

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
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1. INTRODUCTION

This document sets out the policy of the City of Mount Gambier ("Council") for the excavation and reinstatement of road pavement within the Council area.

1.1 SCOPE

The excavation and reinstatement requirements contained in this Policy apply to roads which are maintained by the Council (as defined in Clause 1.2.2 "Council"). All work shall conform with this Policy unless otherwise approved by the General Manager City Infrastructure or Manager Engineering Design and Contracts or their representative.

This Policy shall be adhered to when excavation along or across any pavement or shoulders of roads maintained by the Council is required for service installations, relocation of existing services, drainage or other reasons. The cover to the conduit or service specified in the figures does not apply to City of Mount Gambier assets (eg lighting conduit) or stormwater drainage.

Notwithstanding any variation to certain of the requirements which any Government Authority (Federal or State) may consider it can exercise by virtue of its own or any other enabling legislation with respect to any underground installations, the technical and quality standards of roadwork and materials specified herein are the minimum acceptable within the meaning of words "make good" or "reinstate" used in such legislation.

1.2 DEFINITIONS

1.2.1 General

The definitions given in AS 1348 "Road and Traffic Engineering - Glossary of Terms" shall apply to all appropriate wording in this Specification.

1.2.2 Council

"Council" means the City of Mount Gambier (CMG).

1.2.3 General Manager City Infrastructure

"General Manager City Infrastructure" means the General Manager City Infrastructure of the City of Mount Gambier.

1.2.4 Manager Engineering Design and Contracts

"Manager Engineering Design and Contracts" means the Manager Engineering Design and Contracts Officer of the City of Mount Gambier.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

1.2.5 DPTI

“DPTI” means the Department of Planning, Transport and Infrastructure.

1.2.6 Excavator

Excavator means the person, Statutory Authority, Government Department, Corporate body or any other organisation (private, State or Federal) responsible for the excavation and reinstatement and boring referred to in this Specification.

1.2.7 Minor Programmed Works

Works confined to 1 days duration from commencement to completion in the trafficable lanes.

1.2.8 Major Programmed Works

Works exceeding 1 days duration from commencement to completion in the trafficable lanes.

1.2.9 Working Day

A working day means a week day from Monday to Friday inclusive that has not been designated as a public holiday in the area in which the excavation is being undertaken.

1.3 NOTIFICATIONS

1.3.1 CMG Notification

The Excavator shall notify the General Manager City Infrastructure or the Manager Engineering Design and Contracts where it carries out excavation on, along or across any road pavement or shoulder which is maintained by the Council, in accordance with the procedures given below.

These notification requirements also apply to Service Authorities, Telecommunication Carriers and Developers and all subcontractors where enabling legislation (e.g. Waterworks Act, Sewerage Act, etc.) provides for, or where the General Manager City Infrastructure or the Manager Engineering Design and Contracts approves otherwise, the quality, supply and placing of the surfacing by the Excavator (in accordance with Clause 3.3.7 "Asphalt and Sprayed Bituminous Surfacing").

1.3.2 Minor Programmed Works

The Excavator shall advise the General Manager City Infrastructure or the Manager Engineering Design and Contracts of the intention to commence work at least 5 working days before commencement of excavation in order that regular inspections can be made. Such notification shall include submitting an "Alterations to or Works Impacting on a Public Road or Footpath" form (provided in Schedule A) with attached Traffic Management

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

Plans that show the location of all traffic control devices and proposed times of traffic restrictions.

1.3.3 Major Programmed Works

Work shall be in accordance with drawings, specifications and work methods submitted to the General Manager City Infrastructure or the Manager Engineering Design and Contracts for approval at least 4 weeks prior to commencement of the intended work.

The Excavator shall advise the General Manager City Infrastructure or the Manager Engineering Design and Contracts of the intention to commence work at least 3 working days before commencement of excavation in order that regular inspections can be made. Such notification shall include submitting a "Alterations to or Works Impacting on a Public Road or Footpath" form (provided in Schedule A) with attached Traffic Management Plans that show the location of all traffic control devices and proposed times of traffic restrictions.

1.3.4 Emergency Works

Where either the road pavement or shoulder is damaged, or excavation of road pavement and shoulder is necessary in emergency circumstances, the Excavator shall provide verbal notification to the General Manager City Infrastructure or the Manager Engineering Design and Contracts, or their representative, as soon as practicable after the emergency becomes known, in order that regular inspections and arrangements for maintenance period commencement can be made.

The Excavator shall submit an "Alterations to or Works Impacting on a Public Road or Footpath" form (provided in Schedule A) to the General Manager City Infrastructure or the Manager Engineering Design and Contracts within 24 hours of the emergency occurring.

1.3.5 Public Notification

The Excavator shall provide local businesses and residents with notification of possible disruptions that may affect them as a result of the work. Such notification shall be undertaken immediately following the approval of the General Manager City Infrastructure or the Manager Engineering Design and Contracts.

1.3.6 Identification of Completed Work Within the Maintenance Period

Within 3 working days of completion of the work, and at any time upon request within the maintenance period (as defined in Clause 3.12.1 "Maintenance Period"), the Excavator shall supply the General Manager City Infrastructure or the Manager Engineering Design and Contracts with details, including sketches, size, location and date constructed, of the reinstatement.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

The maintenance period will commence once the Council has been notified of completion of work and an onsite inspection undertaken to prove all reinstatement requirements have been met.

1.4 SERVICE LOCATION

The Excavator shall arrange for the location of all services prior to commencement of saw cutting or excavation.

The Excavator shall determine traffic signal detector loop, traffic signal conduit or lighting conduit locations at least 5 days before commencing work by contacting the City of Mount Gambier City Infrastructure Department on telephone (08) 8721 2520.

1.5 PROTECTION OF THE ENVIRONMENT

The Excavator shall at all times undertake the work in accordance with the requirements of the Environmental Protection Act.

1.6 HAULING OF CABLE THROUGH CONDUIT

Hauling of cables through conduits on roads maintained by the Council shall be approved by the General Manager City Infrastructure or the Manager Engineering Design and Contracts. A site specific traffic management plan shall be submitted with the request for approval.

