STATEMENT OF WORK

REPLACE WOOD FENCING AT MABRY MILL AND ROCKY KNOB PICNIC AREAS

Blue Ridge Parkway
Floyd, Virginia

MAY 2026

6

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PART 1 – GENERAL

1-1 DESCRIPTION OF WORK

A. Blue Ridge Parkway was the first long-distance rural parkway developed by the National Park Service (NPS). The parkway was conceived as a multiple-purpose corridor that would fulfill a variety of social, recreational, environmental, and pragmatic functions. In addition to preserving and showcasing attractive natural scenery, the parkway was designed to display the traditional cultural landscapes of the southern Appalachian highlands, providing visitors with an idealized vision of America's rural heritage. A Blue Ridge Parkway experience is unlike any other: a slow-paced and relaxing drive revealing stunning long-range vistas and close-up views of the rugged mountains and pastoral landscapes of the Appalachian Highlands. The Parkway meanders for 469 miles, protecting a diversity of plants and animals, and providing opportunities for enjoying all that makes this region of the country so special. A contributing factor to its historic character is the miles of wood fencing visible along the roadside and in recreational areas. The variety of fencing is itself an interpretive display, showcasing the primary fence types once used in the region. More than any other element, the rustic wooden fences contribute to the Appalachian character of the parkway.

B. This Statement of Work (SOW) consists of replacing wood fencing in the Plateau District of the Blue Ridge Parkway at milepost 167.1, and 176.1. Specific areas requiring work for this contract are identified in Attachment 1.

C. Refer to Price Schedule for required work items.

D. Refer to Price Schedule for optional work items. All, some, or none of the optional work may be included in the project as authorized by the CO.

E. Attachments:
   1. Wood Fencing Details
   2. Fencing Location Summary
   3. Existing Conditions
   4. CM-16 Transmittals Form (Submittals)
   5. BLUE RIDGE PARKWAY LOAD LIMITS
   6. SUGGESTED OUTLINE FOR CONTRACTOR'S SAFETY PLAN
   7. STANDARDS FOR LIMB REMOVAL

1-2 LOCATION AND ACCESS

A. Location: The work shall be performed on the Blue Ridge Parkway on several sections within the Plateau District which are identified in the Attachment 1. Work is proposed to occur in Floyd County Virginia.

B. Access
   1. Access will vary based on work schedule and progress. Limit access throughout the project to the routes which provide the short distance of travel on the motor road.
   2. The maximum permitted load limits for Parkway roads accessing the work site are described in attachment BLUE RIDGE PARKWAY LOAD LIMITS.

3. Special consideration may be made by the Contracting Officer in consultation with the park engineer for overweight and oversize loads. Special permits, times and traffic control may be required for heavy/wide loads.
4. All damage shall be repaired to the Government's specification by those who cause it and at no cost to the Government. Return the area to the condition existing prior to any work.

1-3 PROJECT PERSONNEL

A. Government
1. The Contracting Officer (CO) is the only person with authority to enter into, administer, modify and/or terminate the contract.
2. The Contracting Officer's Representative (COR) is a program official designated by the CO to assist in administering technical aspects of the contract. The COR cannot modify the contract.
3. Other NPS personnel may be on site to assist with project inspection. These individuals cannot modify the contract. Any on site issues or concerns shall be directed to the COR.

B. Contractor
1. Assign a competent and experienced person to oversee the construction of this project with the authority to stop or correct work due to unsatisfactory materials or workmanship.
2. All personnel performing work shall be fully qualified and experienced in the type of work to be executed in this contract. When applicable, personnel shall be certified in the necessary work for which being performed by that person. The COR may at any time request copies of necessary certifications.
3. Traffic Control Personnel
    a. Provide onsite at all times a traffic control supervisor to oversee work zone operations, installation, and maintenance of Temporary Traffic Control devices. The individual(s) shall be certified by a state department of transportation, American Traffic Safety Services Association (ATSSA), or other acceptable certification programs with a minimum of two years of Temporary Work Zone Traffic Control "On the Job Training" (work involving the setup, take-down and or inspection of Work Zones within existing Highway Right-of-Way). The traffic control supervisor shall regularly oversee the work zone temporary traffic control but may perform minor rolls in the work.
    b. Provide flaggers spotters, or operators of Automated Flagger Assist Devices (AFAD) certified by a state department of transportation, ATSSA, or other acceptable certification programs.
    c. Prior to work beginning, provide contact information and certification(s) of person(s) responsible for the individuals meeting SOW Section 1-3.B.3.a and b.
    d. Individuals meeting the above requirements shall carry a card issued by the certifying firm that shows the dates of certification with recertification at regular intervals.
    e. See SOW Section 3-3.

1-4 GOVERNMENT-FURNISHED ITEMS

A. All materials necessary to complete this project are the responsibility of the contractor to furnish.

1-5 CONTRACTOR-FURNISHED ITEMS

A. All necessary supervision, personnel, equipment, tools, transportation, supplies, necessary materials, and incidentals required to perform and satisfactorily complete the work of the contract in a safe, professional manner.

B. The Contractor is responsible for furnishing the posts and rails to complete this project which were not furnished by the Government. All posts and rails shall be black locust. The estimated quantity of Contractor furnished material is represented in the Price Schedule, and the line items are noted with "(KFM)". All other materials necessary to complete this project are the responsibility of the contractor to furnish.

C. All necessary temporary traffic control (TTC) devices and personnel to safely alert motorists of work in progress. TTC shall be placed and maintained in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Flaggers shall be certified through a state approved Flagger Course.

