

Special Conditions to the
Special Use Permit for Timber Cutting on the
Webb-King Wildlife Habitat Management Unit

This permit authorizes the holder to conduct a fuels treatment on the Webb-King Wildlife Habitat Management Unit (WK) on the Little Pend Oreille National Wildlife Refuge (LPO). This permit is subject to the following terms.

1) Pre-work Meeting: A pre-work meeting involving, at a minimum, the successful bidder (or a representative of the successful bidder, hereinafter referred to as Permittee), crew foreman, and Timber Sale Administrator (TSA) is required prior to logging. That meeting will be held at the Refuge Office or in the field at a time agreed upon by all parties to establish approximate operation dates and payment schedule and to review the Special Use Permit (SUP) as necessary.

This logging operation is designed for Cut-to-Length (CTL) logging equipment to remove designated timber to aid in the simulation of natural processes, reduce the risk of catastrophic fires by reducing ladder fuels, and facilitate production of ungulate browse and regeneration of native tree species.

2) Habitat unit boundaries for this WHMU are delineated by natural and/or manmade features including streams, roads, changes in topography, and fences, or they are marked with reflective fluorescent pink/black striped flagging. That flagging will be inter-visible in most circumstances and normally suspended from trees, branches, shrubs or fencing. That convention applies to both external and internal unit boundaries. Maps have been provided showing Webb-King WHMU boundaries. The buncher operator is required to have a digital copy of those maps with them while operating the equipment and must know how to use the maps. Options include Avenza PDF and OnX. Unit acres and timber volumes in the maps provided are *estimates*.

Specifically, these boundaries are as follows:

See Map for all boundaries.

Total Estimated Sale Acres = 543; Total Estimated Acres Requiring Piling = 543

3) Cut Trees and Slash: Generally, cut trees in this sale are determined by merchantability specifications, species, and diameter, or by species and merchantability specifications as follows:

- All merchantable LP
- All DF $\geq 6\text{in} \leq 16.4\text{in}$
- All GF $\geq 6\text{in} \leq 16.4\text{in}$
- All PP $\geq 6\text{in} \leq 15.4\text{in}$
- All WL $\geq 6\text{in} \leq 14.4\text{in}$
- All RC $\geq 6\text{in} \leq 12.4\text{in}$

Merchantable conifer stems within 40 feet of live aspen clones will be harvested up to 22.4in DBH.

In addition, cut all merchantable conifers with Double BLUE paint bands around said aspen clones. Only those operations needed to treat the area in and adjacent to the clones may occur. Forwarder trails, machine piling, or other non-felling and processing disturbances must be conducted outside of the clone.

Pulp trees will be defined as any of the above cut tree species that will make a minimum 16' piece to a 2.5in diameter outside bark (DOB) top regardless of diameter at breast height (DBH) that are not otherwise suited as sawlogs or hewsaw. Species not listed on the cut card that are harvested for operability purposes will be paid for using the highest species rate from the winning bid sheet.

Slash is to be placed in harvester trails for cutting and forwarding operations and piled after forwarding using a tracked excavator with toothed bucket and thumb. Approximately 543 acres (100%) will require machine piling on this WHMU to begin as soon as practicable when ground surface conditions allow, snow and ice are not covering the slash, and green needles are still securely attached. Slash piles shall contain only woody debris and other naturally occurring combustible material no larger than 6in in diameter, except for longbutts (no O horizon soil, this doesn't burn). You are not expected to pile dead and down large woody debris, nor are you expected to pile every twig. Slash piles must be built as tall as possible to facilitate drying and later burning. Slash piles must be kept ≥ 12 ft outside the drip line of residual trees to avoid excessively scorching the live canopies during burning. Slash piles must also be kept ≥ 12 ft away from property lines. All processor piles of dead and down debris made by the buncher will be unpiled or scattered during the process of the piling. Processor piles usually consist of existing dead and down debris that the buncher processed and piled out of their way when cutting. All piling is to be completed no more than two weeks after cutting has finished unless an extension is granted by the Refuge Manager or designee. If the forwarder can work, so too can the excavator piling slash. The expectation is that the forwarder does not get too far ahead of the machine piling.

