payment mechanism based on nominated sub-sections over the entire network. The sub-sections aligned to the RAMM centre line lengths.

The Contract documents require the Contractor to prepare two pavement marking programs, one for the P/22 remark and one for the P/30 remark to be presented to the Principal.

ACTION

The following actions are required:

- Review the current RAMM database and identify any pavement marking sections which have been classified as high performance. These are to be managed as P/30 markings and are therefore excluded from the P/22 remark quantity.
- Check MS Section 6.5.1 and SoP P/22 table of quantities to understand what frequency and quantity of pavement marking has been allowed for in your contract.
- The measure and value quantity and rate in the SoP less any P/30 markings now becomes your base quantity and rate.
- The Contractor is required to provide the Agency with a program of P/22 markings as defined in MS 6.5.1. In the first instance this program should show a full network remark (less any P/30 as specified in RAMM).
- Where the quantity of P/22 to be remarked annually based on need is less than the base quantity, then you need to agree a reduced value.
- RAMM should be updated so that it is clear what markings are on the network and if any of these now meet higher performance requirements (P/30).
- The Agency to review the Contractor's P/22 assessment from previous remarks to ensure the quality required has been achieved in accordance with OPM group 6.5.8.
- The Contractor shall monitor the condition of all pavement markings on the network through their Routine Contract Inspections and regular travel on the network (the Agency should also contribute to identifying locations). Any high wear

areas could be used to determine any additional marking (or alternate high performance marking) that may be required outside of the annual remark.

- The Contractor's pavement marking strategy should align with the processes and procedures outlined in the MMP.
- The data improvement plan process can be a means to retrospectively update the pavement marking schedule in RAMM when the data is considered incomplete.