ODC No.	Year	No.

Ōpōtiki District Council STRONG COMMUNITY STRONG FUTURE	**Application for Street/Road Opening Notice [RON]** ***Part 1 of 2*** **(Access to Road Corridor to Carry Out Works on Ōpōtiki District Council Controlled Roads and Streets)**

Send To	The Engineering & Services Department | Ōpōtiki District Council		
Address	108 St John Street Ōpōtiki 3122 | PO Box 44 Ōpōtiki 3162		
Phone	07 315 3030	**Email**:	info@odc.govt.nz

I / We wish to carry out the works described in the plans and specifications deposited and attached herewith and/or as described over

Date of Application				
Utility / Contractor				
Postal Address			**Post Code**	
Street Address			**Post Code**	
Email Address				
Phone Number	Office	Cell	After Hours	
Contact Person				

NOTICE TO CONTRACTOR / SERVICE PROVIDER

- All reinstatement works shall be carried out to the conditions of the ODC Street/Road Opening Reinstatement Standard
- A copy of this signed application shall be held on site while work is undertaken for inspection by Council's Inspector. Failure to produce a Notice shall result in a Stop Work Notice being issued.
- A defects liability period as per the ODC Street/Road Opening Reinstatement Standard will apply.
- It is the Contractor's responsibility to notify Council of the completion of reinstatement works so a sign-off inspection can be carried out.
- If during the construction, the work varies substantially from the work described in this application a Stop Work Notice may be issued.
- If after one [1] week of services being installed the reinstatement has not been completed, or this application has not being signed off, the Council may carry out the work to its satisfaction, and at the Utility Contractor's (above) expense.
- Except in emergencies an application shall be lodged with Opotiki District Council ten (10) working days before work is to commence on site.
- A Street/Road Opening Notice [RON] shall be filled out after the emergency situation has finished.
- Installation of services using the "mole plough" method shall not be permitted.
- Any directional drilling contractor must be approved by ODC.
- All works carried out must meet the COP Temporary Traffic Control.
- If working on ODC roadway/footpaths, ODC requires an approved and signed off Temporary Traffic Management Plan

	DETAILS OF WORK TO BE CARRIED OUT
Street / Road Name	
Description / Type of Service :	
▪ Method of Installation	
▪ Method of trench or hole compaction	
Depth of Service	
Length/Area of Legal Road/Street Affected (including berms)	
Date for Commencement of Work	
Estimated Date for Completion of Work (including trench reinstatement)	

All work will be carried out to Opotiki District Council Standards and to the satisfaction of Opotiki District Council (A copy of Opotiki District Council's Street/Road Opening Reinstatement Standards is available on Council's website or will be supplied if requested

REINSTATEMENT OF :	To Be Carried Out By (Contractor) :	Sub-Contractor
❒ **Asphaltic Concrete**		
❒ **Chip Sealed Carriageway**		
❒ **Cobblestones/Paving Stones**		
❒ **Concrete**		
❒ **Excavation/Trench Reinstatement**		
❒ **Grass**		
❒ **Unsealed Carriageway**		
❒ **Other: eg Directional Drilling**		

If reinstatement work is to be carried out by a Contractor that is unknown to Opotiki District Council then proof of work experience and track record may be requested before work can start.

I / We understand the requirements of this application and shall conform with all other Acts and Regulations pertaining to this work and have read and understood the "Notice to Contractor/Service Provider" Section on the front page of this Notice. And the Street/Road Opening Reinstatement Standards

