

<p>It is expected that all Typical Activity descriptions listed below will include any works outlined in bullets 1 - 7 (right), when and where they are required</p>	1/.	Felling and clearance of trees and vegetation along the selected route line to meet the construction width requirements for the access infrastructure proposed
	2/.	Winning and processing of local aggregate materials and / or importing of suitable commercial aggregate / licensed recycled materials, and transport point of use / need
	3/.	Creation of appropriate road / track side, and off line drainage ditch infrastructure, as required to manage surface and ground water on site
	4/.	Installation of culvert pipe(s), of appropriate size for the flow of water being managed, the setting, and vehicle types in use overhead. This work will include the provision of pipes, placement, bedding and backfilling using appropriate aggregates, and compaction around the pipes - all to be agreed with the Environment Agency
	5/.	Additionally, materials for the construction of the footings, head and tail walls for the culvert, cutting of the pipe to finished faces and placement / construction of associated silt traps or catchpits - all to be agreed with the Environment Agency
	6/.	The access work proposed will be outlined in an associated woodland management plan
	7/.	Fixed point photography, from locations agreed with the FC, will be used to record the progress of work during the agreed operations

Indicative access project cost **£**

Work Code	Typical activity	Typical work outcome	Unit of work	Quantity of work
FA1	Forest Agent	Provision of professional forestry services and supervision for a Woodfuel WIG Road project only, on behalf of the woodland owner / client - at an hourly rate not to exceed £50 (including VAT)	Per hour	
FA2	Civil Engineer	A professionally qualified civil engineer, experienced in 'off-road' access construction. Provision of professional project and planning advice, consultancy and design support for a Woodfuel WIG Road project on behalf of the woodland owner / client and / or Forestry Agent - at an hourly rate not to exceed £50 (including VAT)	Per hour	
PSW	Pre civil engineering contract works / H&S site management	Work typically undertaken by the Client's civil engineering site manager / contractor in preparation for and during the civil engineering project, and needed to meet the Construction, Design and Management (CDM) Regulations 2007 and other Health and Safety related legislation	Per contract	1
NA1	New access - Basic extraction route	Typically, clearance - including tree felling - of an agreed route (A to B on a map), normally not less than 6m wide (to avoid damage to retained trees / roots) or exceeding 12m in width Therein, excavation / construction of a level extraction route / brash mat, or sections of (as described on a cross sectional scale drawing) using appropriate formation materials, for the purpose of extracting timber from harvesting zone(s) to transfer point(s) using purpose built forestry machinery e.g. skidder, forwarder, mini-forwarder, ATV or horse Facilitate storage of local soils at start of construction, and reuse / level for landscaping of verges or disposal in other suitable locations, as required	Per linear metre	
NA2	New access - Forwarder road	Typically, clearance - including tree felling - of an agreed route (A to B on a map), normally not less than 9m wide (to avoid damage to retained trees / roots) or exceeding 15m in width Therein, excavation / construction of a track formation and pavement, or sections of (as described on a cross sectional scale drawing) using appropriate formation materials, as required between harvesting zone(s) and timber transfer point(s). NB: To be capable of supporting the extraction of large volumes of timber by large, purpose built forestry machinery. For example, forwarder ramps Facilitate storage of local soils at start of construction, and reuse / level for landscaping of verges or disposal in other suitable locations, as required	Per linear metre	
NA3	New access - Haulage road (suitable for 44 tonne road going vehicles)	Typically, clearance - including tree felling - of an agreed route (A to B on a map), normally not less than 12m wide (to avoid damage to retained trees / roots) or exceeding 25m in width Therein, excavation / construction of a forest road formation, pavement and surfacing (as described on cross sectional scale drawings) using appropriate stone materials to create a water bound macadam surface, or sections of, suitable for the safe transfer of fully laden, 44 tonne, road going haulage vehicles between the public highway and timber loading points, observing haulage road geometry requirements Facilitate storage of local soils at start of construction, and reuse / level for landscaping of verges or disposal in other suitable locations, as required Where fully justified e.g. on steep gradients (as shown on a map), supply, lay and compact bitmac materials (including water control) to create a Bitmac surface to aid movement of and safely transfer fully laden, 44 tonne, road going haulage vehicles	Per linear metre	
NA4	New access - Turning point / Timber stacking area (suitable for 44 tonne road going vehicles)	Typically, clearance - including tree felling - of an agreed area (shown on a map) capable of storing expected timber volumes and / or suitable in size for turning a 44 tonne, road going haulage vehicle Therein, excavation / construction of a level area for a timber stacking / loading facility (as shown on a scale drawing), ideally keeping purpose built timber extraction machinery separate from road going haulage vehicles, and / or Excavation / construction of a turning area formation, pavement and surfacing (as shown on a scale drawing) to create a water bound macadam surface suitable for turning fully laden, 44 tonne, road going haulage vehicles, observing appropriate haulage road geometry requirements Facilitate storage of local soils at start of construction, and reuse / level for landscaping of verges or disposal in other suitable locations, as required	Per m2	
NA5	New access - Belmouth entrance (suitable for 44 tonne road going vehicles)	Typically, clearance - including tree felling - of an agreed area (shown on a map), and therein, excavation / construction of a belmouth entrance formation (as shown on a scale drawing), pavement and surfacing, to create a waterbound macadam surface suitable for carrying 44 tonne, road going, haulage vehicles, observing haulage road geometry requirements, including necessary landscaping Construction meets Highway / Planning Authority engineering specifications - including Bitmac surfacing if specified - for exiting / joining the public highway Facilitate storage of local soils at start of construction, and reuse / level for landscaping of verges at entrance point, or disposal in suitable locations, as required	Per m2	
NA6	New access - Lay-by (suitable for 44 tonne road going vehicles)	Typically, clearance - including tree felling - of an agreed area (shown on a map), and therein, excavation / construction of a lay-by formation, pavement and surfacing (as shown on a scale drawing) to create a waterbound macadam surface suitable for parking and loading 44 tonne, road going, haulage vehicles, observing haulage road geometry requirements Construction from and to the public highway will meet Highway / Planning Authority civil engineering specifications - including Bitmac surfacing if specified - for exiting / joining the public highway Facilitate storage of local soils at start of construction, and reuse for landscaping of verges and entrance points or disposal in other suitable locations, as required	Per linear metre	
NA7	New access - Bridge installation	At locations shown on a map. Typically, work includes the specification and design, provision of materials, and construction of the footings, abutments, decking support and structure, and safety rails (where appropriate) for bridge settings, all appropriate to the flow of water and the span being crossed, and where required, capable of supporting the weight of fully laden forestry machinery / 44 tonne road going haulage vehicle Facilitate storage of local soils at start of construction, and reuse / level for landscaping of verges and embankments or disposal in other suitable locations, as required	Per m2	