4) Accountability: All loads leaving the sale shall be ticketed using a four-part ticket system. Ticket books shall be issued by the Timber Sale Administrator (TSA) during regular operating hours of M-F 7:30 am to 4 pm. Two ticket books shall be issued initially to each logging side and one at a time thereafter unless the TSA decides to issue more than one book for expediency. Loader operators must text, email or fax a copy of their daily load sheets to the TSA at the end of each week. Tickets must be used consecutively. It is the responsibility of the Permittee, or its authorized representative, to ensure that tickets are available at the landings for use by the log truck drivers and loader operators. Individual ticket books may not be separated. Finished books must be returned to the TSA in a reasonable time after completion. Ticket must be displayed on driver's side wing log for each load hauled and clearly identified as pulp or sawlog. Mixed product loads, pulp, and sawlog are not permitted; however, each trailer may have a different product so long as a different ticket number is used on each.

5) Scaling: All loads must be weighed.

- Sawlogs, ≥ 6 in diameter inside bark (DIB) will be 100% scaled on a 1 in 5 basis randomly generated and paid per species as established in the Permittee's final bid. bid rate
- All pulpwood will be paid by the ton per bid rate
- If the sale is by the ton, the payment rate will be the net tons on the truck. There will be no

defect loss.

Scale sheets (or copies) must be returned to the Refuge HQ attached to the corresponding scale weight ticket and **FWS Truck Ticket**. All pulp weight tickets and associated *FWS truck tickets* must be similarly returned to FWS. Those documents must be returned to the TSA by mail or in person, on a regular schedule during active logging periods coinciding with the regular payment cycle of every two weeks. All used truck tickets must be properly filled out, accompany a scale sheet, and be accounted for by the Permittee.

6) Product Standards;

- Minimum **sawlog** shall be defined as being a product with a minimum length of 8ft 3in to a 4.5in DIB top. All other products are considered **pulp**.
- The minimum utilization standard for **pulp** shall be 16ft 6in to a minimum top diameter of 2.5 inches DOB. All standing live trees designated elsewhere in this permit for cutting, (see Item 3 above for species and diameters) that will make a minimum product 16 feet long to a 2.5 inch top DOB must be removed.
- Diameter at Breast Height (DBH) classes shall be defined as 1in classes. For example, a 6-inch dbh shall be defined as 5.5 inches to 6.4 inches; 14 inch dbh shall be defined as 13.5 inches to 14.4 inches; 16 inch dbh shall be defined as 15.5 inches to 16.4 inches; etc....

No logs may be reprocessed at the landing

7) Landings, Loading and Hauling Routes: No clearing shall be permitted to facilitate log truck loading without prior approval of the TSA. Loading shall occur in existing openings where such operations are feasible and safe. Refuge roads designated for loading and hauling on this unit are Cliff Ridge, Bear Creek, Kidney Pond & Webb-King Roads. No roads may be blocked, or made inaccessible by vehicles, for a length of time beyond that required to load log trucks or equipment for hauling.

8) Hot loading will be required at landings to avoid an accumulation of decks and large openings. No cold decking will be allowed containing more than 50,000 board feet (about ten truckloads). Sufficient log trucks and loading equipment will be required to prevent a backlog of decks accumulating. Insufficient hauling ability will result in a shutdown of cutting and forwarding operations until such time as hauling catches up at the discretion of the TSA.

9) All existing border fences, corners and monuments shall be protected. All logging activities shall avoid damage to these items. Any previously established property, fences, survey monuments, bearing trees, points and corners damaged by logging activities will be replaced to FWS standards at the Permittee's expense in a timely fashion.

10) Stands of hardwoods trees such as birch, alder, aspen and cottonwoods shall be protected from

damage due to falling, forwarding, skidding, loading, hauling and all other logging operations. The Permittee will protect all springs, meadows, seeps, and sensitive riparian areas in the same manner.

