



**SITE PLAN**  
1" = 800' (APPROX.)

**LEGEND**

- EXISTING EXPOSED BEDROCK ROAD SURFACE
- ★ AASHTO NO. 1 COARSE AGGREGATE
- + TRUCK TURN-AROUND AREA (SEE DETAIL 4)
- PROPOSED IMPROVED ROAD SEGMENTS (SEE DETAIL 1)
- CLEARED ROAD SEGMENTS TO BE IMPROVED (SEE DETAIL 2)
- EXISTING ROAD SEGMENTS TO BE ABANDONED (SEE DETAIL 3)

**SCOPE OF WORK:**

**GENERAL -**

1. THE PROJECT TOTALS 2.68 LINEAR MILES (14,168 FEET) ON A NORTH-SOUTH ALIGNMENT ALONG THE RIDGE OF WILLS MOUNTAIN. IMPROVEMENTS CONSISTING OF A 30 FT ROADWAY CORRIDOR, 14 FT ROADWAY DESIGN WIDTH, 12 FT CARTWAY WIDTH, AND ELEVATED ROAD SURFACE WITH A CENTERLINE CROWN CENTERED ON THE ROADWAY CORRIDOR SHALL BE CONSTRUCTED ON 15 DISTINCT SEGMENTS. WORK GENERALLY INCLUDES IMPROVEMENTS TO EXISTING ROADWAY AREAS (5 SEGMENTS), ROADWAY IMPROVEMENTS ALONG CLEARED ALIGNMENTS (4 SEGMENTS) AND CREATING FIVE (5) 150' X 150' TRUCK TURN-AROUND AREAS.
2. VEGETATION AND TREES WITHIN THE 30 FT ROADWAY CORRIDOR SHALL BE CLEARED AND STUMPS SHALL BE CRUBBED. SOIL SHALL REMAIN IN THE ROADWAY CORRIDOR TO GRADE AND SHAPE THE ROADWAY SUBGRADE. TREES MAY BE REMOVED OFF SITE FOR CONTRACTOR'S USE. CLEARED VEGETATION AND STUMPS SHALL BE SCATTERED AND EVENLY SPREAD AS DIRECTED BY PGC STAFF ALONG THE CORRIDOR AND ALONG THE ROAD SEGMENTS TO BE ABANDONED. DO NOT CREATE PILES OF CLEARED VEGETATION AND STUMPS.
3. 2RC SELECT GRANULAR MATERIAL SHALL BE USED TO CREATE AND SHAPE THE IMPROVED ROADWAY BASE AND SURFACE. 2RC SELECT GRANULAR MATERIAL SHALL BE ACCEPTABLE TO PGC STAFF. MATERIAL SHALL BE DELIVERED AND PLACED AT OPTIMUM MOISTURE CONTENT AT AN AVERAGE MINIMUM LOOSE DEPTH OF 8 INCHES AND SHALL BE COMPACTED TO MAXIMUM DENSITY AND AN AVERAGE MINIMUM COMPACTED DEPTH OF 5 INCHES USING A MINIMUM 10 TON SINGLE DRUM VIBRATORY ROLLER. MATERIAL QUANTITY ESTIMATES INCLUDED IN THE BID DOCUMENTS ARE BASED ON LOOSE (AS DELIVERED) VOLUME AND DENSITY.
4. BREAK UP EXPOSED BEDROCK WITHIN THE LIMITS OF THE 14 FT ROADWAY DESIGN WIDTH USING MECHANICAL EQUIPMENT AND METHODS TO ALLOW THE NEW ROAD BASE COARSE AGGREGATE MATERIAL TO WORK INTO (KNIT) AND BIND WITH THE FRACTURED ROCK SUBGRADE WHEN COMPACTED TO PROVIDE A STABLE ROADWAY SURFACE.
5. TRUCK TURN-AROUND AREAS SHALL BE CLEARED OF VEGETATION AND GRADED TO FOLLOW THE NATURAL CONTOURS AND SLOPE OF THE SURROUNDING TERRAIN. VEGETATION AND WOOD DEBRIS (TREES, STUMPS) MATERIAL REMOVED FROM TRUCK TURN AROUND IS SHALL BE SPREAD AND SCATTERED EVENLY ON SEGMENTS 10 THRU 15 AFTER THESE SEGMENTS ARE SCARIFIED AND PREPARED (SEE NOTE 6 BELOW). NO WASTE MATERIALS (CLEARED VEGETATION, TREES, STUMPS) SHALL REMAIN AT THE TURN-AROUND AREAS.
6. EXISTING ROADWAY SEGMENTS 10 TO 15 SHALL BE BYPASSED AND ABANDONED. TO ENCOURAGE REGENERATION OF PLANT SPECIES ALONG THESE SEGMENTS, THE ENTIRE EXISTING ROADWAY SURFACE SHALL BE SCARIFIED AND BROKEN UP USING MECHANICAL METHODS AND EQUIPMENT (E.G., TRACKED DOZER AND BLADE) DOWN TO MINERAL SOIL AND A MINIMUM DEPTH OF 4 INCHES OR AS DIRECTED BY PGC STAFF.
7. ALL AREAS DISTURBED BY THE CONSTRUCTION WORK SHALL BE RESTORED IN ACCORDANCE WITH THE CONTRACT DOCUMENTS TO THEIR ORIGINAL CONDITION OR BETTER.
8. ALL DISTURBED AREAS NOT RECEIVING OTHER SURFACE TREATMENT SHALL BE GRADED, SEEDED, AND MULCHED.
9. CONTRACTOR SHALL REFER TO CONTRACT DOCUMENTS FOR SOIL EROSION & SEDIMENTATION CONTROL PLAN REQUIREMENTS.

