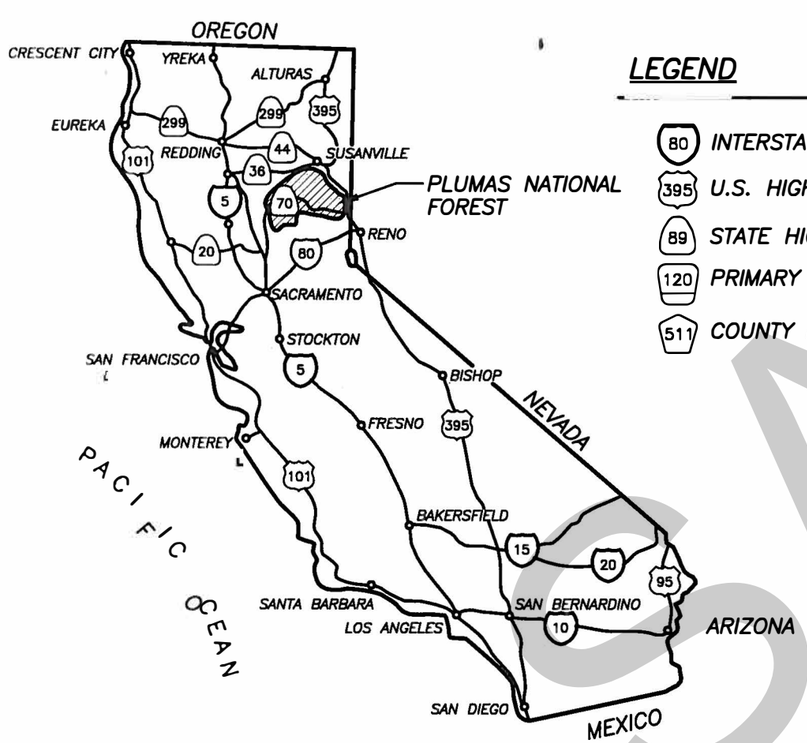
UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC SOUTHWEST REGION FIVE

