

# UNITED STATES DEPARTMENT OF AGRICULTURE FOREST SERVICE

## PACIFIC SOUTHWEST REGION FIVE KLAMATH NATIONAL FOREST OAK KNOLL RANGER DISTRICT



CONSTRUCTION DRAWINGS FOR

### SALT CREEK FIRE SALVAGE ROAD PACKAGE



#### LEGEND

SYMBOL	DESCRIPTION
	INTERSTATE HIGHWAY
	U.S. HIGHWAY
	STATE HIGHWAY
	PRIMARY FOREST ROUTE
	COUNTY ROAD

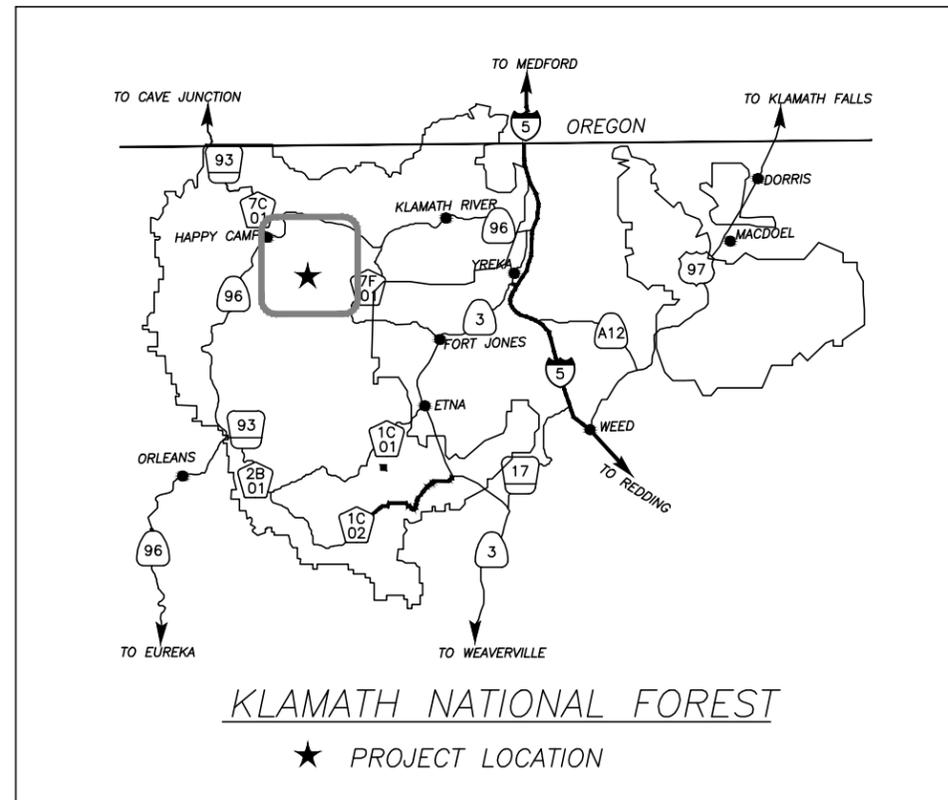
CONSTRUCTION DRAWINGS FOR

### SALT CREEK FIRE SALVAGE ROAD PACKAGE

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PREPARED BY:	
_____	_____
PROJECT ENGINEER	DATE
REVIEWED BY:	
_____	_____
FOREST ENGINEER	DATE
APPROVED BY:	
_____	_____
DISTRICT RANGER	DATE
APPROVED BY:	
_____	_____
FOREST SUPERVISOR	DATE



## ESTIMATE OF QUANTITIES

NOTE: QUANTITIES SHOWN HEREON ARE APPROXIMATE AND ARE SUBJECT TO FIELD ADJUSTMENTS.

