

DISTRICT 3 GROUP MEETING - DENVER, COLORADO

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MARCH 25

The following topics were discussed:

ONE-PERCENT FUNDS

An outstanding problem from the administrative standpoint is how to incorporate the roadside development features into the original grading contract so that the States in dry regions where practical use of seeding and planting is limited, can get credit for the 1-percent expenditures.

TYPES OF TOPOGRAPHY

Each project is an individual problem and should receive considerable study at the time P. S. & E. are prepared, when traffic volume, topography, alinement, material, and other factors could be considered in the design.

STREAMLINED SECTION WITHOUT GUARDRAILS

Added appearance and safety.

Better and more efficient maintenance operations.

ORNAMENTAL PLANTING, as such, has few places on roadside areas where it is applicable.

SODDING OF SHOULDERS, GUTTERS, AND SLOPES IN DRY WESTERN STATES

No growth should be encouraged on shoulders. Success of treating gutters and slopes with sod at a reasonable cost is doubtful, except in areas where rainfall is more plentiful. A few successful demonstrations show cost is excessive. Results, compared with seeding, are out of proportion to the benefits gained.

SLOPE FLATTENING, ROUNDING, AND WARPING

Need greater flexibility in allowing for field adjustments where plans are sometimes adhered to too rigidly for the good of the work.

No work orders should be required for a nominal change which will not materially change the quantities, where good judgment is used.

The design should provide for changing slope ratios in accordance with changing depth of cut or fill so that a transition will take place which will blend the slope into the natural terrain.

CONSERVATION OF TOPSOIL DURING ORIGINAL CONSTRUCTION

On a large number of projects, topsoil containing seeds and roots is present which could be salvaged and replaced at far less expense than could topsoil be imported later. Each project should be studied during the preliminary planning and arrangements made to salvage and re-use all suitable soil. There is yet a great deal of educational work necessary to make the field engineers conscious of the benefits to be obtained through the proper use of topsoil and vegetation.

SIMPLIFICATION THROUGH INTEGRATION WITH CONSTRUCTION

Construction projects might be set up in two divisions, both to be let under the same contract; the first division to provide for normal grading operations, salvaging of topsoil, cut slope rounding, etc.; the second division to include roadside development features, replacing topsoil, completion of turn-outs, vantage points, some incidental grading, seeding and planting, etc.; this second division to receive credit for 1-percent expenditure.

A material saving can be anticipated in this procedure as it will reduce costs for those items which can be accomplished by the equipment already on the project, eliminate the duplication of plans, publication, award, etc.

Another recommendation was that some provision be made whereby States can purchase without further obligation, seed from the S.C.S. to permit use of varieties not now available which are indigenous to the roadside areas. The best ground cover is considered to be that native material which will blend the roadside into the adjacent land.

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"For airfields and roadsides where load-bearing capacity is important, muck, or peat which is often erroneously classed as muck, is of little permanent value on sandy soils unless combined with marl or other suitable mineral soils which will serve to stabilize the sand."

--TURF CULTURE, March 1942