

**DEPARTMENT OF AGRICULTURE
FOREST SERVICE
REGION 9
ALLEGHENY NATIONAL FOREST**

CHSP Guiton Run Stewardship

FR 165	Francis	0.8 Miles	Reconstruction – Maintenance - Level I
FR 631	Guiton Run	2.3 Miles	Reconstruction – Maintenance - Level I
		0.4 Miles	Reconstruction – Maintenance - Level J
FR 631A	Guiton Run – A	0.3 Miles	Reconstruction – Maintenance - Level I
FR 631AA	Guiton Run – AA	0.5 Miles	Construction – Existing Corridor – Level J
FR 727	Lean-To Lookout	0.5 Miles	Reconstruction – Maintenance - Level J

Marienville Ranger District
Forest County
Pennsylvania

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The location and design elements of these facilities have been correlated with the plans, policies and constraints of the approved Salmon West Environment Assessments.

Plans are to be used with "Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects" FP-03 with Special Project Specifications thereto included in this contract.

Prepared By:

Drew E. Matting
Preconstruction Engineer

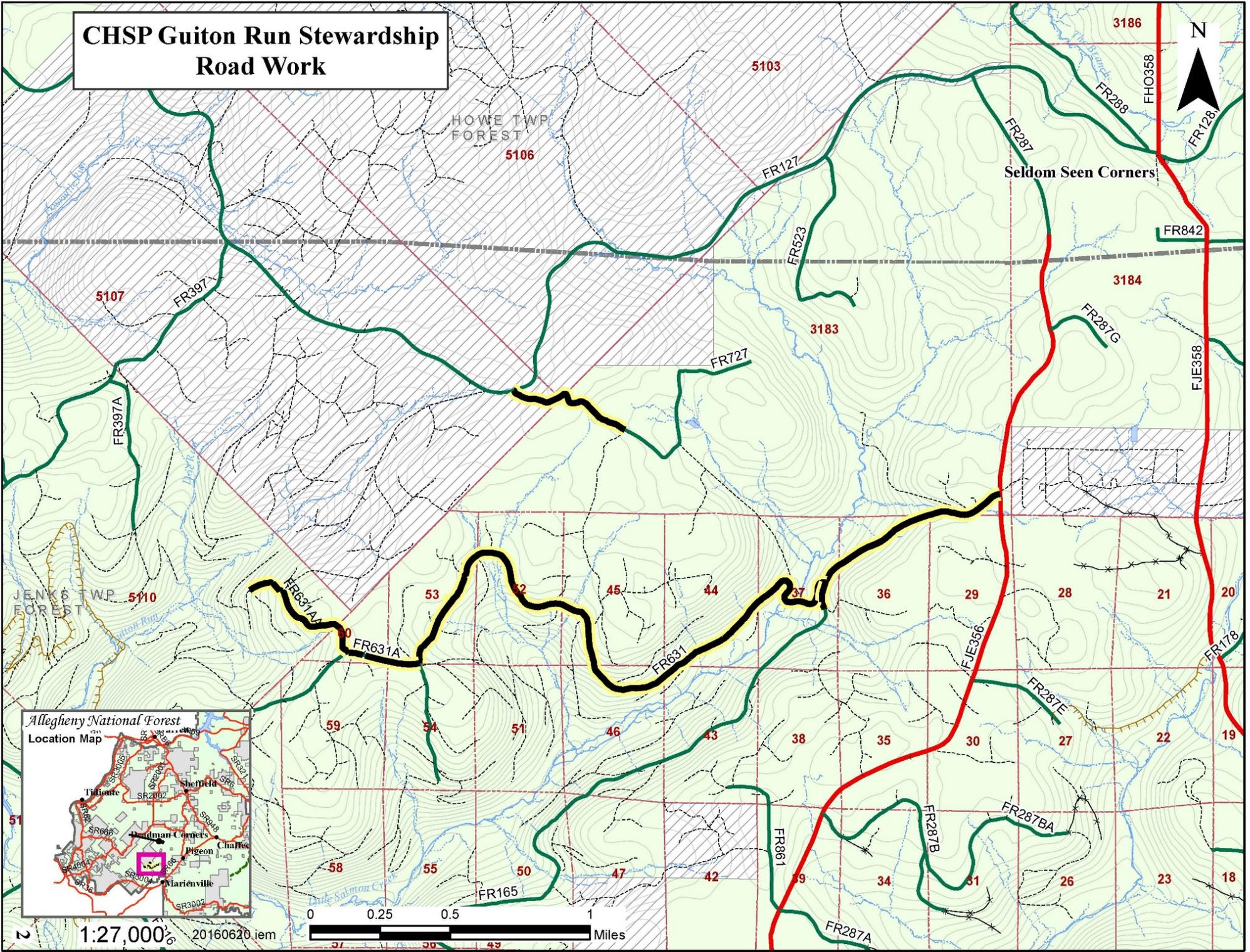
Approved By:

Kurt [Signature] 6/28/16
District Ranger **Date**

Acting for *Drew E. Matting* 6/29/16
Forest Engineer **Date**

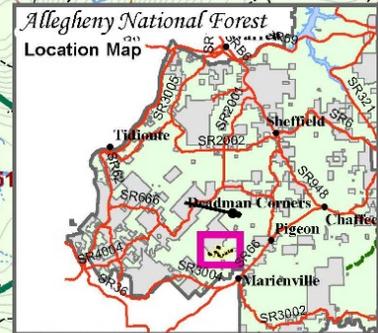
[Signature] June 29, 2016
Forest Supervisor **Date**

CHSP Guiton Run Stewardship Road Work



HOWE TWP
FOREST

Seldom Seen Corners



1:27,000

20160620 jem



Road Summary

SPECIFIED ROADS

a. Description of Work:

Reconstruction: FR 165, 631, 631A and 727
Construction (Existing Corridor): FR 631AA

Mobilization, Road Reconditioning/Reconstruction, Removal of Culverts, Drainage Excavation, Turnout/Turnaround Construction, Culvert Installation, Drainage Excavation, Commercial Road Base and Surfacing, Limestone Surfacing, and Seeding & Mulching.

b. Construction Costs:

<u>Road No.</u>	<u>Miles</u>	<u>Estimated Road Cost</u>	<u>Engineer's Estimate</u>	<u>Reconstruction Deposits</u>
165	0.8 ®	\$17,556.00	\$20,193.00	\$400.00
631	2.7 ®	\$44,246.00	\$49,889.00	\$1,000.00
631A	0.3 ®	\$1,940.00	\$2,550.00	\$300.00
631AA	0.5 ©	\$14,496.00	\$16,952.00	
727	0.5 ®	\$8,399.00	\$10,127.00	\$600.00
<u>Total</u>		\$86,637.00	\$99,711.00	\$2,300.00

c. Completion dates: 9/30/2017

Schedule of Items

FR 165

Pay Item	Description	Pay Unit	Estimated Quantity	Unit Price	Extended Total	Engineer's Estimate Unit Price	Engineer's Extended Total
15101	Mobilization (Lump Sum)	All	1	1000.00	\$ 1,000.00	1400.00	\$ 1,400.00
20464	Turnout Reconstruction	All	1	400.00	\$ 400.00	600.00	\$ 600.00
25102	Placed riprap, class R-4 limestone	Ton	10	70.00	\$ 700.00	78.00	\$ 780.00
30101	Aggregate base, grading 3A, compaction method B	Ton	46	30.50	\$ 1,403.00	33.00	\$ 1,518.00
30109	Aggregate surface, grading PA 2A, compaction method B	Ton	69	29.00	\$ 2,001.00	32.00	\$ 2,208.00
30115	Aggregate surface course, Type DSA limestone, compaction method B	Ton	299	38.00	\$ 11,362.00	43.00	\$ 12,857.00
30326	Road reconditioning	Mile	0.2	1500.00	\$ 300.00	1900.00	\$ 380.00
62501	Seeding, hydraulic or dry method (Lump Sum)	All	1	390.00	\$ 390.00	450.00	\$ 450.00
TOTAL					\$ 17,556.00		\$ 20,193.00

FR 631

Pay Item	Description	Pay Unit	Estimated Quantity	Unit Price	Extended Total	Engineer's Estimate Unit Price	Engineer's Extended Total
15101	Mobilization (Lump Sum)	All	1	1000.00	\$ 1,000.00	1400.00	\$ 1,400.00
20301	Removal of culverts	Each	4	120.00	\$ 480.00	140.00	\$ 560.00
30109	Aggregate surface, grading PA 2A , compaction method B	Ton	161	29.00	\$ 4,669.00	32.00	\$ 5,152.00
30115	Aggregate surface course, Type DSA limestone , compaction method B	Ton	759	38.00	\$ 28,842.00	43.00	\$ 32,637.00
30326	Road reconditioning	Mile	1.0	1500.00	\$ 1,500.00	1900.00	\$ 1,900.00
60263	18 inch aluminized steel, type 2, corrugated steel pipe, 0.064 inch thickness, compaction method A	Linear Foot	86	31.50	\$ 2,709.00	33.50	\$ 2,881.00
60264	57 inch span, 38 inch rise aluminized steel, type 2, corrugated steel pipe, 0.138 inch thickness, compaction method A	Linear Foot	38	102.00	\$ 3,876.00	105.50	\$ 4,009.00
62501	Seeding, hydraulic or dry method (Lump Sum)	All	1	1170.00	\$ 1,170.00	1350.00	\$ 1,350.00
TOTAL					\$ 44,246.00		\$ 49,889.00

FR 631A

Pay Item	Description	Pay Unit	Estimated Quantity	Unit Price	Extended Total	Engineer's Estimate Unit Price	Engineer's Extended Total
15101	Mobilization (Lump Sum)	All	1	1000.00	\$ 1,000.00	1400.00	\$ 1,400.00
30326	Road reconditioning (Dozer)	Mile	0.3	1800.00	\$ 540.00	2300.00	\$ 690.00
62501	Seeding, hydraulic or dry method (Lump Sum)	All	1	400.00	\$ 400.00	460.00	\$ 460.00
TOTAL					\$ 1,940.00		\$ 2,550.00

FR 631AA

Pay Item	Description	Pay Unit	Estimated Quantity	Unit Price	Extended Total	Engineer's Estimate Unit Price	Engineer's Extended Total
15101	Mobilization (Lump Sum)	All	1	1000.00	\$ 1,000.00	1400.00	\$ 1,400.00
20477	Drainage excavation, type reconstruction/construction leadoff ditches, outlet ditches, line ditches	All	1	2680.00	\$ 2,680.00	3350.00	\$ 3,350.00
30109	Aggregate surface, grading PA 2A , compaction method B	Ton	184	29.00	\$ 5,336.00	32.00	\$ 5,888.00
30326	Road reconditioning (Dozer)	Mile	0.6	1800.00	\$ 1,080.00	2300.00	\$ 1,380.00
60201	16 inch steel pipe casing, compaction method A	Linear Foot	56	40.00	\$ 2,240.00	44.00	\$ 2,464.00
62501	Seeding, hydraulic or dry method (Lump Sum)	All	1	2340.00	\$ 2,340.00	2700.00	\$ 2,700.00
TOTAL					\$ 14,676.00		\$ 17,182.00

FR 727

Pay Item	Description	Pay Unit	Estimated Quantity	Unit Price	Extended Total	Engineer's Estimate Unit Price	Engineer's Extended Total
15101	Mobilization (Lump Sum)	All	1	1000.00	\$ 1,000.00	1400.00	\$ 1,400.00
20464-1	Turnaround Construction	All	1	600.00	\$ 600.00	850.00	\$ 850.00
20464-2	Turnout Reconstruction	All	1	450.00	\$ 450.00	675.00	\$ 675.00
30109	Aggregate surface, grading PA 2A , compaction method B	Ton	161	29.00	\$ 4,669.00	32.00	\$ 5,152.00
30326	Road reconditioning (Dozer)	Mile	0.5	1800.00	\$ 900.00	2300.00	\$ 1,150.00
62501	Seeding, hydraulic or dry method (Lump Sum)	All	1	780.00	\$ 780.00	900.00	\$ 900.00
TOTAL					\$ 8,399.00		\$ 10,127.00

