

## TRACK UPGRADE SPECIFICATION

01 AUG 2014

### GENERAL DETAILS

#### □ LOCATION

Raincliffe Wood is located 2 miles to the west of Scarborough.

#### □ GRID REFERENCE

General location – SE995 885

Track 1

Track 2

Track 3

Track 4

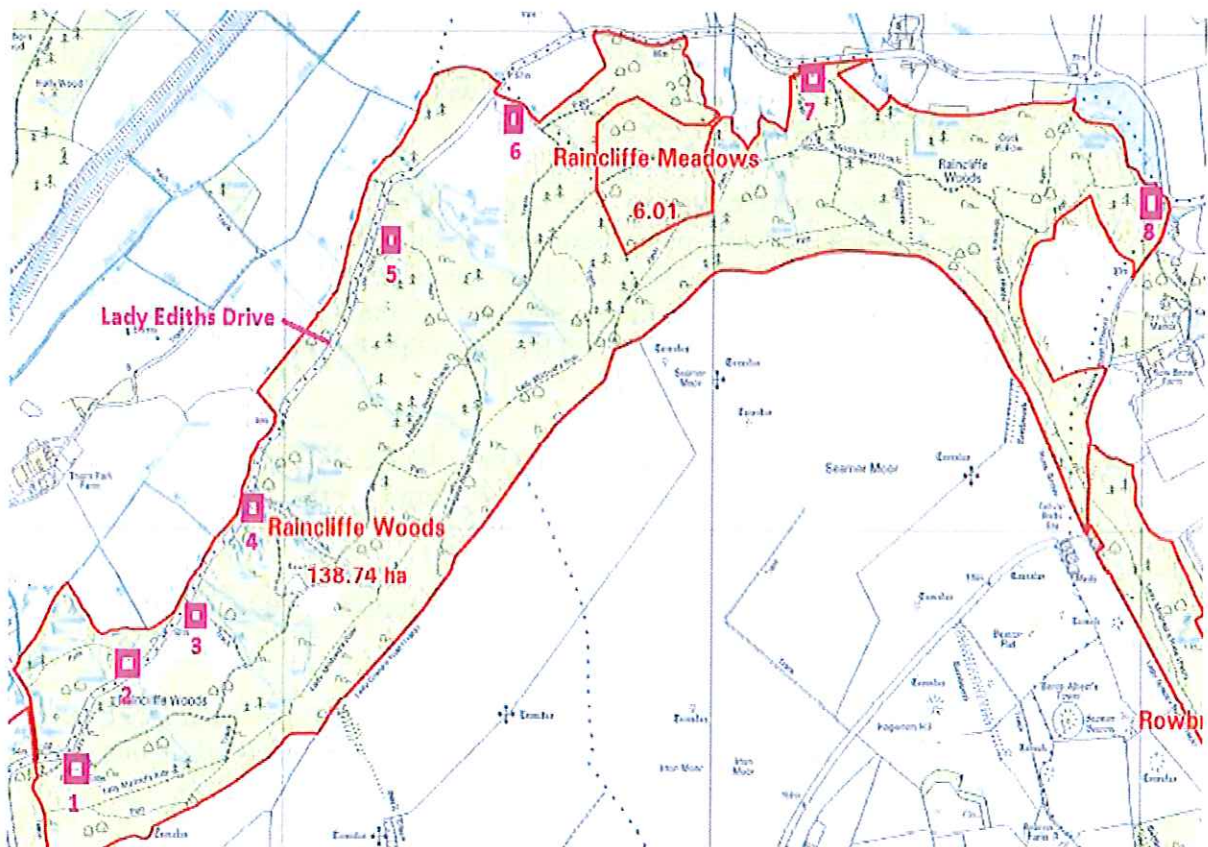
Track 5

Track 6

Track 7

Track 8

#### □ LOCATION OF ACCESS POINTS



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## DESCRIPTION OF WORK -

For Tracks – 1,2,3,4,6,7,8 (Note additional work for track 5 see 1.8)

### □ Track upgrade

#### 1. Forestry Track (25m total length for each track x 8 =200m)

The expectation is to achieve a track capable of use by timber lorry and should be a least 3.2 metres in width.

1.1 **Surface soil and vegetation.** The existing tracks are to be skimmed off of surface vegetation and soil to a depth of 200mm where necessary and a width of 3.2m metres. If the surface of the track, as on most of the access ways, is firm with compacted stone, then this should not be disturbed and only soft material or humps removed. The excavated material is to be placed and spread in the low points of the existing track to create a relatively level surface.

*Note - Re-profiling of the existing adjacent land form may be necessary to achieve the full 3.2m track width required. Track width to be extended to 4m on tight bends. Tree stumps may need to be removed to leave a level base.*

1.2 **Binding/base.** The full length of the track, including the intersection, is to be laid with a 3m width of “Terram 1000” laid as manufacturer’s specification. The terram is to be laid so that nothing is visible when the stone layer is added. Alternative manufacturers will be considered but must be agreed before commencement of contract.

1.3 **Base-course material.** The track shall be constructed with a layer of stone, crushed hardcore, pulverised brick or similar. The material shall be free from organic material and screened between 40mm to dust. The base course material should be laid to a minimum depth of 200mm when compacted. Materials used for surfacing should blend in with the surrounding environment and generally be dark in colour.

1.4 **Surface-course material.** The base course should be topped with an even layer of fines (10mm to dust) to a minimum depth of 50mm when compacted.

1.5 **Track camber.** The track should be cambered, 100mm to 0mm, to facilitate surface water run-off.

*Note - Tenders must specify what material they intend to use and it will be necessary to supply a sample to be inspected and agreed with the Contract Manager before work begins.*

1.6 **Compaction.** Both the base and surface layers must be compacted to withstand the use by forestry tractors/forwarders and smooth/level enough to be used by pedestrians when not in vehicular use.

1.7 **Graded to existing track.** The new track surfacing should be graded down to merge into the existing track at the 25m point. A minimum of 20m of full depth construction is required.

1.8 **Track 5 Construction** – The track to be constructed as for the other tracks with the following amendment. The track to be constructed at 90 degrees to the road as existing based on the middle of the existing gate being the centre the track.

A new double field gate (12ft x 2) to be erected to allow for lorries turning onto the highway. The existing brideway sign to be moved to alongside the field gate, or in the verge.

The entrance to have a splay to allow lorries to reverse into the site as illustrated below.

#### Track 5 – Access details

