

CONDITIONS

Special Conditions

1. **VEHICLES THAT USE OUTRIGGERS**
All vehicles that use outriggers for stabilisation shall have pads under all outriggers feet to spread the load to a larger surface area to prevent damage to the surface and to help prevent the outriggers from slipping on any surface.
Vehicles include but not limited to, EWP (bucket) trucks, Hiab Crane trucks, Mobile Cranes
2. **TREE FELLING AND TREE TRIMMING**
All tree material shall be removed from the carriageway as soon as possible
All tree material shall be removed from the road corridor as soon as practical
3. **TRAFFIC MANAGEMENT ROAD LEVELS**
All roads within Featherston, Greytown and Martinborough are treated as Level 1 classification and Temporary Traffic Management must reflect this
4. **NOTIFICATION TO THE RCA**
All works are to be notified to the RCA in writing at least 24 hours before they commence. This is to ensure that there is no clash with other contractors. The RCA needs to know where the work is happening, when it is happening, what diagram will be used and who is on site. Any failure in meeting this may result in cancellation the TMP.
5. Ensure existing signs are not damaged during construction works.
6. All road markings are to be reinstated
7. Thrusting under existing vehicle entrances shall be used whenever possible.
8. If trench passes through existing vehicle crossing, then either the total crossing is removed and re-poured at the contractor's expense or reinforcing rods shall be drilled into both sides of the existing concrete at 300mm centre's before the section of entrance is re-poured.

General Conditions

9. The Utility Operator must:
 - (a) carry out all Work in Transport Corridors in accordance with the Code and KiwiRail's Specifications for Working in Railway Corridors;
 - (b) undertake all Works in compliance with the Acts of Parliament and mandated codes of practice that relate to their industry and the type of Work described within the plans and methodology submitted;
 - (c) install assets more or less in the location shown on the attached plans, and agree the exact location and position with the Road Corridor Manager before Work commences;
 - (d) locate any Utility Structures in the Road Corridor in the agreed position shown on the drawings and clear of the Carriageway, Road Corridor furniture and kerbs, drains, manholes, etc. Utility Structures agreed to be within the trafficable part of the Road are to be flush with the surface and designed to withstand full heavy Traffic loading (NZTA's HN-HO-72 Traffic Loading);
 - (e) provide a full description of the construction methodology, reinstatement, resurfacing and compaction and agree this with the Road Corridor Manager prior to Work commencing;
 - (f) make the Works available at all times for inspection by any person representing the Road Corridor Manager;
 - (g) if requested, pay the reasonable costs of the Road Corridor Manager in connection with

the processing of this notice and for the monitoring and auditing of the Works; (See NZ Transport Agency Cost Structure under Clause 23)

- (h) keep a full copy of the Works Access Permit/ Permit to Enter and Reasonable Conditions on the Work Site at all times during the Works;
- (i) undertake remedial action on non-conforming Work within the timeframe set by the Road Corridor Manager, where reasonable and practicable;
- (j) gain all the necessary consents, approvals and permits from the relevant statutory and regulatory authorities at its own cost;
- (k) keep plans of the installed Work and make them available to the Railway Corridor Manager (in all cases) and Road Corridor Manager (on request);
- (l) compensate the Road Corridor Manager for any damage or costs incurred to the Road Corridor due to the Work or for costs resulting from the removal of abandoned installations, Utility Structures, components and equipment that belong to the Utility Operator;
- (m) repair all Road Corridor assets damaged as a result of the Works, should the Road Corridor Manager determine these are necessary prior to the end of the Warranty period;
- (n) restore to their original condition any surface or Utility Structure that was damaged or removed as a result of the Works;
- (o) control the surface water channels so as to cause minimal interference to existing flows;
- (p) fully restore the surface water channels at the completion of the Works;
- (q) notify the Road Corridor Manager of any maintenance Work it proposes to undertake within the two-year Warranty period;
- (r) have in place an approved TMP for Roads and Motorways at least two days prior to Work commencing on the Work Site;
- (s) provide the Road Corridor Manager with two Working Days' notice before commencement of Work on the Work Site;
- (t) ensure that the Work is carried out under the control of a warranted supervisor as required by the Code of Practice for Temporary Traffic Management and ensure that there are sufficient people on site specifically to control the flow of Traffic through the site in accordance with the TMP;
- (u) comply with instructions from an officer of the NZ Police Traffic Safety Branch or a duly authorised agent of the Road Corridor Manager in respect of Traffic management and safety;
- (v) complete Works in the Road Corridor in one continuous operation (suspension of Works over five continuous days requires the prior written permission of the Road Corridor Manager);
- (w) protect and maintain all Road Corridor signs, markers, signals, barriers and associated marking and replace them to the appropriate industry standard where they have been damaged by the Works;
- (x) complete and submit a Works Completion Notice form when the Works are complete; and
- (y) stop Work as necessary to meet the requirements of section 42 of the Heritage New Zealand Pouhere Taonga Act 2014.