General Notes

- **Prior to any earth disturbing activities, contractor shall call the Pennsylvania One Call System (800-242-1776) and all Oil & Gas Operators in the work area to determine locations of any underground utility lines.**
- All road work will be completed prior to timber haul, unless otherwise approved.
- Contractor is responsible for maintenance of all Forest Service roads over which pit run or commercial stone material is hauled. Roads shall be bladed or shaped to restore travel way to the condition found prior to haul.
- Culvert cleaning and repair will be considered incidental to road reconditioning.
- Contractor shall furnish, erect and maintain the minimum barricades and warning signs identified in the Special Project Specifications until final inspection and acceptance, unless otherwise directed by the Engineer. Signs shall conform to the Manual on Uniform Traffic Control Devices (MUTCD). **Contractor shall install “ROAD CONSTRUCTION AHEAD” signs on all roads in this project area and at ATV trail crossings. Contractor’s sign plan must be approved by Forest Service prior to work. Signs will be covered on weekends, holidays and any days when contractor is not working.**
- Roads shall be completed in such a manner that water shall not pond on roadbed or in ditch lines.
- All removed corrugated metal pipe culverts shall be hauled off Federal lands and become the property of the contractor, unless otherwise indicated for salvage. Steel pipe casings shall be returned to the Sheffield Work Center unless otherwise directed by the Engineer.
- Contouring, topsoil re-spreading, seeding and mulching of disturbed areas as determined by the Forest Service is required.
- DSA limestone shall be shipped at optimum moisture content not exceeding 15%. Limestone loads that fail field test parameters will be rejected.
- When replacing culverts in live streams, contractor shall install compost filter socks or silt fence and straw bales at approaches to live stream crossings to eliminate sediment in the stream course. When culverts are located on High Quality and Exceptional Value streams, contractor shall install compost filter socks. Any sediment collected will be removed and ground will be stabilized with seed and mulch. Dewatering pumps will be used to redirect water out of the stream course at the time of stream crossing installation. Silt fence and straw bales will be removed only after vegetation is clearly re-established as determined by the Engineer.
- Roadway sod encountered during road reconditioning operations will be spread and leveled outside the road template avoiding piles. Natural terrain depressions and openings are the preferred waste locations. Seeding and mulching may be required to supplement natural revegetation.
- Vegetation cut down during roadside brushing will be pulled beyond the clearing limits and the toe of any roadway template construction. Mixing of soil and cut vegetation shall be avoided. All material will be scattered and lopped within 3’ of the ground.
- Aggregate stockpiled for culvert replacement will be located on the existing road surface to assure maximum utilization of the material and eliminate disturbance of existing vegetated areas.
- **Contractor shall install compost filter socks or silt fence and straw bales at live stream crossings to eliminate sediment in the stream course. Any sediment collected will be removed and stabilized with seed and mulch. This will be considered incidental to Pay Item 602.**

Road Log - Work Descriptions

FR 165 Francis

Level of Service I (Old Level C)

Milepost	Station	Road Log/Work Description
0.000	0+00	Centerline of FR 165 and FR 287 north of Marienville Coordinates: Latitude 41° 30' 53.712" N (41.51492) Longitude 79° 8' 12.264" W (-79.13674)
0 - 0.038	0+00 - 2+00	Recondition roadbed to typical 14' subgrade width, see TYPICAL RECONDITION SECTION and clean all culverts and ditches
0.000	0+00 - 2+00	Existing DSA limestone (2003), apply 4" compacted DSA limestone (69 tons)
0.003	0+15	Francis Road and FS road number sign left
0.006	0+30	"STOP" sign left
0.009	0+50	Narrow Rough Road sign right
0.012	0+65	No Outlet sign right
0.032 - 0.246	1+70 - 13+00	Existing DSA limestone (applied 2010)
0.040	2+10	18" x 32' CMP (2010) on left forward skew
0.082	4+35	18" x 32' CMP (2010) on left forward skew
0.097	5+10	Pit access road right
0.103	5+45	Old road right
0.133	7+00	Sediment basin right
0.135	7+15	57" x 38" x 44' CMPA (2010) on right forward skew
0.15 - 0.155	7+90 - 8+20	Repair right shoulder edge (fill side). Apply 10 tons R-4 as road fill to prevent stream erosion paralleling road
0.213 - 0.234	11+25 - 12+35	Reconstruct turnout right, apply 46 tons PA 3A as road base, apply 23 tons compacted DSA limestone as surfacing
0.245	12+95	18" x 26' CMP (1993) on right forward skew
0.282	14+90	18" x 26' CMP (1993)
0.355 - 0.432	18+75 - 22+80	Existing DSA limestone
0.384	20+25	18" x 26' CMP (1993)
0.384 - 0.407	20+25 - 21+50	Turnout right
0.449 - 0.633	23+70 - 33+40	Existing pit run surfacing

0.448	23+65		18" x 26' CMP (1993)
0.509 - 0.532	26+85	- 28+10	Turnout right
0.515	27+20		18" x 26" CMP (1993)
0.577 - 0.739	30+45	- 39+00	Recondition roadbed to typical <u>14' subgrade width</u>, see TYPICAL RECONDITION SECTION and clean all culverts and ditches
0.577 - 0.616	30+45	- 32+50	Apply 69 tons compacted PA 2A as road surfacing
0.633 - 0.739	33+40	- 39+00	Existing DSA limestone (2003), apply 4" compacted DSA limestone (184 tons)
	34+15		18" x 26' CMP (1993)
0.652 - 0.674	34+45	- 35+60	Recondition turnout left, apply 4" compacted DSA limestone (23 tons)
0.736	38+85		Intersection with FR 631 right
0.769 - 0.778	40+60	- 41+10	50' x 30' parking lot right
0.813	42+95		18" x 32' CMP (2003), spring
0.816	43+10		Forest Service gate
0.82 - 1.051	43+32	- 55+50	Existing DSA limestone (2010)
0.816	43+10		OGM road left, end road reconditioning, road continues ahead

FR 631 Guiton Run
Level of Service I (Old Level C) From 0+00 to 122+30
Level of Service J (Old Level D) From 122+30 to 144+40

Locations of buried utilities along this road are unknown. Modifications to this plan may be necessary when the buried utilities are located. OGM contact information: PA General Energy Co., Craig Dean, craigdean@penngeneralenergy.com; Doug Kuntz (814)723-3230

Milepost	Station	Road Log/Work Description
0.000	0+00	Intersection with FR 165 (Station 38+85) Coordinates: Latitude 41° 30' 37.98" N (41.51055) Longitude 79° 8' 56.36" W (-79.14899)
0 - 0.36	0+00 - 19+00	Recondition roadbed to typical 14' subgrade width, see TYPICAL RECONDITION SECTION and clean all culverts and ditches. Average Roadway width 13'.
0 - 0.36	0+00 - 19+00	Apply 4" compacted DSA limestone surfacing (598 tons)
0.003	0+15	Road number sign right
0.009	0+50	YIELD sign left (missing)
0.016	0+85	Left Arrow Turn sign right, to be replaced by Forest Service
0.052	2+75	Leadoff ditch thru berm right
0.069	3+65	Leadoff ditch thru berm right
0.085	4+50	18" x 28' CMP, spring
0.088	4+65	Leadoff ditch thru berm right
0.119	6+30	Leadoff ditch thru berm right
0.134 - 0.15	7+05 - 7+90	Turnout right
0.143	7+55	Well spur road left, used as turnaround
0.185	9+75	Dispersed camping area left
0.190	10+05	16'-10" x 4'-6" x 32' structure plate arch culvert at stream crossing, delineator markers left and right
0.208	11+00 - 11+50	Apply 23 tons compacted PA 2A as road base
0.246	13+00	Reconstruct leadoff ditch left to vernal pond
0.288	15+22	Leadoff ditch right on old woods road to Indian Doctor
0.337	17+80	Turnout left
0.378	19+95	18" x 26' CMP, spring
0.417	22+00	Well access road, use as turnout left
0.424	22+40	Electric station right
0.472	24+90	18" x 26' CMP on left forward skew, outlet ditch to vernal pond

0.481 - 0.506	25+40	-	26+70	Turnout left
0.515	27+20			National Transit Pipeline crossing at 45 degree left forward skew
0.533	28+15			18" x 26' CMP on left forward skew, spring
0.559	29+50			PGE utility marker right
0.572	30+20			18" x 26' CMP, spring
0.591	31+20			18" x 28' CMP
0.593	31+30			Well access road right
0.626	33+05			18" x 28' CMP
0.671	35+45			Spring seep right
0.67 - 0.759	35+40	-	40+10	Recondition roadbed to typical <u>14' subgrade width</u>, see TYPICAL RECONDITION SECTION and clean all culverts and ditches. Roadway average width 13'.
0.67 - 0.759	35+40	-	40+10	Apply 4" compacted DSA limestone (161 tons, includes turnout)
0.670	35+40	-	36+40	Turnout left, turnaround right
0.707	37+35			Remove 24" x 28' CMP, install 57" x 38" x 38' CMPA, align inlet (main) spring, bury inlet 6", minimum cover 2ft., apply 69 tons PA 2A; (second) spring seep right
0.741	39+10			18" x 26' CMP
0.750	39+60			Well access road left
0.807 - 0.822	42+60	-	43+40	Turnout left
0.869	45+90			18" x 26' CMP on left forward skew
0.890	47+00			Well access road left
0.922	48+70			18" x 26' CMP on left forward skew, spring
0.984	51+95			18" x 28' CMP on right forward skew
1.039	54+85			18" x 28' CMP on right forward skew
1.039 - 1.072	54+85	-	56+60	Turnout left
1.072	56+60			Well access roads left and right
1.059	55+90			18" x 28' CMP on right forward skew
1.098	58+00			18" x 28' CMP on right forward skew
1.133	59+80			Tank battery right
1.152	60+80			16" x 36' steel casing
1.177 - 1.195	62+15	-	63+10	Turnout left
1.195	63+10			18" x 28' CMP on right forward skew
1.259	66+45			21" x 15" x 28' CMPA on right forward skew

1.269	67+00		Spur road right
1.265 - 1.285	66+80	- 67+85	Turnout left
1.307 - 1.444	69+00	- 76+25	Existing DSA limestone (2005)
1.329	70+15		18" x 24' CMP
1.332	70+35		Well access road right
1.345	71+00		Well access road left
1.397	73+75		18" x 26' CMP
1.451	76+60		Remove 18" x 24' CMP on right forward skew, install 18" x 30' CMP, apply 23 tons PA 2A, spring
1.464	77+30		Well access road left
1.470	77+60		Well access road right
1.576	83+20		18" x 24' CMP
1.600	84+50		OGM well right, turnout left
1.652 - 1.861	87+25	- 98+25	Existing DSA limestone (2005)
1.690	89+25		Remove 21" x 15" x 23' CMPA on right forward skew, install 18" x 28' CMP, apply 23 tons PA 2A
1.741	91+90		Well access road right
1.741	91+95		Dispersed campsite right
1.774	93+65		21" x 15" x 23' CMPA
1.785	94+25		24" x 28' CMP, live seep (stream)
1.804	95+25		18" x 26' CMP
1.821	96+15		Well access road right
1.826 - 1.845	96+40	- 97+40	Turnout right
1.856	98+00		18" x 24' CMP on right forward skew
1.873	98+90		Old road left
1.922	101+50		Remove 21" x 15" x 22' CMP, install 18" x 28' CMP, construct outlet ditch to drain, apply 23 tons PA 2A
1.949	102+90		Old pit road right
1.997 - 2.015	105+45	- 106+40	Turnout left
2.066	109+10		Well access road right
2.133	112+60		18" x 24' CMP on right forward skew
2.167	114+40		Well access road left
2.204	116+35		Turnout left and right
2.212	116+80		STOP sign right

2.22 - 2.735	117+20 - 144+40	Recondition roadbed, see TYPICAL RECONDITION SECTION and clean all culverts and ditches.
2.220	117+20	PGE gate
2.257	119+15	Well access road right
2.270	119+85	18" x 26' CMP on right forward skew
2.309	121+90	Parking lot left
2.316	122+30	FR 631A right
2.328	122+90	Well access road left, tank battery right
2.337	123+40	Forest Service gate
2.392	126+30	Well access road right
2.403	126+90	Well right, turnout left
2.423	127+95	15" x 24' steel casing on right forward skew
2.433	128+45	Well access road left
2.476	130+75	Well access road left
2.509	132+50	15" x 24' steel casing on right forward skew
2.534	133+80	15" x 24' steel casing on right forward skew
2.548	134+55	15" x 24' steel casing on right forward skew
2.555	134+90	Well access road right
2.585	136+50	15" x 24' steel casing on right forward skew
2.623	138+50	15" x 24' steel casing on right forward skew
2.652	140+00	Turnout right
2.677	141+35	Well access road right
2.685	141+75	15" x 24' steel casing on right forward skew
2.690	142+05	Well access road left
2.727	144+00	15" x 24' steel casing on right forward skew
2.735	144+40	End road reconditioning, end of system road, OGM road continues ahead

FR 631A Guiton Run - A
Level of Service I (Old Level C)

Locations of buried utilities along this road are unknown. Modifications to this plan may be necessary when the buried utilities are located. OGM contact information: PA General Energy Co., Craig Dean, craigdean@penngeneralenergy.com; Doug Kuntz (814)723-3230

