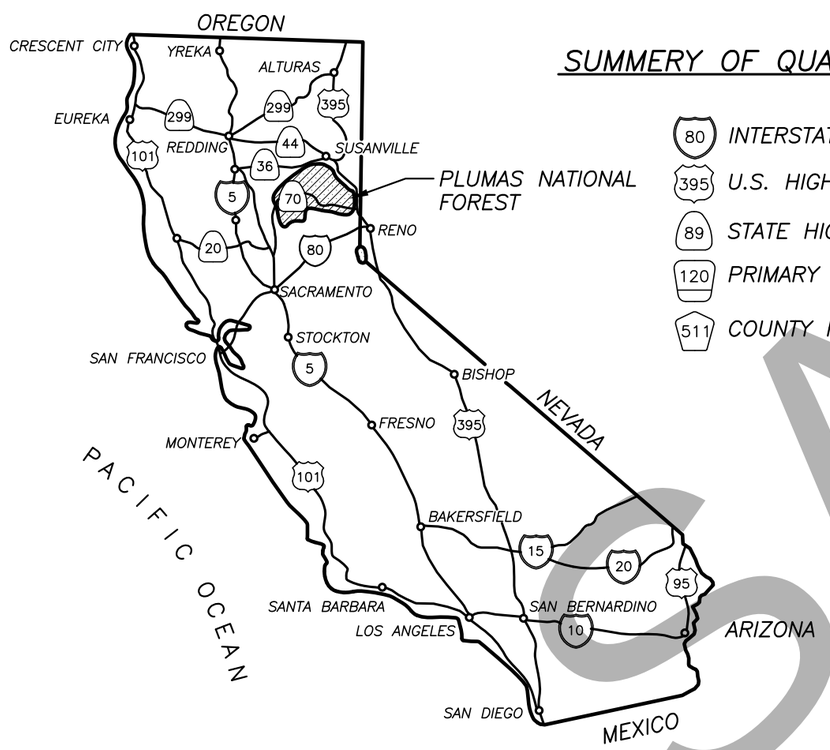
UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
PACIFIC SOUTHWEST REGION FIVE