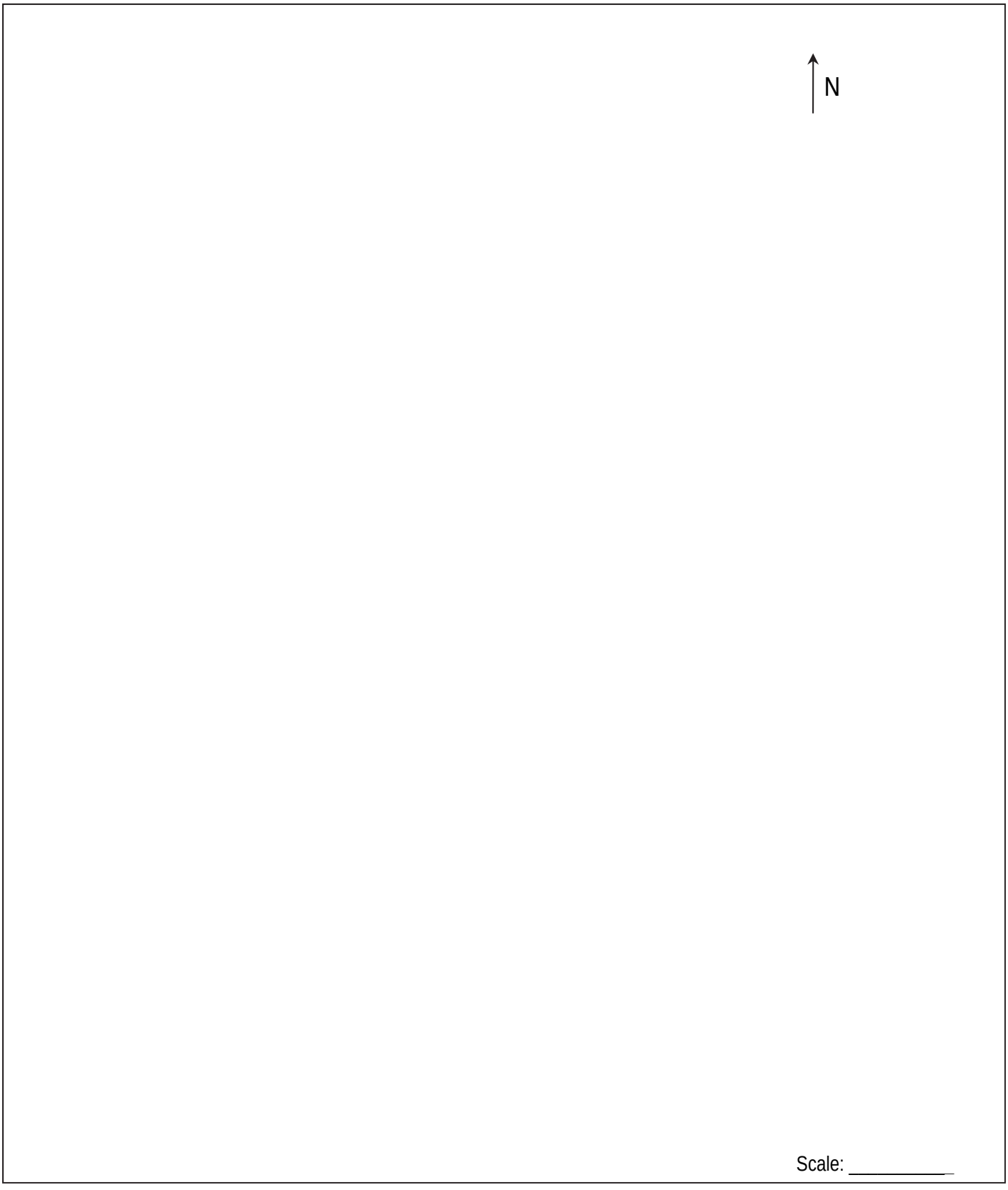
Further, all other utility services will be/have been located before work commences.

Name (Please Print) Signature

PROPOSED WORKS DIAGRAM

Please ▪ ❑ as per below ❑ as per separate sheet / aerial

- If space below is insufficient please supply proposed construction plans on separate sheet
- Construction plans shall show all dimensions



FOR OPOTIKI DISTRICT COUNCIL USE ONLY

Applicants work authorized subject to:

Date: _____/_____/_____ Signed:

Position

Works have been completed and all surface reinstatement undertaken to standards and Council's satisfaction; and the defects liability period applies from the date below.

Date Inspected: _____/_____/_____ Signed:

Position:

Ōpōtiki District Council
STRONG COMMUNITY STRONG FUTURE

STANDARDS

STREET/ROAD OPENING REINSTATEMENT
PART 2 OF 2

Use with Street/Road Opening Notice Applications (Part 1 of 2)

[30 January 2020]

File No: [A189625] – Issue 2

Date: 30 January 2020

Street Opening Reinstatement Standards

CONTENTS

A42041 Issue 1 01 Nov 2012

A189625 Issue 2 03 Feb 2020

INTRODUCTION

BACKGROUND

Due to past poor trench reinstatement practices of planned and programed works, undertaken by Contractors working on and in Ōpōtiki District Council [ODC] owned infrastructure, these standards apply to all Contractors working on and in Council's assets.

