

## NOTES FOR THE SPECIFICATION FOR UNSEALED PAVEMENTS: DIGOUT REPAIRS

### 1. GENERAL

This specification is intended to be part of a comprehensive gravel roads maintenance contract incorporating at least the following works:

TNZ C 11	REPAIR OF POTHoles
TNZ C12	SURFACE AND SHAPE RESTORATION
TNZ C13	DIGOUT REPAIRS

This is to ensure that there is a clearly decided responsibility resting with one Contractor for the overall quality of the gravel road, and to avoid contract disputes arising from areas where otherwise it may not be totally clear whose contract the work required to maintain the road falls into.

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

### 2. INFORMATION REQUIRED FOR THE CONTRACT DOCUMENTS

#### 2.1 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.

#### 2.2 Response Times

The Engineer should schedule the response times required in a separate schedule in the Contract documents.

Suggested response times are:

Road Group	Engineer Review	Contractor Carries out Priority Repairs
1	1 week	2 weeks
2	1 week	3 weeks
3	2 weeks	4 weeks
4	2 weeks	5 weeks

### 3. 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 under or over specify work requirements and to allow Transit New Zealand to maintain control over the expenditure levels on a contract that would be otherwise open ended.

### 4. ENGINEER’S TECHNICAL INPUT

Clause 5 Variation to Proposed Method requires the Contractor to advise the Engineer of variations to proposed methods if problems or un-anticipated circumstances arise.

Engineers should be aware that such referrals will need to be dealt with at once, and until the technical skill and competence of the Contractor is established may often involve site visits.

**SPECIFICATION FOR UNSEALED PAVEMENTS:  
REPAIR OF PAVEMENT STRUCTURE (DIGOUTS)**

**Schedule of Rates**

Item Description	Unit	Rate
1. Repair of digout by excavation and backfilling.		
a) 0 to 200 mm deep	m <sup>2</sup>	
b) 0 to 300 mm deep	m <sup>2</sup>	
c) 0 to 400 mm deep	m <sup>2</sup>	
d) 0 to 500 mm deep	m <sup>2</sup>	
e) 0 to 500 m deep including geotextile	m <sup>2</sup>	
2. Repair by In-situ Stabilisation 200 mm deep including stabilising agent.	m <sup>2</sup>	
3. Positive Drainage including materials.	m	