TASK #1

APPLE PIE STEWARDSHIP PROJECT
FOREST ROADS 2169, 2348 & 2971

Item	Description	Method of Measure	Unit	Qty	Unit Price	Item Price
01	Spot Surfacing FR 2169	AQ	CY	710	$	$
02	Blading FR 2169	AQ	Mile	1.10	$	$
03	Spot Surfacing FR 2348	AQ	CY	1720	$	$
04	Blading FR 2348	AQ	Mile	4.34	$	$
05	Culvert Installation FR 2348	LSQ	LS	1	$	$
06	Road Reshaping FR 2971	AQ	Mile	1.70	$	$
07	Spot Surfacing FR 2971	AQ	CY	310	$	$
TOTAL ALL ITEMS						$

FR 2169, 2348 and 2971 Apple Pie Stewardship Project

DIVISION 100 - GENERAL SPECIFICATIONS

These specifications are supplemental specifications to "Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects." Those specifications apply to all contracts unless amended below.

101 - Statement of Work

The Contractor shall provide any and all equipment, labor, materials, tools, supervision, equipment including safety and other incidentals necessary to perform all work activities located in the designated areas of the Chippewa National Forest, in accordance with the specifications, exhibits and clauses contained or referenced herein.

102 - Work Description

Work under this contract will involve the following activities:

A. Reshape roadway by establishing a road surface without potholes or an irregular surface. This includes, but is not limited to: filling potholes, depressions and other low spots. Insure water is able to drain from the road surface. Road shall have a slight crown or outslope to allow surface drainage.

B. Spot gravel roadway as staked in the field by the government. This material shall be from a commercial source. Providing, hauling, and placement of material at the project site shall be the responsibility of the Contractor. Any other material will be supplied by the contractor, at the contractor's expense.

C. Install a culvert at the staked location. The culvert will be supplied by the government. Contractor shall provide MNDOT Class V gravel for 3" depth over culvert installation. Any other material will be supplied by the contractor, at the contractor's expense.

103 - Project Location

Project is located approximately 10 miles east of Cass Lake, MN.

Forest Road 2169 LY-BE Road - Starts in T145N, R29W, Sec 20, at U.S. Highway 2. This project goes north from this point for approximately 1.10 miles.

Forest Road 2348 Finn Road – Starts in T145N, R29W, Sec 21, at U.S. Highway 2. This project goes north from this point for approximately 4.34 miles and ends at Cass County 91.

Forest Road 2971 Big Mike's Road– Starts in T145N, R29W, Sec 11, at Cass County 91. This project goes south from this point for approximately 1.97 miles and ends at the Forest Boundary.

A map of these locations shall be included with the specifications.

104 - Superintendence by the Contractor

A. At all times during the performance of the contract, and until the work is complete and accepted, the Contractor shall directly supervise the work, or assign and have at the work site a competent superintendent who is satisfactory to the Contracting Officer (CO) and has authority to act for the Contractor. The superintendent shall be designated in writing to the CO prior to the contract start date.

B. Responsibilities of the site superintendent include, but are not limited to, construction, day-to-day coordination of activities, control over employees/subcontractors and coordination with Contracting Officers Representative (COR) and Inspectors. The superintendent shall be available in person, by telephone, or radio to respond to any and all problems during normal working hours.

105 - Equipment Requirements and Transportation

A. The Contractor's proposed equipment shall be made available for inspection prior to award of the contract. If at any time during the course of this contract the equipment is deemed unsatisfactory, the CO may order removal and may require a satisfactory replacement, at Contractor's expense. Replacement equipment, if ordered, is to be onsite and working within 48 hours.

B. Any movement or transportation of equipment to or from work areas, required to repair or replace equipment, or for the Contractor's convenience, shall be at the Contractor's expense.

C. A bulldozer, motor patrol or other equipment shall be used to remove ruts, re-establish ditches, eliminate potholes and other depressions and create an overall smooth surface, sloped for drainage. This may be done using any type of approved equipment.