PLUMAS NATIONAL FOREST

SQUIRREL MP TIMBER SALE

MOUNT HOUGH RANGER DISTRICT

SAMPLE

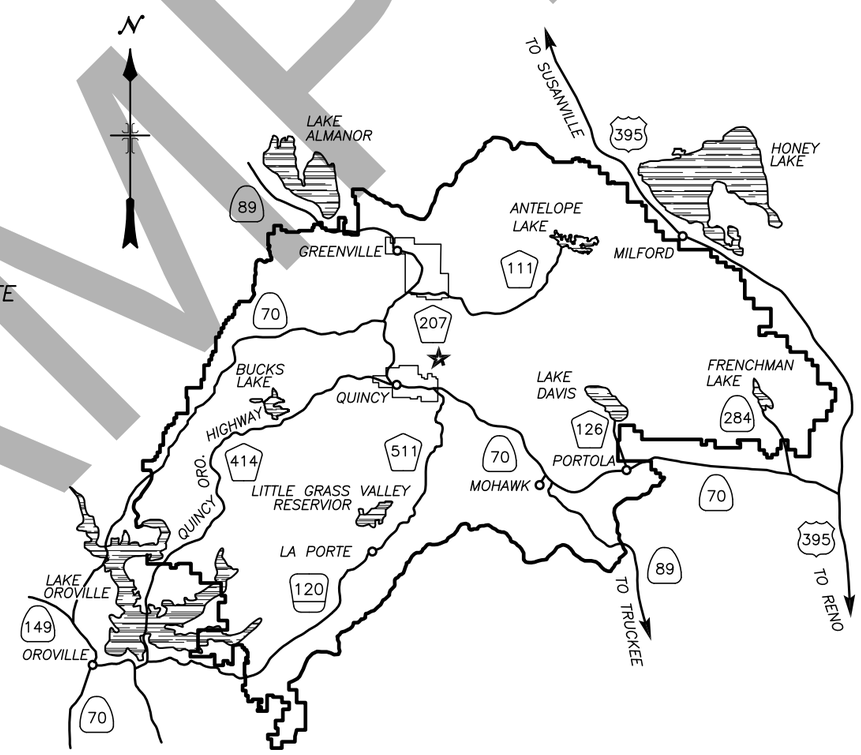


STATE OF CALIFORNIA

INDEX MAP

SUMMERY OF QUANTITIES

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



PLUMAS NATIONAL FOREST

★ PROJECT LOCATION

INDEX TO SHEETS

1	TITLE SHEET
2	LOCATION MAP
3	LEGEND
4	SUMMARY OF QUANTITIES
5	CLEARING AND CONST TYPICAL
6	DIP TYPICAL
7	WORK LIST ROAD 25N18.
8	WORK LIST 25N18A
9	WORK LIST ROAD 25N18D

PREPARED BY:

PROJECT ENGINEER — DATE

REVIEWED BY:

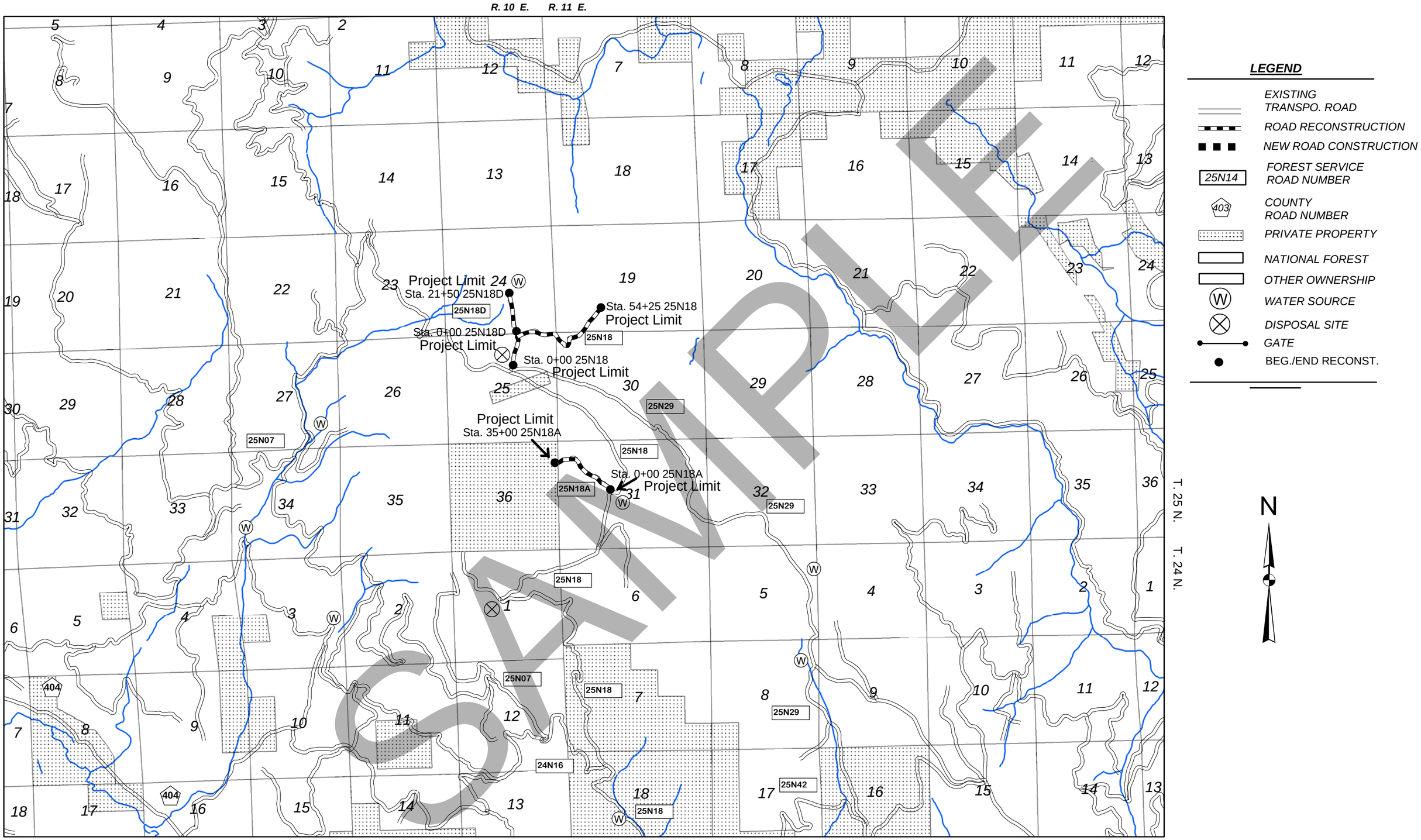
TEAM LEADER — DATE

APPROVED BY:

FOREST ENGINEER — DATE

APPROVED BY:

DISTRICT RANGER — DATE



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

SQUIRREL MP TIMBER SALE

LOCATION MAP
NOT TO SCALE

DESIGNED:	D. HOPKINS	DATE:	08/11
DRAWN:	D. HOPKINS	DATE:	08/11
CHECKED:	G. BUTLER	DATE:	08/11

DATE	REVISION	BY

gw_location.mxd

SHEET NO. 2

EXISTING TRANSPORTATION SYSTEM ROAD

SPECIFIED ROAD RECONSTRUCTION

SPECIFIED ROAD CONSTRUCTION

24N24 FOREST SERVICE ROAD NUMBER

89 STATE HIGHWAY ROAD NUMBER

112 112 PLUMAS COUNTY ROAD NUMBER

RIPRAP AND AGGREGATE SOURCE

W WATER SOURCE

OTHER OWNERSHIP

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

D DISPOSAL SITE

CATTLEGUARD

UNMERCHANTABLE DECKING AREA

MERCHANTABLE DECKING AREA

CONSTRUCTION SLASH DISPOSAL AREA

STUMP DISPOSAL AREA

OVERSIDE DRAIN

REINFORCED SUBGRADE

GATE

GUARDRAIL BARRIER

RIPRAP (ENERGY DISSIPATOR)

