

## **NOTES FOR THE SPECIFICATION FOR UNSEALED PAVEMENTS: SURFACE AND SHAPE RESTORATION**

### **1. GENERAL**

The notes are for the guidance of Supervising Officers only and must not be included in the Contract Documents.

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

TNZ C 11	UNSEALED PAVEMENTS: REPAIR OF POTHOLES
TNZ C 12	UNSEALED PAVEMENTS: SURFACE AND SHAPE RESTORATION
TNZ C 13	UNSEALED PAVEMENTS: DIGOUT REPAIRS

This is to ensure that there is a clearly defined 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 Contractor's programme. If a Contractor is regularly failing to meet this requirement he will be in breach of contract and appropriate action can be based on this.

Because the work is being paid for on all inclusive rate 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.

### **2. TITLE -UNSEALED PAVEMENTS: SURFACE AND SHAPE RESTORATION**

This title has been used to avoid pre-judging a method. Maintenance work may be carried out by a number of means including grading, planing, brooming, dragging and weed control. The key is to maintain the surface to the specified standard within the response time.

### **3. INFORMATION REQUIRED FOR THE CONTRACT DOCUMENTS**

#### **3.1 Preparation for Application of Maintenance Aggregate**

It is possible that a separate Contractor will be awarded the contract to supply and place maintenance aggregate (TNZ C14). To avoid conflict this specification has been written to clearly define responsibilities and ensure co-operation between Contractors.

A Schedule setting out the areas that maintenance aggregate is to be applied under specification TNZ C14 is to be provided by the Engineer and included in the contract documents.

#### **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 measured. 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 records is done progressively.

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

Typically crossfalls should not exceed 6% or fall below 4.5% on straight sections of road. Greater crossfalls may be allowed by the Engineer in particular circumstances.

### **4. WEATHER CONDITIONS**

The Contractor should consider general weather and ground conditions when 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.