When hauling of cables through conduits for distances greater than 0.5 km, the traffic management plan shall be for each work site.

1.7 SUSPENSION OF WORK

The General Manager City Infrastructure or the Manager Engineering Design and Contracts may suspend work performed by any Service Authority, Telecommunications Carrier, Developer, Contractor, etc. on roads maintained by the CMG if they are not complying with the requirements of this Policy.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

PART 2

PROVISION FOR TRAFFIC

2.1 GENERAL

Traffic management of any roadworks shall minimise any disruption to the smooth flow of traffic, whilst providing a safe work area for those involved in work on the trafficked network.

The Excavator shall ensure that any traffic control devices and signs used at the works site/area are in accordance with:

Manual of Legal Responsibilities and Technical Requirements for Traffic Control Devices Field guide and SA standards for workzone traffic management.

Prior to commencing work on site, the Excavator shall notify the General Manager City Infrastructure or the Manager Engineering Design and Contracts of the names and telephone numbers of personnel for emergency call-outs.

2.2 TRAFFIC MANAGEMENT

2.2.1 General

CMG and it's representatives, owes no duty to the Excavator to review any traffic management plan submitted by the Excavator for errors, omissions or compliance with the requirements.

2.2.2 Accreditation for Signing at Roadworks

The Excavator shall ensure that at least one person who is accredited in signing at roadworks is on site at all times while work is being carried out.

Accreditation for signing at roadworks can be obtained by successfully completing the training course "Work Zone Traffic Management". A list of approved training providers is available from the DPTI, telephone (08) 8343 2214; or www.dpti.sa.gov.au/standards/tass

2.2.3 Contractors Empowered to Erect Speed Limit Signs

Subject to compliance with the conditions contained in the "The Commissioner of Highways approval for the temporary use of traffic control devices by persons other than Road Authorities" 8 April 2002, the Commissioner of Highways has granted approval to persons undertaking road works to temporarily install, display, alter, operate or remove specified traffic control devices (or cause such action) on a road.

Approval for speed limits that apply when the Excavator is not on site shall be sought from the Regional Manager, Eastern DPTI

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

The Excavator shall give 2 weeks' notice when seeking approval from DPTI, where speed signs are required where the site is left unoccupied.

2.2.4 Traffic Controllers

Traffic controllers or temporary traffic signals shall be used in accordance with AS 1742, Part 3 whenever traffic movement is restricted to one lane.

2.2.5 Provision for Pedestrian Traffic

Provision for safe and convenient pedestrian traffic shall be maintained at all times.

2.2.6 Provision for Local Traffic

The Excavator shall provide and maintain access to property entrances adjoining the works and local traffic throughout the works.

2.3 AUDITS

2.3.1 General Manager City Infrastructure or the Manager Engineering Design and Contracts Audits

At regular intervals during the works, the General Manager City Infrastructure or the Manager Engineering Design and Contracts may undertake audits of signing at roadworks.

2.3.2 Records

The Excavator shall maintain accurate records of all traffic management activities (including audits).

2.4 WORK ZONE TRAFFIC CONTROL DEVICES

2.4.1 Devices

The Excavator shall supply all necessary Temporary Traffic Control Devices such as signs, barriers, bollards, cones and other approved devices. All Temporary Traffic Control Devices shall be located and maintained such that they provide the required level of traffic control.

The Excavator shall make allowance to replace devices that become ineffective during the course of the works, including those damaged by vehicles or vandalism.

2.4.2 Regulatory Devices

The Excavator shall not place or remove, obstruct or conceal, any regulatory devices (such as regulatory signs or pavement markings), without the approval of the General Manager City Infrastructure or the Manager Engineering Design and Contracts.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

2.4.3 Delineation

The Excavator shall use a combination of control devices in accordance with AS 1742, Part 3, Operational Instruction 3.6 "Work Site Traffic Control Devices" and Part 242 "Barriers" to provide adequate delineation though the works.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

PART 3

WORK REQUIREMENTS

3.1 EXCAVATION

3.1.1 Trenching Times

Trenching which will affect traffic volumes shall not be carried out between 7.00 am and 9.00 am or between 4.00 pm and 6.00 pm on peak flow traffic lanes unless unavoidable due to emergency circumstances, or otherwise approved by the General Manager City Infrastructure or the Manager Engineering Design and Contracts. Works shall be organised so as to cause minimal disruption to traffic, pedestrians and access to properties at all times. Only complete lanes shall be closed and a minimum of one half of the roadway shall remain open to traffic at all times, unless otherwise approved by the General Manager City Infrastructure or the Manager Engineering Design and Contracts.

3.1.2 Traffic Signal Detector Loops

Location of all traffic signal detector loops is required as per Clause 1.4 "Service Location" and care shall be taken to prevent damage occurring to such detector loops where excavation is to be undertaken in the vicinity of traffic signals. Where damage occurs, the Excavator shall inform the General Manager City Infrastructure or the Manager Engineering Design and Contracts and the cost of repairs shall be borne by the Excavator.

3.1.3 Saw Cut

The Excavator shall ensure that all saw cutting is dampened by water to reduce dust and that the resultant slurry is collected and disposed of in accordance with the requirements of the Environmental Protection Act and not allowed to enter stormwater drainage systems or dry out on the road surface.

On completion of reinstatement, the Excavator shall repair any residual saw cuts to prevent water ingress into the pavement in accordance with the crack sealing requirements as defined in Clause 3.12.3 "Crack Sealing".

(a) Asphalt Surfaced Roads

The trench shall be saw cut to the full depth of the existing asphalt surface. Where cement stabilised pavement exists, the pavement shall be saw cut to the full depth, or a minimum cut depth of 200 mm, whichever is the lesser, to minimise damage to the surrounding pavement.

(b) Sprayed Bituminous Surfaced Roads

The trench shall be saw cut to the full depth of the existing sprayed bituminous surface.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

- (c) The saw cutting of the existing asphalt or sprayed bituminous surface shall be at 100 mm outside the limit of the excavation. Any additional breakage of the existing pavement edge shall be cut square to the edge of the excavation prior to reinstatement.

