

UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE



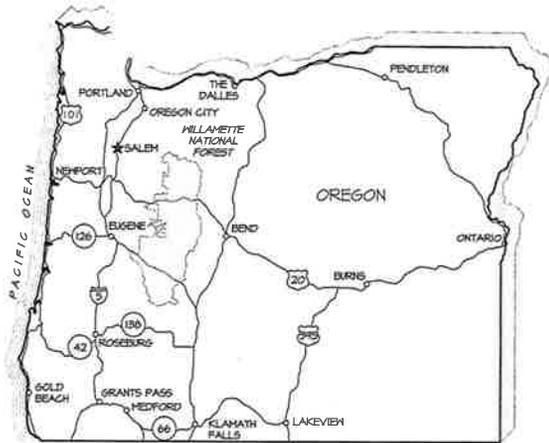
PACIFIC NORTHWEST REGION  
SWEET HOME RANGER DISTRICT  
LINN COUNTY

RECONSTRUCTION PLANS FOR:

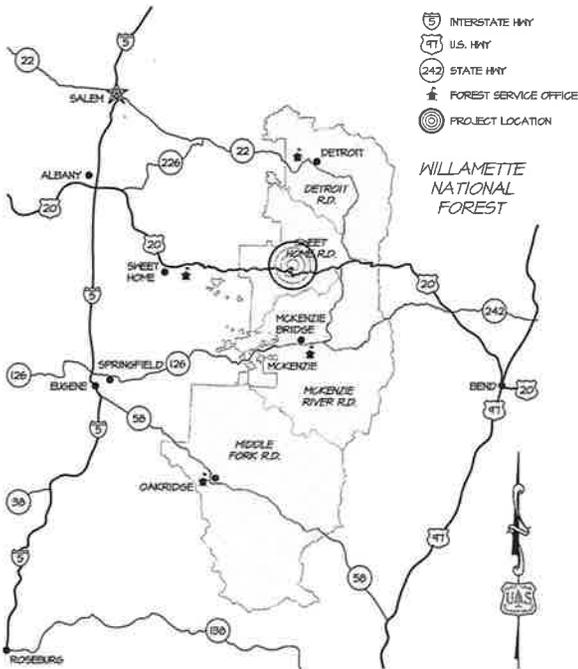
**SODA CS TIMBER SALE**  
**SPECIFIED ROADS**

ROADS TO BE RECONSTRUCTED:

NFSR #	ROAD NAME	LENGTH
2043000	SODA FORK MAINLINE	3.59 MI.
2043344	NO NAME	1.21 MI.
2043360	SNEAK	0.41 MI.
2043362	NO NAME	0.34 MI.
2043410	NO NAME	1.61 MI.
2043411	NO NAME	0.50 MI.
2043413	NO NAME	0.59 MI.
2043414	NO NAME	0.85 MI.



STATE MAP



PROJECT LOCATION MAP

- INTERSTATE HWY
- U.S. HWY
- STATE HWY
- FOREST SERVICE OFFICE
- PROJECT LOCATION

SHEET #	DESCRIPTION
1	TITLE
2	VICINITY MAP
3	ESTIMATE OF QUANTITIES
4 - 13	DESCRIPTION OF WORK
14	CULVERT LISTING
15	GENERAL NOTES
16 -17	ROADWAY TYPICALS
18	CULVERT BEDDING & BACKFILL TYPICALS
19	CULVERT SURFACE & DITCH TYPICALS
20	DROP INLET DETAILS
21	SOIL EROSION & POLLUTION CONTROL
22	TEMPORARY TRAFFIC CONTROL TYPICALS

<b>DESIGN &amp; PLANS BY:</b>	
<i>Carlos Velez</i> Project Engineer - Carlos Velez	6/30/16 Date
<b>PEER REVIEW BY:</b>	
<i>Danny Matthews</i> Designated Reviewer - Danny Matthews	7/11/16 Date
<b>FINAL REVIEW BY:</b>	
<i>Jeff Caswell</i> Development Engineer - Jeff Caswell	6/24/2016 Date
<b>RECOMMENDED BY:</b>	
<i>Mike Howard</i> Zone Engineer - Mike Howard	7/6/16 Date
<b>APPROVED BY:</b>	
<i>Nikki Swanson</i> District Ranger - Nikki Swanson	7/12/16 Date
<b>APPROVED BY:</b>	
<i>Darren Lemon</i> Sub-Regional Engineer - Darren Lemon	June 24, 2016 Date

PLOT SIZE 11" X 17"

SODA CS TIMBER SALE SPECIFIED ROADS

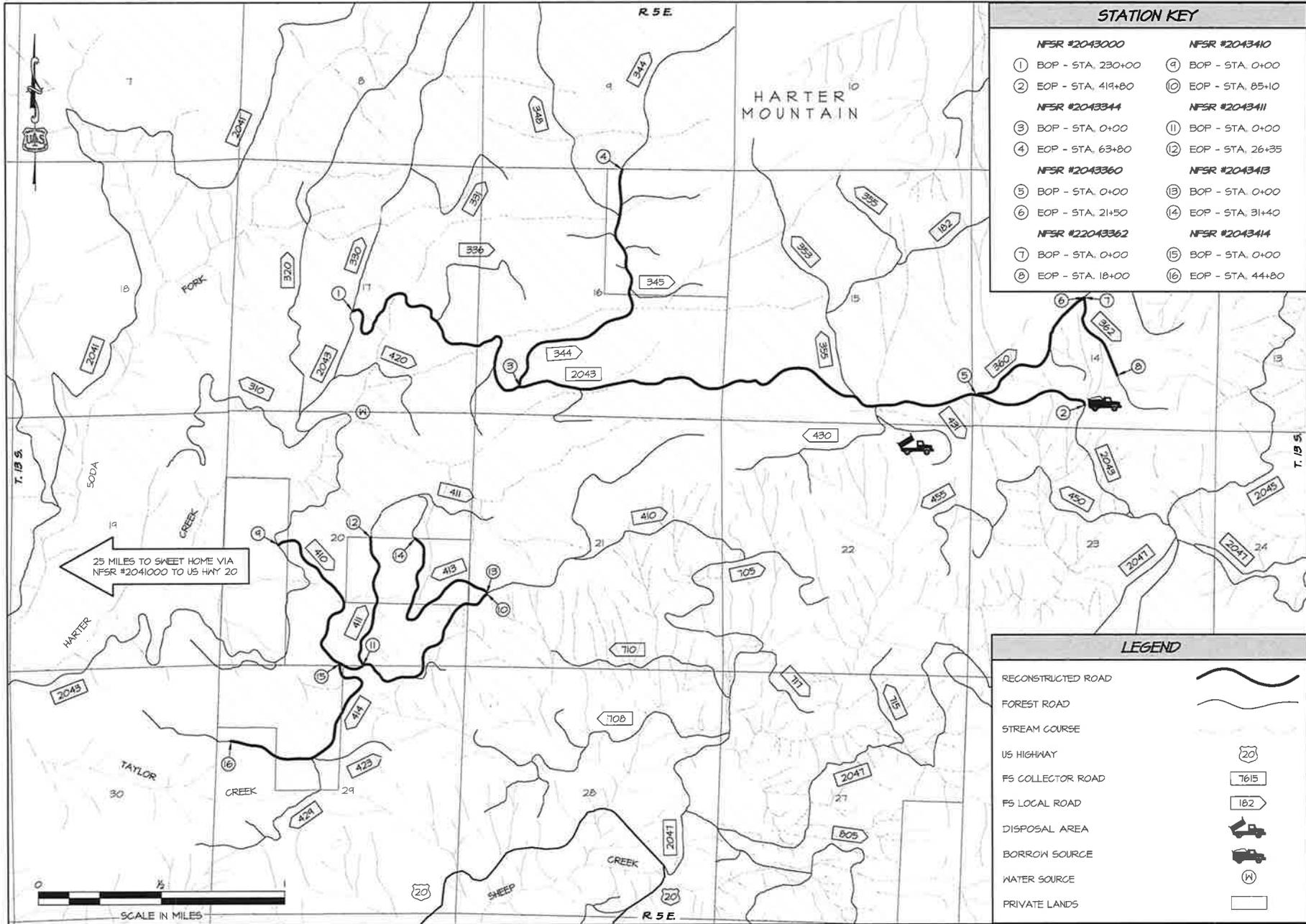
TITLE

R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



SHEET NUMBER	TOTAL SHEETS
1	22



STATION KEY			
NFSR #2043000		NFSR #2043410	
①	BOP - STA. 230+00	⑨	BOP - STA. 0+00
②	EOP - STA. 419+80	⑩	EOP - STA. 85+10
NFSR #2043344		NFSR #2043411	
③	BOP - STA. 0+00	⑪	BOP - STA. 0+00
④	EOP - STA. 63+80	⑫	EOP - STA. 26+35
NFSR #2043360		NFSR #2043413	
⑤	BOP - STA. 0+00	⑬	BOP - STA. 0+00
⑥	EOP - STA. 21+50	⑭	EOP - STA. 31+40
NFSR #22043362		NFSR #2043414	
⑦	BOP - STA. 0+00	⑮	BOP - STA. 0+00
⑧	EOP - STA. 18+00	⑯	EOP - STA. 44+80