Milepost	Station	Road Log/Work Description
0.000	0+00	Centerline of FR 631 (station 122+30) Coordinates: Latitude 41° 30' 24.58" N (41.50683) Longitude 79° 10' 37.308" W (-79.17703)
0 - 0.259	0+00 - 13+70	Dozer recondition roadbed, see TYPICAL RECONDITIONING SECTION, and clean all culverts
0.011	0+60	OGM utilities pipelines
0.013	0+70	"STOP" sign left (missing) to be installed by Forest Service
0.013	0+70	Road number sign right
0.050	2+65	Well left
0.114	6+00	18" x 26' CMP
0.195	10+30	Well access road left
0.208	11+00	Well access road right
0.222	11+70	Old landing right
0.241	12+70	Well access road left
0.259	13+70	FR 631AA road right, end road reconditioning, road continues ahead

FR 631Aa Guiton Run - Aa
Level of Service J (Old Level D)

Locations of buried utilities along this road are unknown. Modifications to this plan may be necessary when the buried utilities are located. OGM contact information: PA General Energy Co., Craig Dean, craigdean@penngeneralenergy.com; Doug Kuntz (814)723-3230

Milepost	Station	Road Log/Work Description
0.000	0+00	Centerline of FR 631A (station 13+70) Coordinates: Latitude 41° 30' 26.96" N (41.50749) Longitude 79° 10' 55.02" W (-79.18195)
0 - 0.534	0+00 - 28+20	Dozer recondition roadbed, see TYPICAL RECONDITIONING SECTION, and clean all culverts. Perform roadside brushing (light), see TYPICAL BRUSHING DETAIL.
0.009	0+50	"STOP" sign left, to be installed by Forest Service
0.015	0+80	Road number sign right, to be installed by Forest Service
0.028	1+50	Well left
0.033	1+75	20" x 28' steel casing, reconstruct outlet ditch to drain
0.035	1+85	Electric, gas and oil riser right
0.038 - 0.057	2+00 - 3+00	Apply 23 tons compacted PA 2A as spot surfacing
0.085	4+50	20" x 25' steel casing
0.106 - 0.152	5+60 - 8+00	Apply 69 tons compacted PA 2A as spot surfacing
0.125	6+60	Buried pipeline marker right, Penn General Energy
0.126	6+65	20" x 24' steel casing, reconstruct outlet ditch to drain, outlet half full
0.126 - 0.148	6+65 - 7+80	Excavate/remove left shoulder berm to let water drain away from road centerline
0.137	7+25	Well access road right
0.137 - 0.242	7+25 - 12+80	Reconstruct ditchline right

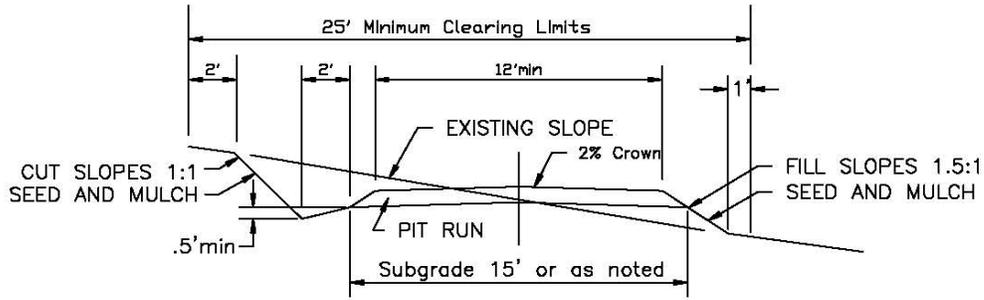
0.161	8+50	Electric, gas and oil riser right
0.204	10+75	20" x 25' steel casing
0.17 - 0.186	9+00 - 9+80	Apply 23 tons compacted PA 2A as spot surfacing
0.240	12+65	Tank battery left
0.250	13+20	Well and electric riser left
0.261	13+80	Well access road left
0.270	14+25	Electric, gas and oil riser right
0.284	15+00	20" x 23' steel casing, inlet plugged, reconstruct ditchline (both) inlet approaches to drain into culvert
0.312	16+45	20" x 23' steel casing
0.318	16+80	Electric, gas and oil riser right
0.362	19+10	Electric, gas and oil riser right
0.375 - 0.436	19+80 - 23+00	Reconstruct ditchline right
0.377	19+90	<u>FR 631AA bears to left</u>, OGM road right
0.407 - 0.436	21+50 - 23+00	Reconstruct ditchline left
0.432	22+80	Well access road and Electric, gas and oil riser right
0.455	24+00	Install 16" x 28' steel casing on right forward skew, construct ditch block left, apply 23 tons PA 2A (field locate)
0.519	27+40	20" x 38' steel casing on right forward skew
0.522	27+55	Well access road left, use as turnaround, recondition turnaround, apply 23 tons PA 2A
0.529	27+95	Install 16" x 28' steel casing on right forward skew, construct ditch block left, apply 23 tons PA 2A
0.534	28+20	End of road reconditioning, end of system road, OGM road continuous ahead

FR 727 Lean-To Lookout

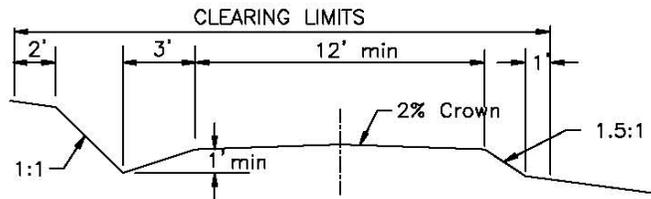
Level of Service J (Old Level D)

Milepost	Station	Road Log/Work Description
0.000	0+00	Centerline of FR 127, 3.1 miles west of FR 128 (Seldom Seen Corners) Coordinates: Latitude 41° 30' 26.96" N (41.50749) Longitude 79° 10' 55.02" W (-79.18195)
0 - 0.477	0+00 - 25+20	Dozer recondition roadbed, see TYPICAL RECONDITIONING SECTION, and clean all culverts. Perform roadside brushing (heavy), see TYPICAL BRUSHING DETAIL.
0 - 0.477	0+00 - 25+20	Apply 92 tons compacted PA 2A as spot surfacing (field locate)
0.004	0+20	Road number sign right
0.006	0+30	"STOP" sign left (missing) to be installed by Forest Service
0.025	1+30	Forest Service gate (gate needs paint, replace all signs, lock open post needs to be reset; to be completed by Forest Service)
0.117	6+20 - 6+90	Turnaround/turnout right
0.130	6+85	Old skid trail right
0.185	9+75	Warrant corner marker 40' right
0.200	10+55	Turnaround left
0.216	11+40	<u>Crossing property line onto Forest Service property</u>
0.242	12+80	Old skid trail right
0.255	13+45	12" x 24' CPP on right forward skew, reconstruct outlet ditch to drain
0.284	15+00	Reconstruct turnout left, apply 46 tons PA 2A
0.313	16+50	12" x 24' CPP on right forward skew, reconstruct outlet ditch to drain
0.326	17+20	Old log landing left
0.407	21+50	12" x 24' CPP on a left forward skew, reconstruct outlet ditch to drain
0.428	22+60	12" x 24' CPP, reconstruct outlet ditch to drain
0.477	25+20	Construct turnaround right (old skid trail right), apply 23 tons PA 2A, see TYPICAL TURNAROUND DETAIL
0.482	25+45	12" x 24' CPP
0.484	25+55	End road reconditioning, road continuous ahead

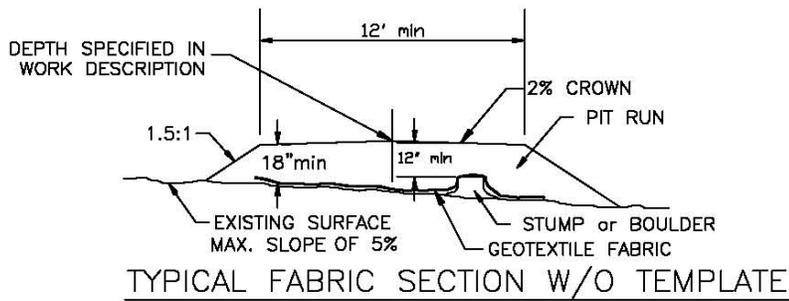
Roadbed Details & Drawings



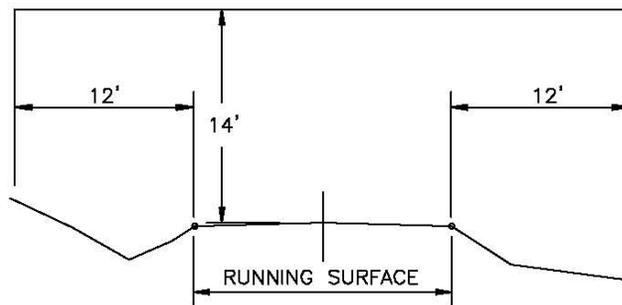
TYPICAL CONSTRUCTION SECTION



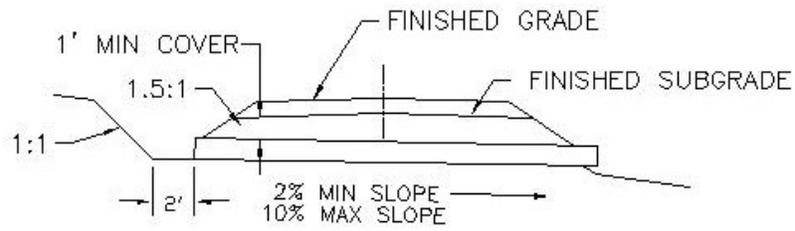
TYPICAL RECONDITION SECTION



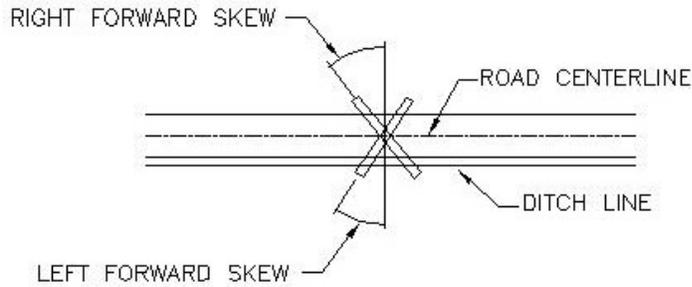
TYPICAL FABRIC SECTION W/O TEMPLATE



ROADSIDE BRUSHING DETAIL

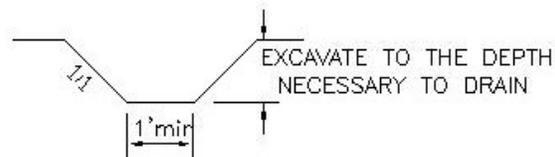


CULVERT SECTION

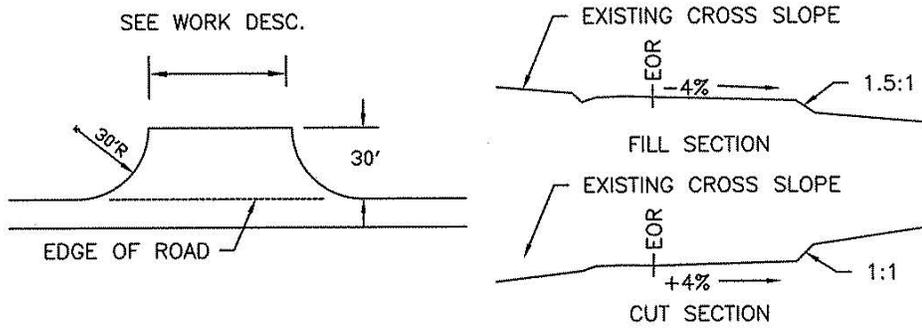


SKEW DETAIL

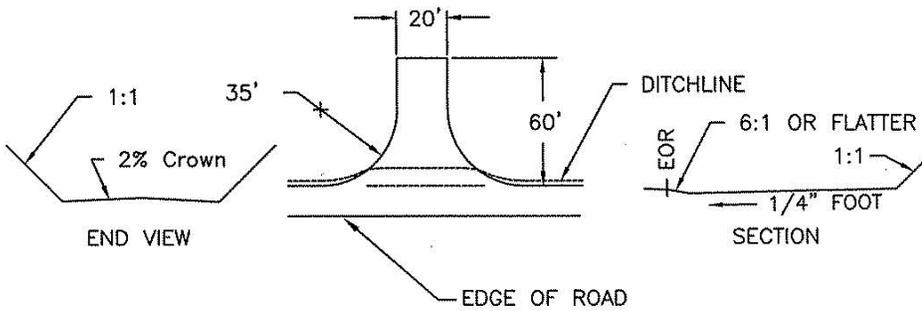
NOTE: Field locate ditch to minimize new clearing



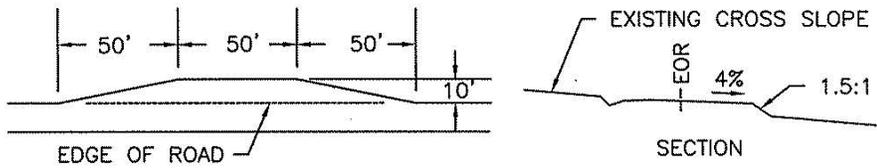
OUTLET/LEAD OFF DITCH SECTION



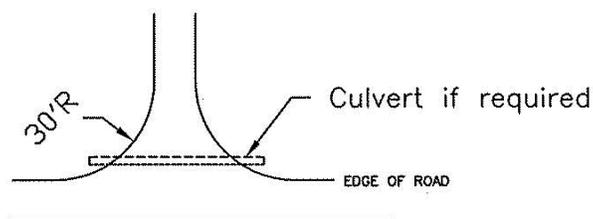
PARKING LOT DETAIL



TURNAROUND DETAIL



TURNOUT DETAIL



INTERSECTION DETAIL

GENERAL NOTES

ALL STEEL SHALL BE PAINTED WITH (2) COATS OF IRON OXIDE RED PRIMER AND (2) COAT OF WALNUT BROWN PAINT, FED. STANDARD 595 A PAINT NO. 20140 (EXCEPT PIVOT TUBE)
 ALL STEEL SHALL BE NEW MATERIAL
 WELD ALL CROSS ARM ASSEMBLY JOINTS WITH 3/16" FILLETS ALL AROUND ALL WELDS ON GATE ASSEMBLY SHALL BE STRUCTURALLY SOUND
 DRILL 1/4" DIAMETER HOLES 4" ON CENTER IN BOTTOM OF CROSS ARM TO FACILITATE DRAINAGE.