3.1.4 Excavated Material

Unless otherwise approved by the General Manager City Infrastructure or the Manager Engineering Design and Contracts, excavated material shall not be reused in the reinstatement of trenches and shall be removed from the site and appropriately disposed of, in accordance with the requirements of the Environment Protection Act.

3.1.5 Trenchless Methods

Where applicable, Clause 1.1 "Scope", Clause 1.2 "Definitions", Clause 1.3 "Notification", Clause 3.1 "Excavation", and Clause 3.12 "Post Reinstatement Conditions and Obligations" apply to the installation of services where alternatives to open trenching such as thrust boring, tunnelling, etc. are used. Notification to the General Manager City Infrastructure or the Manager Engineering Design and Contracts shall be in accordance with Clause 3.1.1 "Minor Programmed Works".

For all trenchless methods a minimum diameter cavity for the conduit/s or service/s to pass through shall be created. Multiple conduits or services may be passed through a single bore or tunnel. There shall be a minimum spacing of 10D (where D is the diameter of the largest conduit or service) between individual bores or tunnels to ensure the combined surrounding cavities of multiple bores or tunnels do not undermine the road, unless otherwise approved by the General Manager City Infrastructure or the Manager Engineering Design and Contracts. The General Manager City Infrastructure or the Manager Engineering Design and Contracts or representative may request grouting of any bore or tunnel that has an unacceptably large cavity and where the cavity could cause a defect in the road surface.

Unless otherwise directed by the General Manager City Infrastructure or the Manager Engineering Design and Contracts, boring under pavements or shoulders of roads maintained by the Council shall be at a minimum depth of 1.5 m below the surface.

The requirements of Clause 3.12 "Post Reinstatement Conditions and Obligations" shall be applied to any subsidence of the road surface attributed to trenchless methods.

The Excavator shall supply the General Manager City Infrastructure or the Manager Engineering Design and Contracts with a report by a Professional Engineer who has experience with trenchless technology. This report must guarantee appropriateness of the method to be used (covering depth etc.) and quality of work.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

3.2 BACKFILL

Prior to backfill operations, all loose rubbish and foreign material shall be removed from the excavation. All spaces excavated and not occupied by permanent work shall be backfilled.

Excavations shall be backfilled with Type C Sand to Sa-C or alternatively, clean quarry, pit or dune sand or rubble of plasticity index not exceeding 8 and approved by the General Manager City Infrastructure or the Manager Engineering Design and Contracts. Where required, tapes warning of the location of a pipe or service shall be inserted at the depth specified by the appropriate authority.

The backfilling shall be uniformly compacted in horizontal layers not exceeding 200 mm (loose) thickness to the dry density determined using AS 1289, test method 5.2.1 (modified compaction) to not less than:

- (a) 92%, up to a level 800 mm below finished level, and/or
- (b) 95% at all levels above 800 mm below finished level.

Flooding of sand with water is, by itself, not an acceptable method of compaction. Compacted backfill shall be brought to the level of the underside of pavement in accordance with the appropriate figure as specified in this Policy.

3.3 PAVEMENT REINSTATEMENT

3.3.1 General

Pavement reinstatement shall be undertaken in accordance with Figure 1 as specified in this Policy or by the General Manager City Infrastructure or the Manager Engineering Design and Contracts.

Notwithstanding the requirements outlined in Section 3.3, a reinstated pavement shall not be of a lesser standard and thickness than the existing pavement.

3.3.2 Pavement for Surfaced Roads (asphalt and bitumen surfaced roads)

After completion of the backfill, a subbase of 20 mm Class 2 Pavement Material complying with PM2/20 shall be used to reinstate the excavation to the level below the new base or levelling course. Refer to Figure 1.

Where specified in the appropriate figure, a base of 20 mm Class 1 Pavement Material complying with PM1/20 shall be placed to the level shown in that figure.

The subbase and, where specified, the base, shall be uniformly compacted in horizontal layers not exceeding 200 mm thickness (loose) to not less than 98% of the dry density determined using AS 1289, test method 5.2.1 (modified compaction).

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

3.3.3 Unsealed Shoulders

After completion of the backfill, a compacted 300 mm depth of 20 mm Class 3 Quarried Pavement Material complying with PM3/20QG, or an equivalent material approved by the General Manager City Infrastructure or the Manager Engineering Design and Contracts, shall be placed and compacted in two horizontal layers to reinstate the road shoulder to the finished shoulder level and matching crossfall. Compaction shall be to not less than 95% of the dry density determined using AS 1289, test method 5.2.1 (modified compaction).

Sealed shoulders shall be resealed with materials similar to the original surface.

If traffic is diverted onto the road shoulder as part of traffic management, the Excavator shall be responsible to return the shoulder to the condition that existed prior to the works taking place and reinstate any edge break to the satisfaction of the General Manager City Infrastructure or the Manager Engineering Design and Contracts.

3.3.4 Outside Pavement Areas

Outside paved areas, whenever no other specification is appropriate, the backfill material shall be placed in layers not exceeding 200 mm (loose) and compacted to not less than 95% of the dry density determined using AS 1289, test method 5.2.1 (modified compaction).

3.3.5 Temporary Pavement Surface

On completion of backfill and pavement reinstatement, it shall be the responsibility of the Excavator to maintain the open surface of the reinstated excavation until final asphalt.

If the contractor is unable to undertake final asphaltting of the trench within five (5) days of completion of excavation, a temporary bitumen seal shall be provided to all open excavations in order to maintain a safe trafficable road surface and to prevent the ingress of water to the road pavement.

In the event that the reinstatement and/or surrounding pavement layers become affected by the ingress of water prior to the application of final surfacing, all affected material shall be removed and replaced with conforming material.

