

FISHERS DEN TIMBER SALE MAINTENANCE PLAN

DATE: 10/9/2015

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| Road Number | Mile Post | Item Description | Season of Use | Unit | Quantity | Unit Allowance | Appraisal Allowance |
|--|-------------|---|---------------|------|----------|----------------|---------------------|
| 5444 | | | S | | | | |
| | 0.00 - 0.24 | Shape road to crown or outslope. Clear and grub road and restore ditches to match typical drawing as directed by the Forest Service. Remove Berm. | | Mile | .24 | 3,625.00 | \$ 870.00 |
| | 0.00 - 0.02 | Haul and place 30 CY of pit run (39 CY loose) from North Jay Bird Pit. 100'L x 12'W x 8"D | | CY | 30 | 15.00 | \$ 450.00 |
| | 0.00 - 0.01 | Furnish, haul, and place 15 CY crushed aggregate (19.5 loose) to surface entrance. | | CY | 15 | 25.00 | \$ 375.00 |
| | 0.24 - 0.29 | Specified Reconstruction Segment | | | | | |
| | 0.29 - 0.53 | Shape road to crown or outslope. Clear and grub road and restore ditches to match typical drawing as directed by the Forest Service. | | Mile | .24 | 3,000.00 | \$ 720.00 |
| | 0.00 - 0.53 | Appraisal allowance for 30 CY of "during haul" pit run from North Jay Bird Pit (39 CY loose) to be spot placed as directed by Forest Service, per T-8130. | | CY | 30 | 15.00 | \$ 450.00 |
| | | FR 5444 Total Maintenance | | | | | \$ 2,865.00 |
| 5444-C | | | S | | | | |
| | 0.00 - 0.20 | Shape road to crown or outslope. Clear and grub road and restore ditches to match typical drawing as directed by the Forest Service. | | Mile | .20 | 3,000.00 | \$ 600.00 |
| | 0.20 | Haul and place 30 CY of pit run (39 CY loose) from North Jay Bird Pit. Place at junction of 5444-C and T-turnaround. | | CY | 30 | 15.00 | \$ 450.00 |
| | | FR5444-C Total Maintenance | | | | | \$ 1,050.00 |
| GRAND TOTAL ROAD MAINTENACE FISHERS DEN TIMBER SALE | | | | | | | \$ 3,915.00 |

W=Winter S=Summer Normal

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FISHERS DEN TIMBER SALE

ROAD MAINTENANCE PLAN/APPRAISAL NOTES

- NOTE:** There may be underground utility lines in unknown locations on this project. Call **MISS DIG THREE** full working days before any work begins. Phone 1-800-482-7171.
- NOTE:** All finished roadbeds shall be 12' as shown in the typical details for crowned roads with no ditches, 1' ditches and outsloped roads. Roads requiring ditch restoration shall be cleared and grubbed to the back of ditch line and re-graded to allow the ditch to drain.
- NOTE:** Blading and shaping requires filling in existing ruts and placing a crown to conform to the typical detail for a crown with no ditches, or outsloped roads.
- NOTE:** Additional outlet or leadout ditches may be required at road segment locations, to allow for proper drainage needs and are included under typical blading and shaping requirements. Locations for placement shall be determined by the Forest Service and are included in appraised allowance for clearing and shaping.
- NOTE:** During hauling operations safety signs shall be placed and hauling shall not commence until all signs have been put in place as directed by the Forest Service.
- NOTE:** There is **15 CY of 22-A crushed gravel** material required for the entrance of FR 5444 off of Tanlund Lake Road. The normal compaction factor of 130% computes to a **loose volume of 19.5 CY**. **There is no government source available for the 22-A crushed gravel.** Purchaser furnished material shall meet gradation requirements for the Michigan Department of State Highway Transportation-Designation 22-A. Compact the aggregate by operating spreading and hauling equipment over the full width of material.
- NOTE:** There is **90 CY of pit run borrow** material required for the road maintenance segments throughout the contract area. **This includes 30 CY "During Haul" pit run to be spot placed as directed as recurring road maintenance.** The normal compaction factor of 130% for pit run computes to a **loose volume of 117 CY**. The material source for this project is the **North Jay Bird Pit**, located at T46N, R39W, Sections 30 *unless agreed otherwise by the Forest Service*. Some pit development may be required and is considered incidental to associated items.