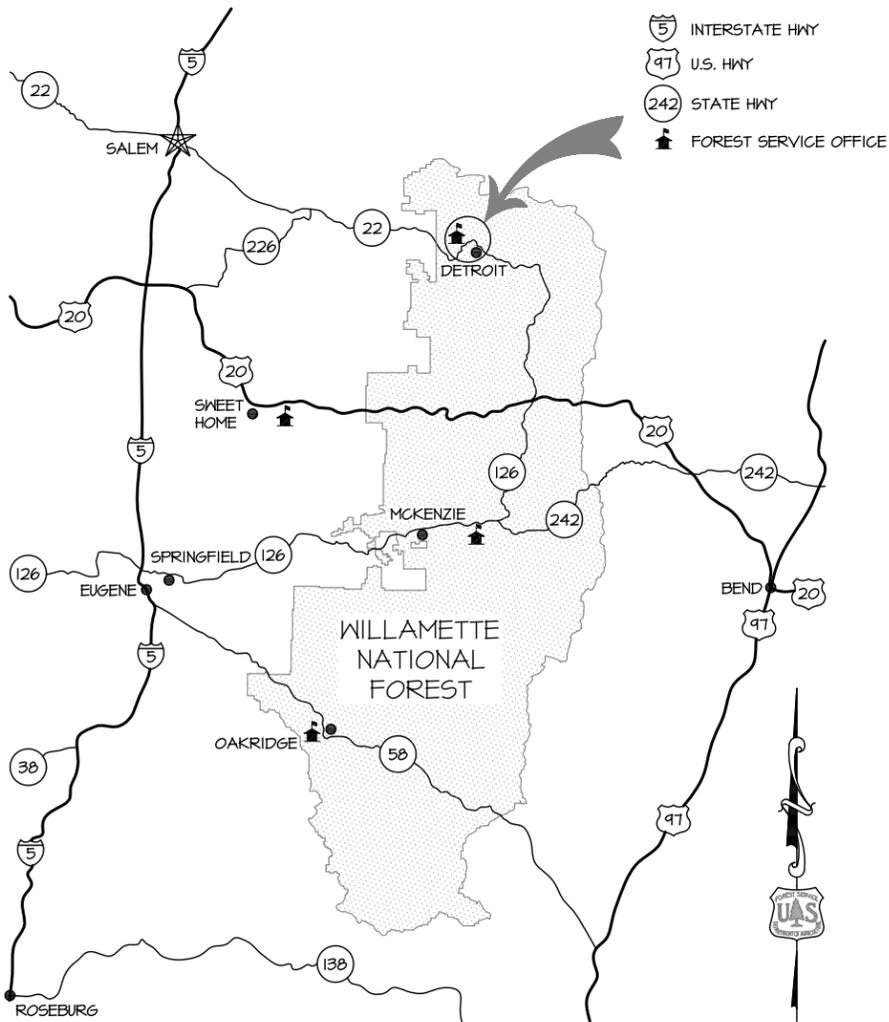


STATE MAP

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE



PACIFIC NORTHWEST REGION
DETROIT RANGER DISTRICT
MARION COUNTY



PROJECT LOCATION MAP

PLANS FOR PROPOSED:

HALLS THIN REOFFER
SPECIFIED ROADS

ROAD RECONSTRUCTION DRAWINGS FOR:

NFSR #	ROAD NAME	LENGTH
2223000	FRENCH CREEK	8.32 Mi.
2223501	DUNHAM CREEK	3.50 Mi.
2223520	HALLS RIDGE	3.93 Mi.
2223525	NO NAME	0.83 Mi.

SHEET #	DESCRIPTION
1	TITLE
2	VICINITY MAP
3	ESTIMATE OF QUANTITIES
4-9	DESCRIPTION OF WORK
10	GENERAL NOTES
11	ROADWAY TYPICALS
12	NFSR #2223000 STA. 0+00 - 2+00
13	TYPE A - DEEP PATCH REPAIR TYPICALS
14	TYPE B - WELDED WIRE REPAIR TYPICALS
15	NFSR #2223501 REALIGNMENT PLAN/PROFILE
16	NFSR #2223501 REALIGNMENT TYPICALS
17	CULVERT BEDDING & BACKFILL TYPICALS
18	CULVERT DROP INLET DETAILS
19	CULVERT DITCH TYPICALS
20	SOIL EROSION & POLLUTION CONTROL
21	TEMPORARY TRAFFIC CONTROL TYPICALS

DESIGNED BY: <i>Carlos Velez</i> Carlos Velez - Project Engineer	9/20/12 Date
REVIEWED BY: <i>J. P. Stutz</i> Designated Reviewer	9/20/12 Date
REVIEWED BY: <i>Ken Robertson</i> Assistant Development Engineer	9/25/2012 Date
RECOMMENDED BY: <i>J. P. Stutz</i> Zone Engineer	9/20/12 Date
APPROVED BY: <i>Tracy A. McHale</i> District Ranger	9/20/12 Date
APPROVED BY: <i>for: [Signature]</i> Forest Engineer	9/25/2012 Date

INTENDED TO BE PRINTED ON 11" X 17"

HALLS THIN REOFFER SPECIFIED ROADS

TITLE

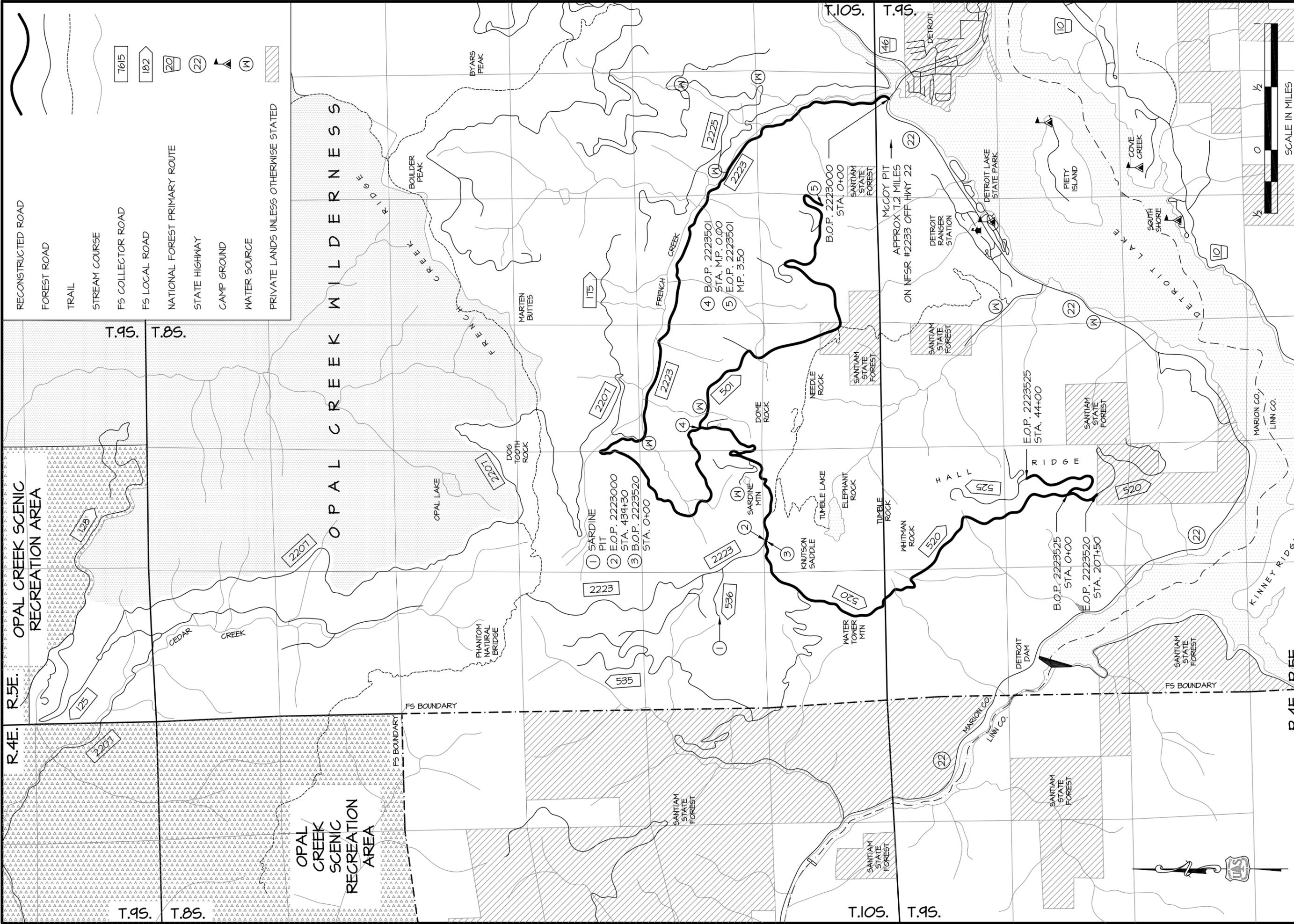
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U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

1 21



HALLS THIN ROFFER SPECIFIED ROADS

VICINITY MAP



SHEET NUMBER	TOTAL SHEETS
2	21

ESTIMATE OF QUANTITIES

		Road Number:	2223000	2223501	2223520	2223525	" * " Denotes Contract Quantity Pay Item	
Pay Item Number	Pay Item Description	Unit	Quantities				Remarks	
15101	Mobilization	Lump Sum	All	0	0	0		Includes Fire Equipment and Equipment Washing.
15201	Construction Survey and Staking, Method I, Tolerance C	Lump Sum	All	0	0	0		Purchaser is Responsible for all Required Site Surveying as Well as Protecting all Existing Survey Stakes and Markers.
15713	Soil Erosion & Pollution Control	Lump Sum	All	0	0	0		Applicable to All Roads. Includes Required Dewatering of Culverts.
20103	Clearing and Grubbing, Disposal of Tops and Limbs L, Logs I, and Stumps F(I)	Mile	0	3.50	0	0		Includes Removal of Roots and Large Boulders Within The Clearing Limits.
20301	Removal of Culvert, Disposal Method A	Each	3	11	0	0		Remove From National Forest Lands.
20304	Removal of Asphalt Concrete, Disposal Method A	Lump Sum	All	0	0	0		Remove From National Forest Lands.
20401*	Roadway Excavation, Compaction Method B, Finishing Method B	Cubic Yard	1652	201	0	0		
20416*	Waste, Debris	Cubic Yard	80	453	0	0		Place in Designated Disposal Areas Only. All Designated Disposal Areas Shall be Located and Flagged by The Contracting Officer Prior To Start of Construction Activities.
20701*	Earthwork Geotextile, Type IV(B)	Square Yard	18.0	20.0	0	0		
25104*	Keyed Riprap, Class 4	Cubic Yard	4	6	0	0		Government Source. See General Notes Sheet #10, Note #3.
26201*	Geogrid, Category 3	Square Yard	2562.0	0	0	0		
26202	Geogrid, Category 3	Lump Sum	All	0	0	0		Includes All Excavation, Suitable Structural Backfill, Geogrid, Welded Wire Mats, & Geotextile Fabric Required to Construct Type B - Welded Wire Repairs.
30304	Roadway Reconditioning, Ditch	Mile	0	0.39	0	0		
30359	Roadway Reconditioning, Compaction Method B	Mile	0	0.17	3.30	0.83		
32207*	Subbase, Grading B, Compaction Method B	Cubic Yard	364	0	1550	0		Government Source. See General Notes Sheet #10, Note #4.
32222*	Pit Run Maximum Size 3-inch Minus, Compaction Method B	Cubic Yard	0	375	0	0		Government Source. Sorting/Screening Will Be Required. See General Notes Sheet #10, Note #3.
41551	Paving Reinforcement Grid, Category 1	Square Yard	1005.0	0	0	0		
43004	Full Depth Patch Hot Asphalt Concrete Mixture	Ton	157.30	0	0	0		Commercial Source. ODOT Spec. 3/8" Dense Gradation, Level II HMAC, Asphalt Grade PG 64-22
43007	Skin Patch Hot Asphalt Concrete Mixture	Ton	121.20	0	0	0		Commercial Source. ODOT Spec. 3/8" Dense Gradation, Level II HMAC, Asphalt Grade PG 64-22
60263	24-inch Aluminized Steel, Type 2, Corrugated Steel Pipe, 0.109 inch Thickness, Method B	Foot	154	454	0	0		Furnish w/ Annular Bands. Helical and Dimple Bands not Allowed.
60601	Spillway Assembly, Drop Inlet, Aluminized Steel, Type 2, Corrugated Steel Pipe, 0.109 inch Thickness	Each	0	1	0	0		Includes Waste Disposal.
63404	Pavement Markings Type A, Solid White Fog Lines	Mile	8.12	0	0	0		Includes a Stop Bar at the Junction with Hwy 22.
63501	Temporary Traffic Control	Lump Sum	All	0	0	0		Includes All Necessary Labor and Materials. Flaggers will be Required on NFSR #2223000.