11) Equipment Maintenance and Industrial Hygiene: No servicing of equipment shall be allowed on the Refuge save for routine daily requirements such as track adjustment, greasing, and fueling. Under no circumstances will damaged or worn parts, tires, plastics, petroleum products, degreasers, cleaning agents, antifreeze, filters, or any other apparatuses, chemicals, or solvents be spilled, buried, dumped, or burned on the Refuge. Any such occurrence shall be considered resource damage, assessed and documented by the TSA, and referred to the Refuge Law Enforcement Officer. Clean-up costs, damages, and fines will be the joint and several responsibility of the Permittee, and any other responsible individuals.

All equipment must be thoroughly pressure-washed and cleaned to remove noxious and pest plant parts and seeds prior to operating on Refuge lands. Equipment must be inspected by TSA prior to delivery to job. Inspections will be scheduled with the TSA and the contractor prior to move-in.

Prior to mobilization, and during the life of this permit, all equipment is subject to inspection by Refuge staff. The refuge may reject equipment for use on Refuge lands if it does not meet safety and operational standards as described by the manufacturer, the Occupational Safety and Health Standards for General Industry handbook (29 CFR § 1910.266; Subpart R-Special Industries; Logging Operations), Washington Department of Labor and Industries Safety Standards for Logging Operations; Chapter 296-54 WAC Safety Standards for Logging Operations, or other environmental standards as described in any applicable laws or regulations governing Refuge lands as determined by the Refuge Manager, TSA or designee.

12) Equipment Standards: This WHMU is primarily designed to be mechanically harvested using Cut-to-Length (CTL) equipment. All timber designated for cutting shall be harvested and processed by cut-to-length harvesters at the stump unless restricted by bole size, terrain, soil conditions, or other limiting factors. Hand falling or bucking may be required for some trees where use of a harvester machine is not feasible. Slash mat trails and piles must be kept away from residual leave trees to avoid excessively deep fuel accumulations of more than six to twelve inches around the boles. No stumps >12in unless due to snow depth or using as bump stumps for skidding. Hi-stumping is encouraged for multiple boles or hazard snags within 1-1/2 tree lengths of the landing.

Machine piling must be accomplished by tracked boom excavator equipment having buckets with opposable thumbs. Such excavators must not exceed 24,000 pounds in weight.

13) No logging activity or hauling shall occur on weekends or designated federal holidays without prior approval from the TSA or Refuge Manager.

14) No firewood shall be removed from these units.

15) No snags shall be felled.

16) RESERVED

17) At the discretion of the TSA, logging operations may be halted at any time when conditions are such that damage is occurring to the soil or road system, fire danger is high, wildlife is being adversely impacted, or excessive or unforeseen resource damage is occurring or as a result of non-compliance with any features of the SUP.

18) RESERVED

19) Roads: No new roads shall be constructed.

Use of existing roads and forwarder trails shall be limited to the minimum necessary to extract the designated timber, as determined by the TSA. Road use shall be with prior approval only. See Map for identified roads that will be required for logging operations.

Roads used by the Permittee during the life of the SUP must be maintained in a way that permits access by staff and Refuge visitors. Road conditions permitting, periodic grading may be required by the TSA to recondition road for travel or remove snow and ice. Sanding may be required when conditions become hazardous. Mitigation to facilitate travel and safety when exiting vehicles to open gates, install or remove tire chains, etc., will include use of sand or deicer at the TSA's direction. No logs, logging debris, or equipment may block the road or otherwise hinder vehicle access. If access becomes unavailable to the TSA or any Refuge representative, all harvest operations will be suspended until such access restrictions are mitigated. In addition to periodic grading, final grading of roads will be required at the termination of harvesting and hauling operations when road conditions are suitable. If spur roads become impassable for log truck traffic, the Permittee will be required to place rock on the road to facilitate continued hauling. Hauling will not cease simply because the Permittee refuses to place rock. The expectation is that if the buncher or forwarder can work, so too can the trucks unless there are county road restrictions.

No roads shall be blocked at any time for any reason due to logging operations unless approved by the TSA. An example when the TSA might approve blocking roads would be on minimally traveled roads where loading could safely occur on the road to avoid excessive clearing of landings. Decking and loading shall be accomplished in such a manner that safe management and general public access shall not be restricted.