APPLY GREASE TO OUTSIDE OF PIVOT TUBE, ENTIRE LENGTH, PRIOR TO INSTALLATION OF CROSS ARM ASSEMBLY. TYPE OF GREASE SHALL BE EXTREME PRESSURE MULTIPURPOSE WHEEL BEARING GREASE OR EQUAL
 POSTS SHALL BE ENCASED WITH CONCRETE TO WITHIN 1 FT. OF GROUND LEVEL AND BACKFILL COMPACTED (3) POSTS
 PRIOR TO GATE INSTALLATION, NOTIFY FOREST SERVICE FOR LOCATION ON ROAD

PARTS MAY BE FLAME CUT AND ALL BURRS REMOVED
 INSTALL SIGNS AFTER INSTALLATION OF GATE

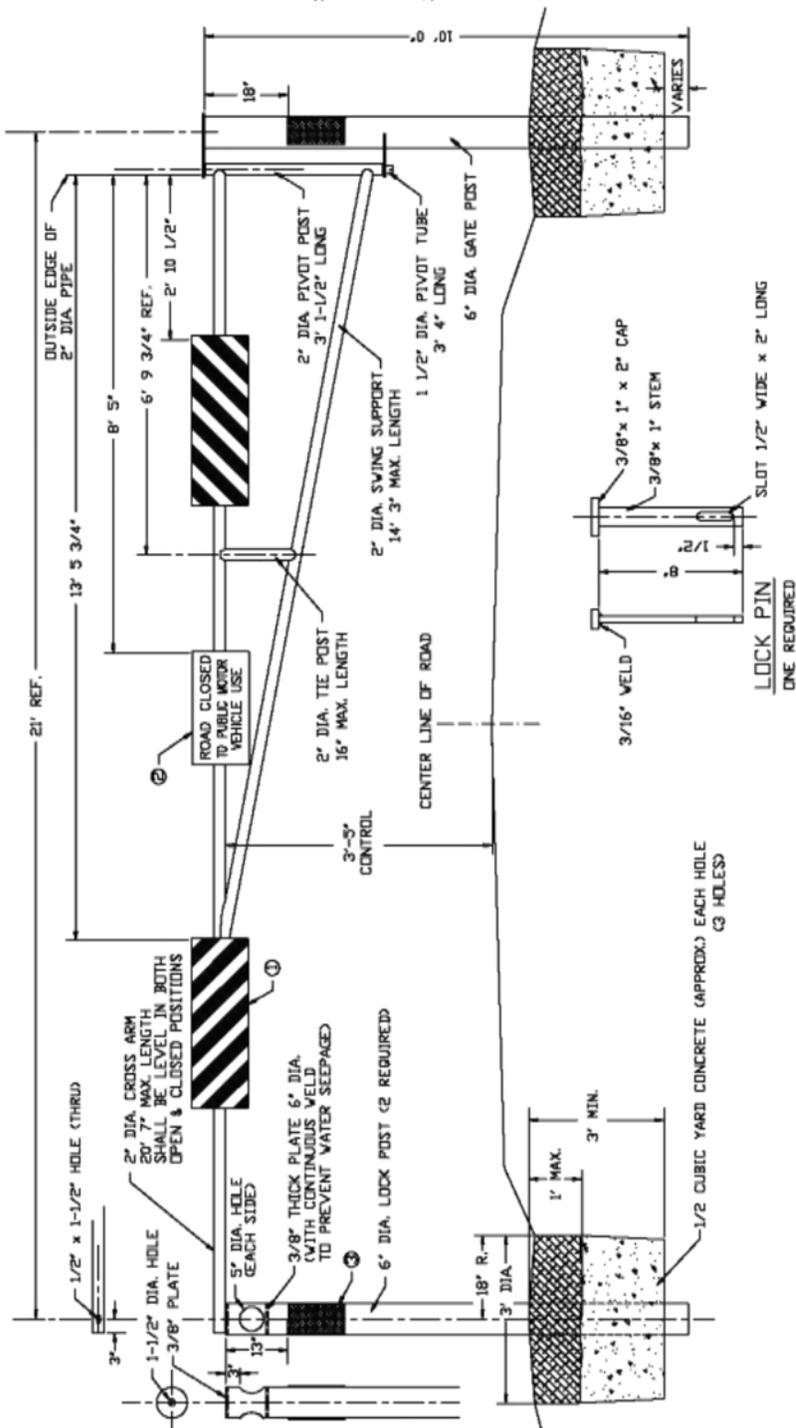
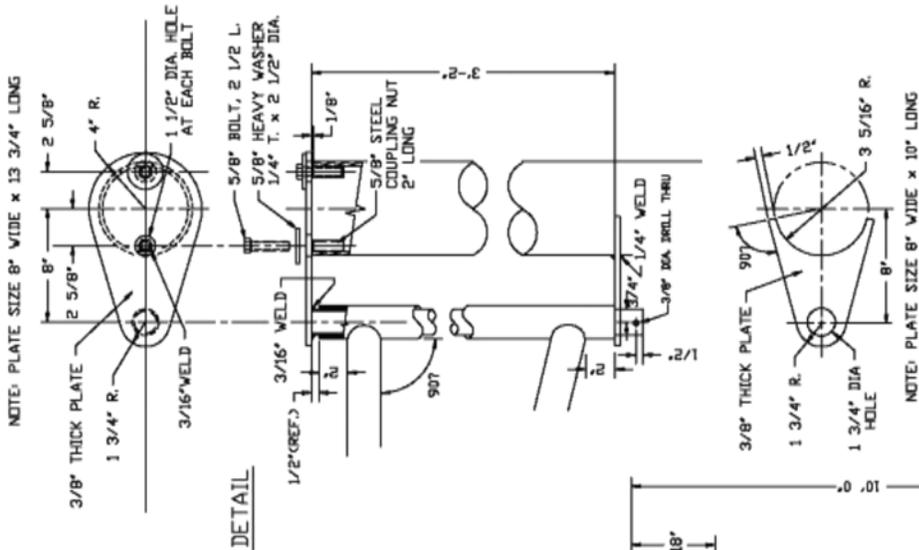
TECHNICAL CONTACT IS JIM DUCKETT,
 FOREST SERVICE, WARREN, PA. (814) 728-6257

SIGN CODE

- (1) (2) L-R AND (2) R-R TYPE 1 BARRICADE MARKERS
 - RED ON WHITE - 12" x 36"
 - (3) ROAD CLOSED TO PUBLIC MOTOR VEHICLE USE
 - (4) (5) TYPE 2 OBJECT MARKERS (OM-2-B)
 - YELLOW (REFLECTORIZED) - 6" x 12"
 (2) ON GATE POST AND (2) ON CLOSED POSITION LOCK POST
 (3) ON OPEN POSITION LOCK POST FACED TO ONCOMING TRAFFIC
- NOTE: ALL SIGNS SHALL BE FURNISHED BY THE FOREST SERVICE AND INSTALLED BY THE CONTRACTOR.

ESTIMATED QUANTITIES

MATERIAL	QUANTITY (LF)	REMARKS
1-1/2" DIA. PIPE (NDM)	3' 4"	PIVOT TUBE
2" DIA. PIPE (NDM)	39' 4"	CROSS ARM ASSEMBLY
6" DIA. PIPE (NDM)	30' 0"	GATE POSTS (3)
3/8" x 1" STRAP	0' 10"	LOCK PIN
3/8" x 8" PLATE	4' 1"	MISC.
BOLTS, NUTS, WASHERS		TWO (2) OF EACH



LEVEL "D" FOREST SERVICE GATE	
ALLEGHENY NATIONAL FOREST WARREN, PA	
DES. DRAWING: J. JOHNSON, R04LLO-1027/89	
ENR. D. JOHNSON & R04LLO - 12/89	
NOT TO SCALE	

Specifications for Specified Roads

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Specifications Description

The following specifications will be used for this contract:

Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects – FP-03 U.S. Customary Units. FP-03 is available on the internet at the following site:

<http://flh.fhwa.dot.gov/resources/pse/specs/>

Supplemental Specifications – The specifications identified in this contract were prepared by the Forest Service and are a supplement to or change the FHWA specifications.

Special Project Specifications – Are specifications prepared on the Allegheny National Forest and pertain to Pennsylvania Department of Transportation nomenclature. These are designated SPS.

Preface

Preface_wo_03_15_2004_m

Delete all but the first paragraph and add the following:

The Forest Service, US Department of Agriculture has adopted FP-03 for construction of National Forest System Roads.

101 - Terms, Format, and Definitions

101.00_nat_us_07_25_2005

101.01_nat_us_01_22_2009

101.01 Meaning of Terms

Delete all references to the TAR (Transportation Acquisition Regulations) in the specifications.

101.03_nat_us_06_16_2006

101.03 Abbreviations.

Add the following to (a) Acronyms:

AFPA	American Forest and Paper Association
MSHA	Mine Safety and Health Administration
NIST	National Institute of Standards and Technology
NESC	National Electrical Safety Code
WCLIB	West Coast Lumber Inspection Bureau

.

Add the following to (b) SI symbols:

mp	Milepost
ppm	Part Per Million

101.04_nat_us_03_29_2007

101.04 Definitions.

Delete the following definitions and substitute the following:

Bid Schedule--The Schedule of Items.

Bridge--No definition.

Contractor--The individual or legal entity contracting with the Government for performance of prescribed work. In a timber sale contract, the contractor is the “purchaser”.

Culvert--No definition.

Right-of-Way--A general term denoting (1) the privilege to pass over land in some particular line (including easement, lease, permit, or license to occupy, use, or traverse public or private

lands), or (2) Real property necessary for the project, including roadway, buffer areas, access, and drainage areas.

Add the following:

Adjustment in Contract Price--“Equitable adjustment,” as used in the Federal Acquisition Regulations, or “construction cost adjustment,” as used in the Timber Sale Contract, as applicable.

Change--“Change” means “change order” as used in the Federal Acquisition Regulations, or “design change” as used in the Timber Sale Contract.

Design Quantity--“Design quantity” is a Forest Service method of measurement from the FS-96 *Forest Service Specifications for the Construction of Roads and Bridges*. Under these FP specifications this term is replaced by the term “Contract Quantities”.

Forest Service--The United States of America, acting through the Forest Service, U.S. Department of Agriculture.

Neat Line--A line defining the proposed or specified limits of an excavation or structure.

Pioneer Road--Temporary construction access built along the route of the project.

Purchaser--The individual, partnership, joint venture, or corporation contracting with the Government under the terms of a Timber Sale Contract and acting independently or through agents, employees, or subcontractors.

Protected Streamcourse--A drainage shown on the plans or timber sale area map that requires designated mitigation measures.