LEGEND	
RECONSTRUCTED ROAD	
FOREST ROAD	
STREAM COURSE	
US HIGHWAY	
F5 COLLECTOR ROAD	
F5 LOCAL ROAD	
DISPOSAL AREA	
BORROW SOURCE	
WATER SOURCE	
PRIVATE LANDS	

VICINITY MAP

SODA GS TIMBER SALE SPECIFIED ROADS

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION

SHEET NUMBER	TOTAL SHEETS
2	22



**ESTIMATE OF QUANTITIES**

		ROAD NUMBER:	2043000	2043344	2043360	2043362	2043410	2043411	2043413	2043414	*** DENOTES CONTRACT QUANTITY PAY ITEM
PAY ITEM #	PAY ITEM DESCRIPTION	UNIT	QUANTITIES								REMARKS
15101	MOBILIZATION	LUMP SUM	ALL	0	0	0	0	0	0	0	APPLICABLE TO ALL ROADS. INCLUDES FIRE EQUIPMENT AND EQUIPMENT WASHING.
15201	CONSTRUCTION SURVEY AND STAKING, METHOD 1, TOLERANCE C	LUMP SUM	ALL	0	0	0	0	0	0	0	PURCHASER IS RESPONSIBLE FOR ALL REQUIRED SITE SURVEYING TO COMPLETE WORK SHOWN IN THE PLANS AND SPECIFICATIONS.
15713	SOIL EROSION & POLLUTION CONTROL	LUMP SUM	ALL	0	0	0	0	0	0	0	APPLICABLE TO ALL ROADS, INCLUDES ANY POSSIBLE DRAINAGE.
20103	CLEARING AND GRUBBING, DISPOSAL OF TOPS AND LIMBS L, LOGS I, STUMPS F(1)	MILE	3.54	1.21	0.41	0.34	1.61	0.50	0.54	0.52	
20301	REMOVAL OF CULVERT, DISPOSAL METHOD A	EACH	11	1	3	0	3	11	0	0	REMOVE FROM NATIONAL FOREST LANDS.
20416*	WASTE, DEBRIS	CUBIC YARD	150	0	0	0	0	80	0	0	
20701*	EARTHWORK GEOTEXTILE, TYPE IV(B)	SQUARE YARD	235.0	7.0	21.0	0	21.0	7.0	0	0	
21201	LINEAR GRADING	MILE	0	0	0	0	0	0	0.31	0.33	INCLUDES ALL CLEARING & GRUBBING, UNCLASSIFIED BORROW, WASTE REMOVAL, AND CLEANING OF DITCHES & DRAINAGE STRUCTURES AS DIRECTED BY CONTRACTING OFFICER.
25104A*	KEYED RIPRAP, CLASS 2	CUBIC YARD	22	2	6	0	6	2	0	0	COMMERCIAL SOURCE.
25104B*	KEYED RIPRAP, CLASS 4	CUBIC YARD	125	0	0	0	0	0	0	0	COMMERCIAL SOURCE.
30304	ROAD RECONDITIONING, DITCH	MILE	3.04	1.21	0.41	0	1.61	0.50	0	0.21	INCLUDES CLEANING OF ALL CULVERT INLET AND OUTLETS.
30357	ROADWAY RECONDITIONING, COMPACTION METHOD E	MILE	3.54	1.21	0.41	0	1.61	0.50	0	0.52	
32205*	SUBBASE, GRADING B, COMPACTION METHOD B	TON	242.00	116.00	48.00	0	148.00	116.00	0	100.00	COMMERCIAL SOURCE, PROVIDE COPIES OF LOAD TICKETS TO CONTRACTING OFFICER.
32222*	PIT RUN MAXIMUM SIZE 3 INCHES, COMPACTION METHOD B	CUBIC YARD	0	0	400	0	0	0	580	0	GOVERNMENT SOURCE. LOCATED ON NFSR #2043000, STA. 419+80.
60270	24-INCH CORRUGATED POLYETHYLENE PIPE, TYPE S, METHOD B	FOOT	425	40	96	0	110	30	0	0	INCLUDES EXCAVATION, BACKFILL, INLET/OUTLET DITCH WORK & GOVERNMENT FURNISHED HDPE CULVERTS AVAILABLE FOR CONTRACTOR PICKUP AT THE DETROIT RANGER DISTRICT COMPOUND. COORDINATE PICKUP WITH CONTRACTING OFFICER.
60601	SPILLWAY ASSEMBLY, 36 - INCH DROP INLET, ALUMINIZED STEEL, TYPE 2, CORRUGATED STEEL PIPE, 0.1091 INCH THICKNESS, METHOD B	EACH	1	0	0	0	0	0	0	0	INCLUDES (1) 0M2-IV TYPE 2 OBJECT MARKER, METAL POST WITH ANTI-THEFT HARDWARE.
63501	TEMPORARY TRAFFIC CONTROL	LUMP SUM	ALL	0	0	0	0	0	0	0	APPLICABLE TO ALL ROADS, INCLUDES ALL NECESSARY LABOR AND MATERIALS.

SODA C5 TIMBER SALE SPECIFIED ROADS

ESTIMATE OF QUANTITIES

R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



SHEET NUMBER	TOTAL SHEETS
3	22

NFSR #2043000 - SODA FORK MAINLINE

QUANTITIES

FP-03 PAY ITEMS

\*\*\* DENOTES CONTRACT QUANTITY PAY ITEM

MOBILIZATION	CONSTRUCTION SURVEY AND STAKING, TOLERANCE C	SOIL EROSION & POLLUTION CONTROL	CLEARING AND GRUBBING, DISPOSAL OF TOPS AND LIMBS L, LOGS I, STUMPS F(I)	REMOVAL OF CULVERT, DISPOSAL METHOD A	WASTE, DEBRIS	EARTHWORK GEOTEXTILE, TYPE IV(B)	LINEAR GRADING	KEYED RIPRAP, CLASS 2	KEYED RIPRAP, CLASS 4	ROAD RECONDITIONING, DITCH	ROADWAY RECONDITIONING, COMPACTION METHOD E	SUBBASE, GRADING B, COMPACTION METHOD B	PIT RUN MAXIMUM SIZE 3 INCHES, COMPACTION METHOD B	24-INCH CORRUGATED POLYETHYLENE PIPE, TYPE 5, METHOD B	SPILLWAY ASSEMBLY, 36" - INCH DROP INLET, ALUMINIZED STEEL, TYPE 2, CORRUGATED STEEL PIPE, 0.125 INCH THICKNESS, METHOD B	TEMPORARY TRAFFIC CONTROL
15101	15201	1571B	20103	20301	20416*	20701*	21201	25104A*	25104B*	30304	30357	32205*	32222*	6021B	60601	63301



AS - BUILT NOTES

STATION		UNIT OF MEASURE:	X - SIGNIFIES L5 QUANTITY DESIGNATED AS ALL																	
BEGIN	END	DESCRIPTION OF WORK	L5	L5	L5	M	EA	CY	SY	M	CY	CY	M	M	TON	CY	FT	EA	L5	
230+00		B.O.P. NFSR #2043000 INTERSECTION W/ NFSR #2043330 LT	ALL	ALL	ALL															ALL
230+00		I. BEGIN DITCH RECONDITIONING II. BEGIN ROADWAY RECONDITIONING III. BEGIN CLEARING & GRUBBING IV. PLACE SPOT ROCK AT LOCATIONS DESIGNATED BY CONTRACTING OFFICER				3.54							0.16	3.54	100.00					
233+50		EXISTING 18" CMP																		
	238+30	I. END DITCH RECONDITIONING																		
244+80		EXISTING 18" CMP																		
250+10		I. BEGIN DITCH RECONDITIONING											0.14							
257+35		EXISTING 24" CMP																		
260+35		INTERSECTION W/2043342 LT I. END DITCH RECONDITIONING II. REMOVE EXISTING 18" CMP III. INSTALL 24"X40' HDPE IV. PLACE AGGREGATE SUBBASE, 6" THICKNESS V. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0		2				16.00		40			
266+50		EXISTING 18" CMP																		
272+60		I. ADD DROP INLET TO EXISTING CMP II. BEGIN DITCH RECONDITIONING											2.79							
273+20	274+60	I. REMOVE CUT BANK WASTE DEBRIS TO GAIN APPROX. 3' OF ADDITIONAL ROADWAY WIDTH						150												
277+10		EXISTING 60" CMP																		
283+60		INTERSECTION W/ NFSR #2043422 RT																		
284+40		I. REMOVE EXISTING 18" CMP II. INSTALL 24"X30' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0		2				16.00		30			
292+50		INTERSECTION W/ NFSR #2043344 LT																		
293+00		I. REMOVE EXISTING 18" CMP II. INSTALL 24"X40' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0		2				16.00		40			
307+00		INTERSECTION W/ NFSR #2043423 LT I. REMOVE EXISTING 18" CMP II. INSTALL 24"X30' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0		2				16.00		30			