NE1	New entrance - Entrance gate / barrier	Typically, the supply and installation of entrance point security, such as a field gate or pole barrier (location shown on a map). Includes removal and disposal of previous gate / barrier infrastructure	Per entrance	
NE2	New entrance - Fencing associated with entrance	Typically, the supply of stock proof fencing materials and their erection, to secure the woodland / property boundary adjacent to entry gate / barrier on the new forest road / track access point (location shown on a map). Includes removal and disposal of previous fencing infrastructure	Per linear metre	
NE3	New entrance - Hedging associated with entrance	Typically, the supply of hedging plants, including protection, and planting in a hedgerow formation to secure the woodland / property boundary adjacent to entry gate / barrier on the new forest road / track access point (location shown on a map)	Each plant	
RR1	Road repair - Reinstatement of belmouth entrance (suitable for 44 tonne road going vehicles)	Restore an existing belmouth entrance for use by fully laden, 44 tonne, road going haulage vehicles, where the belmouth construction already meets Highways / Planning Authority spec's Typically, scarify the full extent of the damaged area in the belmouth area, to the depth of the potholes or deformations and restore the damaged area to create a waterbound macadam surface Where applicable, work includes Bitmac surfacing repairs and disposal of residue materials cleaned off the belmouth surface NB: Where the belmouth entrance does not meet Highways / Planning Authority specifications, use Code NA5 for a new belmouth entrance point	Per m2	
RR2	Road repair - Reinstatement of haulage road (suitable for 44 tonne road going vehicles)	Restore the full width of the formation profile on a haulage road, turning point or lay-by, including the associated ditch network and structural verges, to allow safe use of the route by fully laden, 44 tonne, road going vehicles Typically, de-vegetate and scarify the full extent of the damaged area in a haulage road, turning point or lay-by, to the depth of the potholes or deformations Work may include grading, regulating, shaping, trimming & compacting the full width, or sections of, the surface layer as required, and should include disposal of residue materials cleaned off the haulage road route in suitable locations	Per linear metre	
RR3	Road repair - Repair of Bitmac road surface	Typically, excavate to a sound Bitmac edge and patch the Bitmac surfacing as required to allow for the safe transfer of fully laden, 44 tonne, road going haulage vehicles. Work should include the disposal of residue Bitmac materials resulting from the repair	Per m2	
RD1	Repair drainage - Remove damaged / blocked culvert pipe and replace	Typically, the excavation and removal of the existing damaged / blocked pipe, including head and tail walls where necessary, and disposal of pipe and residue materials Installation of culvert pipe(s), of appropriate size for water flow being managed, the setting, and vehicle types in use overhead - the provision of pipes, placement, bedding and backfilling using appropriate aggregates, and compaction around the pipes, and creation of catch pit / silt trap, as required	each	
RD2	Repair drainage - Remove debris from catch pit / silt trap	Cleaning out of an existing culvert silt trap or catch pit, and 5m along the head and tail ditch, disposing of excavated / residue materials	each	
RD3	Repair drainage - Remove harvesting debris from ditches	Remove mud, silt and harvesting debris from the roadside ditch network and structural verges to maintain a waterbound macadam on the road surface and allow continued safe use of the route by fully laden, 44 tonne, road going vehicles Typically, work may include de-vegetating and grading, shaping, trimming of the ditch and verge to ensure drainage is maintained and the road surface protected. Work should include disposal of all arisings	Per linear metre	
EA1	Extraction access - Reinstatement of a surfaced forwarder road	The repair of a surfaced forwarder track formation profile, including any associated ditch network. Typically, work may include de-vegetating, grading, regulating, shaping, trimming & compacting the full width of the surface layer Typically, work may include scarifying the full extent of the damaged area in a forwarder track to the depth of the potholes or deformations. Then restoration of the damaged area, with the use of appropriate stone materials, to allow safe use of the route for extracting timber using purpose built forestry machinery	Per linear metre	
EA2	Extraction access - Reinstatement of a basic extraction track	The repair of a basic extraction track, including any associated ditch network. Typically, work may include de-vegetating, grading and compacting the full width of the surface layer Typically, work may include scarifying the full extent of the damaged area to the depth of the deformation. Then restoration of the damaged area, with the use of appropriate stone materials, to allow safe use of the route for extracting timber using purpose built forestry machinery	Per linear metre	