In the case of Emergency Works, where the surrounding subbase and base have been weakened by saturation, a temporary reinstatement shall be placed until the site stabilises. The Excavator shall obtain approval from the General Manager City Infrastructure or the Manager Engineering Design and Contracts or representative prior to commencing placement of the final surface.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

3.3.6 Asphalt Surfacing

Roads

All excavations within the road pavement shall be reinstated with a minimum layer thickness of 50mm asphalt. Where the existing surface consists of an asphalt layer thickness of greater than 50mm, then this existing layer thickness shall be the thickness for the reinstatement.

Asphalt shall either be AC10, AC14 depending on road class, but typically collector/distributor roads being AC14 and all other classes being AC10.

The asphalt surfacing shall extend to a minimum of 100mm either side of the excavation and shall be placed against a neatly saw cut edge.

Footpaths

The surfacing of trenches within footpaths shall be like for like (i.e. an asphalt footpath shall be resurfaced with the equivalent layer thickness of asphalt) A bitumised footpath may be resurfaced with either a two coat 7/5 bitumen seal or a 15mm thick AC7 asphalt surface.

3.4 PAVEMENT MARKINGS

The Excavator shall replace all pavement markings, raised pavement markers or pavement bars, which are removed or damaged during trenching works. Such replacements shall be completed within 5 working days of the completion of the final surfacing and shall conform with the general requirements of Part 246 "Application of Pavement Marking" of the DPTI Master Specification for Roadworks. Costs for this work shall be borne by the Excavator.

The Excavator shall provide temporary delineation at the site until reinstatement of pavement marking has been completed. Costs for this work shall be borne by the Excavator.

3.5 ROAD FURNITURE

The Excavator shall replace all road signs, guide posts, guard fence or other road furniture which are temporarily removed or damaged during trenching work, ensuring that all road furniture is made good and cleaned. Costs for this work shall be borne by the Excavator and work shall be completed prior to traffic use.

The Excavator shall ensure that all relevant regulatory signs within the roadwork site remain visible to road users at all times.

3.6 CONCRETE KERBING

The Excavator shall reinstate any concrete kerb and gutter or median type kerb which is removed or damaged during trenching work, ensuring that the kerb profile and materials conform with the existing.

Kerb reinstatement shall be completed by the Excavator, within 3 days of reinstatement of the road pavement.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

Concrete used in the work shall be in accordance with AS 1379, "The Specification and Manufacture of Concrete", and shall be Grade N20 concrete.

3.7 ROAD DRAINAGE SYSTEMS

The Excavator shall report to the General Manager City Infrastructure or the Manager Engineering Design and Contracts all instances of damage caused to the road drainage systems, i.e. culverts, gullies, subsoil drainage, roadside drainage systems, etc. incurred during trenching works. All costs for the repairs shall be borne by the Excavator.

3.8 MEDIANS/TRAFFIC ISLANDS

The Excavator shall reinstate medians and traffic islands to conform with the existing surface treatment using new materials of the same type, quality, depth and compaction. Costs for this work shall be borne by the Excavator.

The Excavator shall replace any vegetation (e.g. shrubs, median grasses, etc.) which are removed or damaged during trenching works with vegetation that is of the same type and in the same positions as that removed or damaged. Costs for this work shall be borne by the Excavator.

Unless specified by the General Manager City Infrastructure or the Manager Engineering Design and Contracts, where the existing median consists of compacted material the reinstated compaction shall be no less than 92% of the dry density determined using AS 1289, test method 5.2.1 (modified compaction). Testing of median compaction shall only be undertaken if requested by the General Manager City Infrastructure or the Manager Engineering Design and Contracts. If requested, the cost of testing shall be borne by the Excavator.

3.9 SITE CLEAN-UP

The Excavator shall regularly remove from the site, rubbish and surplus material arising from execution of the work. The Excavator shall ensure that at the completion of work the site is clean, tidy and free from surplus material.

The Excavator shall clean out all debris accumulated in drainage sumps, pipes or culverts as a result of the work undertaken by the Excavator.

3.10 CONSTRUCTION MATERIAL STOCKPILES

Stockpiles of materials used for reinstatements shall be located within areas that are delineated by traffic control devices (bollards and bunting or their equivalent) and placed such that stockpiles do not impede the line of sight for road users. Stockpiles shall not be left on the carriageway when works are not in progress.

Stockpiles left on road shoulders whilst works are not in progress shall be located a minimum of 2.5 m from the edge of seal.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

3.11 CONFORMITY TESTING

Unless advised by the General Manager City Infrastructure or the Manager Engineering Design and Contracts that conformity testing is not required (refer Clause 3.12.1 "Maintenance Period") then within 14 days of testing the Excavator shall submit to the General Manager City Infrastructure or the Manager Engineering Design and Contracts copies of laboratory test results to confirm compliance with materials and compaction requirements as specified herein for any reinstatement works carried out.

Testing shall be arranged by the Excavator and shall be undertaken by a laboratory registered by the National Association of Testing Authorities (NATA). Where the Excavator fails to undertake testing, the General Manager City Infrastructure or the Manager Engineering Design and Contracts will arrange for the required testing to be undertaken.

The cost of such testing shall be borne by the Excavator. The Excavator shall remove and replace any material which does not comply with this Specification.

Verification testing may be undertaken by CMG at the discretion of the General Manager City Infrastructure or the Manager Engineering Design and Contracts. Where such testing shows the reinstatement does not comply with the specified requirements the cost of the verification testing and any remedial works as instructed by the General Manager City Infrastructure or the Manager Engineering Design and Contracts shall be borne by the Excavator.

(a) Unbound Pavement Testing

The following minimum frequencies of testing shall apply:

(i) Pavement (to 800 mm below pavement surface)

0 - 25 m², - one test per layer.

25 - 100 m², - minimum 2 tests per layer.

over 100 m², - 2 tests per layer and an additional test per layer for every 100 m² or part thereof over 100 m².

(ii) Backfill (greater than 800 mm below pavement surface)

One test per layer per 100 m² or part thereof.

