

Cutting Unit Boundary Designation Table

Cutting Unit	Paint Color	Designation
Unit 7	ORANGE	<p>Cutting unit boundary trees are designated by two horizontal bands near eye level and stump mark at the lowest point near ground. Unit number is painted on the tree face INTO the cutting unit.</p> <p>Note that nearby cutting cutting units are adjacent to Unit 7 and have respective unit numbers facing into the other units.</p>

Leave Tree Marking Table

Cutting Unit	Paint Color
Unit 7	<u>YELLOW</u> band or slash on opposite sides of the bole at eye level, with stump mark.

Restricted Road List

Road Number	Road Name	Termini		Map	Description of Restrictions
		From	To	Legend	
40008	Beaver Creek Road	Jct. with Hwy ID-21	Jct. with 40158	R	Hauling is restricted to week days only from 12:00 am Monday morning to 12:00 midnight Friday. No hauling on federal holidays from 12:00 am of the day of the holiday to 11:59 PM of the same day.
40158	Boy Scout Camp Road	Jct. with 40008	Juct. With 40003	R	Hauling is restricted to week days only from 12:00 am Monday morning to 12:00 midnight Friday. No hauling on federal holidays from 12:00 am of the day of the holiday to 11:59 PM of the same day.
40003	Cape Horn Lakes Road	Jct. with 40158	Northeast corner of cutting unit boundary	R	Hauling is restricted to week days only from 12:00 am Monday morning to 12:00 midnight Friday. No hauling on federal holidays from 12:00 am of the day of the holiday to 11:59 PM of the same day.
40003	Cape Horn Lakes Road	Northeast corner of cutting unit boundary	End of road at parking arear near lake	X	Hauling is prohibited
40158	Boy Scout Camp Road	Jct. with 40003	Camp Bradley Scout Camp	X	Hauling is prohibited
40316	Unnamed road	Jct. with 40008	40083-A	X	Hauling is prohibited
40203	Cape Horn road	Juct. with 40008	South jct. with ID-21	X	Hauling is prohibited

Contract Road Maintenance Requirements Summary

Road	Termini		Miles	Applicable Pre-haul Road Maintenance Specifications								
	From	To		T-800	T-801	T-802	T-803	T-804	T-805	T-807	T-808	
40008	HWY 21	40158	2.0	P	P	P	P	P	P	P	P	P
40158	40008	40003	0.98	P	P	P	P	P	P	P	P	
40003	40158	P 1.0	1.0	P	P	P	P	P	P	P	P	

P = Purchaser Performance Item, D = Deposit to Forest Service, D3 = Deposit to Third Party

Road	Termini		Miles	Applicable Pre-haul Road Maintenance Specifications								
	From	To		T-800	T-801	T-802	T-803	T-804	T-805	T-807	T-808	
40008	HWY 21	40158	2.0	P	P	P	P	P	P	P	P	P
40158	40008	40003	0.98	P	P	P	P	P	P	P	P	
40003	40158	P 1.0	1.0	P	P	P	P	P	P	P	P	

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Road	Termini		Miles	Applicable Pre-haul Road Maintenance Specifications								
	From	To		T-800	T-801	T-802	T-803	T-804	T-805	T-807	T-808	
40008	HWY 21	40158	2.0	P	P	P	P	P	P	P	P	P
40158	40008	40003	0.98	P	P	P	P	P	P	P	P	
40003	40158	P 1.0	1.0	P	P	P	P	P	P	P	P	

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Road Maintenance T-Specifications

for

Timber Sale Contracts

To be used with Timber Sale Contract Form 2400-6T, CT5.31#

No.	Specification Title
T-800	Definitions
T-801	Slide and Slump Repair
T-802	Ditch Cleaning
T-803	Surface Blading
T-804	Surfacing Repair
T-805	Drainage Structures
T-807	Roadway Vegetation
T-808	Miscellaneous Structures

SPECIFICATION T-800 DEFINITIONS

Wherever the following terms or pronouns are used in Specifications T-801 through T-811, the intent and meaning shall be interpreted as follows:

800-1.1 - Agreement. Maintenance projects require a mutually acceptable method to resolve the problems which arise when incompatible situations arise between drawings and specifications and actual conditions on the ground to allow orderly and satisfactory progress of the maintenance.