PLUMAS NATIONAL FOREST

HAPPY ASPEN-PANO IRTC Stewardship

BECKWOURTH RANGER DISTRICT

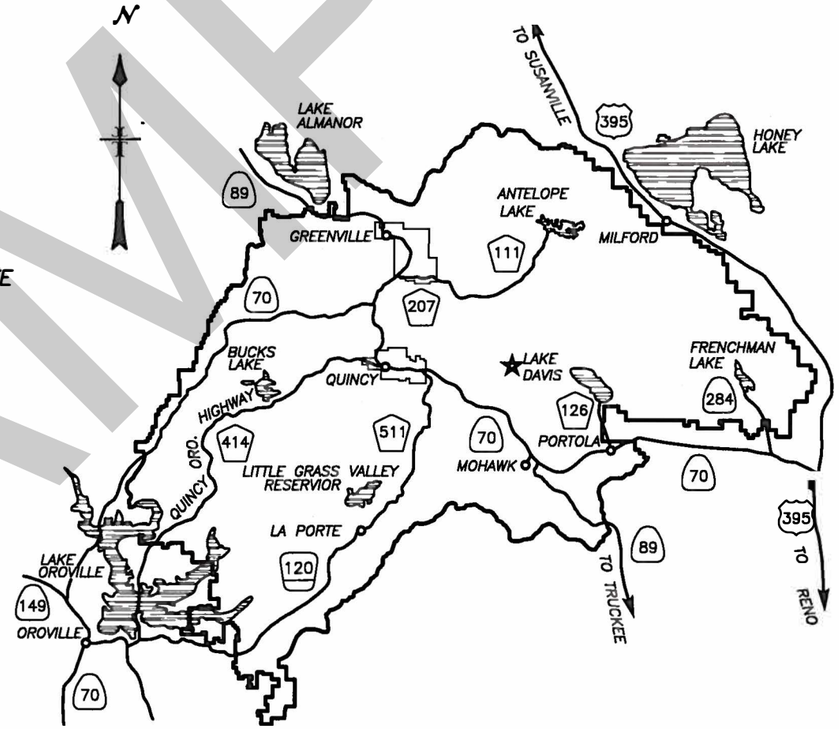


LEGEND

- 80 INTERSTATE HIGHWAY
- 395 U.S. HIGHWAY
- 89 STATE HIGHWAY
- 120 PRIMARY FOREST ROUTE
- 511 COUNTY ROAD

STATE OF CALIFORNIA

INDEX MAP



PLUMAS NATIONAL FOREST

★ PROJECT LOCATION

INDEX TO SHEETS

FOREST SERVICE US DEPARTMENT OF AGRICULTURE

PREPARED BY: Dan Hopkins 10/2/15
PROJECT ENGINEER — DATE

REVIEWED BY: Francisco Reis 10/2/15
TECHNICAL REVIEWER — DATE

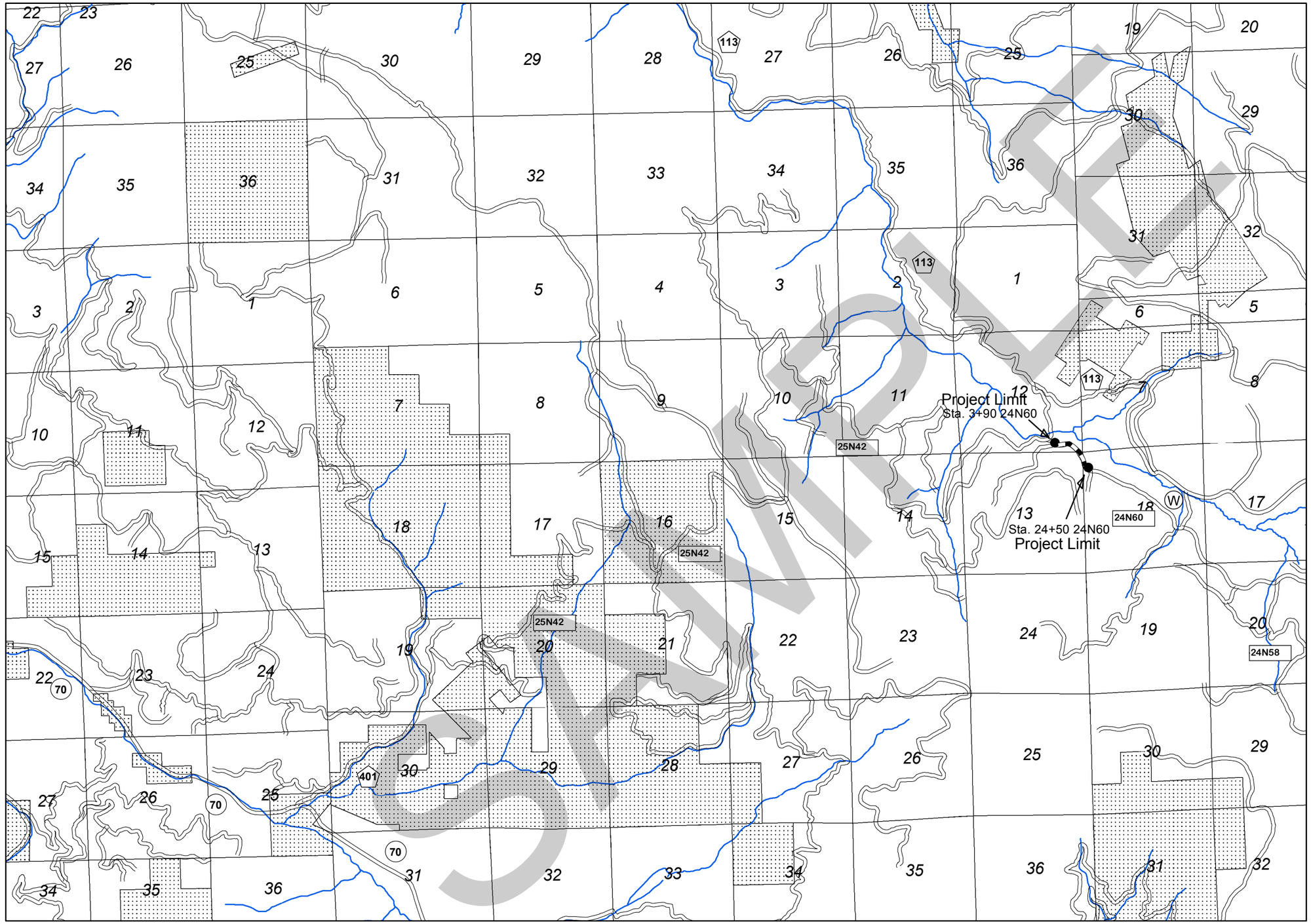
APPROVED BY: PARVIZ NOORI
Parviz Noori 10/6/2015
FOREST ENGINEER — DATE