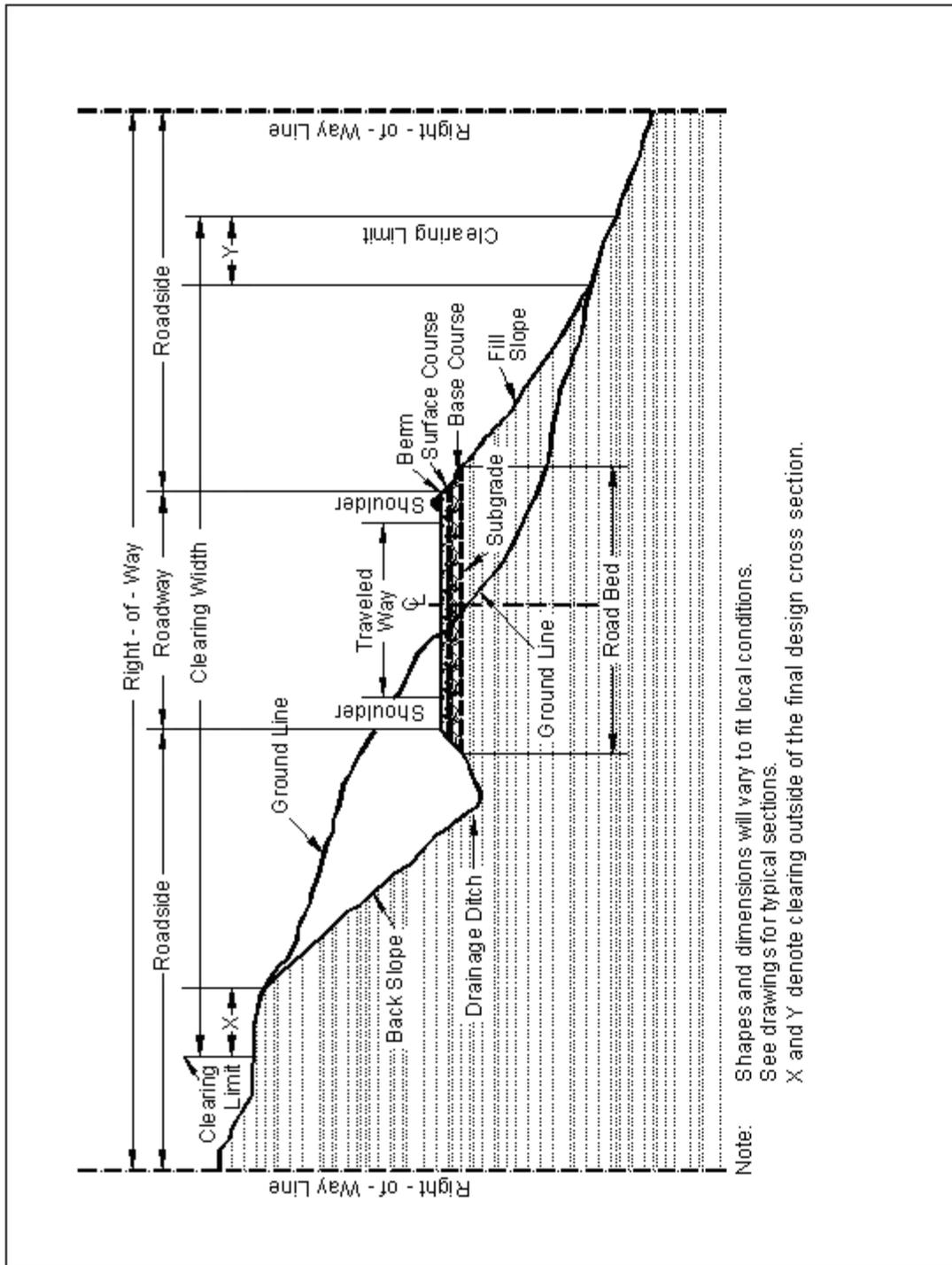
Road Order--An order affecting and controlling traffic on roads under Forest Service jurisdiction. Road Orders are issued by a designated Forest Officer under the authorities of 36 CFR, part 260.

Schedule of Items--A schedule in the contract that contains a listing and description of construction items, quantities, units of measure, unit price, and amount.

Utilization Standards--The minimum size and percent soundness of trees described in the specifications to determine merchantable timber.

Add Figure 101-1—Illustration of road structure terms:

Figure 101-1—Illustration of road structure terms.



102 - Bid, Award, and Execution of Contract

102.00_nat_us_02_16_2005

102 Bid, Award, and Execution of Contract

Delete Section 102 in its entirety.

103 - Scope of Work

103.00_nat_us_02_16_2005

Deletions

Delete all but subsection 103.01 Intent of Contract.

104 - Control of Work

104.00_nat_us_06_16_2006

Deletions

Delete Sections 104.01, 104.02, and 104.04.

104.06_nat_us_02_17_2005

Add the following subsection:

104.06 Use of Roads by Contractor

The Contractor is authorized to use roads under the jurisdiction of the Forest Service for all activities necessary to complete this contract, subject to the limitations and authorizations designated in the Road Order(s) or described in the contract, when such use will not damage the roads or national forest resources, and when traffic can be accommodated safely.

105 - Control of Material

105.02_nat_us_01_18_2007

105.02 Material Sources.

105.02(a) Government-provided sources.

Add the following:

Comply with the requirements of 30 CFR 56, subparts B and H. Use all suitable material for aggregate regardless of size unless otherwise designated. When required, re-establish vegetation in disturbed areas according to section 625.

105.05_nat_us_05_12_2004

105.05 Use of Material Found in the Work.

Delete 105.05 (a) and (b) and the last sentence of the second paragraph and substitute the following:

Materials produced or processed from Government lands in excess of the quantities required for performance of this contract are the property of the Government. The Government is not obligated to make reimbursement for the cost of producing these materials.

106 - Acceptance of Work

106.07_nat_us_05_11_2004

106.07 Delete

Delete subsection 106.07.

107 - Legal Relations and Responsibility to the Public

107.05_nat_us_05_11_2004

107.05 Responsibility for Damage Claims.

Delete the entire subsection.

107.06_nat_us_06_16_2006

107.06 Contractor's Responsibility for Work.

Delete the following from the first paragraph.

“except as provided in Subsection 106.07”.

107.09_nat_us_06_16_2006

107.09 Legal Relationship of the Parties.

Delete the entire subsection.

107.10_nat_us_06_16_2006

107.10 Environmental Protection.

Add the following:

Design and locate equipment repair shops, stationary refueling sites, or other facilities to minimize the potential and impacts of hazardous material spills on Government land.

Before beginning any work, submit a Hazardous Spill Plan. List actions to be taken in the event of a spill. Incorporate preventive measures to be taken, such as the location of mobile refueling facilities, storage and handling of hazardous materials, and similar information. Immediately notify the CO of all hazardous material spills. Provide a written narrative report form no later than 24 hours after the initial report and include the following:

- Description of the item spilled (including identity, quantity, manifest number, and other identifying information).
- Whether amount spilled is EPA or state reportable, and if so whether it was reported, and to whom.
- Exact time and location of spill including a description of the area involved.
- Containment procedures.
- Summary of any communications the Contractor had with news media, Federal, state and local regulatory agencies and officials, or Forest Service officials.
- Description of clean-up procedures employed or to be employed at the site including final disposition and disposal location of spill residue.

When available provide copies of all spill related clean up and closure documentation and correspondence from regulatory agencies.

The Contractor is solely responsible for all spills or leaks that occur during the performance of this contract. Clean up spills or leaks to the satisfaction of the CO and in a manner that complies with Federal, state, and local laws and regulations.

108 - Prosecution and Progress

108.00_nat_us_02_16_2005

108 Delete.

Delete Section 108 in its entirety.

109 - Measurement and Payment

109.00_nat_us_02_17_2005

109 Deletions

Delete the following entire subsections:

109.06 Pricing of Adjustments.

109.07 Eliminated Work.

109.08 Progress Payments.

109.09 Final Payment.

109.02_nat_us_06_16_2006

109.02 Measurement Terms and Definitions.

(b) Contract quantity.

Add the following:

Contract quantities will be adjusted only when there are errors in the original design of 15% or more.

Change the following:

“(b) Cubic yard” to “(c) Cubic yard”.

Add the following definition:

(p) Thousand Board Feet (Mbf). 1,000 board feet based on nominal widths, thickness, and extreme usable length of each piece of lumber or timber actually incorporated in the job. For glued laminated timber, 1,000 board feet based on actual width, thickness, and length of each piece actually incorporated in the job.

151 - Mobilization

151.03_nat_us_08_05_2005

151.03 Payment

Delete the entire subsection and add the following:

151.03 Payment

Mobilization is considered an indirect cost of this contract and will not be compensated as a separate work item.

153 - Contractor Quality Control

153.02_nat_us_02_17_2005

153.02 Contractor Quality Control Plan.

Add the following:

Submit written proposals for approval of alternate AASHTO or State approved test methods. Alternate methods may be allowed based on documented equivalence to the specified method.

153.04_nat_us_10_24_2007

153.04 Records.

Delete all but the first sentence

155 - Schedules for Construction Contracts

155.00_nat_us_05_11_2004

155 Delete.

Delete Section 155 in its entirety.

203 - Removal of Structures and Obstructions

203.01_nat_us_02_25_2005

203.01 Description.

Delete and replace with the following:

This work consists of disposing of construction slash and debris, salvaging, removing, and disposing of buildings, fences, structures, pavements, culverts, utilities, curbs, sidewalks, and other obstructions.

203.05_nat_us_02_24_2005

203.05 Disposing of Material.

Add the following:

(e): Scattering. Scatter pieces of wood less than 3 inches in diameter and 3 feet in length within the clearing limits. Do not place construction slash in lakes, meadows, streams, or streambeds. Immediately remove construction slash that interferes with drainage structures.

203.08_nat_us_02_24_2005

203.08 Payment

Add the following:

Disposal of construction slash will be compensated under the designated pay item in Section 201.

204 - Excavation and Embankment

204.00_nat_us_03_26_2009

Replace Section 204 in its entirety with the following:

Description

204.01 This work consists of excavating material and constructing embankments. This includes furnishing, hauling, stockpiling, placing, disposing, sloping, shaping, compacting, and finishing earthen and rocky material.

204.02 Definitions.

(a) Excavation. Excavation consists of the following:

(1) Roadway excavation. All material excavated from within the right-of-way or easement areas, except subexcavation covered in (2) below and structure excavation covered in Sections 208 and 209. Roadway excavation includes all material encountered regardless of its nature or characteristics.

(2) Subexcavation. Material excavated from below subgrade elevation in cut sections or from below the original groundline in embankment sections. Subexcavation does not include the work required by Subsections 204.05, 204.06(b), and 204.06(c).

(3) Borrow excavation. Material used for embankment construction that is obtained from outside the roadway prism. Borrow excavation includes unclassified borrow, select borrow, and select topping.

(b) Embankment construction. Embankment construction consists of placing and compacting roadway or borrow excavation. This work includes:

- (1)** Preparing foundation for embankment;
- (2)** Constructing roadway embankments;
- (3)** Benching for side-hill embankments;
- (4)** Constructing dikes, ramps, mounds, and berms; and
- (5)** Backfilling subexcavated areas, holes, pits, and other depressions.

(c) Conserved topsoil. Excavated material conserved from the roadway excavation and embankment foundation areas that is suitable for growth of grass, cover crops, or native vegetation.

(d) Waste. Excess and unsuitable roadway excavation and subexcavation that cannot be used.

Material

204.03 Conform to the following Subsections:

Backfill material	704.03
Select borrow	704.07
Select topping	704.08
Topping	704.05
Unclassified borrow	704.06
Water	725.01

Construction Requirements

204.04 Preparation for Roadway Excavation and Embankment Construction. Clear the area of vegetation and obstructions according to Sections 201 and 203.

204.05 Reserved.

204.06 Roadway Excavation. Excavate as follows:

(a) General. Do not disturb material and vegetation outside the construction limits. Incorporate only suitable material into embankments. Replace any shortage of suitable material caused by premature disposal of roadway excavation. Dispose of unsuitable or excess excavation material according to Subsection 204.14.

At the end of each day's operations, shape to drain and compact the work area to a uniform cross-section. Eliminate all ruts and low spots that could hold water.

Retrieve material deposited outside of the clearing limits as directed by the CO. Place unsuitable material in designated areas.

(b) Rock cuts. Blast rock according to Section 205. Excavate rock cuts to 6 inches below subgrade within the roadbed limits. Backfill to subgrade with topping or with other suitable material. Compact the material according to Subsection 204.11

(c) Earth cuts. Scarify earth cuts to 6 inches below subgrade within the roadbed limits. Compact the scarified material according to Subsection 204.11.

(d) Pioneer Roads. Road pioneering, slash disposal, and grubbing of stumps may proceed concurrently with excavation. Conduct excavation and placement operations so material to be treated under Section 201 will not be incorporated into the roadway unless specified in the slash treatment method. Maintain drainage during pioneering operations.

Remove snow and ice in advance of the work and deposit beyond the roadway limits in a manner that will not waste material or generate sediment. Do not incorporate snow and ice into embankments. Place snow or ice in a manner to prevent resource damage.

204.07 Subexcavation. Excavate material to the limits designated by the CO. Take cross-sections according to Section 152. Prevent unsuitable material from becoming mixed with the backfill.