An ODC Street/Roading Opening Notice Application shall be made before works can commence.

As a minimum ALL works are to be carried out under the "direct supervision" of a person who has had industry standard training in trench reinstatement. (*"Direct Supervision" shall mean the person is to be on-site at all times during reinstatement works.*)

A ODC street/road opening notices shall be submitted and approved before any works on/or in ODC's infrastructure, including works outside the sealed road carriageway, and behind the kerb/channel on State Highway roads and streets.

DEFECTS LIABILITY PERIOD

The Defects Liability Period for all works shall be:

(a) All with the exception of concrete works:	Twelve [12] months from completion and sign off of the Street/Road Opening Notice
(b) Concrete	Three [3] months from completion and sign off of the Street/Road Opening Notice

All works shall be carried out under the requirements of New Zealand Transport Agency's [NZTA] Code of Practice for Temporary Traffic Control, and an ODC approved Traffic Management Plan

RESPONSE TIMES

The Contractor shall respond to non-urgent and urgent requests from ODC Engineering team to undertake repairs as requested. Reinstatement works carried out by that Contractor shall be within.

(a) Urgent Works	▪ Immediately, to make safe ▪ Five [five] days, to complete repairs
(b) Non-Urgent	Fourteen [14] days

GENERAL REQUIREMENTS

EXCAVATION/TRENCH REINSTATEMENT

BACKFILLING

Granular material such as sand and crusher dust shall be placed so as to cover the service to a minimum depth of 50mm and the balance of the trench shall be backfilled as below, placed in not more than 150mm (loose depth) layers and mechanically compacted.

The Contractor shall make good any subsidence which occurs during the defects liability period.

Except in the case of excavations in grass berms all material, other than excavated aggregates, shall be removed and the trench backfilled with aggregate. All surfaces and/or structures damaged by the Contractor shall be reinstated to a condition equal or better to that prior to the commencement of works.

DEPTH OF DIGOUT

(a) When the depth of the digout is not greater than 300mm, basecourse meeting the requirements of NRB M/5 is to be used up to the level of the surface to the seal. Where the repair is to be surfaced with a thin asphaltic concrete layer, this level shall be nominal 50mm in road carriageways; and 20mm in footpaths and cobblestone paving depth and bedding sand below the finished surface.

(b) When the depth of the digout is greater than 300mm at least the top 200mm shall be a material meeting the requirements for basecourse material while the remainder of the backfill material shall be subgrade and subbase aggregate.

CUTTING OF PERIMETER

a) The perimeter of all repairs in the road carriageway and footpaths except in grass berms, shall be cut with suitable saw type cutting equipment, before executing the remainder of the work so that the surface outside the perimeter of the repair area is not disturbed to the extent that the bond between the surface and the basecourse is destroyed. The cut line shall not deviate from a 1m straight line by more than 50mm. Ragged edges will not be permitted.

b) The cut area shall be cut in the form of a square or oblong, the four sides shall be 200mm longer than the greatest longitudinal dimension of the excavation, and 150mm wider across than any width dimension – see attached Drawing 1.

c) The cutting of the perimeter of any works in footpaths shall be the total width of the footpath, i.e. side to side, back of kerb and channel to footpath back edge, closest to the private boundary and longitudinally as far as the excavation and 100mm each end.

d) All reinstatement works in the hot mix and paving footpaths in the CBD, not cobbled, shall be totally removed and the complete triangle of asphaltic cement seal areas reinstated with a 10mm layer of M10 Asphaltic concrete.

MATERIALS

Sub-Base Material

The contractor shall endeavour to obtain aggregate material with the same permeability or better as the surrounding material for backfilling up to a level of 400mm below the finished surface level. The material shall have a soaked CBR value of not less than 10.

Sub-Grade

Sub-grade aggregate material shall have a soaked CBR value of less than 40. The material shall be free from all non-mineral matter.

The maximum aggregate size shall not be greater than 65mm or greater than 0.75 of the compacted layer thickness whichever is the lesser and shall be filled and compacted to 200mm below the finished surface level.

The material need not be crushed and shall be graded so that compaction to a dense stable condition can be achieved.

Basecourse

Basecourse material placed on top of the sub-grade material shall meet the requirements of GAP40.

