



MASTERTON DISTRICT COUNCIL

24 November 2011

GENERAL REQUIREMENTS FOR TRENCHING WITHIN ROAD RESERVE AREA.

1) GENERAL

Council requires all work on the road corridor to comply with the requirements of the **National Code of Practice for Utilities' Access to the Transport Corridors** (10th November 2011). This code can be downloaded from the NZUAG website <http://www.nzuag.org.nz/news/media/nr1321395904.pdf>

The Council requires all applications to be submitted through the 'Before U Dig' website www.beforeudig.co.nz with the 'excavation' option selected so that the corridor access application process can be made. Standard forms for the approval processes are also available in schedule A of the code and are available on request.

- (a) The contractor is responsible for the location of all existing services prior to the start of works and any damage is to be repaired at the contractor's expense. The contractor shall contact the Masterton District Council to organize the marking of council's services at least three days prior to the start of work.
- (b) Council requires that Contractor take all reasonable practicable steps to ensure the safety of their employees, the employees of subcontractors and all others associated with work on the road corridor. The Contractors attention is drawn to the requirements of the Health & Safety in Employment Act 1992, as amended March 2010.
- (c) The contractor is responsible for all traffic control at the site and is required to submit with the application a Traffic Management Plan complying with the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management.
- (d) If work is to be completed within the Masterton central business district the contractor shall consult with the councils General Inspector to ensure conformance with heavy traffic exclusion bylaws for the central section of Queen Street and seek permission to occupy parking meter spaces during construction works.
- (e) Refer to **NZS 4404: 2010** for minimum clearances required to existing Masterton District Council services and structures.

2) TRENCHES IN CARRIAGEWAYS and FOOTPATHS

Trenching work shall conform to the construction guidelines in Chapter 5 of the **National Code of Practice for Utilities' Access to the Transport Corridors** (10th November 2011).

Unless otherwise agreed in writing:

- (a) Thrusting of services should be used when ever possible.
- (b) Trenches shall be saw cut prior to excavation and re-cut prior to sealing to ensure straight edges to finished trenches.
- (c) Trenches are to be backfilled with approved metal courses compacted in layers not exceeding 200mm depth.

- (d) Final sealed surfaces are to be asphaltic concrete (hotmix) and a minimum depth of 20mm. Seal to be finished to match with surroundings seal levels. Mix to be compacted and finished with a dense final surface.
- (f) Any kerbing, concrete nibbing or timber edging damaged as a result of the work shall be saw cut, removed and replaced with a new section.
- (g) All saw cuts joints after completion of paving shall be coated with an emulsion and sand coating not less than 50mm wide to prevent water ingress.
- (h) In areas surfaced with segmental pavers, paving is to be reinstated to standards detailed in CBPI publication Clay Paving Design and Construction. All paving work shall be completed by a qualified paving contractor. Any damaged pavers to be replaced by the contractor at their expense.

3) TRENCHING IN BERM AREAS

- (a) Trenches in grass berms can be backfilled with excavated material compacted in layers not exceeding 200mm depths.
- (b) The top 100mm of trench shall be 100mm of screened topsoil and sown with a good quality grass seed Topsoil shall be shaped to the contour of the existing ground. All stones are to be removed from the berm areas at the completion of work.
- (c) The contractor will be responsible for ensuring a good strike of grass is achieved. This may require over sowing and spraying for weeds in the Spring or Autumn.

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