

NOTES FOR SPECIFICATION FOR UNSEALED PAVEMENTS: SUPPLY AND PLACE MAINTENANCE AGGREGATE

1. GENERAL

The requirement for maintenance aggregate can be programmed with the areas and depths scheduled and specified at time of tender with payment made as a lump sum.

The primary control mechanism is the Contractors programme. If a contractor fails to meet the programme with unsatisfactory reasons in terms of the contract, this will be a breach of contract and action can be based on this.

Because the work is being paid on a lump sum basis checks will be required to ensure that the correct widths and depths are being maintained.

2. INFORMATION REQUIRED FOR THE CONTRACT DOCUMENTS

There are two inputs that are required for this contract.

2.1 Schedule

The areas to have maintenance aggregate placed are to be clearly scheduled and referenced to TNZ route positions. Schedules should include widths, lengths and loose depths of aggregate required.

2.2 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 for the submission of test certificates by the Contractor to assure quality requirements are being met.

3. HANDING OVER OF MAINTENANCE RESPONSIBILITY

Following placing of maintenance aggregate the road must be handed back to the contractor with the contract for surface and shape restoration (TNZ C12).

For this reason it has been specified that the maintenance aggregate contractor shall maintain and hold the surface conditions of the placed aggregate for a period of 48 hours.