SURFACE REINSTATEMENT

PAVED SURFACES

The Contractor shall observe the requirements of the Controlling Authority and replace surfacing material on consolidated and compacted backfill in the order in which it was placed before excavation. Provide additional material of approved size and quality as necessary to bring the total thickness of surfacing material back to the same as existed before excavation and to bring the surface up to the original level. Reinstate all parts of the surface damaged during excavation with additional aggregate to a standard not below that of the original surface. Blind and roll the surface with an approve roller and thoroughly consolidate. Maintain the surface at its correct level. Avoid dispersion of aggregate by traffic. ***Temporarily reinstate footpaths by spreading gravel or aggregate screenings and compact same so that the surface is clean and fit for pedestrians.*** Prior to the expiry of the Defect Liability Period, make good any subsidence, and unless otherwise specified, reinstate the surface paving to the same, or better standard than that existing before pipe-laying operations commenced.

ASPHALTIC CONCRETE (INCLUSIVE OF ASPHALTIC FOOTPATHS)

If used the depth of asphaltic concrete replaced in the repair shall be a nominal 50mm for road carriageways and 20mm for footpaths, 10mm for CBD areas, or such greater layer as the surrounding surface.

To ensure that the repair is water proof, a Grade 6 emulsion chipseal shall be applied prior to resurfacing with the asphaltic concrete.

Asphaltic concrete shall meet the requirement of NRB M/10 for footpaths & M/20 for road carriageway for the mix specified by the Engineer. Construction shall be carried out in accordance with appropriate clauses of NRB P/9.

COBBLESTONE/PAVING

Existing paving units may be reused if they exhibit no damage that is a result of their removal and handling during the current opening. A Council representative may determine unit's suitability for reuse.

If paving units are not able to be reused (as above Clause), they are to be replaced with new units identical in specification and manufacture (Ōpōtiki District Council can supply this information) at the contractors cost.

Paving units shall be reinstated in the same pattern and grades as they were prior to opening and shall finish flush with adjoining paved surfaces.

Unit pavings shall be finished in accordance with NZS 3116:1991 using a plate compactor and an approved graded joint sand with polymer additive.

UNSEALED DRIVEWAYS, FOOTPATHS, AND CARRIAGEWAYS

The trench is to be backfilled, with suitable aggregate, meeting the requirements of subgrade material to a depth of 200mm below the finished surface level and completed with a 200mm deep compacted layer of GAP 40 basecourse.

CONCRETE VEHICLE CROSSINGS AND DRIVEWAY LETDOWNS

Standard Vehicle crossings shall be provided as appropriate and shall be incorporated into the kerb and channel. One layer of HRC 665 mesh with 40mm cover shall be included into all vehicle crossings.

Vehicle crossings adjacent to concrete footpaths shall be extended from the kerb and channel to the footpath edge furthest away from the kerb and channel and constructed of 17.5 MPA, 125mm minimum thickness concrete on 50mm compacted GAP40 Basecourse.

CONCRETE FOOTPATHS AND LETDOWNS

Footpaths shall be laid at locations as required and be constructed of 75mm thick concrete on a 30mm base of compacted GAP40 Basecourse.

The formwork shall be so installed that it can be removed without damage to the concrete.

The formwork shall be set true to line and level and securely braced and supported to prevent bulging during the pouring of concrete.

10mm reinforcing steel starter rods shall be drilled into existing concrete edges, at 400mm centres, leaving 150mm of the rod sticking out into the areas where the new concrete is to be replaced.

WHEEL CHAIR AND MOBILITY SCOOTER CROSSINGS

Standard wheel chair crossings shall be provided as appropriate as directed by the Engineer.

The crossing shall be constructed of 75mm thick concrete on a 30mm base of compacted aggregate.

The gradient of the ramp shall not be steeper than 1 in 8 and meet the standard of NZTA's Figure 15.2- Typical Gutter Design & 15.3 (without Tactiles) of Footpath crossing. See Drawing 2

The kerb ramp shall have a non-slip finish contrasting in texture to the adjacent footpath. If requested by ODC the concrete to be coloured red with an approved colouring agent. The Contractor shall confirm with ODC Engineering staff as to the requirements of colouring or not, before works commences.