CONSTRUCT TURNAROUND

CONSTRUCT HAMMERHEAD TURNAROUND

CONSTRUCT TURNOUT

ROLLING DIP

WATERBAR

REINFORCED ROLLING DIP

LOW WATER CROSSING

STREAM

LEAD–IN, LEAD–OFF, OR DRAINAGE DITCH

CULVERT PIPE, PLAN VIEW

CULVERT PIPE, PROFILE VIEW

CULVERT PIPE, WITH CATCH BASIN

EARTH BARRIER

UNDER DRAIN (PMP) OR TEXTILE DRAIN

GABION BASKET

"P" (PRELIMINARY) LINE AS SURVEYED

"L" LINE – CENTER LINE TO BE CONSTRUCTED

OFFICE LINE

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

RIGHT–OF–WAY LIMITS

SECTION LINE

CUT LINE } CONSTRUCTION LIMITS

FILL LINE } CONSTRUCTION LIMITS

FENCE LINE

EXISTING ROAD EDGE

BRIDGE

BERM

395 US HIGHWAY

CAMPGROUND

80 INTERSTATE HIGHWAY

SALESTAR

N NORTH ARROW

SAMPLE

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

SQUIRREL MP TIMBER SALE

LEGEND

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Squirrell_ProjectDwgs.dwg

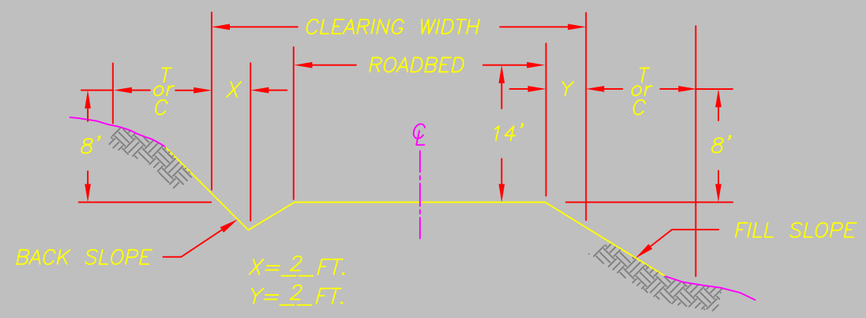
SHEET 3

SUMMARY OF QUANTITIES

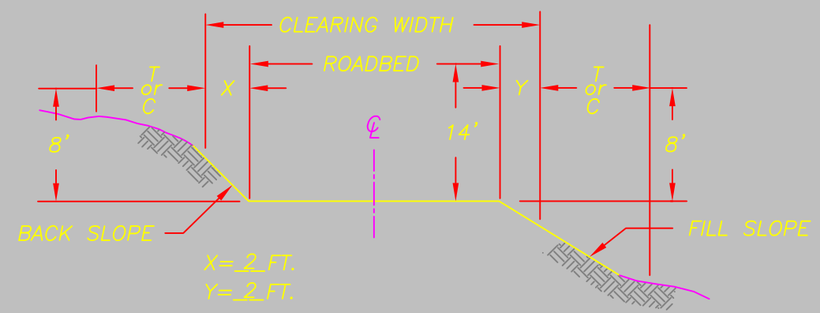
ITEM	ITEM DESCRIPTION	UNIT	QUANTITY
ROAD 25N18 (RECONSTRUCTION)			
201(02)	CLEARING AND GRUBBING, SLASH TREATMENT METHODS FOR TOPS AND LIMBS 4; LOGS 4; AND STUMPS 4; UTILIZATION OF TIMBER 1	STA.	55
201(08)	INDIVIDUAL REMOVAL OF TREES (HAZARD), SLASH TREATMENT FOR TOPS AND LIMBS 4; LOGS 4; UTILIZATION OF TIMBER 1	EACH	1
203(02)	EXCAVATION AND EMBANKMENT, METHOD 2	C.Y.	30
203(19)A	DRAINAGE EXCAVATION TYPE; LEAD-OFF DITCH	L.F.	175
203(20)	DRAINAGE EXCAVATION TYPE; DIP	EACH	23
306(01)	RECONDITIONING OF ROADBED, COMPACTION D	MILE	1.03
ROAD 25N18A (RECONSTRUCTION)			
201(02)	CLEARING AND GRUBBING, SLASH TREATMENT METHODS FOR TOPS AND LIMBS 4; LOGS 4; AND STUMPS 4; UTILIZATION OF TIMBER 1	STA.	35
201(08)	INDIVIDUAL REMOVAL OF TREES (HAZARD), SLASH TREATMENT FOR TOPS AND LIMBS 4; LOGS 4; UTILIZATION OF TIMBER 1	EACH	3
203(02)	EXCAVATION AND EMBANKMENT, METHOD 2	C.Y.	150
203(19)a	DRAINAGE EXCAVATION TYPE; LEAD-OFF DITCH	L.F.	400
203(20)	DRAINAGE EXCAVATION TYPE; DIP	EACH	13
306(01)	RECONDITIONING OF ROADBED, COMPACTION D	MILE	0.66
ROAD 25N18D (RECONSTRUCTION)			
201(02)	CLEARING AND GRUBBING, SLASH TREATMENT METHODS FOR TOPS AND LIMBS 4; LOGS 4; AND STUMPS 4; UTILIZATION OF TIMBER 1	STA.	21.5
201(08)	INDIVIDUAL REMOVAL OF TREES (HAZARD), SLASH TREATMENT FOR TOPS AND LIMBS 4; LOGS 4; UTILIZATION OF TIMBER 1	EACH	1
203(02)	EXCAVATION AND EMBANKMENT, METHOD 2	C.Y.	40
203(19)A	DRAINAGE EXCAVATION TYPE; LEAD-OFF DITCH	L.F.	25
306(01)	RECONDITIONING OF ROADBED, COMPACTION D	MILE	0.41