10. Work must not take place on or near a State highway during and one day either side of a public holiday or public holiday weekend.
11. Where otherwise required due to Traffic volumes or specific residential or Central Business District requirements, the hours of Work must be as specified in the Local Conditions and Special Conditions.
12. The Warranty period starts from the date the Road Corridor Manager has given signed acceptance that the Work is complete or otherwise as provided in Section 4.7.1.7 of the Code.
13. Unless the Works stated in the WAP have started on the Work Site, the agreement relating to the Works will only remain valid for six months from the date of approval on the Works Access Permit.
14. The Road Corridor Manager must manage all applications relating to Road Corridor access in accordance with the timeframes and processes in the Code.
15. The Corridor Manager may:
 - (a) assess the suitability of any action proposed by the Utility Operator during the Warranty period and impose Reasonable Conditions that will maintain the integrity of the Road assets;
 - (b) arrange for remedial Work to be done and recover the costs incurred from the Utility Operator, if the Utility Operator fails to take action within the agreed timeframe; and
 - (c) instruct the Utility Operator to stop Work and leave the Work Site (having made the site safe) if the Works are not complying with the relevant Reasonable Conditions including any plans, relevant conditions or specifications contained in the Code, or permission requirements.
16. In granting this WAP, no vested right is created.
17. This WAP is not transferable without the written permission of the Road Corridor Manager.

Local Conditions

18. SPECIFICATION FOR TRENCH REINSTATEMENT
Backfilling of Trenches in Roads, Footpaths, and Entranceways
Edges of trenches in roads and footpaths shall be sawcut before excavation. The sawcuts shall be 150mm back from the edges of the excavation. If the pavement edge is later damaged the contractor shall recut the edge and remove the damaged pavement.
19. SPECIFICATION FOR TRENCH REINSTATEMENT
Testing and Remedial Work
Prior to resurfacing the contractor shall give the Council reasonable opportunity to test the compaction of the backfill.
Council staff will test compaction of trenches with a Scala Penetrometer.
If the Council considers the compaction to be inadequate the backfill shall be removed and recompacted. Adequate Compaction will produce Scala Penetrometer readings of seven or more blows per 50mm of penetration in roads and under kerbs, and four or more blows per 50mm of penetration in footpaths.
20. SPECIFICATION FOR TRENCH REINSTATEMENT
Resurfacing Sealed Roads, Footpaths, and Entranceways
In chip sealed roads the trench shall be surfaced with 40mm of Mix 10 asphaltic concrete.

Finished flush with the adjacent surface to within a tolerance of 5mm when measured with a 3 metre straight edge.

If asphaltic paving is delayed and not done on the same day as backfilling, the trench shall be temporarily surfaced with AP 20 topcourse metal with sufficient clay content to prevent unravelling by traffic.

On completion of the paving, the joints with the existing surface shall be waterproofed with an emulsion and sand seal.

In chip sealed entranceways the trench shall be resurfaced with a matching chip seal.

In sealed footpaths the trench shall be surfaced with 20mm of Mix 6 asphaltic concrete. finished flush with the adjacent surface to within a tolerance of 5mm when measured with a 3 metre straight edge.

If asphaltic paving is delayed and not done on the same day as backfilling, the trench shall be temporarily surfaced with AP 20 topcourse metal.

On completion of the paving, the joints with the existing surface shall be waterproofed with an emulsion and sand seal.

21. SPECIFICATION FOR TRENCH REINSTATEMENT
Resurfacing Concrete Footpaths

Trenches across concrete footpaths shall be surfaced with 100 mm of 17.5 Mpa concrete. The minimum width (length of footpath) to be replaced shall be 2.0 metres.

If there is a construction joint within 2.0 metres of the trench the footpath shall be renewed to the construction joint.

The finished surface shall be class U5, shallow textured bass broom to NZS 3114 : 1987.

The finished level shall be flush with the existing footpath to within a tolerance of 3 mm when measured from a 2 metre straight edge.

22. SPECIFICATION FOR TRENCH REINSTATEMENT
Repairing of Other Entranceways

Except for chip sealed or unsealed entranceways, repairs to entranceways damaged by trenching shall necessitate the complete replacement of the entranceway surfacing between the road boundary and the road to match the original surface construction.

23. SPECIFICATION FOR TRENCH REINSTATEMENT
Trenching and Reinstatement in road berms.

All excavated material shall be removed from site.

Trenches in berms shall be backfilled with approved dry granular material compacted in 150 mm lifts. Trenches in grassed areas shall be surfaced with a 150 mm depth of compacted topsoil sown with grass seed. Undulations in the finished surface shall be less than 25mm when measured from a 3.0 metre straight edge.

24. SPECIFICATION FOR TRENCH REINSTATEMENT

Completion of Work

Trenches shall not be left open over night.

The Council will not accept unreasonable delays between backfilling the trench and the reinstatement of the surface. Unless there are extreme weather conditions all surfaces shall be satisfactorily reinstated within five working days of excavation.

25. SPECIFICATION FOR TRENCH REINSTATEMENT

As Built Plans

Once the work has been completed to the satisfaction of the Engineer the Contractor shall

supply a plan drawn accurately to a scale of 1 : 500 clearly showing the property boundaries.

The plan shall also note the depth of the service and give dimensions from boundaries and other prominent features.