HALLS THIN REOFFER SPECIFIED ROADS

ESTIMATE OF QUANTITIES

U.S.D.A. FOREST SERVICE

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SHEET NUMBER TOTAL SHEETS

3 21

FP-03 PAY ITEMS

*** DENOTES CONTRACT QUANTITY PAY ITEM

Station		Unit of Measure:	LS	LS	LS	Mile	Each	LS	CY	CY	SY	CY	SY	LS	Mile	Mile	CY	CY	SY	Ton	Ton	Foot	Each	Mile	LS		
Begin	End	Description of Work	X - Signifies LS Quantity Designated as ALL																								
0+00		B.O.P. NFSR #2223000 Intersection w/ Hwy 22	X	X	X																					X	
0+00	2+00	See Sheet #12						X									10			1005.0						118.00	
0+00	214+40	Stripe Fog Lines, EOR Lt & EOR Rt, 4" Width																								8.12	
16+50	17+35	Install Type A - Deep Patch Repair, See Sheet #13						X	272								63			25.50							
17+90	19+00	Install Type A - Deep Patch Repair, See Sheet #13						X	488								82			33.00							
19+00		Remove Existing 24" CMP, Install 24"x60' CMP, Place Aggregate Subbase, 6" Thickness, Place Asphalt Surfacing, 3" Thickness, Continue Asphalt Surfacing from Type A - Deep Patch Repair Sta. 17+90 - 19+00 Thru Sta. 19+20					1	X									10			6.50						60	
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																											
29+10		Apply Asphalt Dig Out Patch Lt, 3' x 5', See Sheet #11						X	1								1			0.40							
32+10		Apply Asphalt Dig Out Patch Lt, 4' x 8', See Sheet #11						X	2								2			0.70							
54+80		Remove Existing 18" CMP, Install 24"x54' CMP, Place Riprap Outlet Protection, 6' L x 4' W x 2' Deep w/ Geotextile Fabric, See Sheet #19 Place Aggregate Subbase, 6" Thickness, Place Asphalt Surfacing, 3" Thickness,					1	X			9.0	2					10			6.50						54	
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																											
79+40	79+68	Apply Asphalt Skin Patch Rt, 8' x 28' x 2" Thickness																								3.20	
85+80		Intersection Water Source Rt																									
86+70		Intersection Rd Rt NFSR #2225000																									
87+20		Remove Existing 18" CMP, Install 24"x40' CMP, Place Riprap Outlet Protection, 6' L x 4' W x 2' Deep w/ Geotextile Fabric, See Sheet #19 Place Aggregate Subbase, 6" Thickness, Place Asphalt Surfacing, 3" Thickness,					1	X			9.0	2					10			6.50						40	
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																											
107+85	108+50	Install Type A - Deep Patch Repair, See Sheet #13						X	206								48			19.50							
108+50	109+25	Install Type A - Deep Patch Repair, See Sheet #13						X	377								62			27.40							
137+70		Intersection Spur Rd Lt																									

HALLS THIN REOFFER SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2223000

R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



SHEET NUMBER	TOTAL SHEETS
4	21

FP-03 PAY ITEMS

*** DENOTES CONTRACT QUANTITY PAY ITEM

Station		Unit of Measure:	LS	LS	LS	Mile	Each	LS	CY	CY	SY	CY	SY	LS	Mile	Mile	CY	CY	SY	Ton	Ton	Foot	Each	Mile	LS
Begin	End	Description of Work																							
150+10	150+80	Install Type A - Deep Patch Repair, See Sheet #13						X	306				470.0				50			21.00					
151+80	152+10	Install Type B - Welded Wire Repair, See Sheet #14						X						X			16			10.30					
187+10		Intersection Spur Rd Lt																							
214+40		Intersection Rd Rt NFSR #2207000																							
248+60	254+10	Waste Removal - Cut Slope Ravel 80 CY								80															
336+00		Intersection Rd Lt NFSR #2223501																							
341+30		Intersection Rd Lt NFSR #2223502 & Waste Area																							
387+70		Intersection Rd Rt NFSR #2223610																							
415+35		Intersection Trail Rt																							
428+00		Intersection Rd Lt NFSR #2223520																							
453+00		Intersection Rd Lt NFSR #2223536, Sardine Pits #1 & #2																							
453+90		Intersection Rds Rt Spur & NFSR #2223635																							
455+50		Intersection Rd Lt NFSR #2223535																							
	474+40	E.O.P. NFSR #2223000																							
NFSR #2223000 Total:			All	All	All	0	3	All	1652	80	18.0	4	2562.0	All	0	0	364	0	1005.0	157.30	121.20	154	0	8.12	All

X - Signifies LS Quantity Designated as ALL

HALLS THIN REOFFER SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2223000

R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

5 21

FP-03 PAY ITEMS

*** DENOTES CONTRACT QUANTITY PAY ITEM

15101	Mobilization
15201	Construction Survey and Staking, Method 1, Tolerance C
15713	Soil Erosion & Pollution Control
20103	Clearing and Grubbing, Disposal of Tops and Limbs L, Logs 1 and Stumps F (1)
20301	Removal of Culvert, Disposal Method A
20304	Removal of Asphalt Concrete, Disposal Method A
20401*	Roadway Excavation, Compaction Method B, Finishing Method B
20416*	Waste, Debris
20701*	Earthwork Geotextile, Type IV(B)
25104*	Keyed Riprap, Class 4
26201*	Geogrid, Category 3
26202	Geogrid, Category 3
30304	Roadway Reconditioning, Ditch
30354	Roadway Reconditioning, Compaction Method B
32201*	Subbase, Grading B, Compaction Method B
32222*	Pit Run Maximum Size 3-inch Minus, Compaction Method B
41551	Paving Reinforcement Grid, Category 1
43004	Full Depth Patch Hot Asphalt Concrete Mixture
43007	Skin Patch Hot Asphalt Concrete Mixture
60263	24-inch Aluminized Steel, Type 2, Corrugated Steel Pipe, 0.109 inch Thickness, Method B
60601	Spillway Assembly, Drop Inlet, Aluminized Steel, Type 2, Corrugated Steel Pipe, 0.109 inch Thickness
63404	Pavement Markings Type A, Solid White Fog Lines
63501	Temporary Traffic Control

Mile Post	Unit of Measure:	LS	LS	LS	Mile	Each	LS	CY	CY	SY	CY	SY	LS	Mile	Mile	CY	CY	SY	Ton	Ton	Foot	Each	Mile	LS
Begin	End	Description of Work																						
0.00		B.O.P. NFSR #2223501 Intersection w/ NFSR #2223000																						
0.00	3.50	Clear and Grubb Roadway																						
0.16		Remove Existing 18" CMP, Install 24"x40' CMP, Place Pit Run Subbase, 6" Thickness																						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																								
0.32	0.69	Recondition Roadway Ditch, See Sheet #11																						
0.40	0.60	Waste Removal - Cut Slope Ravel 300 CY																						
0.62		Remove Existing 18" CMP, Install 24"x30' CMP, Place Pit Run Subbase, 6" Thickness																						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																								
0.69	0.75	Equation Station: M.P. 0.69 = Sta. 0+00 Re-align Roadway, See Sheets #15-16, Recondition Roadway, See Sheet #11																						
0.75	0.81	Begin Waste Removal - Cut Slope Ravel 150 CY																						
0.81		Remove Existing 24" CMP, Install 24"x50' CMP, Place Pit Run Subbase, 6" Thickness																						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																								
0.87		Intersection w/ Spur Rd Lt.																						
0.91		Remove Existing 18" CMP, Install 24"x30' CMP, Place Pit Run Subbase, 6" Thickness																						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																								
0.91	1.16	Waste Removal - Cut Slope Ravel 200 CY																						
1.16		Remove Existing 24" CMP, Install 24"x40' CMP, Place Pit Run Subbase, 6" Thickness,																						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																								
1.27		Remove Existing 18" CMP, Install 24"x44' CMP, Place Pit Run Subbase, 6" Thickness																						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																								
1.38	1.41	Recondition Roadway, See Sheet #11, Waste Removal - Cut Slope Ravel 50 CY, Place Pit Run Subbase, 6" Thickness																						
1.43	1.44	Waste Removal - Cut Slope Ravel 100 CY, Remove Approx. 5 Down Hazard Trees on Cut Slope, Incidental to Waste Removal																						
1.43		Install 24"x40' CMP, Place Pit Run Subbase, 6" Thickness, Place Riprap Outlet Protection, 6' L x 4' W x 2' Deep w/ Geotextile Fabric, See Sheet #19																						
Note: Install at a 20° LT Skew and a 10% Grade as Staked on the Ground.																								
1.50		Place Riprap Fill Slope Protection, 10' L1 x 8' L2 x 5'H w/ Geotextile Fabric, See Sheet #17, Waste Material Produced in Creating Riprap Bench, Place Pit Run Subbase, 6" Thickness																						
1.50	1.52	Recondition Roadway Ditch, Includes Existing Culvert Catchbasin, See Sheet #11, #17																						
1.75		Intersection w/ Spur Rd Rt.																						

X - Signifies LS Quantity Designated as ALL

HALLS THIN REOFFER SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2223501



SHEET NUMBER	TOTAL SHEETS
6	21

FP-03 PAY ITEMS

*** DENOTES CONTRACT QUANTITY PAY ITEM

Mile Post	Unit of Measure:	Description of Work	15101	15201	15713	20103	20301	20304	20401*	20416*	20701*	25104*	26201*	26202	30304	30354	32207*	32222*	41551	43004	43007	60263	60601	63404	63501				
			LS	LS	LS	Mile	Each	LS	CY	CY	SY	CY	SY	LS	Mile	Mile	CY	CY	SY	Ton	Ton	Foot	Each	Mile	LS				
1.86		Remove Existing 18" CMP, Install 24"x30' CMP, Place Pit Run Subbase, 6" Thickness					1											10					30						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																													
1.97		Remove Existing 18" CMP, Install 24"x34' CMP, Place Pit Run Subbase, 6" Thickness					1											10					34						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																													
2.19		Intersection w/ Spur Rd Rt.																											
2.60		Existing 18" CMP, Install Drop Inlet on Existing Culvert, See Sheet #18																					1						
2.69		Remove Existing 18" CMP, Install 24"x36' CMP, Place Pit Run Subbase, 6" Thickness					1											10					36						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																													
2.96		Remove Existing 18" CMP, Install 24"x40' CMP, Place Pit Run Subbase, 6" Thickness					1											10					40						
Note: Install at Existing Skew Unless Otherwise Directed by Contracting Officer. Lower Outlet onto Existing Ground.																													
3.42	3.50	Recondition Roadway, See Sheet #11, Place Pit Run Subbase, 6" Thickness															0.08		125										
	3.50	E.O.P. NFSR #2223521																											
NFSR #2223501 Total:			0	0	0	3.50	11	0	201	953	20.0	6	0	0	0.39	0.17	0	375	0	0	0	454	1	0	0				

X - Signifies LS Quantity Designated as ALL

HALLS THIN REOFFER SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2223501

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U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

7 21

FP-03 PAY ITEMS

*** DENOTES CONTRACT QUANTITY PAY ITEM

Station		Unit of Measure:	15101	15201	15713	20103	20301	20304	20401*	20416*	20701*	25104*	26201*	26202	30304	30354	32207*	32222*	41551	43004	43007	60263	60601	63404	63501	
Begin	End	Description of Work	LS	LS	LS	Mile	Each	LS	CY	CY	SY	CY	SY	LS	Mile	Mile	CY	CY	SY	Ton	Ton	Foot	Each	Mile	LS	
0+00		B.O.P. NFSR #2223525 Intersection w/ NFSR #2223520 Begin Road Reconditioning, See Sheet #11														0.83										
16+20		Intersection Rd Lt NFSR #2223527																								
19+50		Intersection Rd Lt NFSR #2223526																								
	44+00	E.O.P. NFSR #2223525 End Road Reconditioning																								
NFSR #2223525 Total:			0	0	0	0	0	0	0	0	0	0	0	0	0	0.83	0	0	0	0	0	0	0	0	0	0

X - Signifies LS Quantity Designated as ALL

HALLS THIN REOFFER SPECIFIED ROADS

DESCRIPTION OF WORK NFSR #2223525



GENERAL NOTES:

1. CONSTRUCTION EQUIPMENT SHALL BE CONFINED TO THE ROADWAY, UNLESS OTHERWISE APPROVED BY THE CONTRACTING OFFICER.
2. UNSUITABLE WASTE MATERIAL PRODUCED IN THE CONSTRUCTION OF THIS PROJECT SHALL BE HAULED TO THE DESIGNATED WASTE AREAS SHOWN ON THE DESCRIPTION OF WORK. SHAPE AND COMPACT AREA TO DRAIN WITH SPREADING EQUIPMENT, AS APPROVED BY CONTRACTING OFFICER.
3. GOVERNMENT SOURCE PITRUN/RIPRAP LOCATION CAN BE FOUND ON NFSR #2223536 @ SARDINE PITS #1 & #2, T 9 S, R 5 E, SECTION 30, NW OF THE SE CORNER. SORTING AND SCREENING TO ACHIEVE PROPER SIZE WILL BE REQUIRED.
4. GOVERNMENT SOURCE AGGREGATE BASE LOCATION CAN BE FOUND ON NFSR #2233 @ McCOY PIT, T 10 S, R 6 E, SECTION 23, SW OF THE NE CORNER.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR DIVERSION OF WATER DURING CONSTRUCTION AS REQUIRED. SUBMIT A DEWATERING PLAN TO THE CONTRACTING OFFICER FOR APPROVAL 10 DAYS PRIOR TO STARTING WORK IN STREAM. ALL CULVERTS FLOWING WATER ARE CONSIDERED TO BE STREAM CULVERTS. DEWATERING IS CONSIDERED TO BE INCIDENTAL TO PAY ITEM 15713.
6. **THE IN-STREAM WORK PERIOD SHALL BE LIMITED TO JUNE 1 TO AUGUST 31.**
7. EACH CULVERT'S LOCATION, LENGTH AND SKEW SHALL BE FIELD VERIFIED BY THE CONTRACTOR AND APPROVED BY THE CONTRACTING OFFICER PRIOR TO ORDERING. SUBMIT A CULVERT LIST TO THE CONTRACTING OFFICER FOR APPROVAL.
8. UTILIZE EXISTING AGGREGATE ON ROADWAY AS BEDDING MATERIAL ON ALL CULVERT INSTALLATIONS.
9. REMOVAL OF TREES, AS DIRECTED BY CONTRACTING OFFICER, TO FACILITATE CULVERT INSTALLATION, SHALL BE CONSIDERED INCIDENTAL TO CULVERT INSTALLATIONS.
7. WIRE BROOM AREAS DESIGNATED FOR PERMANENT PAVEMENT FOG LINE STRIPING PRIOR TO PAINT APPLICATION. APPLY 4" WIDE SOLID WHITE FOG LINE, EACH SIDE OF THE ROAD, PER MANUFACTURERS RECOMMENDATIONS AND AS DIRECTED BY CONTRACTING OFFICER. REFER TO FP-03 634 - PERMANENT PAVEMENT MARKINGS.