These specifications have been developed in anticipation of those problem areas and have provided that such changes will be by Agreement.

It is intended that drawings and specifications will govern unless "on-the-ground" conditions warrant otherwise, when specifications call for "Agreement", "agreed", or "approval" such Agreement or approval shall be promptly confirmed in writing.

800-1.2 - Annual Road Maintenance Plan. A plan prepared by various users of one or several roads. The plan is an Agreement on maintenance responsibilities to be performed for the coming year.

800-1.3 - Base Course. Material used to reinforce Subgrade or, as shown on drawings, placed on Subgrade to distribute wheel loads.

800-1.4 - Berm. Curb or dike constructed to prevent Roadway runoff water from discharging onto embankment slope.

800-1.5 - Borrow. Select Material taken from designated borrow sites.

800-1.6 - Crown, Inslope, and Outslope. The cross slope of the Traveled Way to aid in drainage and traffic maneuverability.

800-1.7 - Culverts. A conduit or passageway under a road, trail, or other obstruction. A culvert differs from a bridge in that it is usually entirely below the elevation of the Traveled Way.

800-1.8 - Drainage Dip. A dip in the Traveled Way which intercepts surface runoff and diverts the water off the Traveled Way. A Drainage Dip does not block the movement of traffic.

800-1.9 - Drainage Structures. Manufactured structures which control the runoff of water from the Roadway including Inslope, overside drains, aprons, flumes, downdrains, downpipes, and the like.

800-1.10 - Dust Abatement Plan. A table which lists the road, dust palliative, application rates, and estimated number of subsequent applications.

800-1.11 - Lead-off Ditches. A ditch used to transmit water from a Drainage Structure or Drainage Dip outlet to the natural drainage area.

800-1.12 - Material. Any substances specified for use in the performance of the work.

800-1.13 - Prehaul Maintenance. Road maintenance work which must be accomplished to maintain the roads to a satisfactory condition commensurate with the Purchaser's use, provided Purchaser's Operations do not damage improvements under BT6.22 or National Forest resources and hauling can be done safely. This work will be shown in the Annual Road Maintenance Plan as provided in CT5.31#.

Prehaul Maintenance work the Purchaser elects to perform will be in compliance with the Road Maintenance T-Specifications.

800-1.14 - Roadbed. The portion of a road between the intersection of Subgrade and sideslopes, excluding that portion of the ditch below Subgrade.

800-1.15 - Road Maintenance Plan. A table which shows applicable road maintenance specifications to be performed by Purchaser on specific roads.

800-1.16 - Roadside. A general term denoting the area adjoining the outer edge of the Roadway.

800-1.17 - Roadway. The portion of a road within the limits of excavation and embankment.

800-1.18 - Shoulder. That portion of Roadway contiguous with Traveled Way for accommodation of stopped vehicles, for emergency use, and lateral support of base and Surface Course, if any.

800-1.19 - Slide. A concentrated deposit of Materials from above or on backslope extending onto the Traveled Way or Shoulders, whether caused by mass land movements or accumulated ravelling.

800-1.20 - Slough. Material eroded from the backslope which partially or completely blocks the ditch, but does not encroach on the Traveled Way so as to block passage of traffic.

800-1.21 - Slump. A localized portion of the Roadbed which has slipped or otherwise become lower than that of the adjacent Roadbed and constitutes a hazard to traffic.

800-1.22 - Special Project Specifications. Specifications which detail conditions and requirements peculiar to the individual project.

800-1.23 - Subgrade. Top surface of Roadbed upon which Base Course or Surface Course is constructed. For roads without Base Course or Surface Course, that portion of Roadbed prepared as the finished wearing surface.

800-1.24 - Surface Course. The Material placed on Base Course or Subgrade primarily to resist abrasion and the effects of climate. Surface Course may be referred to as surfacing.

800-1.25 - Surface Treatment Plan. A table which lists the roads and surface treatments to be applied.

800-1.26 - Traveled Way. That portion of Roadway, excluding Shoulders, used for the movement of vehicles.

800-1.27 - Turnouts. That portion of the Traveled Way constructed as additional width on single lane roads to allow for safe passing of vehicles.

800-1.28 - Water Source. A place designated on the Road Maintenance Map for acquiring water for road maintenance purposes.

800-1.29 - Waterbar. A dip in the Roadbed which intercepts surface runoff and diverts the water off the Roadway. A Waterbar is not designed to be traversable by logging trucks.

