

Engineering Notes, Lob-Five Heli Thin TS  
June 22, 2011

A. Haul route roads:

The haul route for this sale is split with Lower Siuslaw EA units 1, 2, 3 and 6 appraised from the Mapleton area to Noti. The haul route for volume appraised to Philomath utilizes three tributary routes onto highway 34 for the Five Rivers EIS and Lobster EA units. Five Rivers county road to Highway 34 collects units 8, 10B, 17, 18, 23, 24, 25, 26, 27 and 30. Units 19, 20 and 21 join the Fiver rivers volume on highway 34 at the junction with FS road 3412. Units 10A, 11, 12, 13, 14 and 15 haul on the Lobster/Deadwood Highway to highway 34 at Alsea where the units coming from Five Rivers and FS road 3412 join the Lobster area units on the way to Philomath.

There is no planned reconstruction of forest system roads in this project. Work on forest system roads is confined to maintenance.

B. System spurs and temporary roads.

Unit 3 2480940 note

There are a number of potential overlaps of this project using existing or unconstructed landings within existing sold timber sales. The maintenance appraisal assumed these potential landings would be in a used and closed condition at the time this sale is logged. Temporary road and landing construction on those roads/landings would consist of reopening the already constructed temporary roads and expanding landing sizes to accommodate helicopter use.

Rock planned for use in units 1-2-3 is from an existing stockpile at the junction of NFS roads 2480 and 2480940. Cost appraised is for haul and placement only. The stockpile will require "skimming" off about 6 inches of the stockpile surface rock to remove invasive plants and seed. Material removed will stay in place at the stockpile site for further future treatment.

NFS road 3310118 accessing the log landing for unit 21 has a small slide blocking the road surface about 500 feet from the 3310 junction and a slump of the outside wheel track between approximately 1520 and 1590 feet from the 3310 junction. These two sites will need to be repaired and the full length of the road to landing site will require light brushing and some hand or machine removal of alder. There are two suitable sites along the road to place end hauled material from the slide site. One site is on a small bench about 800 from the 3310 junction, the other in a switchback about 1250 feet from 3310 junction. Both are on the left side of road as traffic travels downhill from the slide site.

C. Pre and post sale operational status for the system roads:

NOTE, The following assumes the condition of system roads at the start of this project, not the present conditions prior to completion of other existing sold timber sale projects.

Road #	Presale status	Post sale planned status	Waterbars/berms
2480	Key, open	Key, open	None
4830	Key, open	Key, open	None
4800	Key, open	Key, open	None
2170	Non-Key, open	Non-Key, open	None
3509	Non Key, open	Non Key, open	Type I I, No berm
3505	Key, open	Key, open	None
3230	Non Key, open	Non Key, open	None
3700	Key, open	Key, open	None
5824	Non Key, closed	Non Key, closed	Type I, Replace existing berm on 5820 at 5800 Jct
5800	Key, open	Key, open	None
3705	Key, open	Key, open	None
3305	Key, open	Key, open	None
3305118	Non-Key, closed	Non-Key, closed	Type I, replace berm at 3305 jct
3310113	Non Key, closed	Non-Key, closed	Type I, berm on 3301112 @ 3310/3412 junction closes this spur also
3310112	Non Key, closed	Non-Key, closed	Type I, berm at 3310/3412 jct
3310118	Non Key, closed	Non-Key, closed	Type I, Replace existing berm at 3310 jct
3310	Non Key, Gated @ 3412 Jct	Non Key, Gated @ 3412 Jct	Type II, No berm
3412	Non Key, open	Non Key, open	None
3500	Key, open	Key, open	None
3506 *	Non Key, Gated @ 3505/Preacher Creek County Jct	Non Key, Gated @ 3505/Preacher Creek County Jct	Type II, No berm

\*3506 is Lane County road to mile point 2.0, USFS maintenance by agreement with Lane County, on file at Central Coast Ranger District.

D. Log Haul Operating season and Haul routes.

Unit Numbers	Log Haul Operating season
2, 3, 19,20, 15	All Season
1, 6, 8, 10, 11, 12, 13, 14,	Dry Season (Units 13,14,24)

17, 18, 21, 23, 24, 25, 26, 27, 30		and 26 could be all season if using landings as presented in sale plan, alternate landings may not be suitable for all season use)
	<b>Planned Haul Routes</b>	
Units 1-2-3	2480/4830/4800 Sweet Creek to Hwy 126	
6	2170 and hwy 36 to Hwy 126	
8, 10B	3509,/3505 West to Five Rivers to Hwy 34	
10A, 11, 12	3506 to Preacher Creek and Alsea Deadwood Hwy to Hwy 34 @ Alsea	
13, 14	3500/6300 to Preacher Creek and Alsea Deadwood Hwy to Hwy 34 @ Alsea	
15	3505 East to Preacher Creek	
17, 18	3305118/3305 to Five rivers via Lobster	
19,20,21	3310/3412 to Highway 34	
25	3230/3700 to Five Rivers to Hwy 34	
23,24, 26	Five rivers to Hwy 34	
27	5824/5800/3705 to five Rivers to Hwy 34	
30	3705 to five Rivers to Hwy 34	

**All system roads will have a “R” C5.12 restriction requiring constant reduced tire pressure.**

E. Additional pre-haul maintenance costs to appraise for:

- Timber fallers for tree cutting to create or expand landing sites, two fallers at \$300 per day each; four days \$2400.00
- Vehicle assist for Heli service landing units 19, 20, 21. \$800.00
- Slide removal and slump repair for 3310118; Dump truck and excavator estimated at 5 hours, 200.00 hour (includes 30 cubic yards rock) \$2930.00
- Rock stock pile prep, three hours at \$125 hour \$375.00
- Above normal move in move out costs for temp roads and landings, these will be high due to widely spaced unit/landing sites \$2050.00
- Hand brushing of non commercial size alder for a U2, U19/20 landings and road 3310118. Three days at \$250 per day \$750.00

- Total additional maintenance for appraisal: \$9305.00

Ken McCall  
Transportation Planner  
Siuslaw National Forest