

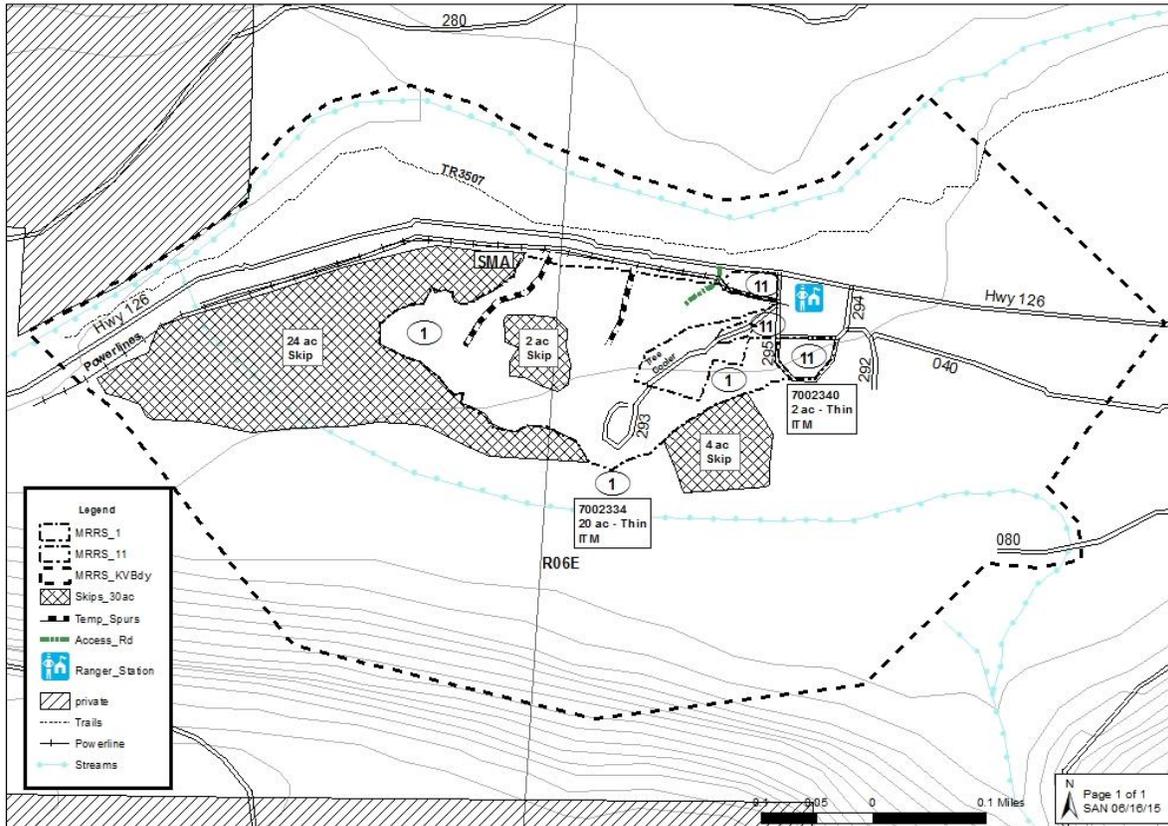
MRRS Timber Sale Logging Feasibility Report

The sale consists of 22 acres of thinning and approximately 320 MBF/600 CCF. Ground based skidding is the proposed method of operations. There is 1320 feet of proposed temporary spurs to help shorten skid distance. The operator may choose to utilize all or part the temp spurs as needed.

Ground Base skidding directions are predominantly flat or downhill. See contract provision C6.42# for special yarding and skidding methods. All Ground based skid roads and landings must be approved prior to use. Skid roads will be placed 150' apart.

In areas which are recommended for ground base systems, and have slopes in excess of 30%, shovel operations can be considered. Each situation must be looked at and approved by the TSO with the cooperation of the zone Geologist.