Signage: The Permittee will place warning signs along all state, county, and Refuge roads where rock hauling, grading, snow plowing, logging, loading, and log hauling activities will occur before starting those activities. Those signs must include warning of temporary or intermittent closure due to loading operations, log truck traffic, and harvest operations including cutting, forwarding, and decking. The Permittee must also place numbered mile markers along haul routes to allow those associated with logging operations to communicate their travel as a safety precaution. Signs and markers must be placed before starting logging operations, adjusted as necessary, and maintained during all active periods of logging. The Permittee must remove the signs once the job is complete.

Note: Bear Creek Road is a County Road from the intersection of Cliff Ridge and Bear Creek. The gate on Bear Creek at the Headquarters building will be closed on 31 December by COB for the benefit of White Tail Deer winter range. This gate must remain locked during all operations between 31 December and 15 April.

20) Forwarder Trails: Under no circumstances shall skidder/forwarder trails parallel haul roads. All such trails must enter haul roads at right angles and be placed so that no more than necessary are created and so that damage to residual stands and vegetation is minimized. As determined by the TSA, forwarder trails must be rehabilitated from junctions with Refuge roads for a minimum distance of 50 feet by placing water bars, drivable swales, logs, rocks, branches and other natural debris in them as appropriate to discourage use by unauthorized vehicles and prevent erosion. Any forwarder trail or segment thereof that equals or exceeds 30% slope for more than 50 feet will require similar treatment to prevent erosion if it is not sufficiently covered with logging debris as a result of normal operations that deposits slash in trails. Large ruts and swales in the unit produced by the buncher or forwarder will be remediated once the trail is no longer needed or at the end of the treatment during compliance work. Main forwarder trails will be ripped or water barred based on slope during compliance. Skid trails designated as fireline must remain intact but remain clear of built-up slash.

21) Road Use, Forwarder Trails, and Improvements: No new roads will be developed as a result of this action, but some improvement may be needed to forwarder trails and haul roads used during the course of this logging operation to facilitate logging, protect road integrity, water quality and provide safe driving conditions. Some culvert pipe or incorporated water control techniques (dips, water bars) may be needed on some road or forwarder trail portions depending upon factors related to weather and road or trail conditions as the logging progresses subject to the direction of the TSA.

If the TSA determines that a portion of road requires gravel* to facilitate hauling or repair road damage, the rock will be specified as follows: Base course will be 3in minus in size spread to a minimum of 14' wide by 4in deep; the top course will be 1-1/4in minus spread 14' wide by 3in deep minimum.

Segments of roads occasionally fail for a variety of reasons during logging operations. At the TSA's discretion, the TSA may require the Permittee to place additional rock on a Refuge road.

The haul route (see Pre-Haul Maintenance Map) for this sale unit will require addition dozer/grader work prior to placing rock to improve and level the roadbed and to place several turnouts and turnarounds to accommodate log trucks and administrative access.

The Permittee must grade all roads that were used by the Permittee after the Permittee has finished the permitted logging operations.

All gravel must match existing** in terms of color, hardness and consistency.

* Rock and Gravel Conversion used: 1 cubic yard = 1.42 tons

**Previous gravel material placed on these roads was purchased from local quarries. The source of the products must be approved prior to delivery and placement.

22) RESERVED

23) Logging Progression: Logging must begin at the top of the unit in section 19 of T34R41. Landings with partial loads that remain will have their contents forwarded down to the next landing.

24) Cultural Resources: There may be old logging camps, homesteads, cabins, and log structures

located on this WHMU. Should the Permittee, the Permittee’s employees, contractors, sub-contractors or any other individuals associated with the execution of this SUP (including USFWS personnel) discover, unearth, encounter, be made aware of or otherwise recognize any artifacts of historic, prehistoric or of obvious cultural significance, all activities in the proximity of such discovery must cease and the TSA, or other member of the Refuge staff, must be notified immediately. If the Refuge Manager or their designee deems the discovery to be significant, the Permittee will follow guidelines found in the Incidental Discovery Plan (IDP) before permitted activities may resume. The TSP, Designee, or Refuge Manager will work with the Permittee to implement said plan. Operations may not continue until the Permittee receives written notice from the Refuge Manager or their designee. Where cultural resource sites are known but are not readily visible, they have been marked for exclusion from logging activities by reflective fluorescent pink/black striped flagging to indicate an area to be avoided and excluded from all logging activities. Hardwood stands of tree species including birch, alder, aspen and or cottonwood are obvious and have little or no merchantable wood for the purposes of this SUP. No logging activities may occur that adversely impact those hardwood stands in any way. Brush species such as ninebark, Scouler’s willow, ocean spray, Douglas maple, soopolallie, etc., may be cut or crushed as necessary to improve harvester and forwarder trails or roads necessary for logging operations.

