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

# Rocketline Removals Timber Sale

| | | | |
|---|---|---|---|
| **FR 232** | **Highland** | **0.9 Miles** | **Reconstruction – Maintenance - Level J** |
| **FR 232A** | **Highland - A** | **0.8 Miles** | **Reconstruction – Maintenance - Level J** |
| **FR 395** | **Pipeline** | **1.6 Miles** | **Reconstruction – Maintenance - Level I** |
| | | **0.1 Miles** | **Reconstruction – Maintenance - Level J** |
| **FR 396** | **Horse Trail** | **1.1 Miles** | **Reconstruction – Maintenance - Level I** |
| **FR 396A** | **Horse Trail - A** | **0.2 Miles** | **Reconstruction – Maintenance - Level I** |
| **FR 541** | **Carlo** | **0.3 Miles** | **Reconstruction – Maintenance - Level J** |

Marienville Ranger District
Forest and Elk Counties
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 Spring Creek Environmental Impact Statements (EIS), East Side EIS, and DeYoung 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:**

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**Preconstruction Engineer**

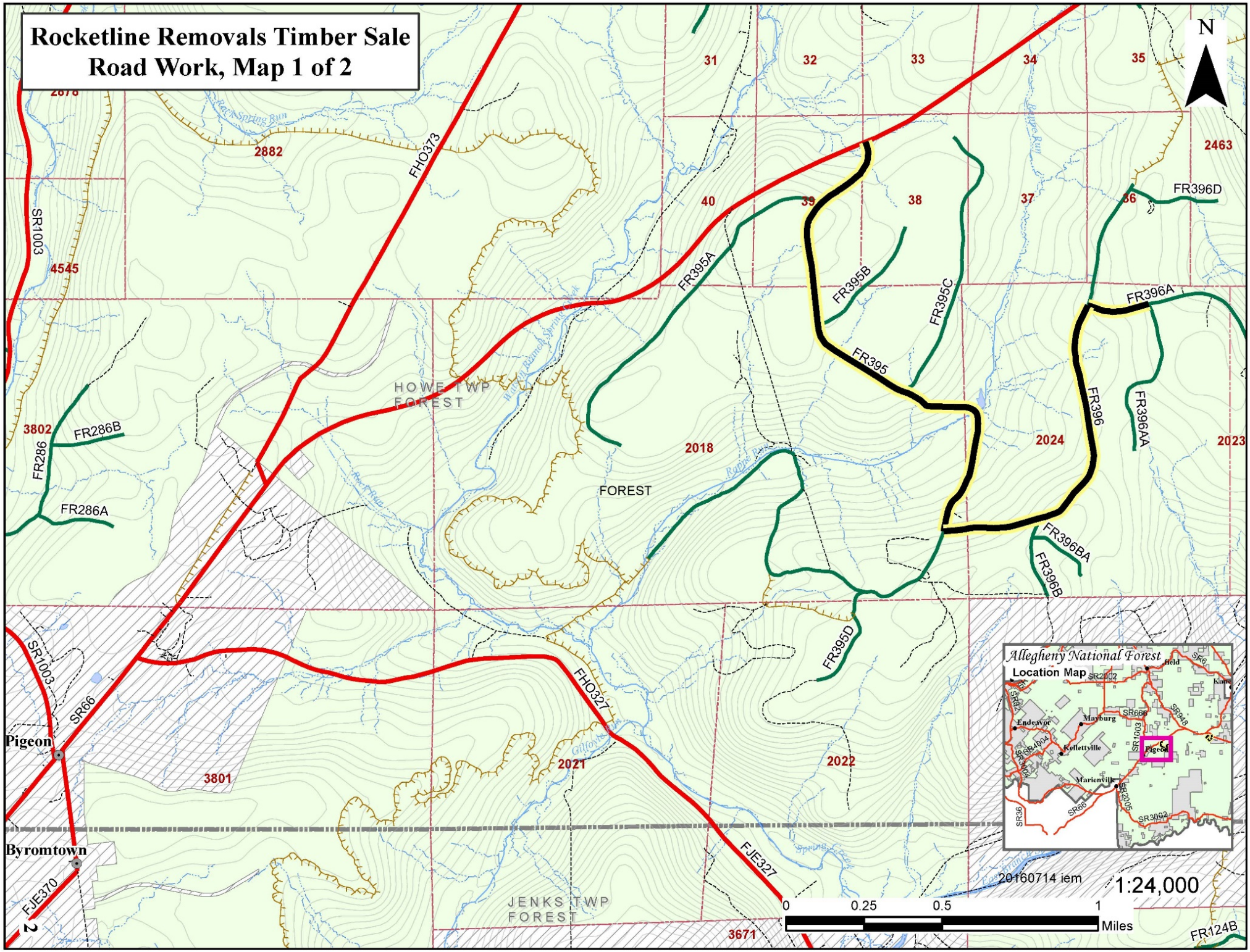
**Approved By:**

for Kerry J. Reese — 7/18/2016
**District Ranger** — **Date**

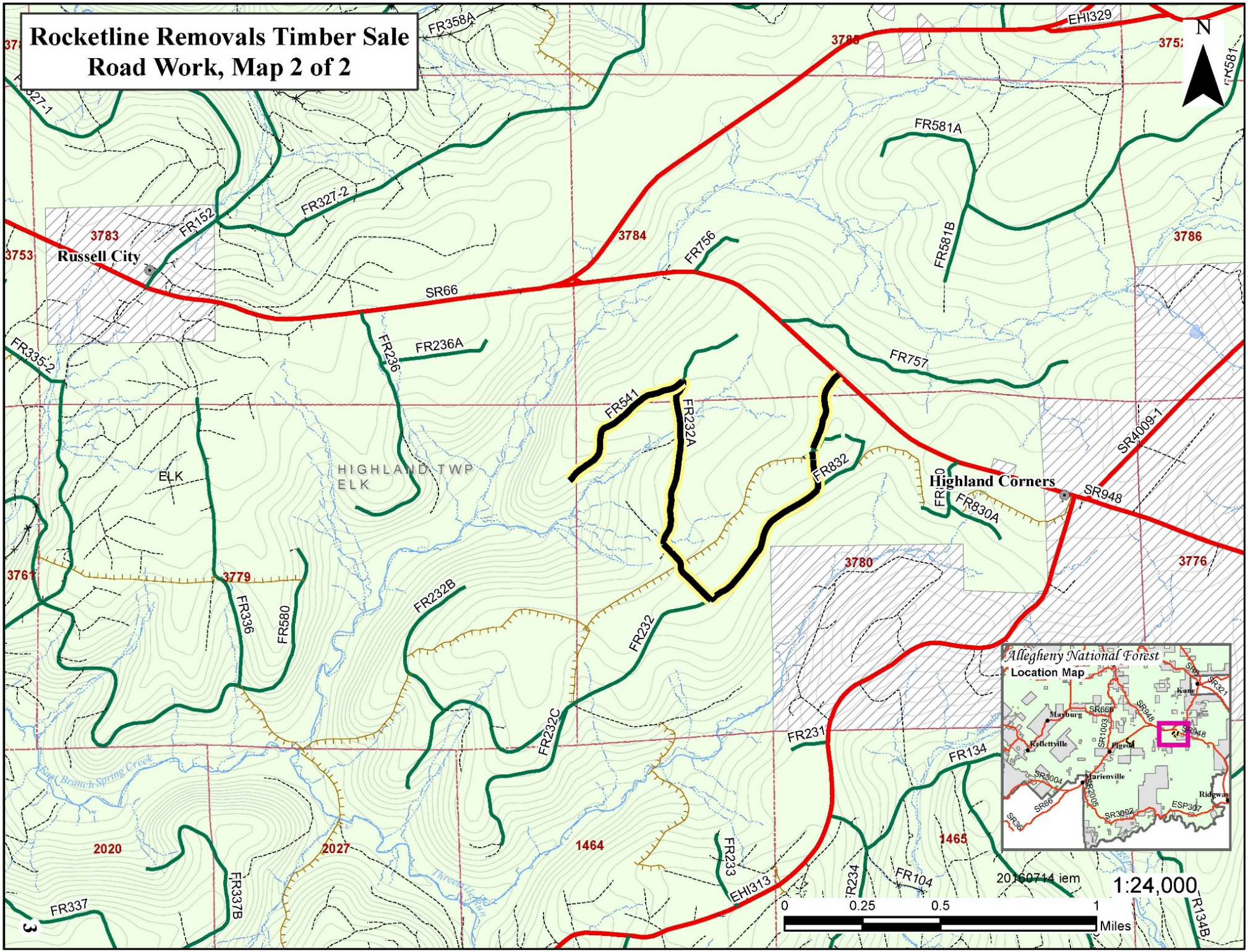
Dan Salem — 7/18/2016
**Forest Engineer** — **Date**

July 18, 2016
**Forest Supervisor** — **Date**

# Rocketline Removals Timber Sale
# Road Work, Map 1 of 2



# Rocketline Removals Timber Sale
# Road Work, Map 2 of 2



# Road Summary

SPECIFIED ROADS

a. Description of Work:

**Reconstruction: FR 232, 232A, 395, 396, 396A and 541**

Mobilization, Roadway Reconditioning, Removal of Culverts, Drainage Excavation, Turnaround Reconstruction, Culvert Installation, Removal of Blowdown Debris, Commercial Surfacing, and Seeding & Mulching.

b. Construction Costs:

| Road No. | Miles | Estimated Road Cost | Engineer's Estimate | Reconstruction Deposits |
|---|---|---|---|---|