D. Work site security measures. Nearly all Parkway land is accessible by the public 24-hours a day throughout the year. Parkway law enforcement officers and other staff will not be designated to provide extra security to protect project sites from visitor intrusion. It is the responsibility of the Contractor to take measures to prevent vandalism, theft, or destruction of project materials and equipment. Any proposed security measures that may affect ongoing access or use of areas otherwise not already included in the construction zone (including remote security cameras or alarms) must be discussed with and approved in advance by the COR, in consultation with the resident District Ranger. Any security issues must be reported to the COR immediately upon notice. Parkway law enforcement staff may request official statements or other information from Contractor personnel needed to follow up on reported issues.

1-6 WORK CONDITIONS AND LIMITATIONS

A. Facility Use
   1. This section of Parkway motor road opens to visitors year-round, 24-hours a day weather permitting. Visitation is highest during summer months and especially leaf viewing season

(typically October). The work is planned in popular developed areas. Expect higher visitor traffic at these locations.

2. The contractor shall immediately report to the CO, COR, and Park Safety Officer all accidents resulting in employee injury or death or damage to property while performing this contract.
3. Personnel handling and using equipment for this work shall be trained, experienced, and certified (as necessary) with the equipment used.
4. Sections of wood fencing may be located along active NPS agricultural leases which contain livestock. It is important for the NPS to understand the Contractors schedule so the NPS can coordinate with the appropriate lessees. Work shall be scheduled to not impact the operation of the agricultural leases. Coordinate with the COR on each section prior to beginning work.
5. If road sections are closed during the performance period, coordinate with the COR to gain access if possible.

B. Work Restrictions
1. During non-work periods, all materials, supplies, equipment, and vehicles shall be staged in paved areas designated by the COR. No debris or above items shall impede the safe passage on NPS roads or adjacent roads (including state, local, and private).
2. The contractor shall complete on-site work during normal business hours:
    a. Monday through Thursday - 7:00 am to 6:00 pm
    b. Friday - 7:00 am to 12:00 pm
    c. Any work outside of normal business hours shall be pre-approved by the CO.
3. No work is permitted during the month of October.
4. No work is permitted on Federal holidays.
5. All work shall be complete, equipment demobilized, excess materials removed and the work site ready for visitor use by the last day of the performance period.

C. Contractor's Use of Premises
1. Confine on-site material storage, equipment, and vehicle parking and staging to paved areas or other areas designated by the COR.
2. Keep work site clear of trash and debris. Dispose of trash, debris, and other unusable or excess material legally off federal land at authorized facilities. Food trash and debris shall be placed in bear-proof receptacles or hauled off at the end of each day.
3. The contractor shall manage the total work effort in accordance with effective and efficient management principles and safe working practices to ensure on-time completion of this contract.
4. Protect from damage NPS property and resources not receiving work.

D. Existing Utilities
1. Replacement and repair to the wood fencing of this project is intended not to deviate from the existing fencing alignment, so utility impacts are not expected. If the Contractor suspects there may utility impacts, notify the COR as soon as possible.
2. The Contractor is responsible for verifying, locating, and preventing damage to known utilities.
3. Damage to known utility services by the Contractor requires immediate repair at no additional cost to the Government.
4. Planned interruption of existing utility services must have prior approval from the COR.

E. Field Verification
   1. The measurements and quantities specified in Attachment 1 and the Price Schedule are estimated and provided for information only. The Contractor shall verify all dimensions, quantities, and conditions affecting the project prior to commencing each phase of work.
   2. The Contractor shall notify the COR of any errors or omissions as soon as realized.

F. Park-Specific Conditions and Limitations
   1. The Blue Ridge Parkway is wholly located along the ridges of the Appalachian Mountain range in parts of Virginia and North Carolina. The following conditions may be applicable to work sites inside Parkway boundaries:
      a. WEATHER- Sudden and dramatic changes in climate conditions are common. The Contractor must be prepared to alter work plans and provide protection for workers and equipment.
      b. CLOSURES- Parkway officials may close portions of the Parkway at any time to protect visitors from hazardous conditions or to implement official duties of the Parkway.
      c. REMOTENESS- Many portions of the Parkway are of extreme distance to typical services available in developed areas, including cellular, food, fuel, and emergency services. The Contractor must arrange and account for appropriate precautions and plans prior to bid submission.
      d. RESOURCES- As a unit of the National Park System, the Blue Ridge Parkway is tasked to preserve unimpaired its natural and cultural resources and values. The Contractor must make every effort to ensure no impacts are made deleterious to these resources. It is expected that the project site and access areas will be minimally impacted only as absolutely necessary for the performance of the SOW requirements. Mitigations approved by the COR will be taken to restore pre-existing conditions.
      e. ROCK- The presence of various forms of rock is ubiquitous. The Parkway does not maintain data for construction purposes on the location or type of rock to be encountered by excavation or drilling activities. The contractor must verify and account for the extent, nature and impact to work activities of rock within the project site prior bid submission.
      f. INVASIVE EXOTICS- To reduce the chance that harmful, non-native plants or organisms will be transported from off-parkway locations to the work site, the contractor, prior to entering the parkway, must clean all soils, roots, seeds, and other sources of plant parts and pathogens from any equipment used for the application of grasses and all heavy equipment, such as dump trucks, front end loader, and graders, which have previously been operating off the park.
      g. WILDLIFE- All wildlife is protected within the park boundaries, and some species, which occur within the park, receive special State and Federal protection due to their rare, threatened or endangered status. Very few wildlife species present any danger to persons working within the park. Even species which have the potential to do harm to persons can usually be avoided. Unless wildlife is presenting an immediate threat to persons, harassment or destruction of wildlife is prohibited.