Dispose of unsuitable material according to Subsection 204.14. Backfill the subexcavation with topping, or other suitable material. Compact the material according to Subsection 204.11.

204.08 Borrow Excavation. Use all suitable roadway excavation in embankment construction. Do not use borrow excavation when it results in excess roadway excavation. Deduct excess borrow excavation from the appropriate borrow excavation quantity.

Obtain borrow source acceptance according to Subsection 105.02. Develop and restore borrow sources according to Subsection 105.03. Do not excavate beyond the established limits. When applicable, shape the borrow source to permit accurate measurements when excavation is complete.

204.09 Preparing Foundation for Embankment Construction. Prepare foundation for embankment construction as follows:

(a) Embankment less than 4 feet high over natural ground. When designated, remove topsoil and break up the ground surface to a minimum depth of 6 inches by plowing or scarifying. Compact the ground surface according to Subsection 204.11.

(b) Embankments over an existing asphalt, concrete, or gravel road surface. Scarify gravel roads to a minimum depth of 6 inches. Scarify or pulverize asphalt and concrete roads to 6 inches below the pavement. Reduce all particles to a maximum size of 6 inches and produce a uniform material. Compact the surface according to Subsection 204.11.

(c) Embankment across ground not capable of supporting equipment. Dump successive loads of embankment material in a uniformly distributed layer to construct the lower portion of the embankment. Limit the layer thickness to the minimum depth necessary to support the equipment.

(d) Embankment on an existing slope steeper than 1V:3H. Cut horizontal benches in the existing slope to a sufficient width to accommodate placement and compaction operations and equipment. Bench the slope as the embankment is placed and compacted in layers. Begin each bench at the intersection of the original ground and the vertical cut of the previous bench.

204.10 Embankment Construction. Incorporate only suitable roadway excavation material into the embankment. When the supply of suitable roadway excavation is exhausted, furnish unclassified borrow to complete the embankment. Obtain written approval before beginning construction of embankments over 6 feet high at subgrade centerline. Construct embankments as follows:

(a) General. At the end of each day's operations, shape to drain and compact the embankment surface to a uniform cross-section. Eliminate all ruts and low spots that could hold water.

During all stages of construction, route and distribute hauling and leveling equipment over the width and length of each layer of material.

Compact embankment side slopes flatter than 1V:1.75H with a tamping type roller or by walking with a dozer. For slopes 1V:1.75H or steeper, compact the slopes as construction of the embankment progresses.

Where placing embankment on one side of abutments, wing walls, piers, or culvert headwalls, compact the material using methods that prevent excessive pressure against the structure.

Where placing embankment material on both sides of a concrete wall or box structure, conduct operations so compacted embankment material is at the same elevation on both sides of the structure.

Where structural pilings are placed in embankment locations, limit the maximum particle size to 4 inches.

(b) Embankment within the roadway prism. Place embankment material in horizontal layers not exceeding 12 inches in compacted thickness. Incorporate oversize boulders or rock fragments into the 12-inch layers by reducing them in size or placing them individually as required by (c) below. Compact each layer according to Subsection 204.11 before placing the next layer.

Material composed predominately of boulders or rock fragments too large for 12-inch layers may be placed in layers up to 24 inches thick. Incorporate oversize boulders or rock fragments into the 24-inch layer by reducing them in size or placing them individually according to (c) below. Place sufficient earth and smaller rocks to fill the voids. Compact each layer according to Subsection 204.11 before placing the next layer.

(c) Individual rock fragments and boulders. Place individual rock fragments and boulders greater than 24 inches in diameter as follows:

- (1) Reduce rock to less than 48 inches in the largest dimension.
- (2) Distribute rock within the embankment to prevent nesting.
- (3) Place layers of embankment material around each rock to a depth not greater than that permitted by (b) above. Fill all the voids between rocks.
- (4) Compact each layer according to Subsection 204.11 before placing the next layer.

(d) Embankment outside of roadway prism. Where placing embankment outside the staked roadway prism, place material in horizontal layers not exceeding 24 inches in compacted thickness. Compact each layer according to Subsection 204.11.

204.11 Compaction. Compact the embankment using one of the following methods as specified:

(a) Compaction A. Use AASHTO T 27 to determine the amount of material retained on a Number 4 sieve. If there is more than 80 percent retained on the No. 4 sieve use procedure (1). If there is 50 to 80 percent retained on the No. 4 sieve use procedure (2). If there is less than 50 percent retained on the No. 4 sieve use procedure (3).

(1) Adjust the moisture content to a level suitable for compaction. Fill the interstices around rock with earth or other fine material as practical. Use compression-type rollers at speeds less than 6 feet per second and vibratory rollers at speeds less than 3 feet per second. Compact each layer of material full width with one of the following and until there is no visible evidence of further consolidation.

(a) Four roller passes of a vibratory roller having a minimum dynamic force of 40,000 pounds impact per vibration and a minimum frequency of 1000 vibrations per minute.

(b) Eight roller passes of a 20-ton compression-type roller.

(c) Eight roller passes of a vibratory roller having a minimum dynamic force of 30,000 pounds impact per vibration and a minimum frequency of 1000 vibrations per minute.

Increase the compactive effort for layers deeper than 12 inches as follows:

- For each additional 6 inches or fraction thereof, increase the number of roller passes in (a) above by four passes.
- For each additional 6 inches or fraction thereof, increase the number of roller passes in (b) and (c) above, by eight passes.

(2) Use AASHTO T 99 to determine the optimum moisture content of the portion of the material passing a No. 4 sieve. Multiply this number by the percentage of material passing a No. 4 sieve, and add 2 percent to determine the optimum moisture content of the material. Adjust the moisture content of material classified A-1 through A-5 to a moisture content suitable for compaction. Adjust the moisture content of material classified A-6 and A-7 to within 2 percent of the optimum moisture content.

Use compression-type rollers at speeds less than 6 feet per second and vibratory rollers at speeds less than 3 feet per second. Compact each layer of material full width according to (1) above.

(3) Classify the material according to AASHTO M 145. For material classified A-1 or A-2-4, determine the maximum density according to AASHTO T 180, method D. For other material classifications, determine the optimum moisture content and maximum density according to AASHTO T 99, method C.

Adjust the moisture content of material classified A-1 through A-5 to a moisture content suitable for compaction. Adjust the moisture content of material classified A-6 and A-7 to within 2 percent of the optimum moisture content.

Use compression-type or vibratory rollers. Compact each layer of material full width to at least 95 percent of the maximum density. Determine the in-place density and moisture content according to AASHTO T 310 or other approved test procedures. When required, use AASHTO T 224 to correct for coarse particles.

(b) **Compaction B.** Place material by end dumping to the minimum depth needed for operation of spreading equipment. Adjust the moisture content of the material to obtain a mass that will not visibly deflect under the load of the hauling and spreading equipment. Operate compaction equipment over the full width of each layer until there is no visible evidence of further consolidation or, if when a sheepsfoot roller is used, the roller “walks out” of the layer. Make at least three complete passes.

(c) **Compaction C.** Place material by end dumping to the minimum depth needed for operation of spreading equipment. Level and smooth each embankment layer before placing the next layers. Operate hauling and spreading equipment uniformly over the full width of each layer. Construct a solid embankment with adequate compaction by working smaller rock and fines in with the larger rocks to fill the voids, and by operating hauling and spreading equipment uniformly over the full width of each layer as the embankment is constructed.

204.12 Ditches. Slope, grade, and shape ditches. Remove all projecting roots, stumps, rock, or similar matter. Maintain all ditches in an open condition and free from leaves, sticks, and other debris.

Form furrow ditches by plowing or using other acceptable methods to produce a continuous furrow. Place all excavated material on the downhill side so the bottom of the ditch is approximately 18 inches below the crest of the loose material. Clean the ditch using a hand shovel, ditcher, or other suitable method. Shape to provide drainage without overflow.

204.13 Sloping, Shaping, and Finishing. Complete slopes, ditches, culverts, riprap, and other underground minor structures before placing aggregate courses. Slope, shape, and finish as follows:

(a) **Sloping.** Leave all earth slopes with uniform roughened surfaces, except as described in (b) below, with no noticeable break as viewed from the road. Except in solid rock, round tops and bottoms of all slopes including the slopes of drainage ditches. Round material overlaying solid rock to the extent practical. Scale all rock slopes. Slope rounding is not required on tolerance class D through M roads.

If a slide or slipout occurs on a cut or embankment slope, remove or replace the material, and repair or restore all damage to the work. Bench or key the slope to stabilize the slide. Reshape the cut or embankment slope to an acceptable condition.

(b) **Stepped slopes.** Where required by the contract, construct steps on slopes of 1½V:1H to 1V:2H. Construct the steps approximately 18 inches high. Blend the steps into natural ground at the end of the cut. If the slope contains nonrippable rock outcrops, blend steps into the rock. Remove loose material found in transitional area. Except for removing large rocks that may fall, scaling stepped slopes is not required.

(c) **Shaping.** Shape the subgrade to a smooth surface and to the cross-section required. Shape slopes to gradually transition into slope adjustments without noticeable breaks. At the ends of cuts and at intersections of cuts and embankments, adjust slopes in the horizontal and vertical planes to blend into each other or into the natural ground.

(d) **Finishing.** Finish the roadbed to be smooth and uniform, and shaped to conform to the typical sections. Remove unsuitable material from the roadbed and replace it with suitable material. Finish roadbeds to the tolerance class shown in table 204-2. Ensure that the subgrade is visibly moist during shaping and dressing. Scarify to 6 inches below the bottom of low sections, holes, cracks, or depressions and bring back to grade with suitable material. Maintain proper ditch drainage.

For surfaced roads, remove all material larger than 6 inches from the top 6 inches of the roadbed.

For unsurfaced roads, use one of the following methods to finish the roadbed:

(1) **Method A.** Remove all material larger than 6 inches from the top 6 inches of the roadbed and replace with suitable material.

(2) **Method B.** Use a vibratory grid roller or approved equal with a minimum weight of 10 tons. Roll at least 5 full-width passes or until there is no visible evidence of further consolidation.

(3) **Method C.** For roads designated as Construction Tolerance Class K, L, or M, finish the roadbed by spreading the excavation. Eliminate rock berms.

204.14 Disposal of Unsuitable or Excess Material. Dispose of unsuitable or excess material at designated sites or legally off of the project.

When there is a pay item for waste, shape and compact the waste material in its final location. Do not mix clearing or other material not subject to payment with the waste material.

204.15 Acceptance. See Table 204-1 for sampling and testing requirements.

Material for embankment and conserved topsoil will be evaluated under Subsections 106.02 and 106.04.

Excavation and embankment construction will be evaluated under Subsections 106.02 and 106.04.

Clearing and removal of obstructions will be evaluated under Sections 201 and 203.

Measurement

204.16 Measure the Section 204 items listed in the bid schedule according to Subsection 109.02 and the following as applicable.

(a) **Roadway excavation.** Measure roadway excavation in its original position as follows:

(1) Include the following volumes in roadway excavation:

- (a) Roadway prism excavation;
- (b) Rock material excavated and removed from below subgrade in cut sections;
- (c) Unsuitable material below subgrade and unsuitable material beneath embankment areas when a pay item for subexcavation is not shown in the bid schedule;
- (d) Ditches, except furrow ditches measured under a separate bid item;
- (e) Topsoil;
- (f) Borrow material used in the work when a pay item for borrow is not shown in the bid schedule;
- (g) Loose scattered rocks removed and placed as required within the roadway;
- (h) Conserved material taken from stockpiles and used in Section 204 work; and
- (i) Slide and slipout material not attributable to the Contractor's method of operation.

(2) Do not include the following in roadway excavation:

- (a) Overburden and other spoil material from borrow sources;
- (b) Overbreakage from the backslope in rock excavation;
- (c) Water or other liquid material;
- (d) Material used for purposes other than required;
- (e) Roadbed material scarified in place and not removed;
- (f) Material excavated when stepping cut slopes;
- (g) Material excavated when rounding cut slopes;

- (h) Preparing foundations for embankment construction;
- (i) Material excavated when benching for embankments;
- (j) Slide or slipout material attributable to the Contractor's method of operation;
- (k) Conserved material taken from stockpiles constructed at the option of the Contractor; and
- (l) Material excavated outside the established slope limits.

(3) When both roadway excavation and embankment construction pay items are shown in the bid schedule, measure the following as roadway excavation only:

- (a) Unsuitable material below subgrade in cuts and unsuitable material beneath embankment areas when a pay item for subexcavation is not shown in the bid schedule;
- (b) Slide and slipout material not attributable to the Contractor's method of operations; and
- (c) Drainage ditches, channel changes, and diversion ditches.