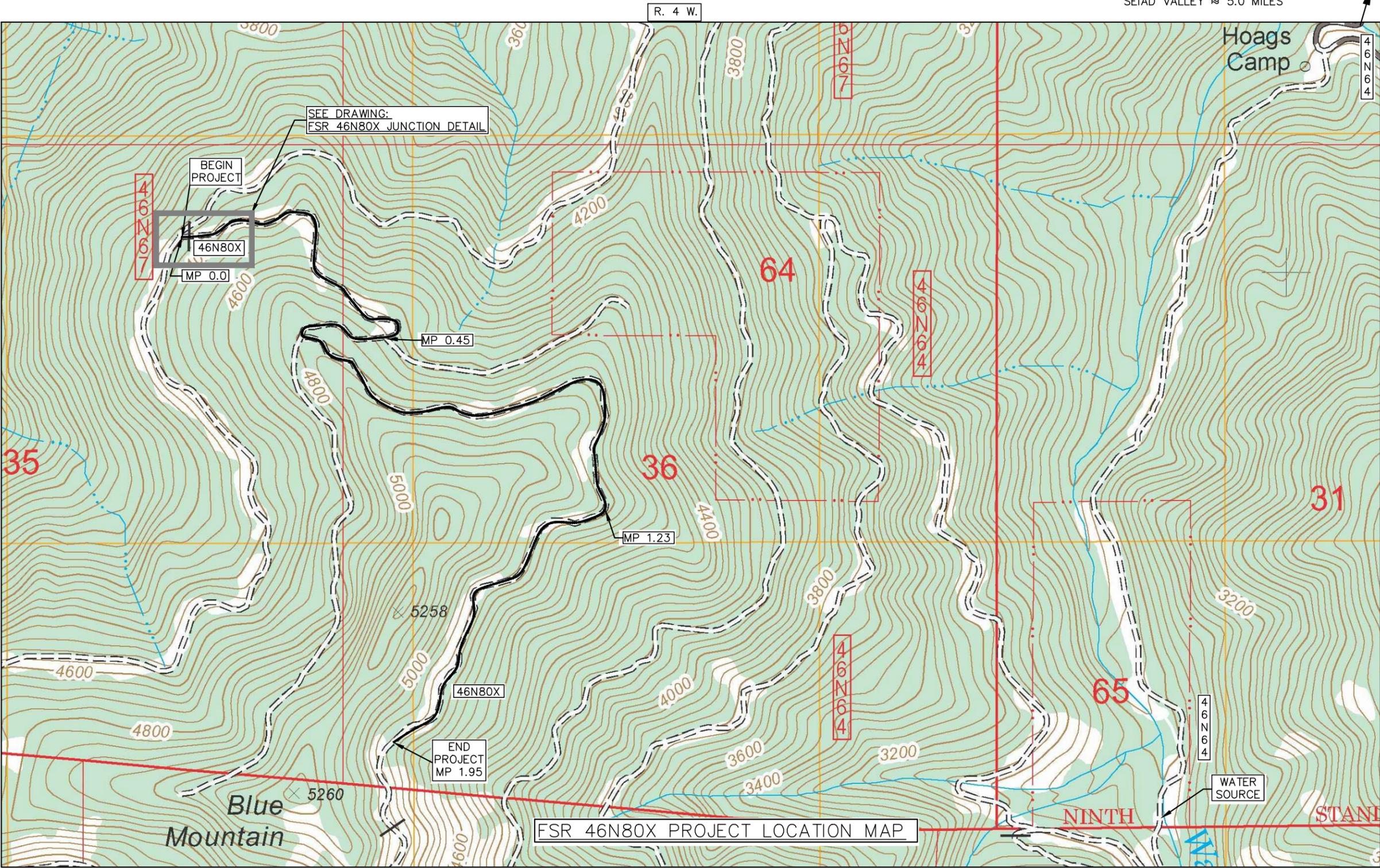
PAY ITEM NUMBER	PAY ITEM DESCRIPTION	METHOD OF MEASUREMENT	PAY ITEM UNITS	FSR 46N80X	NOTES
15802	WATERING FOR AGGREGATE PLACEMENT AND COMPACTION	LPSM	LPSM	ALL	
21201(R)	LINEAR GRADING – RECONSTRUCTION, DOZER FINISH SLASH TREATMENT: TOPS AND LIMBS: F (SCATTERING) LOGS: (DECK) STUMPS: C (BURY) UTILIZATION OF TIMBER: (DECK)	CQ	MILE	1.91	FSR 46N80X 1.95 MILES
30101	SCREENED AGGREGATE 6" DEPTH (COMPACTED IN PLACE), GRADING "O", 4" MINUS, COMPACTION A. (COMMERCIAL SOURCE)	CQ	CY	160	INCLUDES 46N80X & 46N47