2. Project-specific environmental compliance mitigations
    a. Equipment, contractor personnel vehicles, and materials shall be staged in paved or previously disturbed areas.
    b. The attached STANDARDS FOR LIMB REMOVAL shall be used as guidance for limbing or topping trees and followed as closely as possible, when applicable. These methods will minimize the damage to the tree trunk by reducing tearing of bark and encouraging rapid healing.
    c. Lower hanging limbs within ground reach shall be manually cut.
    d. Areas disturbed by the work of this contract shall be hand dressed and seeded to match pre-work conditions. Coordinate with COR if seed mix is needed. Use only park approved seed mix.

1-7 QUALITY CONTROL

A. It is the responsibility of the Contractor to develop and implement a construction quality process to ensure work conforms to the requirements of the contract.

B. Assign a competent and experienced person to oversee the construction of this project with the authority to stop or correct work due to unsatisfactory materials or workmanship.

C. Perform quality control inspection, documentation, and process control sampling and testing as required by applicable standards.

D. All materials and methods used shall meet or exceed the current local, state, and federal codes, standards, and regulations applicable to this project.

E. The COR will perform on-site inspections to insure conformance to this contract. The Government reserves the right to perform any testing it sees fit to ensure a satisfactory product is delivered. Any non-conforming work will be removed and replaced at no cost to the Government.

1-8 REFERENCE STANDARDS

A. Perform all work in accordance with the SOW and Project Plans.

B. Work shall be performed in accordance with the applicable Occupational Safety and Health Administration (OSHA) guidelines and standards.

C. Temporary Traffic Control Devices (TTC) shall be placed and maintained in accordance with the current version of the Manual on Uniform Traffic Control Devices (MUTCD) and the Project Plans. The MUTCD is available for free download at https://mutcd.fhwa.dot.gov/index.htm.

PART 2 – SUBMITTAL REQUIREMENTS

2-1 GENERAL

A. Refer to attached CM-16 Transmittal Form for required submittal items. Contractor is responsible for additional submittals that may be required. Electronic forms are available.

B. Unless otherwise instructed by the CO, send construction material and other items requiring approval to the COR. Provide one (1) electronic copy of each submittal unless otherwise specified. Forward related materials as a package. Reference the SOW section number on each submittal. Allow 14 days for review and approval.

C. The CO will indicate in writing the approval or disapproval of each submittal, the reason for any disapproval, and any resubmission requirements. One (1) of each approved submittal will be stamped and returned to the Contractor unless otherwise requested.

D. Until the Contractor receives approval from the CO, no construction material or other items requiring the CO's approval may be ordered, delivered, or incorporated into the project work.

E. There will be no waiver of any required submittal unless authorized by the CO. The CO may request submittals other than those specified in this document.

2-2 WORK PLAN SUBMITTALS

A. Project Schedule
   1. Contractor shall submit a construction schedule outlining each phase of the work along with a written narrative of the activities displayed in the schedule.
   2. Sections of wood fencing may be located along active NPS agricultural leases which contain livestock. It is important for the NPS to understand the Contractors schedule so the NPS can coordinate with the appropriate lessees. Work shall be scheduled to not impact the operation of the agricultural leases. Coordinate with the COR on each section prior to beginning work.
   3. See FAR 52.236-15 Schedules for Construction Contracts.

B. Safety Plan Safety and Traffic Control Plan
   1. Contractor shall submit a site-specific Safety and Traffic Control Plan for the work prescribed in this contract.
   2. Refer to the following FHWA publications for further guidance when developing the traffic control component of this plan: https://www.workzonesafety.org/files/documents/training/courses_programs/rsa_program/RSP_Guidance_Documents_Download/RSP_ITCP_Guidance_Download.pdf
   3. The plan shall designate a competent individual capable of overseeing and understanding worker safety and the hazards associated with this type of work to implement the plan.
   4. The plan shall describe the potential hazards of the work site for each phase, along with all company policies, controls, work practices selected to minimize those hazards and detail the implementation of the plan.

5. The plan shall contain at a minimum company policy or goals statement, list of responsible persons, hazard identification, hazard controls and safe practices, emergency and accident response, employee training and communication as well as recordkeeping procedures.
6. Provide plans for placing and maintaining both traffic and pedestrian control devices.
7. See attached SUGGESTED OUTLINE FOR CONTRACTOR'S SAFETY PLAN for assistance in developing the site-specific Safety Plan.
8. Refer to the following Occupational Safety and Health Administration (OSHA) website for further assistance: https://www.osha.gov/sites/default/files/OSHA3886.pdf

2-3 MATERIAL SUBMITTALS

A. Posts
1. Material shall be locust.
2. Post length shall be 6-1/2 feet minimum.
3. Posts shall have an average diameter of 5.5-6".
4. Posts shall be generally straight and uniform in size from end to end.
5. Posts shall be free of visible defects such as broken, large cracks, or rotted areas.
6. Bowing greater than 3 inches is not acceptable.

B. Rails
1. Material shall be locust.
2. Rail length shall be 11 feet minimum.
3. Rail ends shall be full size, be triangular in shape, and not tapered. The girth of one end shall be no smaller than 8-1/4 inches - three sides of approximately 2-3/4 inches each. The large end girth of the rail shall be no smaller than 12 inches - three sides of approximately 4 inches each.
4. Rails are to be split wood rails (preferably hand split but mechanical is acceptable) for the construction of wooden rail fences. Sawn rails are not acceptable. The rails must have a rustic hand split appearance.
5. Rails shall be free of visible defects such as broken, large cracks, or rotted areas.
6. Bowing greater than 3 inches is not acceptable.

