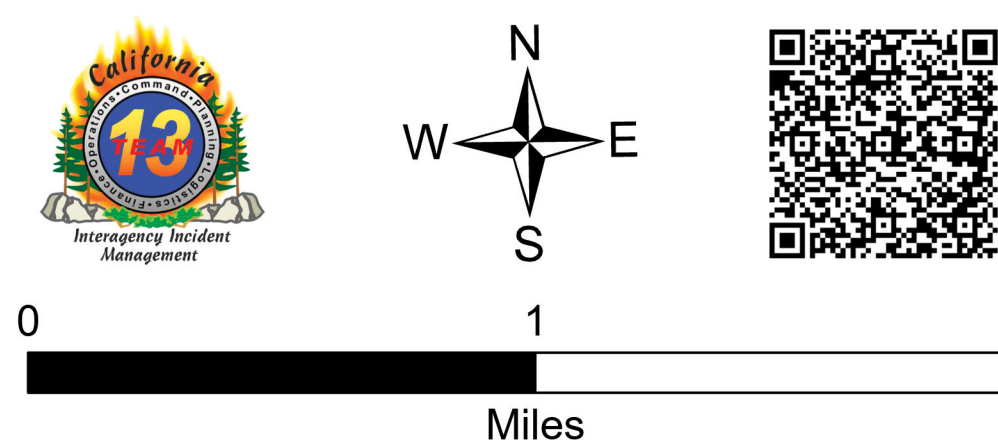


# PACE COWLITZ COMPLEX WA-GPF-001297 9/13/2023



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|--|---|
| <ul style="list-style-type: none"> <li>● Dip Site</li> <li>● Helispot</li> <li>● Drop Point</li> <li>● Landing or Log Deck</li> <li>● Repeater</li> <li>● Water Source</li> <li>● Boating Sites</li> <li>● Campground</li> <li>● Horse Camp</li> <li>● Interpretive Site</li> <li>● Observation Site</li> <li>● Picnic Site</li> <li>● Trailhead</li> <li>● Snotel Station</li> <li>● National Register - Eligible</li> <li>● Completed Dozer Line</li> <li>● Completed Hand Line</li> <li>● Planned Dozer Line</li> <li>● Planned Fuel Break</li> <li>● Planned Hand Line</li> <li>● Planned Mixed Construction Line</li> <li>● Planned Road as Line</li> <li>● Other</li> <li>● Local Road</li> <li>● 4WD</li> </ul> | <ul style="list-style-type: none"> <li>--- Pacific Crest Trail</li> <li>--- Trail</li> <li>--- Bull Trout</li> <li>--- Chinook salmon</li> <li>--- Coho salmon</li> <li>--- Steelhead</li> <li>--- Wildlife Daily Fire Perimeter</li> <li>--- Fire History</li> <li>--- Completed Timber Sales</li> <li>--- POD Boundary</li> <li>--- Roadless Area</li> <li>--- State or Territory</li> <li>--- County or Equivalent</li> <li>--- US Forest Service (USFS)</li> <li>--- Private or Undetermined</li> </ul> |
|--|---|

**Critical Value at Risk Line**  
 --- Variable  
**Strategic Line - PACE**  
 --- Primary  
 --- Alternate  
 --- Contingency  
 --- PACE\_Branch2\_20230911\_0739\_CowlitzComplex\_WAGP001297  
 --- Main Access Roads  
 --- High Clearance Roads

**Big Box B:**  
 Big Box West Line - Proposed. Utilize the NF-25 as a big box control feature to the west. This segment is 9.5 miles of road from the junction of NF-2560 to DP-95. The Planned Fuel Break feature captured in the National Incident Feature Service (NIFS) is 1,215 acres and would involve a comprehensive whole-tree harvesting and decking operation. Would require apx. 21-30 days to complete.  
 See text for more information on the Planned Fuel Break.