D. The Contractors equipment shall be equipped with the following items throughout the performance of this contract:
   - Fire extinguisher (minimum type B-C)
   - A reflectorized slow moving emblem mounted on rear
   - A minimum of 4 flashing amber lights, (2 forward & 2 rear), or a single light on top of the cab, visible from all directions.
   - A Rollover Protective Structure (ROPS)
   - Exhaust stacks with spark arrestors
   - Self-propelled, engine driven, pneumatic tire, one person controlled.

106 - Public Safety and Traffic Control

A. The Contractor shall exercise caution and care while pursuing the work to prevent unnecessary conflict with, or potential hazards to, road users or others within the work area.

B. The Contractor is to pursue all work on site in accordance with all Federal, State, and Local laws governing the transportation and the type of work being performed.

C. The Contractor shall post warning signs at the beginning of the project and the end of the project and at all intersections. Signs are to be of the size, quantity, and colors as

required in the current edition of the "Manual on Uniform Traffic Control Devises" (MUTCD). These signs shall be moved as needed to properly delineate and identify the section of the road being maintained. These signs shall be in place only when road equipment or persons are performing operations. All slow moving equipment is to have a reflectorized "Slow Moving Vehicle" emblem properly attached.

D. The contractor may delay traffic for up to 30 minutes. Contractor shall notify the COR or Inspector immediately for any closure exceeding 30 minutes. If any delay exceeds this time, signs must be posted on each end of the project indicating "ROAD CLOSED".

E. Contractor is responsible for contacting Gopher State-One Call prior to performing any excavation.

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

G. 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 COR and in a manner that complies with Federal, state, and local laws and regulations.

107 - Measurement and Payment

A single payment will be made upon completion and acceptance of all work.

108 - Materials

A. Material shall meet MN DOT specifications for Class V material. Test results that verify Class V material shall be supplied by contractor. Final determination of acceptability will be made by the COR. Cost for Contractor supplied material should be included in the rock/surfacing bid items.

B. The culvert pipe that is to be installed shall be provided by the government, located at the Cass Lake office. Delivery to the site will be the responsibility of the contractor.

109 - Mobilization

A. Description

This work shall consist of moving to the project site all materials, equipment and other incidental items necessary for completion of the assigned work.

B. Method of Measurement

Mobilization shall be considered incidental to all other work and will receive no separate measurement or payment.

C. Schedule of Work

Work shall be completed within 90 calendar days of starting work.

DIVISION 200 – PERFORMANCE STANDARDS

201 - Road Reshaping

A. This work consists of shaping the road surface and establishing drainage.

B. A bulldozer, motor patrol or other equipment shall be used to remove ruts, re-establish ditches. eliminate potholes and other depressions and create an overall smooth surface, sloped for drainage. This may be done using any type of approved equipment. This work shall be done prior to placing any surfacing.

C. Shaping shall result in a road bed that is smooth, without holes or dips and a slight crown in the center.

D. Method of measurement for road reshaping shall be measured as actual quantity.

E. This item shall be measured as per mile, to the nearest 0.10 mile

202 - Spot Surfacing

A. This work shall consist of providing, hauling and placement of commercial aggregate surfacing at staked locations marked in the field.

B. Material shall meet the specifications for Minnesota Department of Transportation Specifications for Class V material.

C. NO SURFACING MATERIAL IS TO BE PLACED ON THE ROAD, UNTIL ALL OTHER ITEMS ARE APPROVED IN WRITING BY THE COR.

D. Compaction shall be achieved by continual passes with rubber-tired equipment until visible deformation ceases, or approved by the COR

E. Testing

Testing is required.

Material shall meet the specifications for Minnesota Department of Transportation Specifications for Class V material.

One gravel test shall be performed and the results provided to the government for: Every new source of material and each 700 tons of material or faction thereof provided to the project site.

F. Method of Measurement shall be computed from actual truck counts delivered to project. Volume per truck will be agreed upon by contractor and COR before work begins.

G. Payment shall be by the Cubic Yard (CY), as measured and approved by the COR.

ROAD #	Spot Surfacing CY
FR 2169	710 CY
FR 2348	1720 CY
FR 2971	310 CY

203 - Culvert Installation

A. This work shall consist of the installation of one corrugated metal pipe 32 feet x 24" at the location staked in the field on Forest Road 2348 MP 0.31.

B. The culvert will be provided by the government, located at the Cass Lake office. Delivery to the site will be the responsibility of the contractor.