25) Threatened and Endangered Species (T&E): Although all National Environmental Policy Act (NEPA) compliance has been completed and documented for the activities pursuant to this SUP, should the Permittee, the Permittee’s employees, contractors, subcontractors or any other individuals associated with the execution of this SUP (including USFWS personnel) recognize any species that are listed as threatened or endangered under the Endangered Species Act, or perceive that damage or loss to such species may occur, all activities in the proximity of such discovery must cease and the TSA, or other member of the Refuge staff, must be notified immediately. Following such notification, the Refuge Manager or their designee may require the Permittee to develop and submit a mitigation plan before permitted activities may resume. Operations may not continue until the Permittee receives written notice from the Refuge Manager or their designee.

26) The Permittee will assume all responsibility for any legal liabilities or damages in the execution of this SUP including injury or death of employees, contractors, sub-contractors or any other individuals associated with the execution of this SUP, damage to public or private facilities, resources or possessions within, or adjacent to, Refuge boundaries.

27) Before logging commences the successful bidder will provide proof of a contract with a certified, licensed pest plant control company to treat approximately 108 acres (54 acres in each of two successive years) for noxious plants during the first growing season after logging is completed and the second growing season (consecutive years). **Typically, herbicide must be applied between May 20 – June 30, and only during periods with ambient air temperatures of 80 degrees F or less.**

The spray contract must include:

1. Targeted species:

- bull thistle *Cirsium vulgare*
- Canada thistle *Cirsium arvense*
- common mullein *Verbascum thapsus*

- common tansy *Tanacetum vulgare*
- dalmation toadflax *Linaria dalmatica*
- diffuse knapweed *Centaurea diffusa*
- hoary alyssum *Berteroa incana*
- houndstoungue *Cynoglossum officinale*
- oxeye daisy *Leucanthemum vulgare*
- rush skeletonweed *Chondrilla juncea*
- spotted knapweed *Centaurea maculosa*
- common Saint johns wort *Hypericum perforatum*
- sulfur cinquefoil *Potentilla recta*
- tumble mustard *Sisymbrium altissimum*
- yellow hawkweed *Hieracium caespitosum*
- yellow sweetclover *Melilotus officinalis*

2. Method and timing of application; broadcast and spot spraying in the spring of the first, and second year, following completion of harvest operations **between May 20 – June 30, and only during periods with ambient air temperatures of 80 degrees F or less.** This activity is to be done in close coordination with the Refuge staff who will provide details of the appropriate chemicals and timing of application.
3. Use of an aminopyralid such as OPENSIGHT, and/or other targeted species appropriate chemical (s), approved for use on U.S. Fish and Wildlife Service lands will be required. **Use of any chemical pesticide must be approved by the Refuge Manager, or designee, prior to application. Applicator must provide spray records & track logs to the Refuge Manager or Designee within 72 hours after completed application.**
4. Treatment to include 20 feet on either side of Refuge maintained haul roads (see SUP), all forwarder trails to a distance of 20 feet on either side and around all landings to a distance of 20 feet. **An additional 10% of the haul route or skid trails may be included for treatment where large patches of weeds exist on the logging area at the discretion of the Refuge Manager or designee.**
5. Treatment may not begin until the unit is finished, and compliance has been approved.
6. Contractor is responsible for providing the TSA or designee with a tracklog of all treated areas.
7. Weed sprays solutions to include visible blue dye for coverage verification.

