Facility Address: Louisiana Training Center-Pineville

Contractor will provide all equipment, labor, and materials to complete the following scope of work.

1. Contractor will haul and tail gate drop #57 Limestone onto the center of all identified roads below at a depth of 2 inches and 8 foot wide strip.
2. Contractor will bulk drop Gabion rock at 4 locations throughout the training area, (Materials used for erosion control to repair and improve washouts on roads on LTCP area), at locations identified below.
3. Contractor will bulk drop #610 rock at 4 locations throughout the training area, (Materials used for compacting and locking in Gabion for erosion control to repair and improve washouts on roads on LTCP area prior to placing #57 Limestone in damaged areas), at locations identified below.

***Locations:***

1. West Range Road , #57, Distance .6 miles (183 Tons Minimum)
2. Millcreek Road (west), #57, Distance .75 mile (229 Tons Minimum)
3. Brushy Road, #57, Distance 3.4 miles (1040 Tons Minimum)
4. Buckhorn Road to Tank Trail intersection, #57, Distance .75 mile (229 Tons Minimum)
5. Arrowhead Road to Pecan Road, #57, Distance 2.3 miles (704 Tons Minimum)
6. Cedar Road to Demo Pit, #57, Distance, 1 mile (306 Tons Minimum)
7. Pecan Road, #57, Distance, 1 mile (306 Tons Minimum)
8. Stilly Springs Trail at Gold Bar Trail, Gabion, 500 / #610 342 ton stockpiled.
9. Biv Area B4 S,(Mayhaw Road) Gabion, 500 /#610 342 ton, stockpiled
10. Biv Area A4, (Mayhaw Road) Gabion, 1,000 /#610 750 ton, stockpiled.
11. Pague ,Counter IED Site, (Turkey Trott Trail), 500 ton stockpiled

***Conditions:***

Range Control Staff will follow contractor with motor grader to evenly control the spread of #57 materials. Additionally, the staff will use a bulldozer to stockpile the gabion and #610 materials at each of the four stockpile sites.

The results if materials are not purchased for the roadways will develop mud trenching by tires as the roads are narrow and do not allow room to move left or right in big trucks for several roads. There will be mass erosion of roadsides for trucks trying to avoid potholes. Additionally, ability for units to move at a steady speed and costing training time due to the stopping and slow progress traversing the mud and slippery mud, which could result in a off road or in road accident to include roll over of trucks with personal or equipment loaded in the rear.

It is known that roadways within the training areas will not withstand the traffic of military vehicle or logging trucks once the wet weather starts again later this summer and fall/winter without applying a thick layer of maintenance gravel. The training area roads will become heavily use by three pre mobbing units beginning in October and follow several IDT range fires and FTXs.