SPECIFICATION T-801 SLIDE AND SLUMP REPAIR

DESCRIPTION

1.1 Slide removal is the removal from Roadway and disposal of any Material, such as soil, rock, and vegetation that cannot be routinely handled by a motorgrader during Ditch Cleaning, T-802, and Surface Blading, T-803 Operations.

Slump repair is the filling of depressions or washouts in Roadway which cannot be routinely filled by a motor grader during Surface Blading, T-803 Operations.

Slide removal and Slump repair includes excavation, loading, hauling, placing, and compacting of waste or replacement Material and the development of disposal or borrow areas.

REQUIREMENTS

3.1 Slide Material, including soil, rock and vegetative matter which encroaches into the Roadway, shall be removed. The slope which generated the Slide Material shall be reshaped during the removal of the Slide Material with the excavation and loading equipment. Slide Material deposited on the fillslope and below the Traveled Way will not be removed unless needed for slope stability or to protect adjacent resources.

Surface and Base Courses shall not be excavated during Slide removal operations.

Slide Material which cannot be used for other beneficial purposes shall be disposed of at disposal sites shown on Sale Area Map. Material placed in disposal sites will not require compaction unless compaction is shown on Road Maintenance Plan.

3.2 When filling Slumps or washouts, Material shall be moved from agreed locations or borrow sites, placed in layers, and compacted by operating the hauling and spreading equipment uniformly over the full width of each layer.

Existing aggregate surfacing shall be salvaged when practical and relaid after depressions have been filled.

Damaged aggregate base, aggregate surfacing, and bituminous pavement shall be repaired under Specification T-804 Surfacing Repair.

The repaired areas of the Slump shall conform to the cross-section which existed prior to the Slump and shall blend with the adjacent undisturbed Traveled Way.

3.3 The maximum volume of Purchaser responsibility for Slide and Slump repair is shown on Road Maintenance Plan. Greater volumes of Slide and Slump repair not qualifying as Catastrophic Damage are Forest Service responsibility.

SPECIFICATION T-802 DITCH CLEANING

DESCRIPTION

1.1 Ditch cleaning is removing and disposing of all Slough Material from Roadway ditches to provide a free-draining waterway.

REQUIREMENTS

3.1 Ditch cleaning shall be repeated during the year as often as necessary to facilitate proper drainage.

3.2 All Slough Material or other debris which might obstruct water flow in the Roadway ditch shall be removed. Material removed from the ditch, if suitable, may be blended into existing native road surface or Shoulder or placed in designated Berms in conjunction with Surface Blading T-803 operations.

Material removed from ditches that is not by Agreement blended into existing roads or placed in Berms shall be loaded and hauled to the disposal site designated by the Forest Service.

3.3 Roadway backslope or Berm shall not be undercut.

SPECIFICATION T-803 SURFACE BLADING

DESCRIPTION

1.1 Surface blading is keeping a native or aggregate Roadbed in a condition to facilitate traffic and provide proper drainage. It includes maintaining the Crown, Inslope or Outslope of the Traveled Way, Turnouts, and Shoulder; repairing Berms; blending approach road intersections; and cleaning bridge decks, Drainage Dips, and Lead-off Ditches.

REQUIREMENTS

3.1 Surface blading shall be performed before, during, and after Purchaser's use as often as necessary to facilitate traffic and proper drainage.

3.2 The surface blading shall preserve the existing cross-section. Surface irregularities shall be eliminated and the surface left in a free-draining state and to a smoothness needed to facilitate traffic. Surface Material which has been displaced to the Shoulders or Turnouts shall be returned to the Traveled Way. The blading operation shall be conducted to prevent the loss of surface Material and to provide for a thorough mixing of the Material being worked.

3.3 Water, taken from Water Sources designated on Sale Area Map, shall be applied during blading if sufficient moisture is not present to cut, mix, or compact the surface Material.

3.4 On native surfaced roads, Material generated from backslope Sloughing, and ditch cleaning may be blended with the surface Material being worked. On aggregate surfaced roads this Material shall not be blended with Surface or Base Course Material unless agreed otherwise.

3.5 Roadway backslopes or Berms shall not be undercut, nor shall new Berms be established unless agreed otherwise.

Berms shall be repaired by placing Material, as needed to restore the Berm, to reasonably blend with existing line, grade, and cross-section.