APPROVED BY:
Carol Thornton 10-7-2015
Act DISTRICT RANGER — DATE

R. 10 E. R. 11 E. R. 11 E. R. 12 E.

T. 25 N. T. 24 N.

T. 25 N. T. 24 N.



LEGEND

- EXISTING TRANSPO. ROAD
- ROAD RECONSTRUCTION
- NEW ROAD CONSTRUCTION
- 25N14 — FOREST SERVICE ROAD NUMBER
- 403 — COUNTY ROAD NUMBER
- 70 — STATE HIGHWAY
- PRIVATE PROPERTY
- NATIONAL FOREST
- OTHER OWNERSHIP
- W — WATER SOURCE
- DISPOSAL SITE
- GATE
- BEG./END RECONST.

N

R. 10 E. R. 11 E. R. 11 E. R. 12 E.

U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PLUMAS NATIONAL FOREST
QUINCY, CALIFORNIA

HAPPY ASPEN-PANO IRTC STEWARDSHIP

LOCATION MAP
NOT TO SCALE

DESIGNED:	D. HOPKINS	DATE:	06/15
DRAWN:	D. HOPKINS	DATE:	06/15
CHECKED:	F. RICO	DATE:	06/15

DATE	REVISION	BY

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SHEET NO. 2

EXISTING TRANSPORTATION SYSTEM ROAD

SPECIFIED ROAD RECONSTRUCTION

SPECIFIED ROAD CONSTRUCTION

24N24 FOREST SERVICE ROAD NUMBER

89 STATE HIGHWAY ROAD NUMBER

112 112 PLUMAS COUNTY ROAD NUMBER

RIPRAP AND AGGREGATE SOURCE

W WATER SOURCE

OTHER OWNERSHIP

B BORROW SOURCE (IE. EARTH, SAND, ETC)

D DISPOSAL SITE

CATTLEGUARD

UNMERCHANTABLE DECKING AREA

MERCHANTABLE DECKING AREA

CONSTRUCTION SLASH DISPOSAL AREA

STUMP DISPOSAL AREA

OVERSIDE DRAIN

REINFORCED SUBGRADE

GATE

GUARDRAIL BARRIER

RIPRAP (ENERGY DISSIPATOR)

CONSTRUCT TURNAROUND

CONSTRUCT HAMMERHEAD TURNAROUND

CONSTRUCT TURNOUT

ROLLING DIP

WATERBAR

REINFORCED ROLLING DIP

LOW WATER CROSSING

STREAM

LEAD–IN, LEAD–OFF, OR DRAINAGE DITCH

CULVERT PIPE, PLAN VIEW

CULVERT PIPE, PROFILE VIEW

CULVERT PIPE, WITH CATCH BASIN

EARTH BARRIER

UNDER DRAIN (PMP) OR TEXTILE DRAIN

GABION BASKET

"P" (PRELIMINARY) LINE AS SURVEYED

"L" LINE – CENTER LINE TO BE CONSTRUCTED

OFFICE LINE

V.P.I. (VERTICAL POINT OF INTERSECTION)

RIGHT–OF–WAY LIMITS

SECTION LINE

CUT LINE
FILL LINE
} CONSTRUCTION LIMITS

FENCE LINE

EXISTING ROAD EDGE

BRIDGE

BERM

395 US HIGHWAY

CAMPGROUND

80 INTERSTATE HIGHWAY

SALESTAR

N NORTH ARROW

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HAPPY ASPEN–PANO IRTC STEWARDSHIP