C. Nails shall be minimum 4 inches in length, spiral or ring shank, and galvanized.

D. Wire shall be minimum 8 gauge galvanized steel.

PART 3 – WORK REQUIREMENTS

3-1 GENERAL

A. The Contractor is responsible for investigating site conditions in the vicinity of the required work including frost depths, groundwater, location of rock, existing utilities, or any other hazards or obstacles which may increase time or cost of the work.
B. Other contracts for construction projects may be underway or may commence during the construction of this project. Coordinate with the COR and other contractors to minimize disruption to this project and to other construction projects in the area.

3-2 SITE SURVEYING AND CONSTRUCTION STAKING

No site surveying or construction staking is expected for this work. The intent is to match the existing fencing alignments.

3-3 TRAFFIC CONTROL

A. Temporary one-lane closures are approved for the work of this project. One lane through the project shall be open to public traffic all times. Limit construction caused delays to public traffic to a maximum of 15 minutes per passage through the project one-lane closure. Limit Parkway one-lane closure lengths to 2,500 feet at a time unless otherwise directed by the COR.

B. All personnel in charge of overseeing work zone Temporary Traffic Control operations and installations on the Blue Ridge Parkway shall be trained in a state DOT approved Qualified Work Zone Supervisor Course. Passing a written test on the course materials together with a minimum of two years of Temporary Work Zone Traffic Control "On the Job Training" will be required. The Qualified Work Zone Supervisor shall carry a card issued by the certifying firm that shows the dates of certification with recertification at regular intervals.

C. All personnel responsible for the installation and maintenance of Temporary Traffic Control devices on the Blue Ridge Parkway shall be trained in a state DOT approved Qualified Work Zone Installer Course. Installers shall carry a current card issued by the certifying firm or agency.

D. All personnel performing flagging, spotting, or operating Automated Flagger Assist Devices (AFAD) on the Blue Ridge Parkway shall be trained in a state approved Flagger Course. Flaggers shall carry a current card issued by the certifying firm or agency.

E. Where one-lane closures are not necessary, but work is still occurring, the contractor shall place advance warning TTC accordance with the MUTCD.

3-4 EXECUTION

A. General
   1. Below is a general approach and methodology the Government used to estimate and plan the work of this contract. Refer to Section 1-1 and to determine required and option work items.
   2. Each work item or phase of work shall have an on-site preparatory meeting prior to work beginning. Multiple work items or phases of work may be combined into a larger start-up meeting. At a minimum, the contractor's Superintendent or Foreman and COR shall be in attendance.
   3. Subsidiary work items are those items required to complete the items not specifically called out in the Price Schedule. These items are understood to be included to complete the respective required work items and the optional work items listed in SOW Section 1-1.
   4. Confine staging and parking for vehicles, equipment, and materials to paved areas and parking areas as approved by the COR.
   5. Provide for methods to appropriately secure the work site including equipment and materials and is ultimately responsible for the project site through the duration of the project.
   6. Access site only by methods described in SOW Section 1-2.

7. Install appropriate temporary traffic control devices prior to work beginning.

B. Replace Post/Rail Wood Fencing Sections
1. Specific locations for replacement of wood fencing are provided in FENCING LOCATION SUMMARY.
2. Coordinate with the COR to identify these locations.
3. This item of work is intended to replace posts and rails of fencing sections. These sections have been identified to be too far deteriorated to replace only individual posts or rails.
4. If livestock or animals are present, coordinate with the COR PRIOR to removing fencing. The NPS will try to coordinate with lessees where fencing is planned for replacement and livestock or animals are present.
5. Only remove sections which crew size enables to be immediately replaced. All sections of fencing shall be complete and fully functional during periods of no work.
6. Minimally trim grass and woody vegetation (6-inch diameter and less) which is directly adjacent to and prevents new fencing installation. Vegetation should be mowed/trim within 3 feet of each side of installed fence. This work shall be performed in accordance with STANDARDS FOR LIMB REMOVAL. If an entire woody plant is to be removed, cut the stump just below the ground surface to not interfere with NPS mowing operations. Dispose of woody vegetation materials legally off federal property.
7. Where continuous strands of fence wire exist, remove and reuse/replace in-kind. Where segmented strands of fence wire (not more than three wood fence sections), remove and dispose of. Coordinate with the COR as necessary.
8. Old posts shall be removed completely from ground and new posts installed in existing hole. Dispose of old fencing materials legally off federal property.
9. Maintain existing alignment for new fencing sections.
10. Install new fencing sections per WOOD FENCING DETAILS.
11. Install new posts in existing post holes as much as possible.
12. Install the bottom new rail to the height and dimensions of bottom existing rails. Rail is held by a nail placed to hold.
13. Install the remaining rails alternating with the rails of the adjoining fencing sections. New rails shall fit firmly between the new posts. Minor trimming of rails may be required for best fitment.
14. Above the top and below the bottom rail, install wire around both new double posts. Tightly twist the ends minimum three times, trim excess, and tuck ends up to not snag people, livestock, or equipment. Repeat the process above the top rail.
15. Fencing sections may have existing livestock gates installed. Remove gates as necessary and reinstall in existing location. Reinstalled gates shall function the same or better than currently installed.

