APPENDIX IV

REPORTS OF DISTRICT GROUP MEETINGS

DISTRICT 10 GROUP MEETING - COLUMBUS, OHIO
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(Delaware, Maryland, Ohio and Pennsylvania)

FEBRUARY 25-26, 1942

An advance report of this group meeting appeared in the 1941 published annual report of the Committee (pp. 96a-101a).

District 10 has made supplementary comments on general soil preparation and outline of typical seeding specifications as summarized below:

GENERAL: If possible, write specification to cover contract work and also force account; this will standardize results. Too fine a division of items of material and work, necessitating lengthy and explanatory specifications and numerous pay items tends to confuse the average contractor or bidder.

Omit "adjustments" and "adjusted pay items." Allowing tolerances opens a project to question and confusion. Establish "minimums" to meet district or area conditions and hold to them. Omit "overhauls." Later recommendations for units would do this. Emergency differences would be handled by the Engineer, but such arrangements should not show in the specification. The average contractor feels "cheated" when adjustments of any sort are made.

Combine more "pay items;" combine stages leading up to seeding, for instance, as much as possible.

Include mulching, probably as a separate item. Peat moss should be "soil amending material" rather than "fertilizer amendment."

All materials sampled by the Engineer, and in advance, always.

Available fertilizer formulas suitable for use to be established and no substitutions permitted. This would eliminate disputes, varying rates of application, etc. Same would apply wherever tolerances were allowed.

All "testable" materials to be automatically tested.

Allow no variations; omit such references from specifications.

"Time for starting all operations at the direction of the Engineer" will eliminate several sentences yet accomplish something.

Depth of plowing and harrowing to be decided for each project rather than a set depth in general specifications. This would take care of local soil types, slope heights and degrees, etc., being more flexible and satisfactory.

Size of clods, etc., may be too large (3-in.) for best seeding results.

"Time" for seeding and rolling should be covered by item.

Good results have been obtained by inexpensive harrowing-in of seed, although this covers the seed an average of one inch. "Rolling" will not "cover" seed in all soils.

Roller weight variable, not over 65 lb. per each foot of width for heavy soils, variable 100 to 200 lb. per foot of width for loose soils.

The cultipacker is an excellent and quick method for rolling in seed, but especially fine for breaking clods.

Question the "maintenance" of the grass, although should be done if project extends through a growing season. This generally results from dilatory methods of the contractor. Careful specification and close inspection of the work from start to finish, and acceptance of the work as soon as the last operation is performed will give considerably lower bids, and practically the same results as compared to a "guarantee" period. Federal-aid projects normally do not permit "maintenance" items.

METHOD OF MEASUREMENT. Combine several items as one item; use "surface" units whenever possible; do not have units too large, so as to have "split" units for payment, nor too small, resulting in a tiny unit price. These recommendations will eliminate considerable engineering costs (cross-sectioning, etc.), and simplify inspection. For example, sand placed 2-in. deep over 1000 sq. ft., incorporated to a stated depth and paid for as "Preparing Seeded Areas" or "Renovating Existing Soil," by sq. yds. or 1000 sq. ft.

Combining items as recommended will simplify and clarify "Basis of Payment."

FEBRUARY 25-26, 1943

It is interesting to note that the Ohio "Third Short Course on Highway Development" coincided with the exact dates of the very successful meeting held the previous year at the Ohio State University. The 1943 attendance was even more gratifying and the discussion of highway maintenance and other problems caused or rendered more acute by the war brought out the importance of sharing experiences in the solving of some of the problems peculiarly associated with the emergency.

Compelling conditions may bring about changes in the future highway plan which will require discussion and study. Every conference should stimulate interest in future planning. At this meeting, in keeping with the needs of the time, the planning of post-war highway was on the agenda.

For copies of the illustrated report of these interesting meetings, address Mr. Charles R. Sutton, Department of Agriculture and Landscape Architecture, The Ohio State University, Columbus, Ohio, or Mr. Dallas D. Dupre, Jr., Landscape Architect, Department of Highways, Columbus, Ohio.