28) Force Majeure. In the event of a force majeure or other intervening circumstance, USFWS may, in its sole discretion, direct the Permittee not to complete all or some of the activities required or authorized in this permit. If USFWS directs or authorizes the Permittee not to complete certain required activities during a portion of the permit term, the Permittee is not automatically excused from completing those activities during the remainder of the term. Whether an event or circumstance qualifies as a force majeure will be at the sole discretion of USFWS. Those events or circumstances may include, but are not limited to:

- extreme weather events,
- emergencies declared by the state or federal government, or
- indications that field conditions would not allow permitted activities to proceed without undue damage to Refuge resources.

If USFWS exercises its authority under this provision to direct the Permittee not to complete all or some of the activities required or authorized in this permit, the term of the permit may be extended by mutual written agreement of USFWS and the Permittee. In general, the intent of such an extension would be to allow the Permittee to complete the activities authorized or required by this permit that were prevented by the force majeure or intervening circumstance.

The Party affected by Force Majeure shall not assume any liability under this Agreement. However, subject to the Party affected by Force Majeure having taken its reasonable and practicable efforts to perform this Agreement, the Party claiming for exemption of the liabilities may only be exempted from performing such liability as within limitation of the part performance delayed or prevented by Force Majeure. Once causes for such exemption of liabilities are rectified and remedied, both parties agree to resume performance of this Agreement with their best efforts. FWS will determine if field conditions do not allow operations in a specific year. This does not negate the requirement to return the following year under the terms of the permit. FWS will decide when conditions do not allow for operations. No consequences or obligations if not performed within two years described in the Permit terms. Terms of the permit may be extended by mutual agreement. No fee or other action. No alternative action. All harvesting & forwarding operations related to this unit must be completed by 15 April unless circumstances beyond the Permittee's control such as weather related, or unforeseen resource threats or damages require a halt to operations by order of the Refuge Manager or designee.

29) Payments: Payments shall be made on a regular schedule to be established at the pre-logging meeting. Checks must be made out to the **U.S. Fish and Wildlife Service**. Payments must be accompanied by printout showing sawlog board foot scale by species and hewsaw and pulpwood weights in tons for the period. Returned scale and loads must be clearly identified and be accompanied by matching USFWS truck ticket attached.

30) Equipment Specifications and requirements: This is a Cut-to-Length harvest.

1. Harvester/Processor: Maximum overall length of track 16 feet, maximum overall width 11 feet. The head must be capable of limbing and cutting to length trees up to at least 18.0 inches dbh; minimum boom reach must be 20 feet.
2. Forwarders: Maximum length of 25 feet, maximum width of 10 feet.

The above specifications apply only to equipment used in the actual off road/off landing portion of the logging operation. Modifications to the above requirements may be made with the advanced approval of the TSA.

31) Any disputes related to interpreting or implementing the activities authorized or required by this permit will be submitted to the Refuge Manager or their designee, who will resolve the dispute at their sole discretion. Similarly, any deviations or changes to the items above must be approved by the Refuge Manager or designee.

32) Stewardship Enhancements: The following stewardship enhancement projects are to be

completed as follows:

Road Segment	Segment Length	Segment Width	Base 3in minus	Base Volume (est)
Blacktail Bridge to River Camp Bridge	1.4mi	14ft	4in	1277cuyd

1. The rock placement will begin at the bridge on Blacktail Mountain Road and finish at River Camp Bridge. This way the aggregate will get compacted by truck traffic. Signs (with CB channel) will be required to notify the public for avoidance of the area during operations.

2. Any gravel must match in terms of color, size and as “Crushed Surfacing Base Course” as shown on the accompanying WSDOT Aggregate Source Approval Report specifications sheet page 1 from C.V. Resources.

3. Invasive Plant Pest Control: Approximately 54 acres in each of two consecutive years after harvest operations must be sprayed for invasive pest plants. This applies to twenty feet on either side of all forwarder trails and haul roads as well as in and around all landings used on this unit. This activity is to be done in close coordination with the Refuge staff who will provide details of the appropriate chemicals and timing of application.