(b) Asphalt Testing

The following minimum frequencies shall apply:

0 - 100 tonnes	2 samples
101 - 300 tonnes	3 samples
301 - 600 tonnes	4 samples
> 600 tonnes	4 samples plus 1 sample for each additional 200 tonnes or part thereof.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

3.12 POST REINSTATEMENT CONDITIONS AND OBLIGATIONS

3.12.1 Maintenance Period

For all work, the Excavator shall be responsible for the cost of making good any settlement or other deterioration in the reinstated excavation for a maintenance period of one year after the General Manager City Infrastructure or the Manager Engineering Design and Contracts has been notified of the completion of reinstatement if quality assurance (conformity testing in accordance with Clause 3.11 "Conformity Testing", indicating all compaction requirements are met) is provided.

The Excavator shall maintain the completed surface in a safe and trafficable condition for all traffic including bicycles, until the end of the maintenance period unless an order covering the full cost of maintenance is lodged with the General Manager City Infrastructure or the Manager Engineering Design and Contracts for CMG to take over this maintenance responsibility.

The Excavator shall indemnify and keep indemnified the Council against all claims which may arise due to the excavation or settlement of the reinstatement (a defect as defined in Clause 3.12.2 "Defect Recording Levels") until the maintenance responsibility has transferred to the Council.

All costs and charges incurred by the Council for any works necessitated by CMG due to non-compliance with the requirements of this Specification for all installations by the Excavator shall be borne by the Excavator until the end of the maintenance period.

Before carrying out any work necessitated by settlement of the excavation (a defect as defined in Clause 3.12.2 "Defect Recording Levels") for all installations and for which an order has not been obtained, the Council will give notice in accordance with the requirements of Section 217 of the Local Government Act, to the infrastructure, of the CMG intentions so that the deficient work may be inspected before rectification.

Where the Excavator is required to undertake additional works due to a defect occurring during the maintenance period, the maintenance period shall be extended for 12 months from when the General Manager City Infrastructure or the Manager Engineering Design and Contracts is notified of the completion of the additional works. Conformity testing of the additional works may be requested by the General Manager City Infrastructure or the Manager Engineering Design and Contracts.

If the General Manager City Infrastructure or the Manager Engineering Design and Contracts advises the Excavator that conformity testing is not required and the Excavator elects not to undertake conformity testing the maintenance period shall be 18 months. If the Excavator elects to undertake conformity testing then the maintenance period shall be 12 months.

The General Manager City Infrastructure or the Manager Engineering Design and Contracts may still undertake verification testing as per Clause 3.11 "Conformity Testing, General" if non-conformance to the reinstatement requirements is observed.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

3.12.2 Defect Recording Levels

A defect is considered to be the settlement, rutting or other deformation that signifies the deterioration of the reinstatement. A defect is considered to exist if:

- there is deformation of ≥ 10 mm under a 1.2 m straight edge, and/or,
- the surface of the pavement is cracked, ravelling or stripping.

When a reinstatement exhibits any defect, including those works covered by Clause 3.3.5 "Temporary Pavement Surface", the reinstatement is considered to have failed. If the reinstatement fails within the Maintenance Period, as defined in Clause 3.12.1 "Maintenance Period", it shall be the responsibility of the Excavator to rectify the reinstatement.

If the General Manager City Infrastructure or the Manager Engineering Design and Contracts notifies the Excavator of a failed reinstatement, the Excavator shall, within 7 days rectify the defect, provided that the deformation of the defect never exceeds 50 mm under a 1.2 m straight edge. If corrective action is not taken within 7 days, the General Manager City Infrastructure or the Manager Engineering Design and Contracts reserves the right to undertake the rectification of the defect and all associated costs shall become a debt due to CMG from the Excavator.

If the deformation exceeds 50 mm under a 1.2 m straight edge the defect shall be repaired or made safe for road users immediately. If the General Manager City Infrastructure or the Manager Engineering Design and Contracts is required to make the reinstatement safe as a result of an Emergency Callout (i.e. the condition of the reinstatement creates an immediate hazard to road users) the cost of works carried out by CMG shall be borne by the Excavator. The Excavator shall repair a reinstatement that has been made safe within 24 hours. The General Manager City Infrastructure or the Manager Engineering Design and Contracts reserves the right to undertake the rectification of the defect after this period and all associated costs shall become a debt due to CMG from the Excavator.

3.12.3 Crack Sealing

During the maintenance period the Excavator shall be required to repair cracks greater than 3 mm that develop within the reinstated pavement or between the reinstatement and the adjoining road pavement.

(a) Material

The crack sealing compound shall be Class 170 bitumen to AS 2008 "Residual Bitumen for Pavements", modified with an appropriate polymer, designed to penetrate the crack, adhere to the crack surface and resist further crack activity. Product to be used shall be submitted to the General Manager City Infrastructure or the Manager Engineering Design and Contracts for approval.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

The material shall remain stable on the pavement surface during periods of extreme temperature.

Gritting off of sealant or plugging excessively deep cracks prior to sealing shall be undertaken with Sealing Aggregate to SA5-2.

(b) Crack Sealing Treatment

Prior to placement of sealant, all cracks shall be thoroughly cleaned of foreign material, without damage to the adjoining sound pavement, to provide a clean, dry surrounding. If the pavement is damp, warm/hot compressed air may be used in the drying of the surface of the crack.

Crack sealing shall not be undertaken unless the surfaces of the cracks are dry.

Cracks shall be cleaned to a depth of between 10 - 15 mm. In excessively deep cracks, the crack may be plugged with 5-2 mm Sealing Aggregate to within 10 - 15 mm of the pavement surface. All cracks shall be filled with sealant material to a level of not less than 10 mm below the pavement surface.

