

### *Sec. 9.06* **Plan Quantity Projects**

A centerline profile at "Final" stage on plan quantity projects is not required. Spot checks will be made to assure that the vertical alignment is within required specifications. In some cases, a complete profile may be needed to provide proper assurance; but in most cases, this can be accomplished by use of reference stakes and benchmarks along the project.

On secondary roads having a daily traffic count of two hundred (200) or less, five-tenths (**0.5 ft.**) of a foot tolerance would be allowed provided such tolerances tend to equalize and are not to the detriment of the quality of the project.

On Class IV primary roads and comparable secondary roads the allowable tolerance is three-tenths (**0.3 ft.**) of a foot. On Class I, II and III primary and on secondary roads comparable thereto, the allowable tolerance is two-tenths (**0.2 ft.**) of a foot except in the case of Portland cement concrete surfaces where the tolerance is reduced to one-tenth (**0.1 ft.**) of a foot.

When setting slope stakes, in the event areas are found that show changes from the original location of the DTM's, these areas will again have DTM's collected to show the changes and a final DTM surface taken to coincide with these sections.

**DTMs are required on all borrow pits and material pits.**

### *Sec. 9.07* **Federal Aid State Force Account Projects**

Finals on Federal Aid State Force Account Projects are to be taken up in the same manner as regular contract projects.

### *Sec. 9.08* **Non-Federal Aid State Force Account Projects**

If deemed necessary by the District Construction Engineer, finals can be taken on this type project and specific information obtained.