

**Engineering Notes for
Bixby Thin
7/27/2012**

A. Haul route roads:

The haul routes for this sale are on National Forest System (NFS) roads 1400, 1400-144, 1400-145, 1404, 1404-113, 1404-114, 8533, 8533-126. NFS roads 1400 and 8533 are key roads as designated under the Siuslaw travel management and roads analysis.

Maintenance on aggregate surfaced roads and deposits on the existing paved portion of 8533 (to MP 0.24) for this sale is the responsibility of the purchaser. NFS road 8533 passes through private lands in section 2 near the junction with TIL-858. NFS road 8533 mileage begins at the northern junction with TIL-858. NFS 8533 mileage ends at junction with NFS 1400. NFS 1400 mileage begins at jct with 1404 and ends at the spur to landing F in unit 94. The remaining portions of NFS 1400 are not used under this contract. Spot rock for NFS roads listed is included and appraised for.

Yarding and loading equipment for landings located along NFS roads 1400 and 8533 are expected to block the road.

Roads 1400 and 8533 access popular developed recreation sites and public use is expected. Landings located along key roads 1400 & 8533 shall maintain access to the sites with reasonable delays allowable.

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

See logging feasibility report (LFR) for details.

In general, all system roads are appraised for rock re-surfacing or spot rocking. There are two all season temporary roads identified in this sale in unit 94.

No truck assist is appraised.

C. Unit Notes:

Subdivision 45: Landings L, M, N on existing road template by western unit boundary. Road 8533-126 to landings A-J on north boundary. Spur from landing G to J new construction.

Subdivision 94: Near junction of 8533 and 1400. Stand surrounds quarry. Spurs to landings A and D are new construction and may be rocked for wet season use. Grubbing larger stumps may be necessary. The junction of spur from landing A and NFS 1400 will require haul east for 0.3 miles to a suitable truck turnaround. Landings B and C have smaller diameter stand north of 1400. Spur to landings F, G and H follows boundary between younger stand and timber in unit 94. The spur begins east of 8533 approximately 0.4 miles north of the quarry on 8533.

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Subdivision 105: Mostly roadside ground-based landings. Haul on 1404 favorable to 1400 with some sections of 15%.

Subdivision 124: Roadside landings on 1400-145, 143 and 144. Spur to landings H, I and J are new construction. Grubbing larger stumps may be necessary.

Dry season temporary haul roads have been appraised for 10 cubic yards each at the approach to system roads in order to reduce soil contamination on the system road.

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

Road #	Presale status	Post sale planned status	Waterbars/berms
140000	Key, open	Key, open	None
1400144	Non-Key, open	Non-Key, closed	Type 1/Berm
1400145	Non-Key, open	Non-Key, closed	Type 1/Berm
1404000	Non-Key, open	Non-Key, open	Type 2
1404113	Non-Key, open	Non-Key, closed	Type 1/Berm
1404114	Non-Key, open	Non-Key, closed	Type 1/Berm
8533000 Seg 1	Key, open	Key, open	None
8533000 Seg 2	Key, open	Key, open	None
8533126	Non-Key, open	Non-Key, closed	Type 1/Berm

D. Log Haul Operating season and Haul routes.

Unit Number	Planned Haul Route	Engineering Log Haul Operating season *
45	8533 & 8533-126 - TIL-858 - Hwy 101- Hampton Tillamook	All season on NFS 8533, dry season 8533-126 and temp spurs
94	1400 - 8533 - TIL-858 - Hwy 101- Hampton Tillamook	All season NFS 1400 & 8533, dry season temp spurs on 1400
105	1404-113 & 1404-114 - 1404 - 1400 - 8533 - TIL-858 - Hwy 101- Hampton Tillamook	All season on NFS 1400 dry season 1404, 1404-113, 114 and temp spurs
124	1400-144 & 1400-145 - 1400 - 8533 - TIL-858 - Hwy 101- Hampton Tillamook	All season on NFS 1400, dry season 1400-144, 145 and temp spurs

* Dry season is June 15 – October 15

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Engineer

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Siuslaw National Forest