C. Replace Worm or Snake Wood Fencing Sections
1. Specific locations for repair of wood fencing are not provided individually but the sections are identified in FENCING LOCATION SUMMARY.
2. Coordinate with the COR to identify these locations if necessary.
3. This item of work is intended to replace rails of fencing sections. These sections have been identified to be too far deteriorated to replace only individual rails.
4. Remove fencing sections to be replaced. Dispose of old fencing materials legally off federal property.

5. Maintain existing alignment for new fencing sections.
6. Install new fencing sections per WOOD FENCING DETAILS.
7. Install posts behind (not visible from roadway) every other fencing section. The intent is to provide added support for rail sections.
8. Install wire around the rail. Tightly twist the ends minimum three times, trim excess, and tuck ends down to not snag people, livestock, or equipment.
9. Rock or small piece of existing fence should be used under each connection section to keep bottom rail elevated from ground.

3-5 CLEAN UP

A. Routine Cleanup: Keep project site neat, orderly and in safe condition at all times. Provide enough refuse containers for collecting construction debris. Pick up construction debris daily to prevent blowing and scattering. Keep volatile wastes in covered containers. Unless otherwise specified, all removed material becomes the property of the contractor and shall be disposed of outside of the park in accordance to local, state and county regulations.

B. Final Cleanup: Remove all tools, equipment, surplus materials, and rubbish from the site upon completion of the work. Restore or refinish surfaces of existing facilities that are marred, scratched, or damaged due to work of this contract, to match the original condition. At time of the final inspection, project site shall be thoroughly clean and ready for use.

3-6 CLOSEOUT

A. Closeout Submittals.

B. Substantial Completion and Final Inspection: Submit written certification to the CO that project, or designated portion of the project, is substantially complete, and request in writing a final inspection. The NPS or designated representative will inspect within 10 days of receipt of request. When the NPS determines that the work is substantially complete, it will prepare a list of any deficiencies to be corrected before final acceptance and issue a Letter of Substantial Completion. If the NPS determines the work is not substantially complete, the Contractor will be notified in writing, stating reasons. After completing work, Contractor shall resubmit certification and request a new final inspection.

PART 4 – MEASUREMENT AND PAYMENT

4-1 GENERAL

Provide all supervision, labor, materials, transportation, equipment, tools, and incidentals to complete execution as specific in this SOW and related references.

4-2 MEASUREMENT

This is a lump sum contract. Individual items of work will not be measured for payment. Quantities are provided for estimating and planning purposes.

4-3 PAYMENT

This a lump sum contract with one final payment made at the completion and acceptance of the project. If the Contractor wishes to receive partial payments, a proposed payment schedule for the project work shall be submitted to the CO for review and approval. Partial payments can then be made providing all necessary documentation (e.g. payrolls, daily reports, photos, etc.) has been submitted to support the partial payment request/invoice.

END OF STATEMENT

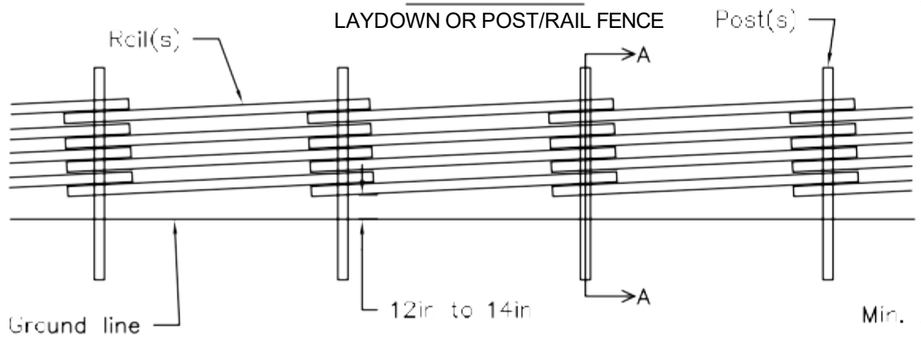
ATTACHMENTS

PLAN

POST/RAIL FENCE (Example, Actual Measurements Vary)