SAMPLE

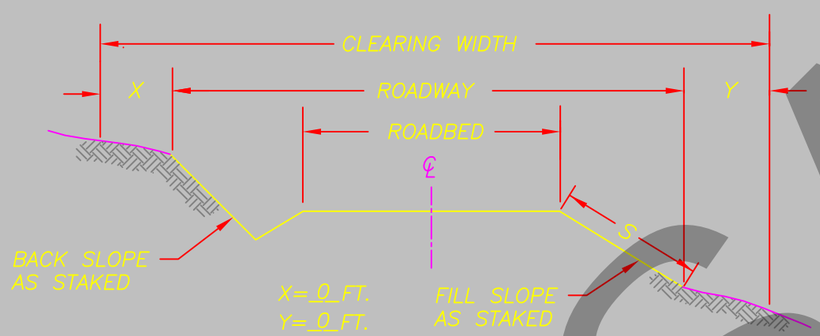
CLEARING



RECONSTRUCTION ~ DITCH SECTION



RECONSTRUCTION ~ NO DITCH



NEW CONSTRUCTION & NEWLY CONSTRUCTED SLOPES

NOTES:

1. ROADBED WIDTHS SHOWN ON PLAN AND PROFILE, OR WORKLIST PLANS, INCLUDE TURNOUTS AND CURVE WIDENING.
2. BLADE TO DAYLIGHT OR CONSTRUCT DRAINAGE DITCH, UNLESS OTHERWISE SHOWN ON PLANS. WHERE DAYLIGHT WILL EXCEED 5', CONSTRUCT DRAINAGE DITCH. WHEN AGREED, A DRAINAGE DITCH SHAPE MAY BE USED FOR LEAD-OFF DITCH.

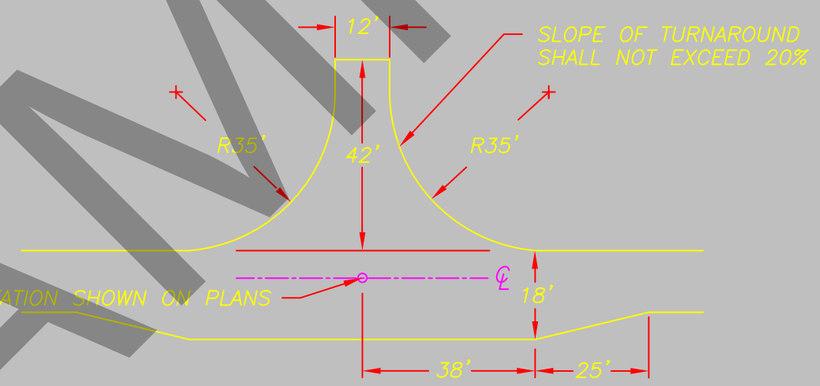
A CROSS SLOPE OF 4% +/- 1%, SHALL BE USED FOR ALL SUPERELEVATED CURVES, AND FOR ALL INSLOPED, OUTSLOPED, OR CROWNED ROADBEDS.