MRRS Project
 Willamette National Forest
 McKenzie River Ranger District

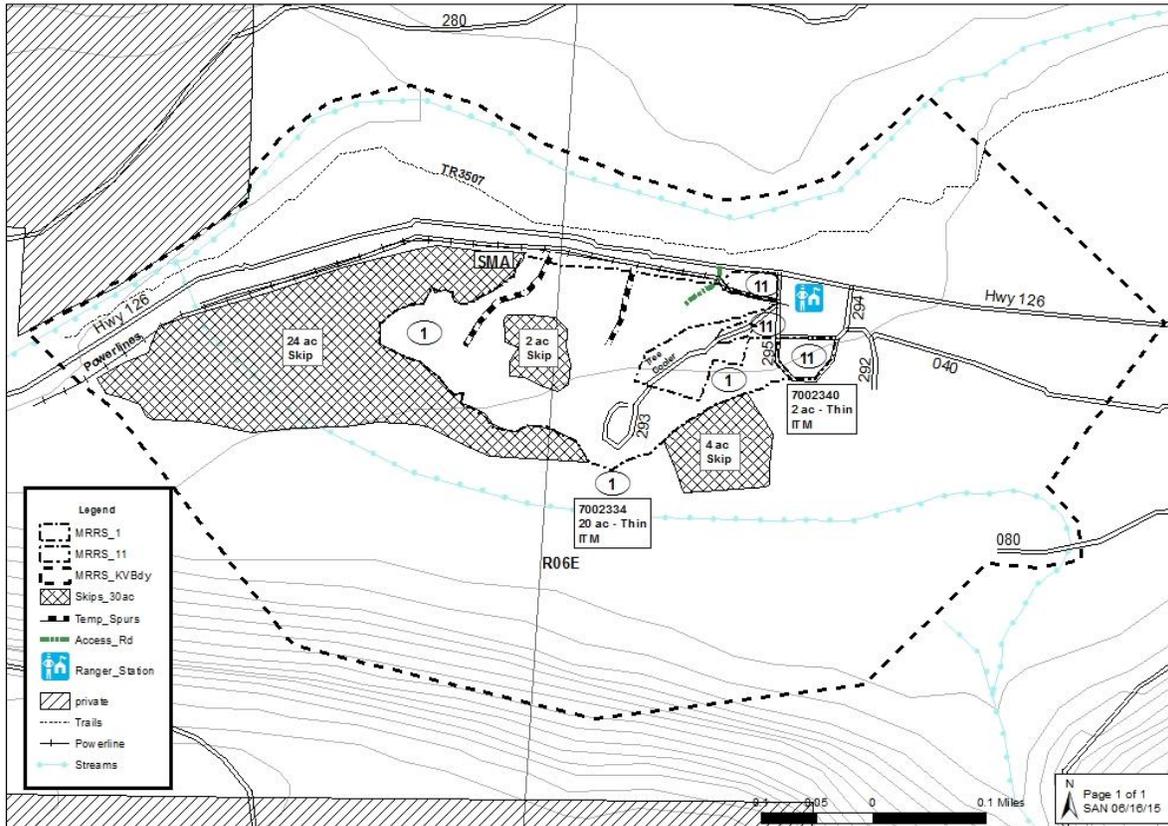


Unit No: 1
 Elevation: 1500
 %Slope: 0-15
 T16S, R06E Sections 17 & 18

| <u>Prescribed System</u> | <u>Acres</u> |
|--------------------------|--------------|
| GB | 20 |

Unit 1 – Proposes 1700 feet of temporary spur roads. Approximately 900 feet of the temp spurs will run along the powerline road directly off highway 126. The average skid distance is approximately 250 feet. Landings along the temp spur will need to be constructed. If landings are to be constructed along the powerline, they will need to be placed so as not to impede the use of the road. A portion of unit 1, to the east, can be skidded out to road 294 with limited use under the restrictions stated in C5.12#.

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Unit No: 11
 Elevation: 1500
 %Slope: 0-15
 T16S, R06E Section 17

| <u>Prescribed System</u> | <u>Acres</u> |
|--------------------------|--------------|
| GB | 2 |

Unit 11 consists of three small subdivisions. The northern most unit will be trucked out through the temp spur to the west. The middle and eastern most unit will be trucked out the 294 road to the highway and will be limited use under the restrictions stated in C5.12#.