C. Excavate trenches to a width and length that allows room to work. When excavation is complete, request approval as to the character and suitability of the foundation material. The foundation shall provide a firm foundation of uniform density throughout the length and width.

Follow all OSHA regulations for excavation and sloping. Remove safety features when no longer necessary.

Conserve suitable material for structural backfill from excavated material. Do not deposit material in or near a waterway.

Haul and place at least 12" of cover over the culvert including 3" of compacted MnDOT Class V surfacing provided by the government (estimated at 8 CY loose quantity).

Dispose of unsuitable or excess material on site in a location designated by the COR. The contractor will be responsible for disposal of the existing culvert.

Remove all water from site.

D. Method of measurement shall be on a Lump Sum basis. The measurement will include all materials and the completed work

204 – Blading Gravel

A. Surface Blading

Surface blading shall include an adequate number of passes, as agreed to by the COR, to achieve the surface blading standard described herein from road shoulder to road shoulder. Normally, single lane roads will require 2-3 passes, and double lane roads will require 3-4 passes. The contractor will also be required to blade the entire width including turnouts and intersection fillets.

The following standard industry practices will be reviewed during inspections to determine the desired results will be met:

A. Blading to restore surface without loss of aggregate gravel surfacing or disturbance or loss of road base material. Performance on gravel-surfaced roads shall be accomplished so the base is not disturbed and no surface material is lost in ditches or over the road shoulders. Blading of un-surfaced roads shall be performed so no base material is lost. Sections having segregated materials after spreading shall be reprocessed and spread.

B. Ruts, chuckholes, and washes shall be repaired by scarifying or cutting to the bottom of such defects to provide for uniform compaction of roadbed material. High blading, or any method which merely fills depressions with loose material, does not eliminate the defect or provide for uniform compaction and is therefore not acceptable.

C. No special consideration will be given for rutting or other surface disturbances that can be considered the result of normal use or road activity. If a road, or any substantial section of a road, appears to be excessively rutted, washed out or otherwise damaged beyond expected normal use, the contractor shall notify the COR before proceeding to grade this section.

D. Blading and shaping operations shall not undercut road back slopes.

E. At the conclusion of the blading and shaping operations the roadbed shall be smoothed and dressed to produce a uniform blade and cross section and a surface free of hollows, depressions, and projections above the adjacent roadbed surface. No berm or ridge or any material shall be left along either shoulder of the roadbed unless directed by the COR.

F. The finished grade shall be reasonably smooth with a crown.

Grading shall include providing for drainage of surface water directly into the side ditches at the shoulder without interruption by false ditches formed by accumulation of excess surfacing material. Blending into the road shall conserve all surfacing material. Removal of oversize rock and sod off the road will be permitted only at locations approved in advance by the COR. If the COR determines excessive gravel is being pushed into the ditches, the contractor will be liable for that gravel replacement.

Grading will proceed in a logical continuous pattern. Grading will not proceed when road conditions do not warrant it, such as extremely wet or dry weather or when the road, in the judgment of the COR, does not need grading. Graders shall not be run at speeds that will cause bounce in grader and/or leave ripples or washboard in roadbed. Grading will not change or alter existing roadway width, shoulder alignment or ditches without advance approval from the COR.

Contractor shall take reasonable steps to insure all suitable material, which has been worked onto the roadbed edge by traffic or maintenance activities, be reclaimed onto the roadbed.

Total roadbed width, including turnouts, turnarounds, and parking lots shall be bladed and shaped to produce a surface which is uniform, consistent to grade, and crowned or cross-sloped as indicated by the character of the existing surface. Established grasses and other vegetation shall not be removed from areas outside the traveled way except as incidental to providing drainage.

Undercutting of the road surface at the roadbed edge and leaving a berm is unacceptable.

At intersections, the roadbeds of the side roads shall be bladed to assure a smooth transition.

All fallen trees, limbs, brush, and other obstructions in the roadbed shall be removed. This work may require a chainsaw. If this removal appears to be excessive, notify the COR immediately.

No material shall be deposited in ditches, or in such places as to interfere with the road drainage. Material shall be "feathered out" or piled such that no berms are created.