| 232 | 0.9 ® | $2,821.00 | $3,347.00 | $600.00 |
| 232A | 0.8 ® | $4,467.00 | $5,716.00 | $600.00 |
| 395 | 1.7 ® | $4,497.00 | $5,139.00 | $900.00 |
| 396 | 1.1 ® | $9,488.20 | $10,924.40 | $900.00 |
| 396A | 0.2 ® | $1,490.00 | $1,950.00 | $400.00 |
| 541 | 0.3 ® | $3,758.50 | $4,555.00 | $400.00 |
| Total | | $26,521.70 | $31,631.40 | $3,800.00 |

c. Completion dates: 9/30/2017

## Schedule of Items

### FR 232

| 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 | 700.00 | $ 700.00 | 1000.00 | $ 1,000.00 |
| 20301 | Removal of culverts | Each | 1 | 120.00 | $ 120.00 | 140.00 | $ 140.00 |
| 20477 | Drainage excavation, type reconstruction/construction leadoff ditches, outlet ditches, line ditches | All | 1 | 125.00 | $ 125.00 | 150.00 | $ 150.00 |
| 30109 | Aggregate surface, grading **PA 2A**, compaction method **B** | Ton | 23 | 29.00 | $ 667.00 | 32.00 | $ 736.00 |
| 60263 | **18 inch** aluminized steel, type 2, corrugated steel pipe, **0.064 inch** thickness, compaction method A | Linear Foot | 26 | 31.50 | $ 819.00 | 33.50 | $ 871.00 |
| 62501 | Seeding, hydraulic or dry method (Lump Sum) | All | 1 | 390.00 | $ 390.00 | 450.00 | $ 450.00 |
| **TOTAL** | | | | | **$ 2,821.00** | | **$ 3,347.00** |

### FR 232A

| 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 | 700.00 | $ 700.00 | 1000.00 | $ 1,000.00 |
| 20304 | Removal of blowdown debris | All | 1 | 400.00 | $ 400.00 | 670.00 | $ 670.00 |
| 20464 | Turnout Reconstruction | All | 1 | 350.00 | $ 350.00 | 500.00 | $ 500.00 |
| 30109 | Aggregate surface, grading **PA 2A**, compaction method **B** | Ton | 23 | 29.00 | $ 667.00 | 32.00 | $ 736.00 |
| 30326 | Road reconditioning (dozer) | Mile | 0.8 | 1800.00 | $ 1,440.00 | 2200.00 | $ 1,760.00 |
| 62501 | Seeding, hydraulic or dry method (Lump Sum) | All | 1 | 910.00 | $ 910.00 | 1050.00 | $ 1,050.00 |
| **TOTAL** | | | | | **$ 4,467.00** | | **$ 5,716.00** |