LEGEND

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SHEET 3

SUMMARY OF QUANTITIES

ROAD 24N60 (RECONSTRUCTION)

201(02)	CLEARING AND GRUBBING, SLASH TREATMENT METHODS FOR TOPS AND LIMBS 4; LOGS 4; AND STUMPS 4; UTILIZATION OF TIMBER 1	ACRE	0.19
203(02)	EXCAVATION AND EMBANKMENT, METHOD 2	C.Y.	10
203(19)	DRAINAGE EXCAVATION TYPE; DITCH	L.F.	2060
203(20)	DRAINAGE EXCAVATION TYPE; DIP	EACH	3
306(01)	RECONDITIONING OF ROADBED, COMPACTION D	MILE	0.39

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HAPPY ASPEN–PANO IRTC
STEWARDSHIP–ALL ROADS

SUMMARY OF QUANTITIES

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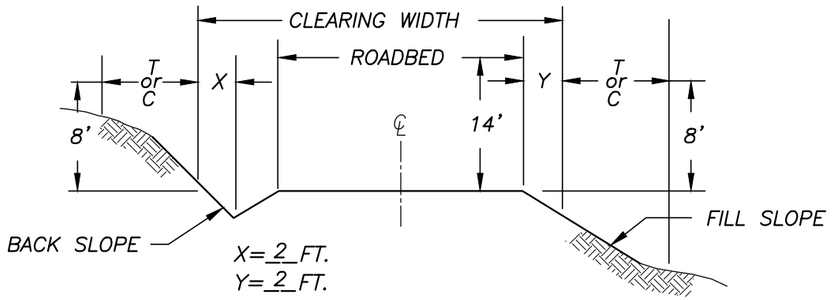
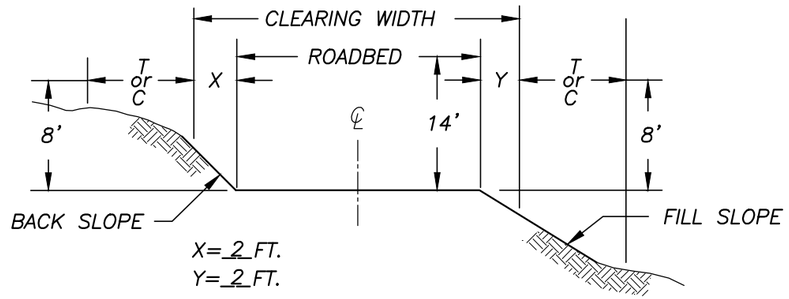
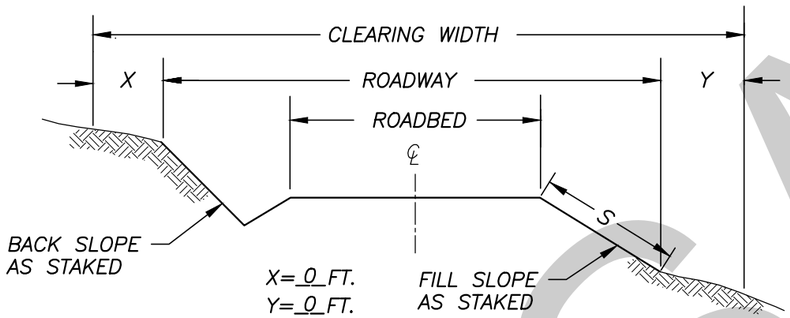
CLEARING



RECONSTRUCTION ~ DITCH SECTION



RECONSTRUCTION ~ NO DITCH



NEW CONSTRUCTION & NEWLY CONSTRUCTED SLOPES

NOTES:

1. ROADBED WIDTHS SHOWN ON PLAN AND PROFILE, OR WORKLIST PLANS, INCLUDE TURNOUTS AND CURVE WIDENING.

2. BLADE TO DAYLIGHT OR CONSTRUCT DRAINAGE DITCH, UNLESS OTHERWISE SHOWN ON PLANS. WHERE DAYLIGHT WILL EXCEED 5', CONSTRUCT DRAINAGE DITCH. WHEN AGREED, A DRAINAGE DITCH SHAPE MAY BE USED FOR LEAD–OFF DITCH.