## DESCRIPTION OF WORK – FSR 46N80X

STATION		QTY	UNITS	CONSTRUCTION NOTES
BEGIN	END			
0+00				INTERSECTION WITH FSR 46N47 BARK SHANTY, MP 2.30
0+00	101+00	1.91	MILES	BEGIN RECONSTRUCTION, BEGIN CLEARING AND GRUBBING TYPICAL SECTION 14' WIDE NO DITCH
0+00	101+00			REMOVE ALL CONSTRUCTED WATER BARS
0+00	101+00			EXCAVATE ALL BURNED STUMP AND/OR LOG HOLES IN ROADBED FILL AND COMPACT WITH MINIMUM 3 PASSES OF CONSTRUCTION EQUIPMENT, WATER FOR COMPACTION
0+00	3+00	1000	CY	RECONSTRUCT JUNCTION SEE PROJECT DRAWING: "FSR 46N80X JUNCTION DETAIL" SUBGRADE WIDTH 26' WIDE
0+00	2+20	100	CY	SCREENED AGGREGATE 6" DEPTH (COMPACTED IN PLACE), GRADING "O", 4" MINUS, COMPACTION A. PLACE ON FULL WIDTH OF JUNCTION. TYPICAL SECTION: SEE: "FSR 46N80x JUNCTION DETAIL" FINISH TOP 16' WIDE NO DITCH, AT 0+00 FOR 46N67 FINISH TOP 24' WIDE NO DITCH, CURVE AND TAPERS FINISH TOP 14' WIDE NO DITCH, AT 2+20 FOR 46N80X
2+20	3+20	30	CY	SCREENED AGGREGATE 6" DEPTH (COMPACTED IN PLACE), GRADING "O", 4" MINUS, COMPACTION A. TYPICAL SECTION: FINISH TOP 14' WIDE NO DITCH
0+00	1+00	30	CY	INCLUDE AS PART OF FSR 46N80X RECONSTRUCTION RECONSTRUCT FSR 46N47 TO MATCH GRADE AND ALIGNMENT OF RECONSTRUCTED FSR 46N80X JUNCTION SCREENED AGGREGATE 6" DEPTH (COMPACTED IN PLACE), GRADING "O", 4" MINUS, COMPACTION A. TYPICAL SECTION FINISH TOP 14' WIDE, NO DITCH