## FR 395

| 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 | 700.00 | $ 700.00 | 1000.00 | $ 1,000.00 |
| 20301 | Removal of culverts | Each | 1 | 120.00 | $ 120.00 | 140.00 | $ 140.00 |
| 30109 | Aggregate surface, grading **PA 2A**, compaction method **B** | Ton | 46 | 29.00 | $ 1,334.00 | 32.00 | $ 1,472.00 |
| 60263 | **18 inch** aluminized steel, type 2, corrugated steel pipe, **0.064 inch** thickness, compaction method A | Linear Foot | 62 | 31.50 | $ 1,953.00 | 33.50 | $ 2,077.00 |
| 62501 | Seeding, hydraulic or dry method (Lump Sum) | All | 1 | 390.00 | $ 390.00 | 450.00 | $ 450.00 |
| **TOTAL** | | | | | **$ 4,497.00** | | **$ 5,139.00** |

## FR 396

| 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 | 700.00 | $ 700.00 | 1000.00 | $ 1,000.00 |
| 20301 | Removal of culverts | Each | 1 | 120.00 | $ 120.00 | 140.00 | $ 140.00 |
| 20477 | Drainage excavation, type reconstruction/construction leadoff ditches, outlet ditches, sediment basin, line ditches and inlet/outlet | All | 1 | 1400.00 | $ 1,400.00 | 1750.00 | $ 1,750.00 |
| 30109 | Aggregate surface, grading **PA 2A**, compaction method **B** | Ton | 161 | 29.00 | $ 4,669.00 | 32.00 | $ 5,152.00 |
| 60263 | **24 inch** aluminized steel, type 2, corrugated steel pipe, **0.064 inch** thickness, compaction method A | Linear Foot | 32 | 40.60 | $ 1,299.20 | 43.20 | $ 1,382.40 |
| 62501 | Seeding, hydraulic or dry method (Lump Sum) | All | 1 | 1300.00 | $ 1,300.00 | 1500.00 | $ 1,500.00 |
| **TOTAL** | | | | | **$ 9,488.20** | | **$ 10,924.40** |

## FR 396A

| 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 | 700.00 | $ 700.00 | 1000.00 | $ 1,000.00 |
| 20477 | Drainage excavation, type reconstruction/construction leadoff ditches, outlet ditches, line ditches | All | 1 | 400.00 | $ 400.00 | 500.00 | $ 500.00 |
| 62501 | Seeding, hydraulic or dry method (Lump Sum) | All | 1 | 390.00 | $ 390.00 | 450.00 | $ 450.00 |
| **TOTAL** | | | | | **$ 1,490.00** | | **$ 1,950.00** |

## FR 541

| 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 | 700.00 | $ 700.00 | 1000.00 | $ 1,000.00 |
| 20461 | Turnaround Construction | All | 1 | 500.00 | $ 500.00 | 650.00 | $ 650.00 |
| 30101 | Aggregate base, grading **3A**, compaction method **B** | Ton | 23 | 30.50 | $ 701.50 | 33.00 | $ 759.00 |
| 30109 | Aggregate surface, grading **PA 2A**, compaction method **B** | Ton | 23 | 29.00 | $ 667.00 | 32.00 | $ 736.00 |
| 30326 | Road reconditioning (dozer) | Mile | 0.3 | 1800.00 | $ 540.00 | 2200.00 | $ 660.00 |
| 62501 | Seeding, hydraulic or dry method (Lump Sum) | All | 1 | 650.00 | $ 650.00 | 750.00 | $ 750.00 |
| **TOTAL** | | | | | **$ 3,758.50** | | **$ 4,555.00** |

## 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 <u>or</u> 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 <u>or</u> 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 232 Highland**

**Level of Service J (Old Level D)**

| Milepost | Station | | | Road Log/Work Description |
|---|---|---|---|---|
| 0.000 | 0+00 | | | FR 232 intersection with SR 948 |
| | | | | **Coordinates: Latitude 41° 33' 59.11" N (41.56642)** |
| | | | | **Longitude 78° 51' 57.67" W (-78.86602)** |
| 0 - 0.284 | 0+00 | - | 15+00 | Road has commercial surfacing |
| 0.005 | 0+25 | | | STOP sign left |
| 0.007 | 0+35 | | | Timberline Trail sign left |
| 0.011 | 0+60 | | | Road number sign right |
| 0.014 | 0+75 | | | COMMERCIAL USE PROHIBITED SIGN right |
| 0.024 | 1+25 | | | 2 U-Channel sign posts right |
| 0.030 | 1+60 | | | NO OUTLET sign right |
| 0.085 | 4+50 | | | 18” x 28’ CMP |
| 0.130 | 6+85 | | | Turnout left |
| 0.163 | 8+60 | | | 18” x 28’ CMP |
| 0.170 | 8+95 | | | ROAD CLOSED 500’ sign |
| 0.184 | 9+70 | | | ORV USE PROHIBTED sign |
| 0.205 | 10+80 | | | ATV parking lot left, 12” x 43’ steel casing in left ditch |
| 0.261 | 13+80 | | | Parking lot entrance left |
| 0.265 | 14+00 | | | ATV ramp right |
| 0.275 | 14+50 | | | ATV sign and restroom left |
| 0.292 | 15+40 | | | ATV warm-up loop right |
| 0.297 | 15+70 | | | STAY ON DESIGNATED ROUTE sign right |
| 0.304 | 16+05 | | | Old grassy road left with FOOT TRAVEL WELCOME sign |
| 0.310 | 16+35 | | | WARM-UP LOOP sign right |
| 0.317 | 16+75 | | | Forest Service gate (new) |
| 0.321 | 16+95 | | | Narrow Rough Road sign right |
| 0.324 | 17+10 | | | Leadoff ditch right |
| 0.336 | 17+75 | | | Turnout right |
| 0.342 | 18+05 | | | MAIN TRAIL sign right |
| 0.379 | 20+00 | | | TRAILBIKE PARKING AREA sign left (ATV) |
| 0.380 | 20+05 | | | Snow trail left, FR 832 |
| 0.416 | 21+95 | | | 18” x 28’ CMP (2005) |
| 0.430 | 22+70 | | | Turnout/Turnaround left |
| 0.459 | 24+25 | | | ATV arrow sign and dual traffic sign left |
| 0.461 | 24+35 | | | Mixed traffic sign right |
| 0.488 | 25+75 | | | Leadoff ditch left |
| 0.518 | 27+35 | | | 22” x 13” x 26’ CMPA (C+) |

