

**Popo Roadside**  
**Logging Feasibility Report**

Maple and Fiddle Watersheds

Central Coast Ranger District

Siuslaw National Forest

Prepared By: Casey Hawes  
Revised

July 1, 2013  
August 27, 2014

## Summary

The Popo Roadside Timber Sale is comprised of 1 unit. The harvest area will include cutting and removal of all trees marked with blue tracer paint. Marked trees are within 35 feet slope distance of the centerline of the travel way on the uphill side of the road or to the top of the cut bank **and** within 25 feet slope distance of the centerline of the travel way on the downhill side of the road. Trees marked with orange tracer paint are designated for leave. The total sale acreage is estimated at 36; total conifer volume is estimated at 1800 tons or 570 CCF and the total hardwood volume is estimated at 697 tons or 194 CCF. The project area is located in Sections 16, 17 and 18, T.19S., R.10W.; Sections 13, 14, 22, 23, and 24, T. 19 S., R. 11 W.; Surveyed, WM, Lane County, Oregon.

Douglas-fir is the dominant species in the unit. No Pacific yew was observed during stand exams and logging systems analyses; if any Pacific yew is found during operations, none will be felled. Minimum DBH for trees to be harvested is 7 inches. Trees less than 7 inches will be protected where practical.

System roads 4830 will generally require pavement cleaning, roadside brushing, grading, and additional rock. See engineering notes for additional details.

## Resource Management Objectives

The unit layout, and logging and transportation plans will be designed to meet the following resource objectives:

- Manage riparian reserves consistent with the Northwest Forest Plan's Aquatic Conservation Strategy.
- Protect water quality and fish habitat in all streams.
- Minimize soil disturbance during all phases of harvest activity.
- Protect T&E wildlife species by limiting operating seasons.

## Timber Characteristics

Refer to the cruise data for information about timber characteristics.

## Recommended Logging Systems

### A. Logging System Requirements

The following requirements are designed to meet the resource management objectives.

- All mechanized heavy equipment shall remain on the road prism to minimize soil compaction in undisturbed areas.
- All mechanized heavy equipment shall provide for the protection of pavement on system road 4830.
- Traffic shall be blocked during all harvest activities to provide for public safety along key road 4830. The 4830 shall remain open on weekends for public use.
- Ground-based equipment must maintain one end suspension during skidding.

## **B. Acceptable Yarding Equipment and Logging System Specifications**

Below is a list of acceptable yarding equipment and specifications of the logging systems that were used in the analysis for this project. These systems are recommended because they are available, capable of meeting the resource management objectives and logging system requirements, and are capable of doing the job economically.

- Rubber Tire Loader or Self Loading Log Truck
- Rubber Tire Skidder  
Cat 525B with Winch and Grapple

## **Logging Plan Narrative**

All harvest activities will be conducted from the 4830 road. Mechanized equipment will not be allowed off the road prism. Logs that cannot be reached by the rubber tire loader or self loading log truck will need to be endlined (winched) to the road. The 4830 will need to remain closed during harvest activity to provide for public safety. All material and debris created by the harvest activities will need to be cleaned out of the road prism including the ditch line. Non merchantable material greater than 3 inches but less than 7 inches will be decked along the road way in areas approved by the Sale Administrator unless the material is included in C2.11#.

## **A. General Information**

- The beginning and ending of the harvest unit boundary is marked with Blue boundary tags and yellow ribbon.
- All landings will be located on or along the 4830 road.
- All roads and landings will be reviewed on the ground by a District hydrologist and the Forest transportation planner for the timber-sale appraisal and contract.
- There are a few streams and associated headwalls that exist within the unit. These areas will be buffered and excluded from the unit.
- The unit will require loader/shovel and/or skidder logging along the roadway.

## **Equipment Access and Haul Route**

The sale location and probable equipment access and haul routes are displayed on the vicinity map in the timber sale contract. No access or haul route problems are anticipated. The forest transportation planner has verified the following haul routes.

Log haul for unit 1 is planned to haul north on the 4830 to the 4800 then north to Highway 126.

# Appendix A

## Appraiser Information

**Watershed**— Maple and Fiddle Watersheds

**Environmental Assessment-** Road Windthrow and Hazard Tree Removal EA (July 1997) covers the sale area.

**Survey monuments**—see unit summary sheets and logging map.

**Dump sites**— none