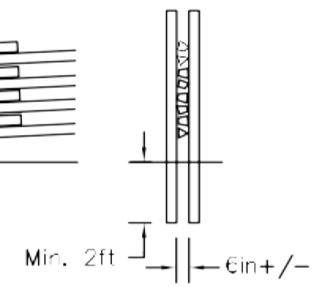
ELEVATION

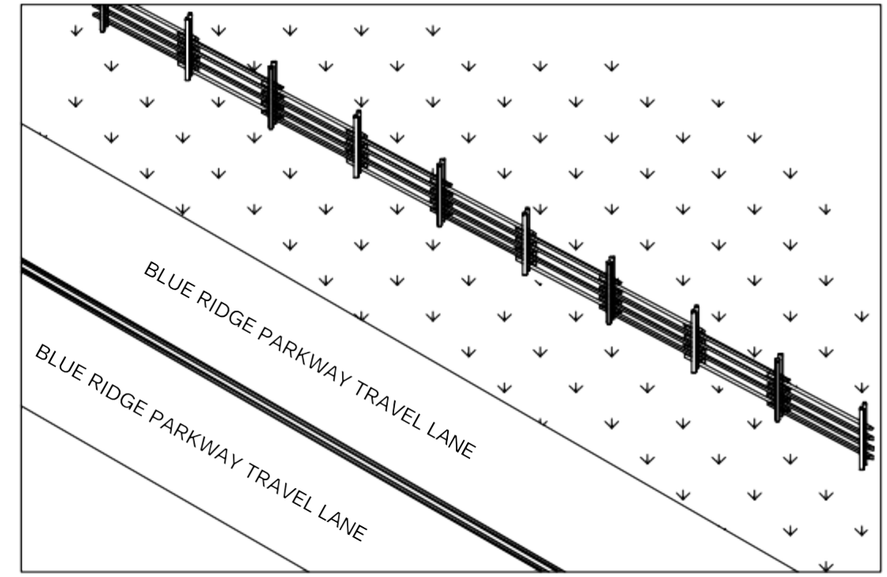
LAYDOWN OR POST/RAIL FENCE



SECTION A-A

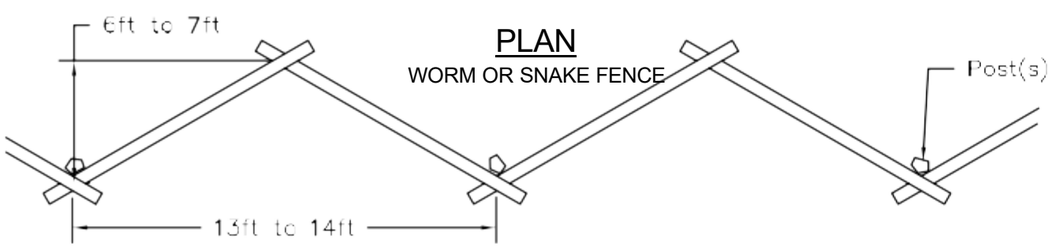
DOUBLE POSTS





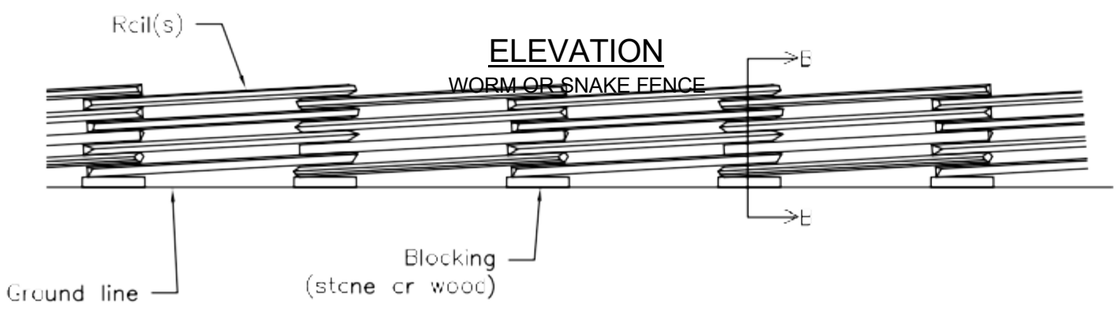
PLAN

WORM OR SNAKE FENCE

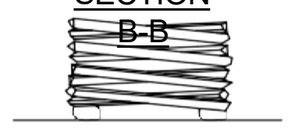


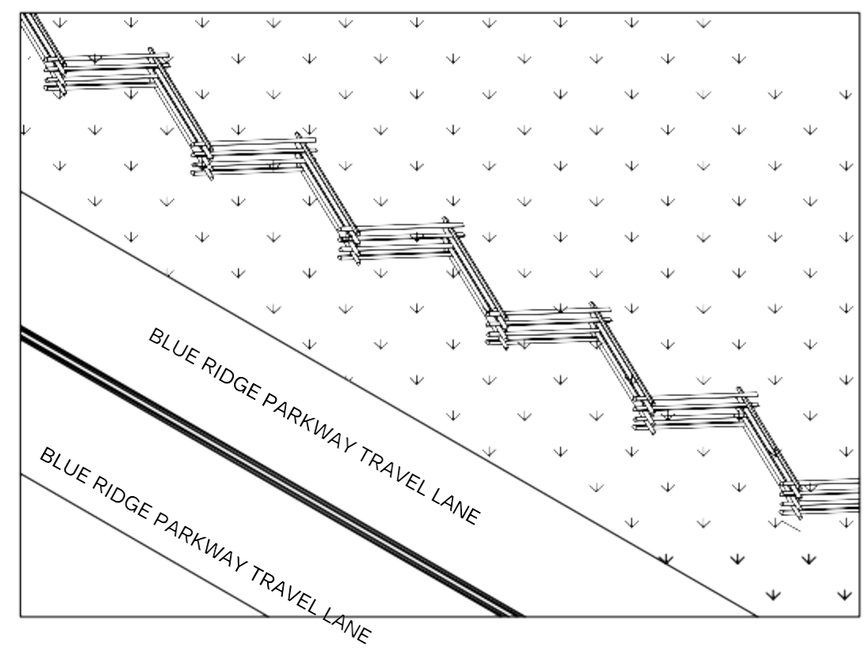
ELEVATION

WORM OR SNAKE FENCE



SECTION B-B





DESIGNED: JDC	G1	TITLE OF DRAWING LOCATION WITHIN PARK NAME OF PARK	DRAWING NO.
DRAWN JDC			PCIP PKG. / SHEET
TECH. REVIEW			
DATE: 04/2021	SUB SHEET NO	S.E. REGION / VARIOUS COUNTY / N.C. STATE	OF

WOOD FENCING DETAILS

HIGHLANDS DISTRICT

BLUE RIDGE PARKWAY 1

ATTACHMENT

5/28/2023

WOOD FENCING LOCATION SUMMARY

REPLACE AND REPAIR WOOD FENCING

Blue Ridge Parkway
Various Counties, North Carolina

Price Schedule Description	PwR/PwL	Fence Type	Estimated Milepost Begin/End	Estimated Length (ft)	Estimated Field Begin/End Location
REQUIRED WORK					
Rocky Knob Split Rail Fence on Restaurant Side of Mill	PwL	Post/Rail – 4 rails	175.9	440	Begins: Woodline near Trails Cabin Ends: Trails Cabin
Rocky Knob Split Rail Fence along Mabry Mill Trail	PwL	Post/Rail – 4 rails	175.9	340	Begins: Comfort Station Ends: Comfort Station
Rocky Knob Split Rail Fence between The Still and the Mill	PwL	Laydown/Worm/Snake - 4 rails	154.5	500	Begins: One Lane Exit Road from Picnic Area Ends: Woodline
Rocky Knob Split Rail Fence at MP 170 Rocky Knob Picnic Area	PwR	Snake 4 - Rails			

PwR - Right side of parkway when traveling southbound
PwL - Left side of parkway when traveling southbound

EXISTING CONDITIONS

Figure 1: Example of replace post/rail fencing section.