3.6 Drainage Dips and Lead-off Ditches shall be cleaned and maintained to reasonably blend with existing line, grade, and cross-section.

3.7 Intersecting roads shall be bladed for a distance of 50 feet to assure proper blending of the two riding surfaces.

3.8 Rocks or other Material remaining on the Traveled Way after the final pass that are larger than 4 inches in diameter or are larger than the maximum size of imported surfacing shall be removed from the Traveled Way. Unless otherwise designated by the Forest Service, the oversized Material shall be disposed of by sidecasting. Sidecasting into streams, lakes, or water courses will not be permitted.

3.9 Material resulting from work under this specification shall not remain on or in structures, such as Culverts, overside drains, cattleguards, ditches, Drainage Dips, and the like.

3.10 Material resulting from work under this specification, plus any accumulated debris, shall be removed from bridge decks and the deck drains opened.

SPECIFICATION T-804 SURFACING REPAIR

DESCRIPTION

1.1 Surfacing repair is repairing potholes or small soft areas in the Traveled Way. It includes area preparation and furnishing and placing all necessary Materials, and other work necessary to repair the surface.

MATERIALS

2.1 Material used in the repair of soft areas on aggregate or native surfaced roads may be acquired from approved commercial sources, designated Forest Service Borrow areas, or Borrow sources agreed to. The quality and quantity of the imported Material used in the repair will be limited to that needed to provide a stable Traveled Way for hauling and to minimize damage to the road and adjacent resources. The quantity of imported surface repair Material used in the appraisal estimate will be shown on Road Maintenance Plan. However, the magnitude of the work may vary depending on Purchaser's hauling schedule and ground conditions.

2.2 Material used in the repair of bituminous pavements may be acquired from local commercial sources. If a mixing table is required, the location shall be approved by the Forest Service. The bituminous mixture to be used by the Purchaser shall be approved by the Forest Service. The Purchaser's share of the quantity of bituminous mixture used in the appraisal estimate will be shown on Road Maintenance Plan. However, Purchaser's share of the work may vary depending on Purchaser's hauling schedule, ground conditions, other traffic, etc.

REQUIREMENTS

3.1 Work under this specification shall be performed in a timely manner to reduce further deterioration of the Traveled Way.

3.2 Soft spots on aggregate or native surfaces shall be repaired by placing the imported Surface Course on top of the soft spot. Layers of imported Material shall be placed until a firm surface is produced.

3.3 Bituminous Pavement Repairs. The areas to receive bituminous pavement repairs will be marked on the road surface by the Forest Service just prior to Purchaser performing the work.

3.4 Potholes (deep patch). Surface Course and Base Course Materials shall be excavated to a depth necessary to reach firm, suitable Material. The minimum depth of excavation shall be 2 inches and the maximum depth of excavation shall be to the top of the Subgrade.

The edges of the prepared hole shall be extended to form a vertical face in unfractured asphalt surfacing. The prepared hole shall generally be circular or rectangular in shape, dry, and cleaned of all loose Material.

Prepared potholes shall be patched or barricaded immediately.

The faces of the prepared hole shall be tacked with a slow-setting emulsified asphalt.

The bituminous mixture shall be placed in layers not exceeding a compacted depth of 2 inches. Each layer shall be compacted thoroughly with hand or mechanical tampers or rollers. Compaction shall not be done with equipment wheels.

Upon completion, the compacted patch in the pothole shall be flush, with a tolerance or approximately $\frac{1}{4}$ inch to $\frac{1}{2}$ inch above the level of the adjacent pavement.

3.5 Skin Patches. Bituminous mixture shall be distributed uniformly with feathered edges in layers not to exceed 2 inches compacted depth. When multiple layers are ordered, joints shall be offset at least 6 inches between layers.

Each layer shall be compacted by two passes with a 7-10 ton steel roller or comparable vibratory roller.

3.6 Asphalt Berm. Damaged segments of Berm shall be removed and the exposed ends beveled at approximately 45 degrees from vertical. The Berm foundation shall be cleaned and patched as necessary. The foundation and joining surfaces shall be coated with a slow-setting emulsified asphalt. Asphalt mix shall be placed and compacted to conform with the shape and alignment of the undamaged segment.