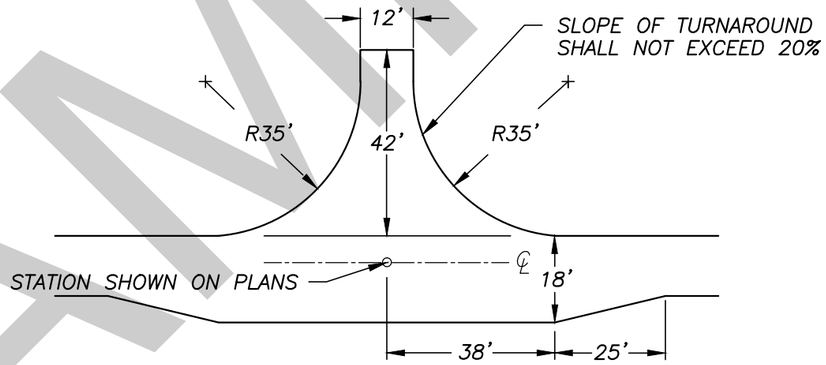
A CROSS SLOPE OF 4% +/– 1%, SHALL BE USED FOR ALL SUPERELEVATED CURVES, AND FOR ALL INSLOPED, OUTSLOPED, OR CROWNED ROADBEDS.

A GRADER FINISH SHALL BE REQUIRED ON ALL PROJECTS. THE SUBGRADE SHALL BE VISIBLY MOIST DURING BLADING AND SHAPING OPERATIONS.

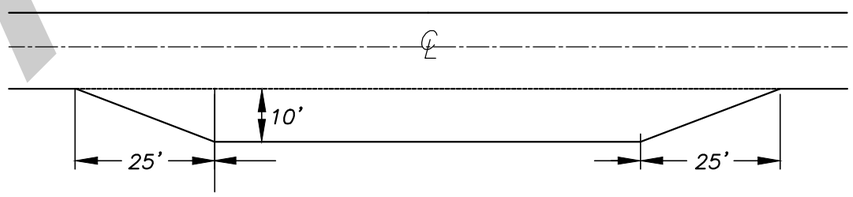
IN CLEAR OR TRIM SECTIONS, LEAVE STABLE TREES OVER 6" D.B.H..

ROADS CONSTRUCTED UNDER SECTION 203 SHALL USE CONSTRUCTION TOLERANCE CLASS K.