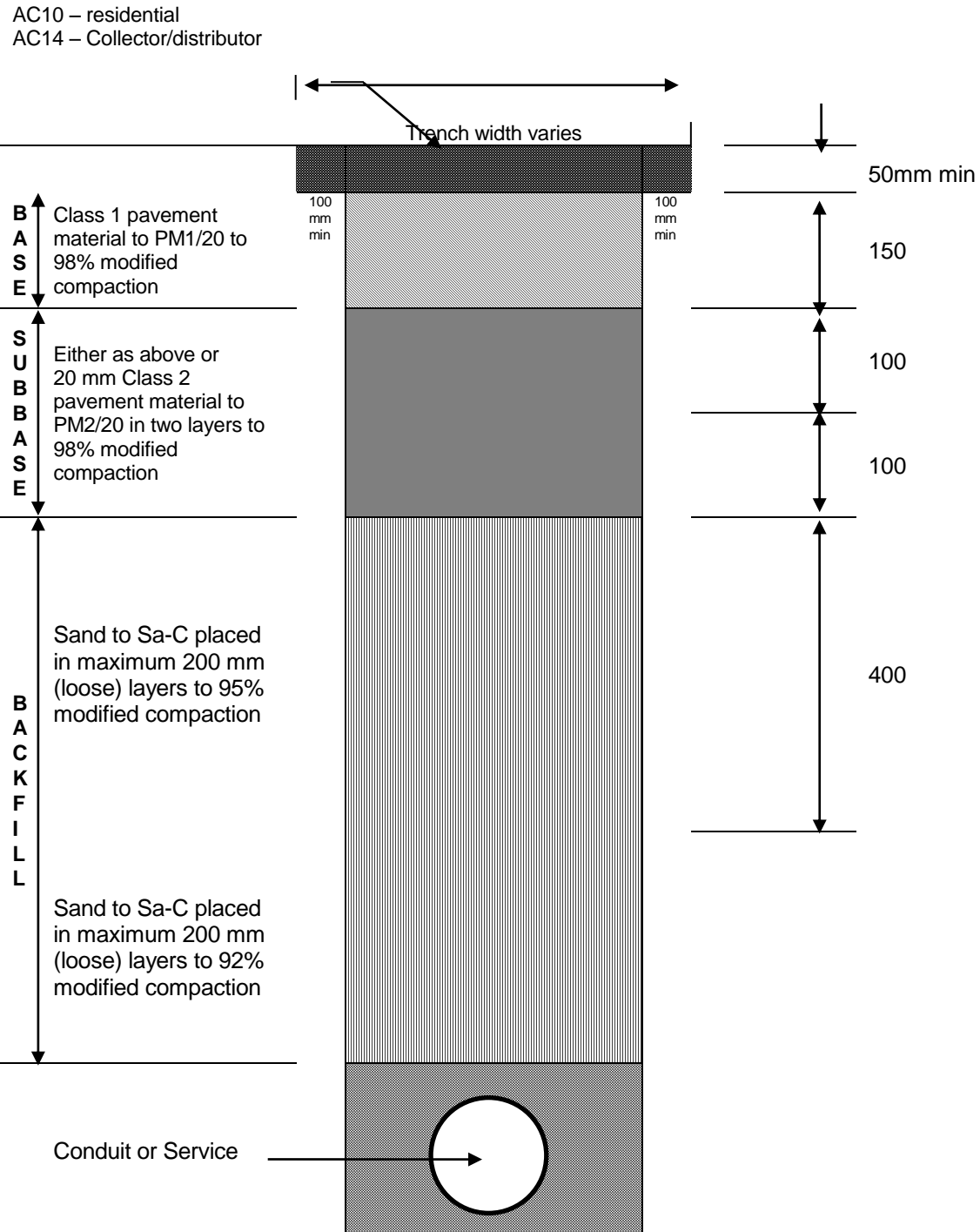
The level of sealant after gritting shall be flush with the adjoining road pavement. The width of the visible bond on the pavement surface shall be as narrow as is practical. Run out of the sealant over the asphalt surface beyond the crack length will not be permitted.

(c) Gritting

The Excavator shall place 5-2 mm Sealing Aggregate on the surface of all sealed material while it is sufficiently hot for the sealing aggregate to adhere to the material. Sealing aggregate shall be placed at the minimum application necessary to provide adequate skid resistance and prevent pick-up of the sealant by traffic.

FIGURE 1

MINIMUM REINSTATEMENT FOR CITY OF MOUNT GAMBIER ROADWAYS

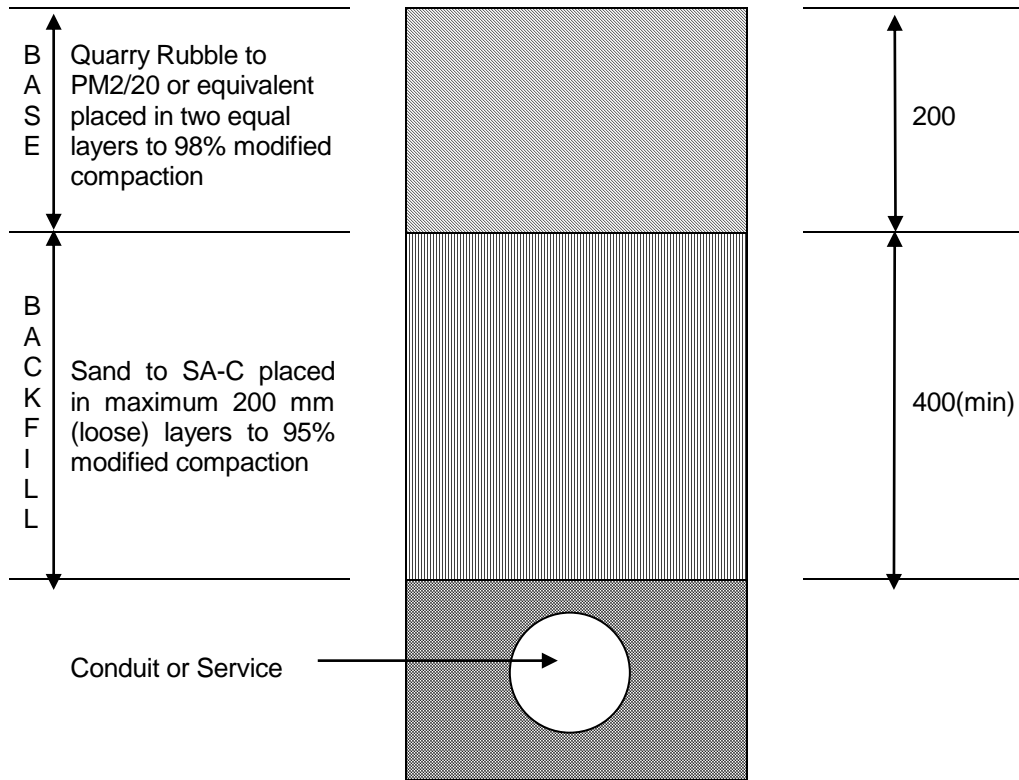


NOTE:

