



## K2K - Project Status Report

For Thames-Coromandel District Council

### Executive Summary for Month of April 2016

We are now four weeks into construction. The track construction contracts TC01 and TC02 have been given partial Practical Completion. There is still 1180m within TC01 and 740m within TC02 that requires further work in spring once the track has settled. See "Issues" for more information. Both contractors are on track to finish within the Due Dates for Completion of their respective contracts.

The contract for four bridges and one boardwalk (this excludes the Piako River Bridge) was awarded last week to Walkway Solutions. They will commence on site this month. The two bridges on Coxhead's stopbank will take priority, followed by the remaining two bridges and boardwalk. All bridges within this contract are programmed to be completed by the end of September. We are currently reviewing the designs of the Piako River Bridge, in conjunction with NZTA. These will be out to tender by the end of the month.

We have now finalised arrangements with all landowners where the trail goes across their private land. Once the track construction is complete in these areas we will get the trail corridor surveyed and easements put in place. There are two absentee landowners along the route who we have not been able to contact however we now must proceed with the trail past their properties as it is outside of their boundary.

We will be engaging Sonya from What's The Story to put together an interpretative signage plan for the K2K route as part of the requirement to access funding from Fonterra and DoC's Living Waters programme. They have set aside \$5k for this work and its completion is a requirement of being able to gain a further \$45k of funding. The further \$45k is yet to be formally allocated to the project by their steering committee. We will be engaging with a number of key stakeholders to input into the plan including but not limited to; HRTCT, TCDC, DoC, WRC, Pukorokoro Miranda Shorebird Centre, iwi groups, Federated Farmers, historical societies etc.

	Status	PREVIOUS	Red = major issue requiring attention. Yellow = major issue under control. Green = no Major issues
Overall			<i>Overall executive summary of project status</i>
Scope			The project remains within scope.

Time			No change from last month – <i>“timing for completion by October is tight given the majority of work is programmed to take place over the winter works period which is undesirable. It is envisaged that the construction of the trail surface and fencing will move ahead fairly straightforward over the next two months however the bridge construction methodology along with works programmes will need to be rigorously tested during the tender evaluation process.”</i>
Cost			<p>The draft April claim for TC01 is over the contract sum (due to an increase in unit quantities from a re-route) while TC02 came in under the contract sum. TC04 is remains on track with the contract.</p> <p>The bridge tender (excluding the Piako River Bridge) came in \$28,699.42 under the Engineer’s Estimate.</p> <p>By the end of June we will have pricing on fencing and toilets and have a clear picture of any budget shortfall (very unlikely) or excess.</p>
People			The staff working on the project remain constant.
Issues			<p>It was not ideal to issue Practical Completion on TC01 and TC02 until all the work had been completed to standard. However, the track is already getting unauthorised use by farmers, duck shooters and cyclists and the contractor could not be held accountable for reinstatement of damage that may happen over the next six months until they can return in October to complete the almost 2kms that still requiring finishing works and reinstatement. Therefore Partial Pratical Completion has been issued.</p> <p>We continue to work with WRC to understand fencing requirement from Kopu to Maukoro Canal bridge. This is dependent on their decision surrounding future grazing of the stopbanks both on the landward and seaward sides. A joint meeting is being held on 19<sup>th</sup> May to draft a fencing plan. This fencing plan will form part of the Maintenance Management agreement between HDC, WRC and DOC for the area.</p>
Risk			There is a risk of failure to secure the final funding to complete the stage from Miranda through to Kaiaua (although the road section is quiet and it is feasible for this final section to be transited safely on road).

## Estimated project budget

The estimated project budget as per the funding agreement for the project is as follows:

	Construction costs	Professional fees at 4%	Sub-total	Contingency at 15%	Cost Estimate
Kopu to Shelly Beach (TC01)	\$320,000	\$12,800	\$332,800	\$49,920	\$383,000
Shelly Beach to Pipiroa (TC02)	\$167,000	\$6,680	\$173,680	\$26,052	\$200,000
Pipiroa to Waitakaruru (TC03/04)	\$242,000	\$9,680	\$251,680	\$37,752	\$290,000
Waitakaruru to Miranda Hot springs (TC05)	\$111,000	\$4,440	\$115,440	\$17,316	\$133,000
Miranda Hot Springs to East Coast Rd bridge (TC06)	\$832,000	\$33,280	\$865,280	\$127,792*	\$994,000
<b>Sub-Total Stage 1</b>	<b>\$1,672,000</b>	<b>\$66,880</b>	<b>\$1,738,880</b>	<b>\$260,832</b>	<b>\$2,000,000</b>
East Coast Road Bridge to Kaiaua, Fencing & Toilets	\$795,000	\$31,800	\$826,800	\$124,020	\$950,820
Piako River Bridge	\$900,000	\$36,000	\$936,000	\$140,400	\$1,076,400
<b>Total for Kopu to Kaiaua</b>	<b>\$3,812,000</b>	<b>\$201,560</b>	<b>\$5,240,560</b>	<b>\$784,084</b>	<b>\$4,280,000</b>

\*contingency budget has been manually adjusted (reduced by \$1,500) to balance the total stage one costs to \$2,000,000. All estimated costs exclude GST.

## Overall project financials as at 4 April 2016

Claims have been submitted by both of the track construction contractors however these have not been finalised. A site visit to check work completed is still required in one instance, along with some clarifications around amounts being claimed. Therefore, accurate figures for claims to date cannot be made at this time. Professional fees are also still being calculated. Should this information be required prior to the May report, please feel free to contact Sarah Cavill on 021 341 786.

The table below outlines the engineer's estimates against the awarded tender prices, for the **trail surface tenders, with a favourable variance of \$105,478.**

	Estimate*	Tender price#	Variance
Kopu to Shelly Beach (TC01)	\$171,250	\$179,082	<b>-\$7,832</b>
Shelly Beach to Pipiroa (TC02)	\$60,650	\$71,451	<b>-\$10,801</b>
Pipiroa to Maukoro Canal Bridge (TC03)	\$226,000	\$259,327	<b>-\$33,327</b>
Maukoro Canal Bridge to Waitakaruru (TC04)	\$54,063	\$12,725	<b>\$41,338</b>
Waitakaruru to Miranda Hot springs (TC05)	\$310,650	\$278,300	<b>\$32,350</b>

Miranda Hot Springs to East Coast Rd bridge (TC06)	\$278,300	\$194,550	<b>\$83,750</b>
Bridge Contract (exc Piako River Bridge) (B01)	\$263,500	\$234,800	<b>\$28,699</b>
<b>Total</b>	<b>\$1,374,413</b>	<b>\$1,230,235</b>	<b>\$134,177</b>

# These costs are excluding contingency; i.e. the actual awarded tender for TC01 is \$194,081.70 (\$179,082.70 + 15%)

### **Progress summary**

<b>Key tasks to be completed within the next month period</b>
<ul style="list-style-type: none"> <li>• Financial claims for April finalised and the project financial tracking sheet updated (to be provided to TCDC once completed).</li> <li>• Release of tender for the Piako River Bridge.</li> <li>• Release of tender for fencing (if decision reached from WRC over grazing of the landward and seaward sides of the stopbank on WRC land).</li> <li>• Draft "Maintenance Management Plan" on the table between HDC, WRC and DOC over the K2K section.</li> <li>• Draft interpretation signage plan underway.</li> </ul>