ABBREVIATION LIST:

1. NFSR - NATIONAL FOREST SYSTEM ROAD
2. MTC - MAINTENANCE
3. STA - STATION
4. BOP - BEGINNING OF PROJECT
5. EOP - END OF PROJECT
6. DOW - DESCRIPTION OF WORK
7. NFSR- NATIONAL FOREST SYSTEM ROAD
8. CMP - CORRUGATED METAL PIPE
9. CL - CENTERLINE
10. EXC - EXCAVATION
11. EMB - EMBANKMENT
12. BHC - BEGINNING OF HORIZONTAL CURVE
13. EHC - ENDING OF HORIZONTAL CURVE
14. BVC - BEGINNING OF VERTICAL CURVE
15. EVC - ENDING OF VERTICAL CURVE
16. V:H - RATIO OF VERTICAL TO HORIZONTAL UNITS
17. FSSS- FOREST SERVICE SUPPLEMENTAL SPECIFICATION
18. EOR - EDGE OF ROAD

GENERAL NOTES

HALLS THIN REOFFER SPECIFIED ROADS

GENERAL NOTES

U.S.D.A. FOREST SERVICE

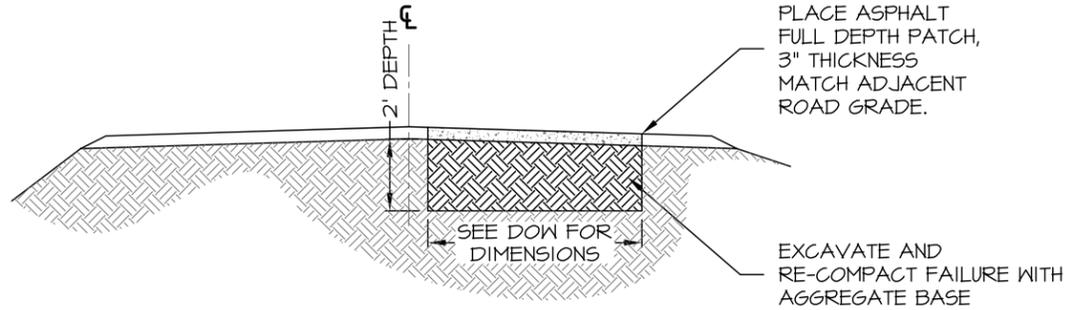
R6 - PACIFIC NORTHWEST REGION



SHEET NUMBER	TOTAL SHEETS
10	21

NOTE:

ACTUAL LOCATION OF DIG OUT ON TRAVELED WAY WILL BE MARKED BY CONTRACTING OFFICER.
 SEE DESCRIPTION OF WORK FOR ACTUAL DIMENSIONS.
 SAW CUT ALL THE EDGES OF THE EXISTING ASPHALT NEAT LINES TO FORM A VERTICAL FACE IN UN-FRACTURED ASPHALT SURFACING. WHEN THE EDGES AND SURFACES ARE DRY AND FREE OF ANY LOOSE DEBRIS, APPLY EMULSIFIED ASPHALT TACK COAT TO THE ALL EXISTING VERTICAL AND HORIZONTAL ASPHALT FACES COMING IN CONTACT WITH NEW ASPHALT.
 APPLY WITH AN APPLICATION RATE OF 0.2 - 0.3 GAL/ SQ YD. PAVE THE SITES IMMEDIATELY AFTER THE EMULSIFIED ASPHALT BREAKS.

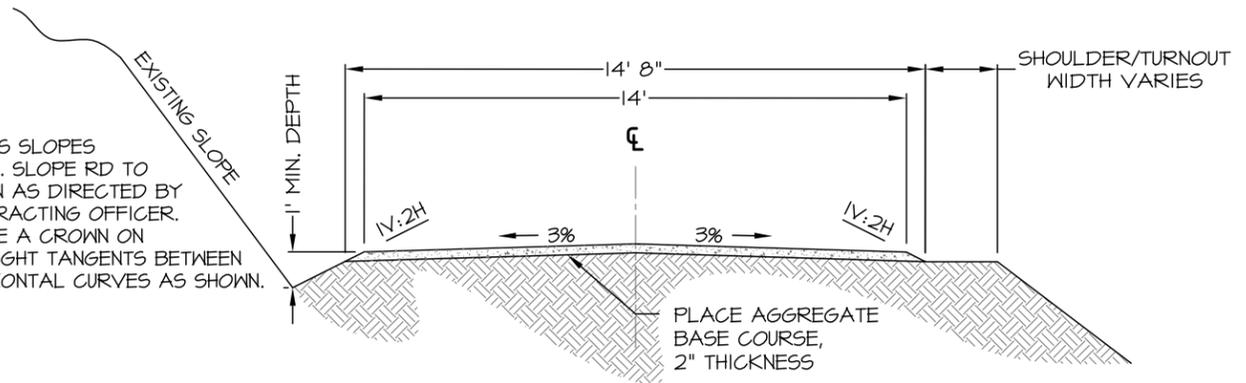


NFSR #2223000
ASPHALT DIG OUT DETAIL
STA. 29+10 & 32+10

Not to Scale

NOTE:

CROSS SLOPES VARY. SLOPE RD TO DRAIN AS DIRECTED BY CONTRACTING OFFICER. PLACE A CROWN ON STRAIGHT TANGENTS BETWEEN HORIZONTAL CURVES AS SHOWN.

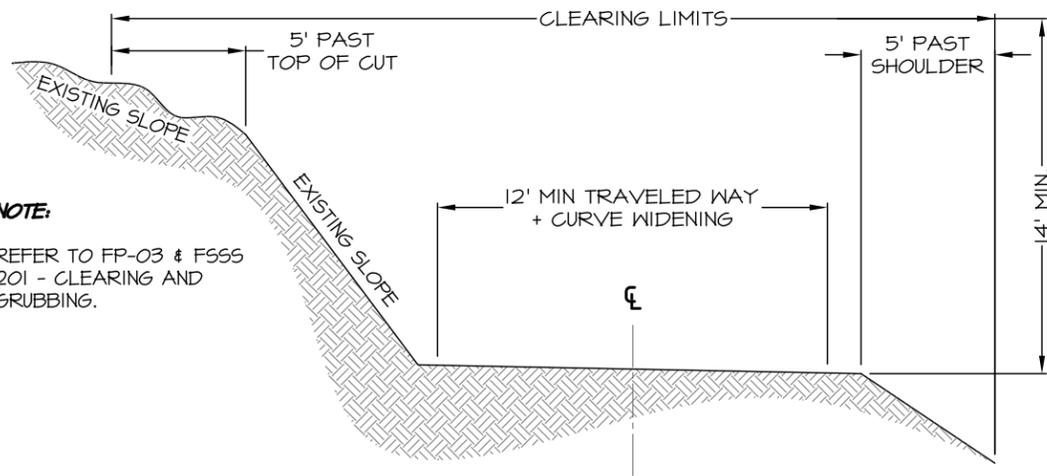


NFSR #2223520
ROADWAY RECONDITIONING/ROADWAY AGGREGATE
PLACEMENT TYPICAL SECTION
STA. 33+10 - 207+50

Not to Scale

NOTE:

REFER TO FP-03 & F555 201 - CLEARING AND GRUBBING.

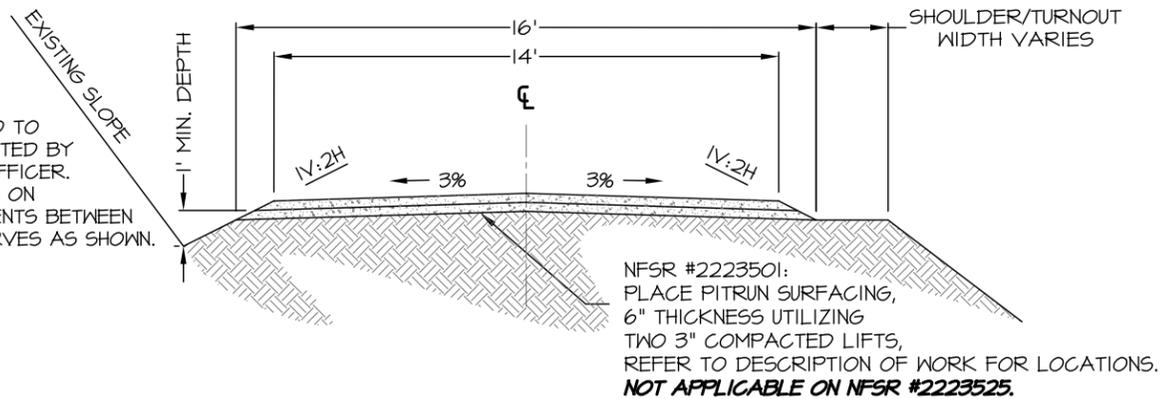


NFSR #2223501
CLEARING AND GRUBBING
TYPICAL SECTION

Not to Scale

NOTE:

CROSS SLOPES VARY. SLOPE RD TO DRAIN AS DIRECTED BY CONTRACTING OFFICER. PLACE A CROWN ON STRAIGHT TANGENTS BETWEEN HORIZONTAL CURVES AS SHOWN.



NFSR #2223501 & NFSR #2223525
ROADWAY RECONDITIONING
TYPICAL SECTION

Not to Scale

ROADWAY TYPICALS

Not to Scale

HALLS THIN REOFFER SPECIFIED ROADS

ROADWAY TYPICALS

R6 - PACIFIC NORTHWEST REGION

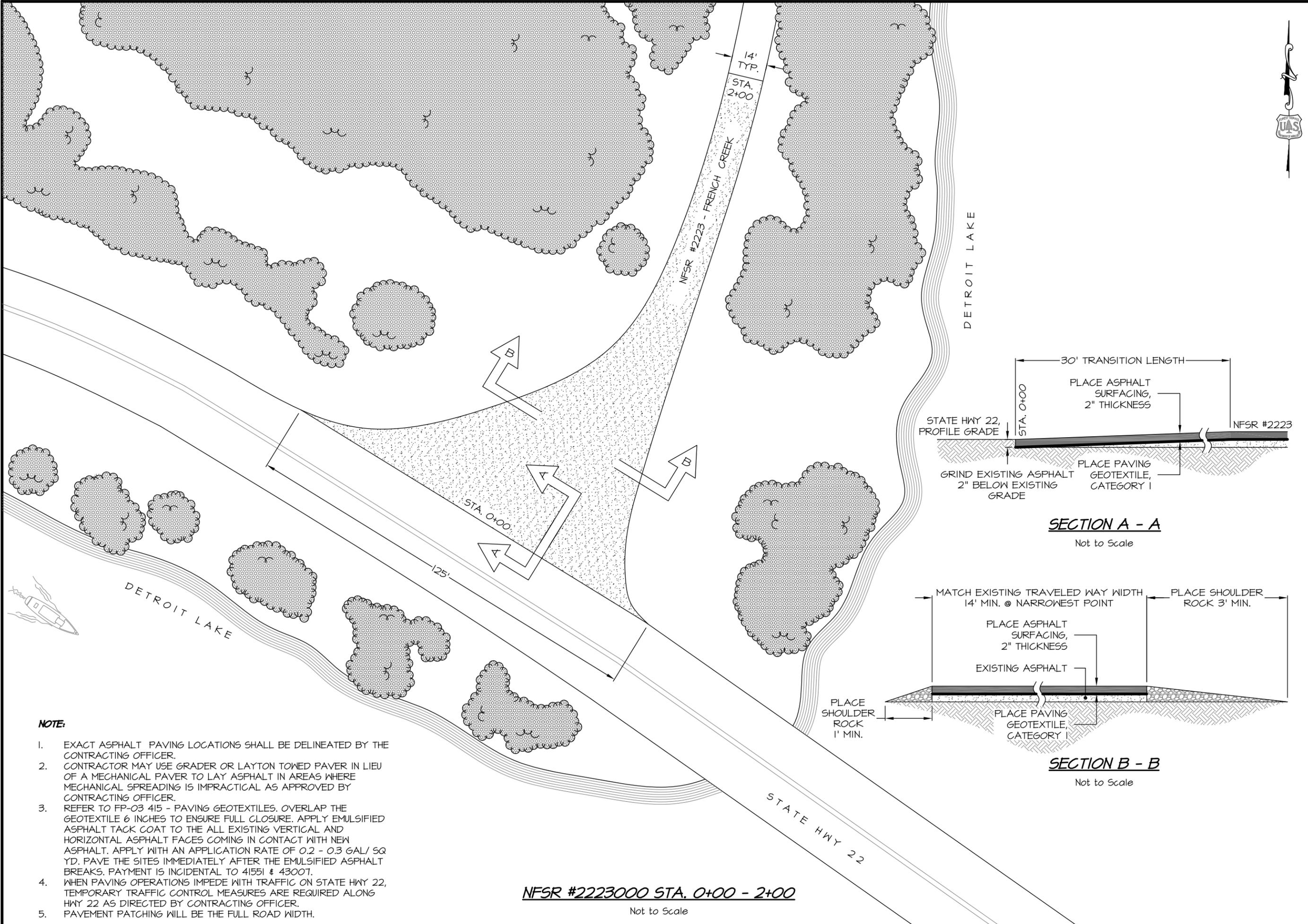
U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

11

21



NOTE:

1. EXACT ASPHALT PAVING LOCATIONS SHALL BE DELINEATED BY THE CONTRACTING OFFICER.
2. CONTRACTOR MAY USE GRADER OR LAYTON TOWED PAYER IN LIEU OF A MECHANICAL PAYER TO LAY ASPHALT IN AREAS WHERE MECHANICAL SPREADING IS IMPRACTICAL AS APPROVED BY CONTRACTING OFFICER.
3. REFER TO FP-03 415 - PAVING GEOTEXTILES. OVERLAP THE GEOTEXTILE 6 INCHES TO ENSURE FULL CLOSURE. APPLY EMULSIFIED ASPHALT TACK COAT TO THE ALL EXISTING VERTICAL AND HORIZONTAL ASPHALT FACES COMING IN CONTACT WITH NEW ASPHALT. APPLY WITH AN APPLICATION RATE OF 0.2 - 0.3 GAL/ SQ YD. PAVE THE SITES IMMEDIATELY AFTER THE EMULSIFIED ASPHALT BREAKS. PAYMENT IS INCIDENTAL TO 41551 & 43007.
4. WHEN PAVING OPERATIONS IMPEDE WITH TRAFFIC ON STATE HWY 22, TEMPORARY TRAFFIC CONTROL MEASURES ARE REQUIRED ALONG HWY 22 AS DIRECTED BY CONTRACTING OFFICER.
5. PAVEMENT PATCHING WILL BE THE FULL ROAD WIDTH.