**DETAILED SCOPE - SEE SHEET 1 FOR TYPICAL ROADWAY SECTION AND TRUCK TURN-AROUND DETAILS**

THE PROJECT SEGMENTS LISTED BELOW AND SHOWN ON THE SITE PLAN START AT THE NORTHERNMOST END OF THE ACCESS ROAD (SCRUB OAK ROAD). SEGMENTS ARE IDENTIFIED IN THE FIELD BY WOODEN SURVEY STAKES LABELED WITH THE SEGMENT NUMBER. TRUCK TURN-AROUND AREAS ARE DELINEATED WITH 4 WOODEN SURVEY STAKES.

- SEGMENT 1:**
- TRANSITION FROM END OF EXISTING ROAD SURFACE TO IMPROVED ROAD SURFACE.
  - IMPROVE APPROXIMATELY 210' OF EXISTING ROADWAY AS SPECIFIED AND SHOWN ON DETAIL NO. 1.
  - PROVIDE 150' X 150' TRUCK TURN-AROUND AREA AT DESIGNATED LOCATION AND AS DIRECTED BY PGC STAFF.
- SEGMENT 2:**
- IMPROVE APPROXIMATELY 1388' OF CLEARED ROAD ALIGNMENT AS SPECIFIED AND SHOWN ON DETAIL NO. 2.
- SEGMENT 3:**
- IMPROVE APPROXIMATELY 2607' OF EXISTING ROAD AS SPECIFIED AND SHOWN ON DETAIL NO. 1.
  - BREAK UP EXPOSED BEDROCK AT APPROXIMATELY 7 LOCATIONS MARKED WITH PINK PAINT AND AS DIRECTED BY PGC STAFF.
  - PROVIDE A 150' X 150' TRUCK TURN-AROUND AREA AT DESIGNATED LOCATION AND AS DIRECTED BY PGC STAFF.
- SEGMENT 4:**
- IMPROVE APPROXIMATELY 1681' OF CLEARED ROAD ALIGNMENT AS SPECIFIED AND SHOWN ON DETAIL NO. 2.
  - BREAK UP EXPOSED BEDROCK ALONG THE CLEARED ROAD ALIGNMENT AS DIRECTED BY PGC STAFF.
- SEGMENT 5:**
- IMPROVE APPROXIMATELY 1032' OF EXISTING ROADWAY AS SPECIFIED AND SHOWN ON DETAIL NO. 1.
  - BREAK UP EXPOSED BEDROCK AT APPROXIMATELY 2 LOCATIONS MARKED WITH PINK PAINT AND AS DIRECTED BY PGC STAFF.
  - PROVIDE A 150' X 150' TRUCK TURN-AROUND AREA AT DESIGNATED LOCATION AND AS DIRECTED BY PGC STAFF.
- SEGMENT 6:**
- IMPROVE APPROXIMATELY 4086' OF CLEARED ROAD ALIGNMENT AS SPECIFIED AND SHOWN ON DETAIL NO. 2.