SODA CS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2043000

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER	TOTAL SHEETS
4	22

NFSR #2043000 - SODA FORK MAINLINE

QUANTITIES

FP-03 PAY ITEMS

\*\*\* DENOTES CONTRACT QUANTITY PAY ITEM

STATION	UNIT OF MEASURE:	QUANTITIES													AS - BUILT NOTES				
		LS	LS	LS	MI	EA	CY	SY	MI	CY	CY	MI	MI	TON		CY	FT	EA	LS
BEGIN	END	DESCRIPTION OF WORK																	
X - SIGNIFIES LS QUANTITY DESIGNATED AS ALL																			
325+25																			
330+20																			
335+30																			
335+95																			
340+85																			
342+50																			
344+70																			
349+50																			
352+15																			
360+80																			
368+45																			
368+70																			
370+15																			
373+75																			
377+60																			
381+40																			
383+80																			
391+70																			
393+80																			



AS - BUILT NOTES

SODA CS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2043000

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER	TOTAL SHEETS
5	22



NFSR #2043344 - NO NAME

QUANTITIES

FP-03 PAY ITEMS

\*\*\* DENOTES CONTRACT QUANTITY PAY ITEM

STATION	UNIT OF MEASURE:	DESCRIPTION OF WORK	LS	LS	LS	MI	EA	CY	SY	MI	CY	CY	MI	MI	TON	FT	EA	LS	
			15101	15201	15719	20103	20301	20416*	20701*	21201	25104A*	25104B*	30304	30351	32203*	32222*	60276	60601	63501
			X - SIGNIFIES LS QUANTITY DESIGNATED AS ALL																
0+00		B.O.P. NFSR #2043344 INTERSECTION W/ NFSR #2043000																	
0+00		I. BEGIN DITCH RECONDITIONING II. BEGIN ROADWAY RECONDITIONING III. BEGIN CLEARING & GRUBBING IV. PLACE SPOT ROCK AT LOCATIONS DESIGNATED BY CONTRACTING OFFICER				1.21							1.21	1.21	100.00				
3+30		EXISTING 18" CMP																	
8+00		EXISTING 18" CMP																	
12+00		INTERSECTION W/ SPUR RD LT																	
16+20		EXISTING 18" CMP																	
23+35		EXISTING 18" CMP																	
27+60		INTERSECTION W/ SPUR RD RT																	
30+10		INTERSECTION W/ SPUR RD RT																	
33+25		EXISTING 24" CMP																	
33+50		INTERSECTION W/ SPUR RD LT																	
37+10		I. REMOVE EXISTING 18" CMP II. INSTALL 24"x40' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0		2				16.00		40		
39+40		EXISTING 18" CMP																	
40+10		EXISTING 24" CMP																	
42+30		INTERSECTION W/ SPUR RD LT																	
43+35		EXISTING 18" CMP																	
46+20		INTERSECTION W/ SPUR RD RT																	
47+40		EXISTING 18" CMP																	
49+75		INTERSECTION W/ SPUR RD LT																	
50+95		INTERSECTION W/ SPUR RD LT																	
53+95		EXISTING 24" CMP																	
54+35		INTERSECTION W/ NFSR #2043348 LT																	
56+15		INTERSECTION W/ NFSR #2043349 RT																	
57+75		EXISTING 18" CMP																	
63+40		EXISTING 18" CMP																	
63+80		I. END DITCH RECONDITIONING II. END ROADWAY RECONDITIONING III. END CLEARING & GRUBBING																	
63+80		E.O.P. NFSR #2043344																	
<b>NFSR #2043344 TOTAL:</b>			0	0	0	1.21	1	0	7.0	0	2	0	1.21	1.21	116.00	0	40	0	0



AS - BUILT NOTES

SODA GS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2043344

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER TOTAL SHEETS

7 22

NFSR #2043360 - SNEAK

QUANTITIES

FP-03 PAY ITEMS

\*\*\* DENOTES CONTRACT QUANTITY PAY ITEM

STATION		UNIT OF MEASURE:	LS	LS	LS	MI	EA	CY	SY	MI	CY	CY	MI	MI	TON	CY	FT	EA	LS	
BEGIN	END	DESCRIPTION OF WORK	X - SIGNIFIES LS QUANTITY DESIGNATED AS ALL																	
0+00		B.O.P. NFSR #2043360 INTERSECTION W/ NFSR #2043000																		
0+00		I. BEGIN DITCH RECONDITIONING II. BEGIN ROADWAY RECONDITIONING III. BEGIN CLEARING & GRUBBING IV. BEGIN PIT RUN SURFACING PLACEMENT, 4" THICKNESS				0.41								0.41	0.41		400			
9+50		I. REMOVE EXISTING 24" CMP II. INSTALL 24"X36' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0			2				16.00		36		
14+00		I. REMOVE EXISTING 18" CMP II. INSTALL 24"X30' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0			2				16.00		30		
20+20		I. REMOVE EXISTING 18" CMP II. INSTALL 24"X30' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0			2				16.00		30		
21+50		I. END DITCH RECONDITIONING II. END ROADWAY RECONDITIONING III. END CLEARING & GRUBBING IV. END PIT RUN SURFACING PLACEMENT, 4" THICKNESS																		
21+50		E.O.P. NFSR #2043360																		
NFSR #2043360 TOTAL:			0	0	0	0.41	3	0	21.0	0	6	0	0.41	0.41	48.00	400	96	0	0	



AS - BUILT  
NOTES

SODA GS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2043360

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER	TOTAL SHEETS
8	22

NFSR #2043362 - NO NAME

QUANTITIES

FP-03 PAY ITEMS

\*\*\* DENOTES CONTRACT QUANTITY PAY ITEM

STATION		UNIT OF MEASURE:	LS	LS	LS	M	EA	CY	SY	M	CY	CY	M	M	TON	CY	FT	EA	LS	
BEGIN	END	DESCRIPTION OF WORK	X - SIGNIFIES LS QUANTITY DESIGNATED AS ALL																	
0+00		B.O.P. NFSR #2043362 INTERSECTION W/ NFSR #2043360																		
0+00		L. BEGIN CLEARING & GRUBBING				0.34														
	10+00	L. END CLEARING & GRUBBING																		
	10+00	E.O.P. NFSR #2043362																		
NFSR #2043362 TOTAL:			0	0	0	0.34	0	0	0	0	0	0	0	0	0	0	0	0	0	0



AS - BUILT NOTES

SODA GS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2043362

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER	TOTAL SHEETS
9	22

NFSR #2043410 - NO NAME

QUANTITIES

FP-03 PAY ITEMS

"\*" DENOTES CONTRACT QUANTITY PAY ITEM

STATION		UNIT OF MEASURE:	LS	LS	LS	MI	EA	CY	SY	MI	CY	CY	MI	MI	TON	CY	FT	EA	LS	
BEGIN	END	DESCRIPTION OF WORK	X - SIGNIFIES LS QUANTITY DESIGNATED AS ALL																	
0+00		B.O.P. NFSR #2043410 INTERSECTION W/ NFSR #2043000																		
0+00		I. BEGIN DITCH RECONDITIONING II. BEGIN ROADWAY RECONDITIONING III. BEGIN CLEARING & GRUBBING IV. PLACE SPOT ROCK AT LOCATIONS DESIGNATED BY CONTRACTING OFFICER			1.61								1.61	1.61	100.00					
4+30		INTERSECTION W/ SPUR RD LT																		
4+40		EXISTING 18" CMP																		
12+00		EXISTING 24" CMP																		
21+50		EXISTING 24" CMP																		
22+60		EXISTING 24" CMP																		
24+30		I. REMOVE EXISTING 24" CMP II. INSTALL 24"X40' HDPE III. MOVE INLET 8' TOWARDS ROADWAY IV. PLACE AGGREGATE SUBBASE, 6" THICKNESS V. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #14				1		7.0			2				16.00		40			
27+60		I. REMOVE EXISTING 18" CMP II. INSTALL 24"X30' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #14				1		7.0			2				16.00		30			
37+90		INTERSECTION W/ NFSR #2043414 RT																		
44+60		INTERSECTION W/ NFSR #2043411 LT																		
49+90		I. REMOVE EXISTING 18" CMP II. INSTALL 24"X40' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #14				1		7.0			2				16.00		40			
57+80		INTERSECTION W/ SPUR RD RT																		
62+25		EXISTING 18" POLYETHYLENE PIPE																		
66+10		EXISTING 18" POLYETHYLENE PIPE																		
68+20		INTERSECTION W/ SPUR RD RT																		
70+00		EXISTING 18" POLYETHYLENE PIPE																		
75+00		EXISTING 18" POLYETHYLENE PIPE																		
	85+10	I. END DITCH RECONDITIONING II. END ROADWAY RECONDITIONING III. END CLEARING & GRUBBING																		
	85+10	INTERSECTION W/ NFSR #2043413 LT E.O.P. NFSR #2043410																		
<b>NFSR #2043410 TOTAL:</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>1.61</b>	<b>3</b>	<b>0</b>	<b>21.0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1.61</b>	<b>1.61</b>	<b>148.00</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	