3.7 Disposal. All Materials removed from potholes, patches, and Berms shall be disposed of at disposal sites designated by the Forest Service.

SPECIFICATION T-805 DRAINAGE STRUCTURES

DESCRIPTION

1.1 This work consists of maintaining Drainage Structures and related items such as inlet and outlet channels, existing riprap, trash racks, and dropinlets.

MATERIALS

2.1 All Materials used in the maintenance of Drainage Structures shall conform by type and specification to the Material in the structure being maintained.

REQUIREMENTS

3.1 Drainage Structures and related items shall be cleared of all foreign Material which has been deposited above the bottom of the structure and all vegetative growth which interferes with the flow pattern. Material removed that cannot be incorporated into maintenance work shall be hauled to a disposal site designated by the Forest Service.

3.2 If outlet or inlet riprap was installed by Purchaser as a construction item or existed prior to Purchaser's haul, it shall be maintained in good condition including the replacement of riprap if necessary to previous line, grade, and cross-section.

3.3 Perform maintenance to insure the proper functioning of the head walls, aprons, inlet assemblies, overside drains, riprap, trash racks, and other facilities related to the Drainage Structure.

SPECIFICATION T-806 DUST ABATEMENT

DESCRIPTION

1.1 This work shall consist of preparing Traveled Way and furnishing and applying Materials to abate dust.

MATERIALS

2.1 The roads requiring dust abatement, type of dust abatement Material to be used, the rates of application, and frequency of applications will be shown on Dust Abatement Plan (CT5.31#). The Dust Abatement Plan may be changed by written Agreement.

2.2 Water. The locations of Water Sources are shown on Sale Area Map.

2.3 Dust abatement Materials shall meet the requirements of the following subsections of Forest Service Specifications for Construction of Roads and Bridges or attached Special Project Specifications.

Emulsified Asphalt	702	
Blotter Material		703.12
Magnesium or Calcium Chloride Brine	723.01	
Calcium Chloride Flake	723.02	
Lignin Sulfonate		723.03

2.4 Testing of Materials. Certification and sampling of bituminous Materials lignin sulfonate, and magnesium chloride shall be in accordance with subsections 105.04 or 723.04 of Forest Service Specifications for Construction of Roads and Bridges.

REQUIREMENTS

3.1 General. Dust abatement Materials shall be applied to the road surface as necessary to control road surface loss, provide for road user safety, and minimize damage to adjacent resources.

3.2 Compaction. When the methods listed below specify compaction, Traveled Way shall be compacted by an 8 to 10 ton pneumatic, steel-wheeled or equivalent vibrating roller making 2 passes over the full Traveled Way and Shoulder width, unless compaction is not required on the Dust Abatement Plan (CT5.31#).

3.3 Preparation to Dust Abatement Materials Other Than Water. The following applies to all methods of preparation:

Bituminous residue shall be scarified and pulverized to produce loosened Material not exceeding 4 inches in greatest dimension.

Traveled Way shall be bladed in accordance with T-803.

Prior to applying DO-6BA, DO-6PA, or DO-8, the top 2 inches of Traveled Way shall contain not less than 80 percent nor more than 120 percent of optimum moisture as determined by AASHTO T-99, Method C. Prior to applying other bituminous Material, Traveled Way shall have a moisture content between 1 and 3 percent. If surface dusting prevents the bituminous Material from penetrating, a light application of water shall be applied just prior to applying the bituminous Material.

Lignin Sulfonate and magnesium chloride shall be applied when the top 1 inch of Traveled Way contains not less than 3 percent moisture, nor more than 120 percent of optimum moisture as determined by AASHTO T-99, Method C.

Moisture content will be determined in accordance with AASHTO T-217 OR T-239.

One or more of the following methods shall be used, as specified in the Dust Abatement Plan (CT5.31#).

Method 1. Compact Traveled Way and apply the dust abatement Material.

Method 2. Develop a layer of loose Material approximately 1 inch in depth for the full width of Traveled Way. Apply the dust abatement Material to this loose Material and compact after penetration. If traffic makes maintenance of the loose Material difficult, 1 inch of the Material may be bladed into a windrow along the Shoulder. The specified moisture content shall be maintained in the windrow and the top 1 inch of Traveled Way. The windrow shall be bladed to a uniform Material. When the dust abatement Material has penetrated, Traveled Way shall be compacted.