Figure 2: Example of replace worm or snake fencing section.

Figure 3: Example of replace worm or snake fencing section.

Figure 4: Example of replace post/rail fencing section.

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CM-16 TRANSMITTAL FORM - NATIONAL PARK SERVICE

Project:				Contract No.:	Date:
Replace Wood Fencing at Mabry Mill and Rock Knob Picnic Area				TBD	6/05/2026
Contractor: TBD		Subcontractor/Supplier: TBD		**NPS ACTION**	
Item No.	Specification Section No.	Description of Item (Size, Type, Name, Manufacturer, Use, Etc.)	No. Copies Submitted	Approved	Approved w/ Notations	Disapproved - Resubmit
WORK PLAN SUBMITTALS						
1	SOW 1-3.B.3	Traffic Control Personnel				
2	SOW 2-2.A	Project Schedule				
3	SOW 2-2.B	Safety Plan and Traffic Control Plan				
MATERIAL SUBMITTALS						
4	SOW 2-3.A	Posts				
5	SOW 2-3.B	Rails				

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BLUE RIDGE PARKWAY LOAD LIMITS

Gross Vehicle Weight Restrictions

Single Units	Gross Vehicle Weight Pounds	Kilograms	Tons
2 axles	40,000	18,100	20
3 axles	48,000	21,800	24
4 or more axles	52,000	23,600	26
Combination Units			
3 axles	57,000	25,900	28
4 axles	62,000	28,100	31
5 or more axles	66,000	29,600	33

IMPORTANT

- When the ground is saturated with water or during periods of freezing and/or thawing, or operation over Parkway bridges, the Parkway may impose further load restrictions or suspend hauling.

- Operate vehicles at speeds not exceeding 40 mph (65 kph) and spaced at 500 feet (150m) minimum intervals.

- On bridges, speeds shall not exceed 25 mph (40 kph) and not more than one loaded hauling vehicle will be allowed on any bridge at one time.

- Hauling over bridges, and/or oversize loads will require hauler to submit information on the dimensions and gross weight of vehicles and loads, including:
    - Overall length and width including load.
    - Details of axle locations, weight on each axle, number of tires on each axle, size of tire on each axle, width of each tire, air pressure in each tire and location of hitch/vehicle hinge points.

- Special consideration may be made by Parkway officials for overweight and oversize loads. Special permits, times and traffic control may be required for heavy/wide loads.

- All damage shall be repaired to the Government's specification by those who cause it and at no cost to the Government. Return the area to the condition existing prior to any work.

3A.4 SUGGESTED OUTLINE FOR CONTRACTOR'S SAFETY PLAN

A. **Overall Responsibility** - Who will be responsible for the on site safety program? What are the credentials (training & experience) of that person? Will they have direct authority or will their authority be through the superintendent? Who will be responsible for reporting accidents and maintaining the accident log required by OSHA?

B. **Subcontractors** -Will subcontractors be under prime's program or will they have their own program? If they have their own program, separate plans are required.

C. **Safety Policy** - How will new employees be oriented and their responsibilities explained? How will all employees be oriented to specific project hazards or the hazards of new operations? How will drug & alcohol policy be conveyed to employees?

D. **Personal Protection** -What conditions/operations will require personal protection equipment? Hardhats, ear plugs, steel toed boots, respirators, etc? Who will decide when protection is needed? Who will monitor its use?

E. **Safety Meetings** - Who will conduct meetings? What will frequency be? Who will attend? How will subjects be selected?

F. **Emergency Medical Care** - Telephone Nos. (Ambulance, Fire, Rescue). Directions. Prearrangements made - insurance, workmen's comp?

G. **First Aid** - Names of trained employees. Names of CPR trained employees

H. **Trenching and Excavating** - Who will be responsible for selecting slopes, shoring and protection systems during trenching operations? Is the person trained and competent in the revised (1989) OSHA regulations?

I. **Hazard Recognition, Reporting and Abatement** - To whom will employees report perceived hazards? How will these reports be handled? Who will correct hazards?

J. **Equipment Inspection** - Who will inspect construction and hauling equipment? Will it be inspected before shipment to project, or after? How will suppliers' equipment be inspected (e.g. asphalt hauling trucks)?

K. **Separating Pedestrians from Construction Vehicles and Public Traffic** -Are there hazards associated with pedestrians (contractor or public) moving amidst equipment and public traffic? How will these hazards be abated?

L. **Jobsite Inspections** - Who will perform jobsite inspections? What will the frequency be? Will a report be generated? How will deficiencies be corrected? Immediate order or report back to superintendent?

M. **Hazardous Materials** -Will hazardous materials be generated? Asphalt products, solvents, chemicals? What are special procedures for handling, disposing?