AS - BUILT NOTES

SODA GS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2043410

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER	TOTAL SHEETS
10	22

NFSR #204341I - NO NAME

QUANTITIES

FP-03 PAY ITEMS

\*\* DENOTES CONTRACT QUANTITY PAY ITEM

STATION		UNIT OF MEASURE:	LS	LS	LS	M	EA	CY	SY	LI	CY	CY	MI	MI	TON	CY	FT	EA	LS	
BEGIN	END	DESCRIPTION OF WORK	X - SIGNIFIES LS QUANTITY DESIGNATED AS ALL																	
0+00		B.O.P. NFSR #204341I INTERSECTION W/ NFSR #204341O																		
0+00		I. BEGIN DITCH RECONDITIONING II. BEGIN ROADWAY RECONDITIONING III. BEGIN CLEARING & GRUBBING IV. PLACE SPOT ROCK AT LOCATIONS DESIGNATED BY CONTRACTING OFFICER				0.50							0.50	0.50	100.00					
3+70		EXISTING 18" CMP																		
5+00		INTERSECTION W/ SPUR RD LT																		
13+85		I. REMOVE EXISTING 18" CMP II. INSTALL 24"X30' HDPE III. PLACE AGGREGATE SUBBASE, 6" THICKNESS IV. PLACE CLASS 2 RIPRAP OUTLET SLASH APRON, 6' L X 4' W X 2' DEEP WITH GEOTEXTILE FABRIC, SEE SHEET #19					1		7.0		2				16.00		30			
19+00	20+50	REMOVE CUT SLOPE RAVEL						80												
23+10		EXISTING 18" CMP																		
	26+35	I. END DITCH RECONDITIONING II. END ROADWAY RECONDITIONING III. END CLEARING & GRUBBING																		
	26+35	INTERSECTION W/ NFSR #204341IIB LT E.O.P. NFSR #204341I																		
NFSR #204341I TOTAL:			0	0	0	0.50	1	80	7.0	0	2	0	0.50	0.50	116.00	0	30	0	0	



AS - BUILT NOTES

SODA GS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #204341I

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER TOTAL SHEETS

11 22

NFSR #2043413 - NO NAME

QUANTITIES

FP-03 PAY ITEMS

\*\* DENOTES CONTRACT QUANTITY PAY ITEM

STATION		UNIT OF MEASURE:	LS	LS	LS	MI	EA	CY	SY	MI	CY	CY	MI	MI	TON	CY	FT	EA	LS	
BEGIN	END	DESCRIPTION OF WORK	X - SIGNIFIES LS QUANTITY DESIGNATED AS ALL																	
0+00		B.O.P. NFSR #2043413 INTERSECTION W/ NFSR #2043410																		
0+00		I. BEGIN CLEARING & GRUBBING II. BEGIN PIT RUN PLACEMENT, 6" THICKNESS				0.54										580				
16+20	16+20	I. END CLEARING & GRUBBING																		
21+20		I. BEGIN LINEAR GRADING							0.31											
	21+20	INTERSECTION W/ SPUR RD LT																		
	31+40	I. END LINEAR GRADING																		
	31+40	II. END PIT RUN PLACEMENT, 6" THICKNESS																		
	31+40	E.O.P. NFSR #2043413																		
NFSR #2043413 TOTAL:			0	0	0	0.54	0	0	0	0.31	0	0	0	0	0	580	0	0	0	



AS - BUILT NOTES

SODA GS TIMBER SALE SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #20043413



SHEET NUMBER	TOTAL SHEETS
12	22





**MISCELLANEOUS:**

1. CONSTRUCTION EQUIPMENT SHALL BE CONFINED TO THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE CONTRACTING OFFICER.
2. BORROW SOURCE LOCATIONS ARE SHOWN ON THE VICINITY MAP.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR DIVERSION OF WATER DURING CONSTRUCTION.
4. EACH CULVERT'S LOCATION, LENGTH AND SKEW SHALL BE FIELD VERIFIED BY THE CONTRACTOR AND APPROVED BY THE CONTRACTING OFFICER **PRIOR TO ORDERING.**
5. CONSTRUCTION TOLERANCE CLASS D APPLICABLE TO ALL ROADS, REFER TO F566 204 - EXCAVATION AND EMBANKMENT.
6. ESTABLISHING CLEARING LIMITS, TOLERANCE CLASS C, APPLICABLE TO ALL CLEARINGS AND GRUBBING, REFER TO F566 152 - CONTRACTOR SURVEY AND STAKING. THE UTILIZATION STANDARDS FOR MERCHANTABLE TREES REMOVED UNDER THIS PROJECT SHALL BE TO THE SAME STANDARDS AS THE SODA CS TIMBER SALE CONTRACT.
7. PRIOR TO ANY EXCAVATION, CALL OREGON UTILITY NOTIFICATION CENTER, 1-800-332-2344, A MINIMUM OF 7 DAYS PRIOR TO STARTING ANY WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE.
8. UNSUITABLE WASTE MATERIAL PRODUCED IN THE CONSTRUCTION OF THIS PROJECT SHALL BE HAULED TO THE DESIGNATED DISPOSAL AREAS SHOWN ON THE VICINITY MAP AND LISTED IN THE DESCRIPTION OF WORK, SHAPE AND COMPACT AREA TO DRAIN WITH SPREADING EQUIPMENT, *B'* MAX HEIGHT, AS APPROVED BY CONTRACTING OFFICER.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACING ALL UNSUITABLE MATERIAL WITH UNCLASSIFIED BORROW NECESSARY TO COMPLETE THE WORK AS DETERMINED BY THE CONTRACTING OFFICER. NO ADDITIONAL PAYMENT SHALL BE MADE FOR ACQUIRING UNCLASSIFIED BORROW, PLACEMENT, OR DISPOSAL OF UNSUITABLE MATERIALS ENCOUNTERED.
10. SODA FORK BRIDGE, LOCATED ON NFSR #2043 AT MP 0.02 - EQUIPMENT OR VEHICLES OVER 80,000 POUNDS GROSS VEHICLE WEIGHT RESTRICTED. **A FOREST SERVICE BRIDGE OVERLOAD PERMIT IS REQUIRED FOR ALL VEHICLES OVER 80,000 POUNDS GVM.**
11. **ALL IN-STREAM WORK SHALL BE COMPLETED BETWEEN JULY 15 TO AUGUST 31. IN-STREAM WORK APPLIES TO CULVERT REPLACEMENTS ON INTERMITTENT AND PERENNIAL STREAMS FLOWING WATER AT THE TIME OF THE REPLACEMENT.**

**ABBREVIATION LIST:**

1. NFSR - NATIONAL FOREST SYSTEM ROAD
2. DOW - DESCRIPTION OF WORK
3. STA - STATION
5. BOP - BEGINNING OF PROJECT
6. EOP - END OF PROJECT
7. CMP - CORRUGATED METAL PIPE
8. HDPE - HIGH DENSITY POLYETHYLENE PIPE
9. CL - CENTERLINE
10. H:V - RATIO OF HORIZONTAL TO VERTICAL UNITS, EXAMPLE: 2H:1V = 2:1
11. F566 - FOREST SERVICE SUPPLEMENTAL SPECIFICATION
12. FP-03 - STANDARD SPECIFICATIONS FOR CONSTRUCTION OF ROADS AND BRIDGES ON FEDERAL HIGHWAY PROJECTS
13. MUTCD - MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
14. D - DIAMETER
15. TYP - TYPICAL