**Big Box A:**  
 Big Box South Line - Proposed. Utilize the NF-93 as a big box control feature to the south. This segment is 13 miles of road from DP-83 to DP-95. Would require 4 HC2, 2 T2 Dozers, 4 Masticators, 4 Feller Bunchers, 8 Skidders, 4 Forwarders, 2 TFLD. Multi HEQB. Estimate apx. 21 days to complete.

**Alternate D:**  
 Blue Lake Ridgeline. Proposed Dozer line up the Blue Lake Ridge between NF-93 and NF-9331. Would require 2 T2 DOZ, 2 Feller Bunchers, 2 HC2 to prep. 2 to 3 days.

**Primary B:**  
 Proposed Dozer line from the end of NF-170 spur north into Straight Cr. Apx. 1200 feet of line.

**Alternate E:**  
 Boundary ORV Trail. Proposed Handline up the Boundary ORV Trail from NF-9331 to Hat Rock following the ridgeline and utilizing the existing trail. Would require 2 HC2 or 2 IHC to prep. 4 to 5 days to prep.

**Alternate B:**  
 NF-9341. Potential Alternate line to prevent fire spread to the south and southwest. Segment from H-50 to Straight Cr. will be brushed and chipped by the end of shift 9/11/23.

**Alternate A:**  
 NF-9341. Potential Alternate line to prevent fire spread to the south and southwest. Segment from H-50 to the NF-170 has been brushed.

**Primary A:**  
 NF-170 south and west of the fires. This segment is 3/4 complete on mastication work and 1/2 snagged. 1 day remaining to masticate with two masticators. 3 days to complete hand prep.

**Alternate C:**  
 NF-9341 from Straight Cr. to Blue Lake Ridgeline. The road has been brushed and chipped. Use as a control feature would require 2 masticators and 2 HC2 3 days to complete.

**Contingency A:**  
 Alec Cr. Mixed Line Construction. Proposed Contingency line utilizing NF-93 west to Alec Cr, then proposed Mixed Line construction up the Alec Cr. drainage to NF-9331. This includes a mix of old logging roadbeds and off-system trails. Would require 2 T2 Dozers, 2 Feller Bunchers, and 2 HC2. 2 days to prep and complete.

**Big Box B:**  
 Big Box West Line - Proposed. Utilize the NF-25 as a big box control feature to the west. This segment is 9.5 miles of road from the junction of NF-2560 to DP-95. The Planned Fuel Break feature captured in the National Incident Feature Service (NIFS) is 1,215 acres and would involve a comprehensive whole-tree harvesting and decking operation. Would require apx. 21-30 days to complete.

**Possible Specs:**  
 - Cut designated sawtimber trees up to 25" dbh, pile slash at landings, remove boles from area.  
 - Masticate designated non-sawtimber and biomass trees only.  
 - Ingress / Egress Improvement Repair.

**Consideration for this Operation:**  
 - Landings collected in Field Maps are located roughly .5 mile apart; multiple adverse skids are present.  
 - Each landing will have material coming from both directions.

**Scale of the Units:**  
 - 100 feet from NF-25 or ridgeline; recommend ridgeline given adverse skid and holding potential of oncoming flame front.

**Equipment Needs:**  
 - Each landing staffed with stroke delimer or processor, 2 feller bunchers, 1 dozer, and 4 skidders.  
 - 2 HEQB per landing and TFLD for 2 landings.  
 - Some landings are small, requiring access to loader to stack material.  
 - Once 2 landings are stocked; consider ordering log trucks to move material.  
 - Specialized equipment for steep ground may be necessary, such as a tethered logging system. See topo map.  
 - NF-2573 serves as the haul route from the majority of the landings.  
 - Low Boys and Transports could be staged at H-55.

**Tasks:**  
 Brush Out and Grade  
 - NF-2573, 2565, 100, spur opposite side of 540, and 2575 spur.

**Landing Preparation**  
 - Feller buncher cut merchantable material; dozer prepare the site for leveling.  
 - Felling activity could begin once landings are approved.