| **Item** | **Description** | **Qty** | **Unit** | **Rate** | **Total** |
| --- | --- | --- | --- | --- | --- |
| 1. | ‘Parkguard’/grass parking bays   1. Phase 1 – repair ruts in parking bays at the far end of the area by raking soil to create level ground, and seeding with grass seed where necessary 2. Phase 2 – Pin all lifted ‘Parkguard’ mesh down with proprietary steel U-pins as suppled by:   Terram  Fiberweb Geosynthetics Ltd Blackwater Trading Estate The Causeway Maldon Essex CM9 4GG Tel: 01621 874200 Fax: 01621 874299 email: [info@terram.com](mailto:info@terram.com)  [www.terram.com](http://www.terram.com)  or similar approved. Supply and lay new 1m wide strip of ‘Turf Protecta’ ® heavy duty black turf reinforcement mesh (also available from above) using steel U-pins along front edge of all spaces. Top-dress all bare areas and front edges where new mesh laid with an average depth of 25mm screened topsoil in accordance with BS 3882:2015, adding extra depth where necessary to ensure that there are no low spots. Sow top soiled areas with high ryegrass content grass seed mix such as Boston Seeds ‘Winter Green’ grass seed mixture as available from:  Boston Seeds Laburnum House Main Road Langrick, Boston Lincolnshire PE22 7AN Tel: 01205 280069  Fax: 01205 280060  Email: [info@bostonseeds.com](mailto:info@bostonseeds.com)  [www.bostonseeds.com](http://www.bostonseeds.com)  or similar approved, at a rate of 50g/m2, sown in 2 directions. All parking areas so treated are to be cordoned off using road-pins and tape to protect the seeding until the grass is fully established (3 months). Cut the grass once following successful establishment. Undertake the work in two phases, the second phase only commencing following successful establishment of the grass seeding forming the first phase. Allow for watering as necessary during dry periods.   1. Phase 3 – treat all areas of eroded grass at entrances off access road as above. | -  -  -  - | Item  Item  Item  Item  Item  Item  Item | -  -  -  - |  |
| 2. | Log dividers between car parking areas in phases 1, 2 & 3   1. Replace rotten and missing log dividers in accordance with drawing **Ref:**  using 2500mm long 150mm diameter pressure treated stripped larch logs. 2. Paint bay markings at 2500mm intervals along the length of all log dividers at top end of car parking bays with 2 coats of white paint. 3. Paint bay makings to 25 bays in yellow to differentiate for permit holders TBC on initial site visit once awarded. | 27  390  25 | No.  No.  No. |  |  |
| 3. | Dragons teeth posts   1. Remove all posts from phase 2 **Ref:** ----and re-use in phase 1 where possible. Where the posts are not re-useable, dispose of to an approved licenced tip.      1. Replace missing and rotten posts in phase 1 using those removed from phase 2 or new in accordance with drawing. | 20  40 | Item  No. | -  - |  |
| 4. | Sleeper fencing   1. Phase 2 – replace 21 rotten second hand sleepers forming fences/retaining walls alongside the path to the station at the rear of the building in accordance with drawing **Ref:**  Dispose of removed sleepers to an approved licenced tip. | 21 | No | - |  |
| 5. | Picnic benches   1. Replace table of picnic bench at location in accordance with drawing **Ref:** , including supports and ‘modesty board’. 2. Rub down all exposed surfaces of bespoke picnic benches including seats, and apply 2 flood coats of Sadolin Classic wood stain (available as above) in rosewood. **Ref:** | 3  5 | No.  No. |  |  |
| 6. | Benches   1. Seat on subsidiary path leading to station location - replace rotten seat plank with pressure treated softwood 75 x 250 x 1200mm to match existing. Dispose of rotten timber to an approved licenced tip 2. Remove one remaining bench leg from location ##, and dispose of to an approved licenced tip. 3. Rub down all exposed surfaces of benches at location --- and apply 2 flood coats of Sadolin Classic woodstain in rosewood (details as above). | 1  1  4 | No.  No.  No. |  |  |
