

NOTES FOR THE SPECIFICATION FOR MAINTENANCE OF UNSEALED SHOULDERS

1. GENERAL

These notes are for the guidance of Supervising Officers only and must not be included in the contract documents.

The primary control mechanism is the response time. If a Contractor is regularly failing to meet this requirement there will be a breach of contract and appropriate action can be based on this.

Because the work is being paid for on an inclusive rate basis the Contractor has a strong financial incentive to maintain a high quality of repair work and also to complete repairs while the work required is minor.

The Engineer, in consultation with the Regional Manager, may consider incorporating specification TNZ C10 with TNZ C12 at time of tendering as some similar plant is required.

2. RESPONSE TIMES

Response times required by the Engineer should be shown in a separate schedule in the Contract documents according to the particular traffic requirements and location.

To ensure that maintenance grading is undertaken, the Engineer should schedule grading cycle times.

Suggested response times are:

Road Group	Contractor Carries out Priority Maintenance
1	1 day
2	2 days
3	3 days
4	4 days

3. INFORMATION REQUIRED FOR THE CONTRACT DOCUMENTS

3.1 Material Specification

The specification calls for a material specification to be incorporated in the contract documents to allow the Engineer to have control over the quality of material used while still being able to incorporate cost-effective local alternatives.

The material specification should be a full one requiring the submission of test certificates by the Contractor to assure quality requirements are being met. The Engineer and Transit New Zealand should be very cautious about “approving” any material as being equivalent to that specified. It is better to agree that the material can be used on the basis that the Contractor says the material is equivalent.

3.2 Existing Widths and Crossfalls

To ensure that the existing widths and crossfalls are maintained and not reduced, a schedule of existing widths and crossfalls should be included in the contract documents where available. These should be recorded at regular locations so that an adequate record of average widths for various road sections can be clearly established.

Where records are not available Regional Managers should ensure that work on compiling the records is done progressively.

A typical shoulder cross section showing widths and crossfalls that need to be recorded is attached to these notes.

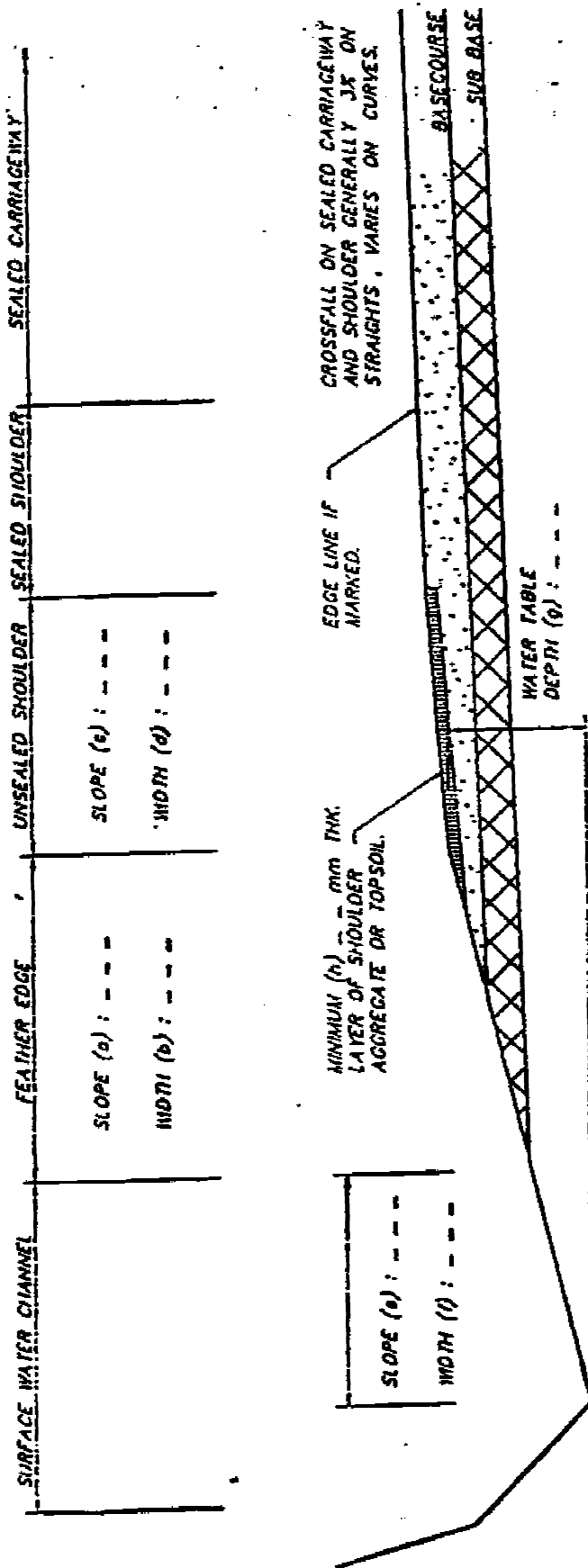
4. ADJUSTMENT OF THE SCHEDULE

The specification allows for the schedule of work proposed by the Contractor to be adjusted for technical and budget restraints.

This is to provide control over Contractors who regularly under or over specify work requirements, or to adjust work to the budget available.

This is not intended to provide an approval mechanism for Transit or the Engineer to maintain detailed technical control over the works.

The Contractor should consider general weather and ground conditions when shoulder grading is proposed or scheduled. Dry, wet or windy conditions can reduce effectiveness of grading. In some cases grading can leave the area being maintained in a worse condition than prior to grading. Note, however, that the responsibility for the decision to carry out grading operations lies with the Contractor and that the Engineer should take care not to direct the Contractor's operations.



TYPICAL SHOULDER CROSS SECTION