  - BREAK UP EXPOSED BEDROCK ALONG THE CLEARED ROAD ALIGNMENT AS DIRECTED BY PGC STAFF.
  - PROVIDE A 150' X 150' TRUCK TURN-AROUND AREA AT DESIGNATED LOCATION AND AS DIRECTED BY PGC STAFF.
- SEGMENT 7:**
- IMPROVE APPROXIMATELY 1146' OF EXISTING ROADWAY AS SPECIFIED AND SHOWN ON DETAIL NO. 1.
- SEGMENT 8:**
- IMPROVE APPROXIMATELY 350' OF CLEARED ROAD ALIGNMENT AS SPECIFIED AND SHOWN ON DETAIL NO. 2.
  - BREAK UP EXPOSED BEDROCK ALONG THE CLEARED ROAD ALIGNMENT AS DIRECTED BY PGC STAFF.
- SEGMENT 9:**
- IMPROVE APPROXIMATELY 1668' OF EXISTING ROAD AS SPECIFIED AND SHOWN ON DETAIL NO. 1.
  - PROVIDE AASHTO NO. 1 COARSE AGGREGATE UNDER DRAIN / ROADWAY BASE APPROXIMATELY 4' WIDE X 16' LONG X 2' DEEP AT LOCATION DIRECTED BY PGC STAFF. DEPTH OF BASE AND SURFACE MATERIAL MAY BE ALTERED TO ALLOW FOR A SMOOTH TRANSITION OF THE ROAD SURFACE.
  - PROVIDE A 150' X 150' TRUCK TURN-AROUND AREA AT DESIGNATED LOCATION AND AS DIRECTED BY PGC STAFF NEAR THE END OF SEGMENT 9.
- SEGMENT 10:**
- SCARIFY APPROXIMATELY 1945 FT OF EXISTING ROAD TO BE ABANDONED.
- SEGMENT 11:**
- SCARIFY APPROXIMATELY 477 FT OF EXISTING ROAD TO BE ABANDONED.
- SEGMENT 12:**
- SCARIFY APPROXIMATELY 1342 FT OF EXISTING ROAD TO BE ABANDONED.
- SEGMENT 13:**
- SCARIFY APPROXIMATELY 1394 FT OF EXISTING ROAD TO BE ABANDONED.
- SEGMENT 14:**
- SCARIFY APPROXIMATELY 3052 FT OF EXISTING ROAD TO BE ABANDONED.
- SEGMENT 15:**
- SCARIFY APPROXIMATELY 366 FT OF EXISTING ROAD TO BE ABANDONED.



<b>PENNSYLVANIA GAME COMMISSION</b>		
STATE GAME LANDS #048	CUMBERLAND VALLEY AND LONDONBERRY TWP.	BEDFORD CO.
SCRUB OAK ROAD IMPROVEMENT PROJECT		
SITE PLAN - SCOPE OF WORK		
REVISIONS	PROJECT NO.	PGC-048-20-01
▲	DRAWN BY:	A. KEIRN
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