- Where pavement options are given the actual product will be advised by the General Manager City Infrastructure or the Manager Engineering Design and Contracts.
- Not to scale.
- All dimensions in millimetres.
- The wearing course shall extend 100 mm either side of the excavated trench and the outer edge shall be saw cut.
- The depth of the top of the conduit or service shall be a minimum of 1 m below the surface.
- The extent of reinstatement shall be in accordance with the relevant diagram listed in Figure 3.

FIGURE 2

UNSEALED ROAD PAVEMENTS AND SHOULDERS



NOTE:

1. Where pavement options are given the actual product will be advised by the General Manager City Infrastructure or the Manager Engineering Design and Contracts.
2. Sealed shoulders shall be reinstated in accordance with the above, but with a seal applied to match the surrounding sealed surface type.
3. Not to scale.
4. All dimensions in millimetres.
5. The depth of the top of the conduit or service shall be a minimum of 1 m below the surface.

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

SCHEDULE A



**Alterations to or Works Impacting
on a Public Road or Footpath**

Authorisation to make an Alteration to a Public Road, Section 221, *Local Government Act 1999*

Authorisation Holder

Company Name:			
Contact Name:			
Postal Address:			
Email:			
Phone Number:		Mobile Number:	

Type of Alteration ("the Alterations")

<input type="checkbox"/> Industrial Bins / Containers / Skip Bin	<input type="checkbox"/> Fencing / Hoarding	<input type="checkbox"/> Mobile Scaffolding
<input type="checkbox"/> Crane Truck / Elevated Platform	<input type="checkbox"/> Trenching / Excavation	<input type="checkbox"/> Scissor Lift
<input type="checkbox"/> Construction / Maintenance	<input type="checkbox"/> Other _____	

Work Details

Details of proposed work (including equipment used)			
Site Location:			
Commencement Date:		Completion Date:	
Commencement Time:		Completion Time:	
Weekend Work:		Asphalt supplier / Asphalt mix:	

Traffic Control at the worksite is to be undertaken in accordance with AS 1742 Manual of Uniform Traffic Control Devices Part 3: Traffic Control at Works on Roads *Figure Number:* _____

Temporary Traffic Signals? (portable):	<input type="checkbox"/> Yes <input type="checkbox"/> No	Speed limit restrictions:	Km/h will be used
Impact on Transport SA Assets?	<input type="checkbox"/> Yes <input type="checkbox"/> No	Details of impact:	

The Accredited person responsible for worksite traffic management is: _____

Mobile No: _____ who is accredited in signing at roadworks.

Special Conditions

--

I acknowledge that I have read and understand the terms and conditions provided to me as contained in this Permit, and agree to abide by them:

Name: _____ Position: _____

Signature: _____ Date: _____

Copy of Public Liability Insurance and Detailed Traffic Management Plan must be attached.

R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF

Version No:	8.0
Issued:	November, 2017
Next Review:	November, 2020

General Terms & Conditions

All public roads in the Council area are vested in the Council.

The Council, having complied with all relevant consultation obligations under the *Local Government Act 1999*, grants this Authorisation to authorise the Authorisation Holder to make alterations to a public road subject to the general and any special conditions stipulated below.

1. Alteration Works

The Authorisation authorises the Authorisation Holder to undertake alterations to a public road as described in "Type of Alteration" above ("the Alterations"), subject to these general conditions and any special conditions that may be notified to the Authorisation Holder.

2. Authorisation Area

The Authorisation applies only in relation to the portion of public road adjacent to the Land described in "Site Location" of the permit.

3. The Authorisation Holder

Where the Authorisation Holder is two or more persons, the Authorisation Holder's liability and obligations hereunder shall be joint and several and the conditions of this Authorisation shall be construed accordingly.

4. Nature Of Authorisation

This Authorisation does not take effect until:

- the Authorisation Holder has paid the Authorisation Fee stipulated (if any);
- a copy has been signed by the Council and issued to the Authorisation Holder; and
- the Authorisation Holder has provided the Council with a copy of the Authorisation Holder's certificate of insurance evidencing compliance with the Authorisation Holder's obligations under clause 7.

For the avoidance of doubt, nothing in this Authorisation:

- confers any proprietary interest in or exclusive right to occupy the Road; or
- restricts the Council from accessing the Road at any time or operates to fetter the exercise by the Council of any other regulatory or other function or power.

This Authorisation is personal to the Authorisation Holder and is not transferrable.

The Council may vary the general and/or special conditions that attach to this Authorisation by notice in writing to the Authorisation Holder.

5. Term, Expiry & Renewal

This Authorisation continues in force the period set out in "Work Details" above and expires on the earlier of the date:

- that the Authorisation Holder ceases to hold an insurance policy as required by General Condition 7; or

- that the Authorisation Holder, by notice in writing to the Council, surrenders this Authorisation.

In the event that this Authorisation is cancelled or surrendered prior to its expiration, there shall be no adjustment, reduction or refund by the Council of the fees paid by the Authorisation Holder in connection with the Authorisation.

There is no automatic right of renewal of this Authorisation. Upon expiration of this Authorisation the Authorisation Holder may make application for a new Authorisation, which may be granted at the Council's absolute discretion, subject to compliance with the public consultation requirements under the Act.