(b) Unclassified borrow, select borrow, and select topping. When measuring by the cubic yard measure in its original position. If borrow excavation is measured by the cubic yard in place, take initial cross-sections of the ground surface after stripping overburden. Upon completion of excavation and after the borrow source waste material is returned to the source, retake cross-sections before replacing the overburden.

Do not measure borrow excavation used in place of excess roadway excavation.

(c) Embankment construction. Measure embankment construction in its final position. Do not make deductions from the embankment construction quantity for the volume of minor structures.

(1) Include the following volumes in embankment construction:

- (a) Roadway embankments;
- (b) Material used to backfill subexcavated areas, holes, pits, and other depressions;
- (c) Material used to restore obliterated roadbeds to original contours; and
- (d) Material used for dikes, ramps, mounds, and berms.

(2) Do not include the following in embankment construction:

- (a) Preparing foundations for embankment construction;
- (b) Adjustments for subsidence or settlement of the embankment or of the foundation on which the embankment is placed; and
- (c) Material used to round fill slopes.

(d) Rounding cut slopes. Measure rounding cut slopes horizontally along the centerline of the roadway if a pay item for slope rounding is included in the bid schedule. If a pay item for slope rounding is not included in the bid schedule slope rounding will be considered subsidiary to excavation.

(e) Waste. Measure waste by the cubic yard in its final position. Take initial cross-sections of the ground surface after stripping overburden. Upon completion of the waste placement, retake cross-sections before replacing overburden.

(f) Slope scaling. Measure slope scaling by the cubic yard in the hauling vehicle.

Payment

204.17 The accepted quantities will be paid at the contract price per unit of measurement for the Section 204 pay items listed in the bid schedule. Payment will be full compensation for the work prescribed in this Section. See Subsection 109.05.

Table 204-1
Sampling and Testing Requirements

Material or Product	Type of Acceptance (Subsection)	Characteristic	Category	Test Methods Specifications	Sampling Frequency	Point of Sampling	Split Sample	Reporting Time
Topping (704.05) & unclassified borrow (704.06)	Measured and tested for conformance (106.04)	Classification	—	AASHTO M 145	1 per soil type	Processed material before incorporating in work	Yes, when requested	Before using in work
		Moisture-density	—	AASHTO T 180, method D ⁽¹⁾ or T 99, method C ⁽¹⁾	1 per soil type but not less than 1 per	“	“	“
		Compaction	—	AASHTO T 310 or other approved procedures	1 per 6000 yd ² but not less than 1 per layer	In-place	—	Before placing next layer
Select borrow (704.07 & Select topping (704.08)	Measured and tested for conformance (106.04)	Classification	—	AASHTO M 145	1 per soil type but not less than 1 for each day of production	Processed material before incorporating	Yes, when requested	Before using in work
		Gradation	—	AASHTO T 27	“	“	“	“
		Liquid limit	—	AASHTO T 89	“	“	“	“
		Moisture-density	—	AASHTO T 180, method D ⁽¹⁾ or T 99, method C ⁽¹⁾	1 per soil type but not less than 1 per	“	“	“
Compaction	—	AASHTO T 310 or other approved procedures	1 per 6000 yd ² but not less than 1 per layer	In-place	—	Before placing next layer		

(1) Minimum of 5 points per proctor

**Table 204-1 (continued)
Sampling and Testing Requirements**

Material or Product	Type of Acceptance (Subsection)	Characteristic	Category	Test Methods Specifications	Sampling Frequency	Point of Sampling	Split Sample	Reporting Time
Earth embankment (204.11, Compaction A)	Measured and tested for conformance (106.04)	Classification	—	AASHTO M 145	1 per soil type	Source of Material	Yes, when requested	Before using in work
		Moisture-density	—	AASHTO T 180, method D ⁽¹⁾ or T 99, method C ⁽¹⁾	1 per soil type but not less than 1 per 13,000 yd ³	“	“	“
		Compaction	—	AASHTO T 310 or other approved procedures	1 per 3500 yd ² but not less than 1 per layer	In-place	—	Before placing next layer
Top of subgrade (204.11 Compaction A)	Measured and tested for conformance (106.04)	Compaction	—	AASHTO T 310 or other approved procedures	1 per 2500 yd ²	In-place	—	Before placing next layer

(1) Minimum of 5 points per proctor.

**Table 204-2
Construction Tolerances**

	Tolerance Class ^(a)												
	A	B	C	D	E	F	G	H	I	J	K	L	M
Roadbed width (ft)	+0.5	+0.5	+1.0	+1.0	+1.0	+1.0	+1.5	+1.0	+2.0	+2.0	+2.0	+2.0	+2.0
Subgrade elevation (ft)	±0.1	±0.2	±0.2	±0.5	±0.5	±1.0	±1.0	±1.5	±2.0	±3.0	±2.0	±3.0	(c)
Centerline alignment (ft)	±0.2	±0.2	±0.5	±0.5	±1.0	±1.0	±1.5	±1.5	±2.0	±3.0	±3.0	±5.0	(c)
Slopes, excavation, and embankment ^(b)	±3	±5	±5	±5	±5	±5	±10	±10	±10	±10	±20	±20	±20

(a) Maximum allowable deviation from construction stakes and drawings.

(b) Maximum allowable deviation from staked slope measured from slope stakes or hinge points.

(c) Unless otherwise shown the centerline alignment and subgrade elevation, as built, have no horizontal curves with a radius of less than 80 feet, and no vertical curves with a curve length of less than 80 feet when the algebraic difference in the grade change is less than 10 percent, or a curve length of less than 100 feet when the algebraic difference of the grade change is greater than or equal to 10 percent. The centerline grade is not to exceed 20 percent in 100 feet of length.

301 - Untreated Aggregate Courses

301.00_nat_us_03_03_2005

301 Title Change.

Change the title to: **Section 301 Aggregate Courses**

301.01_nat_us_03_03_2005

301.01 Work.

Add the following:

Work includes producing aggregate by pit-run, grid rolling, screening, or crushing methods, or placing Government-furnished aggregate. Work may include additive mineral filler, or binder.

301.02_nat_us_05_16_2005

301.02 Material.

Add the following:

Bentonite	725.30
Calcium Chloride Flake	725.02
Lignon Sulfonate	725.20
Magnesium Chloride Brine or Calcium Chloride Liquid	725.02

301.03_nat_us_09_14_2005

301.03 General.

Add the following:

Written approval of the roadbed is required before placing aggregate.

For pit run or grid-rolled material, furnish material smaller than the maximum size. No gradation other than maximum size will be required for pit-run or grid-rolled material. For grid rolling, use all suitable material that can be reduced to maximum size. After processing on the road, remove all oversize material from the road and dispose of it as directed by the CO.

Provide additives or binder, if required, at the proportions specified.

Develop and use Government furnished sources according to Section 105.

If the aggregate is produced and stockpiled before placement, handle and stockpiled according to Section 320. Establish stockpile sites at locations approved. Clear and grub stockpile sites according to Section 201.

301.04_nat_us_03_03_2005

301.04 Mixing and Spreading.

Delete the first sentence of the first paragraph and add the following:

Ensure that aggregate and any required additives, water, mineral filler, and binder are mixed by the specified method except, if crushed aggregate products are being produced and mineral filler, binder, or additives are required, uniformly blend following crushing. Control additive proportions to 0.5 percent dry weight.

(a) Stationary Plant Method. Mix the aggregate with other required materials in an approved mixer. Add water during the mixing operation in the amount necessary to provide the moisture content for compacting to the specified density. After mixing, transport the aggregate to the jobsite while it contains the proper moisture content, and place it on the roadbed or base course using an aggregate spreader.

(b) Travel Plant Method. After placing the aggregate for each layer with an aggregate spreader or windrow-sizing device, uniformly mix it with other required materials using a traveling mixing plant. During mixing, add water to provide the necessary moisture content for compacting.

(c) Road Mix Method. After placing the aggregate for each layer, mix it with other required materials at the required moisture content until the mixture is uniform throughout. Mix aggregate, water, and all other materials until a uniform distribution is obtained.

Spread the aggregate in a uniform layer, with no segregation of size, and to a loose depth that will provide the required compacted thickness.

When placing aggregate over geotextile, place aggregate in a single lift to the full depth specified.

Route and distribute hauling and leveling equipment over the width and length of each layer.

301.05_nat_us_05_17_2005

301.05 Compacting

Delete and replace with the following:

Compact each layer full width. Roll from the sides to the center, parallel to the centerline of the road. Along curbs, headers, walls, and all places not accessible to the roller, compact the material with approved tampers or compactors.

Compact the aggregate using one of the following methods as specified:

Compaction A. Operating spreading and hauling equipment over the full width of the travelway.

Compaction B. Operate rollers and compact as specified in Subsection 204.11(a)(1).

Compaction C. Moisten or dry the aggregate to a uniform moisture content between 5 and 7 percent based on total dry weight of the mixture. Operate rollers and compact as specified in Subsection 204.11(a)(1).

Compaction D. Compact to a density of at least 95 percent of the maximum density, as determined by AASHTO T 99, method C or D.

Compaction E. Compact to a density of at least 96 percent of the maximum density, as determined by the Modified Marshall Hammer Compaction Method (available upon

request from USDA Forest Service, Regional Materials Engineering Center, P.O. Box 7669, Missoula, MT 59807).

Compaction F. Compact to a density of at least 95 per-cent of the maximum density, as determined by AASHTO T 180, method C or D.

Compaction G. Compact to a density of at least 100 percent of the maximum density as determined by the Modified Marshall Hammer Compaction Method (available upon request from USDA Forest Service, Regional Materials Engineering Center, P.O. Box 7669, Missoula, MT 59807).

For all compaction methods, blade the surface of each layer during the compaction operations to remove irregularities and produce a smooth, even surface. When a density requirement is specified, determine the in place density and moisture content according to AASHTO T 310 or other approved test procedures.

301.06_nat_us_03_03_2005

301.06 Surface Tolerance.

Add the following:

Thickness and Width requirements:

The maximum variation from the compacted specified thickness is ½ inch. The compacted thickness is not consistently above or below the specified thickness and the average thickness of 4 random measurements for any ½ mile of road segment is within + ¼ inch of the specified thickness.

The maximum variation from the specified width will not exceed +12 inches at any point. The compacted width is not consistently above the specified width and the average of any four random measurements along any ½ mile of road segment is within +4 inches of the specified width.

301.09_nat_us_07_07_2005

301.09 Measurement.

Replace the second paragraph with the following:

Measure aggregate by cubic yard compacted in place when payment is by contract quantities.

301.10_nat_us_03_03_2005

301.10 Payment

Delete the following:

adjusted according to Subsection 106.05

303 - Road Reconditioning

303.00_01_us_10_11_2006

Delete Section 303 in its entirety and replace with the following.

Description

303.01 This work consists of reconditioning ditches, shoulders, roadbeds, parking areas, turnouts, approach road intersections, cattleguards, asphalt surfaces and aggregate surfaces. Construct outlopes, clean and maintain all roadbed drainage structures when shown on the plans.

Material

303.02 Conform to the following Subsection:

Water 725.01

Construction Requirements

303.03 Ditch Reconditioning. Remove all slide material, sediment, vegetation, and other debris from the existing ditches and culvert inlets and outlets. Reshape ditches and culvert inlets and outlets to achieve positive drainage and a uniform ditch width, depth, and grade. Dispose of waste as shown on the plans.

303.04 Shoulder Reconditioning. Repair soft and unstable areas according to Subsection 204.07. Remove all slide material, vegetation, and other debris from existing shoulders including shoulders of parking areas, turnouts, and other widened areas. Dispose of waste as shown on the plans.

303.05 Roadbed Reconditioning Repair soft and unstable areas according to Subsection 204.07. Remove all organic, deleterious material larger than 6 inches from the top 6 inches of subgrade. Dispose of waste as shown on the plans. Scarify, rip and shape the traveled way and shoulders at locations and to the depth and width designated on the plans. Remove surface irregularities and shape to provide a uniform surface.

Dispose of rock larger than 4 inches brought to the surface during scarification in areas designated on the plans.

For portions of roads not requiring scarification, the roadbed may contain rocks larger than 4 inches provided they do not extend above the finished roadbed surface. Reduce in place or remove rock extending above the finished roadbed surface. Dispose of removed rock in areas designated on the plans.

Compact using the following method as specified:

- (a) Compaction A. Operate equipment over the full width.

(b) Compaction B. Operate rollers over the full width of each layer until visual displacement ceases, but not fewer than three complete passes. Use rollers that meet the following requirements:

(1) Steel wheeled rollers, other than vibratory, capable of exerting a force of not less than 250 pounds per inch of width of the compression roll or rolls.

(2) Vibratory steel wheeled rollers equipped with amplitude and frequency controls with a minimum weight of 6 tons, specifically designed to compact the material on which it is used.

