

ON TRACK.

DESIGN SPECIFICATION

May 2022

NORTH HORSHAM



Specification and Materials

- The trails are to be surfaced with either as dug material only (aka borrow pitted from the trail side) or surfaced with imported quarried aggregate.
- Green and Blue grade trails will be surfaced with imported aggregate.
- For trails surfaced with imported aggregate, aggregate will be laid to a minimum depth of 150mm.
- Geotextile membrane (Teram T1000 or similar) to be used where required, based on ground conditions.
- Trails will be shaped to shed water and avoid ponding in all locations.
- Trails to undulate continually with regular grade reversals to prevent water from running the length of a trail section.
- Trail to be tested regularly during construction to good ride quality and grade appropriate trail speed and features.

Green Grade Trails

- Minimum Trail width: 1.2m
- Typical Trail width: 1.5m
- Construction Type: Bench cut and overtip construction with imported aggregate.
- Build up: 150mm depth of either quarried scalpings / screenings with a high binder content to provide a well bound surface.

Blue Grade Trails

- Minimum Trail width: 1.0m
- Typical Trail width: 1.2m
- Construction Type: Bench cut and overtip construction with imported aggregate
- Build up: 150mm depth of either quarried scalpings / screenings with a high binder content to provide a well bound surface.

For all sections a crushed stone aggregate from a local quarry will be used. A quarry visit will take place prior to construction commencing to ensure the appropriate composition of the stone, where a good ratio of aggregate to fines, to allow for a well bound, hard-wearing surface. Working with the quarry, we'll ensure that the pile in the quarry that they deliver to us from will provide the necessary consistency, based on our experience. Each load will be quality checked by the Site Supervisor prior to tipping. Loads that are too 'bony' without enough fines to bind will be sent back to quarry prior to tipping.



Technical Trail Features (TTF's)

All trails to include TTF's that are shaped, sized and spaced to match the grade of the trail. TTF's such as Rollers, Berms, Grade Reversals, Roller Doubles to be included at a suitable frequency.

ASPHALT PUMP TRACK

Construction Method

- Following the initial site set up, the setting out of the tracks, in line with the agreed design, will take place.
- Topsoil will be stripped from the work area and level areas will be achieved for the main pump track and beginner pump track along with a consistent grade along the path of the asphalt jump track.
- Installation of adequate drainage will take place. This will ensure that the tracks and surrounding area will remain dry at all times. The location of soakaway drains will be marked out, and land drains will be installed.
- With drainage in place, construction of the pump track will begin. A geotextile membrane will be laid under the line of the tracks, to separate imported stone from the existing ground. Once in place, recycled Type-1 or quarried stone will be imported from a local quarry to provide the bulk of the tracks. An initial course of recycled Crusher Run (75mm to dust) will be laid at a depth of 200mm to provide the structure with an adequate foundation.
- The base course will be thoroughly compacted before the next layer of stone will be applied to the foundation. Above the foundation will sit the bulk layer of the track. This will form the shape of the final tracks. This will consist of imported recycled Type-1 or Quarry Screenings (circa 40mm to dust), built up and compacted in layers of 200mm.
- The final shape will be compacted and tested by our construction team. Tweaks to the shape of the tracks will be made after testing, before being re-tested. Once the team are happy with the shape of the tracks, the asphalting phase will commence.
- A single layer of 50 - 70mm deep of 6mm Asphalt will be laid over the entire riding surface of the tracks. This will be done over the course of multiple days, with the location of day work joints carefully considered and treated in such a way that will allow for a seamless finish. The asphalt will be compacted using a combination of vibrating wacker plates and hand rollers, depending on the location and track form. A thermometer will be used to ensure that the asphalt is laid at an optimum temperature, to ensure a smooth, tightly bound and hard-wearing surface.
- Once the asphalt surface is completed, landscaping of the track sides will begin. Topsoil and rolled turf will be applied to the side batters of the track for a neat and robust finish, with the flat areas seeded.