| 7. | Timber sleeper footpath   1. Cut back grass that is encroaching over ends of sleepers where the path is next to the play area using a suitable edging tool. 2. Replace 100 x 100 x 100mm Purbeck stone ‘dots’ in the section of path leading to the play area from the reception building in accordance with drawing **Ref: -----**. 3. Top up path gravel between sleepers with locally won self-binding gravel. Ensure that path gravel is not too wet or too dry at the time of laying. Thoroughly compact, creating a gentle camber between sleepers. Path length approx. 104m, and 2.56m wide, sleepers are spaced 600mm apart. 4. Paint surface of each sleeper with two coats of clear ‘Safekote’ or similar approved anti-slip coating applied by brush. The second coat is to be applied at right angles to the first. ‘Safekote’ is available from:   Paco Systems  Broadridge Close  Newton Abbot  Devon  TQ12 1YE  Tel: 01626 207064  Email: [info@paco-systems.co.uk](mailto:info@paco-systems.co.uk)  [www.paco-systems.co.uk](http://www.paco-systems.co.uk)   1. Where access roads cross over the sleeper path, excavate path gravel surfacing to a depth of 100mm between sleepers. Retain excavated path gravel material on one side for re-use elsewhere. Dispose of remaining excavated material to an approved licenced tip. 2. Supply and lay 50mm compacted depth bedding layer of angular low-fines aggregate within the range of 4-15mm (BS EN 13242). 3. Supply and lay black ‘BodPave’ 85 porous paving grids on bedding layer- ensuring that the top of the grid is flush with surrounding surface.   ‘BodPave’ 85 is available from:  Fiberweb Geosynthetics  Blackwater Trading Estate  The Causeway  Maldon  Essex  CM9 4GG  Tel: 01621 874200  Fax: 0621 874299  Email [info@terram.com](mailto:info@terram.com)  [www.terram.com](http://www.terram.com)   1. Backfill paving grids with angular low-fines aggregate within the range of 4-15mm (BS EN 13242) which is of a similar wet and dry colour to the existing path gravel surface. A sample of this aggregate is to be approved by the Contract Administrator before any deliveries are to be made to site. | -  14  176  98  1.5  0.75  12.5  0.75 | Item  No.  m2  m2  m3  m3  m2  m2 | -  -  -  - |  |
| 8. | Path gravel access roads   1. Excavate potholes in surface of access roads in phase 2 and at the entrance to phase 3 to a depth of 100mm. Retain excavated path gravel material on one side for re-use elsewhere. Dispose of remaining excavated material to an approved licenced tip. PROVISIONAL 2. Compact the base of excavations, and fill any low spots with well compacted angular low-fines aggregate within the range of 4-15mm (BS EN 13242) to achieve a level base. PROVISIONAL 3. Supply and lay Terram T1000 non-woven geotextile or similar approved over compacted base, ensuring that the Terram is cut larger than each excavation so that it laps up the sides but does not break the surface. PROVISIONAL   Terram T1000 is available from:  Fiberweb Geosynthetics  Blackwater Trading Estate  The Causeway  Maldon  Essex  CM9 4GG  Tel: 01621 874200  Fax: 0621 874299  Email [info@terram.com](mailto:info@terram.com)  [www.terram.com](http://www.terram.com)   1. Supply and lay 50mm compacted depth bedding layer of angular low-fines aggregate within the range of 4-15mm (BS EN 13242). PROVISIONAL 2. Supply and lay black ‘BodPave’ 85 porous paving grids on bedding layer- ensuring that the top of the grid is flush with surrounding surface. PROVISIONAL   ‘BodPave’ 85 is available from:  Fiberweb Geosynthetics  Blackwater Trading Estate  The Causeway  Maldon  Essex  CM9 4GG  Tel: 01621 874200  Fax: 0621 874299  Email [info@terram.com](mailto:info@terram.com)  [www.terram.com](http://www.terram.com)   1. Backfill paving grids with angular low-fines aggregate within the range of 4-15mm (BS EN 13242) which is of a similar wet and dry colour to the existing path gravel surface. A sample of this aggregate is to be approved by the Contract Administrator before any deliveries are to be made to site. PROVISIONAL | 15  1  15  9  180  8 | m3  m3  m3  m3  m2  m3 |  |  |
| 9. | ‘Fibredec’ surfacing   1. Coach turning area (roundabout) – remove all loose gravel from surface using a mechanical sweeper. Coat surface with tar spray, and spread a layer of golden coloured gravel to match existing. 2. Access road in phase 2 of the park and ride – remove excess gravel that has migrated onto car parking areas by hand. 3. Footpath leading to station – Cut back the damaged section of 'Fibredec' to a strong edge (approx. 400mm). Install new pressure impregnated timber edging. Top up DoT type 1 fill behind new edging, compacting in layers as work proceeds. Lay full depth of base course and wearing course bitumen macadam, consolidating each layer with a suitable vibrating roller. Paint surface with a thick layer of bitumastic paint, and sprinkle with matching gravel when tacky. | 1,500  -  20 | m2  Item  m | - |  |
