

Farmer Thin DxP Unit Summary Sheet

Hebo Ranger District

General Information

Unit # : 31 **Stand # :** _____
 Legal Location: Tillamook County - Sec. 35, T3S, R10W, W.M. Acres: 54
 Photo Number: _____ Year of Origin: 1964
 Unit Designation: DxP Residual TPA Post Harvest: 90
 Recon by/Date: Eric Hays 2/8/2016

Volume Information

Source of volume estimate: Cruise Estimated Volume: 898 MBF

Special Considerations

	Yes		No			Yes		No	
Power Lines			x		Fences				x
Invasive/Sensitive Plants			x		Heritage Sites				x
Dump Sites			x		Meadows				x
Survey Monuments	x				Water Systems				x
Improvements			x		Other				x

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	31-1	1182'	New					
B	31-2	207'	New					

Notes

31-1 has partial template and portions run parallel to young managed stand. Both 31-1 and 31-2 are simple construct on good grades with minimal side slopes. Much of this unit will be ground base yarding on slopes <30%. A self-leveling feller-buncher is recommended as there are some small inclusions of ground-based areas >30% slope. See logging system map

Farmer Thin DxP Unit Summary Sheet

Hebo Ranger District

General Information

Unit # : 35 **Stand # :** _____
Legal Location: Yamhill County- Sec. 34, T3S, R10W, W.M. **Acres:** 90
Photo Number: _____ **Year of Origin:** 1965
Unit Designation: DxP **Residual TPA Post Harvest:** 100
Recon by/Date: _____ **Eric Hays 2/8/2016**

Volume Information

Source of volume estimate: Cruise **Estimated Volume:** 1481 MBF

Special Considerations

	Yes	No		Yes	No
Power Lines		x	Fences		x
Invasive/Sensitive Plants		x	Heritage Sites		x
Dump Sites		x	Meadows		x
Survey Monuments	x		Water Systems		x
Improvements		x	Other		x

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	35-1	555'	Existing		K	35-10	151'	New
B	35-2	641'	Existing		L	FSR1034		Existing
C	35-3	485'	New		M	FSR1034		Existing
D	Jmp Out-35	217'	New		N	FSR1034		Existing
E	35-4	2392'	Existing					
F	35-5	623'	Existing					
G	35-6	797'	Existing					
H	35-7	833'	Existing					
I	35-8	325'	Existing					
J	35-9	210'	New					

Notes

Unit 35 has lots of temp road construction. Most of the construction will be utilizing existing template, but some will require new construction. All roads are located on slope break to maintain feasibility and assist in yarding operations. All roads in 35 are easy construct or re-construct. Most have minimal adverse haul at 5-10% and all existing template roads have some amount of rock in place. 35-6 is the most concerning of all the temp roads. There is a 150' portion of the road that travels along a swamp and some of the existing template has become part of the swamp. At the outlet of the swamp is an old stream crossing where there was no culvert before. We will add a temporary culvert at that location and re-align the road to keep it higher on the slope and roughly 150' away from the swamps edge. This remains an easy build even with culvert and re-alignment. I took the district Hydrologist out and we looked at the sight and she is on board with the work to be done and has provided a letter of approval. See logging system map.

Logging Systems Information							Unit #	35
Landing	Logging System Type	Guyline Anchor Trees	Multiple Guy Anchors	Special Anchors	Intermediate Supports	Tailtrees	Logging Profiles Run and Azimuth/Length	
A	S, GB	P	Yes					
B	S, GB	P	Yes				Yes	80/525
C	GB							
D	S	P	Yes					
E	S	P	Yes					
F	S	P	Yes					
G	S	P	Yes					
H	S	P	Yes				Yes	170/263+
I	S	P	Yes					
J	S	P	Yes					
K	S	P	Yes					
L	GB							
M	S	P	Yes					
N	S	P	Yes					

Key: Logging System abbreviations are Skyline (S), Ground-Based (GB), Yoader (Y), Helicopter (H), or a combination of logging systems for each landing. Guyline anchor trees abbreviations are P for plantation, M for mature, and B for both. Special anchor abbreviations are Equipment (Eq), Deadmen (D), Earth (E), guyline (G) anchor, and tailhold (T). Abbreviations for intermediate supports (IS) and tailtree (TT).

Unit Totals and Averages

Average Yarding Distance:	<u>287</u>	Average Net Pound per Payload:	<u>5000</u>
Average Mainline Tension:		Average Slope:	<u>45</u>
Maximum Tagline Needed:		Total Number of Corridors:	<u>76</u>
Maximum Yarding Distance:	<u>750</u>	Total Number of Landings:	<u>14</u>

Notes

From landings F, H, and I - there are opportunities for utilizing mobile tailholds on FSR 1034 to gain additional deflection. Skyline will have to be ran across a stream riparian area.