6. Indemnity & Release

As a continuing obligation and except to the extent caused by the Council's negligence, the Authorisation Holder indemnifies and will keep indemnified the Council from and against all actions, costs, claims, damages, charges and expenses whatsoever that may be brought, made or claimed against or otherwise incurred by the Council arising out of or in connection with:

- a breach of this Authorisation by the Authorisation Holder;
- the Authorisation Holder's use and occupation of the Road; and/or
- the granting of this Authorisation by the Council.

The indemnity is in addition to any statutory immunity in favour of the Council, including under section 221(5) of the *Local Government Act 1999*.

The Authorisation Holder releases the Council and its employees, agents and contractors from all and any claims, demands, actions, suits, proceedings, losses and damages of any kind resulting from any loss, accident, damage, injury or death occurring as a result of the Alterations or the granting of this Authorisation except to the extent caused by the Council's negligence.

7. Public Liability Insurance

The Authorisation Holder must take out and maintain during the term of the Authorisation a public liability insurance policy for a minimum amount of twenty million dollars (\$20,000,000.00) per claim or any other amount as may be directed by the Council.

The policy will be in respect of injury, loss or damage occurring in connection with the Alterations and the Authorisation Holder's use of the Road and must note the Council's rights and interest as owner of the Road and the indemnities provided by the Authorisation Holder in favour of the Council.

8. Authorisation Holder's Obligations

The Authorisation Holder must, at the Authorisation Holder's cost and expense in all things, comply with all applicable laws and all

R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF

Version No:	8.0
Issued:	November, 2017
Next Review:	November, 2020

General Terms & Conditions

reasonable directions of the Council in relation to the Alterations and the Authorisation Holder's use of the Road.

Whilst in occupation of the Road, the Authorisation Holder must:

- take all reasonable measures to protect any utility services, adjacent properties, existing structures (including, as relevant, kerb, gutter, paving, manhole lid, irrigation system, drainage infrastructure) from damage;
- keep the Area reasonably free of rubbish;
- not create or cause any unreasonable nuisance or disturbance (as determined by the Council) either for the Council or for the occupiers of adjoining lands;

The Authorisation Holder must make good any damage that the Authorisation Holder causes to the Road or Council property in connection with the Alterations and/or the Authorisation Holder's use of the Road and, in the event the Authorisation Holder fails to do so, the Authorisation Holder is liable to pay the Council the costs of making good any such damage, which costs the Council may recover from the Authorisation Holder as a debt.

9. Ownership of Alterations

The Alterations are the property of, and belong to the Authorisation Holder pursuant to Section 209 of the *Local Government Act 1999*.

10. Maintenance of Alterations

The Authorisation Holder is solely responsible for the upkeep and maintenance of the Alterations and must keep the Alterations in good and substantial repair, order and condition at all times, safe and free from danger to persons on or using the Road.

If the Authorisation Holder desires to carry out maintenance or repairs in respect of the Alterations which will require interference with the free passage of traffic (pedestrian or vehicular) along the Road, then the Authorisation Holder must:

- not (except in the case of an emergency) commence such maintenance or repairs without the prior written approval of the Council; and
- undertake such repairs or maintenance in strict accordance with the approval of the Council and as expeditiously as is reasonably possible, with as little inconvenience as possible to persons and/or vehicles using the Road and

without interference to public utilities which may be in or below the surface of the Road; and

- ensure that maintenance or repairs are carried out by competent and (where applicable) licensed and duly qualified contractors and workers; and
- upon being presented with an invoice from the Council, pay the Council's reasonable costs of reinstating any damage caused to the Road in undertaking the maintenance or repair works.

11. Cancellation

The Council may cancel this Authorisation for any breach of these conditions pursuant to section 225 of the *Local Government Act 1999*, by giving not less than one month's notice in writing to the Authorisation Holder (unless the Council determines that a shorter period should apply to protect the health or safety of the public, or otherwise to protect the public interest).

12. Consequences Of Cancellation Or Expiration

On the cancellation or expiration of the Authorisation or if the Authorisation is surrendered, the Authorisation Holder must, to the Council's satisfaction, reinstate the Road to at least the same condition the Road was in before the Alterations were made. This includes but is not limited to the Authorisation Holder removing all of the Alterations unless otherwise directed by the Council.

Reinstatement works must be undertaken within 28 days of the cancellation, expiration or surrender of the Authorisation.

The Authorisation Holder is responsible for repairing, at its own cost, any damage caused in removing the Alterations.

In the event the Authorisation Holder fails to comply with the Authorisation Holder's obligations under this General Condition 12, the Council may undertake the works required and recover the associated costs from the Authorisation Holder as a debt in a Court of competent jurisdiction.

13. Special Conditions

The Authorisation Holder must comply with all special conditions contained (if any) which special conditions prevail in the extent of any inconsistency with the general conditions stipulated herein.

Checklist : <input type="checkbox"/> Completed Form <input type="checkbox"/> Public Liability Insurance <input type="checkbox"/> Detailed Traffic Management Plan			
Authorisation Approved by: <input type="checkbox"/> approved <input type="checkbox"/> declined reason:			
Officer's Name:		Title:	
Signature:		Date:	
Application Fee:	<input type="checkbox"/> No <input type="checkbox"/> Yes \$ _____		

 City of Mount Gambier	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
		Next Review:	November, 2020

4. REVIEW & EVALUATION

This Policy is scheduled for review by Council in November 2020; however, will be reviewed as required by any legislative changes which may occur.

5. AVAILABILITY OF POLICY

This Policy will be available for inspection at Council's principal office during ordinary business hours and on the Council's website www.mountgambier.sa.gov.au. Copies will also be provided to interested members of the community upon request, and upon payment of a fee in accordance with Council's Schedule of Fees and Charges.

	R270 ROAD PAVEMENT EXCAVATION AND REINSTATEMENT OF	Version No:	8.0
		Issued:	November, 2017
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File Reference:	AF11/1741
Applicable Legislation:	
Reference: Community Plan	Goal 2: Our Location
Related Policies:	
Related Procedures:	
Related Documents:	Relevant Australian Standards

DOCUMENT DETAILS

Responsibility:	General Manager City Infrastructure
Version:	8.0
Last revised date:	November, 2017
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