| | | |
|---|---|---|
| 0.534 | 28+20 | Gas pipeline crossing on skew |
| **0.557** | **29+40** | **Remove 22” x 13” x 24’ CMPA, install 18" x 26' CMP, apply 23 tons PA 2A** |
| 0.578 | 30+50 | Turnout right |
| **0.593** | **31+30** | **Remove, blowdown left and right, away from road clearing limits** |
| 0.625 | 33+00 | 18” x 28’ CMP (2005) |
| 0.685 | 36+15 | Turnout right |
| 0.703 | 37+10 | 18” x 28’ CMP (2005) |
| 0.782 | 41+30 | Gas pipeline crossing |
| 0.807 | 42+60 | Old grassy road left |
| 0.812 | 42+85 | 18” x 26’ CMP (2005) |
| **0.831** | **43+90** | **Construct leadoff ditch left** |
| 0.860 | 45+40 | Recondition turnout/turnaround right |
| 0.889 | 46+95 | High-tension line crossing |
| 0.896 | 47+30 | FR 232A right |

**FR 232A Highland A**
**Level of Service J (Old Level D)**

| Milepost | Station | | | Road Log/Work Description |
|---|---|---|---|---|
| 0.000 | 0+00 | | | Junction with FR 232 station 47+30 |
| | | | | **Coordinates: Latitude 41° 33' 22.28" N (41.55619)** |
| | | | | **Longitude 78° 52' 27.01" W (-78.87417)** |
| **0.000** | **0+00** | **-** | **40+75** | **Dozer recondition roadway see TYPICAL RECONDITION SECTION** |
| 0.006 | 0+30 | | | Gate open post |
| 0.009 | 0+50 | | | Forest Service Gate |
| 0.012 | 0+65 | | | Road number sign on wood post |
| 0.029 | 1+55 | | | Power pole 18’ right |
| 0.084 | 4+45 | | | Leadoff ditch left and right |
| 0.130 | 6+85 | | | Begin raised ramped template |
| 0.132 | 6+95 | | | 18” x 22’ CMP |
| 0.136 | 7+20 | | | 4” Columbia Gas pipeline crossing |
| 0.138 | 7+30 | | | Recreational vehicle sign on post left |
| 0.147 | 7+75 | | | ATV trail crossing right with 12” x 16’ pipe in right ditch |
| 0.161 | 8+50 | | | Recreational vehicle sign on steel post right |
| 0.204 | 10+75 | | | Road left to landing |
| 0.211 | 11+15 | | | Ramped template |
| 0.212 | 11+20 | | | 18” x 24’ CMP |
| 0.221 | 11+65 | | | Columbia gas 4” pipeline crossing |
| 0.237 | 12+50 | | | FR 232A bears right/power line access road continues straight ahead |
| 0.260 | 13+75 | | | 18” x 24’ CMP on right forward skew (future 26’) |
| **0.33 - 0.354** | **17+40** | **-** | **18+70** | **Reconstruct turnout left, apply 23 tons PA 2A** |
| 0.452 | 23+85 | | | Turnaround right |
| 0.542 | 28+60 | | | 4” pipeline parallels road (8’ right) |
| **0.556** | **29+35** | | | **Remove, blowdown left, away from road clearing limits** |
| 0.574 - 0.587 | 30+30 | - | 31+00 | Old road left |
| 0.593 | 31+30 | | | 12" x 20' CMP |
| 0.587 - 0.682 | 31+00 | - | 36+00 | Existing DSA limestone (2005) |
| 0.598 | 31+60 | | | 4” Columbia pipeline crossing, pipeline parallels road (8’ left) |
| 0.612 | 32+30 | | | 12” x 22’ CMP (future 24’), spring |
| 0.637 | 33+65 | | | Twin 24” x 26’ CMP on right forward skew (future 57” x 38” CMPA) |
| 0.655 - 0.676 | 34+60 | - | 35+70 | Turnout right |
| 0.714 - 0.725 | 37+70 | - | 38+30 | Turnout left |
| **0.772** | **40+75** | | | End of 232A, junction FR 541, **end roadway reconditioning** |

**FR 395 Pipeline**
**Level of Service I (Old Level C) From 0+00 to 86+30**
**Level of Service J (Old Level D) From 86+30 to 89+20**

| Milepost | Station | | | Road Log/Work Description |
|---|---|---|---|---|
| 0.000 | 0+00 | | | Edge of blacktop State Route 66, 9 miles northeast of Marienville<br>**Coordinates: Latitude 41° 33' 26.35" N (41.55732)**<br>**Longitude 79° 00' 1.47" W (-79.00041)** |
| 0 - 0.076 | 0+00 | - | 4+00 | 4” DSA limestone surfacing (2008) |
| 0.003 | 0+17 | | | Existing 16” x 57’ steel casing |
| 0.005 | 0+25 | | | STOP sign left |
| 0.010 | 0+52 | | | Road number sign right |
| 0.014 | 0+73 | | | WEIGHT LIMIT 10 TONS and MARCH 1 THRU MAY 15 signs right |
| 0.018 | 0+97 | | | NO OUTLET sign right |
| 0.026 - 0.054 | 1+35 | - | 2+85 | Road widening left |
| 0.048 | 2+55 | | | HEAVY TRUCK TRAFFIC sign right |
| 0.054 | 2+85 | | | 18” x 34’ CMP (2007) |
| 0.062 | 3+25 | | | Existing road widening right |
| 0.076 | 4+00 | | | End DSA limestone surfacing |
| **0.082** | **4+35** | | | **Install 18" x 34' CMP on left forward skew, apply 23 tons PA** (to prevent sediment draining into spring) |
| 0.119 | 6+30 | | | 18” x 32’ CMP (2007) |
| 0.123 - 0.133 | 6+50 | - | 7+00 | Pull off right |
| 0.180 | 9+50 | | | 18” x 28’ CMP |
| 0.18 - 0.208 | 9+50 | - | 11+00 | Existing road widening left |
| 0.222 | 11+70 | | | 18” x 26’ CMP |
| 0.263 | 13+90 | | | FR 395A right |
| 0.338 | 17+85 | | | 18” x 28’ CMP (2007) |
| 0.413 | 21+80 | | | 18” x 26’ CMP (2007) |
| 0.472 | 24+90 | | | 18” x 26’ CMP (2007) |
| 0.473 - 0.494 | 25+00 | - | 26+10 | Tennessee Gas pipeline right of way crossing |
| 0.480 | 25+35 | | | Turnaround left |
| **0.493** | **26+05** | | | **Remove 21" x 15" x 26' CMPA, install 18" x 28' CMP, apply 23 tons PA 2A** |