GRASS SURFACES

Bulkfill

Where bulkfill is required in the shaping or reinstatement of the berms, the material shall be such as to provide a firm base, to be free of debris and aggregate in excess of 20mm. Suitable material from the site of works may be used. The balance is to be imported by the Contractor if necessary.

Topsoiling

Berms adjacent to the road carriageway and up to adjacent fencelines shall receive a dressing of 75mm (compacted depth) of topsoil. The topsoil shall be cultivated to a fine even tilth of not less than 25mm in depth and shall be graded and raked to a finish of 15mm above the level of the kerb to allow for settlement.

All weeds, stones and debris shall be removed. The area shall be graded, raked and rolled to a neat and pleasing slope, free from humps and hollows.

Grass Sowing

The area shall be seeded with the following seed mixture or as otherwise approved by the Engineer:

Hodder and Tolley Playground Mix

The mixture shall be sown at a rate of 14gms/m2 and mixed with "ammophos" (12-10-10) fertiliser applied at a rate of 50gms/m2.

Subsequent to the application of grass seed the surface shall again be lightly raked and rolled. All practical steps shall be taken to ensure the area is kept isolated to allow a good grass strike, ie. if necessary fence off.

Subsequent to a good grass strike, the grassed area shall be kept at a manageable height not exceeding 50mm, for the duration of the Defects Liability Period.

The use of hydro-seeding is acceptable.

Acceptance

If in the opinion of the Engineer, by the end of the specified Defects Liability Period, a successful "75% germination" grass surface is not established, the contractor shall again prepare and sow the area to establish a satisfactory cover.

CHIP SEALING

General

In general the first coat sealing shall be undertaken in accordance with TNZ P/3:1995 as hereafter modified.

Use of Private Land

In Clause 5 of TNZ P/3:1995 delete reference to Clause 8.2 of the General Conditions of Contract and insert 5.4.2 of NZS 3910:1998.

Adhesion Agent

Further to Clause 9 of TNZ P/3:1995 the adhesion agent shall be Diameen HGB or as otherwise approved.

Quantity of Asphaltic Binder

Further to Clause 16 of TNZ P/3:1995 :

The quantity of asphaltic binder material upon which the schedule component quantities are based has been calculated assuming an application rate of 1.60 litres per square metre for Grade 4 chip, 1:10 Litres per square metre for Grade 5 Chip at 15 degrees Centigrade inclusive of 10pph Lighting Kerosene and 1.1pph adhesion agent.

The actual component ratios will be specifically approved by the Engineer prior to the start of the days sealing.

Sealing Chip

Further to Clause 17 of TNZ P/3:1995, the sealing chip shall be supplied by the Contractor.

Removal of Surplus Chip

Further to Clause 27 of TNZ P/3:1995, the Contractor shall remove from site all surplus chip within 48 hours of sealing.

Testing of Chip

Random testing of chip on the day of sealing maybe undertaken. Non complying results will result in the repair work being carried out by Opotiki District Council at the Contractors expense.

Construction Aggregate Layers

Aggregate used for backfilling of the pavement repair shall be placed and compacted in layers of uniform thickness so as to avoid segregation and degradation. Upon completion of the work a uniformly dense and stable layer which does note weave or creep under the action of compaction equipment or road traffic shall be produced.

Surface Shape

The surface shape of repairs shall be such that there shall be no two points on the surface whose heights when measured from a 3m straight edge laid parallel to the road centre line differ by more than 5mm.

Reinstatement of Sealed Surface

Waterproof surfaces shall be reinstated within three days of the commencement of the repair and always before any Saturday/Sunday or public holiday, with a further sealcoat within two months.

First Coat Chip Sealing

All sealing in the road carriageway shall be two coat seal.

On completion of the foregoing the final surface of a repair in a chip sealed surface shall be sealed with a grade of chip similar to the surface surrounding the excavaton. The seal shall overlap the existing seal by between 100-150mm and upon completion shall present a waterproof surface with a tidy appearance of rectangular shape. Ragged edges will not be acceptable.

Application of Binder

Binder shall be applied with a bitumen distributor complying with NRB Specification E/2.

Rolling

Rolling may be carried out with any type of rolling equipment except vibrating rollers, provided chips are not in any way crushed during the rolling procedure. Rollers which cause chips to be pushed into the pavement course or cause damage to the adjacent pavement, will not be acceptable.