**GENERAL NOTES**

SODA CS TIMBER SALE SPECIFIED ROADS

GENERAL NOTES

R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



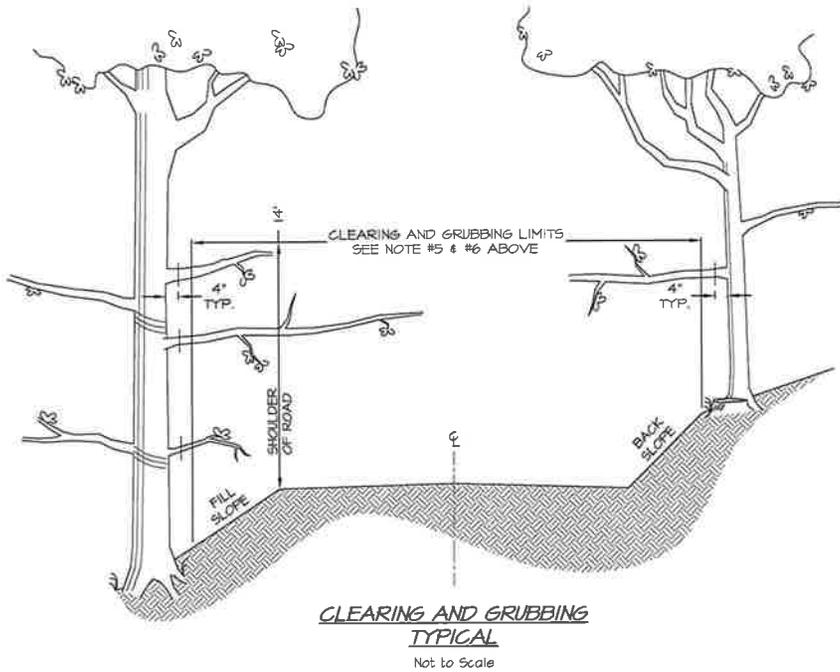
SHEET NUMBER TOTAL SHEETS

15

22

**NOTES:**

1. REFER TO FP-03 & F555 201 - CLEARING AND GRUBBING.
2. EXTEND AN ADDITIONAL 5' ON THE INSIDE OF HORIZONTAL CURVES, WHERE DIRECTED BY CONTRACTING OFFICER, TO REDUCE OBSTRUCTIONS IN SIGHT DISTANCE.
3. DECKING LOCATIONS SHALL BE FLAGGED BY CONTRACTING OFFICER PRIOR TO WORK.
4. MARK THE CLEARING LIMITS WITH FLAGGING OR TAGS ON TREES TO BE LEFT STANDING, OR ON LATH. REFER TO 152 - CONTRACTOR SURVEY AND STAKING.
5. NFSR #2043000 - CLEARING AND GRUBBING LIMITS SHALL BE 15' FROM EITHER SIDE OF THE CENTERLINE OF THE ROAD.
6. ALL OTHER ROADS - CLEARING AND GRUBBING LIMITS SHALL BE 12' FROM EITHER SIDE OF THE CENTERLINE OF THE ROAD.



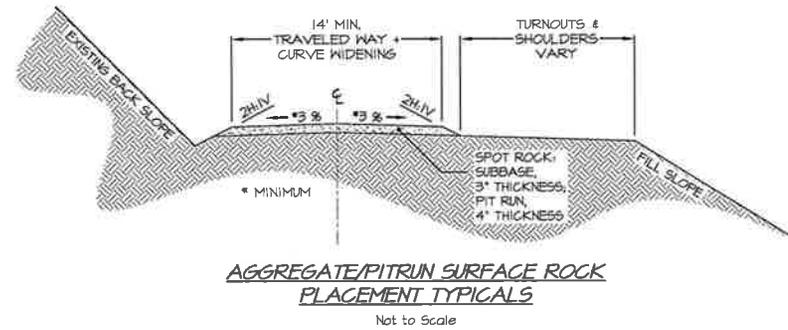
**NOTES:**

1. REFER TO F555 322 - MINOR AGGREGATE COURSES.
2. MAINTAIN A CROWN IN SECTIONS OF ROADWAY WITH EXISTING DITCHES.
3. CROSS SLOPE ALL HORIZONTAL CURVES TOWARDS THE INSIDE OF THE CURVE A MINIMUM OF 3% AS DIRECTED BY CONTRACTING OFFICER.
4. FINAL AGGREGATE SURFACING WIDTHS INCLUDE CURVE WIDENING BUT EXCLUDE TURNOUTS. PLACE AGGREGATE AS DIRECTED BY CONTRACTING OFFICERS.

**SPOT ROCK PLACEMENT TABLE**

NFSR #	QUANTITY
2043000	100 TON SUBBASE
2043344	100 TON SUBBASE
2043362	400 CY PIT RUN
2000410	100 TON SUBBASE
2000411	100 TON SUBBASE
2000413	580 CY PIT RUN
2000414	100 TON SUBBASE

PLACE AT LOCATIONS MARKED BY THE CONTRACTING OFFICER



**ROADWAY TYPICALS**

SODA GS TIMBER SALE SPECIFIED ROADS

ROADWAY TYPICALS

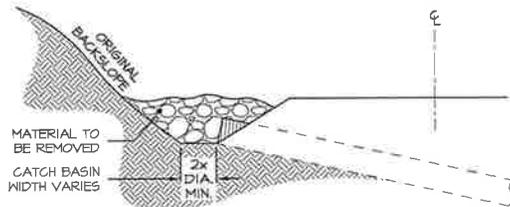
R6 - PACIFIC NORTHWEST REGION

USDA, FOREST SERVICE



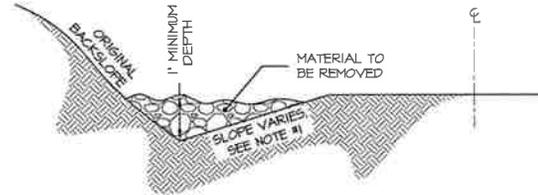
SHEET NUMBER TOTAL SHEETS

16 22



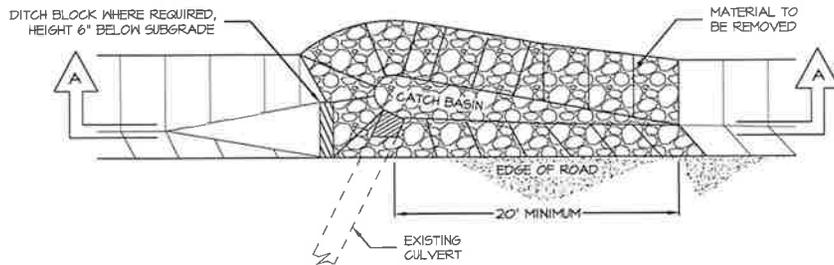
**CULVERT CLEANING  
TYPICAL SECTION**

Not to Scale



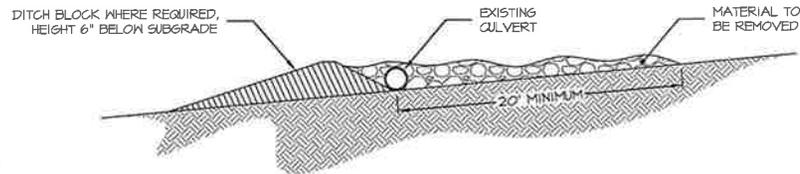
**RECONDITIONING DITCH  
TYPICAL SECTION**

Not to Scale



**CULVERT CLEANING  
PLAN VIEW**

Not to Scale

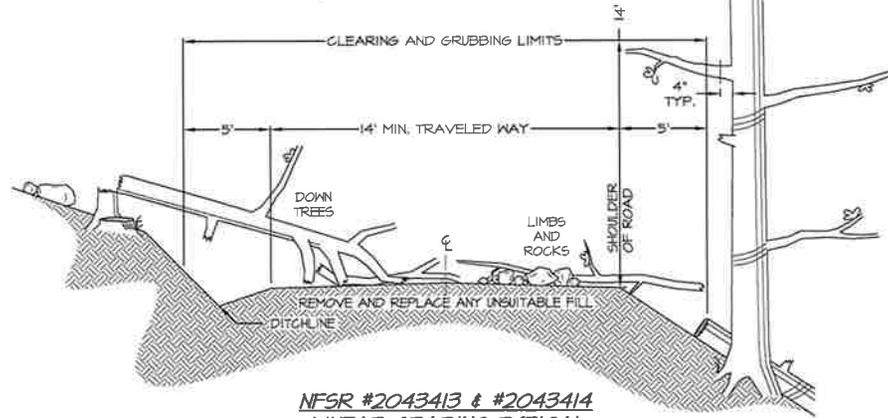


**CULVERT CLEANING  
SECTION A - A**

Not to Scale

**NOTES:**

1. REFER TO F555 212 - LINEAR GRADING.
2. OPEN ROAD TO A MINIMUM CLEARING LIMITS AS SHOWN.
3. REPOSITION DOWN TREE SECTIONS PERPENDICULAR TO THE ROAD CENTERLINE 50 AS NOT TO ROLL.
4. DECKING LOCATIONS SHALL BE FLAGGED BY CONTRACTING OFFICER PRIOR TO WORK.
5. REMOVE DOWN TREES, ROCKS, LIMBS AND OTHER DEBRIS.
6. ALL WORK IS INCIDENTAL TO 21201 - LINEAR GRADING UNLESS OTHERWISE INCLUDED UNDER DIFFERENT PAY ITEMS IN THE DESCRIPTION OF WORK.



**NFSR #2043413 & #2043414  
LINEAR GRADING TYPICAL**

Not to Scale

**NOTES:**

1. CLEANING CULVERTS IN PLACE IS INCIDENTAL TO 30904 - ROAD RECONDITIONING, DITCH. REMOVE AND DISPOSE OF ALL FOREIGN MATERIAL WITHIN THE CATCH BASIN, BARREL AND APPURTENANCES OF THE CULVERT BY ANY METHOD THAT DOES NOT DAMAGE THE CULVERT.
2. DITCH SLOPE VARIES FROM 1V:3H, TYPICAL, TO A 1V:2H MINIMUM ALONG WIDTH RESTRICTED ROAD SEGMENTS. CLEAN AS DIRECTED BY CONTRACTING OFFICER.
3. DISPOSE OF EXCESS MATERIALS AT DESIGNATED WASTE AREAS.