| 10. | White lining   1. Re-paint white lining to coach turning area once new surface has been laid. All lettering is to be 1600mm and letters and lining are is to be of thermoplastic paint. Markings are to match existing ie:  * Solid white outline adjacent to splitter island * Turn left lettering and arrow adjacent to above * Dashed white line around coach parking area with lettering saying ‘Coaches only’ within the area * Two arrows and lettering saying ‘Cars’ and ‘Coaches’ * Hatched area outlined with solid white line adjacent to main gate * ‘Keep left’ lettering and arrow and dashed white at entrance to park and ride next to bin storage area * Two circled 5 (mph) symbols | - | Item | - |  |
| 11. | Surface water drainage   1. Clean out all gullys, silt traps and drainage channels situated in phase 2 of the park and ride, including around reception building. Test system, and clear blocked drains as necessary by jetting 2. Install French drain alongside ‘Fibredec’ road where it passes central parking block in phase 2. French drain is to be 600mm wide, and 600-800mm deep, and should be connected into the existing 125mm diameter solid PVCu surface water drain where it passes under the planting bed next to the ticket machine (see drawing number CC3k58 for location of existing drain). The French drain is to consist of an 80mm diameter perforated PVCu drain laid on a 50mm layer of pea shingle in the bottom of the trench at a 1:100 gradient. Backfill to 50mm above the top of the pipe with pea shingle, and then line the trench with Terram T1000 (details as item 11 d above) or similar approved. Backfill up to top of trench with 40mm shingle gently compacted in 100mm layers. Allow for all connections, and for disposal of excavated material to an approved licenced tip, and for the perforated pipe to be ‘moled’ under the ‘Fibredec surfacing of access spurs. 3. Install French drain alongside on easternmost corner of central block of parking in phase 2. French drain is to be 600mm wide, and 350-400mm deep, and should be connected into the existing 125mm diameter solid PVCu surface water drain at the junction of where it passes under the access road leading to phase 3, and the north eastern edge of the central parking block (see drawing number CC3k58 for location of existing drain). The French drain is to consist of an 80mm diameter perforated PVCu drain laid on a 50mm layer of pea shingle in the bottom of the trench at a 1:100 gradient. Backfill to 50mm above the top of the pipe with pea shingle, and then line the trench with Terram T1000 (details as item 11 d above) or similar approved. Backfill up to top of trench with 40mm shingle gently compacted in 100mm layers. Allow for all connections, and for disposal of excavated material to an approved licenced tip | -  40  12 | Item  m  m | - |  |
| 12. | Stone paving   1. Work over riven Purbeck stone slabs that have ‘blown’ using a stone mason’s punch and hammer to reduce high spots. Finished variance across and between slabs to be not more than 5-6mm in order to remove trip hazards. 2. Replace seriously affected slabs with new riven Purbeck stone slabs cut to the same dimensions. Bedding and pointing of slabs to be in accordance with drawing number CC3k62. PROVISIONAL | -  5 | Item  m2 | -  - |  |
| 13. | Balancing pond   1. Clear vegetation immediately in front of outlet 2. Inspect outlet, and remove any blockages | -  - | Item  Item | -  - |  |
| 14. | Lighting bollards   1. Check the functioning of the lighting bollards, and report any faults 2. Re-set lighting bollard on central spur road in phase 2 in ‘Postcrete’ | -  - | Item  Item | -  - |  |
| 15. | Miscellaneous   1. Clear all bramble and dead gorse from central planting bed in phase 2 of park and ride. 2. Plant container grown *Ulex europaeus* ‘Flore Pleno’ in gaps opened up by clearing above. Plants to be supplied in 2 litre pots. Allow for digging planting holes just larger than root ball, and for backfilling, firming and watering in | -  10 | Item  No. | -  - |  |
|  | SUBTOTAL | - | - | - |  |
|  |  |  |  |  |  |
|  |  |  |  |  |  |
|  |  | - | - | - |  |
|  | TOTAL | - | - | - |  |

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# **SPECIFICATION FOR THE REPAIR OF SELF BINDING PATH GRAVEL SURFACE**

THE FOLLOWING SPECIFICATION IS FOR THE REPAIR OF PATH GRAVEL MATERIAL TO ‘TRACK PATH’ IN PHASE 2:

1. **Preparation of existing surface**
   1. Remove all loose material and detritus from surface of path.
   2. Scarify surface of path gravel between sleepers to a depth of 25mm, and place loosened material to one side for re-use.
   3. Potholes and soft spots to be excavated back to well compacted material, and filled up with new path gravel as specified below before final layer of topping material applied.
   4. Gently spray existing prepared surface with water using a hose with fine rose spray attachment to moisten only. Do not over wet.
2. **Laying of New Path Gravel Material**
   1. Supply new golden coloured self binding path gravel material to match existing from an approved source. Mix thoroughly with that put on one side.
   2. This mix of existing and reused path gravel is to be used to resurface the track bath between the sleepers. This mixed material is to be damp, but not over wet at the time of laying. If the material is too dry, it should be moistened using a hose fitted with a fine rose spray attachment. Do not over wet.
   3. Lay mixed path gravel between sleepers, and then compact by hand to a gentle camber, with the crown of the camber being approximately 40mm higher than the level of the adjacent sleepers, and the lowest part adjacent to the sleepers being at the same level as the top of each sleeper.
   4. Do not lay path gravel material during heavy rain, or if there is standing water on the prepared surface.
   5. Saturate surface of compacted path gravel with water using hose with fine rose spray attachment, taking care to avoid disturbance to surface layer. After saturating allow path gravel to absorb water for 30 minutes, so that surface is not too wet for final compaction.
   6. Compact with 5-6 passes of 250kg non-motorised roller of a type used to roll lawns.
3. **Aftercare**
   1. Allow for two further cycles of watering and rolling (5 or 6 passes each) within one week of laying.
   2. For a 3 month period following laying, allow for watering and rolling as necessary to stop material from drying out.
   3. Any depressions that occur during this time shall be lifted and made good with additional surfacing material as necessary.

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# **SPECIFICATION FOR THE REPAIR OF SELF BINDING GRAVEL ACCESS ROAD SURFACE**

THE FOLLOWING SPECIFICATION IS FOR THE LAYING OF SELF BINDING GRAVEL TO REPAIR POTHOLES:

1. **Preparation of potholes**
   1. Excavate potholes to 200mm depth and to 100mm beyond the edge of each pothole in any direction.
   2. Dispose of excavated material to an approved licenced tip.
   3. Fill potholes to within 75mm of surface with well rammed Type 1 Fill.
2. **Laying of New Path Gravel Material**
   1. Supply sample of 0.5m3 golden coloured self binding gravel material from an approved source to match existing. Sample is to be approved by Client before full delivery is received.
   2. Supply and lay 75mm depth golden coloured self binding gravel material from an approved source and to match approved sample. Ensure successive batches match colour, consistency and clay fines content of approved sample.
   3. Material is to be damp, but not over wet at the time of laying. If the material is too dry, it should be moistened using a hose fitted with a fine rose spray attachment. Do not over wet.
   4. Do not lay self binding material during heavy rain, or if there is standing water on the prepared surface.
   5. Compact using a non-vibrating roller with an axle weight of 500kg or less.
   6. Saturate surface of compacted self binding gravel with water using hose with fine rose spray attachment, taking care to avoid disturbance to surface layer. After saturating allow path gravel to absorb water for 30 minutes, so that surface is not too wet for final compaction.
   7. Compact with 5-6 passes of a non-vibrating roller of 500kg axle weight.
3. **Aftercare**
   1. Allow for two further cycles of watering and rolling (5 or 6 passes each) within one week of laying.
   2. For a 3 month period following laying, allow for watering and rolling as necessary to stop material from drying out.
   3. Any depressions that occur during this time shall be lifted and made good with additional surfacing material as above.