| | | | | |
|---|---|---|---|---|
| 0.499 | 26+35 | | | Steel signpost right |
| 0.527 | 27+85 | | | 18” x 26’ CMP (2007) |
| 0.568 | 30+00 | | | Old road left |
| 0.653 | 34+50 | | | FR 395 B left, closed with earthen barrier |
| 0.667 | 35+20 | | | Leadoff ditch right |
| 0.678 | 35+80 | | | Leadoff ditch left |
| 0.718 | 37+90 | | | Leadoff ditch left |
| 0.763 | 40+30 | | | Leadoff ditch right |
| 0.781 | 41+25 | | | 18” x 38’ CMP (2007) |
| 0.852 | 45+00 | | | Leadoff ditches right and left |
| 0.949 | 50+10 | | | Leadoff ditch left |
| 1.023 | 54+00 | | | FR 395C left, gated closed |
| 1.032 | 54+50 | | | 18” x 30’ CMP (2007) |
| 1.042 - 1.07 | 55+00 | - | 56+50 | Turnout left |
| 1.080 | 57+00 | | | 18” x 28’ CMP |
| 1.108 - 1.121 | 58+50 | - | 59+20 | Campsite/parking area right |
| 1.140 | 60+20 | | | 18” x 28’ CMP (2007) |
| 1.174 - 1.34 | 62+00 | - | 70+75 | 4” DSA limestone surfacing (2008) |
| 1.179 | 62+25 | | | 18” x 28’ CMP (2007) |
| 1.228 | 64+85 | | | 18” x 34’ CMP (2007) |
| 1.248 | 65+90 | | | Turnaround left 15’ x 40’ deep |
| 1.248 - 1.309 | 65+90 | - | 69+10 | Double lane (22’) section around curve |
| 1.255 | 66+25 | | | 18” x 40’ CMP (2007) |
| 1.280 | 67+60 | | | 73” x 55” x 46’ CMPA, 34’ top and 46’ bottom – beveled ends |
| 1.283 | 67+75 | | | FOOT TRAVEL WELCOME – CLOSED TO VEHICLES sign right |
| 1.335 | 70+50 | | | 18” x 30’ CMP (2007) |
| 1.340 | 70+75 | | | End limestone surfacing (2008) |
| 1.385 | 73+15 | | | 18” x 32’ CMP (2007) |
| 1.418 | 74+85 | | | Blocked campsite left, carsonite sign |
| 1.436 | 75+80 | | | 18” x 36’ CMP (2007) |
| 1.473 | 77+75 | | | 18” x 30’ CMP (2007) |
| 1.482 - 1.51 | 78+25 | - | 79+75 | Turnout left |
| 1.515 | 80+00 | | | ROAD CLOSED 500’ sign right |
| 1.528 | 80+70 | | | 18” x 36’ CMP (2007) |
| 1.536 | 81+10 | | | TRAIL CLOSED sign |
| 1.54 - 1.568 | 81+30 | - | 82+80 | Road widening left |
| 1.577 | 83+25 | | | 24” x 36’ CMP (2007) |
| 1.586 | 83+75 | | | NO ATV sign left, old pit left |
| 1.610 | 85+00 | | | Parking/camping area left in old pit |

| | | |
|---|---|---|
| 1.615 | 85+25 | FOOT TRAVEL WELCOME sign right |
| 1.625 | 85+80 | Parking/camping area & toilet building right |
| 1.628 | 85+98 | TRAILHEAD, MARIENVILLE ATV, STAY ON DESIGNATED TRAILS, signs left |
| 1.631 | 86+10 | Bulletin board right |
| 1.634 | 86+30 | Forest Service gate |
| 1.645 | 86+85 | 18” x 32’ CMP (2007) |
| 1.674 | 88+40 | 18” x 32’ CMP (2007) |
| 1.681 | 88+75 | GATE AHEAD sign left |
| 1.689 | 89+20 | FR 396 left, “10” on signpost right (trail marker) |

**FR 396 Horse Trail**
**Level of Service I (Old Level C)**

| Milepost | Station | | | Road Log/Work Description |
|---|---|---|---|---|
| 0.000 | 0+00 | | | FR 395 Station 89+20<br>**Coordinates: Latitude 41° 32' 21.228" N (41.53923)**<br>**Longitude 78° 59' 46.03" W (-78.99612)** |
| 0.009 | 0+50 | | | STOP sign left |
| 0.015 | 0+80 | | | Road number sign right |
| 0.016 | 0+83 | | | HEAVY TRUCK TRAFFIC sign right |
| 0.036 | 1+90 | | | NARROW ROUGH ROAD sign right |
| 0.045 | 2+40 | | | Signpost right |
| **0.079** | **4+15** | | | 15” x 26’ CMP on right forward skew, **clean inlet and outlet, construct outlet ditch to drain** |
| 0.101 - 0.116 | 5+35 | - | 6+15 | Turnout left |
| **0.154** | **8+15** | | | 15” x 26’ CMP on right forward skew, **clean inlet and outlet, construct outlet ditch to drain** |
| 0.206 - 0.223 | 10+90 | - | 11+75 | Turnout right |
| **0.229** | **12+10** | | | 15” x 26’ CMP on right forward skew, **clean inlet half full with sediment, remove brush from outlet** |
| **0.295** | **15+60** | | | 18” x 26’ CMP on right forward skew, **locate and clean buried outlet, recondition inlet approach** |
| 0.301 | 15+90 | | | Leadoff ditch left |
| 0.312 | 16+45 | | | FR 396 B right |
| **0.317** | **16+75** | | | 18” x 30’ CMP, clean **inlet and outlet, reconstruct outlet ditch to drain** |
| **0.333** | **17+60** | | | **Reconstruct leadoff ditch left** |
| 0.339 | 17+90 | | | HEAVY TRUCK TRAFFIC sign left |
| 0.352 | 18+60 | | | Leadoff ditch left |
| 0.374 - 0.398 | 19+75 | - | 21+00 | Turnout right |
| **0.411** | **21+70** | | | **Reconstruct leadoff ditch left** |