Safety Precautions

Safety precautions shall be in accordance with appropriate legislation and Section 15 of NRB Specification P/3.

CONCRETE SURFACES

All concrete shall have a crushing strength of 17.5Mpa at 28 days with the exception that concrete used in the construction of "slip form" kerbing shall have a minimum of 28 days crushing strength of 20Mpa.

Surface Finish

The completed concrete shall have a dense, smooth, textured and durable finish on all surfaces exposed to the weather.

Tolerance

The finished concrete shall be laid true on straights and uniformly and smoothly curved on horizontal and vertical curves to a tolerance of plus or minus 5mm in the vertical plane and plus or minus 10mm on the horizontal plane.

Acceptance of Concrete

Each batch of concrete delivered shall be accompanied by a delivery docket certifying the cement type, maximum aggregate size, specified strength, slump, date, time mixing completed, time of water added at plant and volume delivered.

Testing Concrete

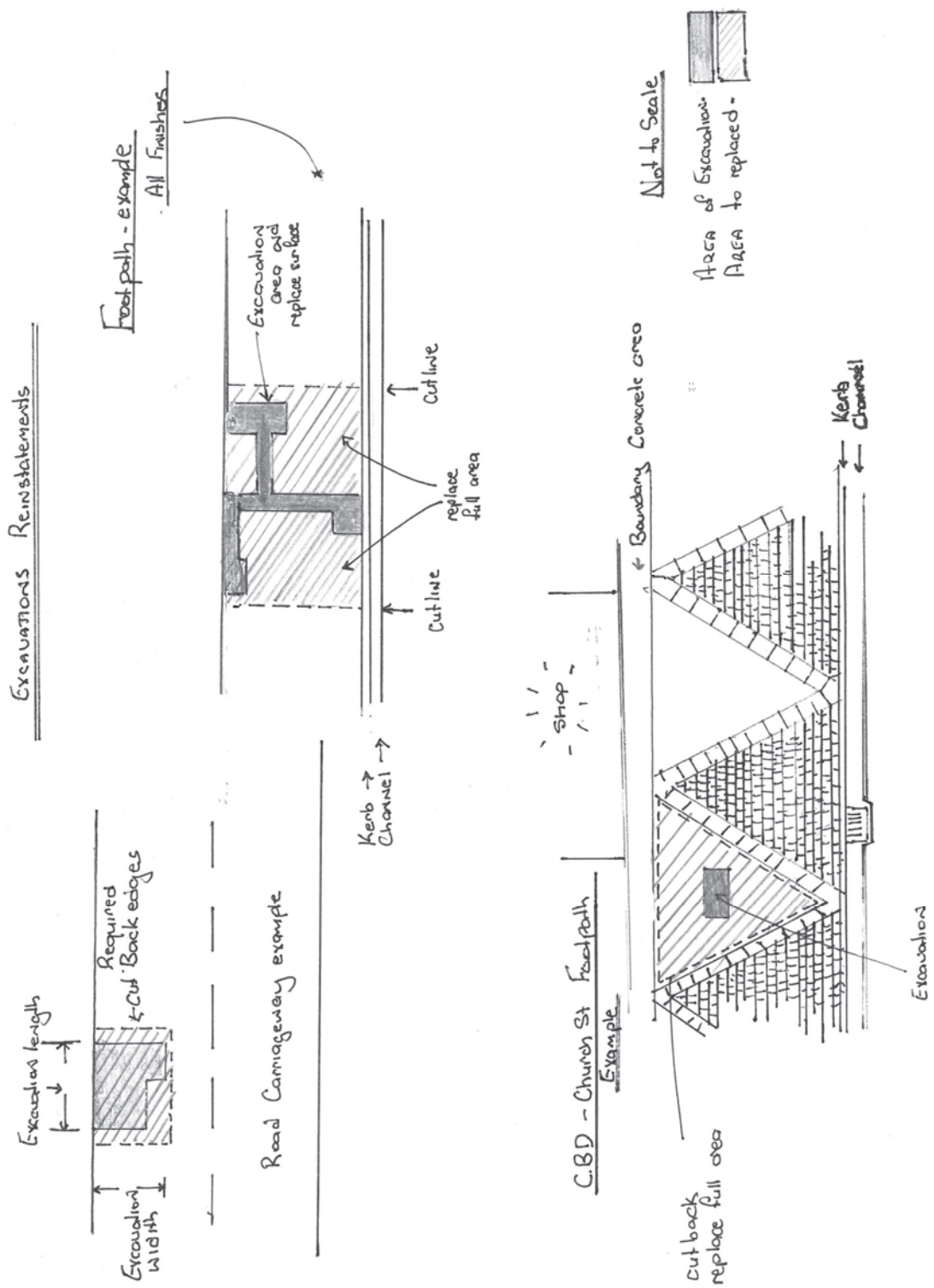
Opotiki District Council may require the concrete to be sampled and the Contractor to arrange for testing. If the concrete does not meet this specification it may be rejected. If the Contractor disputes the test results he may arrange for more cores of hardened concrete to be tested by a Telarc approved laboratory and at the Contractors cost The Engineer must approve the location of these before coring.