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

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

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

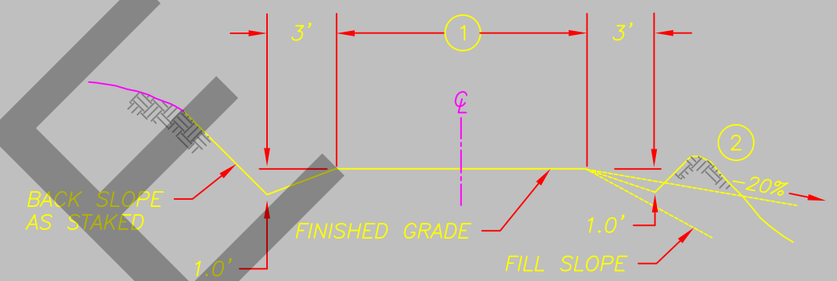
"C"=CLEAR "T"=TRIM



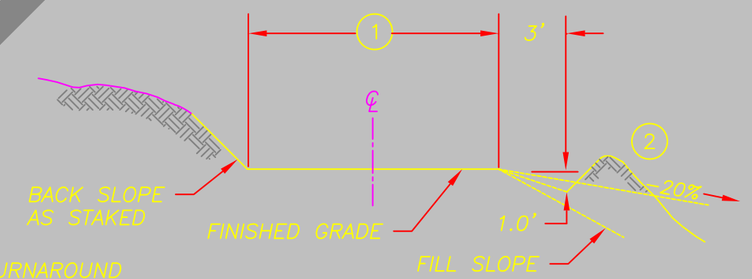
HAMMERHEAD TURNAROUND

TURNOUT

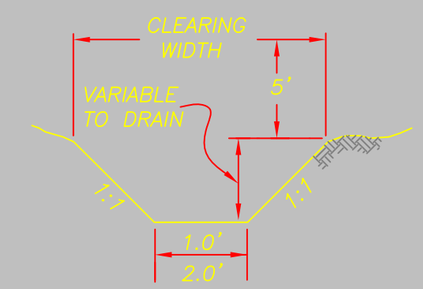
CONSTRUCTION



TYPICAL ROADWAY ~ DITCH SECTION



TYPICAL ROADWAY ~ NO DITCH



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

LEAD-OFF DITCH AND 2' FLAT-BOTTOM DITCH

SAMPLE

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

SQUIRREL MP TIMBER SALE
ALL ROADS

CLEARING & CONSTRUCTION
TYPICAL

DESIGNED:	D. HOPKINS	DATE:	08/11
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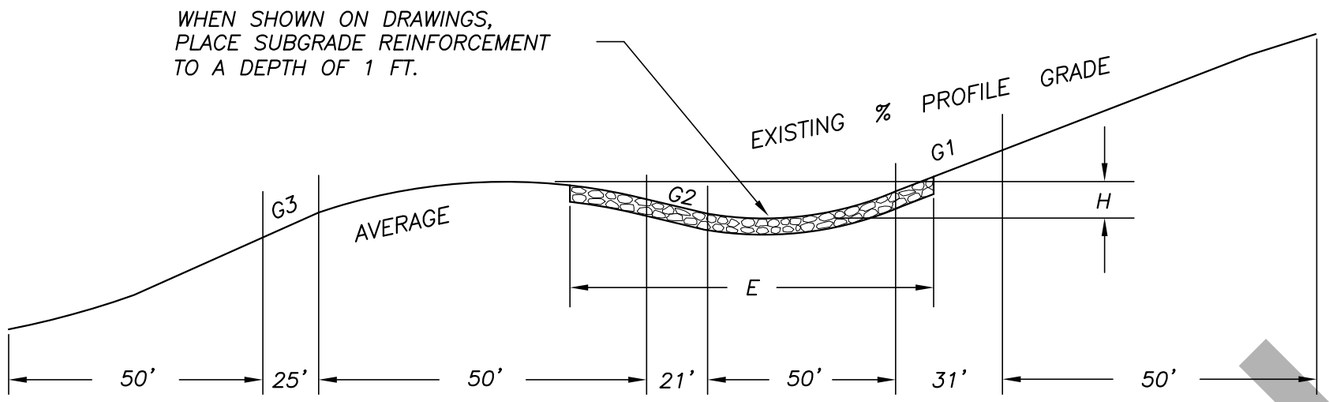
SQUIRREL_ProjectDwgs.dwg

SHEET 5



PROFILE VIEW

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

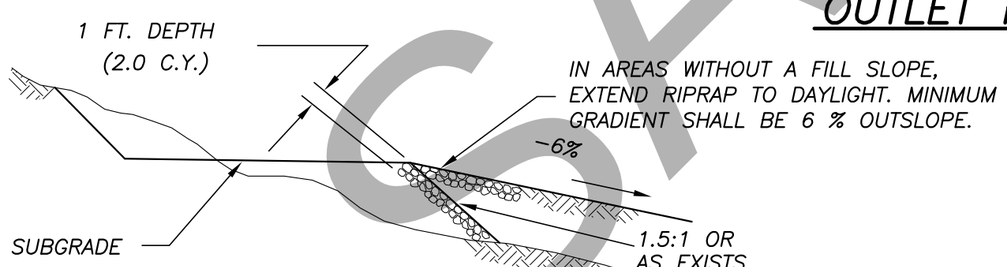
ROLLING DIP CONSTRUCTION NOTES:

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

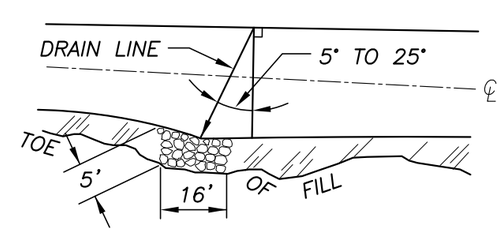
WATERBAR CONSTRUCTION NOTES:

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

OUTLET RIPRAP



CROSS SECTION VIEW



PLAN VIEW

SAMPLE

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

SQUIRREL MP TIMBER SALE
ALL ROADS

DIP TYPICAL

DESIGNED:	D. HOPKINS	DATE:	08/11
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SHEET 6

0+00	-	54+90	PROJECT LIMIT.
0+00	-	54+90	RECONSTRUCT EXISTING ROADWAY IN ACCORDANCE WITH SECTIONS [redacted]. THE TREATMENT FOR CONSTRUCTION SLASH SHALL BE METHOD [redacted]. THE EXCAVATION AND EMBANKMENT SHALL BE METHOD [redacted]. THE CONSTRUCTION TOLERANCE CLASS SHALL BE " K". THE FINISHED ROADBED WIDTH SHALL INCLUDE THE EXISTING TURNOUTS AND CURVE WIDENING. THE MINIMUM FINISHED ROADBED WIDTH SHALL BE [redacted] FEET. RECONDITION ROADBED AND ALL DRAINAGE STRUCTURES (INCLUDING ALL TYPES OF DITCHES, DIPS, DROP INLETS, AND CATCH BASINS) IN ACCORDANCE WITH SECTION [redacted]
0+00			25N29 LEFT AND RIGHT.
1+25			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
4+25			RECONSTRUCT DIP, WITH 40' LEAD-OFF DITCH, LEFT.
6+45			RECONSTRUCT DIP, DRAIN LEFT.
11+10			RECONSTRUCT DIP, DRAIN LEFT.
14+25			CONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, LEFT.
15+40			EXISTING CMP
16+30			RECONSTRUCT DIP, DRAIN LEFT.
17+00			INTERSECTION WITH ROAD 25N18D, LEFT.
20+00			CONSTRUCT DIP WITH 20' LEAD-OFF DITCH, LEFT.
21+50			CONSTRUCT DIP, DRAIN RIGHT.
23+50			CONSTRUCT DIP, DRAIN RIGHT.
26+80			CONSTRUCT DIP, WITH 20' LEAD-OFF DITCH, RIGHT.
28+40			RECONSTRUCT DIP, DRAIN RIGHT.
31+20			TEMPORARY SPUR ROAD, LEFT.
31+35			RECONSTRUCT DIP, DRAIN RIGHT.
33+50			RECONSTRUCT DIP, DRAIN RIGHT.
35+30			RECONSTRUCT DIP, DRAIN RIGHT.
36+80			RECONSTRUCT DIP, DRAIN RIGHT.
38+75			RECONSTRUCT DIP, DRAIN RIGHT.
39+00			TEMPORARY SPUR ROAD RIGHT.
40+50			RECONSTRUCT DIP, DRAIN RIGHT.
42+00			RECONSTRUCT DIP, DRAIN RIGHT.
44+25			RECONSTRUCT DIP, WITH 15' LEAD-OFF DITCH, RIGHT.
45+50			RECONSTRUCT DIP, DRAIN RIGHT.

STATION	TO	STATION	WORK ITEMS
48+00			RECONSTRUCT 20' DIP, DRAIN LEFT.
51+75			RECONSTRUCT DIP, WITH 10' LEAD-OFF DITCH, LEFT.
53+50			RECONSTRUCT DIP, DRAIN LEFT.
54+25			PROJECT LIMIT. TEMPORARY SPUR ROAD LEFT.