TO COUNTY ROAD 8D006 ≈ 2.3 MILES  
SEIAD VALLEY ≈ 5.0 MILES



SEE DRAWING:  
FSR 46N80X JUNCTION DETAIL

BEGIN  
PROJECT

46N80X

MP 0.0

MP 0.45

MP 1.23

5258

46N80X

END  
PROJECT  
MP 1.95

5260

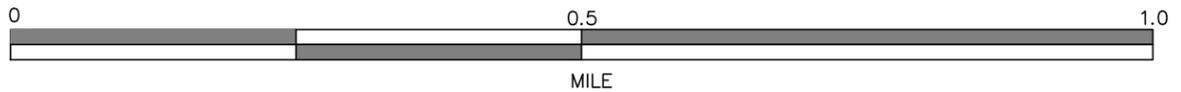
Blue  
Mountain

FSR 46N80X PROJECT LOCATION MAP

WATER  
SOURCE

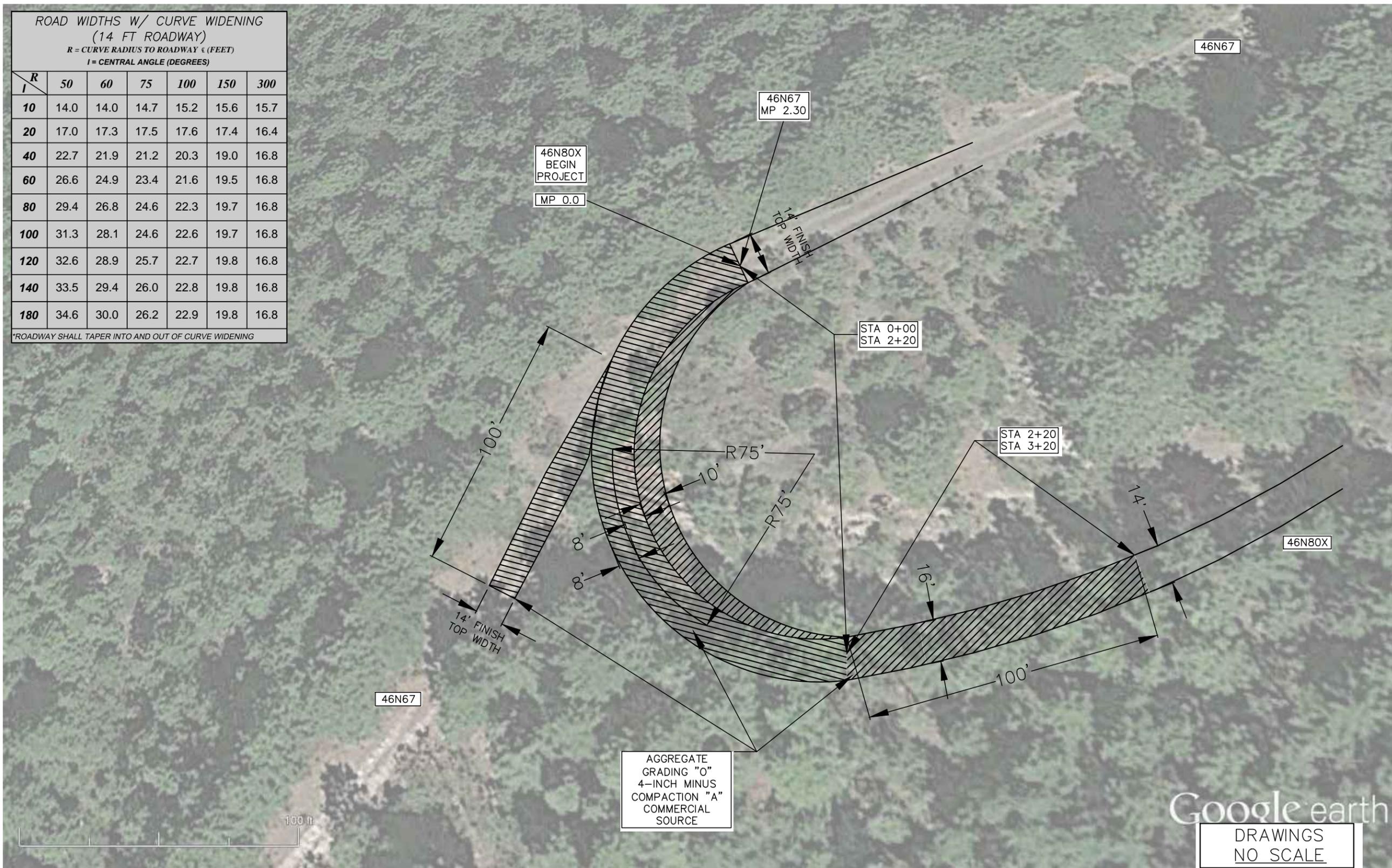
NINTH

STAN

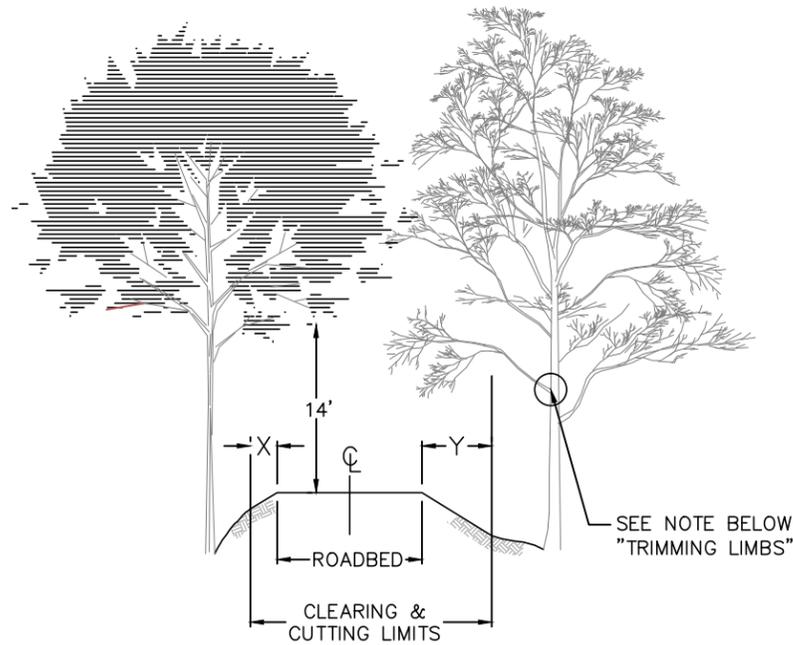
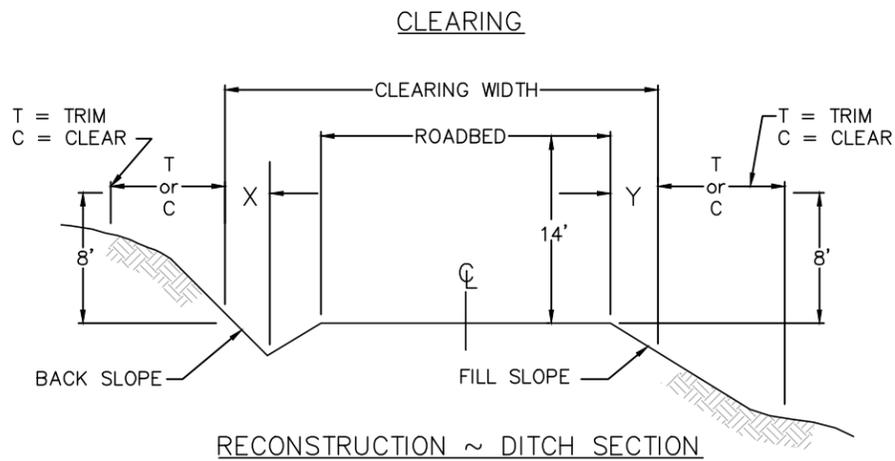


ROAD WIDTHS W/ CURVE WIDENING (14 FT ROADWAY)						
$R = \text{CURVE RADIUS TO ROADWAY } \epsilon \text{ (FEET)}$						
$I = \text{CENTRAL ANGLE (DEGREES)}$						
$R \backslash I$	50	60	75	100	150	300
10	14.0	14.0	14.7	15.2	15.6	15.7
20	17.0	17.3	17.5	17.6	17.4	16.4
40	22.7	21.9	21.2	20.3	19.0	16.8
60	26.6	24.9	23.4	21.6	19.5	16.8
80	29.4	26.8	24.6	22.3	19.7	16.8
100	31.3	28.1	24.6	22.6	19.7	16.8
120	32.6	28.9	25.7	22.7	19.8	16.8
140	33.5	29.4	26.0	22.8	19.8	16.8
180	34.6	30.0	26.2	22.9	19.8	16.8