Method 3. Blade 1 inch of Material from Traveled Way into a windrow along the Shoulder. Maintain the specified moisture content in the windrow and the top inch of Traveled Way. Apply half the dust abatement Material. When the dust abatement Material has penetrated, the windrow shall be bladed to a uniform depth across dust abatement Traveled Way, and the remaining dust abatement Material shall be applied. Traveled Way shall be compacted.

Method 4. Develop a layer of loose Material approximately 2 inches in depth for the full width of Traveled Way. Apply half the dust abatement Material to the loose Material. Blade the top 2 inches into a windrow along the Shoulder. Apply the remaining dust abatement Material to Traveled Way and the Berm. Spread the Berm evenly across Traveled Way and compact.

3.4 Preparation for Dust Abatement with Water. Traveled Way shall be prepared in accordance with Specification T-803 Surface Blading when required.

3.5 Application Tolerance. Dust abatement Materials other than water shall be applied within 0.05 gallons per square yard of the rate specified.

3.6 Mixing Requirements. DO-6BA, DO-6PA, and DO-8 shall be thoroughly circulated in the distributor within 1 hour of application.

3.7 Weather Limitations. Dust abatement Materials shall not be applied when it is raining.

Bituminous Material shall be applied when the surface temperature of Traveled Way is 50 degrees Fahrenheit or higher.

Lignin sulfonate and magnesium chloride shall be applied when the atmospheric temperature is 40 degrees Fahrenheit or higher.

3.8 Blotter Material. Blotter Material shall be spread in a sufficient quantity to prevent tire pickup.

SPECIFICATION T-807 ROADWAY VEGETATION

DESCRIPTION

1.1 This work consists of cutting and disposing of all vegetative growth, including trees on roadway surfaces and roadsides that reduce sight distance and operational capability of the road within the clearing limits as described in the Road Maintenance Plan.

REQUIREMENTS

3.1 Cut brush, trees and other vegetative matter within the clearing limits to a maximum height of 6 inches above the ground surface or obstruction such as rocks or existing stumps which reduces sight distance, impedes vehicular travel or interferes with road maintenance operations, such as surface blading and ditch and culvert cleaning shall be removed. Timber meeting utilization standards shall be cut in appropriate lengths and decked along the Roadside in locations where the Traveled Way or sight distances will not be impaired.

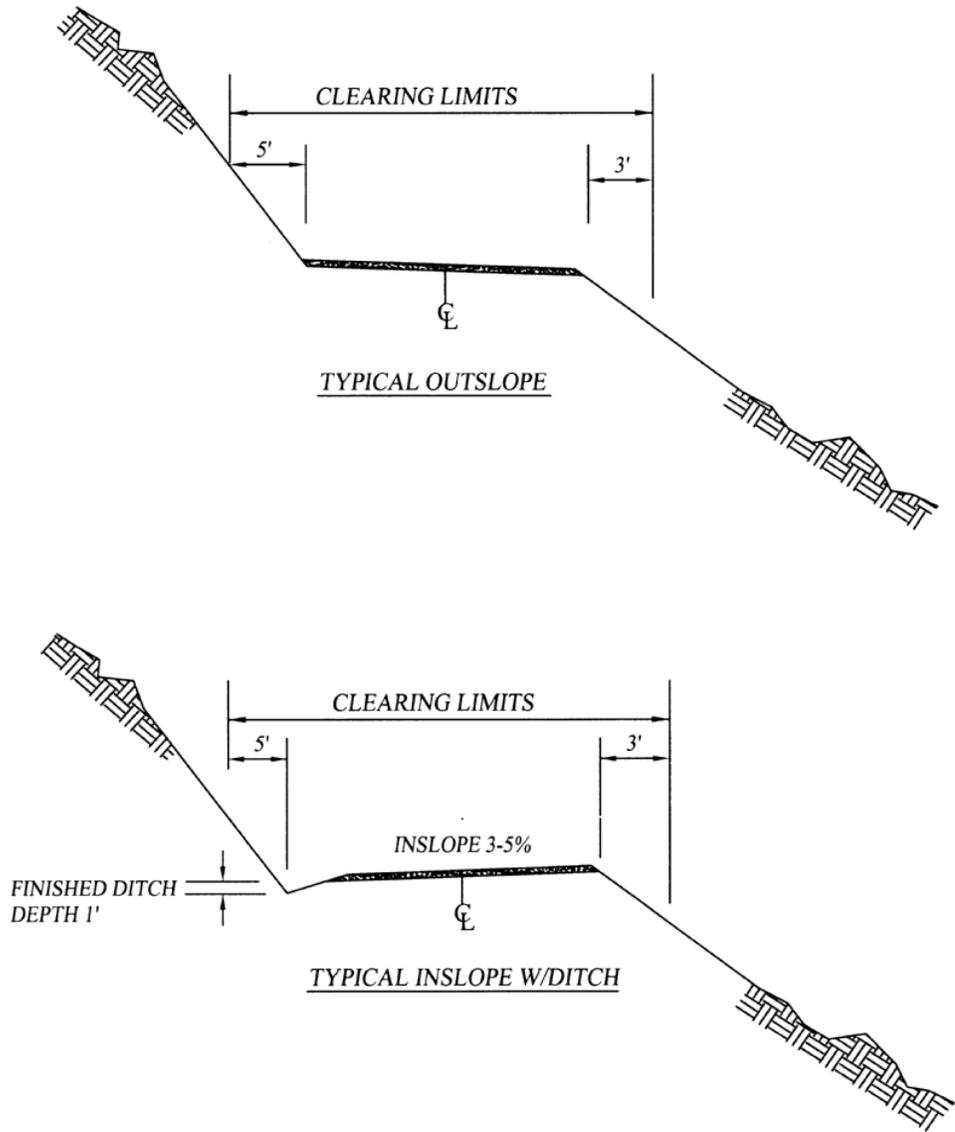
3.2 Any items to remain will be Designated by the Forest Service.