**ROADWAY TYPICALS**

SODA GS TIMBER SALE SPECIFIED ROADS

ROADWAY TYPICALS

R6 - PACIFIC NORTHWEST REGION

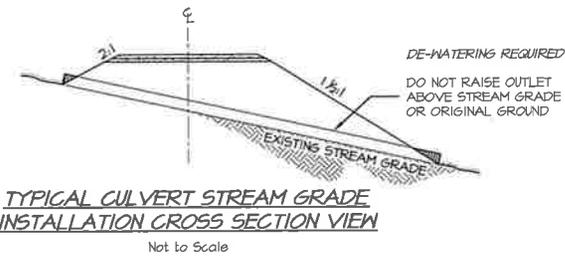
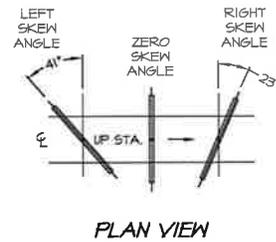
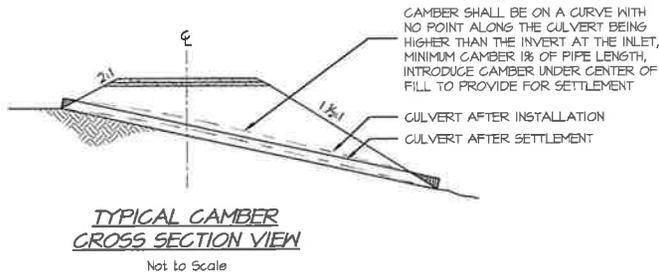
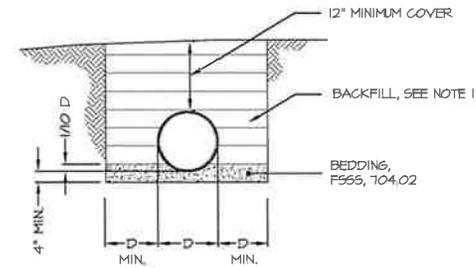
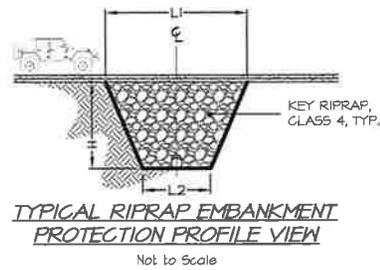
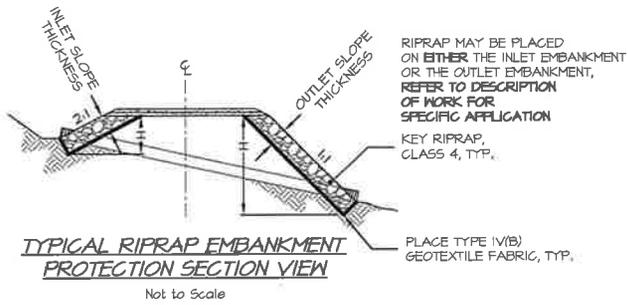
U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

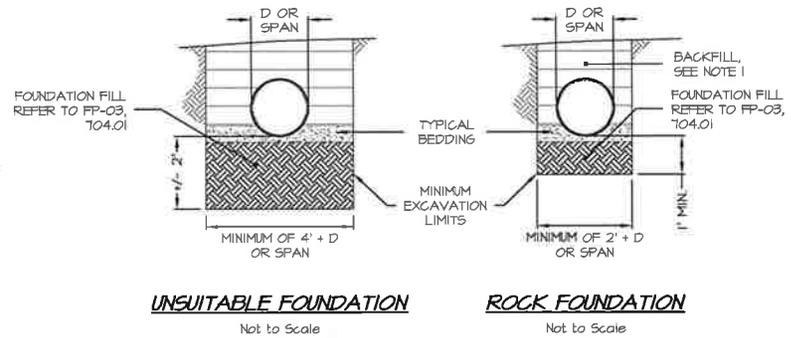
17

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**NOTES:**

1. BACK FILL ALL CULVERTS WITH SUITABLE MATERIAL APPROVED BY THE CONTRACTING OFFICER. PLACE IN 6-INCH LAYERS, USING COMPACTION METHOD B, IN ACCORDANCE WITH F565 204.
2. REFER TO DESCRIPTION OF WORK FOR SLOPE PROTECTION LOCATIONS.
3. CAMBER ALL CULVERTS AS SHOWN IN CAMBER TYPICAL AND AS DIRECTED IN F565 602.03 WITH MAXIMUM CAMBER UNDER CENTER OF FILL.
4. PROVIDE FOR A 50' TRANSITION DITCH INTO INLET OF CULVERT.
5. ALL EXCAVATION AND TRENCHING OPERATIONS SHALL CONFORM TO OSHA REQUIREMENTS.
6. DO NOT OPERATE ANY HEAVY EQUIPMENT OVER ANY CULVERT UNTIL IT HAS BEEN PROPERLY BACK FILLED WITH A MINIMUM OF 1 FT COVER.
7. FIELD CUTTING OF CULVERT IS NOT PERMITTED UNLESS APPROVED BY THE CONTRACTING OFFICER. WHERE SPALTER COATING HAS BEEN BRUISED OR BROKEN IN THE SHOP, DURING SHIPPING, OR BY FIELD CUTTING, REPAIRS SHALL BE IN ACCORDANCE WITH AASHTO M36.
8. SOME INSTALLATIONS OF CULVERTS MAY REQUIRE ADDITIONAL EXCAVATION BELOW EXISTING CULVERT GRADE LINE.



**CULVERT BEDDING & BACKFILL TYPICALS**

SODA GS TIMBER SALE SPECIFIED ROADS

CULVERT BEDDING & BACKFILL TYPICALS

R6 - PACIFIC NORTHWEST REGION

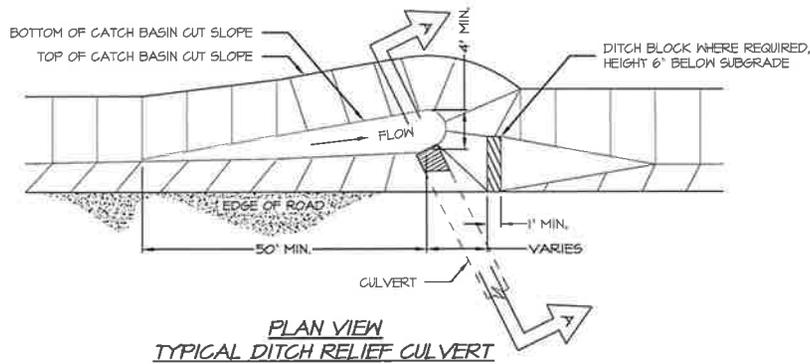
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SHEET NUMBER TOTAL SHEETS

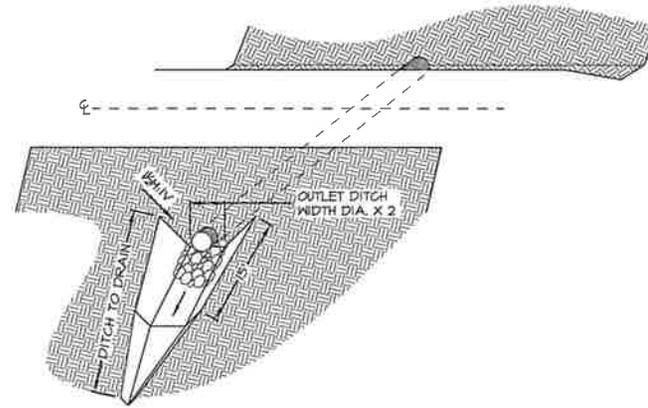
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22



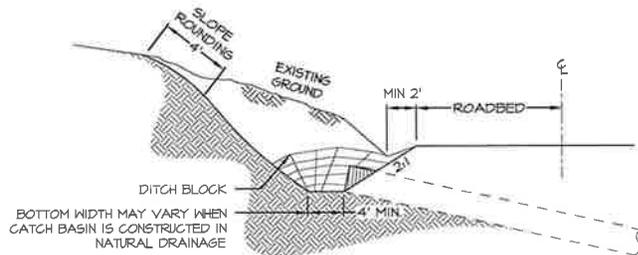
**PLAN VIEW**  
**TYPICAL DITCH RELIEF CULVERT**

Not to Scale



**OUTLET "Y" DITCH**  
**PICTORIAL VIEW**

Not to Scale

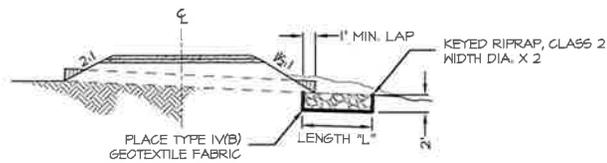


**SECTION A - A**  
**DITCH RELIEF CULVERT**

Not to Scale

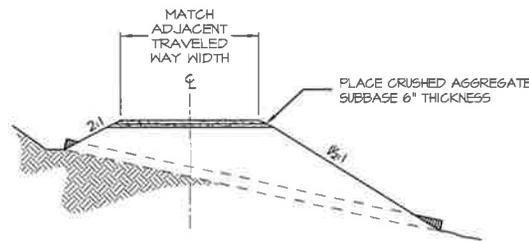
**NOTES:**

1. MATERIAL REMOVED IN THE MAINTENANCE, RECONDITIONING, AND CLEANING OF CATCH BASINS AND CULVERTS SHALL NOT BE DEPOSITED ON OR ABOVE CUT SLOPES. ALL MATERIAL SHALL BE HAULED TO DESIGNATED WASTE AREAS AND DISPOSED OF AS APPROVED BY THE CONTRACTING OFFICER.
2. APPLY OUTLET "Y" DITCH ONLY AT CULVERT INSTALLATIONS WITH FILL SLOPES LESS THAN 1V:1 1/4H AS APPROVED ON THE GROUND BY THE CONTRACTING OFFICER.