Farmer Thin DxP Unit Summary Sheet

Hebo Ranger District

General Information

Unit # : 36 **Stand # :** _____
Legal Location: Tillamook County - Sec. 34, T3S, R10W, W.M. **Acres:** 63
Photo Number: _____ **Year of Origin:** 1969
Unit Designation: DxP **Residual TPA Post Harvest:** 100
Recon by/Date: _____ **Eric Hays 2/8/2016**

Volume Information

Source of volume estimate: Cruise **Estimated Volume:** 922 MBF

Special Considerations

	Yes		No			Yes		No	
Power Lines			x		Fences				x
Invasive/Sensitive Plants			x		Heritage Sites				x
Dump Sites			x		Meadows				x
Survey Monuments	x				Water Systems				x
Improvements			x		Other				x

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	36-1	458'	New					
B	36-2	2163'	Existing					
C	JmpOut-36	94'	New					
D	JmpOut-36	64'	Existing					
E	36-2	2163'	Existing					
F	JmpOut-36	148'	Existing					
G	36-3	1946'	Existing					
H	36-3	1946'	Existing					
I	JmpOut-36	204'	New					
J	36-3	1946'	Existing					

Notes

40-1 is a new temp spur to access landing A and GB portion of unit 36 above FSR 1034. Straight and easy to build with slope avg 8-10%. 36-2 is a temp spur using an existing template non-system road accessing landings B, C, D, E, and F. Adverse haul averages 7%. Some amount of rock is on the road system. Is a long temp spur, but has many truck pull-outs and big existing landings. There is two old existing landings that will need to be moved closer to break in slope (labeled jump-outs on the ground). 36-3 is a temp spur using an existing template non-system road accessing landings G, H, I, and J. There are two steep pitches between leaving the 1034 and catching the bench on top of the unit. Both pitches are around 20%. They are non-adverse as haul will be down these stretches. Appraise for truck assist on 36-3 only. See logging systems map

Farmer Thin DxP Unit Summary Sheet

Hebo Ranger District

General Information

Unit # : 42 **Stand # :** _____
Legal Location: Tillamook County- Sec. 33, T3S, R10W, W.M. **Acres:** 8
Photo Number: _____ **Year of Origin:** 1963
Unit Designation: DxP **Residual TPA Post Harvest:** 100
Recon by/Date: _____ **Eric Hays 2/8/2016**

Volume Information

Source of volume estimate: Cruise **Estimated Volume:** 125 MBF

Special Considerations

	Yes		No			Yes		No	
Power Lines				x	Fences				x
Invasive/Sensitive Plants				x	Heritage Sites				x
Dump Sites		x			Meadows				x
Survey Monuments				x	Water Systems				x
Improvements				x	Other				x

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
Roadside	1023-117	1250	Existing					

Notes

1023-117 is existing system spur road that is drivable to small pickups. There is an old washout of sidecast between the 1023/1023-117 jct and the unit boundary but is passable. Use of the 1023-117 will be only to unit boundary. Trucks will need to turn around at the 1023/1023-117 jct and back into unit using the 1023-117. All of unit can be parallel yarded using the 1023-117 spur. There is a dump site at edge of sale boundary. Trash was dumped off of the 1023-117 down the hill and came to rest in the old 1023 rd which has been decommissioned. See logging systems map

Farmer Thin DxP Unit Summary Sheet

Hebo Ranger District

General Information

Unit # : 49 **Stand # :** _____
 Legal Location: Tillamook County- Sec. 35 3S 10W W.M. Acres: 32
 Photo Number: _____ Year of Origin: 1977
 Unit Designation: DxP Residual TPA Post Harvest: 90
 Recon by/Date: _____ Eric Hays 2/08/2016

Volume Information

Source of volume estimate: Cruise Estimated Volume: 337 MBF

Special Considerations

	Yes		No			Yes		No	
Power Lines			x		Fences				x
Invasive/Sensitive Plants			x		Heritage Sites				x
Dump Sites			x		Meadows				x
Survey Monuments	x				Water Systems				x
Improvements			x		Other				x

Road and Landing Information

Landing	Road Type	Road Length	Road Status		Landing	Road Type	Road Length	Road Status
A	49-1	469'	Existing					
B	49-2	273'	Existing					
C	49-3	457'	Existing					
D	49-4	251'	Existing					
E	49-5	423'	Existing					

Notes

Unit 49 sits on both sides of FSR 1034-115. There are 5 existing temp roads that access different landings throughout the unit. All roads are wasy construct with minimal work needed. 49-1 does have over burden that has been dumped at the beginning and will need to be pushed out to allow access to landing 49-A. There is a good portion of ground based logging withing the unit. A self-leveling feller buncher is recommended. Will be short skidding in GB areas or can be shovel logged. See logging systems map