\*ROADWAY SHALL TAPER INTO AND OUT OF CURVE WIDENING

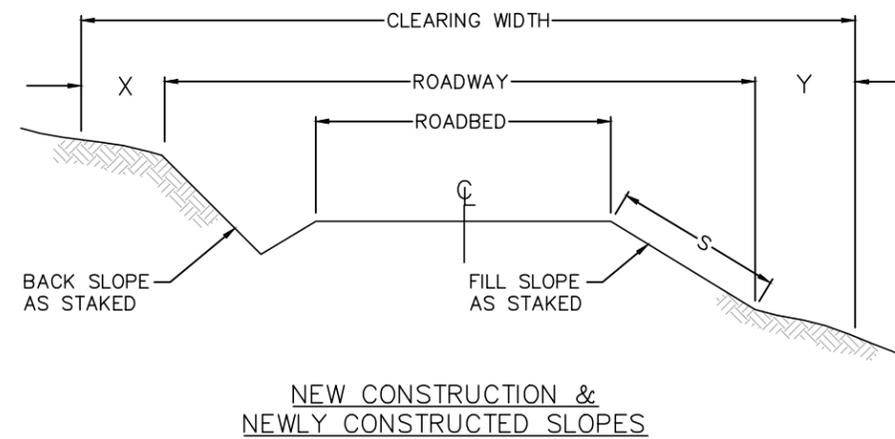
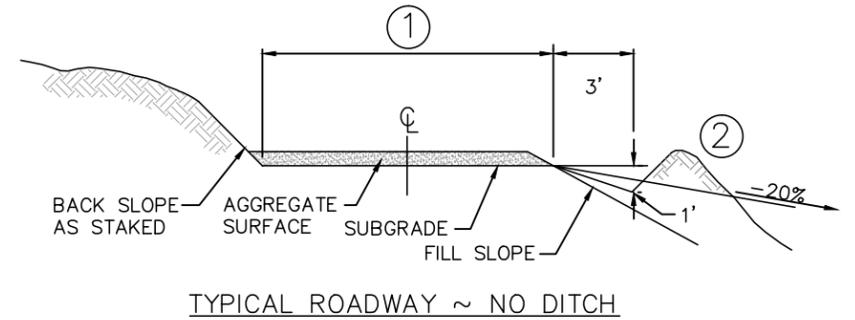
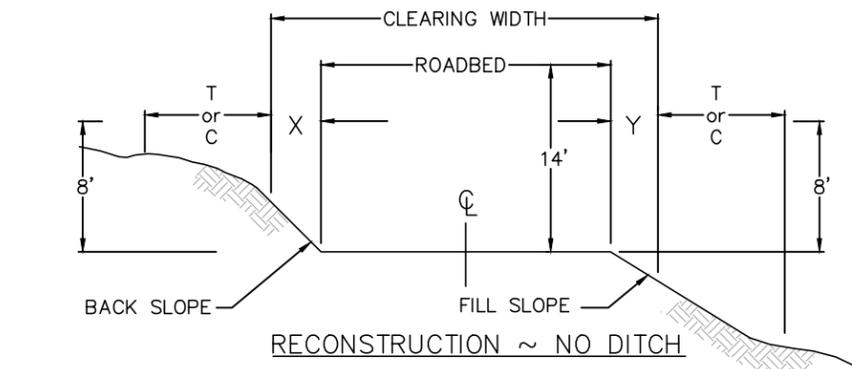
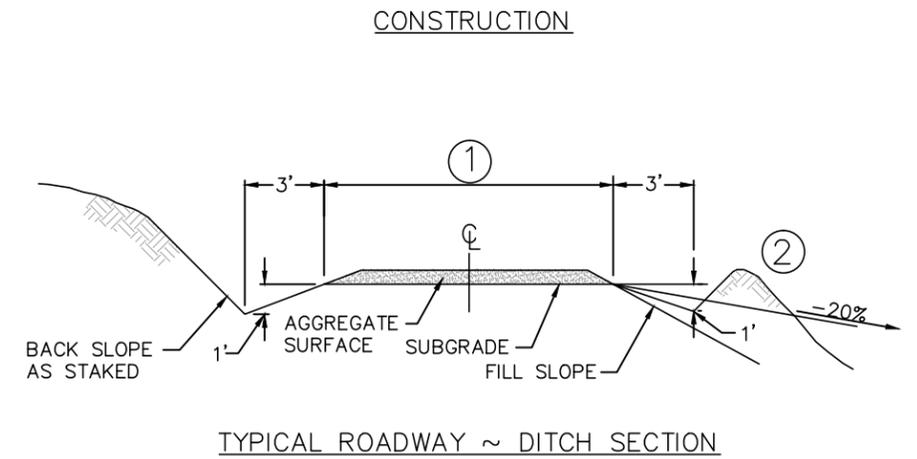