WSDOT MATERIALS LAB

04/28/2026

Aggregate Source Approval Report

Owner: C.V. Resources

Aggregate Source: QS-W-323

Lessee:

Known as: Naff Quarry

Located in: SE 1/4 OF THE NE 1/4 Section 26 T36N R38E

County: Stevens

Address: 432 - 450 Highway 395 N, Kettle Falls, WA 99114

Remarks:

[48.588121, -117.981347](#)

Mineral Agg. and Surfacing:

Test Date: 01/30/2026

Expiration Date: 01/30/2031

Absorption: 0.82

Apparent Sp. G.: 2.711

Bulk Sp. G. (SSD): 2.674

Bulk Sp. G.: 2.652

Deg: 65

LA: 14

Remarks:

Currently Approved for:

ATB	Ballast	BST Crushed Cover Stone
BST Crushed Screenings	Crushed Surfacing Base Course	Crushed Surfacing Key Stone
Crushed Surfacing Top Course	Gravel Backfill for Foundation Class A	HMA Other Courses
HMA Wearing Course	Maintenance Rock	Permeable Ballast

Acceptance tests need to be performed as necessary.

Aggregates for Concrete:

Test Date:

Expiration Date:

ASR - 14 Day :

ASR - One Year:

CCA Absorption:

CCA Sp.G:

Deg:

FCA Absorption:

FCA Organics:

FCA Sp. G:

LA:

Remarks:

NOT Approved for:

Coarse Concrete Agg (Structural and Paving Concrete)	Coarse Concrete Aggregates (Other as defined in 6-02.3(2))	Fine Concrete Aggregates
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Riprap, Quarry Spalls, Rock for Rock Wall, Erosion and Scour Protection:

Test Date: 01/30/2026

Expiration Date: 01/30/2027

Absorption: 1.31

Apparent Sp. G.: 2.652

Bulk Sp. G. (SSD): 2.597

Bulk Sp. G.: 2.563

Deg: 65

LA: 20

Remarks:

Currently Approved for:

Quarry Spalls	Riprap	Rock for Erosion and Scour Protection
Rock for Rock Walls	Stone 9-27.3(6)	

Streambed Aggregates: Test Date: Expiration Date:

Absorption: Apparent Sp. G.: Bulk Sp. G. (SSD): Bulk Sp. G.:

Deg: LA:

Remarks:

NOT Approved for:

Streambed Aggregate	Streambed Aggregate
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Gravel Borrow for Structural Earth Walls: Test Date: 01/30/2026 Expiration Date: 01/30/2031

Bulk Sp. G. (SSD): 2.674 Deg: 65 LA: 14

Remarks: For geosynthetic reinforcement, the gravel borrow shall be tested for pH prior to placement. For metallic reinforcement, the gravel borrow shall be tested for pH, resistivity, chlorides, and sulfates prior to placement. If the resistivity of the backfill material equals or exceeds 5,000 ohm-cm, the specified chloride and sulfate limits may be waived. If the aggregate source has variable quality, additional testing may be required. Contact the Regional Materials Engineer or the State Geotechnical Engineer for direction.

Currently Approved for:

Gravel Borrow for Str Earth Walls

ALL OTHER PIT RUN MATERIALS:

Project Engineer may request preliminary samples but Aggregate Source Approval is not required.

AGGREGATE MATERIALS NOT REQUIRING ASA APPROVAL :

- Aggregate for Gravel Base 9-03.10
- Gravel Backfill for Foundation Class B 9-03.12(1)B
- Gravel Backfill for Walls 9-03.12(2)
- Gravel Backfill for Pipe Zone Bedding 9-03.12(3)
- Gravel Backfill for Drains 9-03.12(4)
- Gravel Backfill for Drywells 9-03.12(5)
- Backfill for Sand Drains 9-03.13
- Sand Drainage Blanket 9-03.13(1)
- Gravel Borrow 9-03.14(1)
- Select Borrow 9-03.14(2)
- Common Borrow 9-03.14(3)
- Native Material for Trench Backfill 9-03.15
- Foundation Material Class A and B 9-03.17
- Foundation Material Class C 9-03.18
- Bank Run Gravel for Trench Backfill 9-03.19
- Commercial Concrete Aggregate 6-02.3(2)B