NFSR #2223000 STA. 0+00 - 2+00

Not to Scale

HALLS THIN REOFFER SPECIFIED ROADS

NFSR #2223000 STA. 0+00 - 2+00

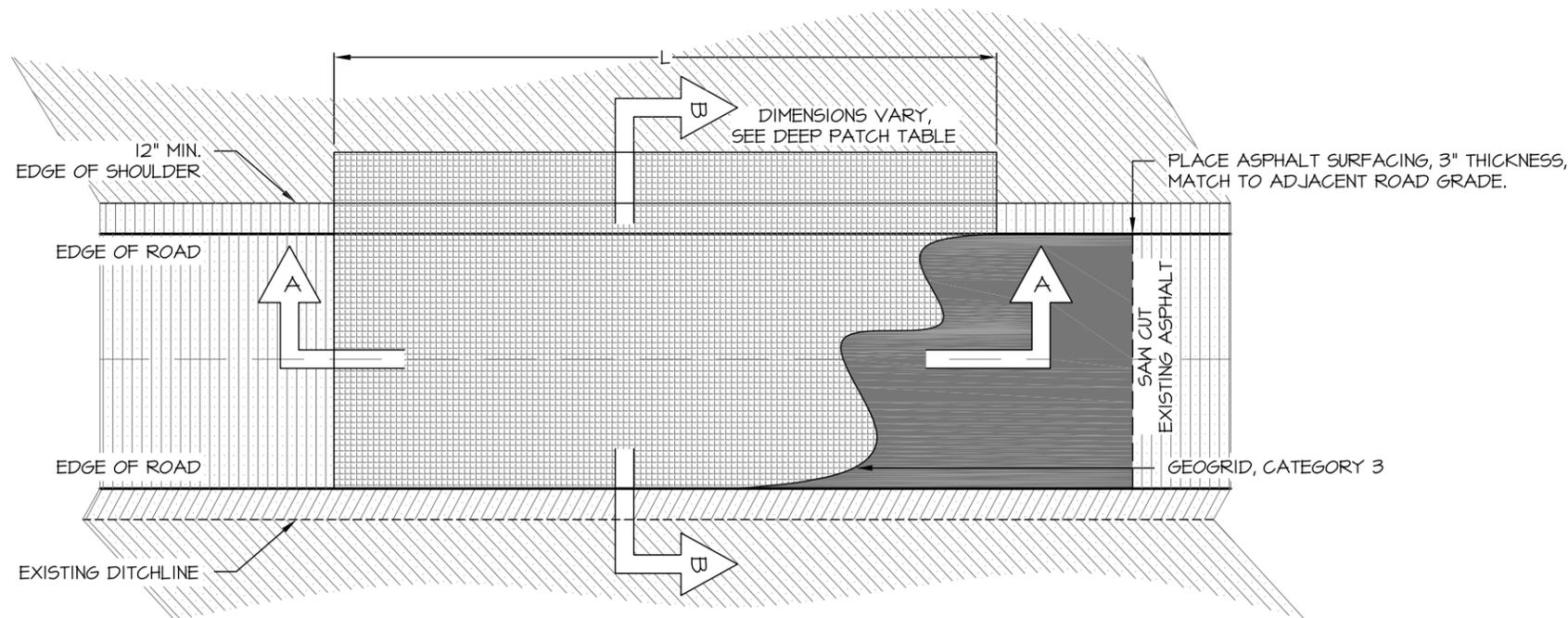
R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



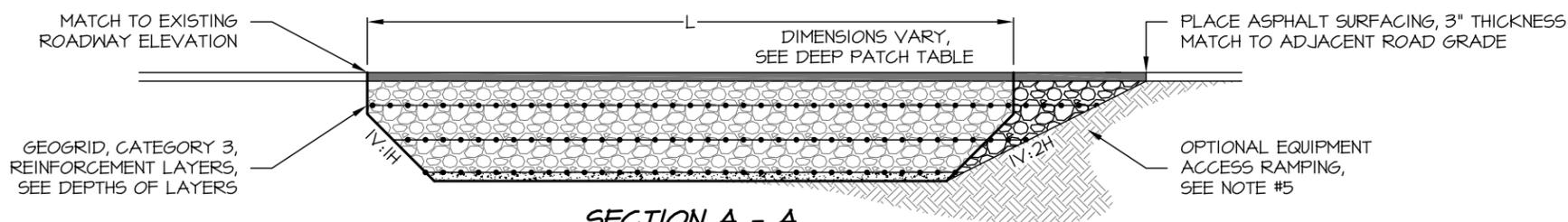
SHEET NUMBER TOTAL SHEETS

12 21



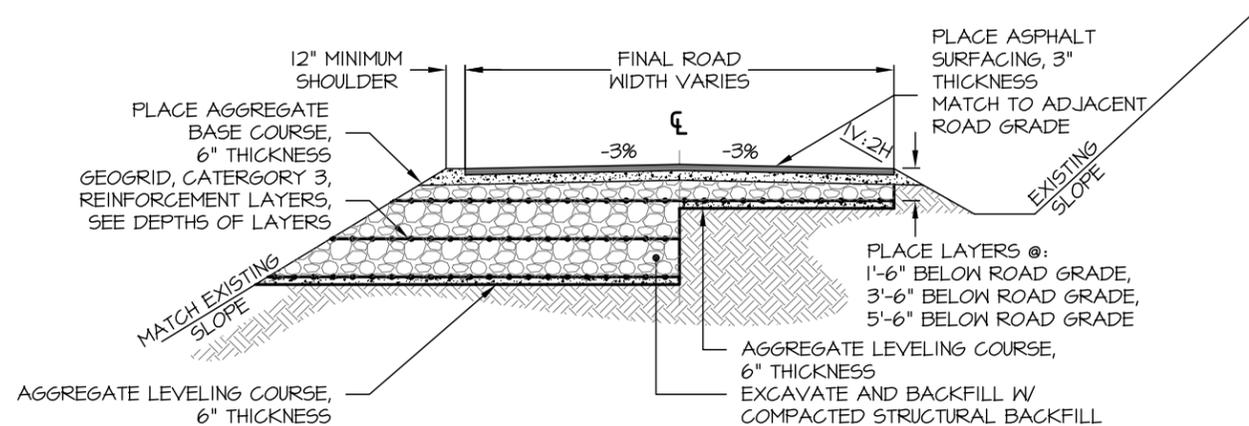
PLAN VIEW

Not to Scale



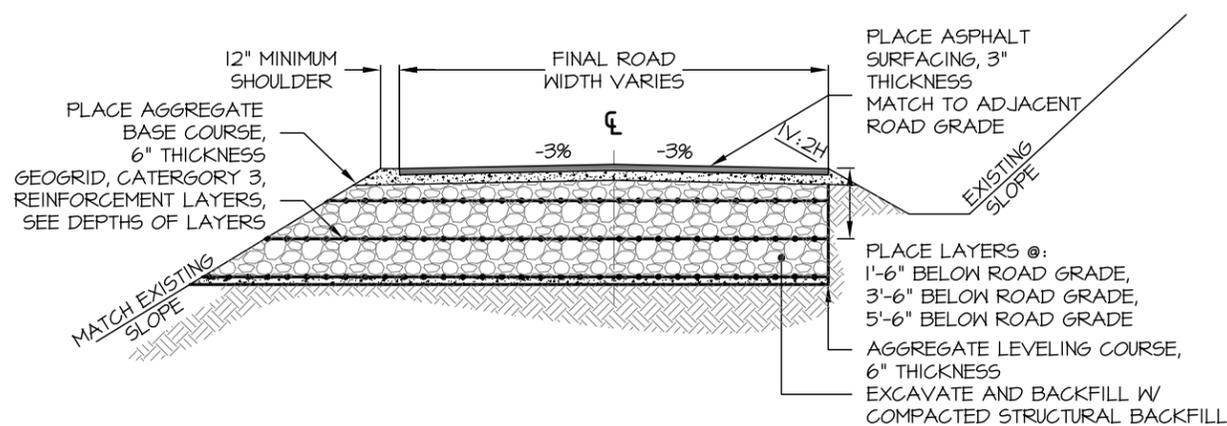
SECTION A - A

Not to Scale



**SECTION B - B
HALF LANE PATCH**

Not to Scale



**SECTION B - B
FULL LANE PATCH**

Not to Scale

**NFSR #2223000
TYPE A - DEEP PATCH REPAIR
TYPICALS**

(Construction Tolerance G)
Not to Scale

TYPE A - DEEP PATCH FILL REPAIR RECONSTRUCTION TABLE									
NFSR #2223000	HALF OF FULL LANE PATCH	L (FT)	FINAL ROAD WIDTH (FT)	# OF GEOGRID LAYERS	GEOGRID, CATEGORY 3 (SY)	EXCAVATION (CY)	AGGREGATE BASE (CY)	AGGREGATE LEVELING COURSE (CY)	ASPHALT SURFACING (TON)
STATION									
16+50 - 17+35	HALF	85	14	3	434	272	28	35	25.50
17+90 - 19+00	FULL	110	14	3	753	488	37	45	33.00
107+85 - 108+50	HALF	65	14	3	328	206	22	26	19.50
108+50 - 109+25	FULL	75	17	3	577	377	29	33	27.40
150+10 - 150+80	FULL	70	14	3	470	306	23	27	21.00
TOTAL					2562	1649	139	166	126.40

NOTE: OPTIONAL ACCESS RAMPING INCLUDED IN QUANTITY CALCULATIONS

NOTES:

- ALL WORK AND MATERIALS REQUIRED TO REPAIR THIS SITE ARE CONSIDERED TO BE INCIDENTAL TO THE APPLICABLE PAY ITEMS.
- REFER TO FSSS, 262 - REINFORCED SOIL EMBANKMENT AND FSSS, 209 - STRUCTURE EXCAVATION AND BACKFILL.
- ADJUST SURFACE CROSS SLOPES AS DIRECTED BY CONTRACTING OFFICER.
- ALL SHOULDER MATERIAL SHALL BE REMOVED AND DAYLIGHTED DURING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY CONTRACTING OFFICER.
- OPTIONAL EQUIPMENT ACCESS RAMPING ALLOWED OUTSIDE OF DEEP PATCH EXTENTS ONLY. RAMP SHALL BE CONSIDERED INCIDENTAL TO 26201. NO MORE THAN ONE RAMP SHALL BE CONSTRUCTED UNLESS OTHERWISE APPROVED FOR BY THE CONTRACTING OFFICER. ESTIMATED QUANTITY CALCULATIONS ONLY ACCOUNT FOR ONE ACCESS RAMP PER DEEP PATCH.
- GEOGRID SHALL BE EXTENDED TO INTERSECT WITH THE ACCESS RAMP. BACKFILL OF RAMP SHALL BE IN SEQUENCE WITH REQUIRED COMPACTED LIFTS TO MATCH AS DIRECTED BY CONTRACTING OFFICER.
- WHEN EXISTING CULVERTS CONFLICT WITH DEEP PATCH REPAIRS, MODIFY GEOGRID LAYERS TO INCORPORATE CULVERT INTO THE DEEP PATCH SITE.
- ALL ASPHALT REMOVAL AND PAVEMENT PATCHING WILL BE THE FULL ROAD WIDTH.

HALLS THIN REOFFER SPECIFIED ROADS

NFSR #2223000 TYPE A - DEEP PATCH REPAIR TYPICALS

U.S.D.A. FOREST SERVICE

R6 - PACIFIC NORTHWEST REGION



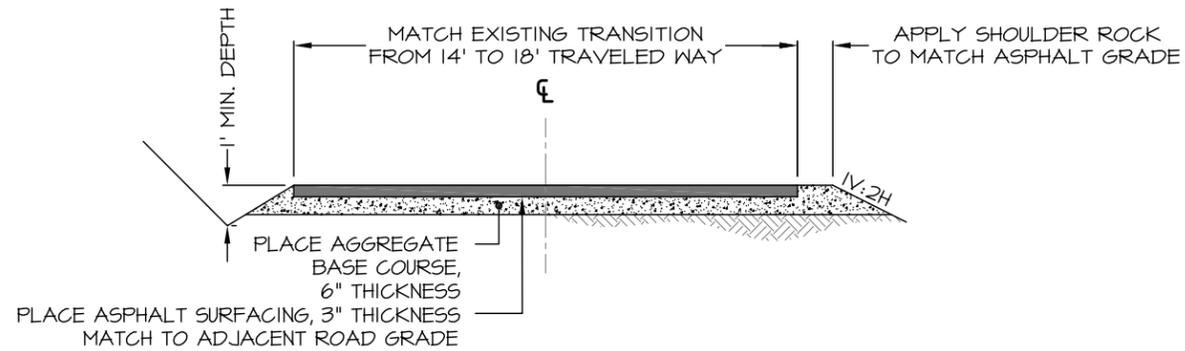
SHEET NUMBER TOTAL SHEETS

13

21

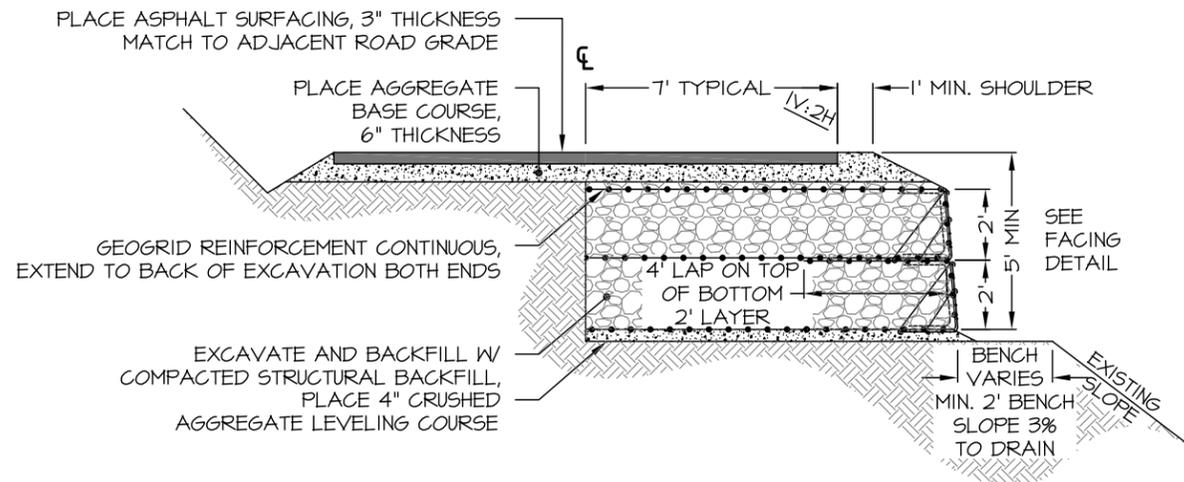
NOTES:

1. ALL ADDITIONAL WORK AND MATERIALS REQUIRED TO REPAIR THIS SITE ARE CONSIDERED TO BE INCIDENTAL TO THE APPLICABLE PAY ITEMS.
2. REINFORCEMENT LAYER MUST BE SUPPORTED AT FACE DURING BACKFILLING TO ACHIEVE NEAR VERTICAL SLOPE AT FACE.
3. PROVIDE BOTH SUPPORT STRUT LENGTHS SHOWN TO MINIMIZE BULGING OF THE FACING.
4. REFER TO F556, 262 - REINFORCED SOIL EMBANKMENT AND FP-03 704.04 STRUCTURAL BACKFILL.
5. ALL SHOULDER MATERIAL SHALL BE REMOVED AND DAYLIGHTED DURING CONSTRUCTION UNLESS OTHERWISE DIRECTED BY CONTRACTING OFFICER.
6. COMPACT BACKFILL BETWEEN STRUT BRACES USING HAND TAMPING METHODS AS DIRECTED BY CONTRACTING OFFICER.
7. MODIFY WELDED WIRE FORM, AS APPROVED BY CONTRACTING OFFICER, TO FIT FIELD CONDITIONS.
8. ASPHALT REMOVAL AND PAVEMENT PATCHING WILL BE THE FULL ROAD WIDTH.