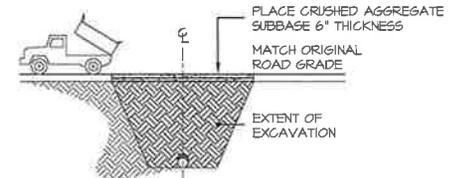


**TYPICAL RIPRAP OUTLET SPLASH APRON**  
**CROSS SECTION VIEW**

Not to Scale



**SECTION VIEW**



**PROFILE VIEW**

**TYPICAL CULVERT**  
**AGGREGATE REPLACEMENT**

Not to Scale

**CULVERT SURFACE & DITCH TYPICALS**

SODA GS TIMBER SALE SPECIFIED ROADS

CULVERT SURFACE & DITCH TYPICALS

R6 - PACIFIC NORTHWEST REGION

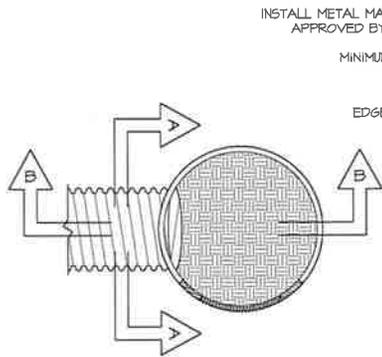
U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

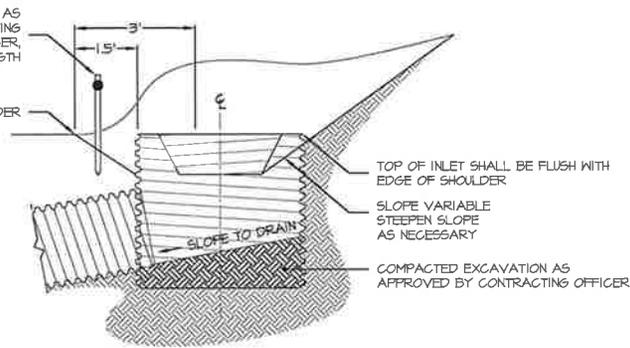
19

22



**DROP INLET  
PLAN VIEW**

Not to Scale

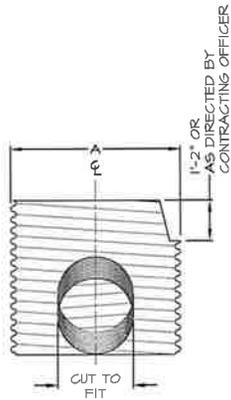


**DROP INLET  
INSTALLATION DETAIL**

Not to Scale

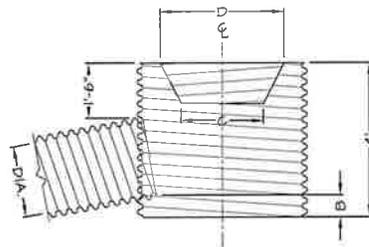
**NOTES:**

1. OPENINGS MAY BE FIELD CUT. TOTAL AREA OF OPENINGS SHALL NOT BE LESS THAN SHOWN
2. WHERE SPELTER COATING HAS BEEN BRUISED OR BROKEN IN THE SHOP, DURING SHIPPING OR BY FIELD CUTTING, REPAIRS SHALL BE IN ACCORDANCE WITH AASHTO M36.
3. ADDITIONAL FIELD CUTS MAY BE NECESSARY TO DRAIN EACH DROP INLET'S FINAL LOCATION, AS WELL AS FIELD CUTS, SHALL BE FIELD VERIFIED BY THE CONTRACTOR AND APPROVED BY THE CONTRACTING OFFICER.
4. ALL WORK AND MATERIALS REQUIRED TO CONSTRUCT/FABRICATE SPILLWAY ASSEMBLIES ARE CONSIDERED TO BE INCIDENTAL TO THE APPLICABLE PAY ITEMS.



**SECTION A - A**

Not to Scale



**SECTION B - B**

Not to Scale

**FABRICATION DETAILS**

<b>DROP INLET DIMENSION TABLE</b>					
<b>OUTLET PIPE DIA.</b>	<b>INLET DIA. THICKNESS</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
18"	36" - 0.109"	36"	6"	18"	24"

**DROP INLET DETAILS**

SODA GS TIMBER SALE SPECIFIED ROADS

DROP INLET DETAILS

U.S.D.A. FOREST SERVICE

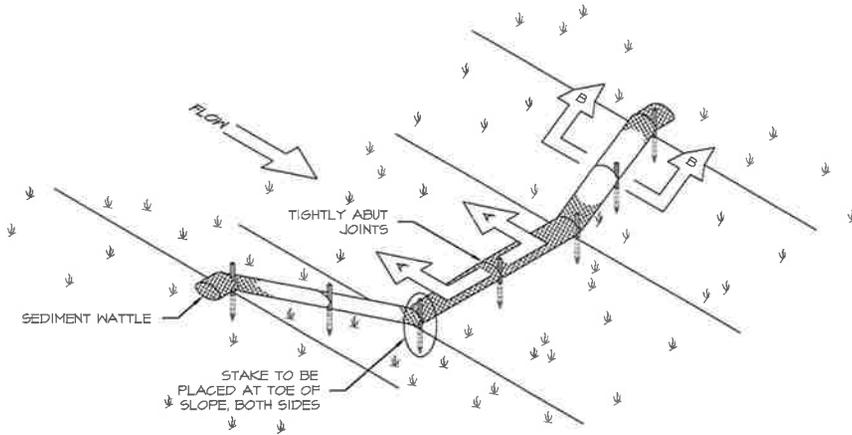
R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER TOTAL SHEETS

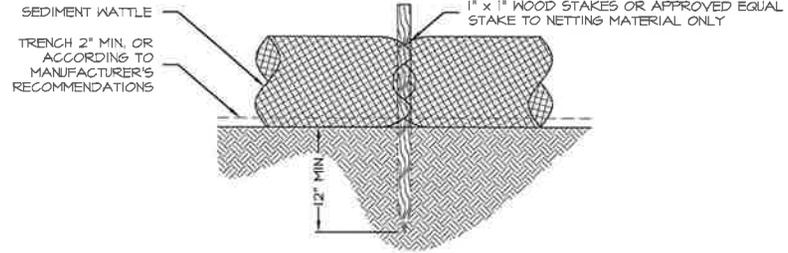
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**SEDIMENT WATTLE  
INSTALLATION TYPICAL**

