

## Engineering Notes for Haywire Thin TS

11/2/11

### A. Haul route roads:

The haul routes for this sale are on National Forest System (NFS) roads 3210, 3215, 3705, and 5800 starting from the sale units and going to County Road 807 and on to State Highways 34 and 20. Log haul has been appraised to Philomath, Oregon. Roads 3210, 3705 and 5800 are listed as Key roads under the Siuslaw travel management and roads analysis. Road 3215 is listed as a non key road.

No reconstruction of NFS roads is required with the sale contract. Road 3210 has asphalt surfacing from Co Rd 807 to mile post 3.7. The remainder of the road 3210 is aggregate. All other NFS roads listed are aggregate surface.

Maintenance on this sale is purchaser responsibility. The asphalt segment of the 3210 road will be purchaser maintenance responsibilities for all maintenance except for blading. A maintenance deposit will be collected for haul over the asphalt segment. Spot rock for all Key and non-key aggregate system roads is included and appraised for.

### B. System and temporary roads –season of haul, road protection and truck assist.

See logging feasibility report (LFR) for details.

In general, all system and temporary roads identified for year round use are appraised for rock re-surfacing or spot rocking. Temporary roads appraised for full length rock lift to extend haul season are Unit 1, landing E. Purchaser option to rock for extended season is identified below. Coordinate extended haul season with district resource specialists.

Equipment on landings along roads 3210 and 5800 will partially block the road. Public traffic can expect temporary delays; however, identify as “KO” roads on sale map for these Key roads.

Temporary roads not appraised for all season but are purchaser option for rocking to extend haul season includes temporary roads to unit 3, landings A and B. This option includes increasing spot rocking of system road 5800 between landing A/B, unit 3, and the 3210 jct.

### C. Unit Notes:

Unit 1: Landing A is on an existing temporary road template with an earthen barricade at the 5800 junction. Since the temporary road is not appraised for haul, replacement of the earthen barricade is appraised for and listed under section “F” below. Temporary road to landing “E” has been appraised for a six inch full length rock lift; road is new construction and very short distance to landing. The temporary road approach to the 3210 road will need to be removed following harvest and the 3210 road template restored. This work is appraised for below in section “F”.

Unit 2 – One landing along rd 5800. Short traffic delays expected but landing is in a wide spot on road.

Unit 3 – Landing “A” temporary road is angled and appraised for haul north. Haul distance north to 3210 is approximately 3 miles longer to the county road when compared to haul south to 3705. However, southern haul from landing A would require a minimum 55’ radius curve to turn trucks south, which, required removal of 2 40” plus trees. Landing “B” temporary road is angled and appraised for haul south to 3705. Both temporary roads are purchaser option to rock for extended season, but have been appraised for dry season. Yarding equipment along some of the remaining landings on 5800 road will block vehicle traffic; short traffic delays expected.

Unit 4 – Both landings are along 3215, which is dry season haul. Landing B has a 60 foot temporary road, appraised for dry season haul. Temporary road may not be needed due to gentle ground and possibility that landing may be located at the edge of 3215. No purchaser option to extend haul season in this unit due to ground based logging.

Unit 5 – Both landings along 3215, no temporary roads appraised or needed. Unit is ground based logging so no purchaser option to extend haul season.

System road 3215 has been appraised for placement of rock in water bars; costs are displayed in the Spot Rock worksheet.

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

Road #	Presale status	Post sale planned status	Waterbars/berms
3210000	Key road, open	Key road, open	None / None
3215000	Non key road, open	Non key, open	Type two, None
3705000	Key road, open	Key road, open	None / None
5800000	Key road, open	Key road, open	None / None

D. Log Haul Operating season and Haul routes.

Unit Number	Planned Haul Route	Engineering Log Haul Operating season *
1	3210 to Co Rd 807 to Hwys 34 & 20 to Philomath	All season
2	5800 to 3210 to Co Rd 807 to Hwys 34 & 20 to Philomath	All season
3 - Landing A	5800 to 3210 to Co Rd 807 to Hwys 34 & 20 to Philomath	Dry season
3 - All other landings	5800 to 3705 to Co Rds 900 & 807 to Hwys 34 & 20 to Philomath	Dry season, temporary road (landing B); All season, system roads
4	3215 to Co Rd 807 to Hwys 34 & 20 to Philomath	Dry Season
5	3215 to Co Rd 807 to Hwys 34 & 20 to Philomath	Dry Season

\* Dry season is June 15 – October 15

E. Additional Timber sale provisions:

All system roads will have a “R” C5.12 restricting haul after rain accumulation exceeds one inch within a 24 hour period.

F. Additional pre-haul maintenance costs appraised for:

- Recondition road 3210 at unit 1, landing E temporary road. Feather any fill. Re-install earthen barricade at landing A. Excavator 3 hrs @ \$150/hr = **\$450.**
- Move in/out costs of equipment = **\$1,000.**

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