ROADWAY TYPICAL
STA. 151+80 - 152+10

Not to Scale

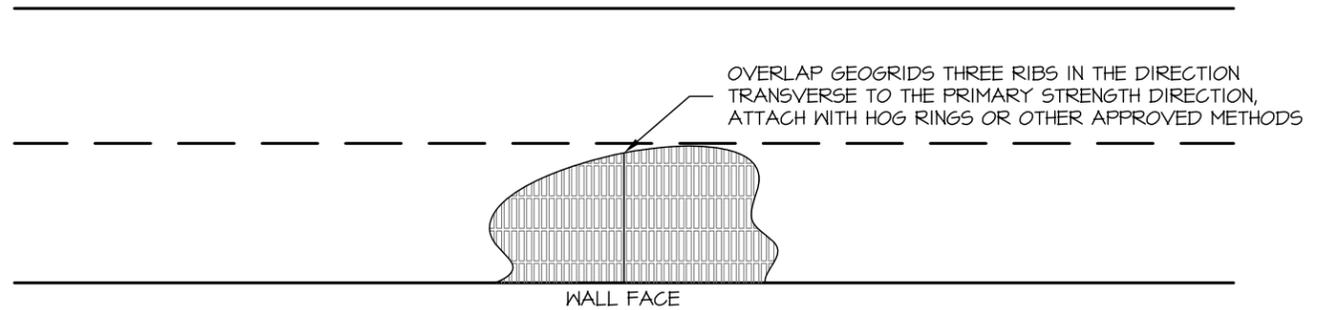


TYPE B - WELDED WIRE REPAIR
TYPICAL SECTION
STA. 151+80 - 152+10

Not to Scale

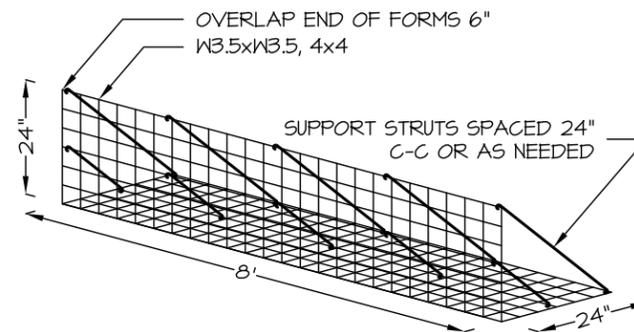
NFSR #2223000
TYPE B - WELDED WIRE REPAIR
TYPICALS

(Construction Tolerance G)
Not to Scale



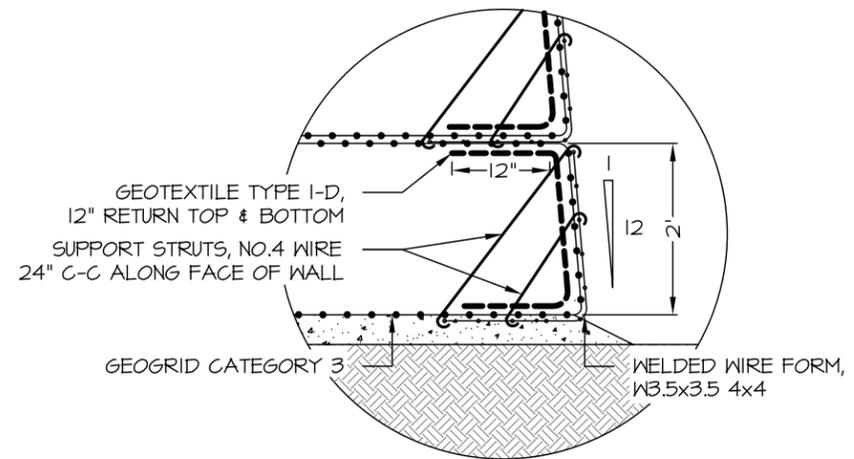
GEOGRID DETAIL
PLAN VIEW

Not to Scale



PERSPECTIVE VIEW
WELDED WIRE FORM

Not to Scale



FACING DETAIL

Not to Scale

HALLS THIN REOFFER SPECIFIED ROADS

NFSR #2223000 TYPE B - WELDED WIRE REPAIR TYPICALS

R6 - PACIFIC NORTHWEST REGION

U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

14

21

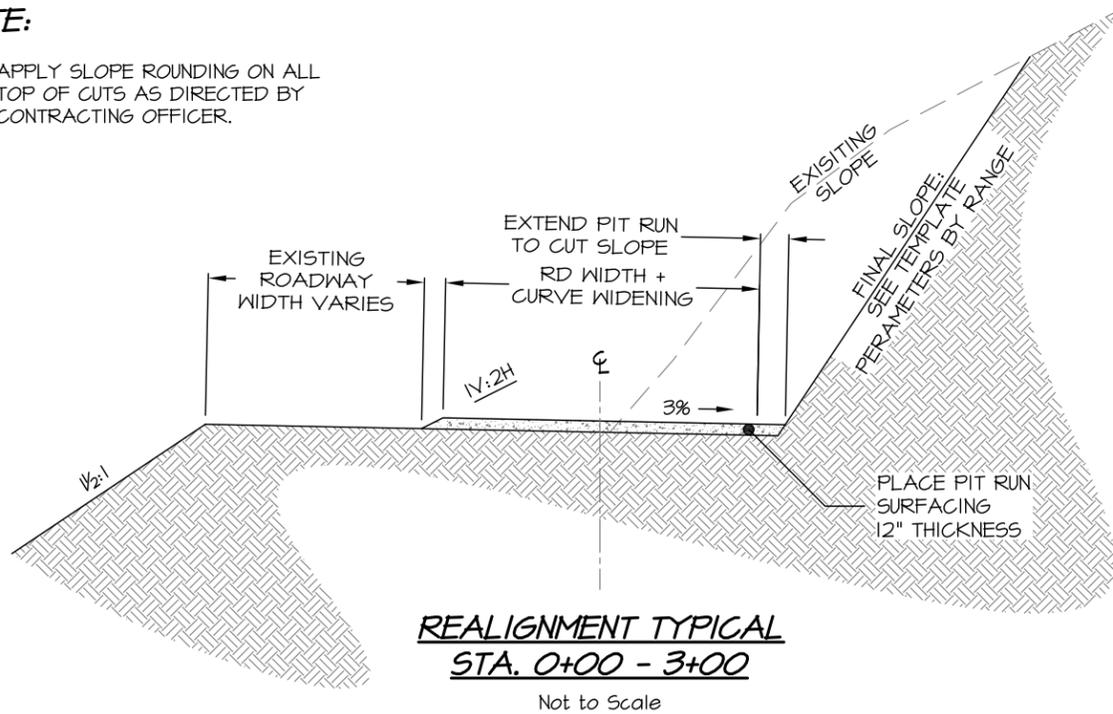
TEMPLATE PERAMETERS BY RANGE

ROAD REALIGNMENT TABLE

L-LINE (LL) STATION TEMPLATE RANGE	DESCRIPTION	P-LINE (PL) STATION	L-LINE (LL) STATION	CL OFFSET PL TO LL	SUBGRADE ELEVATION	SUBGRADE WIDTH LT	SUBGRADE WIDTH RT	REMARKS
0+00 - 1+10	APPLY IV:1H CUTSLOPE RATIO	0+00.0	0+00.0	0.0	3590.0	7.0	7.0	EQUATION STATION: M.P. 0.69 = 0+00 BEGIN PITRUN PLACEMENT, 6" THICKNESS
1+10 - 1+40	TAPER BETWEEN CUT SLOPE RATIOS	0+25.0	0+24.8	0.2 LT	3592.8	7.0	7.0	
1+40-1+64	APPLY IV:1/4H CUTSLOPE RATIO	0+50.0	0+49.7	0.4 RT	3595.6	8.1	7.4	
1+64 - 1+70	INSTALL 24"x40' CMP @ STA. 1+66 WITH A SKEW 20° LT & A -10% GRADE, INCORPORATE A CULVERT CATCH BASIN, 3' WIDE, WITH A VERTICAL CUT SLOPE	0+63.7	0+63.3	1.2 RT	3597.1	9.0	7.7	BEGIN HORIZONTAL CURVE #1 (R=120.0')
1+70 - 1+96	TAPER BETWEEN CUT SLOPE RATIOS	0+75.0	0+74.5	2.4 RT	3598.4	9.6	7.9	
1+96 - 3+00	APPLY IV:1H CUTSLOPE RATIO	1+00.0	0+98.7	6.1 RT	3601.1	10.0	8.0	
		1+04.4	1+02.9	6.0 RT	3601.6	10.0	8.0	BEGIN VERTICAL CURVE #1 (K=14.0)
		1+25.0	1+22.1	7.7 RT	3603.6	9.2	8.4	
		1+29.1	1+26.1	7.7 RT	3604.0	9.0	8.6	END HORIZONTAL CURVE #1
		1+36.8	1+33.7	7.9 RT	3604.7	8.5	9.0	BEGIN HORIZONTAL CURVE #2 (R=100.0')
		1+50.0	1+46.7	7.4 RT	3605.9	8.8	9.8	
		1+70.0	1+68.0	5.2 RT	3607.4	9.0	10.0	
		1+79.5	1+77.9	5.6 RT	3608.0	9.0	10.0	END VERTICAL CURVE #1, BEGIN VERTICAL CURVE #2 (K=9.4)
		2+00.0	1+99.1	3.4 RT	3609.5	8.4	9.2	
		2+03.1	2+02.2	3.0 RT	3609.8	8.3	9.0	END HORIZONTAL CURVE #2
		2+25.0	2+24.4	0.0	3612.0	7.4	7.7	
		2+28.5	2+27.9	0.1 LT	3612.3	7.3	7.5	END VERTICAL CURVE #2
		2+29.0	2+28.4	0.1 LT	3612.4	7.2	7.5	BEGIN VERTICAL CURVE #3 (K=13.4)
		2+41.9	2+41.2	0.5 LT	3613.8	7.0	7.0	BEGIN HORIZONTAL CURVE #3 (R=150.0')
		2+50.0	2+49.2	0.6 LT	3614.6	7.0	7.0	
		2+65.2	2+64.4	0.3 LT	3616.0	7.0	7.0	BEGIN HORIZONTAL CURVE #3
		2+75.0	2+74.2	0.4 LT	3616.7	7.0	7.0	
		2+79.2	2+78.4	0.3 LT	3617.1	7.0	7.0	END VERTICAL CURVE #3
		3+00.0	2+99.1	0.0	3618.6	7.0	7.0	BEGIN 3% INSLOPE (LL STA. 0+00), BEGIN PITRUN PLACEMENT, 6" THICKNESS

NOTE:

- 1. APPLY SLOPE ROUNDING ON ALL TOP OF CUTS AS DIRECTED BY CONTRACTING OFFICER.