| | | | | |
|---|---|---|---|---|
| 0.429 | 22+65 | | | Leadoff ditch left |
| 0.472 - 0.485 | 24+90 | - | 25+60 | Turnout right |
| 0.483 | 25+50 | | | Landing/clearing right |
| **0.507** | **26+75** | | | 15” x 26’ CMP on left forward skew, **clean inlet** |
| 0.557 - 0.568 | 29+40 | - | 30+00 | Turnout right |
| **0.578** | **30+50** | | | 18” x 30’ CMP on left forward skew, **clean inlet** |
| 0.614 | 32+40 | | | Turnaround left |
| 0.630 | 33+25 | | | Old landing right |
| **0.658** | **34+75** | | | 15” x 26’ CMP on left forward skew, **clean inlet and outlet** |
| **0.725** | **38+30** | | | **Remove 18" x 30' CMP, install 24" x 32' CMP, apply 23 tons PA 2A** |
| 0.75 - 0.769 | 39+60 | - | 40+60 | Turnout right |
| **0.848** | **44+80** | | | 15” x 26’ CMP on left forward skew, **clean outlet and reconstruct outlet ditch to drain** |
| **0.871 - 0.966** | **46+00** | **-** | **51+00** | **Apply 4" compacted PA 2A (138 tons)** |
| 0.889 | 46+95 | | | Leadoff ditch left |
| **0.913** | **48+20** | | | **Construct sediment basin (5' wide x 5' long x 2' deep) left** |
| 0.919 | 48+50 | | | 24” x 30’ CMP (R-4 riprap at outlet) (2012) |
| 0.942 - 0.959 | 49+75 | - | 50+65 | Turnout left |
| 1.030 | 54+40 | | | 18” x 30’ CMP on right forward skew (2012) |
| **1.037** | **54+75** | | | **Construct sediment basin (5' wide x 5' long x 2' deep) right** |
| 1.074 | 56+70 | | | Leadoff ditch left |
| 1.097 | 57+90 | | | Small STOP and ONE WAY sign right |
| 1.097 - 1.107 | 57+90 | - | 58+45 | Parking area left, 55’ long x 30’ deep |
| 1.103 | 58+25 | | | FR 396 A right |

**FR 396A Horse Trail A**
**Level of Service I (Old Level C)**

| Milepost | Station | | Road Log/Work Description |
|---|---|---|---|
| 0.000 | 0+00 | | FR 396 Station 58+25<br>**Coordinates: Latitude 41° 32' 58.23" N (41.54951)**<br>**Longitude 78° 59' 12.33" W (-78.98676)** |
| 0.006 | 0+30 | | Road number sign right, STOP sign left |
| 0.032 | 1+70 | | NARROW ROUGH ROAD sign left |
| **0.048** | **2+55** | | 15” x 26’ CMP on left forward skew, **clean inlet and outlet, reconstruct outlet ditch to drain** |
| 0.104 - 0.114 | 5+50 | 6+00 | Turnout right |
| **0.152** | **8+00** | | 15” x 26’ CMP on left forward skew, **clean inlet and outlet, reconstruct outlet ditch to drain** |
| 0.198 | 10+43 | | FR 396 Aa right |

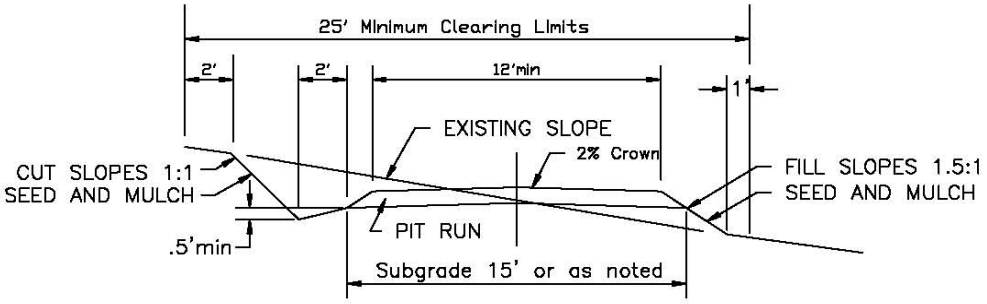
**FR 541 Carlo**

**Level of Service J (Old Level D)**

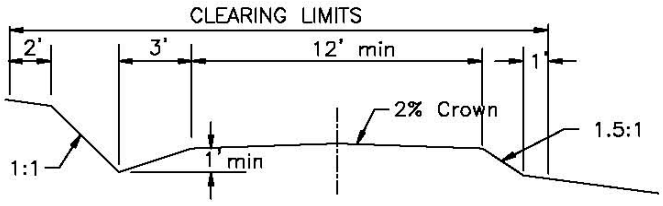
**<u>FR 541 is situated like the top of a T off the end of FR 232A, road logs begin at the easternmost end and heads westward (the end closest to State Highway 948)</u>**

