

# ICE GRITTING RECORD

Grit Grading Adopted

Fax to:

C22

\_\_\_\_\_

Date:

Attention:

\_\_\_\_\_

Contract Number:

Alternative Specification

\_\_\_\_\_

Contract Area:

Other (attach details)

\_\_\_\_\_

Site Details			Inspection 1					Inspection 2					Inspection 3					Inspection 4											
	From		To		Description	Time Inspected (hh:mm)	Clear (✓)	Ice (✓)	Gritted (✓)	Swept (✓)	Signs Open (✓)	Time Inspected (hh:mm)	Clear (✓)	Ice (✓)	Gritted (✓)	Swept (✓)	Signs Open (✓)	Time Inspected (hh:mm)	Clear (✓)	Ice (✓)	Gritted (✓)	Swept (✓)	Signs Open (✓)	Time Inspected (hh:mm)	Clear (✓)	Ice (✓)	Gritted (✓)	Swept (✓)	Signs Open (✓)
	RP	RS	RP	RS																									

Prepared By:

\_\_\_\_\_



# CMA APPLICATION RECORD (One Form Per Site)

Fax to: \_\_\_\_\_

Attention: \_\_\_\_\_

Contract Number: \_\_\_\_\_

Contract Area: \_\_\_\_\_

1.2 Site Details		Description	Lane Metres (based on 3.5 m wide lanes)	Sampling Site (Y/N)
From	To			
SH	RP			

Measurements, Observations, & Actions	6am    Midday    6pm    Midnight				6am    Midday    6pm    Midnight				6am    Midday    6pm    Midnight							
	<b>Skid</b> Measured prior to CMA application and periodically following application.  Results in terms of skid co-efficient:															

Climatic Conditions												
Air Temperature (°C)												
Road Temperature (°C)												
Overcast (Ox) 1 = clear, 2 = cloudy, 3 = overcast												
Rain (Rx) 1 = drizzle, 2 = showers, 3 = torrential rain												
Wind (Wx) 1 = no wind, 2 = wind												
Snow (Sx) 1 = light, 2 = medium, 3 = heavy												
CMA liquid application rate (litres/m <sup>2</sup> ).												
CMA liquid applied - Total (litres)												
CMA Granular application rate - /grit mix (grams/m <sup>2</sup> )												
CMA Granular applied - Total (grams)												
Grit Applied (lane m)												
Effectiveness of CMA, observations, etc.												

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_



### *Draft Schedule for Winter Condition Maintenance*

<i>Item</i>	<i>Description</i>	<i>Type</i>	<i>Unit</i>	<i>Quantity</i>	<i>Rate</i>	<i>Amount(\$)</i>
<b>10</b>	<b><i>Winter Condition Maintenance</i></b>					
<b>10.1</b>	<b><i>Weather Observation</i></b>	<i>C</i>	<i>LS/mth</i>			
<b>10.2</b>	<b><i>Plant</i></b>					
10.2.1	<i>Type 1 (High Speed Light Snow Removal)</i>	<i>U</i>	<i>Hr</i>			
10.2.2	<i>Type 2 (Heavy Snow Removal)</i>	<i>U</i>	<i>Hr</i>			
10.2.3	<i>Type 3 (Snow Drift Removal)</i>	<i>U</i>	<i>Hr</i>			
10.2.4	<i>Type 4 (Grit Spreading)</i>	<i>U</i>	<i>Hr</i>			
10.2.5	<i>Type 5 (Grit Removal)</i>	<i>U</i>	<i>Hr</i>			
10.2.6	<i>Type 6 (Solid Chemical Spreader)</i>	<i>U</i>	<i>Hr</i>			
10.2.7	<i>Type 7 (Liquid Chemical Applicator)</i>	<i>U</i>	<i>Hr</i>			
10.2.8	<i>Other</i>	<i>U</i>	<i>PS</i>			
<b>10.3</b>	<b><i>Materials</i></b>					
10.3.1	<i>Ice Grit</i>	<i>U</i>	<i>m3</i>			
10.3.2	<i>CMA</i>	<i>U</i>	<i>litre</i>			
10.3.3	<i>Other</i>	<i>U</i>	<i>PS</i>			

## 2 Payment

## Basis of Payment

### 10 Gritting And Snow Clearance

#### 10.1 WEATHER OBSERVATION AND PATROLLING

Payment will be made each month for management of a predictive system, to forecast and the pro-active reaction to snow and ice events affecting the highway network, completed according to Section 10.

The tendered rate must fully compensate for management of a predictive system, to forecast and the pro-active reaction to snow and ice events including but not limited to:

- a) monitoring the system to determine the need to mobilise resources
- b) liaison with the Engineer, Police, Automobile Association and Territorial Authorities as required
- c) mobilising appropriate resources as required
- d) maintaining the road information signs
- e) the provision of sufficient information to the Network Consultant so the Network Consultant can update the road information report as specified.

Payment for on-site patrolling authorised by the Engineer will be paid for on a Dayworks Basis according to Basis of Payment, Clause 8 at the appropriate tendered rates.

## 2 Payment

## Basis of Payment

### **10.2 Winter Condition Maintenance Plant**

Payment for Winter Condition Maintenance Plant will be made according to Basis of Payment, Clause 8 at the rate tendered under Schedule Items 10.2. In addition to Basis of Payment Clause 8.1 the Contractors tendered rate shall allow for all additional costs associated with the initiation, mobilisation and completion of the winter maintenance operations within the stated response times. The rate shall include additional safety personnel and equipment (including pilot vehicles) associated with the winter maintenance operations in addition to normal number of operators for the plant.

### **10.3 Winter Condition Maintenance Materials**

#### **10.3.1 Ice Grit**

Payment for grit will be made at the rate tendered under Schedule Item 10.3.1 on the loose measure on board the Type 4 plant. The Operator of the plant shall record on a tally docket acceptable to the Engineer the quantity of each load before leaving the grit stockpile area. If required by the Engineer the operator of the plant must stop the plant and assist the engineer to measure any load (including levelling the load). If any load is found to be less than 97.5% of that which has been stated on the tally docket the Engineer may then employ a person or persons to measure loads as they leave the stockpile area at the cost of the Contractor.

#### **10.3.2 CMA**

Payment for storage and handling of CMA will be made at the rate tendered under Schedule Item 10.3.2 on the measure on board the Type 5 plant. The Operator of the plant shall record on a system or form acceptable to the Engineer the quantity of each load before leaving the CMA loading area. If required by the Engineer the operator of the plant must stop the plant and assist the engineer to measure any load. If any load is found to be less than 97.5% of that which has been stated on the system or form, the Engineer may then employ a person or persons to measure loads as they leave the stockpile area at the cost of the Contractor.