(3) Pneumatic-tired rollers with smooth tread tires of equal size that will provide a uniform compacting pressure for the full width of the roller and capable of exerting a ground pressure of at least 80 psi.

303.06 Aggregate Surface Reconditioning. Repair soft and unstable areas to the full depth of the aggregate surface and according to Subsection 204.07. Scarify to the depth of the aggregate surface or to a depth of 8 inches, whichever is less, and remove surface irregularities. Reshape, finish, and compact the entire aggregate surface according to Section 308.

303.07 Roadway Reconditioning. Perform all the applicable work described in Subsections 303.03 through 303.06.

Maintain the existing cross slope or crown unless otherwise shown on the plans. Establish a blading pattern that will retain the surfacing on the roadbed and provide a through mixing of the materials within the completed surface width.

Blade and shape the subgrade for both surfaced and unsurfaced roads when moisture content is suitable for compaction.

303.08 Pulverizing. Scarify the surface to the designated depth and width. Pulverize all material to a size one and one half times the maximum sized aggregate or to 1½ inches, whichever is greater. Mix, spread, compact, and finish the material according to Section 301.

303.09 Acceptance. See Table 303-1 for sampling and testing requirements. Road reconditioning work will be evaluated under Subsections 106.02 and 106.04.

Measurement

303.10 Measure the Section 303 items listed in the Schedule of Items according to Subsection 109.02 and the following as applicable.

Measure ditch reconditioning and shoulder reconditioning by the mile, by the station or foot horizontally along the centerline of the roadway for each side of the roadway.

Measure roadbed reconditioning, aggregate surface reconditioning, roadway reconditioning, and pulverizing by the mile, by the station, or by the square yard.

Payment

303.11 The accepted quantities will be paid at the contract price per unit of measurement for the Section 303 pay items listed in the bid schedule. Payment will be full compensation for the work prescribed in this Section. See Subsection 109.05.

602 - Culverts and Drains

602.03_nat_us_09_06_2005

602.03 General.

Add the following:

Ensure that the final installed alignment of all pipe allows no reverse grades, and does not permit horizontal and vertical alignments to vary from a straight line drawn from center of inlet to center of outlet by more than 2 percent of pipe center length or 1.0 feet, whichever is less.

607 - Cleaning, Reconditioning, and Repairing Existing Drainage Structures

607.04_nat_us_05_01_2013

607.04 Cleaning Culverts in Place.

Add the following:

If approved by the CO, all or part of the pipe designated to be cleaned in-place may be removed, cleaned, and re-laid in accordance with Section 602. In these cases, furnish all material required to replace damaged pipe and joints and relay the pipe.

625 - Turf Establishment

625.03_nat_us_07_02_2007

625.03 General.

Delete this subsection and replace with the following:

Apply turf establishment to prepared ground or any disturbed area between April 15th and October 15th. Apply turf establishment to the areas shown on the plans or worklists within 7 days after completion of ground disturbing activities. Unless otherwise specified in writing by the CO apply turf establishment after each 1000 foot section of road has been constructed to template lines. Seeded areas damaged by construction activities shall be reseeded within 10 days of the damage. Do not seed during windy weather or when the ground is excessively wet, frozen, or snow covered.

Assure that all seed and mulch used in the work conforms to the weed free requirements of Section 713.

625.04 Preparing Seedbed.

Delete entire subsection and replace with the following:

Ensure that the surface soil is in a roughened condition favorable for germination and growth.

625.05 Watering

Delete entire subsection.

625.06 Fertilizing.

Delete entire subsection and replace with the following:

Apply fertilizer having a chemical analysis as listed below by the following methods.

(a) Dry Method. Apply the fertilizer with approved mechanical equipment. Hand operated methods are satisfactory on areas inaccessible to mechanical equipment.

(b) Hydraulic method. Use hydraulic-type equipment capable of providing a uniform application using water as the carrying agent. Add fertilizer to the slurry and mix before adding seed. Add the tracer material when designated by the CO.

Fertilizer. Apply fertilizer at the rate of 450 pounds per acre. Insure that the fertilizer meets the following chemical analysis:

<u>Nutrient</u>	<u>Percent</u>
Nitrogen, N	<u>10</u>
Phosphorus, P ₂ O ₅	<u>20</u>
Potassium, K	<u>20</u>

625.07 Seeding.

Delete the first sentence and add the following.

Apply seed mix by the following methods:

(a) **Dry method.** Delete the third sentence.

Add the following after subsection

(b).**Seed Mix.** Furnish and apply the following kinds and amounts of pure live seed from Ernst Conservation Seeds, 9006 Mercer Pike, Meadville, PA (800) 873-3221 or Fax (814) 336-5191 or www.ernstseed.com Native Right-of Way Woods Seed Mix with Annual Ryegrass-ERNMX-132-1:

<u>Type of Seed</u>	<u>Quantity of Pure Live Seed (Lbs/Acre)</u>
1. 30% Virginia Wild Rye	9
2. 20% Annual Rye Grass	6
3. 15% Shelter Switchgrass	4.5
4. 10% Creeping Red Fescue	3
5. 5% Autumn Bentgrass	3
6. 5% Fox Sedge	3
7. 5% Showy Tick Trefoil	3
8. 5% Nimble Will	3
9. 5% Tioga Deer Tongue	3

Total Seeding Rate 30lb per acre

Determine the pounds of seed to be furnished per acre by dividing the pounds of pure live seed required per acre by the product of the percent purity and percent germination.

625.08 Mulching.

Delete the entire subsection and replace with the following:

Apply Mulch within 24 hours after seeding by the following methods.

(a) **Dry Method.** Apply mulch with a hand spreader or a spreader utilizing forced air at a rate of 4000 pounds per acre. Anchor the mulch with an approved stabilizing emulsion tackifier at a rate of 0 gallons per acre. Do not mark or deface structure, pavements, utilities, or plant growth with tackifier.

(b) **Hydraulic Method.** Apply mulch in a separate application from the seed using hydraulic-type equipment according to Subsection 625.07(b).

Apply wood fiber or grass straw cellulose fiber mulch at a rate of 775 pounds per acre.

Apply bonded fiber matrix hydraulic mulch at a minimum rate of 775 pounds per acre. Apply so no hole in the matrix is greater than 0.04 inches. Apply so that no gaps exist between the matrix and the soil.

Inaccessible areas may be mulched by hand. Apply mulch uniformly over the entire disturbed area.

625.09 Protecting and Caring for Seeded Areas

Delete the first sentence and add the following:

Protect and care for seeded areas until final acceptance.

625.11 Measurement.

Delete the entire Subsection and replace with the following:

Measure the Section 625 items listed in the bid schedule according to Subsection 109.02.

633 - Permanent Traffic Control

633.02_nat_us_03_03_2005

633.02 Material.

Add the following subsections

Protective Overlay Film	718.02
Edge Film	718.02

633.03_nat_us_03_03_2005

633.03 General.

Delete the subsection and add the following:

Furnish traffic control devices and guide signs according to the MUTCD, approved USDA-FS and state supplements, the current edition of USDA-FS EM-7100-15 Sign and Poster Guidelines for the Forest Service, and Standard Highway Signs published by FHWA. Submit the sign list for approval before ordering.

633.05_nat_us_03_03_2005

633.05 Panels.

Add the following:

Apply protective overlay film and top edge film as required and according to with manufacturer's recommendations.

Delete the sentence: "Use antitheft fasteners where possible" in the fifth paragraph and replace it with the following: "For each sign panel use at least one antitheft fastener."

SPS 703 - Aggregate

Add the following: **703.20 Driving Surface Aggregate.** All Driving Surface Aggregate (DSA) is to be derived from natural limestone formations. Stone is defined as rock that has been crushed; rock is defined as consolidated mineral material. For use in this program, both are restricted to that which has been mined or quarried from existing bedrock formations.

All components of the aggregate mix are to be derived from crushed parent rock material that meets program specifications for abrasion resistance, pH and freedom from contaminants. Ninety-eight percent (98%) of the fines passing the #200 sieve must be parent rock material. No clay or silt soil may be added. The amount of particles passing the #200 sieve shall be determined using the washing procedures specified in PTM No. 100.

Size: The required amount and allowed ranges, determined by weight, for various size particles are:

PASSING SIEVE	LOWER%	HIGH%
1 ½ inch	100%	
¾ inch	65%	90%
#4	30%	65%
#16	15%	30%
#200	10%	20%

LA Abrasion: The acceptable limit is measured by weight loss is “less than 40% loss”. Los Angeles Abrasion test, AASHTO T-96 (ASTM C 131) shall be used to determine this property. Existing tests made for and approved by PennDOT will be accepted.

Sulfate Test: Soundness or resistance to freeze/thaw (i.e. sulfate test) is not specified for this application because a gravel road driving surface aggregate is not bound within a concrete or asphalt mix.

pH: Aggregate must be within the range of pH 6 to pH 9 as measured by EPA 9045C.

Optimum Moisture: Material is to be delivered and placed at optimum moisture content as determined for the particular source. The optimum percentage moisture is to be identified by the supplier in the bid purchasing documents. Loads with excessive moisture shall be rejected. Water draining from the tailgate, excess material sticking to the roller drum or the inability to compact the material are field indicators of excess moisture. In addition, if a load is too dry or does not have enough fines it will be rejected. Visual inspection of the load and poorly consolidated material after compactive effort are field indicators of low moisture or poor product gradation.

Transport: Tarps are to be used to cover 100% of the load’s exposed surface from the time of loading until immediately before dumping. This requirement includes standing time waiting to dump.

Aggregate producers are required by the program to certify that the aggregate they deliver conforms to the program specifications. To eliminate segregation of material, stockpiling of material at jobsite will not be permitted unless authorized by COR.

The following are “Local” sources for this material:

Hawbaker – Turtlepoint, PA. 814-237-1444 or 814-642-2500

New Enterprise Stone & Lime Co. – Tyrone, PA 814-695-4405

Allegheny Mineral Corporation, Glacial Sand & Gravel Company – Kittanning, PA 814-548-8101

Road Preparation Specifications: The road surface to receive the aggregate should have template with crown of 2% or ¼ inch per foot. The receiving surface is to be scarified to permit knitting of the aggregate.

Driving Surface Aggregate Placement: Minimum compacted depth of four inches is to be established for driving surface. Driving Surface Aggregate is to be applied by tailgate spreading unless spreader box is specified. Material when placed shall be compacted as follows: Beginning on the lower or berm side of the crown, begin rolling and work your way to the top of the crown by overlapping the successive longitudinal passes. Do not run the roller lengthwise directly on the crown. Compaction with truck tires is not accepted. Steel wheel rollers other than vibratory shall be capable of exerting a force of not less than 250 pounds per inch of width of the compression roller or rollers. Rollers shall be self propelled with a minimum weight of 6 tons. Contractor must have certification in writing that material placed is Driving Surface Aggregate meeting this specification.

1” Minus Aggregate (DSA Gravel non limestone) Size: The required amount and allowed ranges, determined by weight, for various size particles are:

PASSING SIEVE	LOWER%	HIGH%	
1 ½ inch	100%		
¾ inch	65%	95%	
#4	30%	65%	LA Abrasion < 40%
#16	15%	30%	Sulfate Test – Not Applicable
#200	10%	15%	PH between 6 and 9

Material available at Glenn O. Hawbacker – Pittsfield Pit 814-563-7911

AI Construction Corporation – Gardland Plant 814-563-7680

Pennsylvania 2A Gradation:

The required amount and allowed ranges, determined by weight, for various size particles are:

PASSING SIEVE	LOWER%	HIGH%	
2 inch	100%		
¾ inch	52%	100%	
#4	24%	50%	LA Abrasion < 40%
#16	10%	30%	Sulfate Test – Not Applicable
#200	0%	10%	PH between 6 and 9

AASHTO 57 Gradation:

The required amount and allowed ranges, determined by weight, for various size particles are:

PASSING SIEVE	LOWER%	HIGH%
1-1/2 inch	100%	
1 inch	95%	100%
1/2 inch	25%	60%
#4	0%	10%
#8	0%	5%

704 - Soil

704.02_nat_us_03_02_2005

704.02 Bedding Material.

Delete Subsection 704.02 and substitute the following:

Furnish a well graded, free draining material free of excess moisture, muck, frozen lumps, roots, sod, or other deleterious material conforming to the following:

- | | |
|----------------------------------------------------------|------------------------------------------------------------|
| (a) Maximum particle size | 3 inch or half the corrugation depth, whichever is smaller |
| (b) Material passing No. 200 sieve, AASHTO T 27 and T 11 | 10% max. |

718 - Traffic Signing and Marking Material

718.05_nat_us_08_05_2009

718.05 Aluminum Panels

Delete the third paragraph and replace with the following:

Clean, degrease and properly prepare the panels according to methods recommended by the sheeting manufacturer. Conversion coatings will conform to ASTM B-921 or ASTM B-449.