N. **Explosives** - See Section 205 for special requirements. What are provisions for storage and inventory control of explosives?

O. **Fire Fighting and Emergencies** - What are fire hazards requiring special attention? What resources are available for fire emergencies?

P. **Maintenance of Traffic (MOT) and the Public** - All MOT controls and operations will be per the current MUTCD. How will protection of the public, whether on foot or vehicle, be planned and coordinated? What provisions are there to separate the public from the construction activities? Who will perform inspections? What will the frequency be? Will a report be generated? How will deficiencies be corrected? Immediate order or report back to superintendent? How will the ability of the public to interfere with construction activities minimized?

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STANDARDS FOR LIMB REMOVAL

Safety pruning shall consist of the removal of the described branches to a size that in falling would injure a person.

Pruning Specifications

1. All cuts to be made sufficiently close to the parent stem so that healing can readily start under normal conditions.
2. All limbs over two inches in diameter to be removed by precutting to prevent splitting. Lowering of any branches by proper ropes that would injure the tree by falling.
3. On trees known to be diseased, tools are to be disinfected after each cut and between trees with alcohol, where there is known to be danger of transmitting the disease on tools.
4. Any structural weakness, decayed trunks or branches, split crotches, or branches, should be reported.
5. Suggested minimum for safety pruning…remove limbs to two and a half inches diameter and five feet in length. Account should be taken of location of tree and tree species in applying the above.

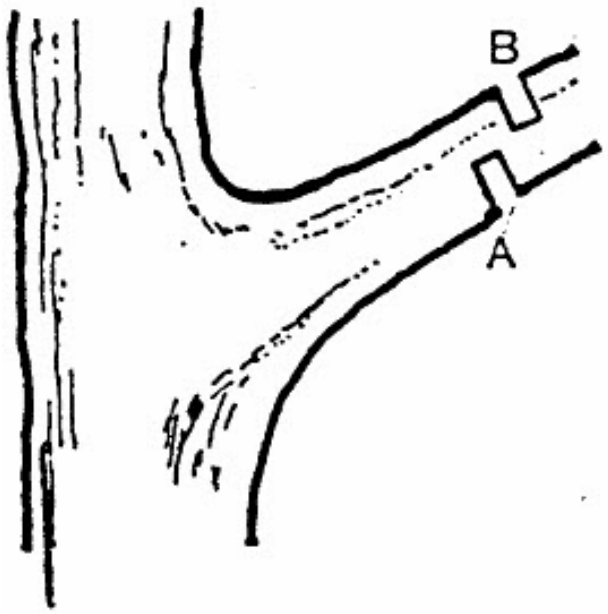
Pruning Principles

1. Do not leave stubs.
2. Do not cut into the Branch Collar.
3. Best time to prune is late in the dormant season or in early spring before leaves form.

HOW TO PRUNE A BRANCH

Step 1
In pruning any sizable member, first remove most of the branch's weight with two cuts:

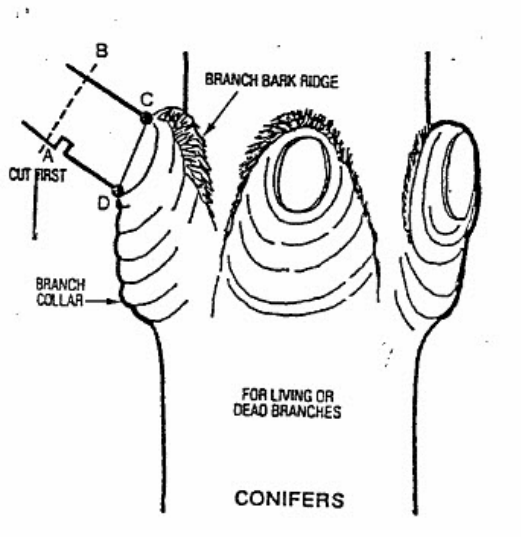
1. Undercut branch at Point A about one foot from main stem.
2. Make second cut at Point B one to two inches beyond cut A. Point B is *always* farther from the main stem than Point A.

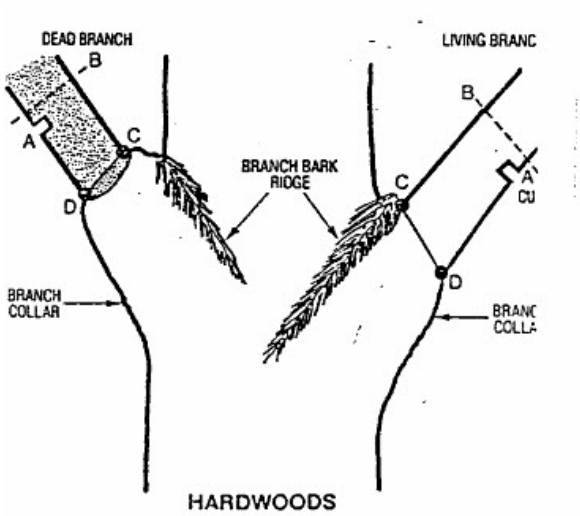


Step 2

Note the Branch Bark Ridge and Branch Collar in the illustration. These areas vary substantially in appearance on different species; the difference is especially notable on hardwood vs. softwood trees.

The final pruning cut is made between Points C and D. If D is hard to locate, cut straight downward from Point C.





PIN 20627 ~ Pisgah Corridor Trimming
(Photos of Acceptable and Unacceptable Cuts Made with Corridor Trimmer)

The following pictures depict unacceptable cuts

(Unacceptable Cuts Cont'd)

Here are some examples of PROPER pruning cuts

(Proper Cuts Cont'd)