REALIGNMENT TYPICAL
STA. 0+00 - 3+00
Not to Scale

HALLS THIN REOFFER SPECIFIED ROADS

NFSR #2223501 REALIGNMENT TYPICALS

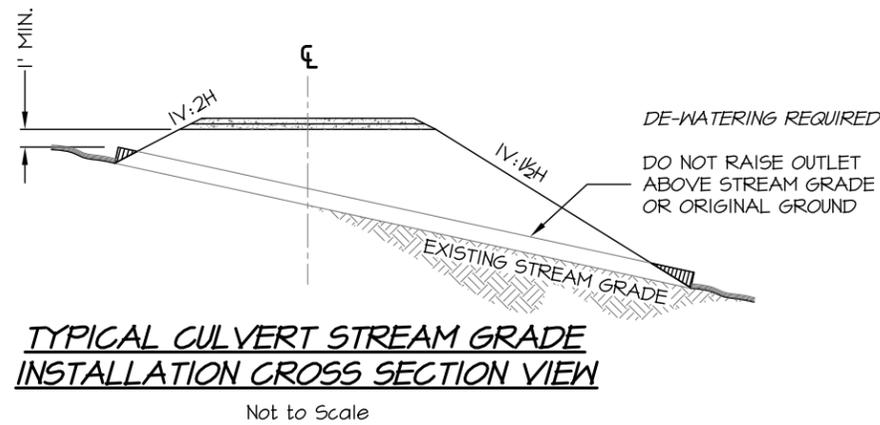
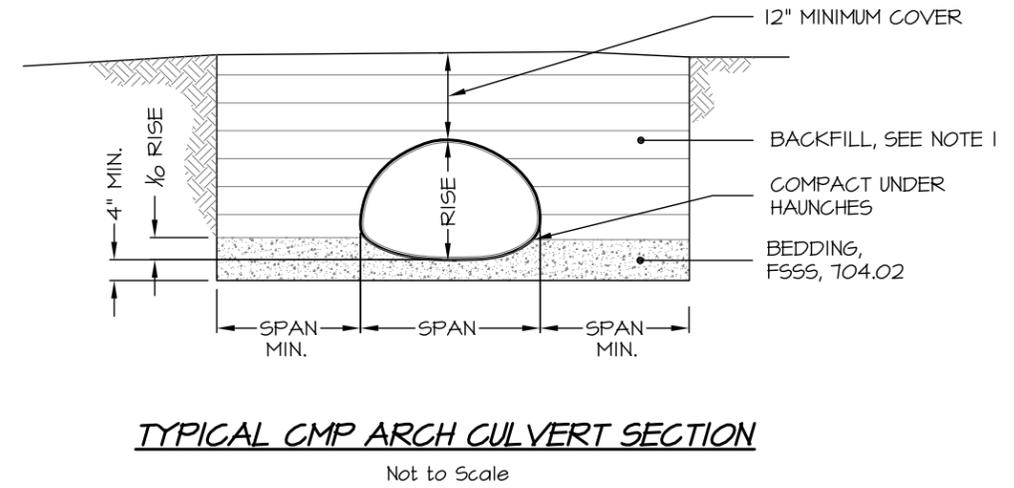
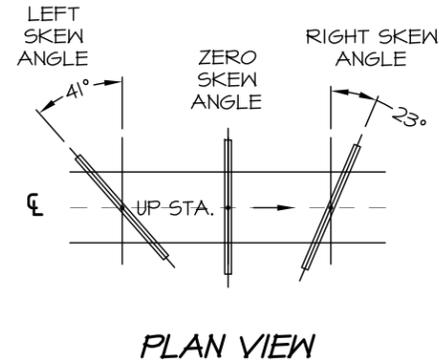
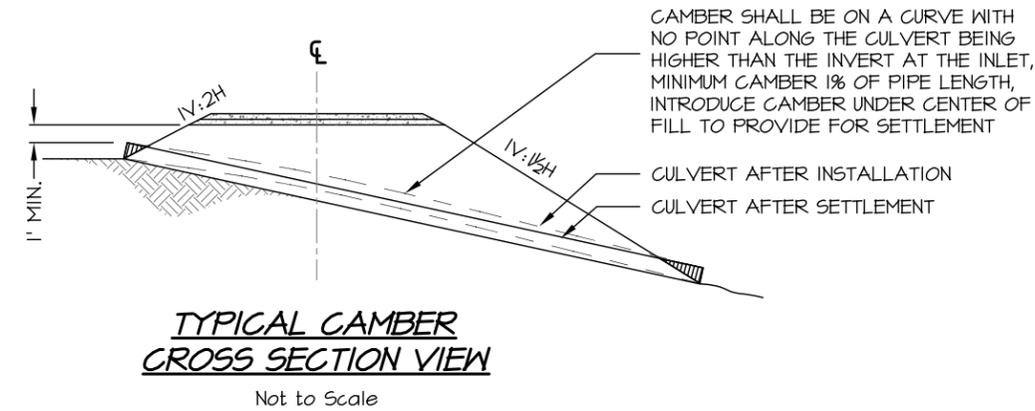
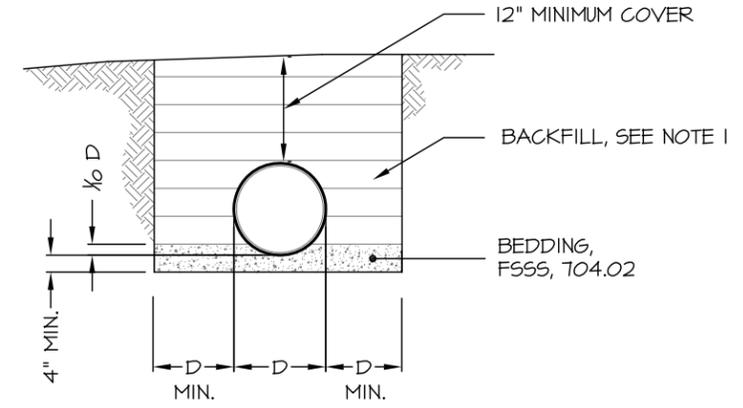
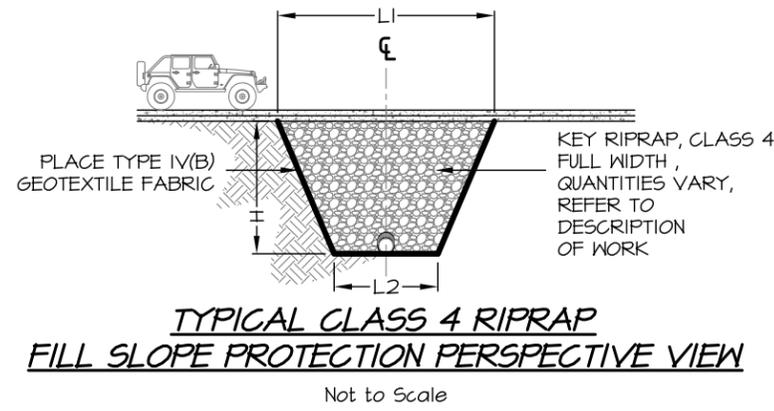
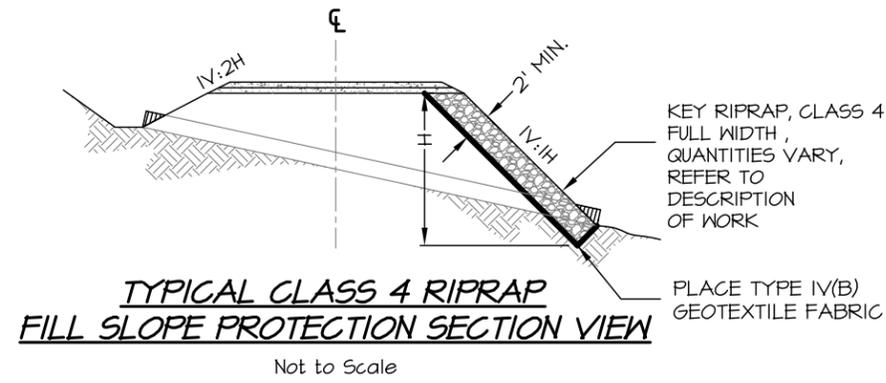
R6 - PACIFIC NORTHWEST REGION

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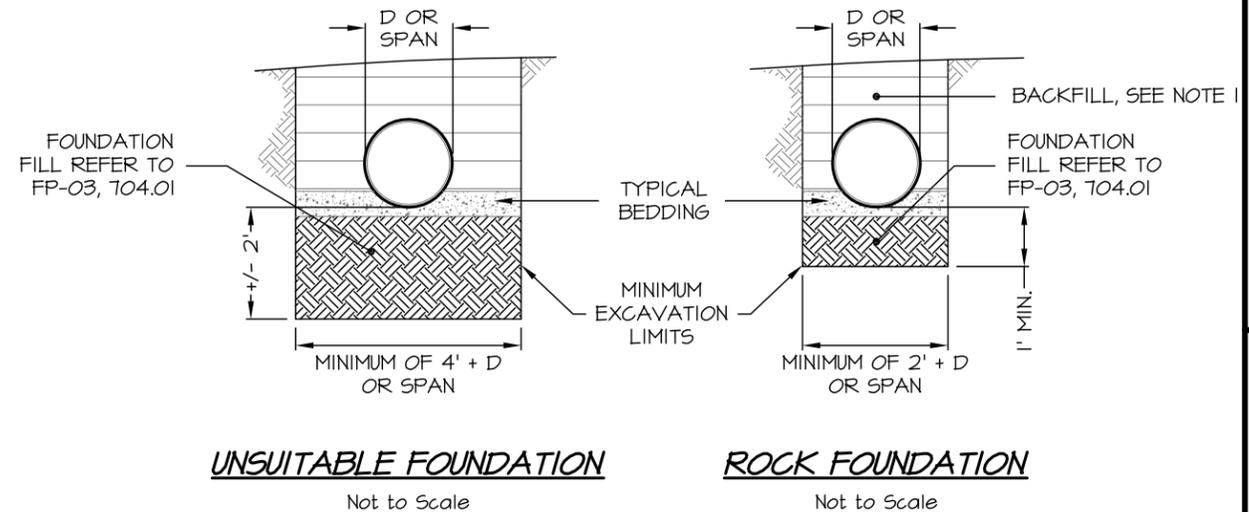


SHEET NUMBER TOTAL SHEETS

16 21



**TYPICAL CULVERT
SKEW DIAGRAM**



NOTES:

- BACK FILL ALL CULVERTS WITH SUITABLE MATERIAL APPROVED BY THE CONTRACTING OFFICER. PLACE IN 6-INCH LAYERS, USING COMPACTION METHOD B, IN ACCORDANCE WITH FSSS 209.
- REFER TO DESCRIPTION OF WORK FOR SLOPE PROTECTION LOCATIONS.
- CAMBER ALL CULVERTS AS SHOWN IN CAMBER TYPICAL AND AS DIRECTED IN FSSS 602.03 WITH MAXIMUM CAMBER UNDER CENTER OF FILL.
- PROVIDE FOR A 25' TRANSITION DITCH INTO INLET OF CULVERT.
- ALL EXCAVATION AND TRENCHING OPERATIONS SHALL CONFORM TO OSHA REQUIREMENTS.
- DO NOT OPERATE ANY HEAVY EQUIPMENT OVER ANY CULVERT UNTIL IT HAS BEEN PROPERLY BACK FILLED WITH A MINIMUM OF 1 FT COVER.
- FIELD CUTTING OF CULVERT IS NOT PERMITTED UNLESS APPROVED BY THE CONTRACTING OFFICER. WHERE SPALTER COATING HAS BEEN BRUISED OR BROKEN IN THE SHOP, DURING SHIPPING, OR BY FIELD CUTTING, REPAIRS SHALL BE IN ACCORDANCE WITH AASHTO M36.
- SOME INSTALLATIONS OF CULVERTS MAY REQUIRE ADDITIONAL EXCAVATION BELOW EXISTING CULVERT GRADE LINE.

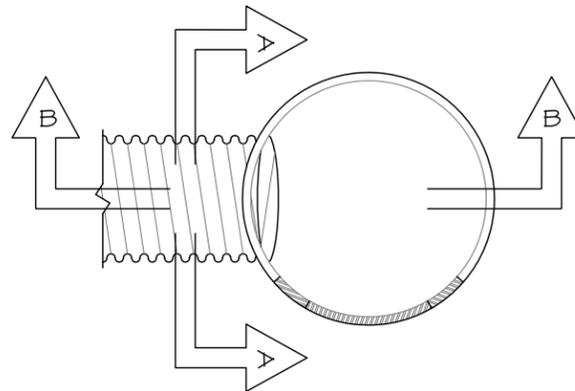
CULVERT BEDDING & BACKFILL TYPICALS
Not to Scale

HALLS THIN REOFFER SPECIFIED ROADS
CULVERT BEDDING & BACKFILL TYPICALS



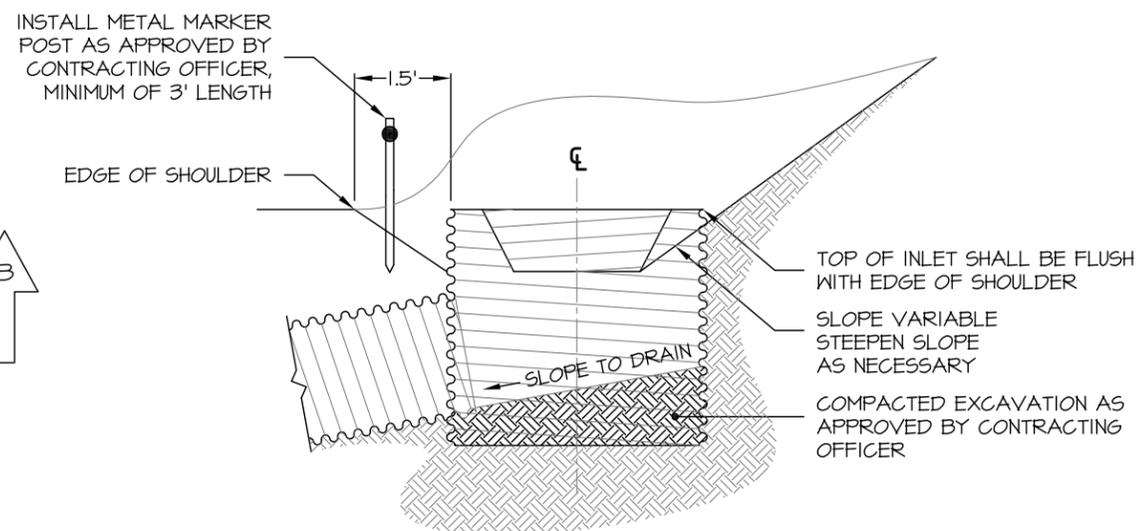


<u>DROP INLET DIMENSION TABLE</u>					
<u>OUTLET PIPE DIA.</u>	<u>INLET DIA. THICKNESS</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>
18"	36" - 0.109"	36"	6"	18"	24"



DROP INLET PLAN VIEW

Not to Scale

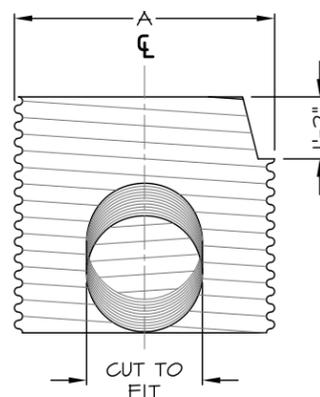


DROP INLET INSTALLATION DETAIL

Not to Scale

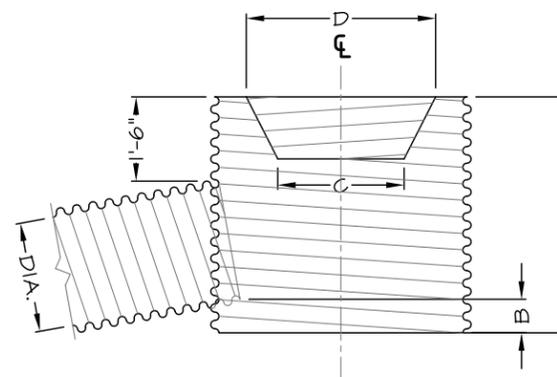
NOTES:

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



SECTION A - A

Not to Scale



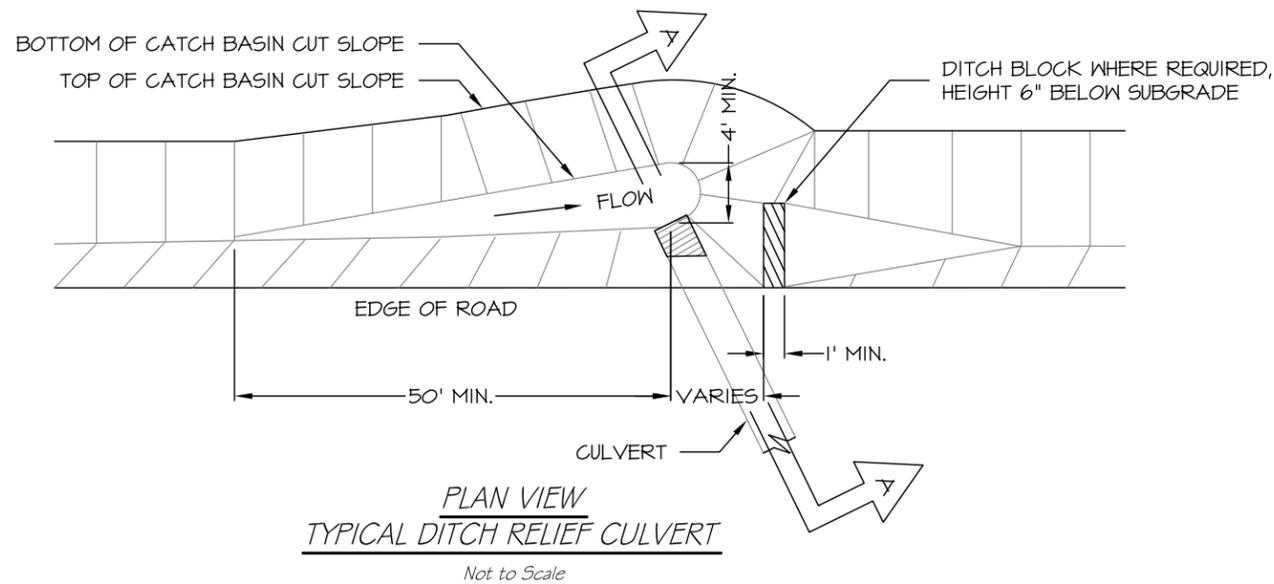
SECTION B - B

Not to Scale

FABRICATION DETAILS

CULVERT DROP INLET DETAILS

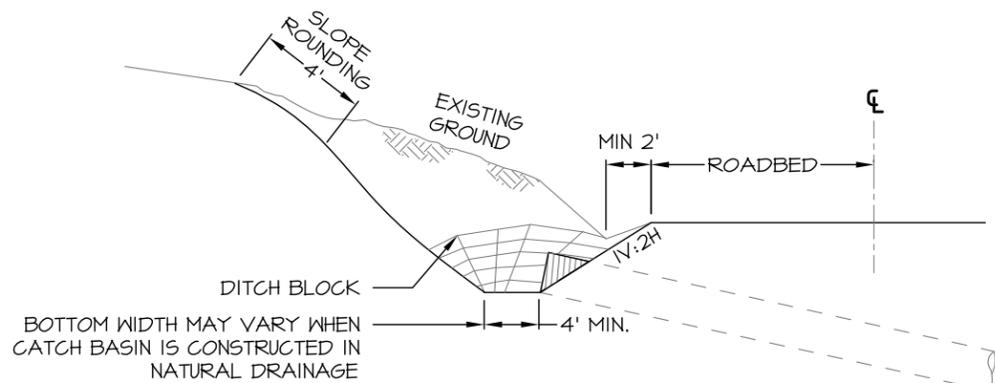
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PLAN VIEW

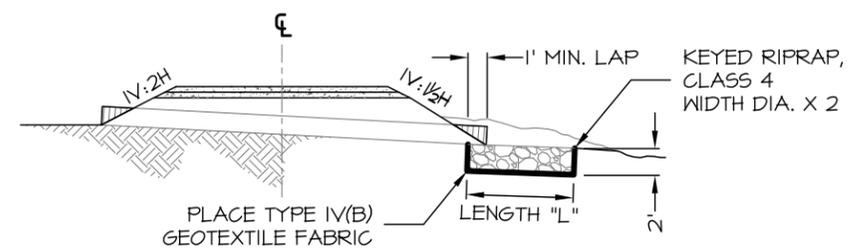
TYPICAL DITCH RELIEF CULVERT

Not to Scale



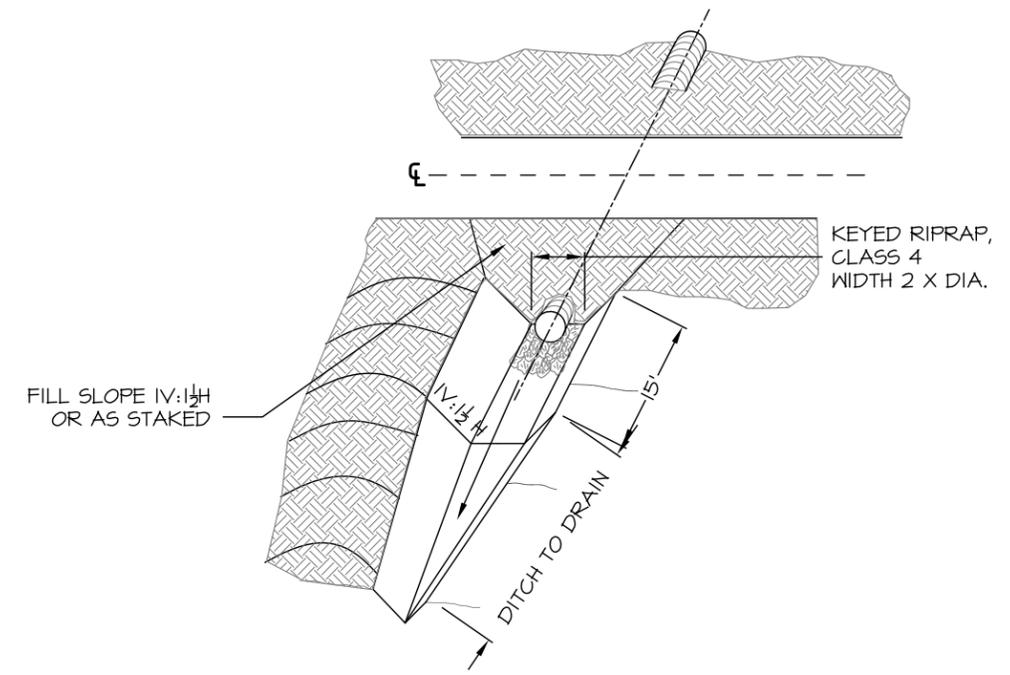
SECTION A - A
DITCH RELIEF CULVERT

Not to Scale



TYPICAL RIPRAP OUTLET SPLASH APRON
CROSS SECTION VIEW

Not to Scale



OUTLET "V" DITCH
PICTORIAL VIEW

Not to Scale

NOTES:

1. MATERIAL REMOVED IN THE MAINTENANCE, RECONDITIONING, AND CLEANING OF CATCH BASINS AND CULVERTS SHALL NOT BE DEPOSITED ON OR ABOVE CUT SLOPES. ALL MATERIAL SHALL BE HAULED TO DESIGNATED WASTE AREAS AND DISPOSED OF AS APPROVED BY THE CONTRACTING OFFICER.
2. APPLY OUTLET "V" DITCH ONLY AT CULVERT INSTALLATIONS WITH FILL SLOPES LESS THAN 4:1½H AS APPROVED ON THE GROUND BY THE CONTRACTING OFFICER.
3. CONSTRUCT INLET AND OUTLET DITCHES AT NEW CULVERT INSTALLATIONS TO FACILITATE PROPER DRAINAGE. INLET AND OUTLET DITCHES SHALL BE CONSIDERED INCIDENTAL TO CULVERT INSTALLATIONS.

CULVERT DITCH TYPICALS

Not to Scale

HALLS THIN REOFFER SPECIFIED ROADS

CULVERT DITCH TYPICALS

R6 - PACIFIC NORTHWEST REGION

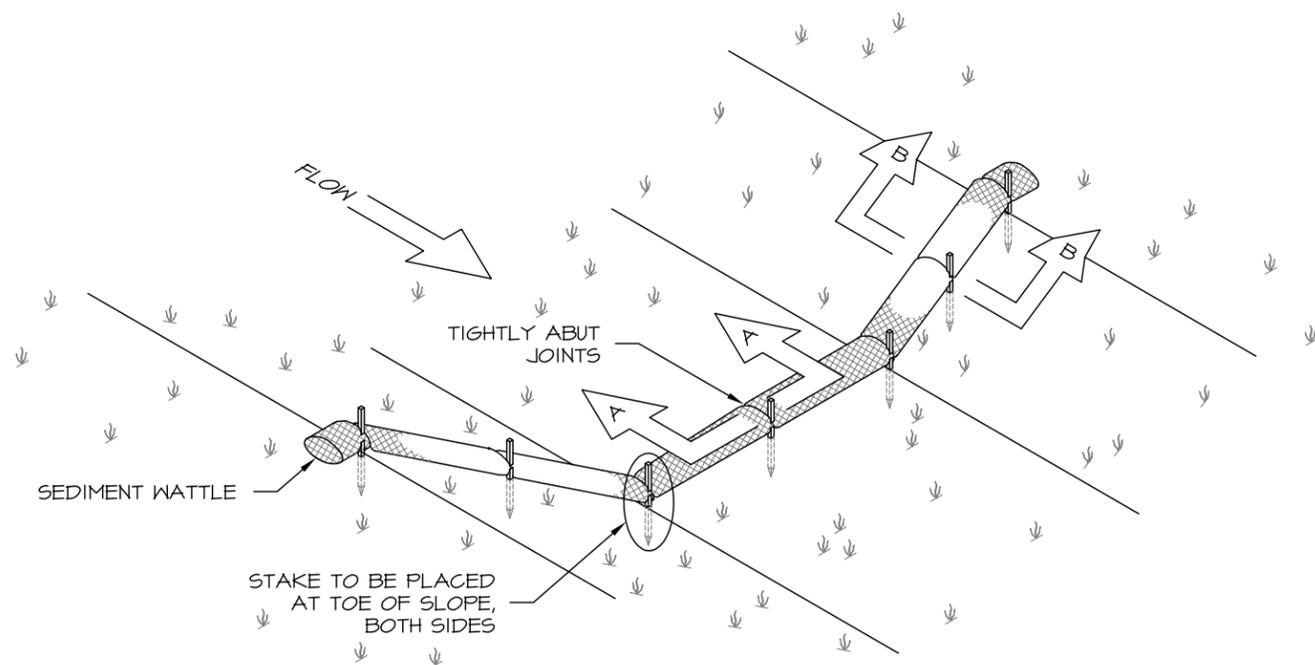
U.S.D.A. FOREST SERVICE



SHEET NUMBER TOTAL SHEETS

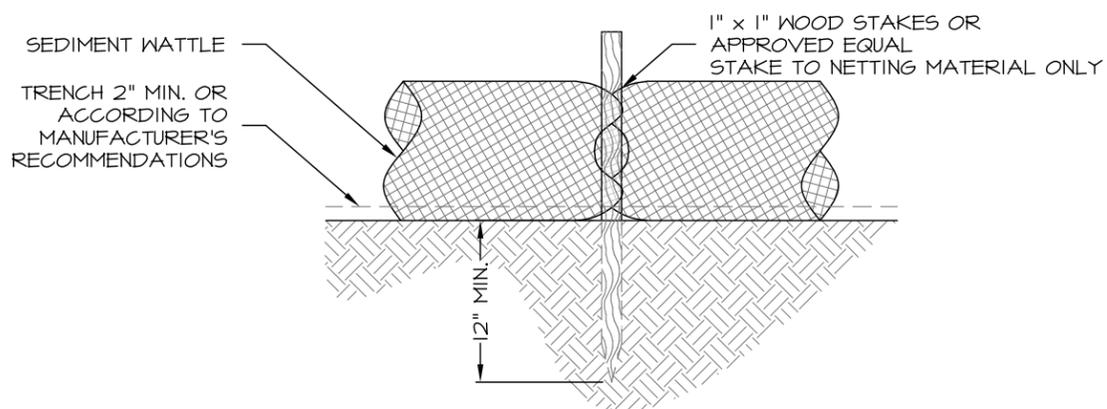
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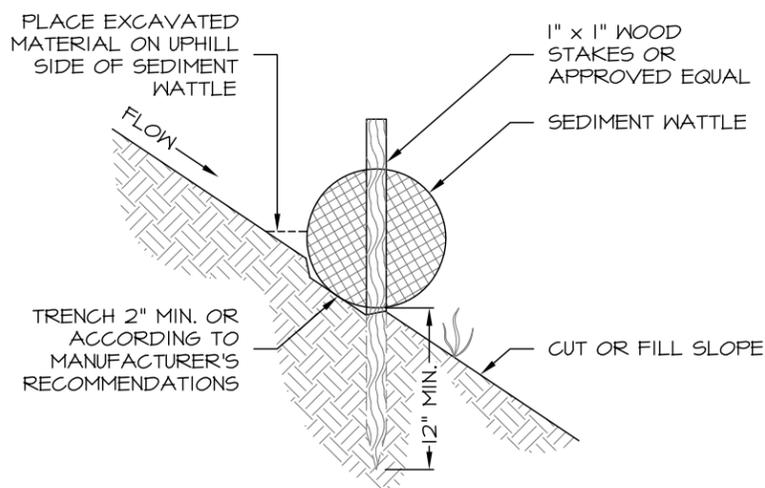
**SEDIMENT WATTLE
INSTALLATION TYPICAL**