| Milepost | Station | | | Road Log/Work Description |
|---|---|---|---|---|
| 0.000 | 0+00 | | | Turnaround left |
| 0.009 | 0+50 | | | 10” x 28’ steel casing on right forward skew |
| 0.012 | 0+65 | | | Well 6’ left |
| 0.049 | 2+60 | | | 12” x 20’ CMP on right forward skew |
| 0.097 - 0.111 | 5+10 | - | 5+85 | Turnout left |
| 0.168 | 8+85 | | | Leadoff ditch right |
| 0.173 | 9+15 | | | 12” x 20’ CMP on right forward skew |
| **0.252** | **13+30** | | | Y intersection, **FR 232A bends left/ FR 541 right** wide enough for pulloff/turnout |
| **0.252 - 0.514** | **13+30** | **-** | **27+15** | **Dozer recondition roadway see TYPICAL RECONDITION SECTION, clean all culverts and ditches**<br>**Coordinates: Latitude 41° 33' 58.93" N (41.56637)**<br>**Longitude 78° 52' 32.05" W (-78.87557)** |
| 0.254 | 13+40 | | | Road number sign on wooden post |
| 0.281 - 0.296 | 14+85 | - | 15+65 | Ramped template over pipeline crossing |
| 0.282 | 14+90 | | | 12” x 22’ CMP on left forward skew |
| 0.288 | 15+20 | | | 4” Columbia gas pipeline crossing |
| **0.497** | **26+25** | | | **Construct turnaround right see TURNAROUND Details, maintain drivable ditch, apply 23 tons #3 (3A) as base, apply 23 tons PA 2A as surfacing** |
| **0.514** | **27+15** | | | 12” x 20’ CMP, **inlet obstructed by woody debris** |
| **0.514** | **27+15** | | | **End of road reconditioning**, road continues |

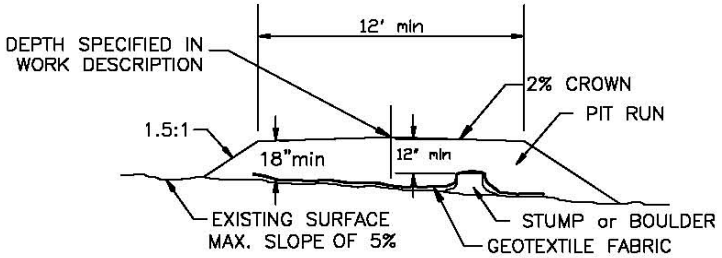
## Roadbed Details & Drawings



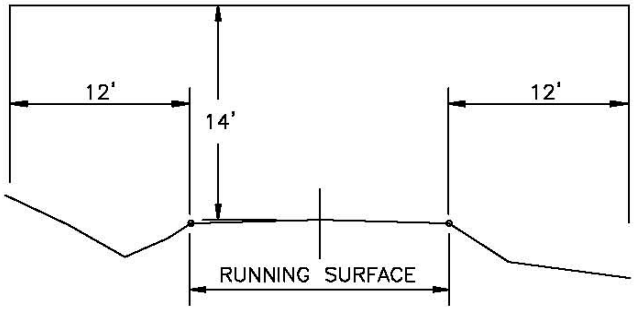

TYPICAL CONSTRUCTION SECTION



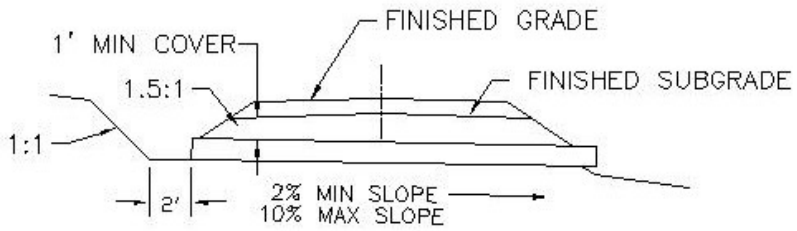

TYPICAL RECONDITION SECTION



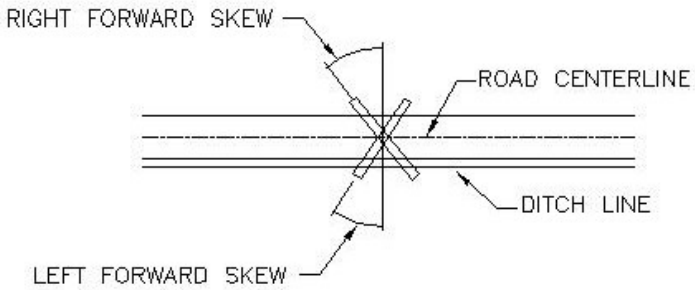

TYPICAL FABRIC SECTION W/O TEMPLATE




ROADSIDE BRUSHING DETAIL

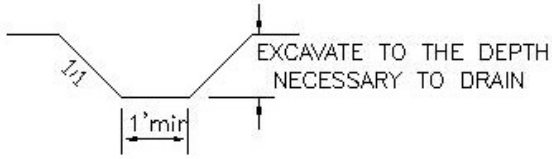



CULVERT SECTION

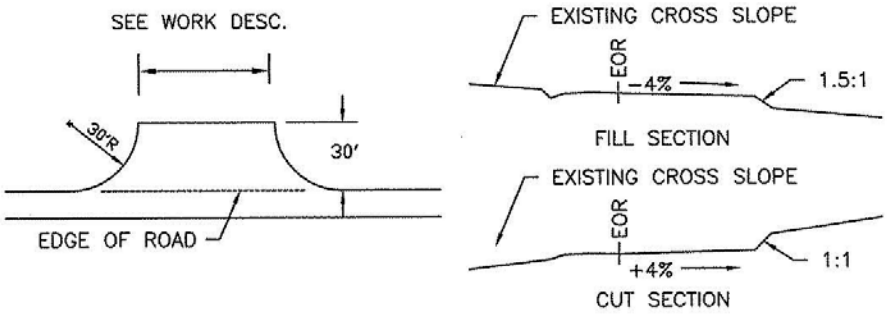



SKEW DETAIL

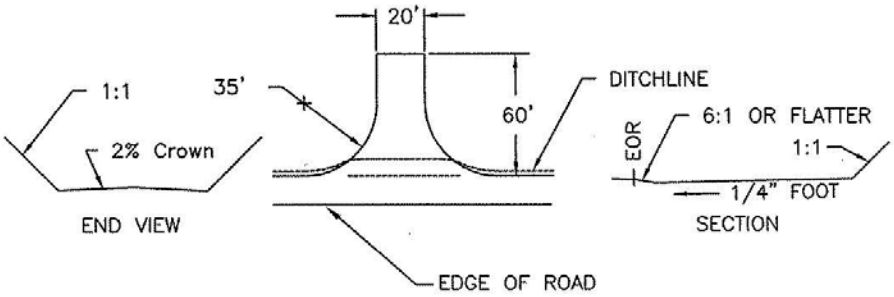
NOTE: Field locate ditch to minimize new clearing