"C"=CLEAR "T"=TRIM

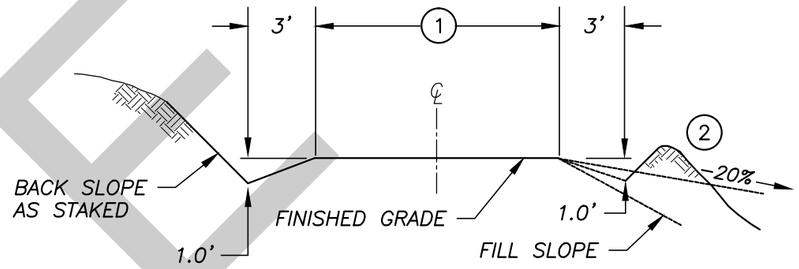


HAMMERHEAD TURNAROUND

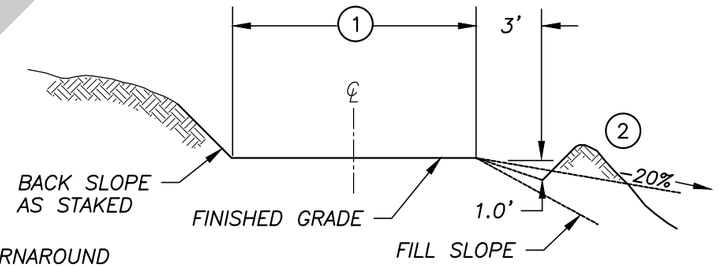


TURNOUT

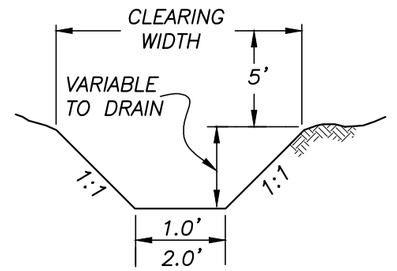
CONSTRUCTION



TYPICAL ROADWAY ~ DITCH SECTION



TYPICAL ROADWAY ~ NO DITCH



WIDTH IS 1' FOR LEAD–OFF DITCH AND 2' FOR 2' FLAT–BOTTOM DITCH

LEAD–OFF DITCH AND 2' FLAT–BOTTOM DITCH

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STEWARDSHIP–ALL ROADS

CLEARING & CONSTRUCTION TYPICAL

DESIGNED: D. HOPKINS DATE: 06/15
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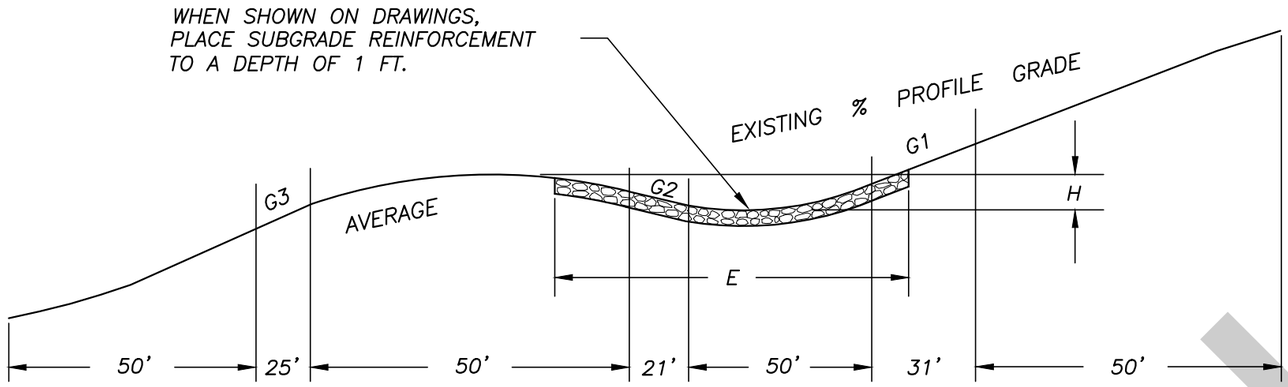
SHEET 5



PROFILE VIEW

ROLLING DIP CONSTRUCTION DIMENSIONS						
% PROFILE GRADE	CONST. GRADE			DEPTH	REINFORCEMENT	
	G1	G2	G3	(H)	LENGTH (E)	CUBIC YARDS
0 TO 4	−7	2	−6	0.6'	20'	12
5 TO 6	−10	2	−9	0.6'	20'	12
7 TO 8	−13	2	−12	0.5'	20'	12
9 TO 10	−16	2	−15	0.5'	30'	18
OVER 10 % NOT RECOMMENDED						

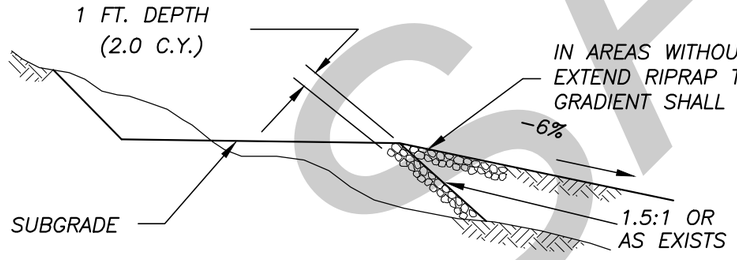
ROLLING DIP CONSTRUCTION NOTES:

1. THE CROSS SLOPE OF THE ROADBED SHALL BE MAINTAINED THROUGH THE DIP.
2. THE DRAIN LINE SHALL BE PERPENDICULAR TO THE CENTER LINE OF THE ROADBED.
3. PLACE CLASS 2 (714) OUTLET RIPRAP WHEN SHOWN ON THE DRAWINGS. REFER TO OUTLET RIPRAP DETAIL BELOW.
4. FOR DIPS ON AGGREGATE SURFACED ROADS, REDUCE (H) DEPTH BY 0.2 FT.
5. WATERBAR AND DIP CONSTRUCTION TOLERANCES SHALL BE IN ACCORDANCE FP−03 SUPPLEMENTAL SPECIFICATION 204.13(d); TOLERANCE CLASS A.
6. GEOTEXTILES SHALL MEET SPECIFICATIONS FOR 714 TYPE II−B

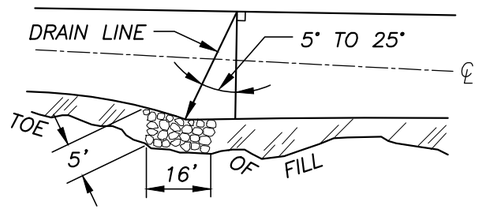
WATERBAR CONSTRUCTION NOTES:

1. WATERBARS ARE USUALLY CONSTRUCTED BY ANGLE DOZERS. WATERBARS SHALL HAVE A CLEAN OUTLET AND BE CONSTRUCTED SO THEY WILL NOT FAIL THROUGH ALL WEATHER USE.
2. THE WATERBAR DRAIN LINE SHALL BE SKEWED 5° TO 25°.
3. WATERBARS SHALL BE CONSTRUCTED SO THAT DRAINLINE EXCAVATION IS APPROXIMATELY SIX INCHES (6") INTO SOLID SOIL AND THE TOP OF COMPACTED WATERBAR IS TWELVE INCHES (12") ABOVE THE DRAINLINE.
4. THE TOTAL LENGTH OF THE WATERBAR SHALL NOT BE LESS THAN SIXTEEN FEET (16').
5. CROSS SLOPE OF THE DRAIN LINE SHALL BE EQUIVALENT TO TO THE CROSS SLOPE OF THE ROAD PLUS TWO PERCENT (2%).

OUTLET RIPRAP



CROSS SECTION VIEW



PLAN VIEW

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DIP TYPICAL

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SHEET 6

STATION	TO	STATION	WORK ITEMS ROAD 24N60
0+00	-	3+90	NO RECONSTRUCTION NEEDED. 0+00 INTERSECTION WITH 25N42.
3+90			PROJECT LIMIT
3+90	-	24+50	RECONSTRUCT EXISTING ROADWAY IN ACCORDANCE WITH SECTIONS 201, 203, AND 306. THE TREATMENT FOR CONSTRUCTION SLASH SHALL BE METHOD 4 – SCATTERING UNDER SEC. 201.05. THE EXCAVATION AND EMBANKMENT SHALL BE METHOD 2 LAYER PLACEMENT. THE CONSTRUCTION TOLERANCE CLASS SHALL BE "K". THE FINISHED ROADBED WIDTH SHALL INCLUDE THE EXISTING TURNOUTS AND CURVE WIDENING. THE MINIMUM FINISHED ROADBED WIDTH SHALL BE 14 FEET. RECONDITION ROADBED AND ALL DRAINAGE STRUCTURES (INCLUDING ALL TYPES OF DITCHES, DIPS, DROP INLETS, AND CATCH BASINS) IN ACCORDANCE WITH SECTION 306.
3+90	-	22+00	INSLOPE ROAD RT.
3+90	-	24+50	RECONSTRUCT DITCH RT.
5+50			CONSTRUCT DIP DRAIN RIGHT.
14+36			CONSTRUCT DIP DRAIN RIGHT.
22+65			CONSTRUCT DIP DRAIN RIGHT.
24+50			PROJECT LIMIT, END RECONSTRUCTION.

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HAPPY ASPEN–PANO IRTC
STEWARDSHIP–24N60

WORK LIST
24N60

DESIGNED: D.HOPKINS DATE: 06/15
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SHEET 7