3.3 Trim tree branches that extend over the road surface and shoulders to attain a clear height of 14 feet. When trees are limbed, cut limbs within 4 inches or less of the trunk.. If required, remove other branches to present a balanced appearance.

3.4 Work may be performed either by hand or mechanically unless specifically shown in the Road Maintenance Plan. Self-propelled equipment is not allowed on cut and fill slopes or in ditches.

3.5 Vegetative matter and nonmerchantable timber cut from the Clearing Limits shall be treated by the specified method as required by C6.7# - SLASH TREATMENT.

T-807 DIAGRAMS AND SPECIFICATIONS FOR ROADWAY VEGETATION



SPECIFICATION T-808 MISCELLANEOUS STRUCTURES

DESCRIPTION

1.1 Maintenance of miscellaneous structures includes cattleguards, gates, and other similar structures that have been previously installed to insure safe and efficient operation of the road.

MATERIALS

2.1 Any Materials needed in the maintenance of miscellaneous structures shall be similar in type and quality to the Material in the structure being maintained.

REQUIREMENTS

3.1 Cattleguards. Loose rails shall be welded or bolted back in place.

Excess Material carried into the cattleguard shall be removed when drainage is blocked or when it reaches 6 inches from the bottom of the cattleguard frame. Drainage into and from the cattleguard shall be kept open.

3.2 Gates. Gates shall be kept in good repair and made to swing easily. Hinges or latches shall be repaired if not operating properly.

Brush and debris shall be removed from within the swinging radius.

SPECIFICATION T-809 WATERBARS

DESCRIPTION

1.1 This work consists of installing or removing Waterbars in the Roadbed.

REQUIREMENTS

3.1 Waterbars shall be installed on roads shown on Road Maintenance Plan in accordance with the attached drawings and at locations designated or staked on the ground.

All Material excavated shall be used in the installation of the Waterbar. Bermed Material shall be compacted by operating heavy equipment over the length and width of the Berm.

3.2 Waterbars shall be removed on roads shown on Road Maintenance Plan by blading the Berm into the adjacent depression to form a smooth transition along the Traveled Way. The length and width of the fill Material shall be compacted by the equipment performing the work.

3.3 Waterbars may be required to be installed between seasons of use and then removed when haul is resumed. Waterbar installation may also be required when use of a road has been completed.