Not to Scale

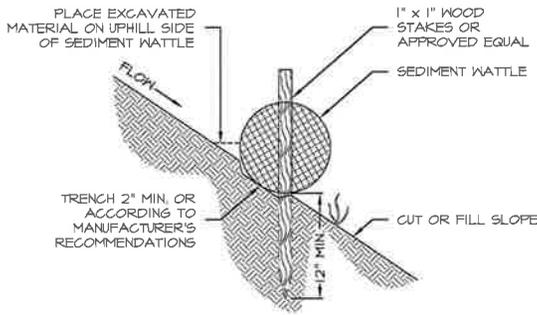


**SECTION A - A  
WATTLE JOINT DETAIL**

Not to Scale

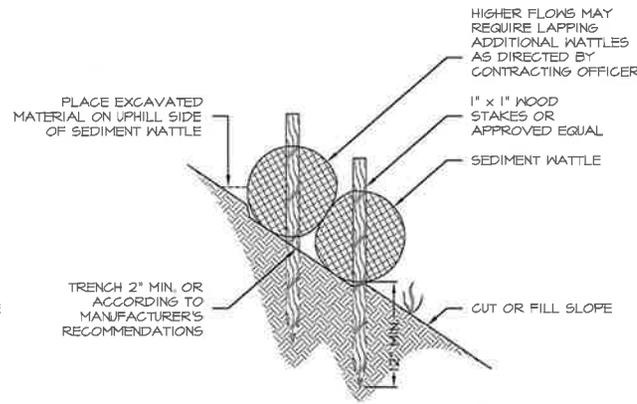
**NOTES:**

1. ALL DISTURBED GROUND SHALL BE SHAPED TO DRAIN & COVERED USING A WEED FREE HAY OR STRAW AS DIRECTED BY CONTRACTING OFFICER. REFER TO 151 - SOIL EROSION CONTROL AND 713.05 - MULCH.
2. INSTALL SEDIMENT CONTROL MEASURES IN DISTURBED DITCHES BEFORE EACH EXISTING CULVERT CATCHBASIN, INCLUDING AT NEW CULVERT INSTALLATIONS, AT THE TOE OF NEW FILLS, AND AS CONSTRUCTION OF EMBANKMENTS PROGRESS. PLACE ADDITIONAL PARALLEL ROWS ON EMBANKMENTS WITH A MIN. SLOPE SPACING OF 10' AS DIRECTED BY CONTRACTING OFFICER.
3. TYPICAL WATTLE LENGTH SHALL BE 10' - 30' OR AS APPROVED BY CONTRACTING OFFICER.
4. WATTLES SHALL BE INSTALLED AND MAINTAINED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
5. CONSTRUCT TRENCHES PARALLEL TO SLOPE CONTOURS OR AS DIRECTED BY CONTRACTING OFFICER.
6. DRIVE STAKES INTO UNDISTURBED SOIL OF TRENCH BOTTOM 12" MIN. STAKE TO BE EXPOSED 2" MIN. ABOVE TOP OF WATTLE.
7. SPACE STAKES 24" O.C. MAX. 12" MAX AT WATTLE ENDS, OR ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
8. ALTERNATIVE STAKES MAY BE USED WITH THE APPROVAL OF THE CONTRACTING OFFICER.
9. WATTLE DIAMETERS CAN VARY. SIZE ACCORDING TO EXISTING GROUND CONDITIONS AND INTENDED USE AS APPROVED BY CONTRACTING OFFICER. MINIMUM WATTLE DIAMETER SHALL BE 9".
10. 30" WOODEN STAKES ARE RECOMMENDED FOR 9" AND 12" WATTLES 40" WOODEN STAKES ARE RECOMMENDED FOR 16" AND 20" WATTLES.
11. INITIATE STABILIZATION MEASURES AS SOON AS PRACTICAL IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER WORK HAS CEASED.
12. INSPECT ALL SEDIMENT AND EROSION CONTROL DEVICES DAILY, OR MORE OFTEN WHEN NEEDED (SUCH AS DURING RAINFALL EVENTS). REPAIR OR REPLACE DAMAGED OR INEFFECTIVE DEVICES, OR ADD ADDITIONAL DEVICES IF NEEDED TO CONTAIN SEDIMENT.
13. REMOVE SEDIMENT FROM ANY EROSION CONTROL DEVICES WHEN SEDIMENT DEPTH EXCEEDS 6 INCHES.
14. REMOVE NON-BIODEGRADABLE TEMPORARY SEDIMENT CONTROL MATERIALS WITHIN 7 DAYS AFTER FINAL ACCEPTANCE.



**SECTION B - B  
STAKE DETAIL**

Not to Scale



**SECTION B - B  
WATTLE LAPPING DETAIL**

Not to Scale

**SOIL EROSION & POLLUTION CONTROL**

SODA GS TIMBER SALE SPECIFIED ROADS

SOIL EROSION & POLLUTION CONTROL

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER TOTAL SHEETS

21

22



R11-2  
48" X 30"



W21-15  
36" X 36" MIN.



W3-4  
36" X 36" MIN.



W20-1  
36" X 36" MIN.



W21-7a  
36" X 36" MIN.



W6-8  
30" X 30" MIN.



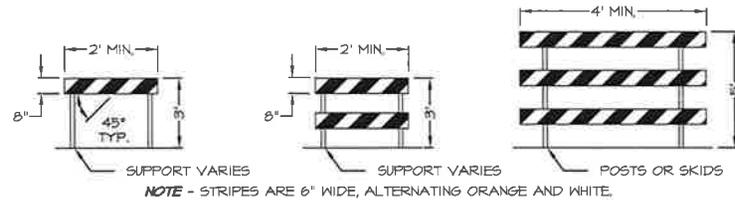
W6-6  
30" X 30" MIN.



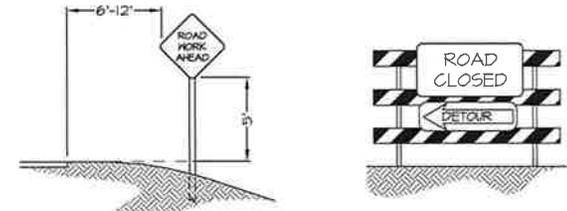
W6-7  
30" X 30" MIN.



M4-10  
48" X 18"  
RIGHT OR LEFT



TYPE I BARRICADE    TYPE II BARRICADE    TYPE III BARRICADE



TYPICAL INSTALLATIONS

Not to Scale

**NOTES:**

1. FAILURE TO MAINTAIN PROPER TRAFFIC CONTROL MEASURES SHALL RESULT IN NON-COMPLIANCE WITH THE EXISTING CONTRACT AND WOULD NEED TO BE CORRECTED IMMEDIATELY BEFORE RESUMING WORK.
2. ERECT ALL ADVANCE WARNING SIGNS BEFORE STARTING CONSTRUCTION AT LOCATIONS APPROVED BY CONTRACTING OFFICER.
3. NOT ALL DETAILS SHOWN IN THE TEMPORARY TRAFFIC CONTROL TYPICALS MAY BE APPLICABLE TO THIS PROJECT. THE CONTRACTOR MAY ADD OR DELETE INFORMATION AND DETAILS IN THIS TRAFFIC CONTROL PLAN AS NECESSARY TO ACCOMMODATE ACTUAL OPERATIONS WITH WRITTEN APPROVAL FROM THE CONTRACTING OFFICER.
4. WHERE ADVANCE WARNING SIGNS, PLACED AS SHOWN, INTERFERE WITH PERMANENT SIGNS, LOCATE THE WARNING SIGNS AS DETERMINED BY THE CONTRACTING OFFICER. VARY MESSAGES AS REQUIRED.
5. USE TYPE III OR HIGHER TYPE SHEETING ON ALL SIGNS AND CHANNELING DEVICES. WARNING LIGHTS ARE NOT NORMALLY NEEDED ON DEVICES WITH TYPE III OR HIGHER TYPE SHEETING, BUT MAY BE BENEFICIAL TO ATTRACT THE DRIVERS ATTENTION IN FOG OR OTHER SPECIAL CONDITIONS. WHEN USED, APPLY THE APPROPRIATE TYPE OF WARNING LIGHT (TYPE A, B, C, OR D) PER THE MUTCD CHAPTER 6F.
6. ADDITIONAL OR DIFFERENT MESSAGE SIGNS MAY BE REQUIRED TO FIT THE ACTUAL CONSTRUCTION CONDITIONS.
7. ENSURE ALL SIGN SUPPORTS EXPOSED TO IMPACT BY TRAFFIC MEET THE REQUIREMENTS OF NCHRP-350 FOR CRASH WORTHINESS.
8. DO NOT STORE TRAFFIC CONTROL DEVICES ALONG THE ROADWAY WHEN NOT IN USE. COVER POST-MOUNTED SIGNS WHEN NOT APPLICABLE.
9. IF W20-1 IS ON A ROADWAY OTHER THAN THAT ON WHICH THE ACTUAL CONSTRUCTION WORK OCCURS, INCLUDE A SUPPLEMENTARY PLAQUE INDICATING THE NAME OF THE ROAD THE WORK IS ON.
10. IF SIGNS WILL BE IN PLACE MORE THAN 72 CONSECUTIVE HOURS, USE GROUND-MOUNTED POST.
11. SIGNS ARE SHOWN FOR ONE DIRECTION OF TRAVEL ONLY. PLACE DEVICES SIMILAR TO THOSE DEPICTED FOR THE OPPOSITE DIRECTION OF TRAVEL.
12. FINAL LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE CHANGED TO FIT FIELD CONDITIONS AS APPROVED BY THE CONTRACTING OFFICER.
13. SUBMIT A TRAFFIC CONTROL PLAN FOR APPROVAL PRIOR TO START OF OPERATIONS.
14. ANY CUSTOM SIGN FABRICATION & INSTALLATION SHALL BE CONSIDERED INCIDENTAL TO 63501.

<b>CONSTRUCTION SIGN SCHEDULE</b>			
SIGN	STATION	LOCATION	TEXT
NA	NA	NA	NA

CONTRACTOR IS RESPONSIBLE FOR A TRAFFIC CONTROL PLAN AS APPROVED BY THE CONTRACTING OFFICER. SIGNS AND PLACEMENT SHALL CONFORM TO MUTCD STANDARDS.

TEMPORARY TRAFFIC CONTROL TYPICALS

SODA GS TIMBER SALE SPECIFIED ROADS

TEMPORARY TRAFFIC CONTROL TYPICALS

R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



SHEET NUMBER	TOTAL SHEETS
22	22