Rejection

Any concrete work rejected by the Engineer shall be broken out and replaced at the contractor's expense.

DRAWINGS

Drawing 1



Drawing 2

Table 15.2 covers the key design issues for the elements within kerb ramps [6, 13, 42, 92, 134, 139].

Table 15.2 – Design elements of kerb ramps

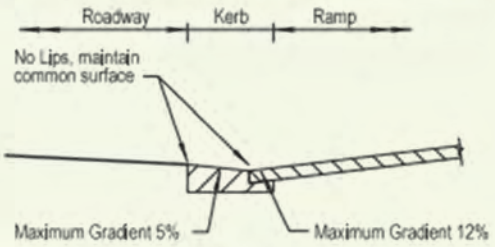
Element	Key issues	Additional information
Ramp	Normal maximum gradient 8% (1:12) Maximum gradient 12% (1:8)	A gradient of 10% should only be considered for constrained situations where the vertical rise is less than 150 mm. A gradient of 12% should only be considered for constrained situations where the vertical rise is less than 75 mm. Slopes more than 12% are very difficult for the mobility impaired to negotiate. To avoid using these steeper gradients, lower the footpath as shown in figure 15.1
	Maximum crossfall 2% (1:50)	Should be consistent across the whole ramp – avoid twist.
	Minimum width 1 m	1.5 m is recommended.
	Maximum width: equal to the width of the approaching footpath	Wider ramps are difficult for the vision impaired to detect.
	Tactile paving	For more advice, see *Guidelines for facilities for blind and vision-impaired pedestrians* [92].
Gutter	Maximum gradient 5% (1:20)	Anything greater can cause wheelchair users to lose their balance at the transition.
	Transition between gutter and ramp	Should be smooth with no vertical face. Ensure that this does not inadvertently happen when the roadway has been resurfaced [13].  Figure 15.2 – Typical gutter design
Landing	Maximum gradient 2% (1:50)	To prevent wheelchair users overbalancing, or accidentally rolling, and to provide a rest area.
	Maximum crossfall 2% (1:50)	
	Width: equal to that of the ramp	
	Minimum depth 1.2 m (top landing)	A depth of 1.5 m is preferred.
Flare	Maximum gradient 16% (1:6)	Use the steeper value if a vision impaired person could inadvertently enter and leave the kerb ramp from the side and bypass the tactile paving.
	Maximum gradient: as per the ramp section	Use these gentler values if mobility impaired people are expected to enter and leave the kerb ramp from the side due to the top platform being too small. For a kerb ramp perpendicular to a straight kerb this results in a splay angle of 45°.

Figure 15.3 shows a typical kerb ramp design for a footpath with a kerb height of 100 mm that incorporates these dimensions.

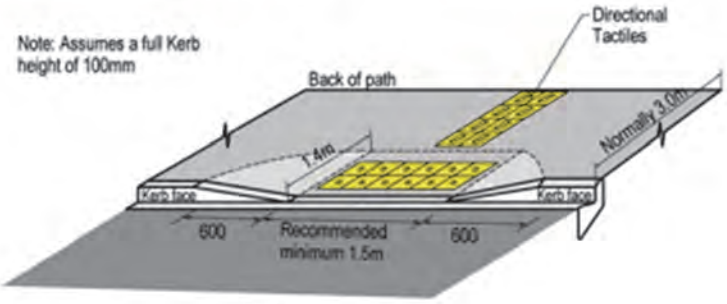


Figure 15.3 – Typical kerb ramp design