Cutting Unit(s)	Type of Facility	Closure Method
Unit 7	Temporary Road	Obliterate by removing berms, recontouring to slope and redistribute 4-10 tons per acre of slash back across temporary road clearing. Slash will be evenly distributed and not to exceed 24 inches in height. Closure method will discourage unauthorized ATV use.
Unit 7	Landings	Obliterate by removing berms and redistribute 4-10 tons per acre of slash back across skid trail clearing. Slash will be evenly distributed and not to exceed 24 inches in height. Closure method will discourage unauthorized ATV use.
Unit 7	Skid Trails	Obliterate by removing berms, recontouring to slope and redistribute 4-10 tons per acre of slash back across skid trail clearing. Slash will be evenly distributed and not to exceed 24 inches in height. Closure method will discourage unauthorized ATV use.

Cutting Schedule

Cutting Unit	Completion Date and/or Sequence of Cutting
7	1

Sale Operation Restriction Schedule

Payment Unit / Cutting Unit	Restriction	Purpose
Cutting unit 7	Sale operations are prohibited during the period from 12:00 AM March 15, through 11:59 PM July 14.	Wildlife protection, road surface protection

Cutting Units

7

Special Objectives

Trees shall be felled, insofar as safety permits,
to angle in the direction of skidding.

Cutting Unit

7

Special Objectives

To reduce ground disturbance:
Logs shall be tractor skidded with the
leading end free of the ground

Purchaser's Slash Responsibility Table

Description of Unit(s)

Type of Slash Disposal

7

#5 - Landing Cleanup
#10 - Clean system roads
#13 - Limb and Top Removal

5. Landing Cleanup

A landing is considered a place where any logs or products are gathered for loading. Logs not meeting utilization standards accumulated at landings shall be (decked) or (returned to the cutting unit) as agreed to in writing by the Forest Service. All slash accumulated at landings shall be piled, unless it is agreed in writing that slash can be thrown back into an area that is planned to be broadcast burned.

Piles shall be reasonably compact and free of soil to facilitate burning. Piles will not be less than 4 feet in height. Piles shall be of a size and location which will not impair road use or result in damage to residual timber. Piles shall be located at least 10 feet from residual timber. Piles shall not be more than 20 feet long.

Landing debris along temporary roads within the cutting units may be piled in conjunction with temporary road construction slash. Landing piles shall be placed along the lower side of the road.

All objects which extend more than 4 feet in any direction from the windrow or pile profile will be cut off and returned to the windrow or pile.

10. Clean System Roads

Purchaser shall dispose of all logging slash 1 inch large end diameter and 3 feet in length which is created within the clearing limits of system roads. Slash shall be piled for later burning within the right-of-way clearing unless an alternate method of slash disposal is agreed to in writing. Piles shall be reasonably compact and free of soil to facilitate burning. Piles shall be of a size and location which will not impair road use. Piles shall be a minimum of twice their diameter from any residual timber.

(Piles can be made by machine or hand. Portions of the specifications for machine or hand piles can be used as needed under this specification).

13. Limb and Top Removal

Purchaser shall leave tops and limbs of felled trees attached to Included Timber and yard them to landings within the entire cutting unit as shown on the Sale Area and Slash Disposal Map. Tops and limbs which are lost on the way to the landing site due to normal felling, skidding and/or yarding operations are not required to be yarded.

CT6.8# - MEASURING. (9/03)

Payment Unit/Cutting Unit	Cruising Method
7	Fixed-radius plot sampling - 1/50 th acre plots

Local Volume Table Report - NetCubicPrimary
 PAGE

Species	LP	LP
Prod	01	07
L/D	L	D
DBH-----		
6	1.26	0.00
7	2.85	2.39
8	5.13	5.65
9	8.11	9.13
10	11.78	12.85
11	16.14	16.79
12	21.20	20.96
13	26.95	25.36
14	33.39	30.00
15	----	34.86
16	----	39.94
17	----	45.26
18	----	50.81
19	----	56.59
20	----	62.59

Local Volume Table Report - NetCubicPrimary - Regression Results
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SALENAME: Boy Scout Hill Timber Sale

Species	LP	Product	01	Live/Dead	L		
Model		Number	RSquare	MS Error	Min	Max	Equation
Quadratic		21	0.9363	2.79837	7.0	13.2	6.240969 + -2.908482*DBH +
0.346250*DBH*DBH							
Species	LP	Product	07	Live/Dead	D		
Model		Number	RSquare	MS Error	Min	Max	Equation
Quadratic		372	0.9543	4.96122	7.0	19.9	-13.985461 + 1.537513*DBH +
0.114569*DBH*DBH							