

2006 Road Maintenance Operating Plan
Cedar Park Road Maintenance Corporation and Cedar Springs Improvement Association
Access Road CR 41 H
February 24, 2006

This agreement applies to road segments that cross national forest lands (NFSR 128 between USFS boundaries at approximately milepost 1.0 to 2.0, and 3.0 to 5.0).

Road Maintenance Goal: Cedar Park Road Maintenance Corporation and Cedar Springs Improvement Associations intend to provide and maintain a usable gravel roadway surface with a minimum of dust, washboards and potholes with the funds available. Spring road maintenance activities are planned to begin mid-May. The fall road maintenance schedule will be provided to the USFS as soon as the boards of the two organizations set the dates.

Because of, the steep grade of the roadway and the large amount of traffic on the road, continual maintenance is required. Performing road maintenance twice a year and using a surface treatment additive is one of the most economically effective methods of providing a reasonably sable and dust controlled roadway surface. A surface treatment additive will aid in moisture retention and cohesiveness between the aggregate particles in the finished roadway surface. This will reduce the loss of fines in the form of fugitive dust, and will also reduce the formation of washboards and potholes.

When properly applied, road surface additives have not been found to be harmful to the environment. MSDS sheets for the product being recommended will be obtained from the application contractor, and supplied to the Forest Service before the start of road maintenance activities.

I. Road Subgrade

- a. Improve drainage where necessary and provide 4-inch center crown in relatively flat areas.
- b. Stabilize any soft subgrade areas before adding a surface course.
- c. Excavate hard rock to a depth of 8 inches.

II. Road Surfacing

- a. Provide a minimum of 4-inches and preferably 6-inches of recycled asphalt or CDOT Class-5 or Class-6 crushed aggregate surface course, with a high percentage of upper limit fine material (replacing material previously lost in the form of uncontrolled dust.)
- b. The aggregate surface course will be treated twice a year with 100% lignin sulfonate, which is commonly used and has been proven to be safe and effective in most normal road maintenance applications.

III. Road Surface Treatment

- a. Prepare the roadbed by scarifying the roadway gravel below the bottom of all washboards to its full depth or to at least a depth of 8-inches. This will be done after a rain when the surface is wet or water will be added, to aid in the scarifying process.
- b. Existing gravel will be bladed into windrows including one along each edge of the road during the surface treatment process.
- c. A licensed contractor will properly apply lignin sulfonate with a metered distributor truck to industry standard application specifications. One half gallon per square yard is an accepted application rate. The application may be more effective done in two applications of one-quarter gallon per square yard. Water will be added to the aggregate until optimum moisture content is obtained.
- d. The aggregate and the surface treatment additive will be thoroughly mixed with a motor-grader blade and the surface reshaped to the standard road prism dimensions.
- e. The final road surface will be mechanically compacted at optimum moisture content to a minimum of 95% standard proctor density.

APPROVED: _____
Ellen Hodges, CLRD District Ranger

Date: _____