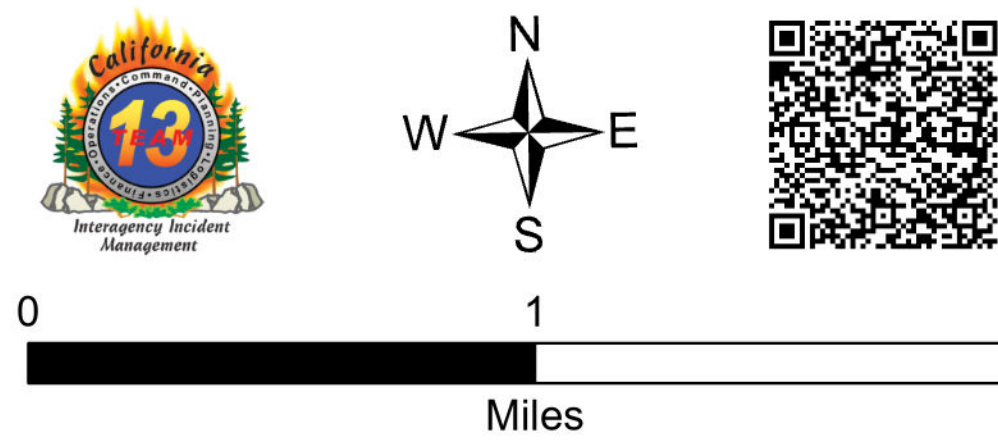


PACE COWLITZ COMPLEX WA-GPF-001297 9/16/2023



- Dip Site
 - Helispot
 - Drop Point
 - Landing or Log Deck
 - Repeater
 - Water Source
 - Boating Sites
 - Campground
 - Horse Camp
 - Interpretive Site
 - Observation Site
 - Picnic Site
 - Trailhead
 - Snotel Station
 - National Register - Eligible
 - Completed Dozer Line
 - Completed Hand Line
 - Planned Dozer Line
 - Planned Fuel Break
 - Planned Hand Line
 - Planned Mixed Construction Line
 - Planned Road as Line
 - Access or Improved Road
 - Other
 - Local Road
- 4WD
 - Pacific Crest Trail
 - Trail
 - Bull trout
 - Chinook salmon
 - Coho salmon
 - Streamhead
 - Wildlife Daily Fire Perimeter
 - Fire History
 - Completed Timber Sales
 - PDD Boundary
 - Roadbed Area
 - State or Territory
 - County or Equivalent
 - US Forest Service (USFS)
 - Private or Undetermined
- Critical Value at Risk Line**
- Negligible
- Strategic Line - PACE**
- Primary
 - Alternate
 - Contingency
- PACE_Branch2_20230911_0739_CowlitzComplex_WA-GPF001297
 - 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.

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.

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.

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.