SAMPLE

STATION	TO	STATION	WORK ITEMS
0+00			PROJECT LIMIT. INTERSECTION WITH 25N18, AT MP 6.8.
0+00	-	35+00	RECONSTRUCT EXISTING ROADWAY IN ACCORDANCE WITH SECTIONS 201, 203, AND 306. THE TREATMENT FOR CONSTRUCTION SLASH SHALL BE METHOD 4 – SCATTERING. THE EXCAVATION AND EMBANKMENT SHALL BE METHOD 2 LAYER PLACEMENT. THE CONSTRUCTION TOLERANCE CLASS SHALL BE "K". THE FINISHED ROADBED WIDTH SHALL INCLUDE THE EXISTING TURNOUTS AND CURVE WIDENING. THE MINIMUM FINISHED ROADBED WIDTH SHALL BE 14 FEET. RECONDITION ROADBED AND ALL DRAINAGE STRUCTURE (INCLUDING ALL TYPES OF DITCHES, DIPS, DROP INLETS, AND CATCH BASINS) IN ACCORDANCE WITH SECTION 306.
0+00	-	35+00	OUTSLOPE ROADBED, RIGHT.
0+00	-	0+35	CLEAR 10' RIGHT.
1+00			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH RIGHT.
3+30			RECONSTRUCT DIP, WITH 25' LEAD-OFF DITCH, RIGHT.
3+60			TEMPORARY SPUR ROAD, RIGHT.
7+00			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
9+70			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
10+65			RECONSTRUCT 30' LEAD-OFF DITCH, RIGHT.
11+45			TEMPORARY SPUR ROAD, LEFT.
12+10			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
14+25			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
16+90			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
20+00			RECONSTRUCT 20' LEAD-OFF DITCH, RIGHT.
21+50			RECONSTRUCT DIP, WITH 10' LEAD-OFF DITCH, RIGHT.
25+00			RECONSTRUCT DIP, WITH 20' LEAD-OFF DITCH, RIGHT.
26+60			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
28+25			RECONSTRUCT DIP, WITH 15' LEAD-OFF DITCH, RIGHT.
32+00			RECONSTRUCT 20' LEAD-OFF DITCH, RIGHT.
33+25			RECONSTRUCT DIP, WITH 30' LEAD-OFF DITCH, RIGHT.
34+40			RECONSTRUCT DIP, WITH 20' LEAD-OFF DITCH, RIGHT.
35+00			PROJECT LIMIT. FOREST BOUNDARY, LEAVING NATIONAL FOREST.

SAMPLE

STATION	TO	STATION	WORK ITEMS
0+00			PROJECT LIMIT. INTERSECTION WITH ROAD 25N18 AT STA 17+00.
0+00	-	21+50	RECONSTRUCT EXISTING ROADWAY IN ACCORDANCE WITH SECTIONS 201, 203,306, 603, AND 619. THE TREATMENT FOR CONSTRUCTION SLASH SHALL BE METHOD 4 – SCATTERING. THE EXCAVATION AND EMBANKMENT SHALL BE METHOD 2 LAYER PLACEMENT. THE CONSTRUCTION TOLERANCE CLASS SHALL BE "K". THE FINISHED ROADBED WIDTH SHALL INCLUDE THE EXISTING TURNOUTS AND CURVE WIDENING. THE MINIMUM FINISHED ROADBED WIDTH SHALL BE 14 FEET. RECONDITION ROADBED AND ALL DRAINAGE STRUCTURE (INCLUDING ALL TYPES OF DITCHES, DIPS, DROP INLETS, AND CATCH BASINS) IN ACCORDANCE WITH SECTION 306.
0+00	-	21+50	OUTSLOPE ROADBED, LEFT.
3+20			RECONSTRUCT DIP, DRAIN LEFT.
4+00			RECONSTRUCT DIP, DRAIN LEFT.
6+15			RECONSTRUCT DIP, DRAIN LEFT.
7+55			RECONSTRUCT DIP, WITH 15' LEAD-OFF DITCH, LEFT.
12+15			RECONSTRUCT DIP, WITH 10' LEAD-OFF DITCH, LEFT.
20+55	-	21+50	EXISTING LANDING LEFT AND RIGHT.
21+50			PROJECT LIMIT. POND, RIGHT.

SAMPLE