Google earth  
DRAWINGS  
NO SCALE



**NOTE: TRIMMING LIMBS**  
LIMBS WITHIN THE CUTTING LIMITS ON TREES WHICH FALL OUTSIDE THE CUTTING LIMITS SHALL BE CUT IN A CLEAN, STRAIGHT FASHION, FLUSH WITH THE TREES' TRUNK EVEN IF IT REQUIRES GOING OUTSIDE THE CUTTING LIMITS

	TANGENT & OUTSIDE OF CURVE		INSIDE OF CURVE	
	X	Y	X	Y
MAXIMUM	4 FEET	4 FEET	15 FEET	15 FEET
MINIMUM	4 FEET	4 FEET	4 FEET	4 FEET



- NOTES:**
1. ROADBED WIDTHS SHOWN ON PLAN AND PROFILE, OR WORK LIST PLANS, INCLUDE TURNOUTS AND CURVE WIDENING.
  2. GRADE TO DAYLIGHT OR CONSTRUCT DRAINAGE DITCH, UNLESS OTHERWISE SHOWN ON PLANS. WHERE DAYLIGHT WILL EXCEED 5', CONSTRUCT DRAINAGE DITCH. WHEN AGREED, A DRAINAGE DITCH SHAPE MAY BE USED FOR LEAD-OFF DITCH.
  3. A CROSS SLOPE OF 4% +/- 1%, SHALL BE USED FOR ALL SUPERELEVATED CURVES, AND FOR ALL INSLOPED, OUTSLOPED, OR CROWNED ROADBEDS.
  4. AGGREGATE SHALL BE SLOPED 1.5:1 OR TO EXISTING DITCH SLOPE.
  5. SEEDING AND MULCHING AREAS SHALL CONSIST OF FILL SLOPES, SPECIFIED AREAS IDENTIFIED ON THE DRAWINGS, AND AREAS UNNECESSARILY DISTURBED OR REPEATEDLY USED DURING CONSTRUCTION. DIMENSION "S", ON NEW CONSTRUCTION AND NEWLY CONSTRUCTED SLOPES SHALL BE 6', OR TOE OF FILL, WHICHEVER IS GREATER.
  6. A GRADER FINISH SHALL BE REQUIRED ON ALL PROJECTS. THE SUBGRADE SHALL BE VISIBLY MOIST DURING GRADING AND SHAPING OPERATIONS.
  7. IN CLEAR OR TRIM SECTIONS, LEAVE STABLE TREES OVER 6" D.B.H..
  8. ROADS CONSTRUCTED UNDER SECTION 203 SHALL USE TOLERANCE CLASS K. "C"=CLEAR "T"=TRIM