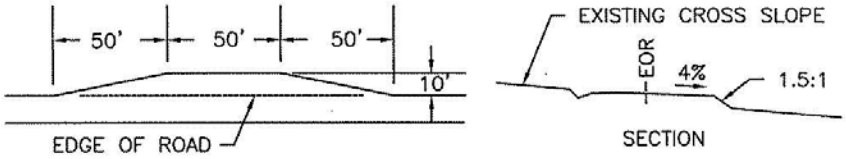

OUTLET/LEAD OFF DITCH SECTION



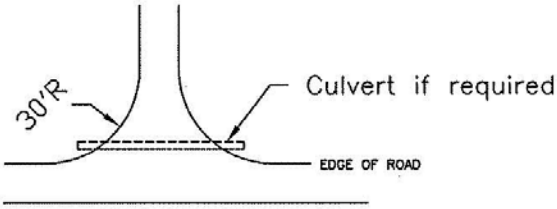

PARKING LOT DETAIL




TURNAROUND DETAIL




TURNOUT DETAIL




INTERSECTION DETAIL

# 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.

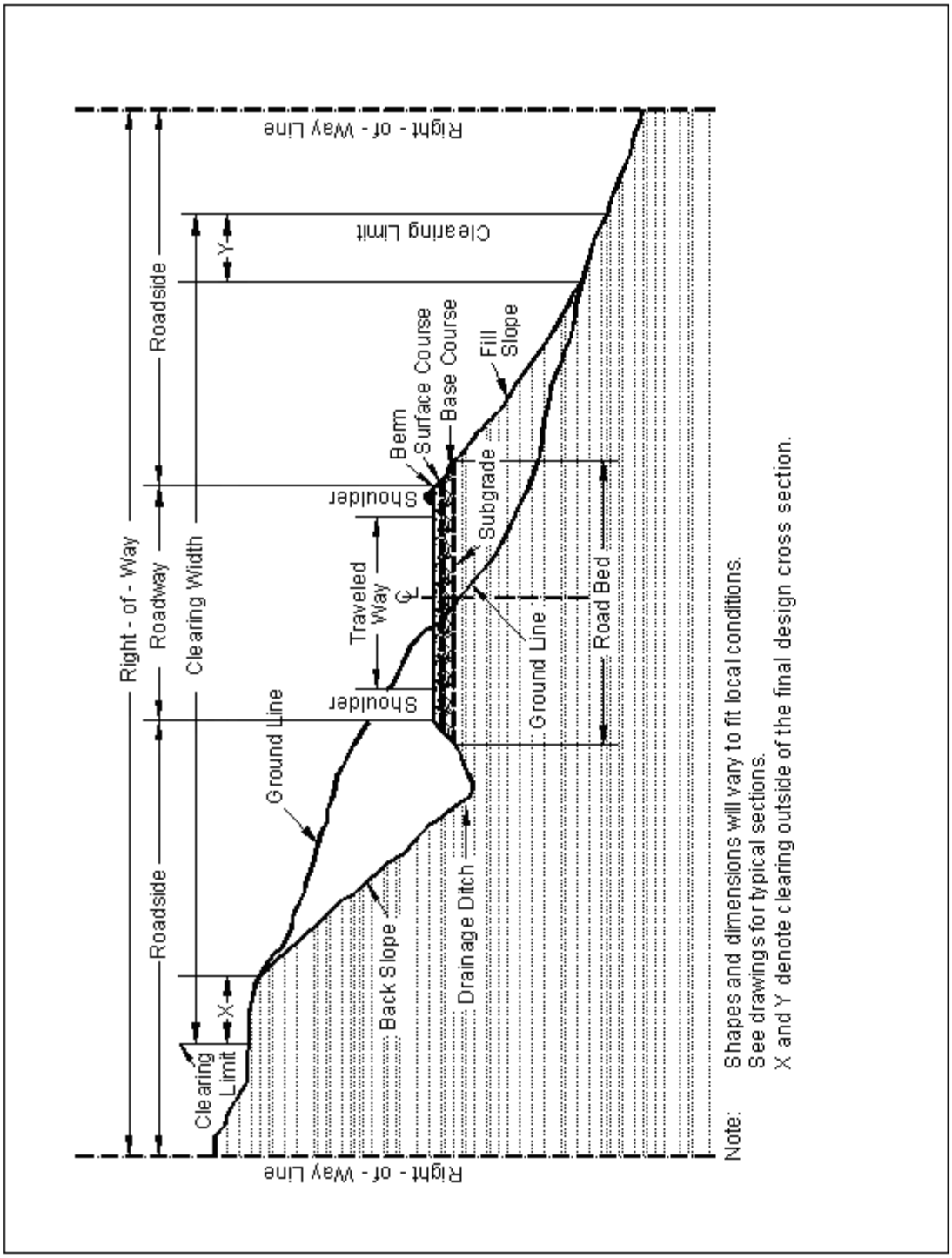
**Road Order**--An order affecting and controlling traffic on roads under Forest Service jurisdiction. Road Orders are issued by a designated Forest Officer under the authorities of 36 CFR, part 260.

**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) <u>Compaction A.</u>** 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 6feet 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) <u>Compaction B.</u>** 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) <u>Compaction C.</u>** 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 though 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 1⅓V: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) <u>Method A</u>**. 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 over burden. 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 (% slope[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 outslopes, 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:

| Nutrient | Percent |
|---|---|
| Nitrogen, N . . . . . | ***10*** |
| Phosphorus, $P_2O_5$ . . . . . | ***20*** |
| Potassium, K . . . . . | ***20*** |

## 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:

| Type of Seed | Quantity of Pure Live Seed (Lbs/Acre) |
|---|---|
| 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.