Not to Scale



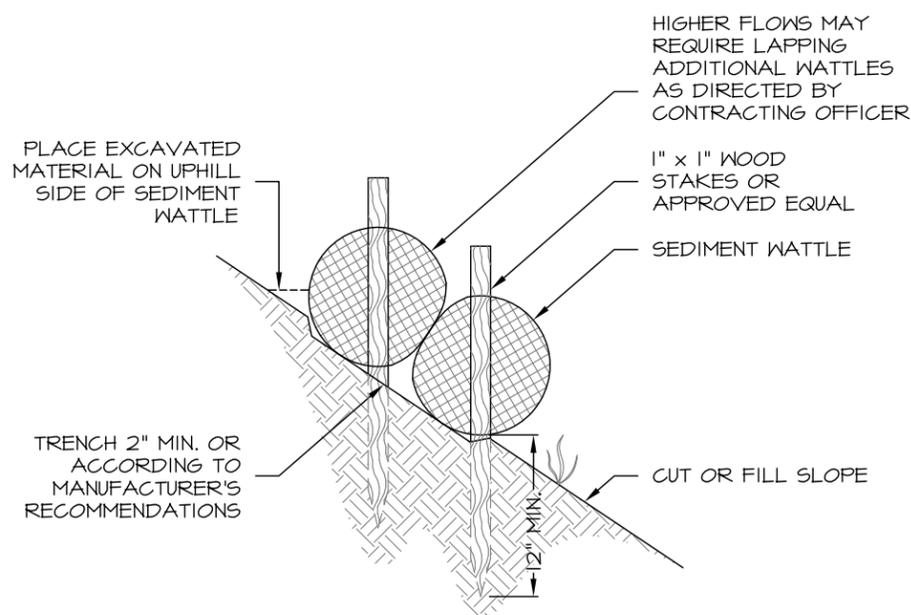
**SECTION A - A
WATTLE JOINT DETAIL**

Not to Scale



**SECTION B - B
STAKE DETAIL**

Not to Scale



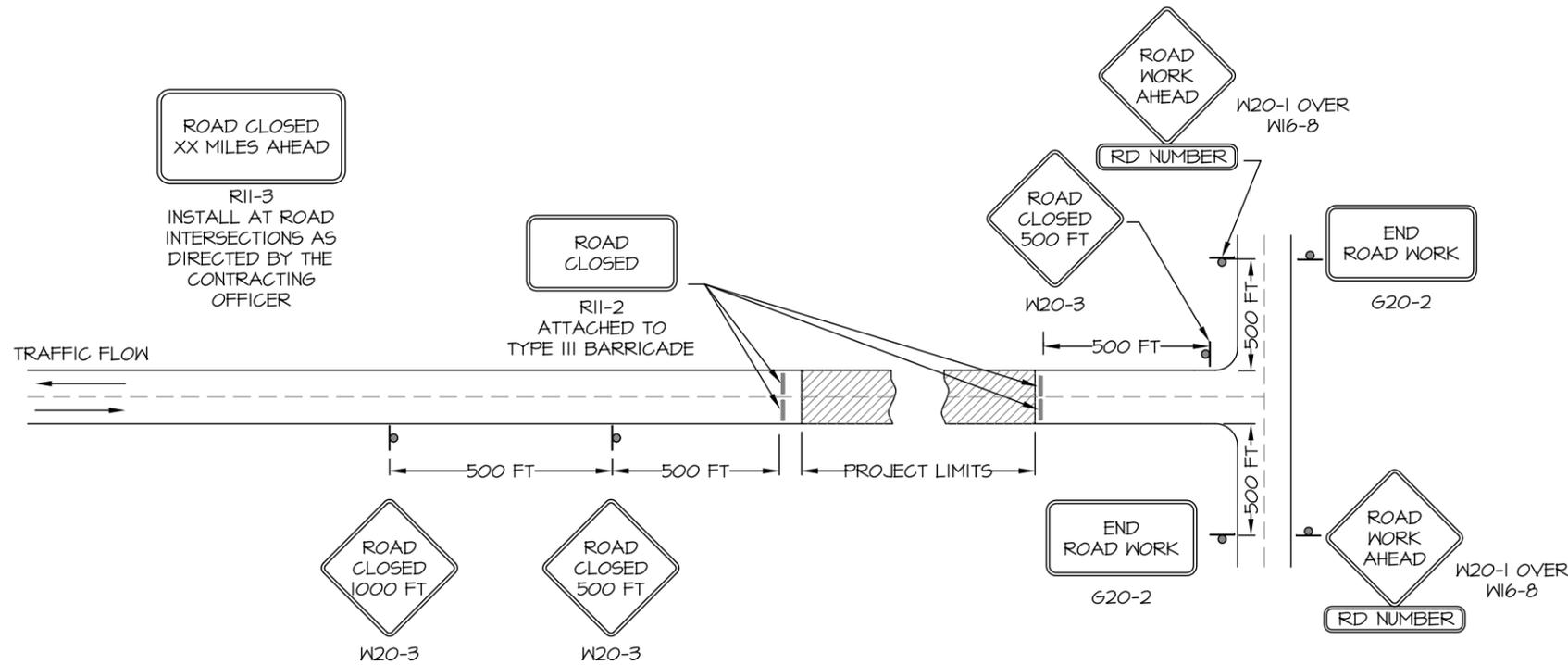
**SECTION B - B
WATTLE LAPPING DETAIL**

Not to Scale

NOTES:

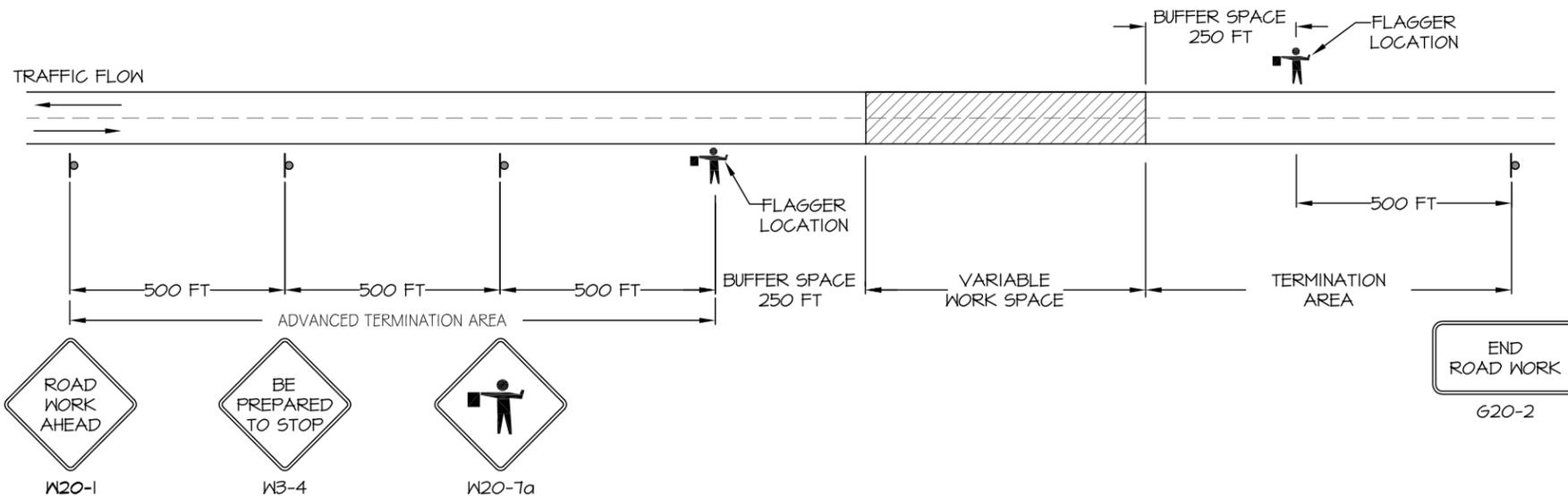
1. ALL DISTURBED GROUND SHALL BE COVERED USING A **WEED FREE HAY OR STRAW** AS DIRECTED BY CONTRACTING OFFICER. REFER TO 157 - SOIL EROSION CONTROL AND 713.05 - MULCH.
2. WATTLES SHALL BE INSTALLED AND MAINTAINED ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
3. REPAIR ANY RILLS OR GULLIES PRIOR TO INSTALLATION.
4. CONSTRUCT TRENCHES PARALLEL TO SLOPE CONTOURS OR AS DIRECTED BY CONTRACTING OFFICER.
5. FOR LARGER DISTURBED SLOPES PLACE ADDITIONAL PARALLEL ROWS WITH A MIN. SPACING OF 15' AS DIRECTED BY CONTRACTING OFFICER.
6. DRIVE STAKES INTO UNDISTURBED SOIL OF TRENCH BOTTOM 12" MIN. STAKE TO BE EXPOSED 2" MIN. ABOVE TOP OF WATTLE.
7. SPACE STAKES 24" O.C. MAX, 12" MAX AT WATTLE ENDS, OR ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.
8. ALTERNATIVE STAKES MAY BE USED WITH THE APPROVAL OF THE CONTRACTING OFFICER.
9. WATTLE DIAMETERS CAN VARY. SIZE ACCORDING TO EXISTING GROUND CONDITIONS AS APPROVED BY CONTRACTING OFFICER.
10. 30" WOODEN STAKES ARE RECOMMENDED FOR 6", 9" AND 12" WATTLES 48" WOODEN STAKES ARE RECOMMENDED FOR 20" WATTLES.
11. INSTALL SEDIMENT CONTROL MEASURES AT THE OUTLET OF EACH NEW CULVERT LOCATION PRIOR TO EXCAVATION AS DIRECTED BY CONTRACTING OFFICER. TYPICAL WATTLE LENGTH SHALL BE 16' OR AS DIRECTED BY CONTRACTING OFFICER.
12. ALL WATTLES SHALL BE REMOVED AND DISPOSED OF IN A LEGAL MANNER AFTER EVIDENCE OF FURTHER EROSION HAS CEASED UNLESS OTHERWISE APPROVED BY CONTRACTING OFFICER.





ROAD CLOSURE WITHOUT FLAGGERS

Not to Scale



ROAD CLOSURE WITH FLAGGERS

Not to Scale

NOTES:

1. FAILURE TO IMPLEMENT PROPER TRAFFIC CONTROL MEASURES SHALL RESULT IN NON-COMPLIANCE WITH THE EXISTING CONTRACT AND WOULD NEED TO BE CORRECTED IMMEDIATELY BEFORE RESUMING WORK.
2. ERECT ALL ADVANCE WARNING SIGNS BEFORE STARTING CONSTRUCTION AT LOCATIONS APPROVED BY CONTRACTING OFFICER.
3. NOT ALL DETAILS SHOWN IN THE TEMPORARY TRAFFIC CONTROL TYPICALS MAY BE APPLICABLE TO THIS PROJECT. THE CONTRACTOR MAY ADD OR DELETE INFORMATION AND DETAILS IN THIS TRAFFIC CONTROL PLAN AS NECESSARY TO ACCOMMODATE ACTUAL OPERATIONS WITH WRITTEN APPROVAL FROM THE CONTRACTING OFFICER.
4. WHERE ADVANCE WARNING SIGNS, PLACED AS SHOWN, INTERFERE WITH PERMANENT SIGNS, LOCATE THE WARNING SIGNS AS DETERMINED BY THE CONTRACTING OFFICER. VARY MESSAGES AS REQUIRED.
5. USE TYPE III OR HIGHER TYPE SHEETING ON ALL SIGNS AND CHANNELING DEVICES. WARNING LIGHTS ARE NOT NORMALLY NEEDED ON DEVICES WITH TYPE III OR HIGHER TYPE SHEETING, BUT MAY BE BENEFICIAL TO ATTRACT THE DRIVERS ATTENTION IN FOG OR OTHER SPECIAL CONDITIONS. WHEN USED, APPLY THE APPROPRIATE TYPE OF WARNING LIGHT (TYPE A, B, C, OR D) PER THE MUTCD CHAPTER 6F.
6. ADDITIONAL OR DIFFERENT MESSAGE SIGNS MAY BE REQUIRED TO FIT THE ACTUAL CONSTRUCTION CONDITIONS.
7. ENSURE ALL SIGN SUPPORTS EXPOSED TO IMPACT BY TRAFFIC MEET THE REQUIREMENTS OF NCHRP-350 FOR CRASH WORTHINESS.
8. DO NOT STORE TRAFFIC CONTROL DEVICES ALONG THE ROADWAY WHEN NOT IN USE. COVER POST-MOUNTED SIGNS WHEN NOT APPLICABLE.
9. IF W20-1 IS ON A ROADWAY OTHER THAN THAT ON WHICH THE ACTUAL CONSTRUCTION WORK OCCURS, INCLUDE A SUPPLEMENTARY PLAQUE INDICATING THE NAME OF THE ROAD THE WORK IS ON.
10. IF SIGNS WILL BE IN PLACE MORE THAN 72 CONSECUTIVE HOURS, USE GROUND-MOUNTED POST.
11. STATE STANDARDS MAY BE USED AS AN ALTERNATIVE IF APPROVED BY THE CONTRACTING OFFICER.
12. SIGNS ARE SHOWN FOR ONE DIRECTION OF TRAVEL ONLY. PLACE DEVICES SIMILAR TO THOSE DEPICTED FOR THE OPPOSITE DIRECTION OF TRAVEL.
13. FINAL LOCATION AND SPACING OF SIGNS AND DEVICES MAY BE CHANGED TO FIT FIELD CONDITIONS AS APPROVED BY THE CO.
14. FOR PILOT CAR OPERATION, MOUNT THE "PILOT CAR FOLLOW ME" (G20-4) SIGN AT A CONSPICUOUS LOCATION ON THE REAR OF VEHICLE. PROMINENTLY DISPLAY THE NAME OF THE CONTRACTOR ON THE PILOT CAR.
15. FOR NIGHT TIME FLAGGING OPERATION, PROVIDE FLOODLIGHTING AT FLAGGER STATIONS PER OSHA REGULATIONS.
16. DO NOT ALLOW EQUIPMENT, MATERIALS OR VEHICLES TO BE PARKED OR STORED IN THE BUFFER SPACE.

